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HORNBY magazine

May 2014

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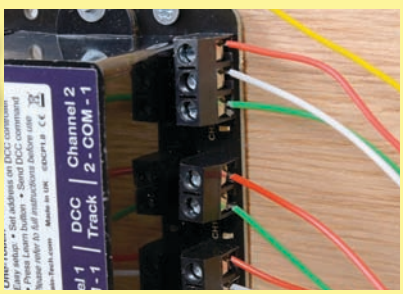
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Welcome



Technology is doing wonders for this hobby, both in the manufacturing process and in development of Digital Command Control.

Digital is at the forefront this month as we've put together a brand new 48 page DCC handbook which is supplied free with this issue. It is amazing what products are now being developed and in the Up and Coming and Gadget Guide sections you will find inspiring products including a GPS system which can actually draw your layout trackplan on a computer - and even voice control!

However, it is about much more than this. The technology available in DCC locomotive and accessory decoders is advancing too and it is encouraging to see manufacturers taking strides to consider DCC and DCC sound from the outset in model design.

This issue also brings our latest exclusive interview, this time with Dapol. Dapol has undergone big changes in the past 12 months with a new team in place for product and technical development. I was encouraged to hear how DCC is no longer an afterthought - in fact quite the opposite - and secondly in how Product Development Manager Richard Webster - who is also the Managing Director of 'O' gauge manufacturer Lionheart Trains - had seen such a massive shift change in users of digital.



He sees that the tables have turned for digital and while a few years ago only 25% of his customer base for Lionheart Trains used DCC, now it is analogue control which has become the minority for his business with an almost complete reversal of the statistics.

Here at *Hornby Magazine* we have embraced digital and its potential, but we never forget the roots of model railways and analogue control either. In fact Twelve Trees Junction - which you can read about in Staff Projects this issue - will be using both digital and analogue control to make the best of both worlds: locomotive control with digital plus analogue for points to make the most of cab control.

With the advances in technology and forward thinking products like Hornby's RailMaster, Train-Tech's accessory decoders and changes in the way locomotive chassis are designed to put digital first, I can now see a day when most model railways will be controlled with DCC.

As always I welcome your views on the subject of digital control, but most importantly I hope you enjoy the issue and all which is contained within it - as ever, it is packed to the rafters!



Mike Wild
Editor, *Hornby Magazine*

FREE THIS MONTH

48 PAGE DCC HANDBOOK!





DAPOL REVEALS 'B4' AND 'J72' FOR 2014

CHOLLERFORD

18 Dave Milford and Malc Charlton transport us back to the 1950s in the Border Counties in 'OO' gauge.

MAKE TREES FROM KITS

30 Making your own trees is a rewarding process. Nigel Burkin reveals his top tips for making your own trees from readily available kits.

TITHERIDGE JUNCTION

94 Bradford Model Railway Club's latest layout is this superb 'N' gauge main line scene which includes a flyover and a '70s theme.

EXCLUSIVE INTERVIEW

44 *Hornby Magazine* meets with Dapol to discuss product development and find out what is in store for the future.

PART EIGHT

OPERATION BUILD IT!

62 In the concluding part of this layout build, we install point motors, a working signal and build a fiddle yard.

Dapol thinks small in 'N' with WORSDELL 'J72'

IN ITS 2014 catalogue Dapol has revealed plans for a brand new steam locomotive in the North Eastern Railway Worsdell 'J72' 0-6-0T for 'N' gauge. The 'J72' joins the production plan for new locomotives alongside the previously announced Bulleid 'Light Pacific' 4-6-2s, Maunsell 'Schools' 4-4-0 and Collett 'Grange' 4-6-0 for the scale.

The 'J72' will be amongst the smallest locomotives ever produced in 'N' gauge with its main rival for size in the Dapol catalogue the Stroudley 'Terrier' 0-6-0T. The new 'J72' will feature a 6-pin DCC decoder socket, the option of a factory installed decoder, cast metal wheels, a tungsten chassis, NEM coupling pockets and a new 'mega creep' coreless motor currently being developed by Dapol. Five versions are planned covering NER, LNER and BR liveries. Prices had yet to be confirmed as *Hornby Magazine* closed for press.

Dapol is also pressing ahead with its previously announced steam locomotive projects. The GWR 'Grange' 4-6-0 and Maunsell 'Schools' 4-4-0 are currently at the head of the queue closely followed by the Bulleid 'Light Pacific' 4-6-2s. Both the original air-smoothed and rebuilt versions are being produced and these are currently going through CAD/CAM drawing revisions to finalise the models before tooling work begins.

Next for release is the GWR 'Manor' 4-6-0 which was adopted by Dapol from Ixion Models. This locomotive is receiving a new tender drive mechanism to incorporate a DCC decoder socket with three new versions planned for release.

Dapol's back catalogue is also being exploited in 2014 with plans for 38 new locomotives covering the GWR '57XX' 0-6-0PT, GWR '2884' 2-8-0, LNER 'B17' 4-6-0, LNER 'A4' 4-6-2, BR 'Britannia' 4-6-2, BR '9F' 2-10-0 and SR 'Q1' 0-6-0. In addition the GWR '45XX' 2-6-2T, LMS '2MT' 2-6-2T and LSWR 'M7' 0-4-4T are to make a return in 2014.

● **For full details of Dapol's planned new steam locomotives for 'N' gauge see Table 1.**



Newly announced for 'N' gauge by Dapol is the Worsdell 'J72' 0-6-0T. In September 1957 'J72' 68700 shunts at Keith on the former Great North of Scotland section.
W.J. Verden Anderson/Rail Archive Stephenson.

TABLE 1 - NEW 'N' GAUGE STEAM LOCOMOTIVES, 2014

CLASS	IDENTITY	LIVERY	CAT NO.
LNER 'J72' 0-6-0T	1715	NER lined green	2S-022-001/D
LNER 'J72' 0-6-0T	8286	LNER lined green	2S-022-002/D
LNER 'J72' 0-6-0T	68677	BR black, early crests	2S-022-003/D
LNER 'J72' 0-6-0T	69023	BR black, late crests	2S-022-004/D
LNER 'J72' 0-6-0T	68723	BR lined apple green	2S-022-005/D
GWR '57XX' 0-6-0PT	8700	GWR green, 'shirtbutton' crests	2S-007-010/D
GWR '57XX' 0-6-0PT	6746	GWR green, 'shirtbutton' crests	2S-007-011/D
GWR '57XX' 0-6-0PT	5764	Great Western green	2S-007-012/D
GWR '57XX' 0-6-0PT	9744	British Railways green	2S-007-013/D
GWR '2884' 2-8-0	3803	GWR green	2S-009-004/D
GWR '2884' 2-8-0	3819	GWR green	2S-009-005/D
GWR '2884' 2-8-0	3846	BR black, early crests	2S-009-006/D
GWR '2884' 2-8-0	3822	BR black, late crests	2S-009-007/D
GWR 'Grange' 4-6-0	6820 *Kingstone Grange*	GWR green, monogram crests	2S-019-001/D
GWR 'Grange' 4-6-0	6877 *Llanfair Grange*	GWR green	2S-019-002/D
GWR 'Grange' 4-6-0	6809 *Burghclere Grange*	BR lined black, early crests	2S-019-003/D
GWR 'Grange' 4-6-0	6856 *Stowe Grange*	BR lined black, early crests	2S-019-004/D
GWR 'Grange' 4-6-0	6837 *Forthampton Grange*	BR lined green, early crests	2S-019-005/D
GWR 'Grange' 4-6-0	6803 *Bucklebury Grange*	BR lined green, late crests	2S-019-006/D
BR 'Britannia' 4-6-2	70006 *Robert Burns*	BR lined green, early crests	2S-017-001/D
BR 'Britannia' 4-6-2	70009 *Alfred the Great*	BR lined green, late crests	2S-017-002/D
BR 'Britannia' 4-6-2	70015 *Apollo*	BR lined green, early crests	2S-017-003/D
BR 'Britannia' 4-6-2	70021 *Morning Star*	BR lined green, late crests	2S-017-004/D
BR 'Britannia' 4-6-2	70025 *Western Star*	BR lined green, late crests	2S-017-005/D
LNER 'A4' 4-6-2	60022 *Mallard*	BR lined blue, early crests	2S-008-004/D
LNER 'A4' 4-6-2	60022 *Mallard*	BR lined green, early crests	2S-008-005/D
LNER 'A4' 4-6-2	60029 *Woodcock*	BR lined green, late crests	2S-008-006/D
LNER 'A4' 4-6-2	60027 *Seagull*	BR lined green, early crests	2S-008-007/D
LNER 'B17' 4-6-0	2864 *Liverpool*	LNER black	2S-020-001/D
LNER 'B17' 4-6-0	61664 *Liverpool*	BR lined green, early crests	2S-020-002/D
LNER 'B17' 4-6-0	1671 *Royal Sovereign*	LNER apple green	2S-020-003/D
SR 'Q1' 0-6-0	33016	BR black, early crests	2S-021-001/D
SR 'Q1' 0-6-0	33018	BR black, late crests	2S-021-002/D
BR '9F' 2-10-0	92088	BR black, late crests	2S-013-001/D
BR '9F' 2-10-0	92226	BR black, late crests	2S-013-002/D
BR '9F' 2-10-0	92220 *Evening Star*	BR lined green, late crests	2S-013-003/D
BR '9F' 2-10-0	92052	BR black, early crests	2S-013-004/D
BR '9F' 2-10-0	92006	BR black, early crests	2S-013-005/D
GWR 'Manor' 4-6-0	7801 *Anthony Manor*	GWR green, 'shirtbutton' crests	2S-001-001/D
GWR 'Manor' 4-6-0	7805 *Broome Manor*	GWR green	2S-001-003/D
GWR 'Manor' 4-6-0	7821 *Ditcheat Manor*	BR lined black, early crests	2S-001-004/D
GWR '45XX' 2-6-2T	4518	GWR green	2S-014-001
GWR '45XX' 2-6-2T	4528	BR black, early crests	2S-014-002
GWR '45XX' 2-6-2T	4571	British Railways green	2S-014-003
GWR '45XX' 2-6-2T	4566	Great Western green	2S-014-004
LMS '2MT' 2-6-2T	TBA	LMS black	2S-015-001
LMS '2MT' 2-6-2T	TBA	BR lined black, early crests	2S-015-002
LMS '2MT' 2-6-2T	TBA	BR lined black, late crests	2S-015-003
LMS '2MT' 2-6-2T	TBA	BR lined black, early crests	2S-015-004
LSWR 'M7' 0-4-4T	TBA	Southern Railway	2S-016-001
LSWR 'M7' 0-4-4T	TBA	BR lined black, early crests	2S-016-002
LSWR 'M7' 0-4-4T	TBA	BR lined black, late crests	2S-016-003
LSWR 'M7' 0-4-4T	TBA	Southern Railway	2S-016-004

● **Note: Catalogue numbers with a D suffix are DCC fitted from the factory.**

New kits from Ancorton

Ancorton Models has announced two new kits for 'OO' gauge covering a ruined house (Cat No. OOFH2) and a cattle grid (OOCG1). Both kits are formed from laser cut wooden and cardboard parts with the cattle grid featuring micro-plywood components.



The ruined house kit features a high level of detail including exposed timbers, rubble, fireplaces, interior walls and warning signs. It measures 86mm x 80mm x 110mm and costs £22. The cattle grid features fences, gate, signs and more and costs £5.99.



● **Visit *www.ancortonmodels.com* for more information.**



Farish Class 25 nears production

Bachmann has received decorated samples of its soon to be released Class 25/1 and Class 25/2 for 'N' gauge in both BR green and BR blue. The new model features a 6-pin decoder socket and directional lighting and is expected to arrive in the shops during July/August.

Four versions are planned in the first wave of releases covering D5188 in BR green (Cat No. 371-085), D5222 in BR green with weathering (371-086), 25245 in BR blue (371-087) and 25231 in BR blue with weathering (371-088).

Prices are £99.95 for pristine models and £109.95 for weathered versions.

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



DIGITRAINS EXPANDS

Digitrains was due to open its new showroom in Lincoln on April 2 allowing the business to expand after it outgrew its previous premises in Digby. The new showroom is on Clifton Street, Lincoln LN5 8LQ and features a new layout for customers to trial DCC systems together with an expanded workshop area.

● **Visit *www.digitrains.co.uk* or call 01526 328633 for more information.**

CLASS 68 LEADS for Dapol diesels in 'N'

THE CLASS 68 Bo-Bo diesel locomotive headlines Dapol's 'N' gauge diesel plans for 2014/2015. Built by Vossloh in Spain for use with Direct Rail Services (DRS), the first prototype has only recently been delivered to DRS for testing on the UK rail network.

Dapol has secured permission to produce the Class 68 in 'OO' scale too. The 'N' gauge model will feature directional lighting, mega creep coreless motor and a highly detailed body, finished in the latest DRS revised 'Compass' livery which is overlaid on a map of Cumbria. A photographic survey of the locomotive has been completed and the company is now awaiting detailed data from DRS before proceeding.

The 'N' gauge Class 33 is currently having final revisions made to the body tooling ahead of a final evaluation prototype being produced, however the chassis and performance for the Class 33 have been approved with the model using the same mechanism as the Class 26 and Class 27.

CAD/CAMs are underway on the 'N' gauge Class 50 and should be ready in 2015. The disc headcode version of the Class 22 is also progressing well with production models expected towards the end of Summer 2014. Four versions will be available and three more versions of the split headcode variant are also planned.

Research continues on the Class 59 project as well as the Class 142 DMU. CAD/CAMs for the 'Pacer' are almost complete and it is hoped that production models may be here later this year.

No less than six new versions of the 'N' gauge Class 52 'Western' are planned together with more Class 56s, Class 66s and an Arriva Trains Wales (ATW) bookset containing a Class 67, two Mk 3 coaches and an ATW DVT. There are four new HST packs planned and the Class 153 and Class 156 DMUs get a couple of new liveries each, as does the Class 122 railcar.

Dapol's 'N' gauge Class 35 'Hymek' is getting another run with four more powered versions, two in BR blue and two in BR two-tone green, along with two unpowered versions. These are likely to be the last models produced before the tooling is retired.

In the 'N' gauge wagons range, the CAD/CAMs for the IOA and JNA ballast wagons are complete. Final evaluation prototype samples are due during April. Work has yet to start, however, on the HIA and MJA 'N' gauge wagons, it's expected that research for these will get underway later this year.

See Table 2 for full details of Dapol's new 'N' gauge diesel locomotives for the year ahead.

● **Note: Catalogue numbers with a D suffix are DCC fitted from the factory.**



DRS' new Vossloh built Class 68 diesel locomotive has been confirmed in Dapol's new 2014 catalogue for both 'N' and 'OO'. This is 68002 standing in the yard at DRS' Crewe Gresty Bridge depot on March 11 2014. DRS.

THE WAY

TABLE 2 – NEW 'N' GAUGE DIESEL LOCOMOTIVES, 2014

CLASS	IDENTITY	LIVERY	CAT NO.
Class 22	D6330	BR blue, full yellow end	2D-012-012/D
Class 22	D6315	BR green, small yellow panel	2D-012-013/D
Class 22	D6328	BR blue, full yellow end	2D-012-014/D
Class 35	D7061	BR blue, full yellow end	2D-018-001/D
Class 35	D7026	BR blue, full yellow end	2D-018-002/D
Class 35	D7013	Two tone green	2D-018-003/D
Class 35	D7024	Two tone green	2D-018-004/D
Class 35	D7072 (unpowered)	Two tone green	2D-018-005
Class 35	D7035 (unpowered)	BR blue, full yellow end	2D-018-006
Class 43	W43047/W43046	InterCity 125 blue/grey HST bookset	2D-019-001
Class 43	43177/43165	First Great Western HST bookset	2D-019-002
Class 43	W43126/W43125	InterCity Executive HST bookset	2D-019-003
Class 43	43075/43106	InterCity 'Swallow' HST bookset	2D-019-004
Class 52	D1058 *Western Nobleman*	BR blue, full yellow end	2D-003-004/D
Class 52	D1072 *Western Glory*	BR blue, full yellow end	2D-003-005/D
Class 52	D1065 *Western Consort*	BR maroon, small yellow panel	2D-003-006/D
Class 52	D1012 *Western Firebrand*	BR maroon, small yellow panel	2D-003-007/D
Class 52	D1000 *Western Enterprise*	BR maroon, small yellow panel	2D-003-008/D
Class 52	D1045 *Western Viscount*	BR maroon, full yellow end	2D-003-009/D
Class 52	D1062 *Western Courier*	BR blue, full yellow end	2D-003-010/D
Class 52	D1009 *Western Invader*	BR blue, full yellow end	2D-003-011/D
Class 56	56003	Loadhaul black and orange	2D-004-000/D
Class 56	56019	Red stripe Railfreight grey	2D-004-001/D
Class 56	56001	Triple grey construction sector	2D-004-002/D
Class 56	56022	BR blue	2D-004-003/D
Class 56	56016	Triple grey coal sector	2D-004-004/D
Class 66	TBC (plus six megafrets)	WH Malcolm livery	2D-004-001/D
Class 66	66200	EWS	2D-007-003/D
Class 66	66612	Unbranded Freightliner	2D-007-004/D
Class 67	TBC	Arriva Trains Wales	2D-010-003
Class 122	55000	BR green with whiskers	2D-015-001/D
Class 122	W55006	BR green, single yellow panel	2D-015-002/D
Class 153	153378	Central Trains	2D-020-001
Class 153	153371	London Midland	2D-020-002
Class 156	156508 (two car set)	Strathclyde	2D-021-001
Class 156	156419 (two car set)	Provincial Railways	2D-021-002
Class 68	TBC	DRS blue livery	TBC



Dapol confirms 'O' gauge wagon production

Dapol is moving forward with a number of projects in 'O' gauge with the first model expected to be released being the six-wheel milk tanker. This is currently in the final phase of pre-production with final livery samples expected during early April.

The SR 25ton 'Pillbox' brake van is also nearing completion with the first decorated samples received in March. The model is being released in Southern Railway livery with a white roof and grey roof, BR grey and BR bauxite with detail differences as appropriate between the vehicles.

Plans for its 10ft wheelbase wagons have also been confirmed following an announcement at the Gauge O Guild exhibition in Telford in September 2013. Plans are now focused on BR built wagons covering BR 12ton vans with planked and plywood sides, Palvan, ventilated meat van, a steel bodied open wagon and high sided open wagons. Information is currently being collated to allow CAD/CAM drawing work to start for these vehicles.

The previously announced HAA and HEA coal hoppers are now at an advanced stage of CAD/CAM drawing work with final adjustments underway before they are sent for tooling.

Dapol's two 'O' gauge locomotives are also making progress – the Stroudley 'A1' and 'A1X' variants are now expected to enter the tool room in April with an uprated specification (HM82) while drawing work for the Class 08 diesel shunter is also underway featuring a redesign of the chassis, independent lighting in DCC mode and provision for DCC sound from the outset.

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

Met Bo-Bo breaks cover

Heljan has released the first images of its new 'OO' gauge model of the London Transport Metropolitan Railway Bo-Bo electric locomotives to highlight progress to date.

The model was announced at the Warley National Model Railway Exhibition in November 2013 and is set to become the first all-new ready-to-run London Transport operated locomotive to be produced. All previous ready-to-run London Transport models have been reliveries of main line locomotives.

As *Hornby Magazine* closed for press exact details of livery variations and numbers had not been announced by Heljan, but the model will feature a 21-pin DCC decoder socket, directional lighting and numerous separately fitted parts including bufferbeam detail and metal handrails.

● **Visit *www.hornbymagazine.com* for more information and photographs.**



Dapol announces...
ADAMS 'B4' 0-4-0T



DAPOL is to produce its first in-house 'OO' gauge steam locomotive of this century with confirmation of its plans for a ready-to-run Adams 'B4' 0-4-0T. Dapol's return to the 'OO' gauge locomotive market in its own right (as opposed to commissioned models) was marked with the NBL Class 22 in 2011 and since then it has also produced the 'Western' diesel-hydraulic.

The 'B4' 0-4-0Ts were introduced in 1890 for use on tightly curved dock lines including Sutton Harbour in Plymouth. The class was later seen at Southampton Docks with the first withdrawn in 1948. The last two were withdrawn in October 1963.

The Dapol 'B4' will feature a DCC ready chassis with a 6-pin socket, provision for DCC sound installation and options for factory installed sound, cast metal wheels, NEM coupling pockets, a new coreless motor and tooling allowing for different cab designs. The model is to be released in Southern Railway and British Railways liveries, but prices have yet to be announced.

Dapol has also now confirmed its plans for the Class 73 electro-diesel with the Class 73/0 entering the toolroom in March, to be closely followed by the Class 73/1 which is currently seeing detail revisions to its bogies and underframe before being signed off for tooling. Also moving forward is the NBL Class 21/29 following acquisition of detailed drawings for the pilot scheme design.

Also planned on the diesel-electric front is the new DRS Vossloh Class 68 which is due to enter traffic with the Open Access freight operator during the first half of 2014. The Class 68 will feature Dapol's new coreless motor, switchable lighting and etched metal nameplates. The exact identities of the models are to be confirmed once the class is numbered and named.

The Class 121/122 DMU for 'OO' is also making progress following laser scanning of the prototype and Dapol plans to move this model forward through the production process during 2014.

All of Dapol's new diesel models are being tooled with DCC and DCC sound in mind and will be available with the option of factory fitted sound decoders using Zimo products and specially recorded sound files.

Dapol has also confirmed that it is continuing work on the 'Turbot' ballast bogie wagon while also committing to new tooling for the IDA super low 45 twin sets for 'OO'. The previously announced HIA limestone hopper and MJA bogie box twin sets will also be designed during 2014/2015.

See Table 3 for full details of Dapol's new 'OO' gauge locomotives for 2014/2015.

● **Note: Catalogue numbers with a D suffix are DCC fitted from the factory.**

Photograph below: **The Adams 'B4' 0-4-0T is to be Dapol's target for a new 'OO' gauge locomotive in 2014. 'B4' 81 *Jersey* stands at Southampton Dock in June 1932.** O.J. Morris/Rail Archive Stephenson.

FOR 'OO'



TABLE 3 - NEW 'OO' GAUGE LOCOMOTIVES, 2014

CLASS	IDENTITY	LIVERY	CAT NO.
LSWR 'B4' 0-4-0T	*Normandy*	Southern Railway black	4S-018-001/D
LSWR 'B4' 0-4-0T	*Caen*	LSWR brown	4S-018-002/D
LSWR 'B4' 0-4-0T	88	Southern Railway green	4S-018-003/D
LSWR 'B4' 0-4-0T	30082	BR black, early crests	4S-018-004/D
LSWR 'B4' 0-4-0T	30096	BR black, late crests	4S-018-005/D
Class 29 Bo-Bo	D6130	BR green, full yellow ends	4D-014-000
Class 29 Bo-Bo	D6114	BR green, small yellow panels	4D-014-001
Class 29 Bo-Bo	D6130	BR blue, full yellow ends	4D-014-002
Class 29 Bo-Bo	D6123	BR green, small yellow panels	4D-014-003
Class 73 Bo-Bo	73102 *Airtour Suisse*	BR Intercity	4D-006-000
Class 73 Bo-Bo	73105	Large logo blue	4D-006-001
Class 73 Bo-Bo	73124	BR blue, full yellow ends	4D-006-002
Class 73 Bo-Bo	73135	BR blue, full yellow ends	4D-006-003
Class 73 Bo-Bo	E6003	BR green	4D-006-004
Class 73 Bo-Bo	E6039	BR blue, small yellow panels	4D-006-005
Class 73 Bo-Bo	TBA	'Dutch' grey and yellow	4D-006-006

New website for the

HORNBY magazine
GREAT ELECTRIC
TRAIN SHOW
OCTOBER 11/12 2014

A brand new website dedicated to the *Hornby Magazine* Great Electric Train Show will go live on April 8 bringing together the latest information and more details on confirmed exhibits, traders and demonstrators.

The Great Electric Train Show is being run for the second time at the Heritage Motor Centre, Gaydon, Warwickshire, on the weekend of October 11/12 and will feature more than 25 layouts and over 30 traders.

Advance ticket sales are also launching on April 8 with discounts of up to 25% off purchasing tickets in advance. Advance prices are £9 for adults and £7 for children and the entry includes freedom of the Heritage Motor Centre and a free bus service from Leamington Spa station to the event on the Saturday only.

● **For full details visit *www.greatelectrictrainshow.com***

Bachmann BR Tube wagon



The first engineering prototype of Bachmann's new BR 22ton Tube wagon have been revealed showcasing work so far on this brand new open wagon. The design was introduced in 1954 and built at Darlington and is based on an LMS design from 1925. 2,350 were built in seven years.

The new model from Bachmann will feature Oleo and spindle buffer options, two types of axlebox, plain and batten fitted floors plus close coupling and fixed axles. The model will be released in BR grey (Cat No. 38-750) early BR bauxite (38-751) and late BR bauxite (38-752).

Priced at £19.95 each, the Tube wagon is expected to be released this year.

● **Visit *www.hornbymagazine.com* for more photographs.**

All change at Hornby



Hornby Marketing Manager Simon Kohler has left the company after a 35-year career with Hornby Hobbies. Known as the face of Hornby from the manufacturer's Roadshow appearances Simon leaves following a major reorganisation of the Marketing Department, but will be continuing to support the Margate based manufacturer over the next 12 months.

In April Hornby's newly appointed Chief Executive Richard Ames, a former executive at Ladbrokes, is due to join the company. Appointed in February, Richard Ames replaces Frank Martin, who stood down in April 2013.

Rail Exclusive announces NORTHERN BELLE AND DRS CLASS 47s



RAIL EXCLUSIVE has unveiled details of its next limited edition models exclusively to *Hornby Magazine*.

The company is teaming up again with ViTrains to produce a limited edition twin pack (Cat No. V2000/V2001) of 'OO' gauge Class 47s decorated and detailed to represent 47790 *Galloway Princess* and 47832 *Solway Princess* in their Pullman-inspired livery, as seen hauling the prestigious 'Northern Belle' luxury train.

The Class 47s are being produced with the full co-operation of VSOE-Northern Belle and Direct Rail Services (DRS).

Joining them will be two DRS 'Compass' liveried Class 47s, which have deputised as back-up locomotives for the 'Northern Belle' when the dedicated traction has been unavailable. 47813 *Solent* (V2002) and 47853 *Rail Express* (V2003) will also be limited edition models, but will be available individually.

All models will feature new bodysides and roof, as per the prototype, following an exclusive agreement with ViTrains to upgrade the Class 47 tooling specifically for these locomotives.

The side footsteps will be plated over, new cooler group modifications represented and they will correctly feature the now standardised flush fronted cabs, allowing Rail Exclusive to offer the most accurate model of these locomotives to date.

Each model will be supplied with etched radiator grilles, factory-fitted metal handrails, photo-etched stainless steel nameplates and Pullman crests, highlighted bogie detail, limited edition certificate and a special presentation box.

The Class 47 is offered DCC ready, DCC fitted (Zimo MX632) and DCC sound-fitted (Zimo MX645) utilising Rail Exclusive's custom-designed Class 47 sound project. Both decoders are equipped with Zimo's electronic flywheel circuitry to prevent poor performance on dirty track.

Limited to just 550 of each, prices start at £230 for the 'Northern Belle' twin pack and £99.95 each for the DRS liveried Class 47s. Delivery is expected late Summer 2014.

● **These exclusive new models are available to pre-order now at *www.railexclusive.com* or by calling 01780 470086.**



© Simon Glancey/RAIL EXCLUSIVE



Hartlepool Show details announced

The Hartlepool Model Railway Show returns to Hartlepool College of Further Education on July 12/13 with Hornby Hobbies as its sponsor.

At least 25 layouts will be on display including a number which have featured in *Hornby Magazine* including Dave Milford and Malc Charlton's 'OO' gauge layout Chollerford (see page 18 of this issue), John Spence and Steve Weston's 2mm scale Melton Mowbray North (HM55), Graham Marriott and Colin Postlethwaite's BR blue 'OO' gauge layout Grathwaite Junction (HM59), Bob Vaughan's 'OO9' layout Tansey Bank (HM76) plus Brad Seaman's Whitby West Cliff modelled in 'OO', due to appear in *Hornby Magazine* soon. There will also be a wide variety of trade stands and a selection of modelling demonstrations too.

All proceeds will go to Hartlepool RNLI and Hartlepool Families First.



Grathwaite Junction is one of four *Hornby Magazine* featured layouts booked to take part in the Hartlepool Model Railway Show on July 12/13. Mike Wild.

25th anniversary pack details revealed



The contents of Bachmann's Silver Anniversary Set to mark 25th years of the manufacturer have been revealed as Class 47 47164 in BR blue with Union flags on the bodyside and 'Jubilee' 4-6-0 45552 *Silver Jubilee* in BR green with early crests. The pack is being released in 'OO' and 'N' gauges in identical formats and will be in a wooden presentation box.

The 'OO' gauge version (Cat No. 25-2014) is priced at £249.95 and the 'N' gauge version (370-2014) is priced at £239.95.

For more information visit *www.bachmann.co.uk*

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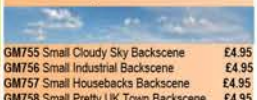
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OO SCALE REPLICA SIGNS

TSO09E BR (Eastern) Station Signs	£1.95
TSO09LM BR (Midland) Station Signs	£1.95
TSO09NE BR (N Eastern) Station Signs	£1.95
TSO09S BR (Southern) Station Signs	£1.95
TSO09SCOT BR (Scottish) Station Signs	£1.95
TSO09W BR (Western) Station Signs	£1.95
TSO021 Street Names	£1.95
TSO022 BR Modern Image Station Signs	£1.95
TSO023 Cornish Riviera Boards 1	£1.95
TSO024 Cornish Riviera Boards 2	£1.95
TSO025 Early Station Signs	£1.95
TSO026 GWR Poster Boards	£1.95
TSO027 LMS Poster Boards	£1.95
TSO028 LNER Poster Boards	£1.95
TSO029 Southern Poster Boards	£1.95
TSO030 BR Poster Boards	£1.95
TSO040 SR (Target) Sevenoaks/Oxted	£1.95
TSO041 BR (Midland) Preston/Rugeley	£1.95
TSO042 BR (Western) Truro/Taunton	£1.95
TSO043 BR (Eastern) Hitchen/Grantham	£1.95
TSO044 BR (NE) Durham/Morpeth	£1.95
TSO045 BR (Scottish) Falkirk/Crianlarich	£1.95
TSO046 BR (Southern) Woking/Axminster	£1.95
TSO059 Carriage Prints	£1.95
TSO060 Modern Image Road Signs	£2.95
TSO067 Pub Signs	£1.95
TSO070 Old Time Road Signs	£2.95
TSO072 Pre-Grouping Travel Posters	£1.95
TSO073 GWR Travel Posters	£1.95
TSO074 LMS Travel Posters	£1.95
TSO075 LNER Travel Posters	£1.95
TSO076 Southern Travel Posters	£1.95
TSO077 BR Travel Posters	£1.95
TSO078 BR Modern Image Travel Posters	£1.95
TSO079 Trackside Notices	£1.95
TSO081 Enamel Advert Signs 1	£1.95
TSO082 Enamel Advert Signs 2	£1.95
TSO083 Enamel Advert Signs 3	£1.95
TSO084 Enamel Advert Signs 4	£1.95
TSO0131 French Travel Posters	£1.95
TSO0132 French Travel Posters	£1.95
TSO0133 German Travel Posters	£1.95
TSO0134 German Travel Posters	£1.95
TSO0137 London Transport Posters	£1.95
TSO0138 London Transport Posters	£1.95
TSO0139 London Transport Posters	£1.95

N SCALE REPLICA SIGNS

TSN9E BR (Eastern) Station Signs	£1.95
TSN9LM BR (Midland) Station Signs	£1.95
TSN9NE BR (N Eastern) Station Signs	£1.95
TSN9S BR (Southern) Station Signs	£1.95
TSN9SCOT BR (Scottish) Station Signs	£1.95
TSN9W BR (Western) Station Signs	£1.95
TSN21 Street Signs	£1.95
TSN22 BR Modern Image Station Signs	£1.95
TSN23 Cornish Riviera Boards 1	£1.95
TSN24 Cornish Riviera Boards 2	£1.95
TSN25 Early Station Signs	£1.95
TSN67 Pub Signs	£1.95
TSN71 Road Signs	£1.95
TSN79 Trackside Notices	£1.95
TSN81 Enamel Advert Signs 1	£1.95
TSN82 Enamel Advert Signs 2	£1.95
TSN83 Enamel Advert Signs 3	£1.95
TSN84 Enamel Advert Signs 4	£1.95
TSN91 GWR Travel Posters	£1.95
TSN92 LMS Travel Posters	£1.95
TSN93 LNER Travel Posters	£1.95
TSN94 SR Travel Posters	£1.95
TSN95 BR Travel Posters	£1.95
TSN96 Modern Travel Posters	£1.95

O SCALE REPLICA SIGNS

TSO5 Trackside Notices LNER	£2.50
TSO6 Trackside Notices Midland	£2.50

TINY SIGNS

TSO7 Trackside Notices SR Area	£2.50
TSO8 Trackside Notices GWR	£2.50
TSO9E BR (Eastern) Station Signs	£2.95
TSO9LM BR (Midland) Station Signs	£2.95
TSO9NE BR (N Eastern) Station Signs	£2.95
TSO9S BR (Southern) Station Signs	£2.95
TSO9SCOT BR (Scottish) Station Signs	£2.95
TSO9W BR (Western) Station Signs	£2.95
TSO25 Early Station Signs	£2.50
TSO59 Carriage Prints	£2.50
TSO96 Enamel Advert Signs	£2.50
TSO97 Enamel Advert Signs	£2.50
TSO98 Enamel Advert Signs	£2.50
TSO99 Enamel Advert Signs	£2.50
TSO101 Pre-Grouping Travel Posters Sml	£2.50
TSO102 Pre-Grouping Travel Posters Lge	£2.50
TSO103 GWR Travel Posters Small	£2.50
TSO104 GWR Travel Posters Large	£2.50
TSO105 LNER Travel Posters Small	£2.50
TSO106 LNER Travel Posters Large	£2.50
TSO107 SR Travel Posters Small	£2.50
TSO108 SR Travel Posters Large	£2.50
TSO109 LMS Travel Posters Small	£2.50
TSO110 LMS Travel Posters Large	£2.50
TSO111 BR Travel Posters Small	£2.50
TSO112 BR Travel Posters Large	£2.50
TSO113 BR Special Issue Travel Posters	£2.50
TSO114 BR Special Issue Travel Posters	£2.50
TSO120 GWR Poster Boards	£2.50
TSO121 LNER Poster Boards	£2.50
TSO122 SR Poster Boards	£2.50
TSO123 LMS Poster Boards	£2.50
TSO124 BR Poster Boards	£2.50

KESTREL DESIGNS

N GAUGE PLASTIC KITS

GMKD01 House	£4.25
GMKD02 Shop	£4.25
GMKD03 Bungalow	£3.35



GMKD04 Church with Porch	£5.65
GMKD05 House/Shop Unit with Glazing	£6.45
GMKD06 Two Shop Unit with Glazing	£6.45
GMKD07 Four House Unit	£6.45
GMKD08 Country Station	£8.45
GMKD09 Station Buildings	£5.15
GMKD10 Island Platform with Flat Canopy	£7.95
GMKD11 Flat Canopy	£5.65



GMKD12 Small Signal Box	£6.15
GMKD13B Farm Rail Fencing Brown	£2.85
GMKD13W Farm Rail Fencing White	£2.85
GMKD14 Telegraph Poles	£2.85
GMKD15 Windows Doors & Guttering	£4.05
GMKD16 Platforms (2)	£2.55
GMKD17 Platform Ramps (2)	£2.25
GMKD18 Station Yard Huts	£3.05
GMKD19 Weighbridge & Office	£4.25
GMKD20 Coal Office	£3.05
GMKD21 Level Crossing/Keepers Cottage	£5.65
GMKD22 Four Greenhouses	£2.85
GMKD23 Two Domestic Garages	£2.85
GMKD24 Water Tower	£3.55
GMKD25 Corner Shop	£4.35
GMKD26 Corner Pub	£4.35
GMKD27 Three Storey Townhouse	£5.65
GMKD28 Three Storey Town Shop	£5.65
GMKD29 Modern Station	£7.75
GMKD30 Modern Station Waiting Room	£5.35
GMKD31 Station Masters House	£6.15
GMKD32 Pair Pre War Semi Det. Houses	£6.95
GMKD33 Boilerhouse & Chimney	£6.15
GMKD34 Stable Block	£3.65



GMKD35 Cow Shed	£3.35
GMKD36 Barn	£5.65
GMKD37 Farm House	£7.15

KESTREL DESIGNS



GMKD38 Steel Footbridge	£7.15
GMKD39 Modern Industrial Unit	£5.65
GMKD40 Modern Fire Station	£6.95
GMKD41 Platforms Wide (2)	£3.05
GMKD42 Platform Ramps Wide (2)	£2.75
GMKD43 Goods Shed	£7.45
GMKD1000 Town Station	£17.25
GMKD1001 Old Factory with Chimney	£20.25

N GAUGE VALUE KIT SETS

GMKD2000 Station Set	£15.25
GMKD2001 Town Set	£13.25
GMKD2002 Suburban Set	£15.25
GMKD2003 Farm Set	£17.25

TOOLS

MODEL RAILWAY MAINTENANCE



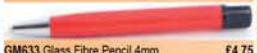
GM50 OO/HO Locomotive Wheel Cleaner	£34.95
GM47 N Gauge Wheel Cleaner	£34.95
GM51 Spare Pads for GM50	£17.95
GM49 Spare Pads for GM47	£17.95



GM619 Precision Lubricator	£4.75
GM667 Superfine Oil Pen w/Teflon Particles	£4.95
GM668 Electrical Contact Oil Pen	£8.95

GENERAL MODELLING TOOLS

GM08 Modelstrip (115ml)	£6.95
GM26 Track Rubber	£2.95
GM27 Jumbo Track Rubber	£5.50
GM600 A2 Cutting Mat	£16.95
GM601 A3 Cutting Mat	£10.95
GM602 A4 Cutting Mat	£5.50
GM603 A5 Cutting Mat	£3.25
GM604 Round Nose Pliers	£6.75
GM605 Flat Nose Pliers	£6.75
GM606 Side Cutters	£6.75
GM607 Half Round Pliers	£6.75
GM608 Bent Nose Pliers	£6.75
GM609 S/Steel Tweezers (4)	£7.65
GM610 Double Ended Pin Vice	£4.95
GM611 Sawset 1 w/ Scalpel Handle	£9.95
GM613 Trim-away Knife	£3.25
GM614 S/S Scalpel & Blades	£5.50
GM615 Plastic Scalpel & Blades	£5.50
GM616 Cutting Knife & 5 Blades	£5.95
GM617 Pick-Up Tool	£6.25
GM618 Magnifier Tweezers	£4.15
GM621 Locking forceps Curved	£6.50
GM624 Swivel Top Pin Vice	£6.25
GM625 Curved Tweezer R/Action	£4.25
GM626 Straight Tweezer R/Action	£4.25
GM627 Blunt End Tweezer R/Action	£3.85
GM629 Cutting Discs (10)	£4.70
GM630 Screw Top Mandrels (3)	£4.15
GM631 Slitting Discs (10) & Mandrel	£5.25
GM632 Budget Needle File Set	£5.95



GM633 Glass Fibre Pencil 4mm	£4.75
GM634 4mm G/Fibre Refills (10)	£6.50
GM635 2mm Glass Fibre Pencil	£8.75
GM636 2mm G/Fibre Refills (5)	£5.50
GM638 Cutting Broaches 0.6-2.0	£15.50
GM640 Archimedian Drill Stock	£5.65
GM641 HSS Jbbrs Drills 0.5 (5)	£3.95
GM642 HSS Jbbrs Drills 0.8 (5)	£3.95
GM643 HSS Jbbrs Drills 1.0 (5)	£3.95
GM644 HSS Jbbrs Drills 1.2 (5)	£3.95
GM645 HSS Jbbrs Drills 1.5 (5)	£3.95
GM646 HSS Jbbrs Drills 1.8 (5)	£3.95
GM647 HSS Jbbrs Drills 2.0 (5)	£3.95
GM648 Microbox Drills 0.3-1.6	£9.95
GM649 Microbox HSS Twist Drill Bits 61-80	£9.95
GM650 HSS Jbbrs Drills 0.3 (5)	£3.95
GM651 HSS Jbbrs Drills 0.4 (5)	£3.95
GM652 HSS Jbbrs Drills 0.6 (5)	£3.95
GM653 HSS Jbbrs Drills 0.7 (5)	£3.95
GM654 HSS Jbbers Drills 0.9 (5)	£3.95
GM655 Spare Blades for GM614	£2.75
GM656 Spare Blades for GM616	£2.55
GM660 Pick n Place Twin Pack	£7.65
GM664 Economy Sprue/Plastic Cutter	£4.35
GM666 Clip On Magnifying Eye Glass	£6.25
GM669 Pin Pusher with Depth Stop	£9.95
GM670 Deluxe Paintbrush Set	£9.95

TOOLS

GM671 100mm Spirit Level	£3.60
GM695 Model Railway Screwdriver Set	£4.95
GM696 Masking Tape 6mm x 18m (2)	£1.95
GM697 Masking Tape 10mm x 18m (2)	£2.75
GM698 Masking Tape 18mm x 18m (1)	£2.50

RAZOR SAWS



GM672 Razor Saw Superfine	£9.95
GM673 3 in 1 Saw Set	£12.95
GM674 Razor Saw Fine	£9.95
GM675 Razor Saw Medium	£9.95
GM676 Aluminum Mitre Box	£13.95
GM677 Fine Woodcraft Saw	£10.75
GM678 Flush Cutting Saw	£13.95
GM679 Universal Razor Saw	£10.95

SOLDERING IRONS & BITS

GM680 15W 230V Soldering Iron	£13.95
GM681 25W 230v Soldering Iron	£15.95
GM682 40W 230v Soldering Iron	£16.95
GM685 15W No.6 Tip	£2.95
GM686 15W No.8 Tip	£2.95
GM687 25W No.6 Tip	£2.95
GM688 25W No.7 Tip	£2.95
GM689 25W No.8 Tip	£2.95
GM690 40W No.6 Tip	£2.95
GM691 40W No.7 Tip	£2.95
GM692 40W No.8 Tip	£2.95

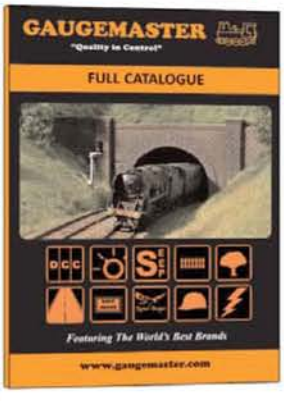
SOLDERING ACCESSORIES

GM01 Low Melt Solder 70 degrees (20g)	£3.95
GM02 Solder 180 degrees (20g)	£3.75
GM03 White Metal Flux	£5.50
GM04 Brass Flux	£5.50
GM05 Non Acid Safety Flux	£5.95
GM06 Solder Wire 145 Degrees	£4.65

ELECTRICS

SWITCHES

GM501 Slide Switch DPDT	£1.65
GM502 Slide Switch DPDT (C/off)	£1.65
GM503 Toggle Switch SPST	£2.30
GM504 Toggle Switch DPDT	£2.60
GM505 Mini-Toggle DPDT (C/off)	£3.10
GM506 Mini-Toggle DPDT	£2.70
GM507 Mini-Toggle SPST	£2.40
GM508 Mini-Toggle SPDT	£2.40
GM509 Mini-Toggle SPDT (C/off)	£2.60
GM510 Mini-Toggle for Point Motors	£2.65
GM511 Mini-Toggle for G Point Motors	£3.60
GM512 Push to Break Black (5)	£5.95
GM513 Push to Make Black (5)	£2.75
GM514 Push to Make Blue (5)	£2.75
GM515 Push to Make Green (5)	£2.75
GM516 Push to Make Red (5)	£2.75
GM517 Push to Make White (5)	£2.75
GM518 Push to Make Yellow (5)	£2.75
GM519 Rotary Switch 1 Pole 12 Way	£2.75
GM520 Rotary Switch 2 Pole 6 Way	£3.70
GM521 Rotary Switch 3 Pole 4 Way	£3.70
GM522 Rotary Switch 4 Pole 3 Way	£3.70
BPGM501 Slide Switch DPDT (25)	£13.50
BPGM502 Slide Switch DPDT (C/off) (25)	£13.50
BPGM503 Toggle Switch SPST (25)	£35.95
BPGM504 Toggle Switch DPDT (25)	£39.95
BPGM505 Mini-Toggle DPDT (C/off) (25)	£45.95
BPGM506 Mini-Toggle DPDT (25)	£41.95
BPGM507 Mini-Toggle SPST (25)	£35.95
BPGM508 Mini-Toggle SPDT (25)	£35.95
BPGM509 Mini-Toggle SPDT (C/off) (25)	£38.95
BPGM510 Mini-Toggle for Point Motors (25)	£44.95
BPGM513 Push to Make Black (25)	£9.50
BPGM514 Push to Make Blue (25)	£9.50
BPGM515 Push to Make Green (25)	£9.50
BPGM516 Push to Make Red (25)	£9.50
BPGM517 Push to Make White (25)	£9.50
BPGM518 Push to Make Yellow (25)	£9.50



ELECTRICS



WIRE

GM11BK Wire Black 7 x 0.2mm (10m)	£2.15
GM11BL Wire Blue 7 x 0.2mm (10m)	£2.15
GM11BN Wire Brown 7 x 0.2mm (10m)	£2.15
GM11GN Wire Green 7 x 0.2mm (10m)	£2.15
GM11GR Wire Grey 7 x 0.2mm (10m)	£2.15
GM11O Wire Orange 7 x 0.2mm (10m)	£2.15
GM11P Wire Pink 7 x 0.2mm (10m)	£2.15
GM11R Wire Red 7 x 0.2mm (10m)	£2.15
GM11W Wire White 7 x 0.2mm (10m)	£2.15
GM11Y Wire Yellow 7 x 0.2mm (10m)	£2.15
BPGM11BK Black Wire 7 x 0.2mm (100m)	£7.95
BPGM11BL Blue Wire 7 x 0.2mm (100m)	£7.95
BPGM11BN Brown Wire 7 x 0.2mm (100m)	£7.95
BPGM11GN Green Wire 7 x 0.2mm (100m)	£7.95
BPGM11GR Grey Wire 7 x 0.2mm (100m)	£7.95
BPGM11O Orange Wire 7 x 0.2mm (100m)	£7.95
BPGM11P Pink Wire 7 x 0.2mm (100m)	£7.95
BPGM11R Red Wire 7 x 0.2mm (100m)	£7.95
BPGM11W White Wire 7 x 0.2mm (100m)	£7.95
BPGM11Y Yellow Wire 7 x 0.2mm (100m)	£7.95

GENERAL ELECTRICAL ACCESSORIES

GM12 Pair Connecting Leads (Pin/Bare Wire)	£4.45
GM14 Crimped Pin Terminals (6)	£2.95
GM15 Ring Terminals (6)	£1.95
GM16 Pair Connecting Leads (Pin/Pin)	£4.35
GM28 Crocodile Clips Red/Black Pair	£1.60
GM29 Knob for Rotary Switches & Pots	£2.75
GM40 1.5a Rectifier	£4.95
GM41 Thermal Cut-Out 1 Amp	£3.95
GM42 Thermal Cut-Out 2.5 Amp	£3.95
GM75 PS6 6-Way Din Plug/Socket	£2.75



GM77 12-Way Poly Terminal Block	£1.95
GM89 Pack of 5 Amp Fuses (5)	£2.55

LIGHTING



GM69 Grain of Wheat Bulb 12v Yellow (5)	£3.95
GM70 Grain of Wheat Bulb 12v Red (5)	£3.95
GM71 Grain of Wheat Bulb 12v Clear (5)	£3.75
GM72 Grain of Wheat Bulb 12v Green (5)	£3.95
GM73 Grain of Wheat Bulb 12v Orange (5)	£3.95
BPGM69 GOW Bulb 12v Yellow (100)	£48.95
BPGM70 GOW Bulb 12v Red (100)	£48.95
BPGM71 GOW Bulb 12v Clear (100)	£38.95
BPGM72 GOW Bulb 12v Green (100)	£48.95
BPGM73 GOW Bulb 12v Orange (100)	£48.95
GM80 LED Green 3mm 12v (5)	£2.05
GM81 LED Red 3mm 12v (5)	£2.05
GM82 LED Yellow 3mm 12v (5)	£2.05
GM83 LED Green 5mm 12v (5)	£1.80
GM84 LED Red 5mm 12v (5)	£1.80
GM85 LED Yellow 5mm 12v (5)	£1.80
GM76 Resistor 1K Ohm for LEDs (10)	£1.55

MAGNETS

GM86 Small Magnets (10)	£5.50
GM87 Medium Magnets (10)	£5.75
GM88 Large Magnets (10)	£6.95
GM98 3v Bulbs (10) & Capacitors (5)	£5.75
GM99 Pack of Reeds & 5 Magnets	£13.50



NEW CATALOGUE

This year is a bit of a landmark for us as our catalogue now includes items from many of our distribution partners. We have focussed on items that would not look out of place on a British layout but it is important to remember that these ranges are usually vast and if completeness is required, then we recommend taking a look at our website or the manufacturers catalogue. Contains details of all Gaugemaster Ranges:

GM353
£3.95

RANGES STOCKED

Airfix
Antex
Arnold
Atlas
Bachmann
Berko
Busch
Capital Transport
Carrera
Cartrix
Classix
Cooper Craft
Corgi
Cornerstone
Dapol
DCCconcepts
Deluxe Materials
DM Toys
Dornaplas
EFE
Electrotren
Faller
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FlySlot
Gaugemaster
Graham Farish
Harburn Hamlet
Heljan
HMRS Transfers
Hobbytrain
Hornby
Humbrol
Ian Allen
Jagerndorfer
Jordan
Jouef
Kato
Kestrel Designs
Kibri
Knightwing
LGB
Lifelike
Lightcraft
Marklin
Mehano
Metcalfe
Middleton Press
MiNis
Minitrains
Modelcraft
Model Scene
MRC
Ninco
Noch
NSR
Oxford Diecast
Parkside Dundas
Peco
Piko
Plastruct
Pola
Preiser
Racer
Railmatch
Ratio
Revell
Rivarossi
Roco
Rokuhan
Rotacraft
Scalextric
Scenix
Seep
Seuthe
Sideways
Slaters
Spraycraft
Springside
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Superquick
Tiny Signs
Tracksetta
Train Tech
TrainSave
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Chollerford

DAVE MILFORD and **MALC CHARLTON** both fell in love with the Border Counties Railway in Northumbria, and their fabulous layout of a real location in 'OO' scale recreates this long lost route to brilliant effect. *Photography, Mike Wild.*



CHOLLERFORD is a small village on the B6318 in Northumberland. The George Hotel is probably the best known feature of the village overlooking the River North Tyne. On the opposite side of the river is the former station which formed part of the Border Counties Railway.

My fascination with the route and its locomotives began in the 1960s and over the years I explored the remains of the line but was always drawn to its station (which was named Humshaugh for much of its life) and with the aid of plans published in magazines at the time I settled on this as the basis for the layout in the 1970s.

The plan based on the Ordnance Survey map was enlarged considerably to provide measurements. Construction continued through the 1980s at a very slow rate dictated by family life but a visit back to Northumberland led to a chance meeting with the then owner who had bought the station from British Railways and carried out the conversion to a house. This provided the opportunity for the start of a collection of photographs which were invaluable in allowing measurements to be scaled for construction of the buildings and structures.

A holiday in Northumberland in the 1990s gave an opportunity to gather more information and a visit to the newsagents in Bellingham resulted in the purchase of several photographs and *The North British Railway in Northumberland* by G.W. Sewell which proved a goldmine of information. Published information was sparse during the early period of my research with only *The Newcastle & Carlisle Railway* by G. Whittle and *Border Country Branch Line Album* by Neil Caplan springing to mind.

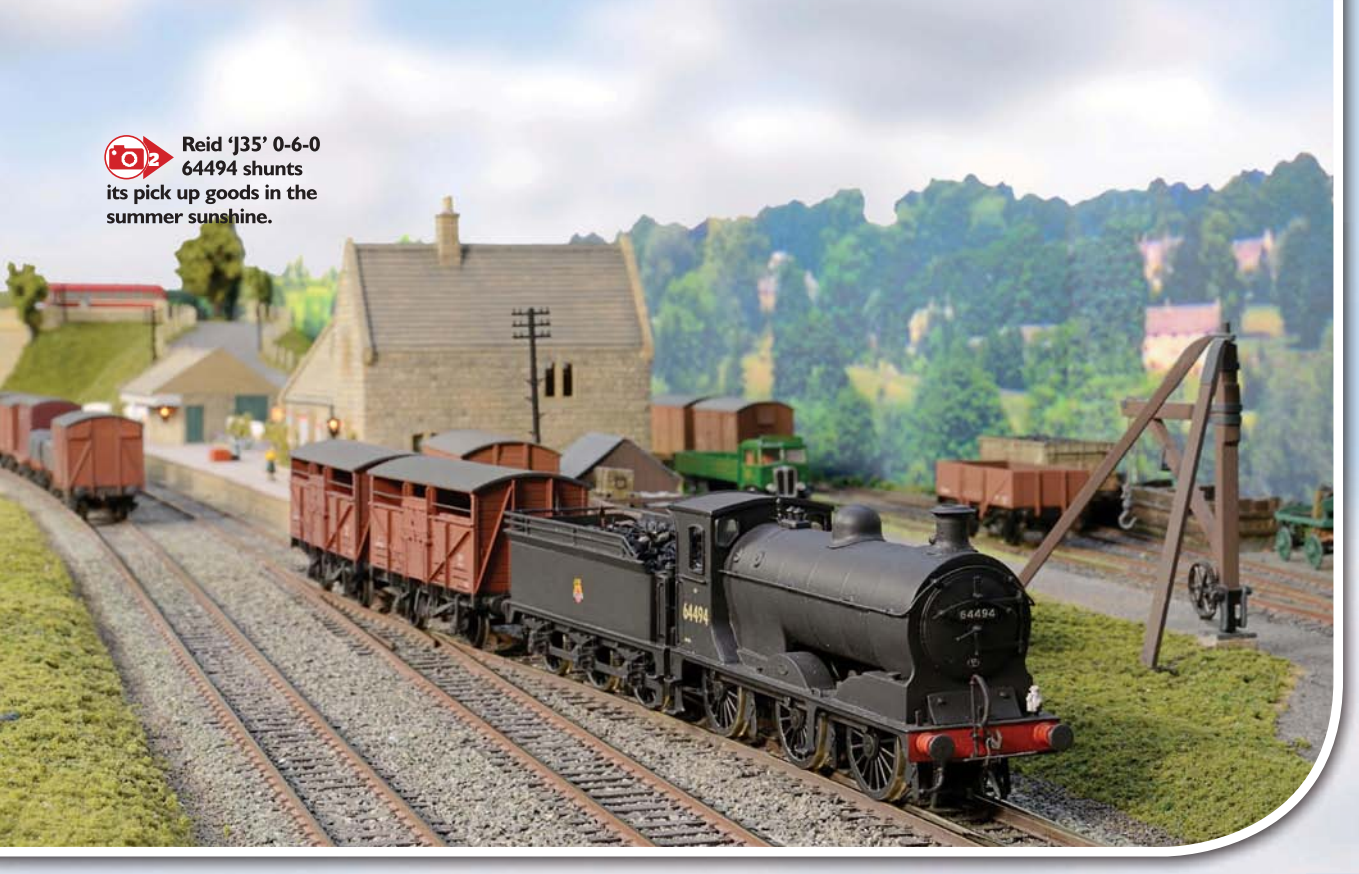
In recent years the situation has improved with the excellent series by Roger Darsley and Dennis Lovett published by Middleton Press, and No 68 in the *Steam Memories: 1950s-1960s* Book Law Publications by David Dunn, all of which cover the Borders lines in detail. A further book published by Amberley Publishing, *Border Counties Railway Through Time* by Roy Perkins and Iain MacIntosh should be available now. »

STATISTICS

Owner:	Dave Milford and Malc Charlton
Scale:	'OO'
Length:	27ft
Width:	2ft
Track:	Peco code 100
Control:	Analogue
Period:	BR North Eastern Region, 1950s



'D34' 4-4-0 62422 *Caleb Balderstone* departs Chollerford with a typical three coach formation of non corridor Gresley stock.



Reid 'J35' 0-6-0 64494 shunts its pick up goods in the summer sunshine.

Results of the research

The research and real history of the railway are fascinating. The first Act for this railway was granted on July 31 1854 and it ultimately ran from Border Counties Junction on the Newcastle and Carlisle Railway just West of Hexham to Riccarton on the Waverley Route. On April 5 1858 the public service started from Hexham to a temporary terminus at Chollerford. Construction continued in phases and an amalgamation took place in 1860 which resulted in the line becoming part of the North British Railway (NBR) and by 1862 the line was fully open.

Running powers were given to the NBR from Hexham to Newcastle over what was now part of the North Eastern Railway and through trains between Riccarton and Newcastle ran from the start. The line passed into London and North Eastern Railway (LNER) and then British Railways hands and finally closed to passenger traffic in 1956 and complete closure came in 1958. In 1919 the name Chollerford was changed to Humshaugh, a nearby village, to avoid confusion with Chollerton station but we have retained the original designation.

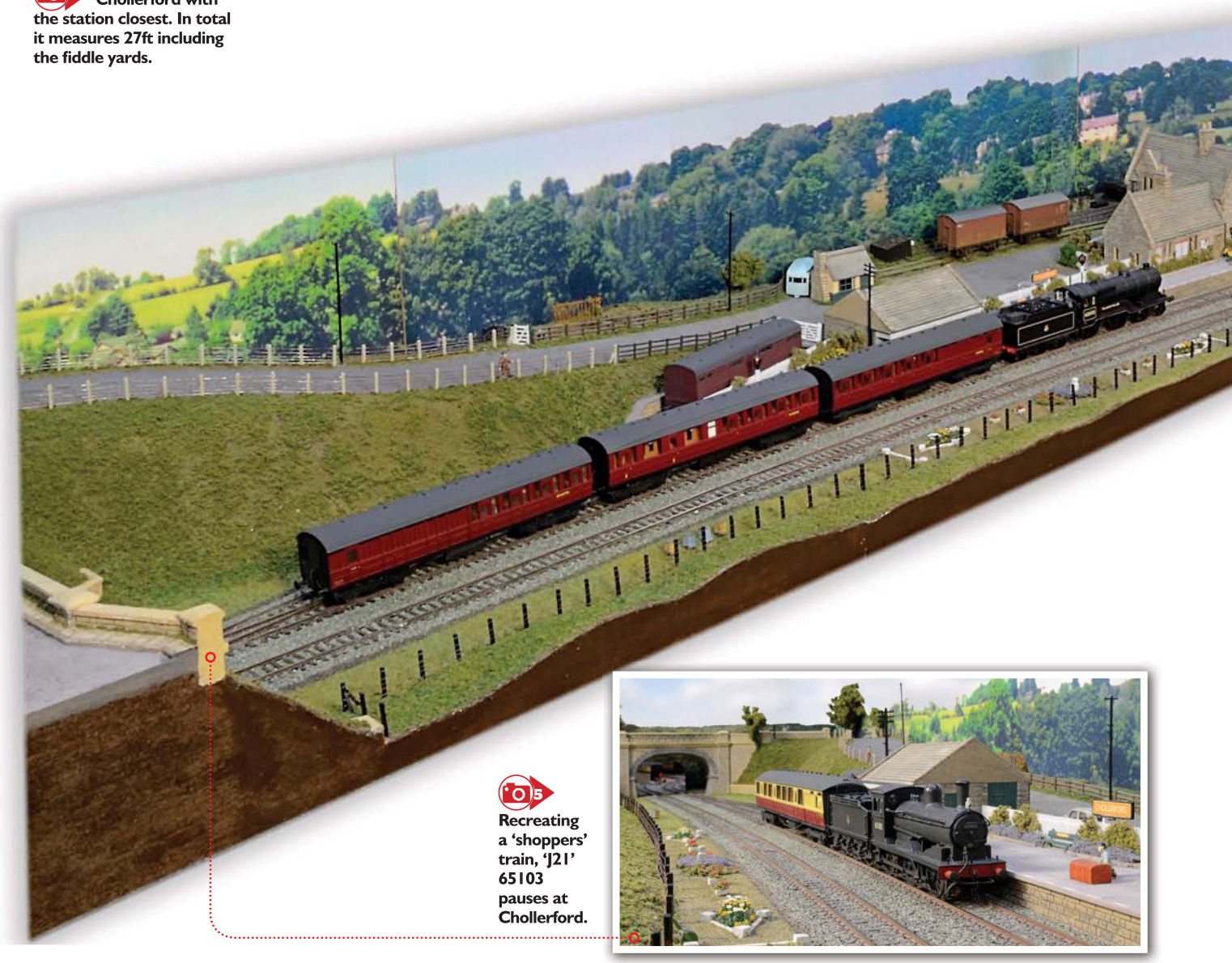
Goods traffic comprised mainly minerals including coal, stone and lime outwards and, being a rural area, farm equipment and supplies inwards. Livestock such as cattle and sheep and transportation of milk was also a feature of the line. At Chollerford there was an exchange siding in the early years giving rail access from the nearby Brunton limekilns and there is some representation of this on the model.

Internal railway traffic passing through would have included coal supplies to Reedsmouth locomotive shed and a stores train. There was also inbound coal traffic for the station retail coal trade. A further feature of the line was special traffic: rambler specials which included the use of some early Diesel Multiple Units (DMUs), special trains run to serve the North »



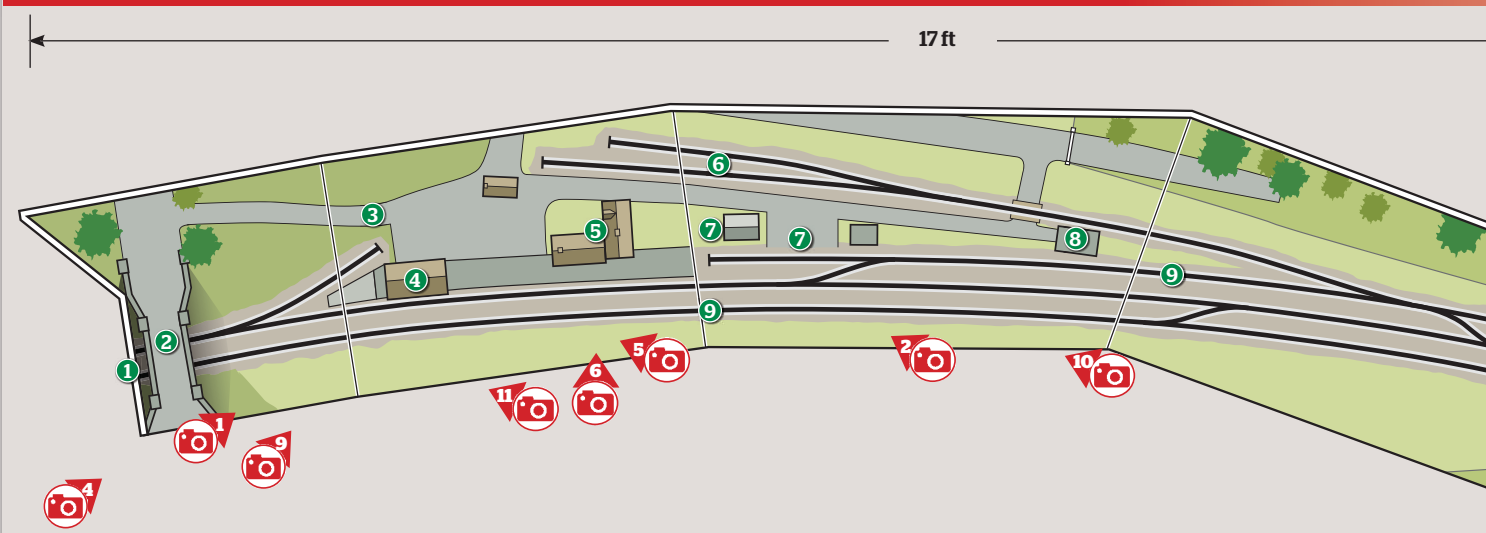
Robinson 'D11/2' 4-4-0 62690 *Lady of the Lake* stomps away from Chollerford.

An overview of Chollerford with the station closest. In total it measures 27ft including the fiddle yards.



Recreating a 'shoppers' train, 'J21' 65103 pauses at Chollerford.

CHOLLERFORD TRACK DIAGRAM (Not to scale)



KEY

1. To fiddle yard
2. Road bridge
3. Station entrance
4. Goods shed
5. Station building
6. Goods yard
7. Loading dock
8. Cattle dock
9. Goods loop
10. River bridge
11. Cattle creep
12. To fiddle yard



Built using photographs of the real building, Chollerford's station building is entirely scratchbuilt.

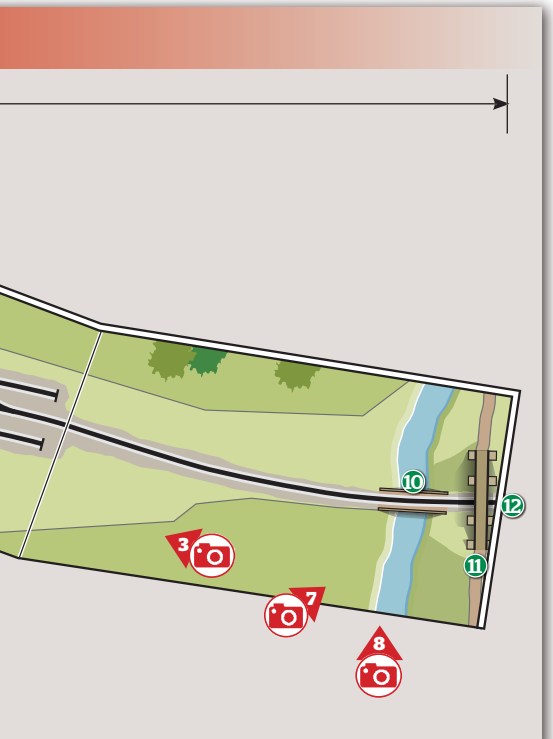
'J27' 0-6-0 65860 crosses the river with a mixed goods.

SOUNDS WITH A DIFFERENCE

When considering the introduction of sound an alternative to Digital Command Control was ideally wanted for Chollerford. The final design by Ted Dudley is based around a Raspberry Pi mini computer. For our purpose, eight inputs connected to miniature push buttons and an output connected to a stereo amplifier were used. A memory card holding eight selectable recordings of locomotive sounds slots into the 'Pi'. Two speakers located below the baseboard are fitted close to each end of the layout. The amplifier stereo balance control can produce a very realistic effect of the train moving along the length of the layout. Currently, the eight choices of sound are for steam traction, listed below.

- A train starting from rest and accelerating into the distance.
- A constant exhaust beat from a through train with wheel noise and steam whistle.
- Carriage doors closing.
- Guards starting whistle.
- Engine start steam whistle.
- Fireman shovelling.
- Injector running.
- A long steam whistle.

The volume of these sounds is adjustable to suit different venues. At exhibitions to date where the system has been in use, very favourable comments have been received from visitors. A diesel sound memory stick is currently under development. The introduction of sound to a model railway layout enhances the interest and enjoyment to a higher level, and this system does reduce the cost of DCC fitting to the locomotive fleet.



Tyne Agricultural Show at Bellingham, troop trains served Otterburn Camp and finally there were Garden Specials organised by BR as circular tours to view station gardens hence the display of flowers seen on the layout.

Back on track

Malc Charlton and I were friends back at school with an interest in railways and when we met up again at the first Warley Show at the NEC we discovered that we had a more specific interest in the Border Counties Railway when he revealed that he had a fleet of locomotives and stock suitable for the line in the 1950s. This provided further impetus and in 2004 work began in earnest to complete the layout.

The new owners of the old station were kind enough to allow a second visit for further photographs and at the same time I got to know Bill Lynn of the North British Study Group. His help together with that from Ian Futers in providing information which included plans of the site and lists of locomotives recorded on the route even down to specific dates and times has been invaluable so I must thank both of them sincerely. Finally any research work these days has to include the use of the Internet and I have been staggered by the amount of information relating to the BCR.

The layout itself is a fiddle yard-station-fiddle yard type with the station offset to the left-hand side when viewed by the public at exhibitions. This single platform station features a scratchbuilt station building modelled on the real structure using photographic references. After the station follows a small goods yard and goods loop which all then returns back to a single line for the final section of the model before the second fiddle yard. This latter section was newly built in 2013 and this really finished the model off leading the railway across a low river bridge and through a timber framed road overbridge into the second fiddle yard.

The extension changed the layout greatly. It was always intended to have the extension board but it proved possible to operate the layout without it and this enabled us to fulfil our first booking at Model Rail Scotland. Operating there soon revealed a need for improved fiddle yards to reduce handling of stock. Ian Porteous, the exhibition manager, suggested the use of 'Lazy Susan' bearings to form turntable fiddle yards and one of our »

operators, Ted Dudley, carried out the design and fabrication with a method of locking the turntable and powering the tracks in one movement with a sliding tube fitted with a power plug engaging with power sockets on the turntable. The bolt locks back out of use by means of a magnet.

This allowed me to work on the extension board and integrate it with the adjoining yard. This board was intended to emphasise that this was a single line branch, a fact not always evident from the other boards, and to show as many typical features of the region as possible. The sheep bridge is based on one on the Waverley Route near Shankend and the river/bridge is based on one just North of Kielder.

The layout can be operated by one person at each end using a bespoke intercom system produced by Ted Dudley but ideally we need another on the separate shunting controller, one on the sound system (see panel) and one on the circuit control panel.

As you will see the period of operations is the BR era up to closure of this section of the line when there were three passenger trains and one pick up goods in each direction daily. One train terminated at Riccarton Junction. The other two trains in each direction ran throughout between Newcastle and Hawick. There was also a Saturday only service between Kielder and Hexham for shopping and/or a night out which consisted of either a one or two coach set.

If operated solely to this timetable very little would be happening at an exhibition for most of the time, so to provide more of a spectator interest, the layout is operated in the form of a sequence of trains moving through the landscape with some periods of shunting going on concurrently. The Up loop and the goods headshunt were removed well before BR days but these were retained on the model to further increase operational interest. Despite its fairly extensive track layout and sidings, Chollerford was never a block post and was never provided with a signalbox, point operation being performed from ground frames. It did appear to have a signal cabin located near the loading bank and our assumption is that this housed an Occupation (intermediate) token instrument which allowed the token to act as a key to unlock ground frame levers. A train could then enter the siding/loop, reset the points, place the token in the intermediate instrument and this then allowed tokens to be released at Wall or Wark signalboxes to allow other trains to pass through the station. We know that the system was in use on some of the BCR but if anyone has specific information regarding Humshaugh we would welcome it.

The trains

Passenger services on the Border Counties route were operated by Blaydon shed (52C) on Tyneside and Hawick (64G) on the Waverley route. The line was classed as RA6 but additionally locomotives of LNER classes 'D49', 'K3' and 'J37' were allowed. The mainstay of operations from Blaydon by the 1950s was provided by two LNER 'D49/2' 4-4-0s until the final years of the service when there was increasing use of Blaydon's 2-6-0 locomotives, LNER 'K1', BR and Ivatt '4MT' 2-6-0s and BR '3MT' 2-6-0s were frequent performers. From time to time 'B1' 4-6-0s would also be borrowed from Gateshead depot.

From the Northern end, Hawick made extensive use of its 'D30' 4-4-0 locomotives but often borrowed locomotives from the Edinburgh sheds, especially 'K3s' and 'D49/1' 4-4-0s and to a lesser degree 'B1s'. On rare occasions 'D34' class 'Glens' and 'D11/2' class »



8 **The water flows gently under the railway as 'D34' 62422 *Caleb Balderstone* approaches with a set of Gresley corridor stock.**



A 'D49' 4-4-0 has just arrived at Chollerford while a 'J27' 0-6-0 waits isolated in the goods loop to proceed with shunting its pick up goods.



10 **BR '4MT' 2-6-0 76024 departs Chollerford and passes the cattle dock with a set of Gresley corridor stock.**

11 **BR '3MT' 2-6-0 77011 rolls into the station with a mixed goods.**

'Director' 4-4-0s would be used. Hawick even resorted to its own BR '2MT' 2-6-0s on more than one occasion. The sub-shed at Hexham would provide either a 'J21' 0-6-0 or a 'V1'/'V3' 2-6-2T. For the layout we have tried to represent this variety with a mixture of motive power of renumbered proprietary or kit built models the majority of which are known to have definitely traversed the line.

By the 1950s goods trains had largely been reduced to a local pick up service usually operated by one of Hexham's 'J21s'. To provide a bit of variety at exhibitions (and as a back-up for locomotive failures) we have also used 'J25', 'J27', 'J35' and 'J39' 0-6-0s on freight trains. Although these didn't normally run on the route they were used on the other ex-North British lines in Northumberland.

Coaching Stock is Gresley and Thompson non-corridors for the early 1950s (we haven't yet managed to replicate the ex-NER and NBR coaches which appear in some photographs). These were replaced by three coach Thompson or Gresley corridor sets in 'blood and custard' livery in later years. Again these are a mixture of proprietary and kit built as are the goods wagons.

The future

There are still one or two items to be added to the layout such as the ground frames and associated point rodding. There are also some outbuildings to one side of the stationhouse, a platelayer's cabin and a trolley run-off to be added.

Operationally one idea which has been considered is to run the layout as might have been if closure had been delayed into the 1960s. This would allow us to run locomotives of classes 24-27, and Class 37s (all in green livery of course) together with maroon coaches. Multiple units would be Metro-Cammell Class 101s which seemed to be everywhere in the North Eastern Region plus both types of Derby Lightweight and BRCW units. This idea could be extended further to operating the layout as a location 'somewhere in the Borders' which would allow us to utilise even more of our stock. Then of course there is always that enlarged plan of Reedsmouth sitting in the file! HMRI



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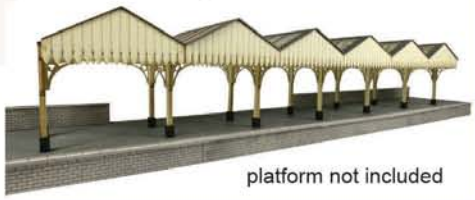
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00 code PO254 - **£11.50**
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BACK TO BASICS

Newcomers to tree making will find the commercial tree kits by Woodland Scenics a great place to start. **NIGEL BURKIN** thinks they're tree-rific!

PART TWO

TREES

Simple trees by Woodland Scenics



Above: **Woodland Scenics Poly Fibre is an excellent base for applying fine looking foliage.**

Right: **Commercial tree products come in all shapes and sizes. Woodland Scenics offers a comprehensive range of armature packs, kits and learning packs. Ready-made trees can also be improved and customised using the products and techniques described in this article.**

TREE KITS are designed to make tree making easier for the modeller requiring large numbers of background trees and as an entry point for new modellers attempting trees for the first time.

This guide covers the use of tree kits and armature packs offered by Woodland Scenics, but a quick search on the internet soon reveals other manufacturers specialising in quality scenery products, including tree armatures, so the choice is not limited to one manufacturer. You can use a combination of adhesives and foliage materials from Noch, Javis, Gaugemaster, Deluxe Materials and the Model Tree Shop to add character and individuality to trees made from Woodland Scenics armatures.

Woodland Scenics offers a variety of tree kits, ranging from the Learning Kit (Cat No. LK953) which contains foliage, adhesive, a mix of deciduous and evergreen tree armatures and full instructions, Realisitic Tree Kits which contain armatures and suitable foliage materials and lead-free cast metal tree kits including forest kits. Together with the wide range of foliage materials available from Woodland



WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Scenic cement	Woodland Scenics – *www.bachmann.co.uk*	S191
Scenic sprayer	Woodland Scenics – *www.bachmann.co.uk*	S192
Hob-e-Tac adhesive	Woodland Scenics – *www.bachmann.co.uk*	S195
Flowers	Woodland Scenics – *www.bachmann.co.uk*	T48
Dark green foliage	Woodland Scenics – *www.bachmann.co.uk*	F53
Light green turf	Woodland Scenics – *www.bachmann.co.uk*	T63
Medium green turf	Woodland Scenics – *www.bachmann.co.uk*	T64
Poly fibre	Woodland Scenics – *www.bachmann.co.uk*	FP178
Light green leaves	Noch – *www.gaugemaster.com*	GM156
Medium green leaves	Noch – *www.gaugemaster.com*	GM157
Medium green foliage scatter	Model Tree Shop – *www.themodeltreeshop.co.uk*	C5
Light green foliage scatter	Model Tree Shop – *www.themodeltreeshop.co.uk*	C6
Scatter grip adhesive	Deluxe Materials – *www.deluxematerials.com*	

TOOLS & MATERIALS

- Artists matte medium diluted 4:1 with water so it can be sprayed
- Primer for spraying metal tree armatures
- Brown, bauxite and grey acrylic paints for painting tree armatures
- Extra firm hold hairspray as a clear drying scenic adhesive
- Plastic trays to hold and catch scenery material during foliage application
- Plastic pipettes for use with matte medium
- Modelling knife
- Scissors
- Tweezers
- Old newspapers to protect working areas from sprayed glue
- 1mm diameter brass or other metal wire
- Cocktail sticks
- Pliers
- A small bench vice
- Gloves to protect hands from primer & adhesive
- Old paintbrushes

Scenics and various other suppliers, you can have hours of fun making up trees for your layout quickly and economically.

Doing the twist!

The basis of the Woodland Scenics tree kits and armature packs is to twist flat mouldings into the desired three-dimensional shape, with branches arranged to suit. The Learning Kits and Realistic Tree Kits contain foliage and plastic armatures, complete with a moulded base, the use of which is optional. The armature is gripped in the hands and twisted around to distribute the branches evenly around the trunk. Some branches can be removed to create different looking trees.

Tree kits with lead-free cast metal armatures are also available. They are used in the same way as the plastic tree armatures except they are not supplied with bases. Before using, each one must be examined for moulding flash, and the flash removed with a sharp knife, before clamping them in a small bench vice to twist them into the desired shape. Individuality can be introduced by snipping away some of the branches. Cast metal trees can be twisted into shape using fingers and fine nose pliers. However, after a while, it becomes a little hard on the hands, making the use of the bench vice very attractive!

Once the tree armatures are ready for painting, consider how they will be held in place on the layout once planted. A spike can be fitted to the base by drilling a hole and inserting a piece of metal wire or even a cocktail stick. Secure with a small spot of glue. The spike will make it easier to poke the tree into a piece of styrene foam to hold it upright whilst paint and scenery glue dries and will hold it in place on the layout too.

Painting

Woodland Scenics plastic armatures are pre-coloured and can be used without having to paint them to save time. However, painting the trees before adding foliage adds individual character and removes the plastic shine. Particular tree trunk colours can be introduced such as the reddish brown of evergreen trees, the silvery grey of trees representing beeches and the off-white trunks of birches, the ever present tree of old railway land.

Metal tree armatures benefit from a spray of metal primer. Car body primer is ideal, as long

FLOWERING TREES

Trees flower in Spring and the flowers are usually small and rarely seen from ground level. There are exceptions and we all admire cherry blossom and the flowers of fruit trees. Hawthorn, rowans and horse chestnuts all have impressive flowers. Some take the form of large clusters of tiny flowers whilst others will have large and impressive flower spikes. Consider using Woodland Scenics T48 'Flowers' to achieve the desired effect. When modelling trees in late Summer and Autumn, T47 'Fruit' may be an interesting decoration for some of your trees.

as it prepares the metal to accept acrylic paints. Once dry, the same approach to trunk colour can be applied.

The metal trees featured in this guide represent evergreen trees which are distinctive colours from reddish brown to dark brown and grey. Use photographs to see how tree trunks are coloured from the older part of the stem to the newer and lighter upper branches.

Tree cover

Many different ways of covering trees with foliage can be explored. They range from making individual pads of foliage and adding them to branches a piece at a time or making a full canopy in one go to save time or simplify the process.

Ground foliage material can be applied in pads to branches using a tacky scenery adhesive to get it to stick, followed up with a blast of Scenic Cement, matte medium or hairspray. The instructions provided by Woodland Scenics suggest rolling tree armatures in a tray of foliage material. Several applications may be required to build up the desired density of foliage as I found when finishing evergreen tree armatures.

Another technique I particularly like is to use Poly Fibre to make the foliage pads. Tear small pieces from the bag and tease out until it is thin and lacy. Spray it with hairspray and add the foliage scatter of your choice. Each pad is then added to the tree as required, topping up the foliage scatter if required. Alternatively, spread the Poly Fibre over the branches to form a more complete canopy of foliage and add the desired foliage material using hairspray. The downside of this time saving approach is the chance of foliage landing on the main tree trunk and branches, which is not ideal. The deciduous trees featured in this article were covered in Poly Fibre and treated with Noch 'leaves' and foliage foam from the Model Tree Shop.

Finishing off

It's simple to finish off tree armature kits once twisted, painted and covered. Finishing should look at stray foliage material that has fallen on the tree stem where it is not wanted. Look for any shiny patches resulting from scenery adhesive, particularly the tacky glues and kill the shine with a quick spray of Scenic Cement or matte medium to improve the finish. How the tree is to be mounted on the layout – planted, if you like – is also important. Once planted, it should remain in place and not fall over when the layout is moved, so add a mounting spike if you have not already done so. Is there enough room for all of the trees on the layout? Do some trees seem to shed foliage material? If so, apply some more scenic adhesive to be sure it is truly stuck in place!

Having looked at simple commercial tree kits and packs from Woodland Scenics, the next article will wrap up this mini series on tree making by covering bespoke trees made with wire and string. HMM

10 TOP TREE TIPS

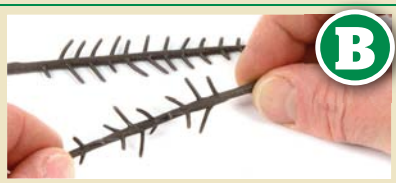
1. Be prepared to mix foliage and flower materials from different companies to achieve the effect you want. A tree may need more than one application of foliage for good results.
2. Learning kits by Woodland Scenics make a great introduction to tree making and other scenic techniques.
3. Be prepared to experiment with different scenery materials and write down the methods that work well so they can be repeated.
4. Cheap firm-hold hairspray makes an ideal spray adhesive for securing foliage products.
5. Matte medium and Scenic Cement should be applied to otherwise completed trees to tone down and remove the shine from adhesives and plastic tree armatures.
6. Prime metal tree armatures before painting.
7. Drill a small hole in the base of plastic and metal tree armatures to fit a mounting prong made from stiff metal wire or a cocktail stick.
8. A scrap of styrene foam is the ideal base for holding trees steady whilst glue dries.
9. Use cleaned food trays to catch excess foliage material so it can be used again.
10. Use an item of rolling stock to judge the height of your trees.

STEP BY STEP

WOODLAND SCENICS REALISTIC TREE KIT



A Realistic Tree Kit, No. TRI104, which includes 42 evergreen tree armatures suitable for 'N' gauge together with appropriately coloured foliage. A range of kits is available with larger armatures for bigger scales.



The flat plastic armatures are twisted into shape with the branches evenly distributed around the tree trunk.



Some of the branches are snipped away to add some individuality to the trees.



Spending a little time to paint the armatures will add to the finished appearance of the trees by killing the plastic shine.



Hob-e-Tac adhesive is applied to the tree armatures and left to dry until it is tacky to the touch.



Foliage material is pressed onto the branches where the tacky glue grabs it to create pads of foliage.

STEP BY STEP HOW TO MAKE PLASTIC DECIDUOUS TREES

1



The LK953 tree learning kit supplies the foliage and plastic armatures for creating simple but effective trees suitable for '00' gauge layouts. The kit includes evergreen and deciduous tree armatures and Hob-e-Tac adhesive too.

2



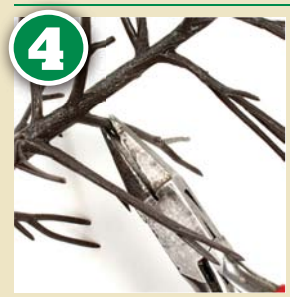
Woodland Scenics offers packs of deciduous tree armatures of varying heights to suit various scales which are supplied in the Learning Kit.

3



Each armature is cleaned of moulding flash and twisted into shape using your fingers.

4



Fine nose pliers help with adjusting individual branches. The twisting process should only take about five minutes per tree.

5



After a coat of paint, the branches are coated in a tacky scenery adhesive. Deluxe Materials Scatter Grip adhesive is a good alternative to Hob-e-Tac.

6



Rather than add individual pads of foliage, I used Poly Fibre to create complete tree canopies. It is teased out to make a fine covering.

7

The Poly Fibre is sprayed with firm hold hairspray (or other spray adhesive designed for scenery work) taking care not to soak the tree stem or branches. It helps to hold the tree upside down over newspaper when applying spray glues.



8



Foliage scatter is gently sprinkled onto the canopy with a tray underneath to catch the excess. A couple of layers separated with applications of spray adhesive may be required to complete this process.

STEP BY STEP MAKING CAST METAL EVERGREEN TREES

Some modellers prefer cast metal tree armatures because they can be finely adjusted during the twisting process. I used Woodland Scenics tree kit No. TK27 to demonstrate the technique and used the supplied foliage scatter to finish the armatures.

1



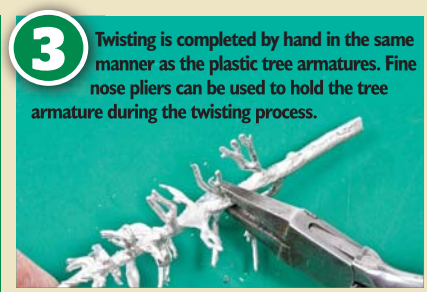
2

Moulding flash is scraped from the armatures using a modelling knife.



3

Twisting is completed by hand in the same manner as the plastic tree armatures. Fine nose pliers can be used to hold the tree armature during the twisting process.



4

Unwanted branches are easily snipped away to make the finished tree more individual.



5



When a number of trees are needed for a layout, it can become hard on the fingers to twist them all by hand. A bench vice can be used to securely hold armatures.

6

Treat the tree armatures with a spray primer before painting.





7

Tacky scenery adhesive such as Hob-e-Tac is applied to the branches and left to set for a few minutes.

8

Once the glue became tacky, I rolled the armatures in the supplied dark green foliage material. The tacky glue picks up the foliage and holds it until the tree is sprayed with Scenic Cement or hair spray to completely secure it. The process can be helped by pressing the foliage in place using fingers. Several applications are needed.



BALLAST TRAIN

TIM SHACKLETON models a typical present day ballast working – made special with a very personal Class 66 at the business end.

TRAINS CARRYING fresh ballast to track renewals have been a feature of railway operations since the start. While much of the engineers' fleet has traditionally been made up of cast-offs from revenue service, ballast has usually – in the past century at least – been carried in specialist wagons to facilitate quick and easy discharge.

In HM55 we looked at weathering a rake of steam era 'Trout' ballast hoppers and now we're going to turn our attention to some typically hi-tech modern wagons – a fifteen-vehicle set of Network Rail's MRA hydraulically operated side-tippers. The prototype can be seen the length and breadth of the country, running in fixed rakes of five, and multiples thereof. These fabulously detailed 4mm:1ft scale wagons are one of Dapol's best productions of recent years and I have three sets in all, two in yellow Network Rail livery and one in the original Railtrack blue/grey colours, subsequently rebranded for its new operators.

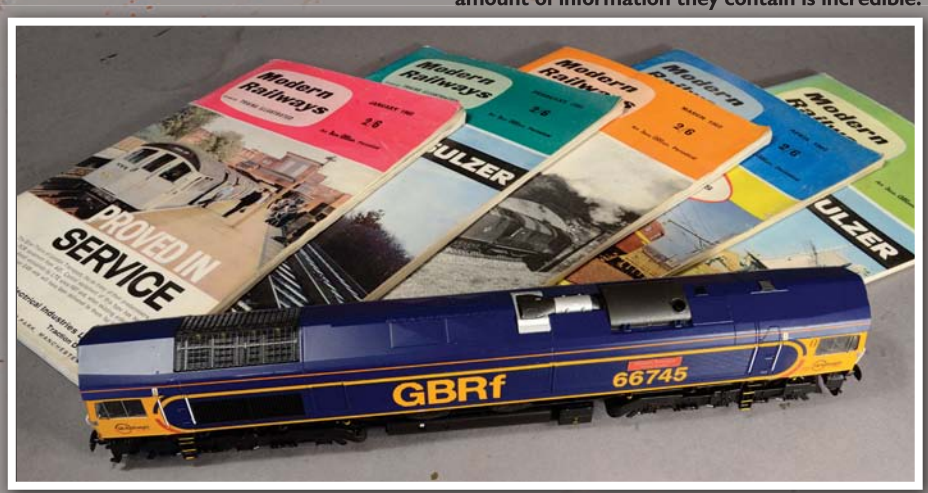
Heavy freight power is universal on ballast duties these days. Traction is hired in from freight operators and almost anything can turn up, including Freightliner Class 70s. Here we're going to have a rather special locomotive on the point, GBRf's 66745 *Modern Railways: The First 50 Years*. The excellent Bachmann model comes from the recent limited run exclusive to the publishers of *Modern Railways* and *Hornby Magazine* and is available directly from *Hornby Magazine* by mail order – see panel.

Ballast workings are a great source of inspiration for modellers and here I will show how you can realistically weather these hardworking wagons and locomotives. HMm



Two Class 66-hauled rakes of MRAs on an engineering possession. The wagons are loaded with Geoscenics 'N' gauge ballast – I find it is more in scale with 4mm! Real ballast is made up of particles of crushed rock of a diameter between 1in and 2in (25-50mm). Most 'OO' gauge ballast scales out much larger than this – 3-4in or more.

I have a complete set of the first five volumes of *Modern Railways*, so it seems appropriate that I should model a locomotive celebrating the magazine's 50th anniversary. These monthly magazines – originally edited by the incomparable Geoffrey Freeman Allen – were my prime source of knowledge of the then-current railway scene. I re-read them regularly – the amount of information they contain is incredible.





GBRf keeps its locomotives in smart external appearance, but they all feature a degree of weathering. The weathering of 66745 is based on a photograph of 66741 from February 2014.

STEP BY STEP WEATHERING A GBRF CLASS 66



Inspiration for the weathering project came from this image of ex-Freightliner 66741 approaching Colton Junction with the 11.00am Ferrybridge Power Station–Tyne Dock coal empties on February 10 2014. The roof and bodysides are pretty clean, having recently been washed, but the running gear is characteristically filthy. Of all the UK's freight operators, GBRf seems to take most care of its locomotives' appearance.



Weathering begins – I masked the bodysides with tape and then sprayed the underframe with a thin mist of LifeColor Frame Dirt (UA719). I am using my Neo for Iwata TRN-2 side-feed airbrush from a couple of inches away – any further and you'll get an unwelcome spattering effect.



The first stage is to airbrush around the edges of the silencer with UA907 Extra Dark Rust from the LifeColor Rusty set (SPG03). This part of a Class 66's anatomy is always heavily corroded and they arrive new from EMD like this. No two are ever alike though.



Now for some UA701 Rust Dark Shadow, sprayed very carefully and without any obvious pattern. The central section of the exhaust manifold tends to remain silvery.



To emphasise the relief detail on the roof and suggest dirt build-up, I brushed a minimal amount of MIG Black Smoke weathering powder (P023) around the panel lines. I think the main reason people are disappointed with weathering powders is because they use too much - exercise restraint.



Whatever their livery, all '66s' quickly acquire a 'swoosh' of weathering beneath the cab windows. I airbrushed this on freehand with Frame Dirt, using the TRN-1 from half an inch away and keeping a very steady hand on the trigger.



Left: Overspill from the fuel tank fillers is represented by a run of AK-Interactive Engine Oil (AK084) applied with a worn out 000 brush.

Right: As you can see, the weathering of 66745 was carried out with a mixture of acrylics, enamels and weathering powder. I have no particular allegiance to any one medium – whatever does the job best is fine by me.







I've added a generous slug of Burned Black (UA736) with which I've lightly gone over random areas to give a subtle variation of tone. An airbrush with a good close-in capability is essential for weathering.



I'm reusing the masking tape from the bodysides to make a stencil for the exhaust/silencer unit. For this delicate work I'll switch to the more refined Iwata TRN-I gravity feed airbrush, which has a fine 0.35mm nozzle.



A touch of UA 909 Yellow Rust in places will give a gentle modulation of colour. When only tiny quantities of paint are needed you can unscrew the TRN-I's colour cup and feed the paint directly on to the needle, which simplifies the all-important cleaning process.



Another characteristic feature of all Class 66s is the sooting around the exhaust outlet. Here I used Revell No 8 Matt Black enamel. Much of this work could be done with weathering powders and if you don't have a quality airbrush, this is the way to go. Again, LifeColor's useful 'Rusty' set has what you need.



GBRf's fleet consists in roughly equal measure of new machines and a number of astute procurements. Epitomising today's complex web of leasing arrangements and livery changes, *Modern Railways* is actually a fourth-hand acquisition. Built in 2002 and owned by Porterbrook Leasing, it was originally compass-liveried 66409 of Direct Rail Services (DRS) before passing in turn to Advenza Freight as 66844. After Advenza went in 2009 the '66' was one of five acquired by Colas Rail (still numbered 66844, but now carrying Colas' vibrant yellow and orange house colours) before being leased in turn to GBRf. The locomotive ran for some time for its new operator in its Colas guise – but by now renumbered 66745 in the GB series – until it was painted in Europorte livery to reflect GBRf's owner, Eurotunnel.

STEP BY STEP MRA WAGON WEATHERING



A

As always, I based the weathering of my MRAs on a close study of prototype photographs. Departmental stock is only immaculate when new but it stays presentable for longer than you might think. Only in the last two or three years have the MRAs started to look grubby as a decade of intensive weekend use takes its toll.



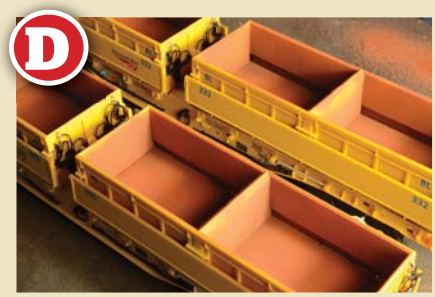
B

Rusting the wagon interiors begins by pre-shading the corners and along the bottom of the sides. I used LifeColor UA907 Extra Dark Rust, applied with my Neo for Iwata TRN-I pistol-trigger airbrush. I deliberately created an irregular patchy line that would hint at shadows and relief in these areas.



C

Switching to the higher-capacity TRN-2 airbrush, I've put a thinnish coat of UA702 Rust Base Colour inside each of the ballast boxes, just sufficient to cover the yellow paint beneath. See how the pre-shading, now partially obscured, helps to emphasise the interior detail by creating false shadows.



D

To give a little tonal variety I've turned the spraying pressure right down and put a thin, speckled coat of UA909 Yellow Rust over the deeper rust colour. I then cleaned up my airbrushes and left the acrylic paint to harden overnight.



E

First thing next day I made up a thin wash of AK-Interactive Salt Streaks (AK306) and brushed it on to the insides of the ballast boxes using a broad flat brush worked vertically. The streaking is heavier on the older, more workstained ex-Railtrack MRAs than on the relatively new 2004 Network Rail sets.



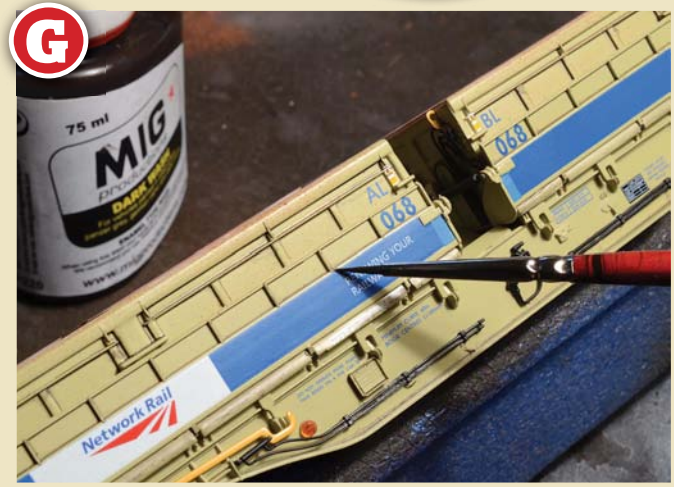
TIP

When working with weathering powders, less is more. With subtle and careful application detailed effects can be built up with powders, similar to those with an airbrush but with added texture. Exercise restraint with powders and you will be rewarded.



F

No two wagons are identical internally but the differences are not vast. Because the MRAs operate in fixed rakes, each wagon tends to weather much as its neighbour does, inside and out. Variety is subtle.

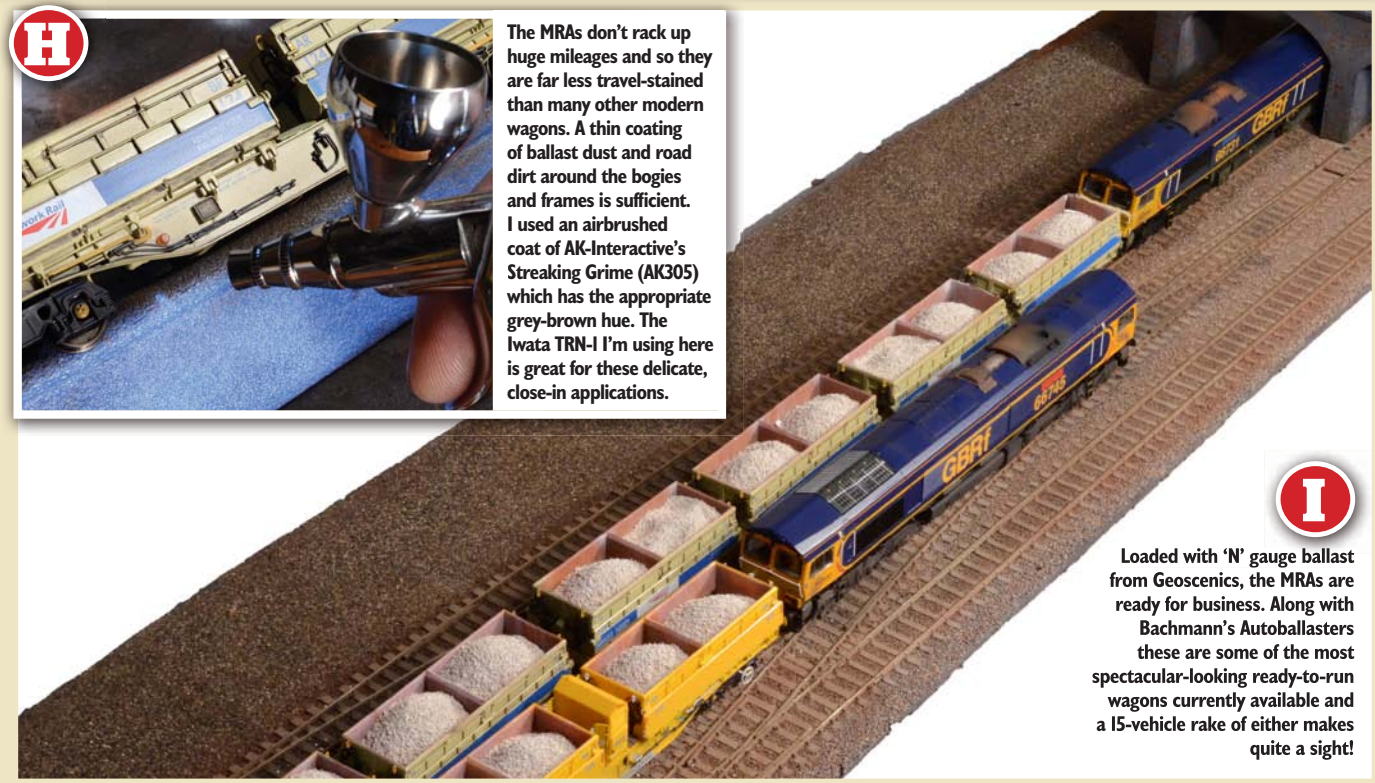


G

You can represent dirt trapped in the panelling – and at the same time emphasise the relief detail through creating false shadows – with MIG Dark Wash. Applied on the tip of a fine-pointed brush, it literally flashes along the panel lines.

As one of the original DRS batch of ten class 66s – all now with GBRf – 66745 retains its DRS pattern light clusters, 6,400ltr fuel tanks, three-pane cab windows and other original features that set it (and other ex-DRS and Freightliner acquisitions) apart from GB's later five-door, low emission Class 66s. Numbered 66723-66732, the latter came straight to GBRf and originally carried First Group's purple livery now found only on 66723-66727. Who said there's no variety in the modern traction scene?

H The MRAs don't rack up huge mileages and so they are far less travel-stained than many other modern wagons. A thin coating of ballast dust and road dirt around the bogies and frames is sufficient. I used an airbrushed coat of AK-Interactive's Streaking Grime (AK305) which has the appropriate grey-brown hue. The Iwata TRN-I I'm using here is great for these delicate, close-in applications.



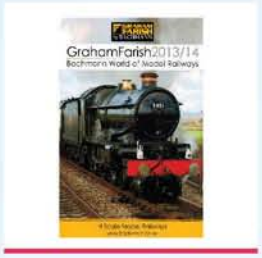
I Loaded with 'N' gauge ballast from Geoscenics, the MRAs are ready for business. Along with Bachmann's Autoballasters these are some of the most spectacular-looking ready-to-run wagons currently available and a 15-vehicle rake of either makes quite a sight!

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WILD ABOUT WAGON



The goods wagon kit has been part of railway modelling for decades. **MIKE WILD** casts his net into the wonderful world of today's flat-packed plastic models…

Wagon kits are a great way to build up a distinctive fleet of wagons. This collection draws from the Parkside Dundas, Cambrian Models, Chivers Finelines and Dapol ranges amongst others.



THERE IS GREAT SATISFACTION in building your own models and the best place to start when it comes to rolling stock is the goods wagon. The world is your oyster with products ranging from the old but useful Dapol kits dating back to Kitmaster in the 1960s to the latest productions from companies such as Parkside Dundas and Cambrian Models.

The world of kits has been part of my modelling for as long as I can remember. My first models were 'N' gauge wagons built for my first layout and, naturally, as time progressed I was able to build ever more complex kits and stretch into mixed media and etched metal products. The focus here is on plastic models and these still fill a large proportion of my workbench although it is now 'OO' gauge projects which I work on.

The right tools

When building plastic kits it is essential to have the right tools for the job. Using the wrong ones will only make it more difficult and I've recently extended my armoury with Albion Alloys sanding files which make smoothing the long edges of plastic kits so much easier.

It isn't just the latest generation kits that I enjoy – the former Kitmaster and Airfix range now produced by Dapol is a superb resource. Take, for example, the Prestwin twin silo cement wagon – nobody produces this ready-to-run, but it is a great looking model which goes together well and produces a distinctive vehicle. And that is the real key to kit built wagons – creating something different that you wouldn't otherwise be able to run.

The range of ready-to-run wagons available today far exceeds the expectations of the past and continues to grow, particularly in the hands of Bachmann. However, there are still vehicles that make great additions to a goods fleet which you can't buy off the shelf - and nowhere is this more true than the engineers' fleet.

In HM81 Nigel Burkin showed how to build the Cambrian Models 'Sturgeon A' bogie engineer's wagon and in future issues we have features coming up on the 'Borail' and 'Salmon' track panel carriers too. These wagons and many more including hoppers such as the 'Catfish', 'Mermaid', 'Turbot' and others are an ideal way to assemble a unique train for your layout.

Parkside's potential

Over the past few weeks I've been working my way through a box of Parkside Dundas

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"The real key to kit built wagons is creating something different that you wouldn't otherwise be able to run."

MIKE WILD

kits consisting of a pair of LNER plate wagons, an LNER double bolster wagon and a BR 22ton Tube wagon just because I wanted to occupy my idle fingers and *make* something for the wagon fleet. What makes three of these wagons simpler is that they all have the same chassis. Furthermore, the fit of the parts in Parkside kits is excellent and makes them a pleasure to put together.

I've also been enjoying painting these vehicles. Normally I'm not keen on painting wagons – building them is one thing, but I've never felt particularly confident with a paintbrush – yet I've really enjoyed these. I've been using Lifecolor acrylics using the weathered wood set to paint the floors of the wagons and the same manufacturer's BR bauxite and BR unfitted freight grey as appropriate. The finish I've achieved on the floors is the result of multiple coats of paint to build up a 'wooden' effect. I chose a base colour and painted the whole wagon floor with it. Once this had dried – a quick process with acrylics – I then drybrushed over the top of the base coat with gradually lighter tints until I reached a result I was happy with. On the Tube wagon I added a fourth coat by going back to the second colour on top of the third.

My point really is that wagon kits are great – an essential learning tool in modelling skills which bring together the need for accuracy in assembling the chassis, care in assembling the body and patience in painting them without risking too much money if it all goes wrong. With these three skills honed you could turn your hand to almost any plastic model you like… HMM

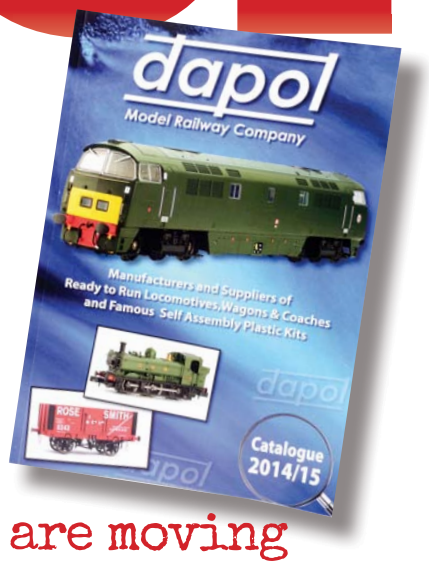
TOOLS

- Craft knife
- Tweezers
- Needle files
- Sanding boards
- Paint brush
- Liquid plastic cement

ON THE RECORD

Dapol

In the second of *Hornby Magazine's* exclusive interviews with model manufacturers, **MARK CHIVERS** talks to Dapol's new management trio of Joel Bright, Richard Webster and Andy Forty to find out how the company is moving forward.



Dapol Director Joel Bright and Product Development Manager Richard Webster talk with *Hornby Magazine's* Mark Chivers.

Inset: **The new 2014 catalogue from Dapol is conservative. This year is seen as a period of consolidation for the manufacturer.**

> "We are moving forward positively and it is really nice to have fresh new ideas."

DAPOL has been around for a surprisingly long time. It's probably been most famous amongst older modellers for its range of former Airfix kits, especially the evergreen 16ton mineral wagon, but in recent years it has made a real name for itself as an alternative to Hornby and Bachmann, and in opening up the 'O' gauge market.

In 2013 Dapol underwent major changes to its personnel when it appointed two new members to the team in Product Development Manager Richard Webster, the Managing Director of Lionheart Trains, and Head of Technical Operations Andy Forty who also spearheads DCC specialist DCC Supplies. It has been a busy year behind the scenes for Dapol, so how does the new management team regard the past 12 months?

A confident Joel Bright, Dapol's Director, is predictably positive: "The last 12 months have been really good, I think we've brought out some exciting models and introduced some innovations which have been well received. I think in terms of models the 'Western' is a bit of a glamour model, but my highlight of the year was the 'N' gauge 0-6-0PT. We're on our third batch of Panniers now and they're constantly selling really well. Our movement into 'O' gauge has been very good and well received with positive feedback."

Andy Forty, well known for his leading role in setting up and establishing DCC Supplies, offers a slightly different take: "I think certainly the consolidation for 'OO' was important in 2013. The Class 22 and Class 52 have certainly set some standards and a lot of groundwork has been laid, creating a benchmark for the future."

Gaining momentum

With such big changes to the management team, it was a timely opportunity to take stock of the company's products and plans, and assess what the best way forward was. Product Development Manager Richard Webster explains his priorities: "Well, I'm primarily looking at all new development. The 'O' gauge range is a priority. We're working on the latest wagons, the milk tankers and SR brake vans. Future products will then hopefully have even more detail refinements and be as accurate as we can possibly make them, like the 'Terrier'. It's getting all those details together and then doing some drawings and getting it all correct. You can spend a lot of time backwards and forwards because the designing is done in China. One of the advantages of that is that when we're sleeping, they're working and when they're sleeping we're working, so work is sent over, we look at it, send it back and it's almost like constant flow, which is very good.

Joel Bright jumps in at this point, bubbling with an enthusiasm some, perhaps, thought »





The Western Region's hydraulics have been firmly in the spotlight at Dapol with high calibre 'OO' and 'N' gauge models of the Class 22 and Class 52.

READERS' QUESTIONS

■ **Would Dapol be willing to produce a model of the GT3 gas turbine prototype locomotive? (Steve McNeil)**

■ **Joel Bright:** "Do you know, it's not the first time I've been asked that one actually! I think it's a fantastic looking thing but it's a case of prioritising and at the end of the day we've got a long list of models that to be quite honest are ahead of that one."

■ **When is the 'N' gauge 'Schools' due? (Mark Brown)**

■ **Richard Webster:** "With the 'Schools' we will hopefully have something to show this year, but I don't think it'll actually be in production this year."



Dapol's Head of Technical Operations, Andy Forty.

■ **Would you invest in updating the former Airfix kits in the Dapol range? (Robert Harvey Denton)**

■ **Joel Bright:** "Updating the kits, probably no – not in the short term anyway because again it's a question of priorities and at the moment they may not be up to absolutely modern standards but a lot of people appreciate the fact that they are reasonably priced kits and they do a job. If I was going to invest in kits it would be new models and that's something certainly we're looking at."

■ **When are we likely to see the full 'OO' gauge Class 73 range? (Crawley MRS)**

■ **Joel Bright:** "We should have the first engineering prototypes of the Class 73/0 in the next couple of months and the 73/1 should be pretty soon after that. Ideally we would like to have that model available for sale at the Warley exhibition this year."

■ **Have you considered attacking a hole in the 'OO' market by producing some of the North Eastern locomotives such as 'J21', 'J27', 'Q6' or 'Q7' ? (Alan Bemment)**

■ **Joel Bright:** "Again I think they're interesting ideas, it's just that we have got a long development list and at the moment we're concentrating on knocking things we've already announced off that list before we're adding many more on. They're good ideas. We're producing a LNER 'J72', so we're open to those suggestions."

■ **Has Dapol identified why so many 'Westerns' in 'OO' are failing or having motor problems and when will the first fixed models be produced? (Andrew Crawford)**



Dapol Director Joel Bright.

■ **Andy Forty:** "That's an interesting question actually, because we have been looking quite hard at quality in general across the range. I think what tends to happen is that problems get distorted. We have identified problems with the 'OO' gauge Class 22 and Class 52 in terms of the lighting control board. That has actually been corrected and a new lighting control board has been produced. All issues we've had reported to us have those boards retro-fitted or supplied. "The motor problem is the reason I said the question was interesting because that's actually been one of our most reliable models. I have to say that I've never come across a Class 52 yet that's had a motor



failure. That is the interesting part of the general perception."

"In terms of percentage although I've said we identified a problem with the lighting circuit board, it's been less than 2% of the produced volume. Now one could probably add a little bit in terms of that figure for models that just sit in showcases and have never been used, but it is quite a low failure rate in terms of what has been produced. I don't wish to sound defensive about that but it is something we take very seriously. All returned models whether they are taken back to the retailer or taken back to the supplier come through the workshop here and we examine each one of them. Potential quality problems are flagged up, we look at design modifications to solve those and to build into future models. We try to give the best customer service that we can in terms of, as with the 52, fitting upgraded circuit boards.

Joel Bright adds: "In a way it's the beauty of the relationship we've had with Andy and DCC Supplies in the fact that we can do some statistical analysis on problems that we have whereas in the past sometimes you're a bit devoid of real information. Now we're aware of all our problems and we can do some statistical analysis, so for example Andy said we had a recurring problem on a circuit board, at least now we can do something about it, which we have done. It does go towards our general philosophy of continual improvement."

Dapol might have lost: "I think one of the great things about having Richard and Andy as well is the fact that we'd lost some momentum prior to them joining and in the last three or four months they've been taking on other people's projects and doing it admirably. We've been gaining momentum and it's really gratifying from my point of view, as the more commercial person behind the scenes, to see how things are progressing. Things are really moving positively forward and it's really nice to have fresh new ideas on these things as well, which I think is great."

We're now seeing, of course, new models designed with Digital Command Control (DCC) sound in mind from the outset, and Richard's belief about its popularity is genuinely surprising: "Certainly in 'O' gauge, the interest has totally reversed. Five years ago it was 25% DCC and now it's 25% DC, so the interest in electronic control - not just sound – is really growing. You get such superb control with DCC because you've got all the power there on the track, so the motor can get the power it needs rather than slowly cranking it up."

"And again," adds Andy, "with the new products it has been designed in almost from day one. Speaker positioning – we consider where the best place to install a speaker in a model is and how many speakers we need. The 'Terrier' 0-6-0T is an example. If we're going to build it to be sound capable, in my opinion there are very few speakers on the market which can reproduce the range that one needs for a steam locomotive, so we are using our contacts and looking at getting a speaker that will do the job."

Playing catch up

What of the myriad models Dapol has announced in recent years? When can we expect to see them? Richard Webster is first to respond: "As you can probably appreciate, there's somewhere around about 30 plus queues to look at as new projects and it's a matter of trying to work out where we are first and work through it. The 'N' gauge 'Battle of Britain' is quite a large locomotive and the CADs are pretty good but I need to get some extra help on clarifying the details before it progresses. The 'N' gauge 'Schools' is pretty much done apart from the Lemaitre chimney which is a different chimney on the CAD detail, so that is pretty close to getting on for tooling. The Maunsell coaches are all complete apart from waiting for decorated samples for which we haven't got a confirmed date yet, but should be within the next couple of months.

"The Class 33 diesel is delayed as it has some issues at the moment around the front end, certainly the windows which is an area where we're just finally fine tuning it. So, the '33' has still got a little bit of work to finalise on that but its not too far away."

Dapol has made a real splash in 'N' gauge, but it has also invested heavily in making 'O' gauge much more accessible. With Computer Aided Design the norm for models, how easy is it to produce them in different scales effectively from the same drawing?

As far as Richard's concerned, it's not quite as straightforward as you might imagine: " I suppose really because one is working in larger scales you look at the details and you can project those down to the smaller scale and you can actually see where those details are maybe missing... so I don't see it's a problem, 'N' gauge to 'O' gauge at all."

Joel expands on this point: "In fact we see it as an opportunity. In future projects what we want to do is look where we can produce things in three scales, so you do the research, spend more time on it and it will pay dividends in the fact that we can produce models in three gauges. I think in terms of the parity of the detail it's getting narrower and narrower isn't it? If you look at some of our 'N' gauge locomotives now in pictures, it's getting hard to distinguish them between 'OO' and dare I say it 'O'."

And completing the trio of responses, Andy concludes with a look at the benefits: "The

philosophy is to try and get more detail in the smaller scales and we're actually working effectively on the larger scale initially and then shrinking it at the design stage, and omitting superfluous detail as it gets smaller. That's not to say everything's got to be produced in large scale but design work is taking place in order to get the detail correct so then it's electronically shrunk bringing everything else in proportion, which is saving quite a bit of work."

Tough decisions

So it's all positive on that front – but some tough decisions are being made on some previously announced models in 'N' gauge. The Class 92 electric locomotive looks a 'no go' following the lukewarm demand for the Class 86, while the Class 390 Pendolino EMU is also scrapped for the time being. With so few livery variations for these classes it's difficult to argue with Joel's belief that they just wouldn't be viable. But on the bright side, the Class 142 'Pacer' DMU *is* firmly on the agenda – with a plethora of options for liveries and wide-ranging operation, this is becoming Dapol's priority in 'N' right now.

And there's further good news, because the UK's latest diesel locomotives, Direct Rail Services' elegant looking Class 68, is going to be produced in 'N' and 'OO' by Dapol. Joel's enthusiasm bubbles over when he talks about this. "We had a visit to inspect the first locomotive at the end of January and it's a beautiful looking machine," he says: "So as soon as we get the information from DRS we'll be progressing that one without delay. It's early stages yet to give precise details but it will be significantly improved reliability and quality of mechanism."

Also on the agenda is the WH Davis Super Low 45 intermodal wagon in both 'OO' and 'N', which will complement the new diesel beautifully.



Joel Bright spotlights the 'N' gauge GWR 'Pannier' as one of his highlights of the past year.

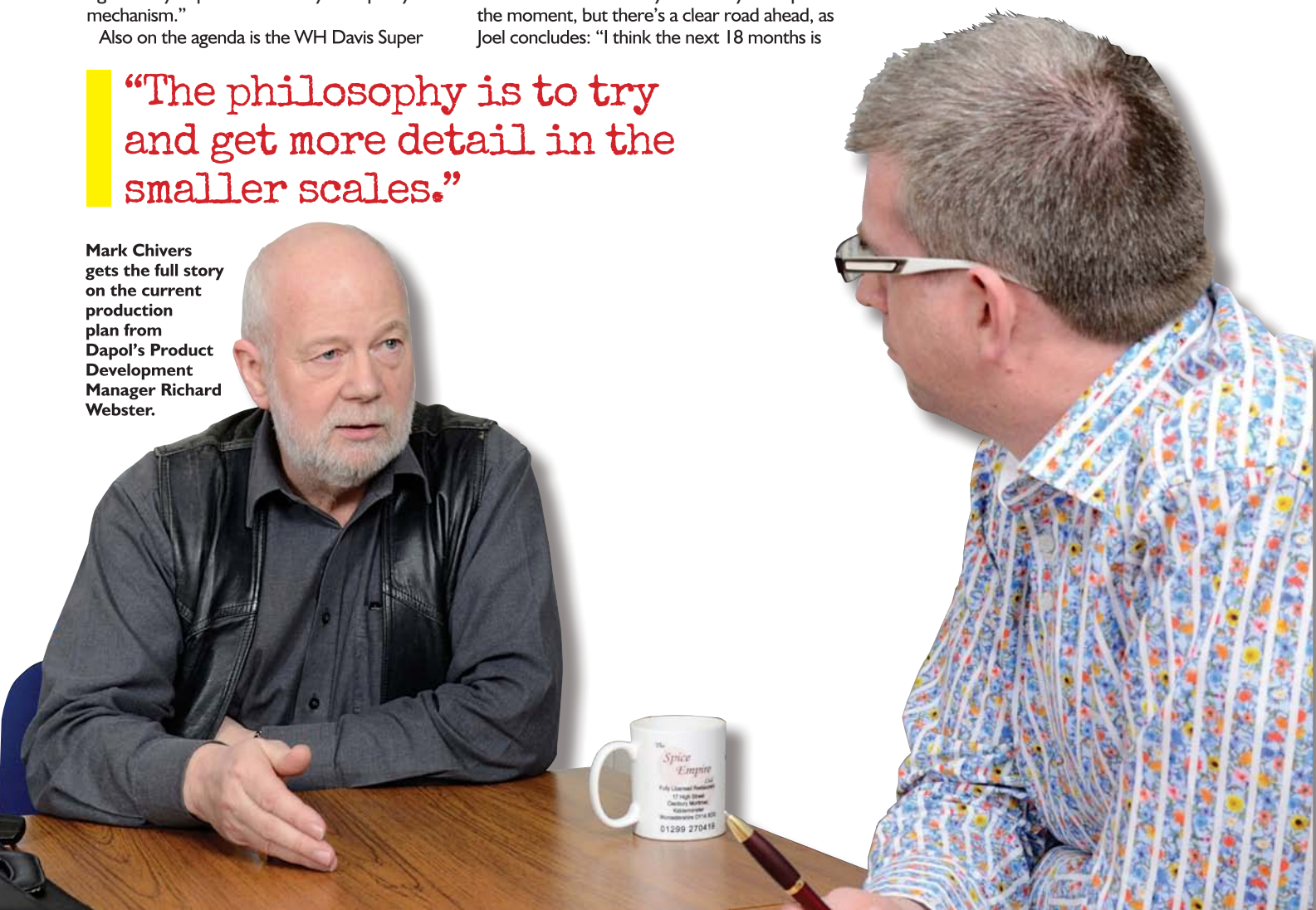
Other models are coming on nicely too. The success of the Class 22 in 'OO' has encouraged Dapol, and progress on the Class 29 and Class 73 is said to be good, while the GWR diesel railcar is at a much earlier stage in the design process. In 'O' gauge the decorated samples of the six wheel milk tanker are due as this issue hits the newsstands, and the 'A1' 0-6-0T could debut at Guildex in Telford this September – though this is not certain yet. Drawings are being prepared for the Class 08 shunter in 'O' gauge, and the popular range of semaphore signals is being developed with new products in the pipeline.

There's a lot of activity underway at Dapol at the moment, but there's a clear road ahead, as Joel concludes: "I think the next 18 months is what we're striving for... to get the backlog of previously announced models in the catalogues into the marketplace. And at the same time we hope to start developing a new range behind the scenes that we can announce, and actually have done some of the groundwork already, so we don't have this long lead-in time which I can appreciate from a modeller's point of view can be quite frustrating. So hopefully in the future we'll shorten the development time from the point of announcement to the point of actually producing the model."

It all looks rather good for Dapol and modellers in three scales – the next two years should be very interesting indeed. RM

> "The philosophy is to try and get more detail in the smaller scales."

Mark Chivers gets the full story on the current production plan from Dapol's Product Development Manager Richard Webster.



IN PRODUCTION



Maunsell 'Schools' 4-4-0 for 'N' gauge. This model is currently in the final phases of CAD/CAM drawing work. Rail Archive Stephenson.



Bulleid 'West Country' 4-6-2 for 'N' gauge.Both the air-smoothed and rebuilt versions are going through final checking and adjustment of the CAD/CAM drawings. Rail Archive Stephenson.



BRCW Class 33 for 'N' gauge. The engineering prototypes have been received and the cab front is now being revised. Rail Archive Stephenson.



Stroudley 'Terrier' 0-6-0T for 'O' gauge. Tooling work is expected to start during April. Rail Archive Stephenson.



Worsdell 'J72' 0-6-0T for 'N' gauge. Brand new for the 2014 catalogue, this model adds a much needed North Eastern Region tank engine to the range. Rail Archive Stephenson.



Adams 'B4' 0-4-0T for 'OO' gauge. Newly announced in the 2014 catalogue, this model will be designed with DCC and sound fitting in mind. Rail Archive Stephenson.

Collett 'Grange' 4-6-0 for 'N' gauge. Announced in September 2013 this model is in the CAD/CAM drawing stage and advancing quickly.
Rail Archive Stephenson.

Is Hatton's Garratt

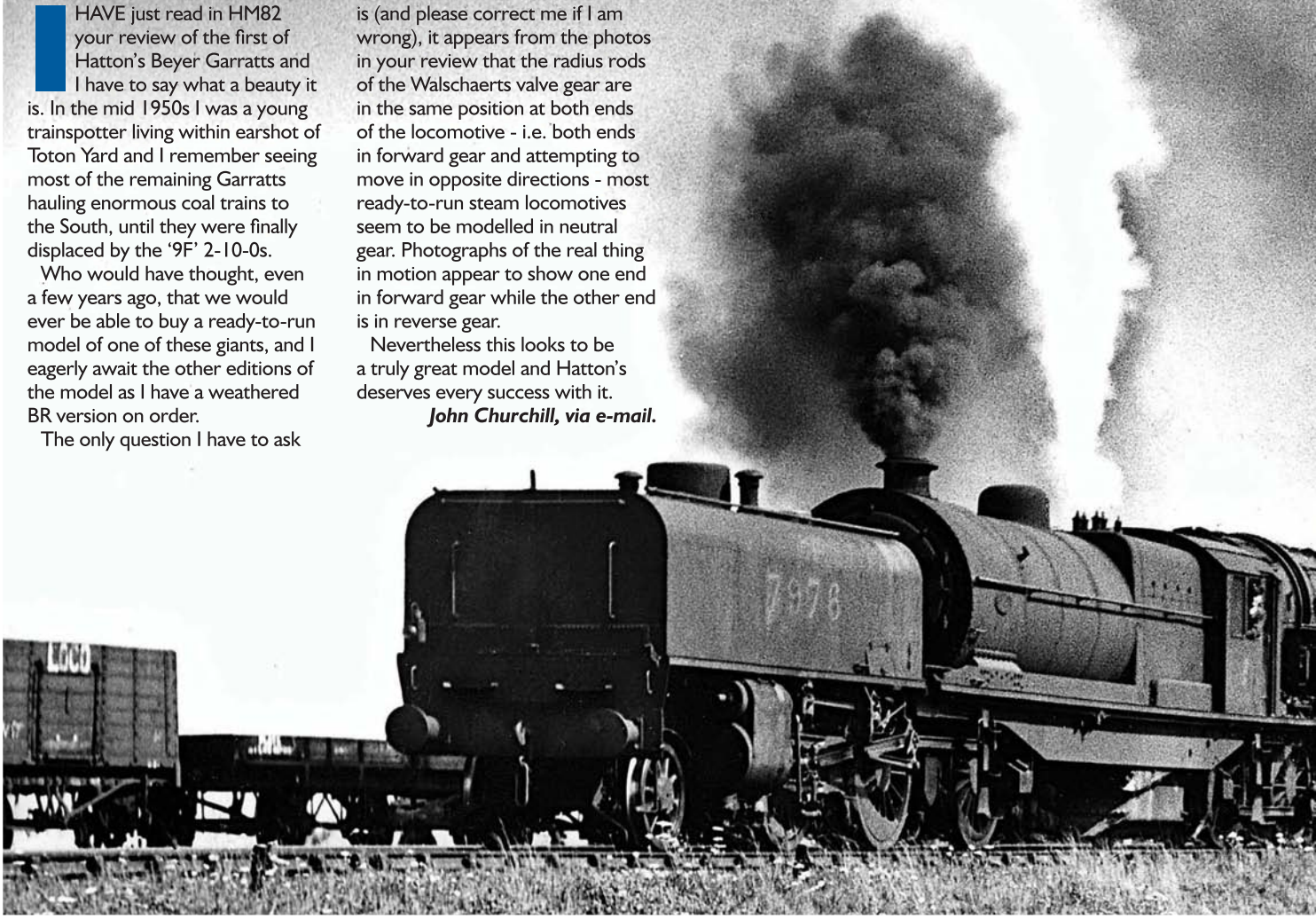
I HAVE just read in HM82 your review of the first of Hatton's Beyer Garratts and I have to say what a beauty it is. In the mid 1950s I was a young trainspotter living within earshot of Toton Yard and I remember seeing most of the remaining Garratts hauling enormous coal trains to the South, until they were finally displaced by the '9F' 2-10-0s.

Who would have thought, even a few years ago, that we would ever be able to buy a ready-to-run model of one of these giants, and I eagerly await the other editions of the model as I have a weathered BR version on order.

The only question I have to ask is (and please correct me if I am wrong), it appears from the photos in your review that the radius rods of the Walschaerts valve gear are in the same position at both ends of the locomotive - i.e. both ends in forward gear and attempting to move in opposite directions - most ready-to-run steam locomotives seem to be modelled in neutral gear. Photographs of the real thing in motion appear to show one end in forward gear while the other end is in reverse gear.

Nevertheless this looks to be a truly great model and Hatton's deserves every success with it.

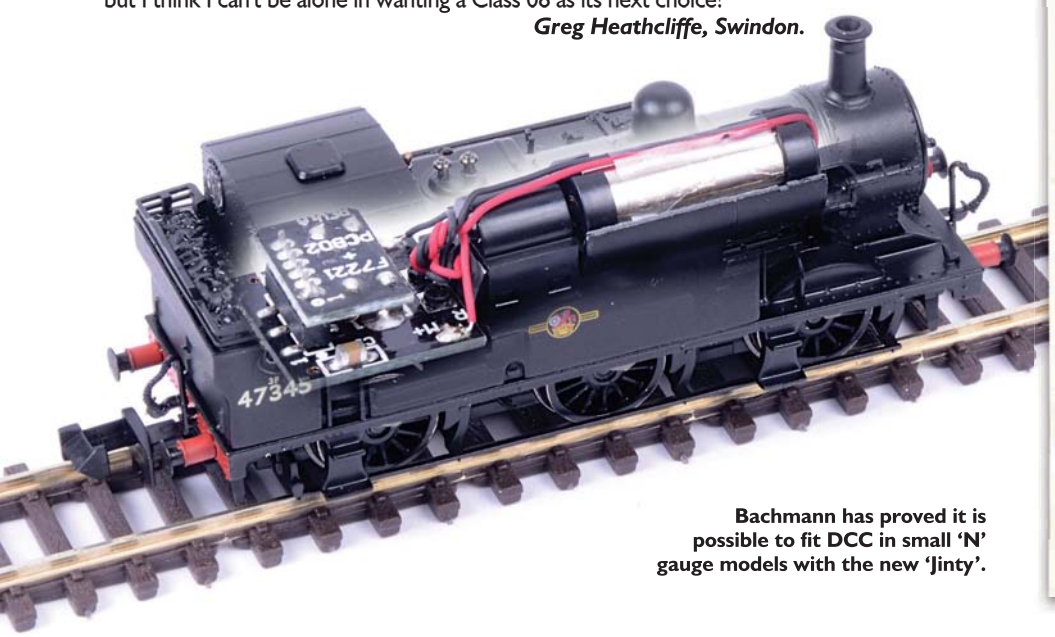
John Churchill, via e-mail.



DCC delight for 'N' 'Jinty'

I was delighted to see in the latest edition that Bachmann has discovered a way to 'chip' a small 'N' gauge locomotive such as its new 'Jinty' 0-6-0T. This has great potential with many 0-6-0 classes waiting to be modelled but I think I can't be alone in wanting a Class 08 as its next choice!

Greg Heathcliffe, Swindon.



Bachmann has proved it is possible to fit DCC in small 'N' gauge models with the new 'Jinty'.

In short...

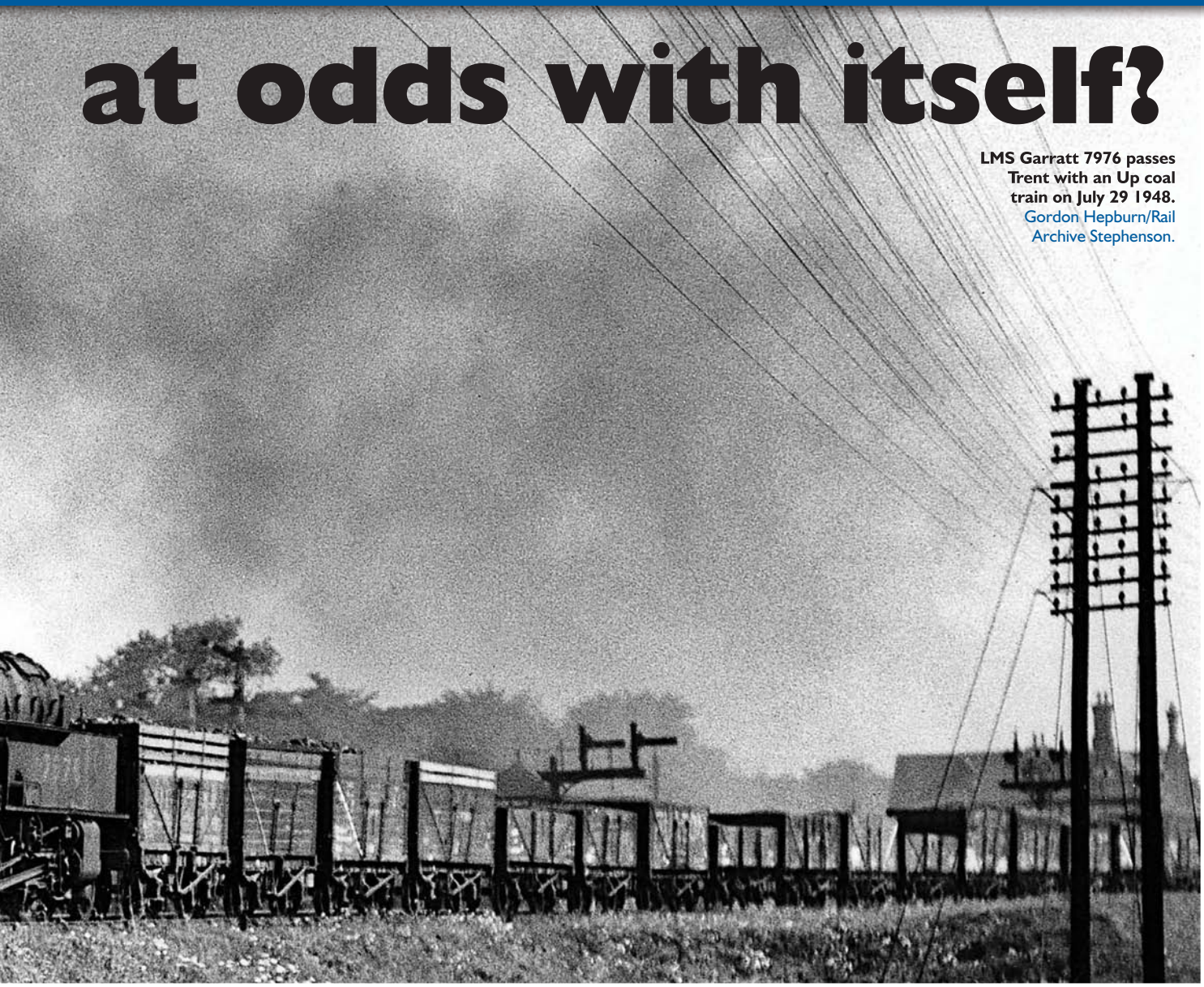
■ First and foremost let me say what a superb magazine and a great article. However, the track diagrams (which aren't to scale) really do let the layout features down in my view. Surely in this day and age it is not beyond your capabilities to have these diagrams drawn to scale with gradients shown and heights above or below a given datum line illustrated. You only have to look at *Model Railroader's* track plans to realise what I am refering to.

Peter Cormack, via e-mail.

■ Both Doug Richards (HM80), and Brian Dougan (HM81) stress the need to equip locomotive footplates with crews - but don`t forget the guard in the brake vans! Admittedly, the guard can legitimately be inside and out of sight, but how much better to have one or two on the verandahs? If you do, don't forget the obligatory safety rail across the exit.

Roger Phillips, Prestatyn.

at odds with itself?

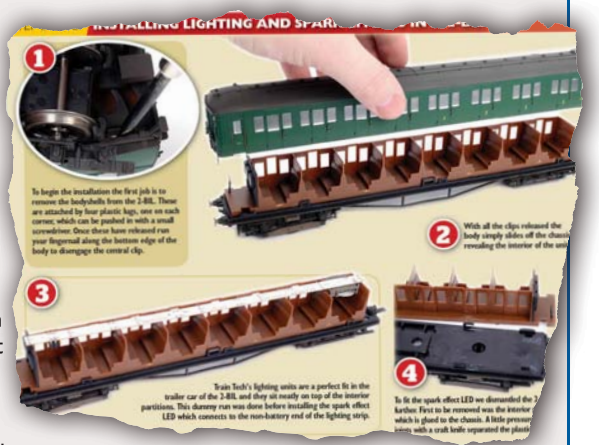


LMS Garratt 7976 passes Trent with an Up coal train on July 29 1948. Gordon Hepburn/Rail Archive Stephenson.

Digital age Step by steps

I live in Australia – which is why I subscribe online and I've noticed that the 'interactivity' is getting better every edition. However, one thing I have noticed is how your step-by-step guides tend to be awkward to follow when accessed via a digital edition on a tablet in portrait orientation. This is because your content tends to scan across a double page spread in your editorial layouts but when you reorient the tablet to portrait mode only a single page is visible (and therefore readable) so you have to keep flicking pages back and forth to scan across the step-by-step guides. Not sure there is much you can do about this except try to minimise this as much as possible when laying out your content. Otherwise I am a very happy customer and look forward to receiving the new edition each month.

Gavin Keeley, via e-mail.



Hi Gavin, thank you for your e-mail and comments about our digital edition. We are currently working to resolve the issue you have found with step by step guides to make them easier for all to follow. Look out for an updated format from the next issue – Ed.

DCC availability problems

During the last two years I have been gradually building a fairly complex semi portable 12ft x 8ft DCC layout. However, I have now almost come to a grinding halt because of a lack of availability of Hornby R8247 accessory decoders.

Last October, at the excellent Folkestone Model Railway Exhibition I spoke directly to Simon Kohler of Hornby to enquire when new stock of these decoders would become available again, because by then these items had become extremely scarce, and were being sold on eBay at ridiculously high prices. Simon explained that Hornby was expecting new stock in December 2013 and that they had been having a problems with the manufacturer.

By January 2014, some retailers were advising that these decoders would not be available again until March 2014. I have now just been advised that these items may not be available again until June 2014 – what is going on?

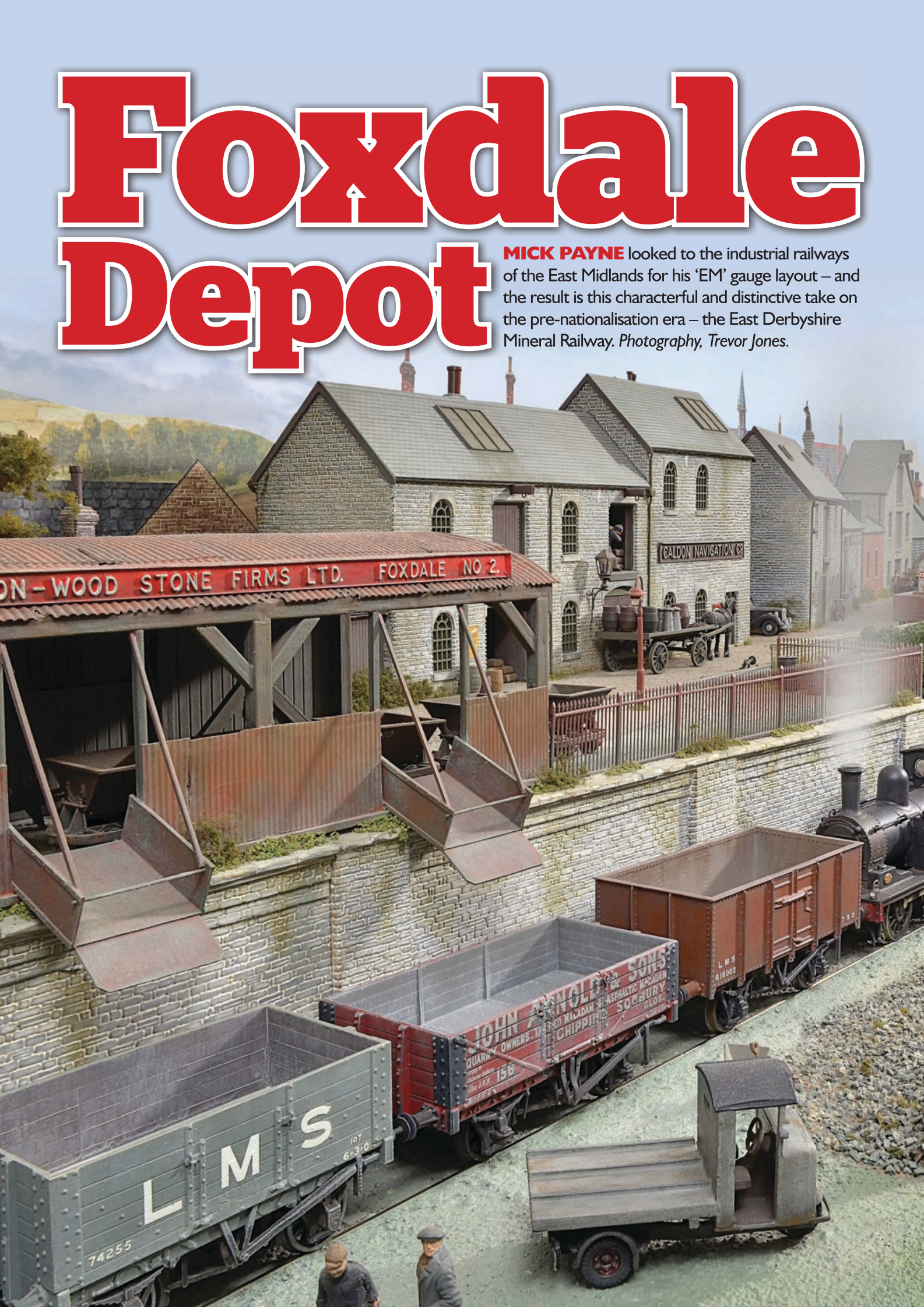
There must be many people like myself who cannot fully complete their layouts because this essential piece of equipment will not have been available from about September 2013 until June 2014.

What is the latest news on this from Hornby?

Ian Rumley-Dawson, Battle.

Foxdale Depot

MICK PAYNE looked to the industrial railways of the East Midlands for his 'EM' gauge layout – and the result is this characterful and distinctive take on the pre-nationalisation era – the East Derbyshire Mineral Railway. *Photography, Trevor Jones.*



STATISTICS

Owner:	Mick Payne
Scale:	'EM'
Length:	13ft
Width:	10ft 6in
Track:	Hand built
Control:	Analogue
Period:	1946-1948



01 Right: **A coal merchant's lorry approaches the yard crossing as Andrew Barclay 0-4-0ST *Lady Rosemary* runs through the yard.**

02 Below: **Ex-North London 0-6-0T 27530 awaits the loop while Hunslet 0-6-0ST No 7 *Binnerwith* runs through the yard.**



IN 1896 the East Derbyshire Mineral Company (EDMC) was expanding and had to find a way of getting its products of crushed and graded stone, ballast and road stone plus blocks of stone for masonry from the quarries to the customers. The answer was to construct a light railway from the village of Foxdale at the centre of the quarry complex to the expanding main railway network of which the closest point is Duffield on the Midland Main Line from Derby to Ambergate.

Once the East Derbyshire Mineral Railway (EDMR) had been completed other industries sprang up along the line. Approximately two miles from Foxdale the Buxton Lime Company built a limestone crushing plant to provide loose and bagged lime, and alongside this was the Derbyshire Pottery factory. Both of these two industries were served by the EDMR with their respective products being shipped out by rail. These quarries and industries had to be fed so raw materials were brought in by rail too, the primary needs being that of coal, timber and sand, but also to be seen were general goods for both the industries and the village of Foxdale.

The EDMC operated the line quite successfully as a light railway until 1941 when it was taken under the control of the London Midland & Scottish Railway (LMS). Because of the wartime restrictions, it ran the line using the existing EDMR fleet of locomotives and rolling stock, the only notable changes coming in the appearance of small LMS tank engines working the trains from Duffield sidings to Foxdale where the industrial locomotives took over. The accompanying photographs show how the line looked in the period 1946-1948.

So much for the fiction, now for the facts! I have always had a fascination for mineral and light railways going back to my youth. Whilst others were standing on the ends of platforms, Ian Allan books and pens in hand, I was happier biking round the lanes of Northamptonshire searching out another industrial gem, of which we had plenty in the late 1950s. When a house move forced the dismantling of my existing layout it was a fair bet that the new layout would be a mineral line. »



Hudswell Clarke 0-6-0T No 14 *Beatrice* crosses the bridge with a mixed freight.

Baseboards and track

After converting the roof space at our new home to a usable room I had at my disposal an area of approximately 13ft 6in x 10ft 4in. Baseboard tops are a combination of plywood and MDF supported on a sub frame of 50mm x 25mm timber so that the height of board can vary to suit the terrain.

The track (to 'EM' gauge of 18.2mm) was constructed from copper-clad sleeper strip with code 75 nickel silver rail soldered to it, then fixed to the baseboard with PVA glue. The point control is wire in tube which came from Gem many years ago. The end of the control wire is connected to an omega loop which is in turn connected to double pole, double throw switches, so as you change the point you also change the polarity of the point. This method, in my opinion cannot be bettered - it's simple, cheap and most importantly, almost trouble free.

Now, wiring is not my strong point but fortunately for me I know a man who does understand electrics. My good friend Trevor Wade came to the rescue by doing a wiring diagram so simple even I could understand it. I soldered wires then Trevor came along for a couple of nights or so and connected up all the loose ends so that it all worked. (Trevor's Albion West featured in HM80).

I am still using a pair of ECM controllers with switched feedback rather than opting for Digital Command Control. With everything working the track and pointwork was painted with brown and grey enamel paints blended together with powders. Now for the 'joys' of ballasting, which was achieved using a mixture of 'N' gauge granite chips, fine sand, ash and Woodland Scenics grass scatter. This was all prodded into place with an old No3 paintbrush and held in place with diluted PVA applied from an eye dropper.

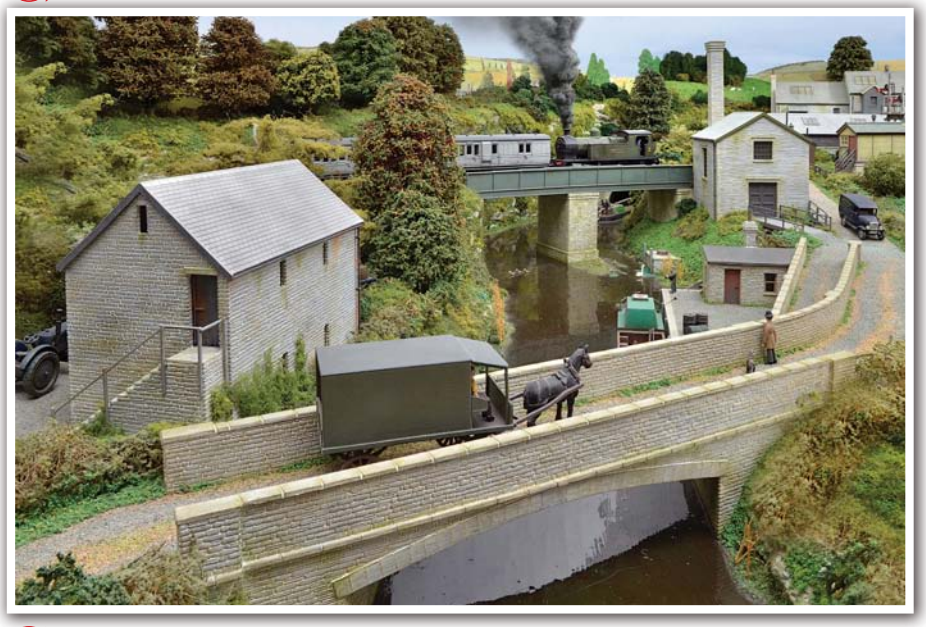


Greenery

Embankments and variations in ground levels were formed by gluing polystyrene blocks to the baseboard with PVA. Once set these were then carved to shape using a hacksaw blade - a lovely messy job this so have the vacuum cleaner close to hand! This method is a simple, quick and cheap way to create hillsides and landforms. Once the right shape was achieved I covered it with a layer of Polyfilla mixed with brown paint. Once dry the embankments and areas of grass were covered with a layer of mid green coarse scatter followed by two layers of Greenscene »



4 **A tree top view over the blacksmith's workshop to the locomotive shed.**



5 **Kerr Stuart 'Victory' 0-6-0T No 2 *Pegasus* leads the workmen's train across the canal.**

No220 coarse turf all fixed with PVA.

Then weeds and brambles were added using Woodlands Scenics and Heki foliage mats of different shades. The hedgerow and bushes are a mixture of horsehair and lichen, painted with green emulsion and dusted with different shades of scatter.

The trees on the layout are from a variety of sources. I have used ready-made trees plus tree kits from Woodland Scenics and Heki. The bulk of the larger trees were made by twisting together thin galvanised or copper wire, and once a satisfactory shape had been achieved the trunks and branches were coated with a couple of thin coats of Polyfilla mixed with powder paints to achieve a brown/grey finish. Once this mix has set firmly I dry-brushed the trunks and larger branches to highlight bark, then I stuck the greenery from various foliage mats well teased out to the tree with an impact adhesive.

Structures

The buildings and structures, being set in Derbyshire, are mainly built of stone with slate roofs. My building methods embrace ideas and materials from the 1950s up to the present day. I bought, second hand, from an exhibition many years ago John Ahern's book on miniature building construction, first published in 1950. This book proved to be invaluable and although many of the ideas might be considered crude and out of date by present day standards, it contains a wealth of useful information. Likewise the books by any of the present generation of modellers, Dave and Shirley Rowe, Gordon and Maggie Gravett, Barry Norman and many more had a huge impact on the quality of structures I have strived for. »

Foxdale's locomotive fleet

LMS LOCOMOTIVES

NUMBER	CLASS	ORIGIN
1841	Johnson '1F' 0-6-0T	Craftsman kit
1731	Johnson '1F' 0-6-0T	Craftsman Kit
27530	Ex North London Railway 0-6-0T	Gem Kit

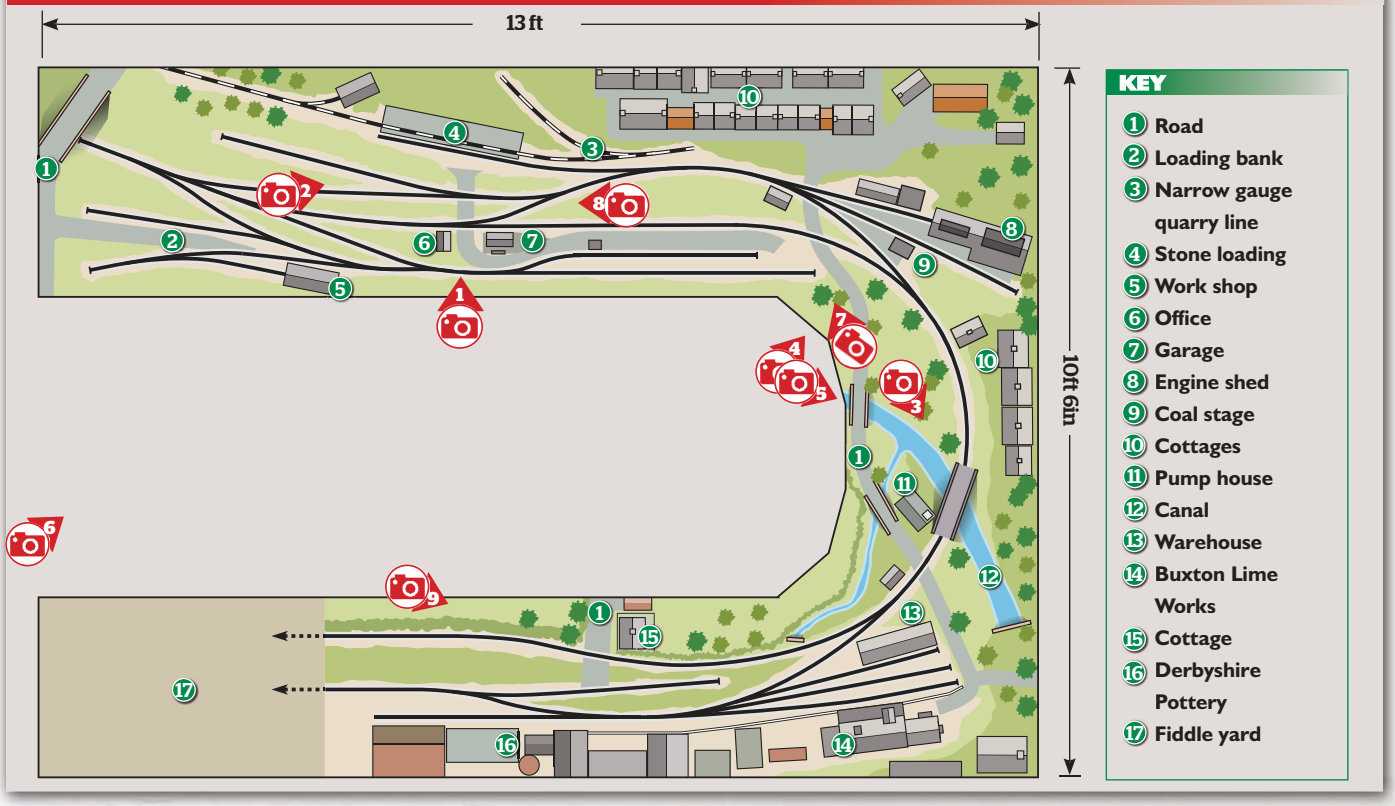
INDUSTRIAL LOCOMOTIVES

NUMBER	BUILDER	ORIGIN
No 2 *Pegasus*	Kerr Stuart Victory Class	Centre Models
No 3 *Progress*	Sentinel	Roxey Models body on Tenshodo bogie
No 4	Ruston diesel	Scratchbuilt body on Tenshodo bogie
No 5 *Lady Cora*	Worsdell 'J72'	Bachmann 'J72' body with Comet chassis
No 6 *Thunderbolt*	Planet diesel	Roxy body on Tenshodo motor bogie
No 7 *Binnewith*	Hunslet 0-6-0ST	Centre Models kit on scratchbuilt chassis
No 8 *Lady Rebecca*	Hunslet 0-6-0ST	Mercian Models kit
No 9 *Empress*	Hunslet 0-6-0T	Scratchbuilt body and chassis
No 10	Ex Southern 'B4' 0-4-0T	SE Finecast kit
No 11 *Lady Rosemary*	Andrew Barclay 0-4-0ST	DJH kit
No 12 *Lady Harriet*	LYR 'Pug' 0-4-0ST	Hornby 'Pugh' 0-4-0ST with 'EM' wheelset
No 14 *Beatrice*	Hudswell Clark 0-6-0ST	Agenoria kit



Mick Payne at the controls of Foxdale Depot. In the centre is the newly developing Foxdale station section.

FOXDALE DEPOT TRACK DIAGRAM (Not to scale)







07 Ex-North London 0-6-0T 27530 blasts out of Foxdale with a goods.

The shells of all my buildings are made from thick mounting card. This is easy to cut and work with, stays flat with the minimum of bracing and comes in large sheets approximately 36in x 22in at a fraction of the cost of plastic card. Once the shell has been assembled it is then covered with Slater's embossed stone plasticard, and lintels, sills and other detailing is added using various plasticard. I have used etched brass windows from D&S and Bill Bedford and some plastic windows from Ratio, Wills and Peco. The doors with raised panels or mouldings were built up from layers of thin card as per John Ahern's method.

Slate roofs can prove tricky, and I tend to use ordinary grey slate paper stuck to a card roof, then I pick out various slates in differing shades of grey, before scoring the courses of slates using a straight edge and craft knife. I angle the blade to the roof slightly to lift every course. Once I'm happy with the completed building it is weathered using enamels either by dry brushing or as a wash.

Signalling

The layout is signalled, the ground signals are from MSE and very nice they look too, whilst the semaphores are a bit of a mystery. I bought a job lot of kit built signals from a friend many years ago. They are made of brass - post, lamps, cranks, the whole thing - so they lend themselves to rebuilding very easily - just stick one in a gas flame and the lot just falls apart. Modify as required and solder back together, once painted and weathered they look superb. The signals are operated by a simple push rod and cranks system fitted under the baseboard with actuators at the front of the baseboard



08 Ex-LSWR 'B4' 0-4-0T No 10 moves wagons past the narrow gauge exchange sidings.

Rolling stock

One of the drawbacks of modelling a light railway is that there is no easy way to acquire suitable motive power other than building it yourself (see Table 1, page 56). My fleet uses kits from the likes of Agenoria, Centre and Mercian Models. The last locomotive I built was scratchbuilt using an etched brass chassis with a plasticard body - very satisfying and successful and I aim to do this again. All locomotives have compensated chassis with Branchlines, Comet or the excellent High Level gearboxes and Mashima motors.

Although a mineral line we do have some coaches. Two four wheel ex-Great Western Railway coaches from Ratio make up the workmen's train. The freight stock is mostly kit built and I have tackled most of the manufacturers' offerings. There are a few modified ready-to-run wagons and several scratchbuilt internal user wagons. I have used the Cambrian breakdown crane to make up a short maintenance train. All stock is fitted with three link or screw couplings as appropriate.

Foxdale station

This layout has been altered over the years and all these alterations have improved the layout, but there comes a time when you can't, or don't want to, alter it anymore, so I have to say this layout is as good as complete.

However, I am a layout builder and have the urge to build more so to satisfy this desire I have started to add a couple of baseboards down the centre of the loft to provide for Foxdale station. This station is not connected to the existing layout but is very much a part of it. This is very much a 'work in progress' at the moment – but when it nears completion, I hope to share the tale of its construction with *Hornby Magazine* readers in a future issue.



Kerr Stuart 'Victory' 0-6-0T climbs away from the exchange sidings with a mixed freight.

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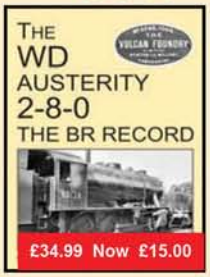


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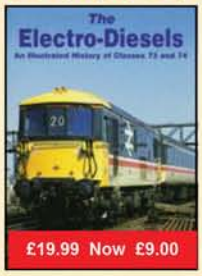
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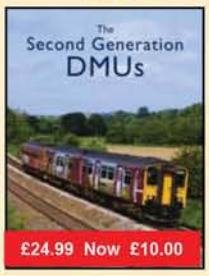
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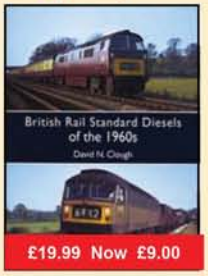
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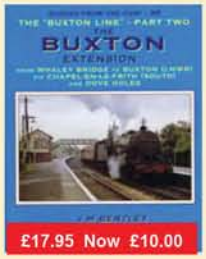
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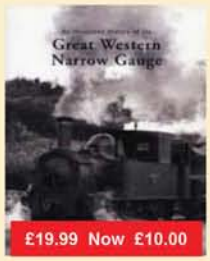
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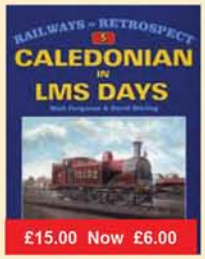
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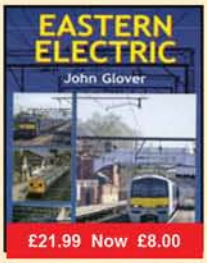
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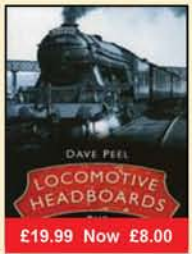
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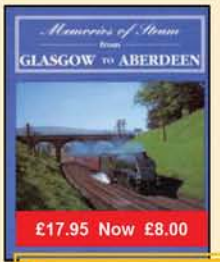
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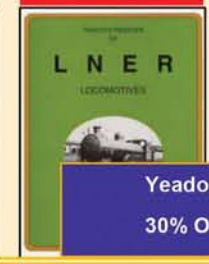
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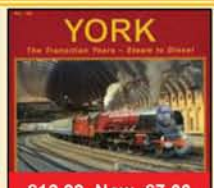
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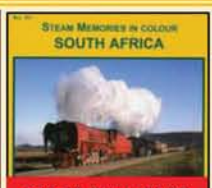
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PART EIGHT

OPERATION BUILD IT!

To complete the Operation Build It layout **MIKE WILD** tackles point motor installation, a working DCC powered semaphore signal and a simple fiddle yard. However, this really is only the beginning for our terminus station…



A Thompson 'L1' 2-6-4T rumbles into the station with a rake of Gresley stock. The new fiddle yard allows for one three coach train in the sidings along with four two coach trains or the equivalent in goods stock.

EIGHT ISSUES AGO WE embarked on our latest project – the Operation Build It layout – and each month since then we've shown the progress on this model and developed it while showing you how you can create the same detailed finishes and effects that we have.

This layout was designed to be simple from the outset with the minimum number of points – six in total – but still be interesting to operate with its kickback siding and compact goods yard.

Last month (HM82) we completed the scenery by installing the bridge and road which form the scenic break to the fiddle yard and now we are on the final straight completing the electrical side of the layout by installing point motors, signals and finally a small fiddle yard to represent the rest of the world.

Some might be wondering why we have left it until last to install the point motors. This is simply to avoid them becoming clogged with ballast and other scenic materials. However, we had to lay the groundwork for the motors during tracklaying by drilling 8mm holes under the tiebars of each point (HM76).

The point motors used on this layout are Peco's solenoid type. These robust, reliable motors are very simple to use and relatively cost effective, particularly for a first layout. Of course there are lots of other options including slow action motors from the likes of Tortoise and DCC Concepts but for a first layout we think they are ideal.

DCC power

To power the point motors we decided on Digital Command Control (DCC) power supplied direct from the Gaugemaster Prodigy unit we have used to power the layout so far. With only six points on the layout it will be easy to remember which is which. The accessory decoders are Train Tech's impressive quad-port one-touch decoders which really are impressively simple and quick to install.

Completing the electrical setup for Operation Build It is a single semaphore signal to control trains departing from the platform. This is a Dapol electrically operated signal and again it is DCC operated using Train Tech's recently released Dapol semaphore signal accessory decoder. Just like the point decoders the semaphore decoder is a clever piece of equipment which is simple to connect and even simpler to address with a DCC controller thanks to its one-touch learning design.

With the layout fully wired up and electrically live the whole system was tested thoroughly for point operation and train movements to ensure all was well. We now needed a fiddle yard to represent the rest of the world to provide off scene train storage. For this we built a second baseboard measuring 4ft x 2ft using the same methods as those used for the main scenic baseboard (HM76) and then laid code 75 track directly onto the baseboard to create a five track fiddle yard. The only complication was the use of a Peco code 75 three-way point which requires two single pole, double throw on-on switches to be installed to control the polarity at the frogs. To mount the switches we drilled two 16mm diameter holes through the baseboard and then cut a rectangle of 2mm thick plasicard (100mm x 80mm) to cover the holes and mount the switches. The wiring was then connected as per the supplied diagram with the three-way point.

Only the start

The initial phase of the Operation Build It layout is now complete, but there is much more to come as this terminus has become the catalyst for a bigger project which will feature in full in *Hornby Magazine Yearbook No. 7* – on sale in November – and at the *Hornby Magazine* stand at the Warley National Model Railway Exhibition in November this year.

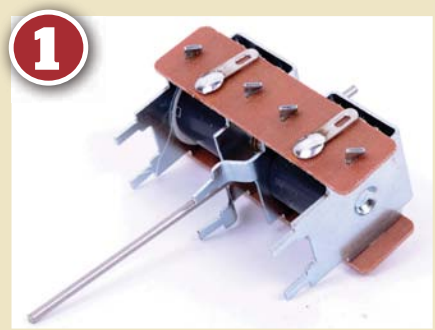
Watch this space as we continue to develop this layout into something bigger, better and altogether more ambitious… HM

TOOLS

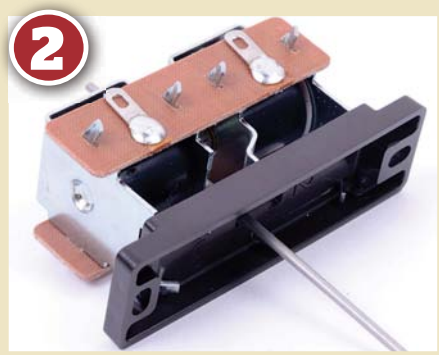
- Craft knife
- Soldering iron
- Wire strippers
- Side cutters
- Flatblade screwdriver
- Crosshead screwdriver
- Pin vice
- Pin hammer
- Electric drill
- 6mm, 6.5mm, 14mm and 16mm drills



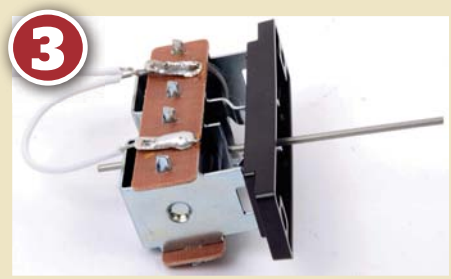
STEP BY STEP INSTALLING POINT MOTORS AND WORKING SIGNALS IN 'OO'



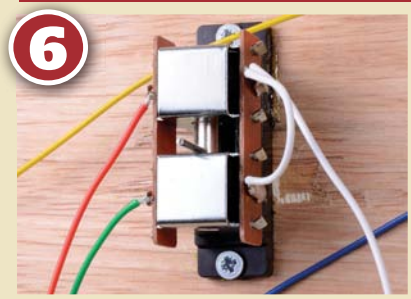
The first stage in installing point motors is to prepare each motor for fitting. This is a repeated process for each motor that we find easiest to do in batches. This is the base ingredient – a Peco extended pin solenoid point motor which can be mounted beneath the baseboard completely out of sight.



To prepare the motor for installation we fitted a PL9 mounting plate to the motor. This simply slides over the tags on the top of the motor frame and the tags are then folded over to secure the two components together. Use a small flatblade screwdriver for this.



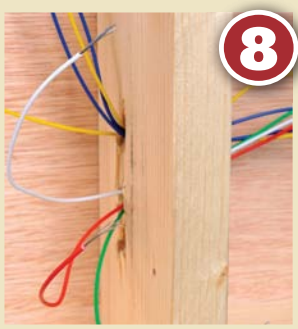
You will need a 25watt soldering iron to add wires to the motor and three colours of multi-core wire – a 7x 0.2 equipment is ideal for this. To start cut a short 75mm length of white wire and bare both ends using wire strippers. Then bare the end of another length and twist two ends together. Connect both of the bare ends of this pair to the same side of the motor - this the common return circuit.



All were fitted in the same orientation – green and red wires to the left, white to the right. When installing these motors they need to be adjusted carefully for reliable operation – the motor should move freely underneath and the point blades should also move freely. No 4 ½in screws were used to secure the baseplates to the baseboard, which also allow for adjustment if necessary.



To power the points with DCC we are using Train Tech PC2 quad-port accessory decoders. These are simple to install and operate and full, simple to follow instructions are supplied with them. First fix the decoder block to the baseboard using No 4 ½in screws.

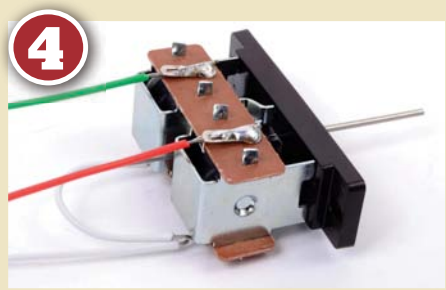


Cut the wires of the first point motor to length allowing at least 2in of flexibility. Bare the ends with wire strippers then twist the multi-core strands together and fold them in half – this gives a strong connection for the terminals on the accessory decoder.

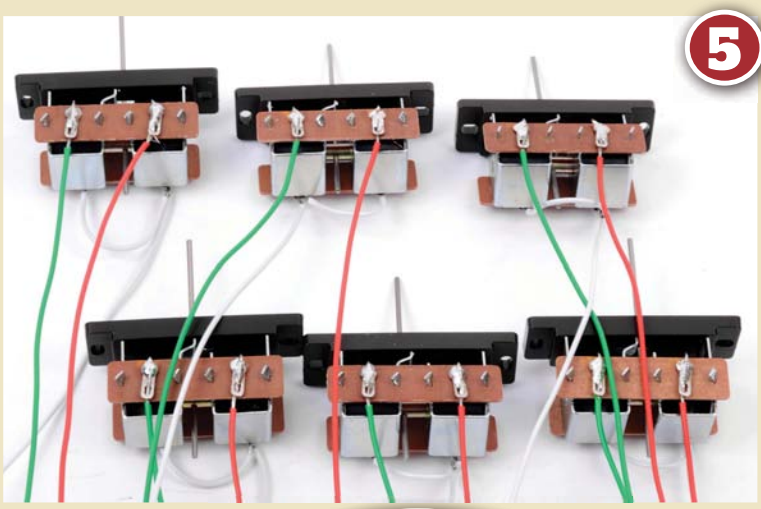


Insert the wires into the terminals. The white from our point motor is the common return so this always goes into the centre terminal of each output. We then fitted green to terminal 2 and red to terminal 1 as standard throughout the Operation Build It layout.





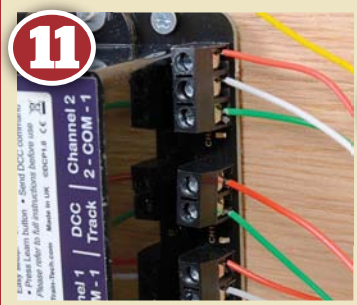
4 Once you have soldered the white wire in place, flip the motor over and cut two 3ft lengths of red and green wire – these are the power feeds which actuate the solenoids to make the point motor move from side to side. Solder these onto the two tags and ensure that every further point motor you do has the same arrangement of coloured cables – that way they will all operate the same way round.



5 Repeat the process of fitting mounting plates and wires and you will end up with a collection of point motors looking like this. These are all now ready to install underneath the layout.



10 Repeat the process for all other point motors to connect them to the accessory decoder. As there are six points on the layout we used two PC2 decoders and wired them logically so that the station run round loop is operated by accessory outputs 1-4 and the goods yard by 5-6.



11 As a final step the accessory decoder now needs connecting to the DCC power supply. We link the central pair of red and green wires directly back to the controlled connection point on the layout for simplicity. The accessory decoder can then be addressed as detailed in the Train Tech instruction sheet using the one-touch learning button.



12 Having tested all the motors operate correctly under power the final step is to remove the excess pin from the point motor protruding above the baseboard. Use either a pair of sharp side cutters or carefully cut the excess off with a cutting disc in a minidrill. Be aware though that the heat generated by this method can melt plastic, so cut part way through each one, allowing them to cool before continuing.

13 The final electrical installation on Operation Build It is a Dapol semaphore signal. These are pre-wired and fitted with a motor and lamp and make a great feature for a model.





A Gresley 'J39' 0-6-0 shunts the goods yard while an 'L1' 2-6-4T runs round its train.

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STEP BY STEP INSTALLING POINT MOTORS AND WORKING SIGNALS IN 'OO'

14



First drill a 14mm diameter hole through the baseboard where you wish to install the signal using a large diameter wood drill bit.

15



Right: **We trimmed the base of the signal before installation to reduce its footprint, using a craft knife to carefully cut the plastic rectangle down. The circular motor enclosure is then carefully pushed through the baseboard.**

16

Once pushed through the baseboard fit the supplied plastic nut onto the circular base and tighten it up – not too tight though as this will impair movement of the mechanism. Once installed the Dapol semaphore signal is a neat finishing touch to the platform end and another working component of the Operation Build It layout.



SIMPLE BACKSCENES

Producing a realistic backscene can be a difficult task, but there are options available including photographic printed versions which can be pasted onto backboards or, if you are skilled with a paintbrush, you might like to have a go at producing a detailed backscene yourself.

For this layout we went for the simple but effective route by painting MDF panels plain blue to represent sky using readily available emulsion paints from a DIY store. We may well come back to it in the future, but for now this suits our needs perfectly.

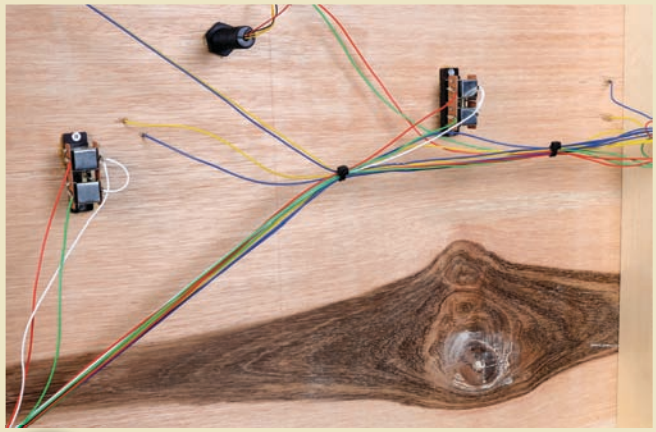
A BR 'Standard Four' 2-6-4T waits for the signal to clear and the arrival of a Sulzer Type 2 on a pick up goods. The semaphore is a Dapol signal controlled with DCC through a Train Tech decoder.



The wires are then connected to a specially designed Train Tech Dapol semaphore signal accessory decoder as detailed in the instruction sheet.



A power supply is then added to the signal decoder and connected back to the main power connection with the point motor feed.



As a finishing touch on the electrical side the various cables running around underneath the layout were grouped together with cable ties to tidy up the baseboard underside. Operation Build It is now fully wired and ready to enjoy as a working model railway.



THE FIDDLE YARD

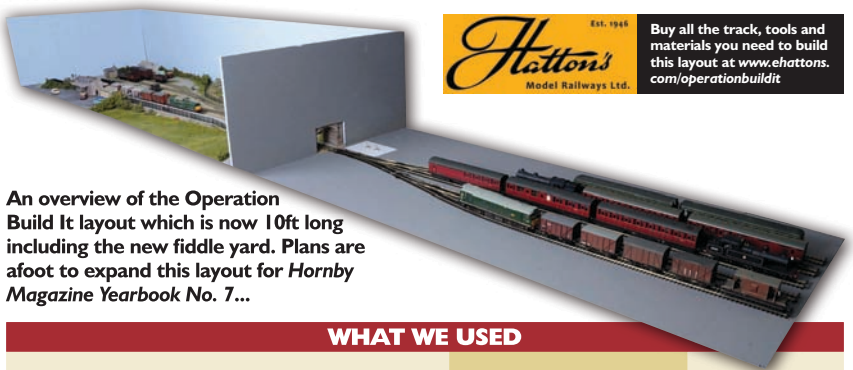


The fiddle yard features five tracks accessed by a three way point and two small radius points. On a 4ft long baseboard this allows for two coach trains in four sidings and a central siding with space for a three coach train.



To switch the polarity of the three-way point a pair of on-on Single Pole Double Throw miniature toggle switches have been wired up as per the diagram with the point. This allows the polarity of the frogs to be switched for different routes quickly and simply.

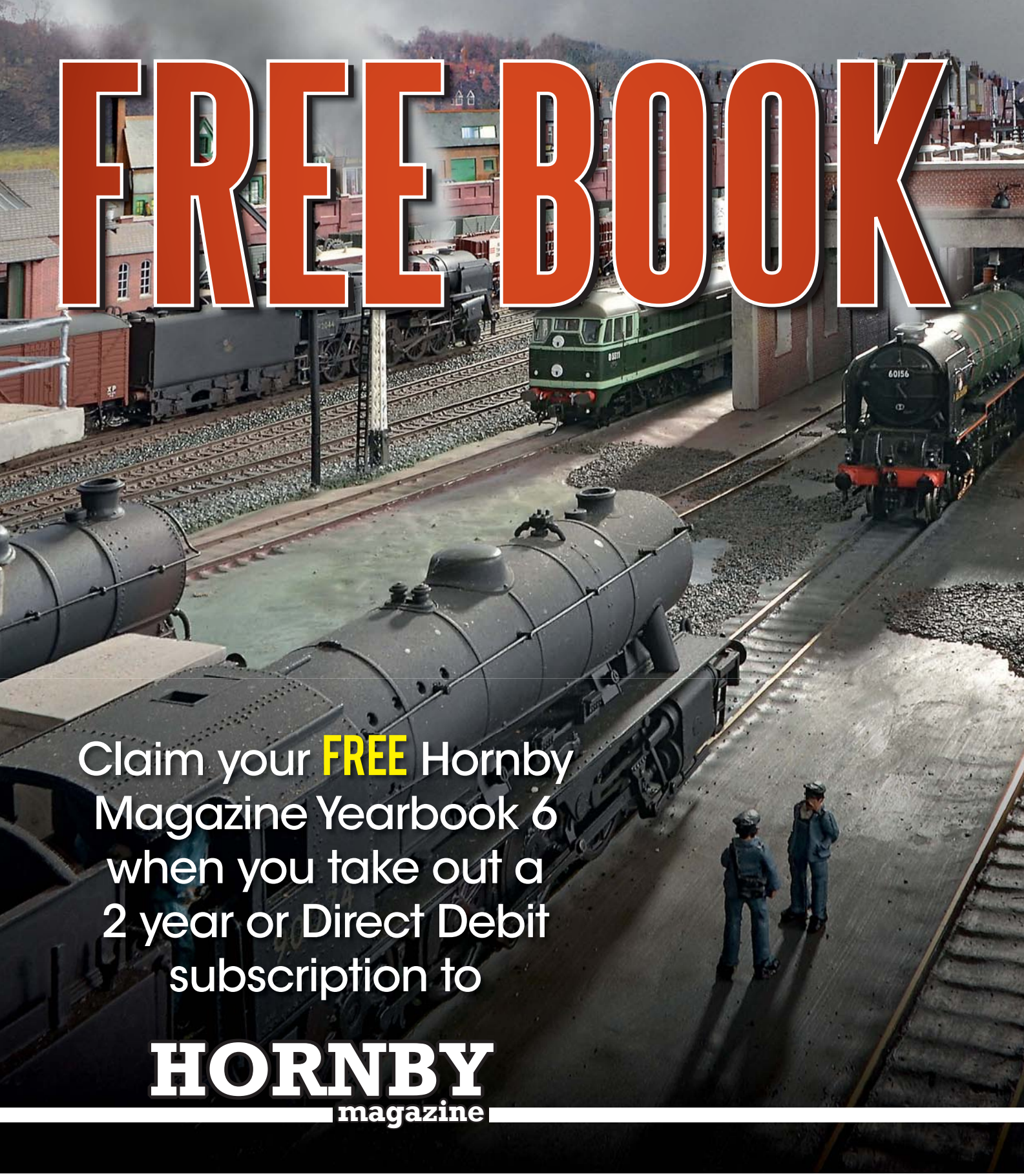
Hattons Est. 1946 Model Railways Ltd.
Buy all the track, tools and materials you need to build this layout at *www.ehattons.com/operationbuildit*



An overview of the Operation Build It layout which is now 10ft long including the new fiddle yard. Plans are afoot to expand this layout for *Hornby Magazine Yearbook No. 7*...

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Extended pin point motor (x6)	www.peco-uk.com	PL10E
Point motor mounting base (x6)	www.peco-uk.com	PL9
7 x 0.2mm multi-core equipment wire	www.rapidonline.com	GW010435
Quad-port accessory decoder (x2)	www.train-tech.com	PC2
BR semaphore signal	www.dapol.co.uk	4L-002-001
Semaphore signal decoder	www.train-tech.com	SC3
Single pole double throw toggle switch	www.rapidonline.com	TA102A1
Code 75 three-way point	www.peco-uk.com	SL-E199
Code 75 small radius right	www.peco-uk.com	SL-E191
Code 75 small radius left	www.peco-uk.com	SL-E192
Code 75 flexible track (5 yards)	www.peco-uk.com	SL-100F



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Ready made



KERNOW Model Rail Centre has released its exclusive resin buildings to make up a typical roundhouse using sections based on the Cornish Mineral Railways building at St Blazey, Cornwall.

St Blazey shed near Par opened in 1874 following construction by the Cornish Mineral Railways and later passed into GWR ownership in 1877. The depot remained open through the GWR and BR steam eras with the first diesel being allocated to the shed in 1960. The last steam locomotive left the depot in 1962.

St Blazey depot is famous for having a turntable and roundhouse and remained open for diesel locomotives until the mid 1980s when the roundhouse was closed for railway traffic and turned into industrial units. The turntable and servicing facilities remain at the site and are still used today.

With such a long history St Blazey roundhouse saw a wide variety of motive power ranging from tank engines to powerful 4-6-0s and even 2-8-0Ts while in the diesel era it would have seen diesel-hydraulics as residents as well as diesel-electrics including classes 20, 25, 37, 47 and 50 amongst others.

Kernow commissioned its model of the Cornish roundhouse from Bachmann's Scenecraft branch in 2013 and it is formed of two components – the outer walls and a modular roundhouse building. This allows a roundhouse of varying sizes to be produced with the outer walls used to complete the building.

These are hefty resin castings and amongst the largest that have been produced as ready-to-plant buildings. The detailing on them is impressive with finely reproduced brickwork – painted outside and inside – 'cast iron' roof, smoke vents and excellent etched brass window frames for the rear windows. The doors for each roundhouse section are separate fittings which have finely produced etched brass hinge points which simply slot into the hooks on the front of the building. Happily these also close well, helped partly by the lip of resin on the inside of the doorway.

When combined together these new buildings produce a very impressive and

Fish vans dock for 'OO'

The latest addition to Bachmann's diverse range of LNER box vans is the 10ton fish van. These vehicles were built in the 1930s and were used on fish trains from East Coast ports to London and other destinations with the last vehicles withdrawn from traffic in the 1960s. Some were later transferred into departmental use.

Bachmann's new model makes the most of the manufacturer's clasp brake chassis which is a wonderfully detailed aspect of these models. It is fully fitted out underneath with inline brake shoes, fine wire details, a vacuum cylinder and turned metal wheels.

The body, whilst similar to the previous ex-LNER 12ton vans, is a new tooling and features fine plank detail and impressively finished doors, runners and stops. Even the destination panel is moulded on the left hand end of each side.

With LNER and BR bauxite liveried examples – including early and late BR period vans – being produced by Bachmann this new fish van is bound to be an attractive proposition for steam era goods trains and particularly for those looking to model the fast fish trains of the 1950s. (MW)



THE DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	38-576 (early BR), 38-577 (late BR)
Description:	Ex-LNER 10ton fish van, BR bauxite
Scale:	'OO'
Price:	£10.95
Era:	4/5
Couplings:	Small tension locks in NEM pockets

roundhouse



substantial structure and with the end walls even a three bay structure like this one looks very impressive. Like many of the Scenecraft buildings these aren't what you would call pocket money buildings, but you get what you pay for and these are superbly made premium structures which simply need 'planting' on a layout and a turntable and tracks installing. A great idea executed to high standard. (MW)

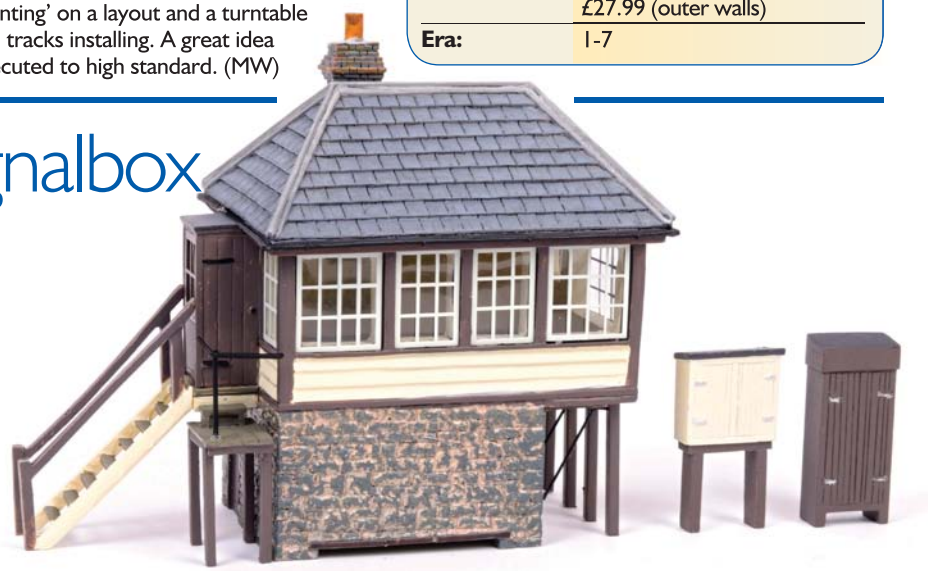
THE DETAILS

Manufacturer:	*www.kernowmodelrailcentre.com*
Cat No:	44-007Z (roundhouse module), 44-008Z (outer walls)
Description:	Modular roundhouse
Scale:	'OO'
Price:	£69.99 (roundhouse module), £27.99 (outer walls)
Era:	1-7

LSWR Type 3 signalbox

THE DETAILS

Manufacturer:	*www.kernowmodelrailcentre.com*
Cat No:	44-011Z
Description:	LSWR Type 3 signalbox, WR
Scale:	'OO'
Price:	£44.99
Era:	3-5



A new readymade signalbox has arrived in the shape of this London & South Western Railway (LSWR) Type 3 signalbox which has been produced exclusively for Kernow Model Rail Centre by Bachmann Scenecraft. It measures 100mm x 42mm x 89mm and comes with a pair of lineside cabinets.

Modelled to 'OO' scale it follows on from the retailer's highly successful LSWR Type 4 signalbox which was released in 2011 and has an impressive amount of detail. The characterful design sets this model apart from the Type 4 signalbox instantly and is very attractive.

Features of the model include separately supplied steps and token exchange platform, removable roof and a pair of lineside cabinets, all of which are produced to similarly high standards. Our review sample was finished in Western Region chocolate and cream, but it is also available in Southern Region green and cream and each one comes with a Boscarne Junction nameboard.

If you have been looking for a signalbox with a different look to populate a South Western scene this is just the ticket. (MW)

HELJAN DELIVERS ORIGINAL CONDITION CLASS 33



HOT ON THE HEELS of its first batch of retooled Class 33/0s (HM82) is a selection of locomotives in original condition featuring the as built exhaust silencer and engine bay cover fittings.

This is the first time that the Heljan Class 33 has been offered in early BR green and BR blue liveries with correct roof details. Previous versions have used the later period roof details of the class which includes changes to the exhaust position and plating over of the exhaust silencer which is such a striking aspect of the original condition locomotives' appearance.

For review we received a sample of D6570 in BR green with full yellow ends and BR carriage roundels on the bodyside. It features all the same improvements as 33002 (HM82) including etched bufferbeam steps, improved cab windows, enhanced bogie details and new etchings for the roof fan and bodyside grilles.

The major differences are in the roof and here Heljan has accurately captured the details which set the original locomotives apart. The silencer at the No 2 end is superbly produced while the engine access panel on the roof correctly has no latches.

Performance of our sample of D6570 was exceptional and matched our expectation of a Heljan diesel locomotive. During testing we loaded it with eight carriages which it handled with absolute ease. The mechanism inside is identical to previous Class 33 models and features an 8-pin DCC decoder socket.



THE DETAILS

Manufacturer:	*www.heljan.dk*
Cat No:	34141
Description:	Class 33/0 D6570, BR green full yellow ends
Scale:	'OO'
Price:	£119.95
Era:	5/6
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

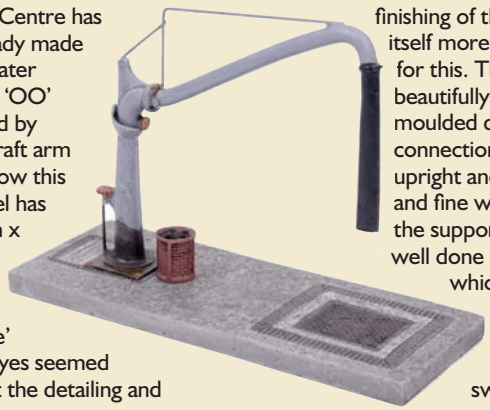
It is encouraging to see Heljan retool its Class 33/0 to improve it beyond the original product and even more so to see that it has produced an accurate original condition version of these distinctive and popular Southern Region diesel-electric locomotives. (MW)

● **See pages 88-93 to find out how to install DCC sound into Heljan's Class 33s.**

Kernow launches SR water column

Kernow Model Rail Centre has received its new ready made Southern Railway water column and arm for 'OO' gauge. Manufactured by Bachmann's Scenecraft arm exclusively for Kernow this delightful little model has a footprint of 80mm x 30mm.

The model features a substantial 'concrete' base which to our eyes seemed a little too thick, but the detailing and finishing of the water column itself more than makes up for this. The column is beautifully made with fine moulded detail for the connection between the upright and angled sections and fine wire fittings for the support frame. Equally well done is the water bag which features a brass wire in front to represent the rope used to swing the column to locomotive water tanks and tenders. The £23 price tag may seem steep to some, but this is a unique ready to plant model.



This is a finely finished quality structure which will look superb at the end of a platform. (MW)

THE DETAILS

Manufacturer:	*www.kernowmodelrailcentre.com*
Cat No:	44-120Z
Description:	Southern Railway water column and arm
Scale:	'OO'
Price:	£22.99
Era:	3-5

Maroon BR Mk 1 BSK for RailRoad

Hornby's latest BR Mk 1 to arrive is the Brake Second Corridor in BR maroon livery expanding the range of budget Mk 1s further.

As per the original batch of RailRoad Mk 1 releases (HM79) these vehicles feature plastic wheels and a lower level of decoration compared with top-end models with items such as solebar and bodyside roundels missing from the model. The advantage of this is the price of the coach with the RailRoad Mk 1s retailing at £17.95.

The straw-black-straw lining is superb, however, meaning that adding the missing decals is a simple task.

What these coaches lack in printing they more than make up for in moulded detail. The body profile is a highly accurate match for the real Mk 1s and features finely moulded doors, hinges, handles and more. The ends are neatly detailed too and buckeye couplings are factory fitted to the bufferbeams together with retracted buffers.

The underframe features the same fittings as the original releases and has NEM coupling pockets mounted on the bogies. With the finely detailed body, flush glazing and low price these new Mk 1s are great products. (MW)

THE DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	R4352
Description:	BR Mk 1 BSK, M34655, BR maroon
Scale:	'OO'
Price:	£17.95
Era:	5
Couplings:	Small tension locks in NEM pockets



Midland 20ton brake vans for 'OO'

You can never have enough brake vans and offering a new choice in ready-to-run products is Bachmann's recently released ex-Midland Railway 20ton brake van as built by the LMS between 1924 and 1927.

The fleet of 849 vehicles saw service with the LMS and BR with their sphere of operation spreading to BR's Eastern Region in the 1960s. The final examples were transferred to departmental use before withdrawal in the 1970s.

For review we received samples of LMS bauxite and BR grey liveried models without side duckets, although Bachmann is producing this later variant too. Both models match the high standards we expect from Bachmann and offer faithful replicas of the prototype vehicles in all respects.

The shape is spot on while the plank detail is wonderfully fine. With mouldings for the metal brackets at the corners of the body and separately fitted metal handrails throughout these are cracking little models.

From the factory they are fitted with small tension lock couplings at each end in NEM pockets while the wheels are standard Bachmann turned metal three hole disc wheels. The paint finish is excellent too with our only question being the brown colouring of the footboards on the BR grey version – normally we are used to seeing these in black.

It is encouraging to see Bachmann produce a new and different brake van which will go some way to helping modellers vary the tail end of LMS and BR steam era goods trains both Midland and Eastern. (MW)

THE DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	38-551 (BR grey), 38-553 (LMS bauxite)
Description:	Ex-Midland Railway 20ton brake van without duckets
Scale:	'OO'
Price:	£14.90 each
Era:	4/5 (38-551), 3 (38-553)
Couplings:	Small tension locks in NEM pockets





NEW OLYMPIC 'Javelin'



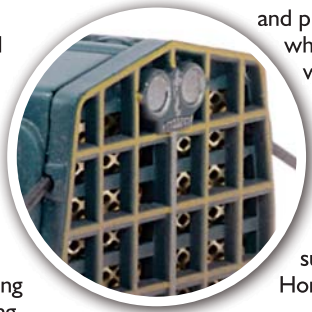
Weathered Sentinel

This latest version of Hornby's 'OO' gauge Sentinel four-wheel industrial diesel shunter represents the model in weathered Tarmac green livery.

As expected, this model is up to the high standards of previous releases (HM80/HM81) and features a fair amount of one colour weathering at bufferbeam level, gently fading further up the body of the locomotive. The weathering is simple, but will benefit from some additional attention to create something truly unique, particularly as the separately supplied central bufferbeam fillers have not been weathered to match.

Fitted with a 4-pin DCC socket, the model is supplied DCC ready and ran smoothly and steadily throughout the speed range and proved capable of almost whispering along at slow speed whilst running in.

Simply decorated and well executed, the locomotive features crisply printed Tarmac logos and Sentinel badges and is just crying out for a driver in the cab! Another super Sentinel shunter from Hornby. (MC)



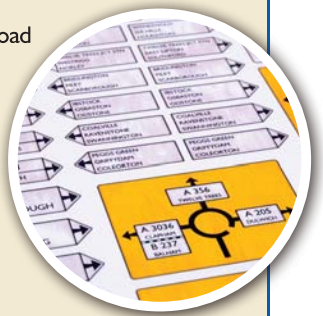
THE DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	R3180
Description:	Sentinel diesel locomotive – weathered Tarmac livery
Scale:	'OO'
Price:	£55.99
Era:	9
DCC:	DCC ready, 4-pin socket
Couplings:	Tension lock couplings



Custom road signs

ModelRailwayScenery.com has released a selection of customisable road signs in 'OO' gauge.



Two sets of editable signs are available, one set covering vintage road signs from the late 1950s and the other set covering more modern road signs, still in use today.

All are easily adjusted and allow you to add your own road number, destinations and distances on the PDF document before printing on good quality paper. Once glued to their weathered backing sheet they can be mounted on plastic rod or suitable wire for planting on your layout.

Incidentally, once you've downloaded the PDF file to your computer you can edit and print the signs as often as you like. Great value! (MC)

THE DETAILS

Manufacturer:	*www.modelrailwayscenery.com*
Description:	Customisable directional modern road signs
Description:	Customisable directional vintage road signs
Scale:	'OO'
Price:	£1.99 per set
Era:	5-9

THIS LATEST 'OO' gauge model of the Hitachi Class 395 high speed Electric Multiple Unit (EMU) from Hornby represents the class as it currently operates between London St Pancras International and the Kent coast on Southeastern services.

The Class 395 EMUs were introduced ahead of the 2012 Summer Olympics and operate on High Speed 1 (HS1) between London and Ashford, and then continue their journey on domestic lines from there. Many of the *Javelins*, as they have become known, have been named after some of Britain's fastest athletes, following a public vote and the successes of Team GB in 2012.



395004 was named *Sir Chris Hoy* in 2009 by Southeastern and four of the six vehicles are represented in the pack, including Driving Pantograph Trailer 1 (DPT) 39041, Motor Standards (MS) 39042, 39043 and DPT 2 39043.

Decoration is up to the usual high standard we've come to expect from Hornby with each vehicle finished in Southeastern's dark blue livery, relieved by a central black band. Printing is crisp with a wealth of small details including door buttons, labels and Sir Chris Hoy's signature.

Performance was smooth throughout the speed range with the power car capable of handling a full six car set with ease, no doubt helped in part by one set of traction tyre-fitted wheels. The model features directional head and tail lights and includes an 8-pin DCC sockets in each DPT vehicle, which means you'll need two DCC decoders to operate this model. A bespoke coupling system is used between vehicles in the set and is similar to the NEM fishtail type couplings, but set at 90 degrees.

"There is an 8-pin DCC socket in each driving car."

Metal wheels with brake disc inserts are fitted throughout along with a non-operating plastic representation of the overhead electric pantograph and third rail pick-up shoe beams.

A great addition to the fleet for those following the contemporary scene in the South East. (MC)

THE DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	R3185
Description:	Hitachi Class 395 004 Sir Chris Hoy Train Pack
Scale:	'OO'
Price:	£164.99
Era:	9
DCC:	DCC ready, 8-pin sockets (x2)

A trio of buses from Corgi

Corgi's 1:76 scale Original Omnibus fleet of buses and coaches has expanded with three new models. Each is limited to 1,000 pieces, split between two destinations (500 of each).

The Bristol Lodekka FS features a closed rear platform and is finished in West Yorkshire's attractive red and cream colours. Complete with Ramsden's and Rowntrees of York adverts, our review sample is on route 43 to Scarborough via York and Malton (Cat No. OM40819A).

Decoration is superb, with crisp printing, especially the black lines separating the cream band. The interior seating is moulded in red plastic while on the outside separately fitted details include wing mirrors, indicators and rear platform handrail, all adding to the quality feel.

The Routemaster portrays Leyland-engined WLT 848 which carried fleet number 522 in traffic with Blackpool Transport (OM46306B). Decorated in the company's 1930s lined red and white livery which it received in July 1986, it features Blackpool Transport Travel Card adverts on both sides, destination blinds for Route 12 to St Annes and some particularly fine lining. The model is also fitted with wing mirrors and yellow handrails on the rear platform.

Finally, the 1967 registered Plaxton Panorama is finished in the popular Wallace Arnold two-tone grey livery (OM42415A). Again, decoration and printing is superb and features crisp legible details including WA logos, legal lettering, registration plates and even the *Industriae Nil Impossibile* (nothing is impossible) legend on both sides. There is also plenty of silver and chrome finish to the front of this model which really captures the face of the prototype well. A nice touch is the orange glazing on the roof lights.

Available in limited numbers you'll need to be quick to secure these colourful additions to your road fleet. (MC)

THE DETAILS

Manufacturer:	*www.corgi.co.uk*
Cat No:	OM40819A/B
Description:	West Yorkshire Bristol Lodekka
Scale:	'OO'
Era:	5-7
Cat No:	OM46306A/B
Description:	Blackpool Transport Routemaster
Scale:	'OO'
Era:	8
Cat No:	OM42415A/B
Description:	Wallace Arnold Plaxton Panorama
Scale:	'OO'
Era:	6/7
Price:	£34.99



Master and Slave



OLIVIA'S TRAINS of Sheffield has released a custom-built 'OO' gauge model of the BR Class 13 0-6-0+0-6-0 diesel shunter, which spent its entire working life within the confines of Tinsley hump marshalling yard in Sheffield.

The Class 13 was two Class 08 shunters permanently coupled together as a master and slave unit. In the early years they were coupled back-to-back but by the late 1960s they were re-marshalled as shown by this BR blue liveried model. What made the class stand out, though, was the fact that the slave unit had its cab removed with just a bulkhead and the former cab floor area left in place.

Based at Tinsley depot, just three units were formed in 1965 as D4500, D4501 and D4502 which later became 13003, 13002 and 13001 respectively under the TOPS classification. With the end of hump shunting at Tinsley Yard in the early 1980s, the class was withdrawn.

Our review sample was finished as 13001 in BR blue with yellow and black wasp stripes. The rear of the slave unit is finished in BR blue.



The model is also available in BR blue livery with pre-TOPS numbers and BR green livery, in both pristine and weathered condition.

The models certainly capture the look of the prototypes and the reworking of the Class 08

THE DETAILS

Manufacturer:	*www.oliviastrains.com*
Description:	BR Class 13 Master and Slave
Scale:	'OO'
Price:	From £275 (see options panel)
Era:	5-8

THE OPTIONS

DCC ready:	£275
DCC fitted:	£303
DCC sound fitted:	£411
DCC sound fitted with stay alive:	£461

Bachmann's delivers PCA Metalair wagon

THE DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	38-650
Description:	PCA Metalair wagon – Blue Circle Cement livery
Scale:	'OO'
Price:	£14.15
Era:	8/9
Couplings:	Small tension locks in NEM pockets





donor models has been carried out to a high standard. The ends have had new extended bufferbeams added which in real life increased weight to aid traction and this has been faithfully modelled. The rear of the slave unit has had the cab removed and replaced with a resin moulded bulkhead which is painted in BR blue livery to match the factory finish of the donor models. The colour match of the bulkhead is good, although on our sample there was evidence of 'pitting' in the moulding. That said, the moulding replicates the plated-over control desk area well and a brake lever has also been added to the former cab floor area. The hand applied locomotive number transfers also match well with Bachmann's factory applied printing on the rest of the model.

Sprung buffers are fitted front and rear along with a screw-link coupling between the master and slave units. A word of caution, the screw-link is very delicate, so be careful when handling the locomotive.

The slave unit on this model has had its motor removed and is propelled by the master which retains its factory-fitted mechanism. On test we found operation was smooth, although it did encounter slight wheel lock on the slave unit on a couple of occasions on our test track.

Each model is supplied with red and white working bufferbeam marker lights. The slave unit has a capacitor fitted which allows the lights to remain on when the track is energised in DC mode.

The model is fitted with a standard 8-pin DCC socket and is available DCC ready, DCC fitted, DCC sound-fitted and DCC sound-fitted with stay alive. A selection of coupling options is also offered by Olivia's Trains with the model supplied without couplings, with wire loops between the buffers and with tension lock couplings.

A custom-built model such as this does not come cheap with prices starting at £275 for a pristine DCC ready model, however, what you get is something different and unique which fills a gap in the burgeoning ready-to-run market. (MC)

Bachmann plugs another gap in the range of modern freight vehicles with this latest release of the PCA Metalair wagon.

These 51-tonne powder pressure discharge wagons were developed and built by wagon builder Powell Duffryn for Blue Circle Cement (BCC) in 1984. They differed from other PCA wagons in being straight-barrelled and gained their 'Metalair' name from the company that assembled the body.

As we've come to expect from Bachmann, attention to detail is excellent including the discharge chute and detailed pipe runs modelled beneath the chassis. Adding to this is crisp, printed detail on the barrel and solebar.

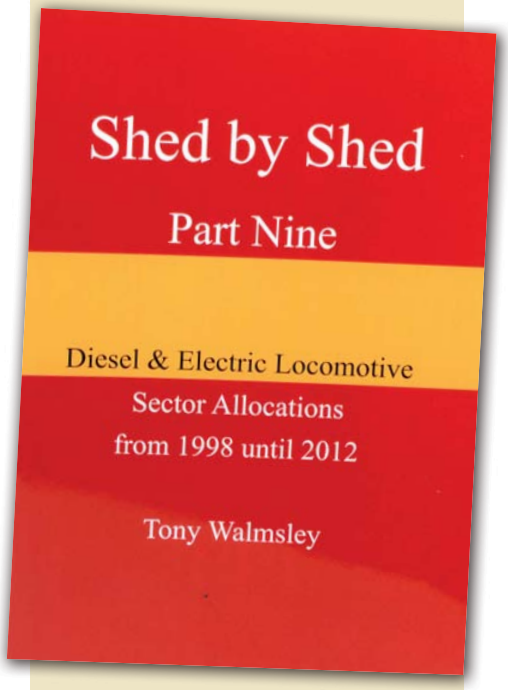
A distinctive feature of these wagons is the compressed air inlet pipe at one end which has been finely moulded and captures the shape of the prototype well. At the other end of the PCA is a fine ladder together with a chequered walkway which runs three quarters across the top of the wagon, connecting the two loading hatches.

Despite its size, the wagon is nicely weighted and features free-running metal wheels, NEM coupler pockets, tension lock couplings and is supplied with a pair of air brake pipes for fitting if desired. (MC)

RECOMMENDED READING

Shed by Shed
Part Nine

Author:	Tony Walmsley
Publisher:	St Petroc InfoPublishing
ISBN:	978-0-956765-512
Contact:	*www.shedbyshed.com*
Price:	£29.99
Spec:	453 pages - softback



IT'S NOT UNTIL you pick up a reference work like this that you realise how complex the railway system is. *Shed by Shed, Part Nine* is the latest volume in the series of books chronicling the allocation history of locomotives on BR metals.

Whilst the book suggests it features the period 1998-2013, it actually covers sector allocations and owner codes used from mid-1988 until December 2012 for all diesel and electric locomotives, encompassing the latter years of British Rail sectorisation into and through the privatisation period.

It is clear that methodical research and cross-referencing has taken place whilst compiling the data. All the codes used are formed of four letters and listed alphabetically followed by a brief description of that code together with a list of locomotives allocated to it and dates during which those locomotives were allocated.

Running to 453 pages, it also features a very useful sector code index at the back and is ideal for those researching particular diesel and electric locomotives to model, and their allocation history.

It may not be a 'reading' book, but this book is full of information. (MC)

LIMITED EDITION

ScotRail Mk 3 coaches



FOLLOWING the announcement in 2013 of Graham Farish's plans to produce a ScotRail liveried Class 47/7 locomotive and matching Mk 2F Driving Brake Second Open (DBSO) in 'N' gauge, C&M Models in Carlisle were quick to announce plans to produce a set of 'N' gauge Mk 3a coaches to match.

The Mk 3a coaches were introduced on the Edinburgh-Glasgow express services in the early 1980s and operated in push-pull mode with a Class 47/7 locomotive at one end of the formation and a DBSO at the other.

Produced exclusively for C&M Models by Dapol, these Mk 3s are presented in a bookset of four. Finished in ScotRail's blue stripe livery, the models suit the period from the mid-1980s until the early-1990s. The livery is well executed and printing is crisp and legible, even the silver is represented on each window frame.

Nice touches include the representation of the yellow ScotRail Express branding in the toilet windows (although the logo is missing as it is so small) and the yellow vestibule ends.

It's great to see an enterprise such as this produced to complement another manufacturer's products and enable a complete train to be modelled. (MC)

THE DETAILS

Manufacturer:	*www.candmmodels.co.uk*
Cat No:	CM001
Description:	Mk 3 coach book set – ScotRail livery
Scale:	'N'
Price:	£87.50
Era:	8
Couplings:	Rapido couplings in NEM pockets

Cool Classics from Oxford



Oxford Diecast's 'N' gauge range of models continues to expand with a selection of new classic saloons including a Volkswagen Beetle and a Morris Minor.

The first outing for the VW Beetle is in pearl-white in the style of the movie-star car, *Herbie* (NVWB001) and the Morris Minor saloon makes its first appearance in Lilac (NMOS001).

Decoration is as we would expect from Oxford Diecast with good paint density and crisply printed detail including legible number plates. Bearing in mind these models are in 'N' gauge they are very well finished! (MC)

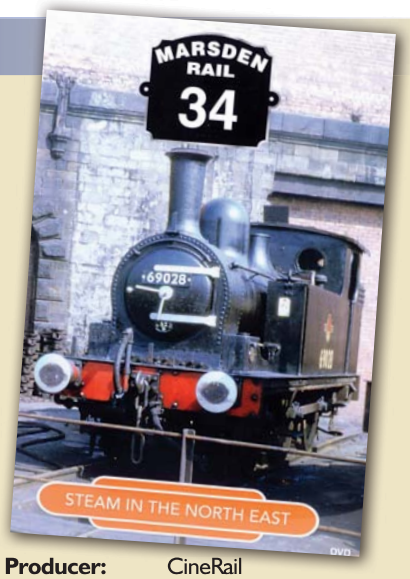
THE DETAILS

Manufacturer:	*www.oxforddiecast.co.uk*
Cat No:	NVWB001 (Beetle), NMOS001 (Minor)
Description:	VW Beetle and Morris Minor cars
Scale:	'N'
Price:	£3.75
Era:	6/7

RECOMMENDED READING

Marsden Rail 34

Steam in the North East



WE ARE SO FORTUNATE that quality films are available from the final ten years of steam in this Country and this latest offering from Marsden Rail covers steam in the early 1960s in the North East with just the occasional appearance of brake tender propelling diesel classes.

The DVD starts at Darlington and moves progressively North via the Durham Coast to Hartlepool, Sunderland, Newcastle and then on to Ashington, Bedlington and Blyth. Whilst 'Pacifics' appear this DVD is dominated by freight.

These are mainly hauled by 'J27' 0-6-0 and 'Q6' 0-8-0 classes with the odd incursion by 'WD' 2-8-0s. It is gritty stuff, filthy locomotives hauling train after train of hopper wagons mainly on short hauls from the colliery to the port, both of which were major employers in the area, serving the heavy steel industry of the North East.

Seaham Harbour is visited with its wonderful collection of veteran industrial motive power and the presentation concludes with a journey on the line inland to Scotsgap and finally a trip on the Alnwick branch.

There is plenty of lineside detail for both the modeller and historians with plenty of examples of heavy weathering on freight locomotives included to entice the modeller. (IW)

Producer:	CineRail
Contact:	*www.railwayvideos.com*
Format:	DVD disc
Price:	£19.95
Running time:	70 minutes

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The BRCW Class 33

Although originally intended for freight duties on the Southern Region, the BRCW Class 33 proved itself one of the most versatile of all the Modernisation Plan diesels, hauling everything from express passenger trains to pick up freights, as **EVAN GREEN-HUGHES** discovers.



Class 33/2s 33206 and 33207 pass Etchingham running wrong line with a gypsum train from Mountfield on October 19 1984. Brian Stephenson.

BRCW Type 3 D6508 tackles the climb from Dorking with a Tonbridge-Didcot freight on January 1 1965. Brian Stephenson.

FACTS AND FIGURES

	Class 33/0	Class 33/2 (narrow body)
Introduced:	1960	1962
Withdrawn:	1987 onwards	1987 onwards
Number in class:	86	12
Number series (as built):	D6500-D6585	D6586-D6597
Number series (TOPS):	33001-33065	33201-33212
	33101-33119 (push-pull fitted)	
Wheel arrangement:	Bo-Bo	Bo-Bo
Wheel diameter:	3ft 7in	3ft 7in
Maximum speed:	85mph	85mph
Engine:	Sulzer 8LDA28	Sulzer 8LDA28
Generator:	Crompton Parkinson	Crompton Parkinson
Traction motors:	4x Crompton Parkinson C171C2	4x Crompton Parkinson C171C2
Horsepower:	1,550hp at 750rpm	1,550hp at 750rpm
Maximum tractive effort:	45,000lbs	45,000lbs
Continuous tractive effort:	26,000lbs	26,000lbs
Brakes (locomotive):	Air	Air
Brakes (train):	Air and vacuum	Air and vacuum
Length:	50ft 9in	50ft 9in
Width:	9ft 3in	8ft 8in
Height:	12ft 8in	12ft 8in
Weight:	77tons	77tons
Fuel capacity:	800gallons	800gallons
ETH index:	48	48
Control system:	Blue star	Blue star



In the dramatic setting of Riddlesdown Viaduct D6580 leads the 5.15pm Lingfield-London Victoria race train on August 24 1963. Brian Stephenson.



WHEN BRITISH RAILWAYS decided to replace steam with diesel traction in 1955 a standard set of specifications was drawn up, with the intention of introducing as few classes as possible. At the time those in charge saw little need for a medium powered locomotive and instead preferred to focus their attention on low-powered machines of around 1,000hp or on giant mixed-traffic types in the 2,000hp range.

This decision was surprising, particularly as steam locomotive development had increasingly been heading in the direction of lightweight all-purpose engines in the 1,500hp category, resulting in machines such as the Southern's Bulleid 'Light Pacifics' and several of the British Railways Standard classes.

But there were some in BR's management who disagreed with the overall strategy and pressed for additional types to be added, which would be more suitable as like-for-like steam replacements in terms of train haulage. The Southern Region had already had some success in resisting aspects of the Modernisation Plan - in particular it had avoided being involved in the Diesel Multiple Unit (DMU) programme, and its management therefore drew up a specification for what it really wanted.

A go-anywhere locomotive was proposed which was capable of handling a 700ton freight or 375ton passenger train with a top speed of 85mph and have performance characteristics which would enable it to blend in with existing Electric Multiple Unit (EMU) services without causing undue delay. The desired locomotive would also be fitted with electric train heating as the region wanted to eliminate steam heating of carriages around the same time that it eliminated steam engines, far in advance of most other areas of the country.

A powerful development

Evidently the British Transport Commission accepted the logic of the Southern Region's argument and in 1956 approval was given in principle for 98 locomotives of around 1,600hp to be constructed. To save costs on such a small order it was decided that the locomotives would have to be designed around an already-available structure and as a result a specification was drawn up and manufacturers were invited to tender against it.

At this time the Birmingham Railway Carriage and Wagon Company was building its Class 26, a Bo-Bo design which featured a six-cylinder Sulzer engine and which had space for a steam heating boiler. The SR had already expressed a preference for an eight-wheeled locomotive and so BRCW worked up an improved version of the Class 26 which saw the steam heat compartment eliminated and the space released used to house an eight-cylinder version of the Sulzer engine, along with the required electric train heating equipment and auxiliaries. As the facility for connecting doors between locomotives was now not required the front end design was cleaned up and the opportunity taken to accommodate the SR's two-character headcode display, which was fitted in the now deeper centre window of the cab. The train marker discs were also omitted giving a much cleaner design. The Class 33, as the new locomotive was to become under the

1971 TOPS numbering scheme, also benefitted from input from the newly-appointed Design Panel, but changes were minimal due to constraints brought about by the existing body jigs. Other unusual features for the time were the provision of both air and vacuum train brakes and the provision of duplicate controls at each side of the cab to assist in sighting when carrying out shunting. The only other contender, a Co-Co from English Electric weighing 105 tons, was rejected by the SR on route availability grounds and its higher initial cost.

Into traffic

The first of the class, D6500, was delivered to Hither Green Depot at the end of 1959 where the acceptance process commenced leading to the locomotive being accepted for traffic in January 1960. By this time the SR needed diesels urgently to enable the phasing out of steam on Kent Coast services and so BRCW was persuaded to speed up the delivery of the Class 33s by the simple expedient of delaying production of the Class 26s. From this time on deliveries were frequent and there was no break in production.

Even with this speeded-up schedule the SR was still short of locomotives and therefore as a short-term measure a number of Derby-built Class 24s were drafted into the region where they were employed on London-Kent duties and even after the Class 33s began to arrive they were retained and often were used double headed with the new locomotives with the 24s providing steam heat to the train. The summer 1960 timetable found Charing Cross and Cannon Street to Dover and Ramsgate trains worked exclusively by diesels.

From the outset the '33s' proved to be very reliable although the train heat equipment was found to be inadequate and had to be uprated by almost 50%. It also proved necessary to adjust the locomotives so that the heating was switched off momentarily as the train pulled away in order to give a smoother departure. There were also issues with engine cylinder head cracks in the early days which subsequently led to replacement with an improved design.

In early 1961 D6504 was loaned to the Eastern Region where it was used on tests between Ferme Park and Edinburgh with seven Mk 1 coaches which had been fitted with electric heating while D6553 appeared at an exhibition of modern traction at Marylebone the same year.

For services on lines to Hastings it was necessary to modify the design slightly to accommodate a more restrictive loading gauge and in consequence the final 12 engines were built five inches narrower than standard. These otherwise identical machines were eventually to be numbered in the 33/2 series but were almost universally known as 'Slim Jims'.

Use of the '33s' on Kent duties was always intended to be a temporary measure until electrification of the route, which had been approved in 1955. In 1962 the final phase saw the third rail energised to Dover, Ramsgate, Canterbury and Maidstone and 4-CEP and 4-BEP EMUs were brought in to cover passenger services after which the Class 33s employed there were moved on to other duties. The class was used widely on both passenger and freight and although all were originally allocated to Hither Green 27 eventually found their way to Eastleigh while St Leonard's acquired the 'Slim Jims'.

Long distance freight

Notable amongst their regular diagrams were the Cliffe, Kent, to Uddingston, Lanarkshire, cement train which would employ pairs of Class 33s as far as York, the Fawley to Bromford Bridge oil trains and the Southampton to Tyseley 'import' trains which saw the class make inroads into the West Midlands. There were also regular passenger workings into Birmingham.

The 12 narrow-bodied locomotives were soon modified to include provision for slow-speed loading and unloading of Merry-Go-Round coal trains. The next major modification came in 1967 when it was decided that some of the class were to be fitted with push-pull equipment to enable them to work unpowered 4-TC sets from the limit of the third rail at Bournemouth to Weymouth.

Tests for this project had been carried out in 1965 with D6580 running between Wimbledon and Basingstoke sandwiched



Narrow bodied Class 33/2 D6590, now bearing small yellow warning panels, passes through Micheldever with a Waterloo-Bournemouth/ Weymouth formed of 4-TC stock on July 2 1967. Brian Stephenson.

between two sets of the new 4-TCs and had proved successful. This conversion was quite demanding due to differences in the electrical systems between the engines and the coaching sets and involved the fitting of additional air and electrical pipes half way up the cab front of each locomotive, thus gaining them the nickname of 'Bagpipes'.

Due to the adoption of the TOPS system the Class 33s were renumbered with locomotives in the original format becoming 33001-33065, push-pull fitted versions then being 33101-33119 and the 'Slim Jims' gaining 33201-33212. Due to the haphazard way the push-pull conversions had been carried out TOPS numbers did not correspond with those originally allocated, apart from the 33/2s, which were numbered in order. The new numbers appeared progressively from January 1971 and throughout this period the class received allover blue livery with yellow ends, replacing the green which they had worn from new.

Livery variations

In 1980 some of the class began to receive names with 33027 becoming *Earl Mountbatten of Burma* and 33056 becoming *The Burma Star* at a ceremony at Waterloo in September and others followed later. 1984 saw a notable working when 33113, together with a new Gatwick Express unit toured Northern England, calling at Chester, Manchester, Leeds and Newcastle but the same year saw new Class 56s taking over some freight duties while surplus Class 37s began to appear on Cardiff-Bristol diagrams in place of the '33s'.

Sectorisation saw the class split between Network SouthEast, Provincial, Parcels, Railfreight and the Departmental sectors and over the following years an incredible number of different liveries and livery variations were applied as a result. Diminishing work, however, saw members taken out of service from 1987 onwards, adding to a number which had already gone due to accident damage. There were withdrawals as a result of Class 155s arriving on the Portsmouth-Cardiff route from 1988 and electrification of the Bournemouth-Weymouth line caused the push-pull variants to become redundant.

By the late 1990s there was little work for the Class 33s and in 1997 alone 17 were taken out of service, leaving only eight in traffic. Fortunately 18 of the withdrawn locomotives were offered for sale and 17 of these made it into preservation. Remarkably 1999 saw two examples, by now owned by EWS, transferred to Aberdeen for local workings and two years later there was a taste of things to come when DRS had 33207 refurbished for further use.

The situation today is that there are no longer any of the class in regular main line service but four (obtained from DRS) still exist with charter operator West Coast Railways, while a whopping 26 more are in preservation and are providing regular services on some of our heritage railways.

That almost a third of the Class 33s originally built still exist is a testament to their rugged construction and relatively simple design. From the modeller's point of view the class offers an almost inexhaustible number of variations of liveries and subtypes while spreading its wings far from the Southern Region for which it was originally intended. HMM

CLASS 33S IN COLOUR



In BR green with small yellow warning panels D6571 passes Clapham Junction with a London Victoria-Oxted train in 1967. Note the mixed BR blue and grey and green coaching stock. Brian Stephenson.





Above: **BR blue liveried 33026 heads away from Teignmouth with an Up empty coaching stock working on August 11 1983.** Brian Stephenson.

Left: **A pair of 'Dutch' liveried Class 33s led by 33025 *Sultan* approach Wandsworth Road with a train of stone hoppers on October 4 1996.** Brian Stephenson.

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R3119	LMS 4-6-2 Princess Coronation Class 'Duchess of Abercorn' LMS	£115.95
R3185	South Eastern 'Sir Chris Hoy' Class 395 Javelin Train Pack	£157.95
R3187	GNR 0-6-2T N2 Class #1744	£78.95
R3204	LSWR 0-4-4T M7 Class - NRM	£113.95
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R3243/A	BR 2-6-0 K1 Class - Late BR Loco - Different Running Numbers	£113.95
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R3245TTS	BR Blue 4-6-2 'Tornado' Peppercorn A1 Class TTS Sound	£135.95
R3246TTS	LNER 2-8-2 'Cock O' The North' P2 Class Locomotive TTS Sound	£135.95
R3258	BR 2-BIL 2 Car Electric Multiple Unit Train Pack	£113.95
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R3263	BR Co-Co Diesel Electric 'Vanguard' Class 50 024 Locomotive	£129.95
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31-921	H2 Class Atlantic 4-4-2 32424 'Beachy Head' BR Black Early Emblem	TBA
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Colour coding:
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DAPOL

N GAUGE

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NDIESEL2	Diesel DCC Deluxe Starter Set	£231.95

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OO GAUGE

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HELJAN

OO GAUGE

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O GAUGE

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1:72



AC041
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72PM001
Amy Johnson 'Jason II' G-AAZV Puss Moth

1:43



APH001
Austin Princess Hearse Black



AT003
AFS Low Loader Taxi



76LAN1109002
Blue Land Rover 109 inch



76LAN2001
British Rail Land Rover Series II



76LAN188003
Bronze Green

1:76

1:76



76LEV001
Lotus Evora
Canyon Red/Oyster

Lotus Elan Plus2 Yellow/Silver
76LE001





76LTE001
Lotus Elite Tartan Red

1:76

Dingo Scout Car 50th RTR
23rd Armoured Brigade Tunisia

Brown 40MM Bofors Gun



76BF001



76DSC001



76SP004
Royal Artillery 1st Army
Pioneer Artillery Tractor



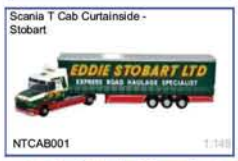
















OXFORD

1:148

76AK003 1:76 Walls Austin K8 Threeway Van Era:1950 - 1960	76AT001 1:76 Austin Taxi Black Era:1930 - 1950	76ATL002 1:76 Cream Austin Atlantic Convertible Era:1950 - 1970
76CM001 1:76 British Railways Commer Q25 Era:1940 - 1960	76COR3001 1:76 Ford Cortina MKIII Gold Era:1970 - 1980	76DEF002 1:76 Royal Mail L/Rover Defender Era:1990 - 2020
76F8001 1:76 London Fire Brigade Dennis F8 Era:1950 - 1970	76FP001 1:76 Ford Popular 103E Blue Era:1950 - 1960	76FT004 1:76 Merseyside Police Mobile Camera For Era:2000 - 2020
76LAN1109004 1:76 RAC Land Rover 109" Canvas Era:1950-1970's	76LAN188015 1:76 British Rail Land Rover 88" Fire Tend Era:1950-1970's	76LC001 1:76 Leyland Cub FK7 Newcastle City Fire Era:1930 - 1960
76SET07A 1:76 Triple Morris Minor Era: -	76SET09 1:76 Triple Taxi Era: -	76SET25 1:76 Italy 1943 Military Set Era: -
76TLM001 1:76 London Fire Brigade Leyland TLM Fir Era:1930 - 1970	76VC001 1:76 Lime Green Vauxhall Corsa Era:2010 - 2020	DAF03LL 1:76 A P Hollingworth DAF Low Loader Era:2010 - 2010

76BD002 1:76 Essex Fire Brigade Bedford OW Luto Era:1940 - 1960	76BMC001 1:76 BMC Mobile Training Unit Era:1960 - 1980	76BSA003 1:76 Royal Mail BSA Motorcycle _Sidecar Era:1930 - 1950
76DL4001 1:76 East Sussex Dennis Light 4 'New Worl Era:1930 - 1950	76DS002 1:76 Daimler DS420 Black Hearse Era:1960 - 1990	76F106002 1:76 London Fire Brigade Dennis F106 Rea Era:1960 - 1980
76FT005 1:76 Ford Transit Network Rail Era:2000 - 2020	76FTB001 1:76 RAC Ford Transit Mkl Beavertail Era:1960 - 1980	76KRS001 1:76 Konecranes Reach Stacker Blue Era:2010 - 2020
76MN001 1:76 Tartan Red/Union Jack Austin Mini Era:1960 - 1990	76NMN006 1:76 Mini Laser Blue Era:2000 - 2020	76S94001 1:76 Scania 94 6 Wheel Curtainside TNT Era:1990 - 2000
76SFE008 1:76 Merseyside Pink F and R Scania CP3 Era:2000 - 2020	76SHL01HB 1:76 Metallic Scania Highline Horsebox Era:2000 - 2010	76T25001 1:76 Pastel White VW T25 Van Era:1980 - 1990
MAN03CT 1:76 NWT MAN TGX D TEC Combitrailer Era:2010 - 2010	SHL03TK 1:76 Eddie Stobart Scania Highline Tanker Era:2010 - 2010	VOL06REC 1:76 Westons Volvo FH Recovery Truck Era:2010 - 2010

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Crompton

PAUL CHETTER shows how to add DCC decoders, whether with sound or not, to a pair of Heljan Class 33s, explains how to complete some minor modifications to achieve four function lighting control, and discusses the various ways in which these locomotives can be operated singly or as a pair.



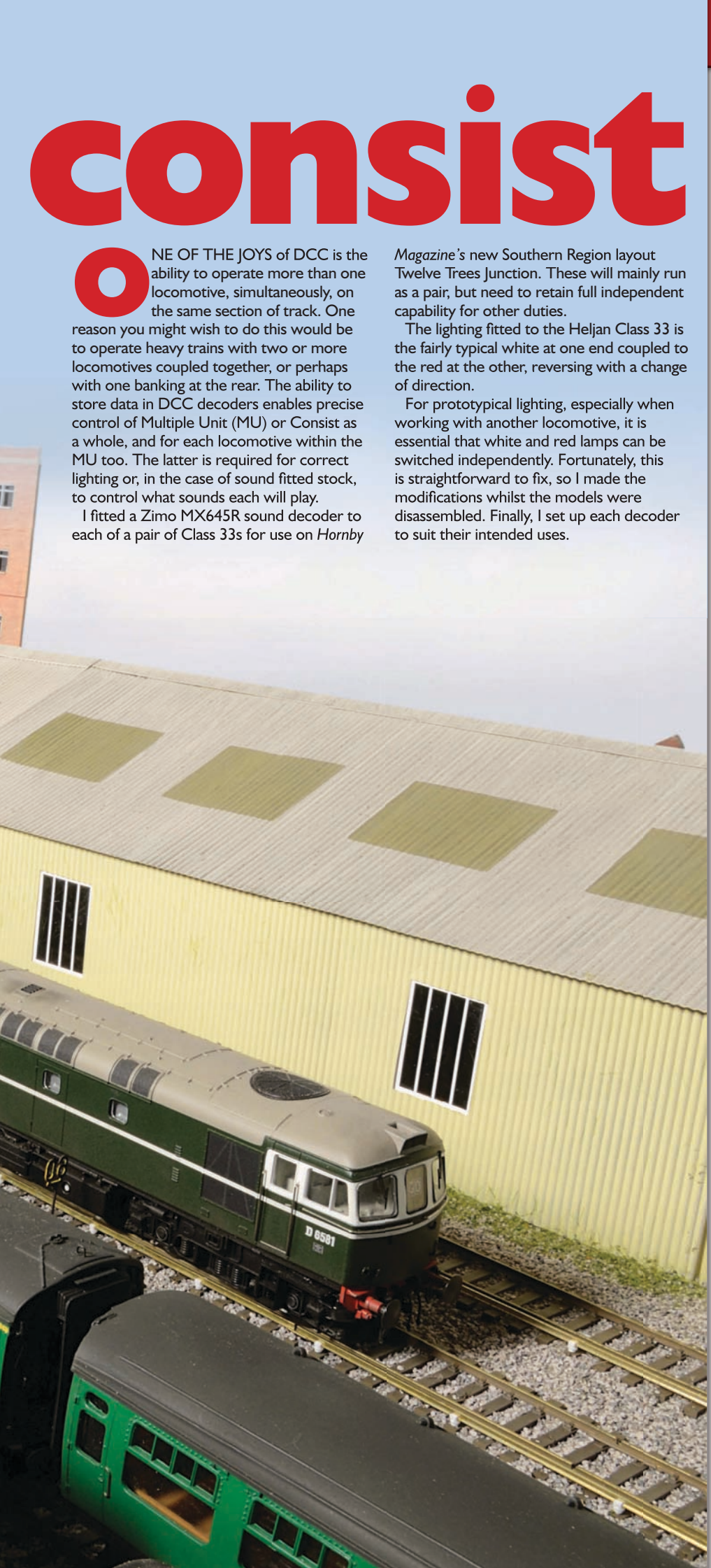
consist

ONE OF THE JOYS of DCC is the ability to operate more than one locomotive, simultaneously, on the same section of track. One reason you might wish to do this would be to operate heavy trains with two or more locomotives coupled together, or perhaps with one banking at the rear. The ability to store data in DCC decoders enables precise control of Multiple Unit (MU) or Consist as a whole, and for each locomotive within the MU too. The latter is required for correct lighting or, in the case of sound fitted stock, to control what sounds each will play.

I fitted a Zimo MX645R sound decoder to each of a pair of Class 33s for use on *Hornby Magazine's* new Southern Region layout Twelve Trees Junction. These will mainly run as a pair, but need to retain full independent capability for other duties.

The lighting fitted to the Heljan Class 33 is the fairly typical white at one end coupled to the red at the other, reversing with a change of direction.

For prototypical lighting, especially when working with another locomotive, it is essential that white and red lamps can be switched independently. Fortunately, this is straightforward to fix, so I made the modifications whilst the models were disassembled. Finally, I set up each decoder to suit their intended uses.



Installation

Fitting DCC decoders to these models is very simple. The body and chassis are not screwed together, so separation only requires the lower edge of the body to be gently eased outwards to release the tabs and the body lifted away vertically. This reveals a Printed Circuit Board (PCB) with various connectors and an 8-pin DCC socket. Simply replace the blanking plug with any 8-pin, four Function decoder and you have a DCC fitted model. For this sound installation though we are going further.

The lighting modifications require one wire at each end to be cut and then joined to Function Output (FO) wires already connected to the decoder. FO1 (sometimes known as 'Aux 1') is the green wire, which must be cut from the 8-pin plug. Locate the wiring connector from the tail lamp bulbs. These are shown in the step by step guide and can be identified by the letter 'R' on the PCB. At the end nearer to the DCC socket, cut the red wire from the white plug next to the 'R' and solder it to the green wire from the decoder and insulate all metal.

There should be another wire that is not connected to the 8-pin plug from the decoder for FO2 ('Aux 2'). On Zimo decoders this will be brown, but other brands may use purple or other colours. If in doubt, consult the relevant decoder manual for confirmation.

At the other end of the PCB, locate the corresponding white plug connected to the tail lamp bulb, adjacent to the 'R'. Again, cut the red wire and join it to the FO2 wire as above.

The Zimo MX645R has onboard circuits to manage the charging of external energy storage in the form of electrolytic capacitors to provide so called 'stay alive' or 'electronic flywheel' effects. I was able to fit two 25v 220uF capacitors connected in parallel in the space between PCB and inside of the roof. Whatever your model, if your decoder supports this function, space will be the limiting factor.

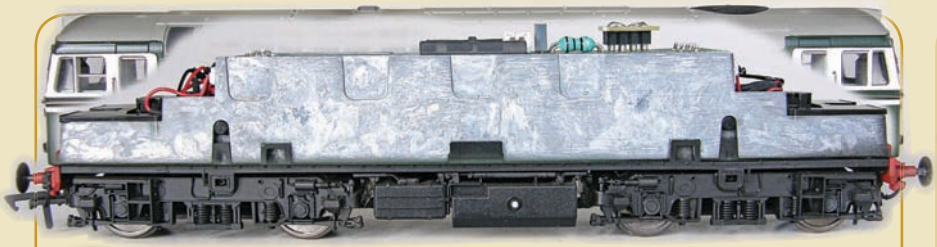
For non-sound decoders, that's all the modification required. After a successful test run, the body and chassis can be reunited as all the required CV setting can be done via the track.

Speaker selection

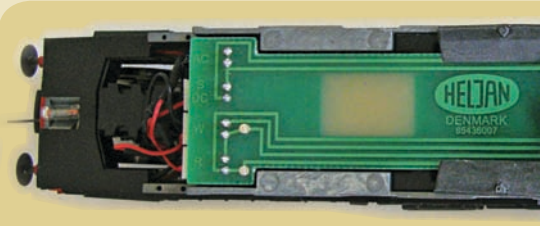
Sound decoders will require additional work to fit the speaker. I took the opportunity to install a different type of speaker into each otherwise identical model. This would give a back to back comparison of the speakers' performance. There is a clear winner, and the results surprised me. The speaker installations are very similar; the physical size of each speaker determines the exact detail in each case.

The underfloor battery boxes and fuel tank in these and several other Heljan models are the only viable spaces available for the fitting of good sized speakers. Fortunately, they are plastic mouldings clipped into place, and the chassis has a flat floor. They are thus both hollow and easy to remove and replace whether the body is in situ or has been removed. These mouldings are normally available as spare parts, so it may not be too serious if you damage the originals during modifications, or if you wish to remove sound and speaker at a later date.

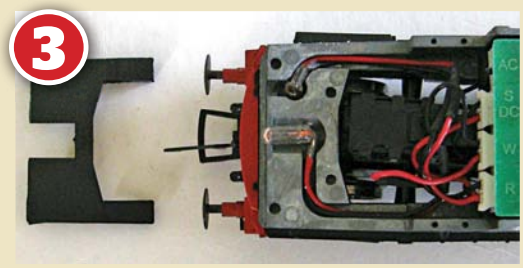
There is no pathway for the speaker wires to pass undetected to the speaker internally. I have previously used several different ways to



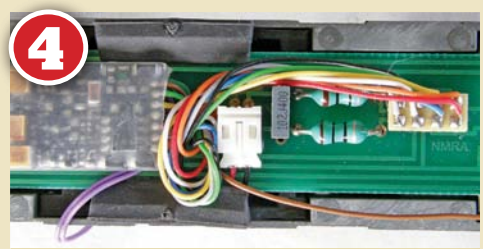
1 To remove the body, gently prise the sides outwards to release the internal tabs and slide it upwards. A couple of old bank cards can help with this.



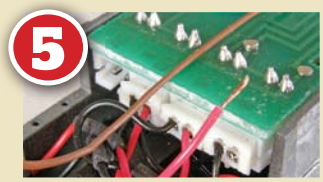
2 This view of the standard chassis – which is identical between old and new releases - shows the PCB, end-on connectors and



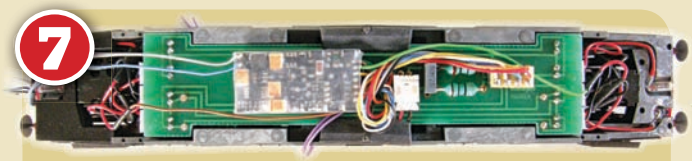
3 Removing the plastic light shield reveals the standard fitted bulbs; the one in the deep recess is for the tail lamps. It is possible to trace back the wires to the plug to confirm the 'R' on the PCB relates to tail lamp.



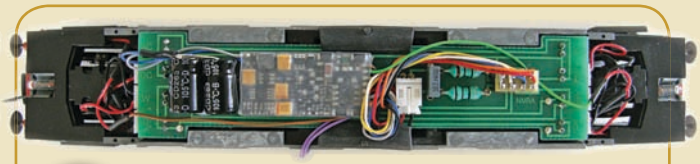
4 The decoder was secured using sticky mastic and tested for correct operation. Ensure the speaker leads are insulated before powering up. The correct orientation of the 8-pin plug can be seen.



5 At the rear end, a quick check with a multimeter confirms the black wire is positive, and should remain, whilst the red wire should be cut. Join the brown wire (for Zimo decoders) to the cut red wire and insulate. I use heat shrink tubing for convenience and neatness.

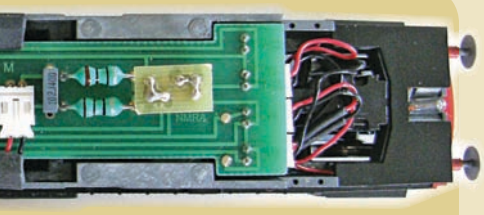


7 If you are fitting a decoder which does not support capacitors, this is how the installation will look. The Zimo MX645R has two additional wires connected to the 'other' end of the decoder, to the left in the picture. Blue should be connected to the positive pole of the capacitor, and grey to the negative.



8 To fit within the roof space, I connected two 25v 220uF electrolytic capacitors in parallel to the blue and grey wires from the decoder. Insulate any bare metal which can possibly touch other metal parts.





the 8-pin DCC socket with blanking plug installed for analogue operation to the right of the PCB.



6 Working at the front end, cut the green wire at the 8-pin plug, cut the red wire from the white plug adjacent to the 'R' on the PCB, join the two cut wires and insulate.



9 Air is a good insulator provided gaps can be maintained, so the capacitors were fixed in place with sticky mastic and insulated with heat shrink tubing where exposed metal parts would be in close proximity. This concludes the installation for non-sound decoders.



create such a path, requiring removal of the PCB, motor, cardan shafts and so on. However, a 2mm diameter hole drilled diagonally through the chassis side and floor, opening within the battery box/fuel tank is much quicker and requires no further disassembly.

This method introduces potential problems of its own, such as damaged internal components, metal 'swarf' finding its way into moving parts and broken drill bits. Careful planning will ensure that you do not damage any working parts within the chassis, and masking off all but the drill site will help prevent ingress of metal waste.

You will need to employ a delicate approach with the drill. The metal is soft and easily worked with sharp drill bits, but when drilling at an angle the tendency is for the bit to slip or to bend or ultimately to break. To reduce the risks, drill a shallow blind hole first, from which to strike out at an angle. Do not use excessive pressure or high drill speeds. I used a pin-vice and drilled manually. It's a little slower but there's more 'feel' for what the bit is doing and less chance of causing damage.

If you prefer not to do this, it would be possible to feed the wires through the opening for the bogie and make a hole in the end of the battery box. There is not a lot of clearance so you must secure the wires to stop them interfering with the movement of the bogie.

Release four tabs to detach the below-floor moulding and familiarise yourself with the interior shapes. The overall aim is to create an opening for the speaker to face down towards the track, and using the remaining parts of the moulding and some strips of styrene sheet as necessary to create a fully sealed enclosure for the rear of each speaker.

Plastic surgery

The battery box and fuel tank consist of four parts held together with plastic lugs. Much of the centre will be removed, so I suggest that the sections are fused together with a liquid solvent like MEK or Plastic Weld.

Both the speakers I used have straight sides to their plastic baffle construction which makes it easier to assemble an airtight enclosure around them. I started by marking the speaker's outline on the base of the mouldings. I then drilled a series of small holes which I connected with a modelling knife to remove the bulk of the unwanted material. I used a flat warding file to smooth the rough edges until the speaker could be fitted flush. I used liquid solvent to glue the speaker in place.

Using small strips of styrene I built up any low parts until a flush fit with the underside of the chassis was achieved, filing any high spots as required. At this point I attached the speaker wires, purple in the case of Zimo, to the speaker. In each installation I used the chassis as the final side of the enclosure. To do so, I rolled some black sticky mastic into a very thin strip and applied this to the open edges of the enclosure like a gasket. I pulled in the slack wires as the moulding was reinstalled and taped them to the chassis sides.

I removed any excess mastic and painted any exposed white styrene with matt black paint before refitting the body. Hmm

SPEED REGULATION AND MATCHING



To avoid poor running and risk of derailments it is preferable that any models operating together as a single unit should have very similar speed and acceleration characteristics.

The methods used to produce smooth speed regulation in a single locomotive can be used to create any number of speed-matched units, whatever their individual characteristics might otherwise be. The details below relate to Zimo decoders. Other brands may use different CV numbers or may not have these features available.

In this case, the two locomotives were essentially identical, but they still required a little tweaking. I began by optimising analogue performance. Erratic movement was improved after a thorough clean of wheels and especially pick ups where fluff had built up unseen. These steps are worth doing whether you model DCC or analogue to ensure good running.

With the decoders fitted I was able to eliminate any residual jerkiness at low speed. I changed the Back EMF characteristics by altering the value of CV56 progressively from 55 to 88, and reducing the 'strength' of regulation with CV58=150.

One model was particularly reluctant to start and run at low speed. I increased the value of the start voltage, CV2, and used a different value in CV57, the reference voltage, relative to the other model to equalise road speeds.

I tested them on parallel tracks, making small adjustments until both locomotives were able to cover the same distance in a given time.

Any 'start delay' as part of a sound project has to be matched too, otherwise one locomotive may try to move before another, which can cause problematic operation or even derailments.

STEP BY STEP **INSTALLING DCC SOUND AND LIGHTS**

10



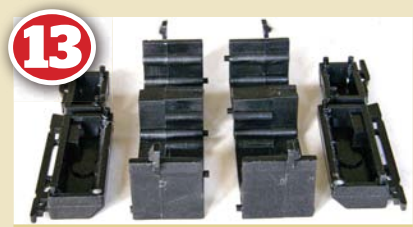
The battery box and fuel tanks are represented by an underfloor moulding between the bogies. This provides the largest free space on the model and is ideal, after some modification, to house the speaker.

11



This close-up shows the complexity of the overall shape, the details modelled and the air spaces represented which add to the realism. Unfortunately, to get the best performance from the speaker, it will be necessary to blank off the spaces and regularise the shape.

13



The four sections are normally held by interference fit of the lugs alone, but to maximise strength before modifying, fuse them together using a liquid solvent and allow to cure overnight.

14



Meanwhile, we need to make a hidden pathway for the speaker wires to reach the speaker enclosure. This step can be avoided by feeding the speaker wires through the bogie aperture, though the wire will remain exposed. I removed the plastic solebar to avoid damage during this process. It's just a push-fit; no adhesive has been used.

15



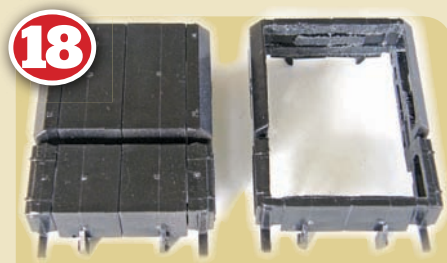
I used a sharp 2mm drill bit held in a pin vice to manually drill a hole from the lower side of the chassis to its floor. The masking I used to avoid getting metal waste into moving parts was removed, for clarity, before the picture was taken.

17



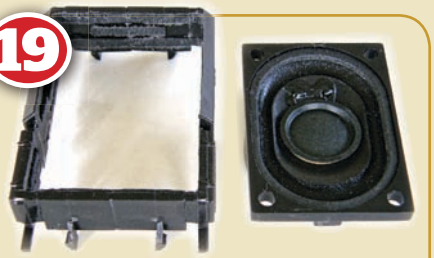
To remove the bulk of material required, I drilled out a series of holes and joined them up with a modelling knife. I used a flat warding file to tidy up the edges and size the hole correctly for the speaker.

18



One speaker type required almost all of the lower surface area to be removed. Here's a 'before and after' illustration.

19



The DSS 230 speaker is 40mm x 28mm, 4 ohms and 2W power handling. It fits snugly within the moulding once the centre has been cut away.



21 The white styrene displays the desired effect clearly. This should be painted matt black to obscure it as 'shadow'. Do not weather these areas – they are supposed to represent open spaces.

22



Roll and stretch some black sticky mastic into a long thin strip. Apply this to the open edges of the newly created speaker enclosure.



WHAT WE USED

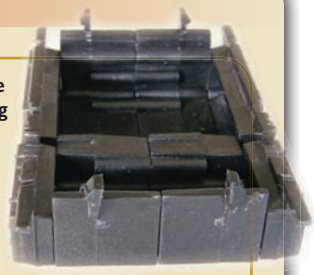
PRODUCT	SUPPLIER	PRICE
Two Heljan Class 33s	*www.heljan.dk*	£119.95 each
Two Zimo MX645R Sound Decoder	*www.digitrains.co.uk*	£85.00 each
QSI 28mm High Bass Speaker	*www.digitrains.co.uk*	£6.26
DSS 230 40 x 28mm Speaker	*www.digitrains.co.uk*	£5.50
ZS33 - Class 33 sound project for Zimo	*www.digitrains.co.uk*	£0.01

AND THE WINNER IS....

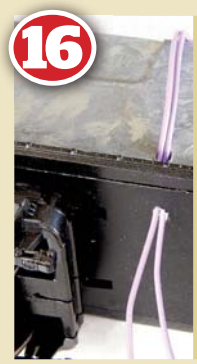
Despite its self proclaimed High Bass characteristics, and although it is a long-time favourite of mine, the QSI 28mm x 28mm came a poor second to the DDS230 28mm x 40mm in this installation. It requires a volume setting of 95 to equal the output of the other when set at 64. The 230 also wins on quality as it produces a richer tone overall.



24 I used a similar methodology for enclosing the 28mm x 28mm High Bass speaker and fitting to the second model. This view shows the speaker almost fits within the fuel tanks alone.



12 With the moulding detached, it is possible to view the four clips which hold it in place. By studying the picture, you will see that these need to be pushed inboard from the side with a narrow, blunt instrument to release each clip in turn.



16 The speaker wires were then fed through. They emerge within the perimeter of the speaker enclosure. There is sufficient space between the chassis sides and the inside of the body to accommodate the upper parts of these wires. For now, leave them unfixed so that you take up any slack later.

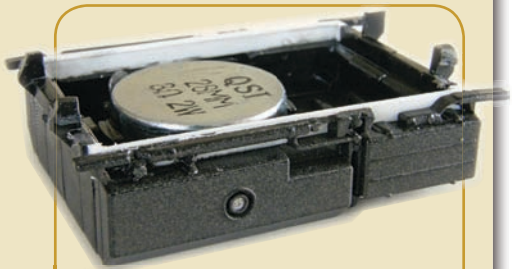


20 Glue the speaker in place so that it will be facing the track when fitted. Glue narrow strips of thin styrene sheet to blank off any gaps.

23 This continuous bead will form a gasket to seal the enclosure to the chassis floor and help to fix it in place, supplementing the grip of the four clips provided and preventing the generation of buzzing. Connect the wires to the speaker and pull the slack though the chassis as the moulding is offered to its final position.

TIP

Enclosing the rear of the speaker fully from the front will maximise its sound quality.



25 Here, the slightly different blanking necessary to accommodate this speaker type is on view. In all other respects, the installations are identical.

WHAT IS CONSISTING?

Consisting simply involves operating two or more locomotives as a single unit (or Consist). You may be more familiar with equivalent terms such as Double Heading, MUing or Lash-up. There are three methods of consisting - Basic, Universal and Advanced - each having advantages and disadvantages, so the most appropriate may differ with changed circumstances.

BASIC CONSISTING

This method only requires that each decoder be given the same address. Information is stored in each decoder so the consist is portable.

Although basic consisting is simple to set up, it lacks flexibility. For example, if F key 0 is engaged to switch on marker lamps, they will be illuminated on each locomotive in the consist. This will definitely not be UK prototypical as lights should not be shown except at the front and rear of a train.

UNIVERSAL OR OLD STYLE CONSISTING

This method puts all the burden onto the Command Station. The consist is assembled by telling the Command Station which locomotives and their respective orientation within the consist. Using this information, the Command Station transmits the operator's instructions separately to each locomotive in the consist. The consequential increased data flow may be acceptable for small layouts with few consists, but could slow throttle response times significantly with many large consists. DCC systems vary in the way they handle consists; sound or lights may be controllable only in the lead locomotive or in every locomotive in the consist.

Since consists only 'exist' within your Command Station it is not portable. This can be an advantage since each locomotive will still respond to its own address if operated outside the consist, and no CV changes are required.

Limits apply to the number of locomotives which can be operated in this type of consist and the number of consists which may exist concurrently. This varies with different systems so consult your manual for allowable numbers of consists and locomotives within them.

ADVANCED CONSISTING

This requires the decoders to support CV19. Some older designs may not, but most modern decoders will do so. Advanced consisting brings greater flexibility at the expense of added complexity, and some pitfalls for the unwary. CV19 can be programmed with a consist address in the range 1 – 127 but some systems restrict the range available.

Any valid address stored by this CV will override the decoder's individual address in CV1 or CV17 and CV18 combined - two or four digit addressing respectively. This means an advanced consist may use the same address range as that used by two digit addressing. This may cause a conflict if a single locomotive and a consist share the same two digit address. If you intend to use advanced consisting regularly, it might be a good idea to use four digit addresses for single locomotives.

Some DCC systems attempt to avoid such conflicts by segregating the 1-127 range, numbers up to, say 99 will be loco addresses and those between 100 and 127 will only be available to advanced consist addresses. There are a few variations on this, so consult the system manual.

One big advantage is the ability to easily add or remove individual locomotives from the consist, though the precise method varies.

Another is that since the decoders hold the consist instructions*, the whole consist is portable,and it will work on other layouts and with different command stations.

One feature to be aware of is that, by default, only the lead locomotive in an advanced consist receives all instructions from the Command Station. This may mean that features assigned to F keys do not function on trailing locomotives.

If your decoders, like Zimo, fully support CV21 and CV22, you can overcome this problem by telling each decoder which F key instructions to respond to when in advanced consist mode. Not surprisingly, range and depth of implementation varies with brand.

Zimo, and others, help further by allowing temporary modification of inertia and momentum settings when part of an advanced consist. CV23 and CV24 are responsible for this and work by adding or subtracting values in CV3 and CV4 respectively.

*Since the decoder contains the Advanced Consist address, in CV19, it will not respond to any other address, though lights or sound may operate. It is important to ensure CV19=0 for any locomotive removed from a consist, otherwise it may appear that the decoder is defective, operating some features but not responding to speed change instructions. If you experience such a phenomenon, programming CV19=0 is a quick way to test and reestablish the locomotive's assigned address.

TITHERIDGE

Bradford MRC's new 'N' gauge layout is set on Western Region territory just after steam operation finished – and has been built in just four months! **KEVIN JAGGER** reveals the story behind this exciting new layout.

Photography, Mike Wild.



A 'Western' waits patiently at the signal on the flyover for a 'Warship' to pass with a stone train as another 'Western' thunders through at the head of an express.

JUNCTION

STATISTICS

Owner:	Bradford MRC
Scale:	'N'
Length:	14ft
Width:	8ft
Track:	Peco code 55
Control:	Analogue
Period:	BR Western Region, 1970s

HAVING JUST completed a new 14ft long 12 road fiddle yard for our 'N' gauge layout Dewsbury Midland (not to be confused with the Manchester club's 'OO' gauge one) there was talk of using the fiddle yard as a multi-purpose unit for a new fairly modern era 'N' gauge club layout.

Coincidentally, 'N' gauge modeller Pauline McKenna who is well known for the modern image layout Millfields amongst others had recently joined the club and this provided the motivation to make a start on something fairly simple that could be built quickly. To add some interest and utilise all three double connections to the fiddle yard a flying junction with a simple siding was conceived. Choosing a name caused us some head scratching and after a good few attempts a voice from the rear of the clubroom pointed out that the name was obvious: Titheridge Junction was born in memory of Pauline's late husband Steve Titheridge, who was a freight train driver for DB Schenker. The era modelled is early diesels covering the 1970s with a Western Region theme, although we are very flexible as to what runs on our layouts.

Titheridge Junction consists of a double track main line at its heart with a second double track main line emerging at the left hand end of the section in front. This then splits into two with one line climbing up and over the ground level double track. These lines all then converge at a junction in front of a creamery before passing through a bridge at the end of the scenic section.

Construction

Baseboards are 3ft 6in x 2ft constructed from 3in x 1in painted pine frames fitted with patternmakers locating dowels and toggle catches. This ensures accurate alignment between boards under differing temperature and humidity conditions. Tops are 9mm quality birch plywood. All joints are glued and screwed. As far as possible where track crosses the board joints this is at right angles. Previous layouts, where this has not been »

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The C_bus fiddle yard

The club's 'N' and 'OO' gauge fiddle yards both use a system based on a commercial system called CAN bus as used on many 12in:1ft cars, buses and trains, but with modules for model railway use from the Model Electronic Railway Group (MERG).

The system is similar to DCC in that it uses two wires to control trains, but unlike DCC only one pair of wires is required and the system is bi-directional in that signals can pass in both directions unlike DCC where the controllers send and the decoders receive.

Each set of four points is connected to a MERG CANACC4 output module that incorporates electronic switches and a Capacitor Discharge Unit (CDU). Push buttons are connected to a CANACE8 input module. The modules are all interconnected with just two wires plus a pair for the power.

The advantages are that everything connects to two wires, which run round the layout, saving a lot of complicated wiring. Furthermore, the solenoid point driver modules incorporate a CDU and are located next to the points with no potential for voltage drop problems in long cables as we have suffered before.

A further big advantage is it also allows route setting so that, for example, pushing a single button on the fiddle yard control panel sets all the points for Road 1, Road 2 and so forth.

The disadvantages are it costs more than the traditional multi cable and D-plugs, and being in kit form the modules need to be assembled which can be a bit fiddly for a novice. There is also the need to teach the modules which button goes with which point. However, once mastered, we have found the system as a means of operation of points quite successful. Visit *www.merg.org.uk* for more information.





Above: **The gradient of Titheridge Junction flyover is shown to good effect as a Class 108 DMU begins the climb as a Class 45 overtakes on the lower level with a parcels working.**

Left: **The creamery receives regular deliveries of milk tankers for loading. A Class 22 propels a set of empties into the yard.**



so, have suffered alignment difficulties when moved to a different environment.
Legs made of 2in x 1in pine slot into recesses under the ends of each board. Each leg is fitted with adjustable feet. As is normal at Bradford each of the boards has its own pair of legs to form individual 'tables'. Although this requires more legs than sharing legs between boards or using A frames we find it much easier and safer at exhibitions as each board can be assembled and then pushed together. The overall size of the layout and 12 road fiddle yard is 14ft x 8ft.

Scenery and track

The landscape is formed of polystyrene blocks covered with lightweight filler painted dark brown and given a number of coatings of Woodlands scenic flock. Rock faces are also from Woodland Scenics and tunnel mouths and retaining walls are from Peco.

Various small dioramas including a creamery, farm and church scenes have been added to create visual interest away from the railway. To speed up construction ready made buildings have been utilised where possible, although with the countryside theme the amount of buildings on Titheridge Junction is deliberately limited.

Track is Peco concrete sleepered code 55 with timber sleepered Peco points, all so far, so straightforward. But one thing we have realised over the years is that the ballast and how it is applied can make or break an otherwise good model. Titheridge uses Woodlands Scenics Extra Fine Buff ballast which was painstakingly laid in the time honoured way by Pauline who seems to have infinite patience for this sort of thing. Her technique was to carefully spread the ballast and fix it in place using a fine dropper filled with a mix of diluted PVA with a dash of detergent. The tracks at the baseboard ends are soldered to paxolin pieces which have been glued and screwed to the board for safety when in transportation.

Electrics

To be safe we keep all mains voltages away from our layouts and use club designed and made plug-in 'standard power packs' located on the floor and supplied from a residual current device plug. These have been refined over the years and comprise of a sturdy metal enclosure, each of which contains two dual wound Toridial transformers for compactness and lightness and provides four circuit breaker protected outputs of 16V ac, the latest one having a capacity of 3A. Two outputs are used for the clockwise/anticlockwise handheld controllers, the other two being used for points and scenic lighting and accessories. »



Left: **A Class 35 'Hymek' pauses at the signal at the end of the flyover waiting for a path on the main line.**

Below: **With a heavy stone train in tow a Class 45 passes the creamery sidings in full Sulzer song.**

Controllers are conventional analogue with the outer and inner circuits kept electrically separate as far as possible so that failure in one doesn't bring the layout to a halt. The layout is sectioned so that each section can be connected to either controller. For possible intermittent Digital Command Control operation using the club's NCE system a plug in panel is provided with a lead which can plug in instead of the analogue controller.

Point motors are SEEP as these are relatively cheap, service proven and match those on the club's 'N' gauge fiddle yard. More advanced methods using servos are proposed for the club's next layout but these are still under discussion.

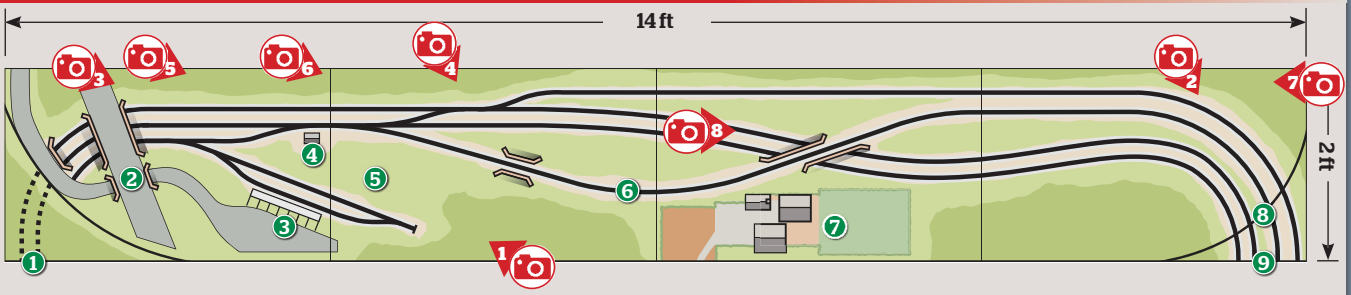
Some discussion was had too regarding the best way to operate the point motors. The Model Electronics Railway Group (MERG) C-Bus system has been so successful on both our 'N' and 'OO' gauge fiddle yards it was decided, despite the much simpler plan, to adopt this (see panel, page 96).

A further innovation was to connect a latching relay in parallel with each SEEP motor to switch the point frogs and also light an indicator if required. This has worked on a limited trial on our Victoria Road layout. The big benefit of this is that it avoids the difficulty we have found in positioning and maintaining SEEP motors centrally under the points in 'N' gauge where the limited throw of the point motors doesn't always keep the switch and point blades in agreement with what they should be. A possible downside of this is if the relay is not in the same position as the point blades when the layout is energised a track short will exist until the point is operated but we feel the gains outweigh the costs on this point.

Working three aspect colour lights are from CR signals as we have used these successfully before. The junction signal has a working feather and looks most impressive despite its small size. Signals are operated by a module which comprises an infra red detector between the rails and timer so that on a train passing the signal it changes to red then yellow and back to green after a set time. A more complex system where the signals were interlocked would have cost a lot more and needed more inter-board connectors – and in truth, who at an exhibition would really notice? »



TITHERIDGE TRACK DIAGRAM (Not to scale)



KEY

1. To fiddle yard
2. Road
3. Creamery
4. Signalbox
5. Former goods shed
6. Flyover
7. Farm
8. Tunnel
9. To fiddle yard



6 **'Western' D1001 *Western Pathfinder* roars along the main line with an express as D1041 *Western Prince* waits at the signal with clay hoods.**

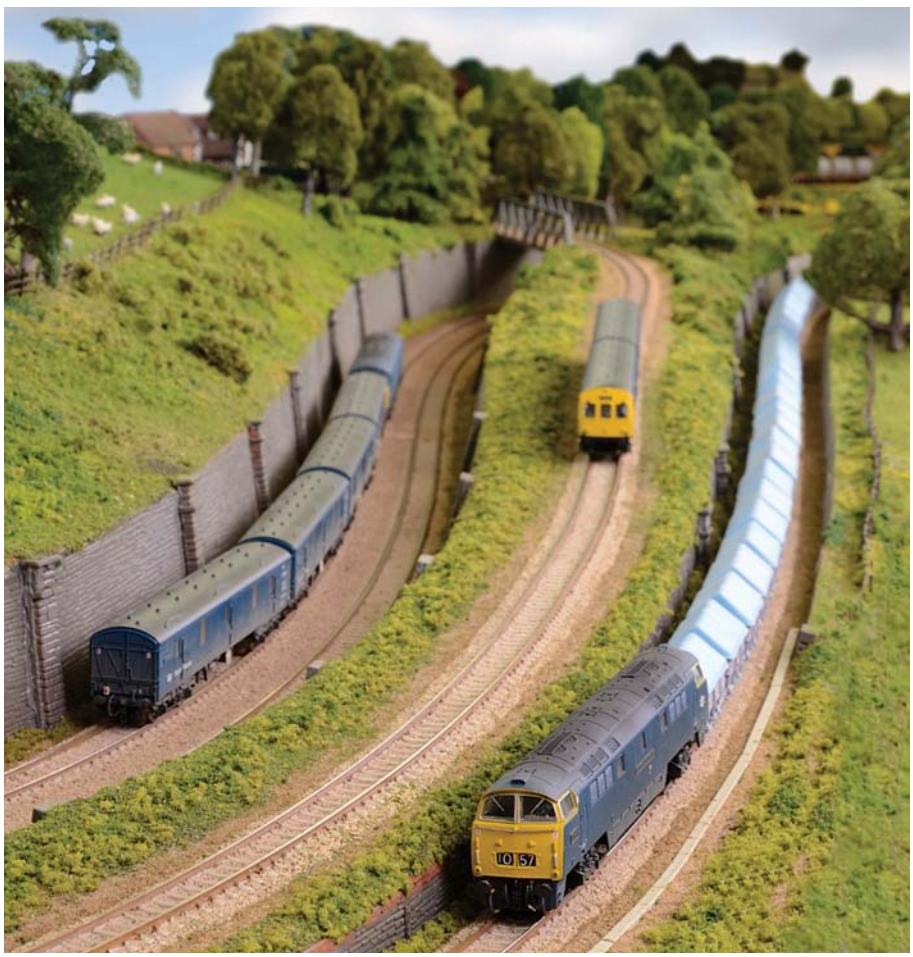
Rolling stock

In the main the locomotives, carriages and wagons are from club members' own fleets and can portray a wide range of periods, however we tend to run the British Railways green and corporate blue periods with a mixture of visiting locomotives to add variety.

Pauline and Steve had acquired a quantity of stock for their next layout which was going to be Western Region diesel-hydraulics from the 1970-1977 period which allows all these locomotives to appear in a variety of colours and run with a mix of maroon and blue/grey coaching stock. Unfortunately Steve passed away and Pauline abandoned the layout as it was going to be too big to manage on her own. Fortunately all of this rolling stock is being used on Titheridge Junction to good effect!

As you'd expect of a Western Region layout, the Class 14, 22, 35, 42 and 52 diesel-hydraulics are a major attraction, but there are also diesel-electric interlopers in the form of classes 20, 24, 25, 31, 37, and 47 while Class 121 and 122 DMUs appear too.

Steve had acquired a number of Dapol six wheel milk tanks which were going to be used for a creamery on his and Pauline's layout, and that's why there's a creamery on Titheridge Junction. All locomotives have been renumbered and named if necessary and detailed with bufferbeam detail at one end. Carriages and wagons are fitted with close couplings with the last item in the train having its coupling removed which makes a big improvement to the overall appearance. All the stock is lightly weathered.



7 **With a string of china clay 'hoods' behind a 'Western' takes the junction route as a Class 101 DMU climbs the flyover.**

Exhibition debut

We believe simplicity is the key to operation and while to the uninitiated some of the electrics do sound complicated in reality it's no more difficult than wiring up points and switches for the first time.

Over the years on the exhibition circuit we have had many failures when setting up at shows and we also believe that when we are exhibiting we have an obligation to the public to entertain them by keeping the trains running. That's why we've gone to the trouble of using some of these devices.

We have enjoyed building Titheridge Junction and hope it will be a lasting memory to Steve, a great modeller who is sadly missed by many. The layout will be making its public debut at the Bradford Model Railway Club's exhibition on May 3/4 which is moving to a brand new venue at Cleckheaton in the Whitcliffe Mount Sports Centre. We can't wait to open the doors and show off Titheridge Junction.



8 A Class 37 crosses the main lines on the flyover with a fuel oil train as a Class 25 passes below with Presflo cement wagons.

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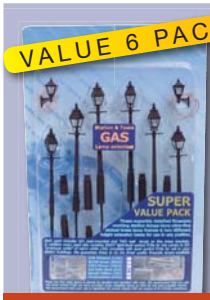
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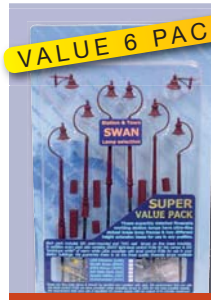


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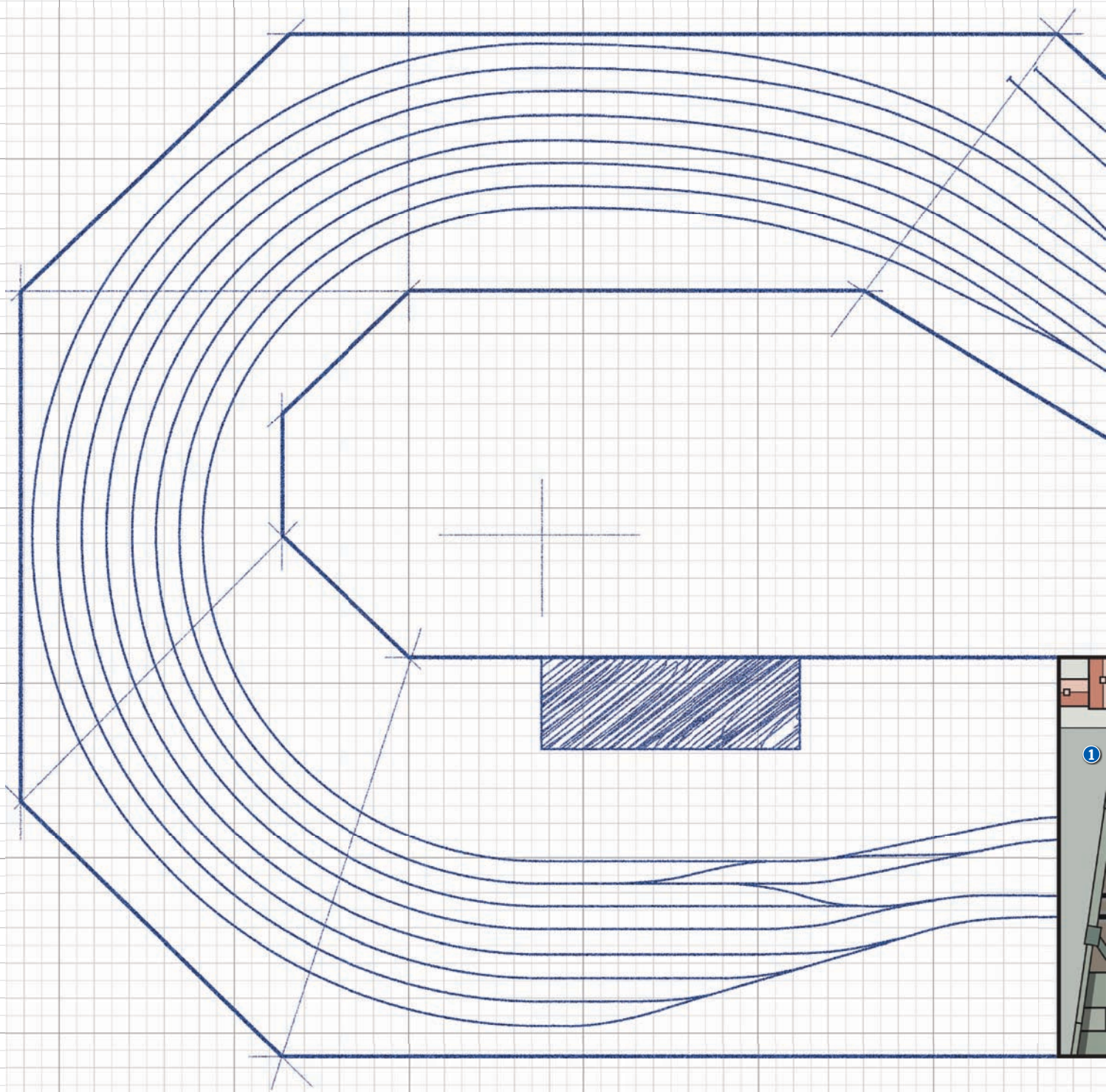
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TWELVE TREES

FORWARD PLANNING IS THE



This month we are planning ahead for Twelve Trees Junction to design the fiddle yard.



MIKE WILD
Hornby Magazine's editor busily working on Twelve Trees Junction, both the layout and the locomotive fleet. Many fiddle yard drawings have been made too...



MARK CHIVERS
Hornby Magazine's assistant editor is is pushing on with his Scottish Region 'plank' layout by installing an inspection pit and completing the trackwork...

JUNCTION WAY FORWARD

The next big layout to make its debut for *Hornby Magazine* is Twelve Trees Junction – our Yearbook project from 2013. **MIKE WILD** explains how it will be completed.

GREAT IDEAS aren't always the most sensible, and Twelve Trees Junction certainly falls into that category. This layout has led a troubled life. It was started in January 2012, but progress faltered due to a lack of workshop space. However, it was there in a raw form ready to develop and so in July 2013 the bare baseboards were transported to our new workshop, set up and developed into a brand new South London theme layout for *Hornby Magazine Yearbook No. 6*.

The resulting scenic section still measures 16ft x 3ft, just as the original did, but the trackplan is a world away from the original plans we aired in HM56. That original plan called for a double track main line from one end to the other, a station, a goods yard and a pair of goods loops – all very conventional. One of the aims was also to create the basis for future layouts by building a standard fiddle yard, but that isn't how things stand now.

The final design for Twelve Trees is much less conventional. It features a double track main line at its heart, but this is complicated by a double junction in the centre of the layout, two Up slow lines and one Down slow line along half the layout's length and the decision to build a pair of return loop fiddle yards to supply a procession of trains to the scenic section.

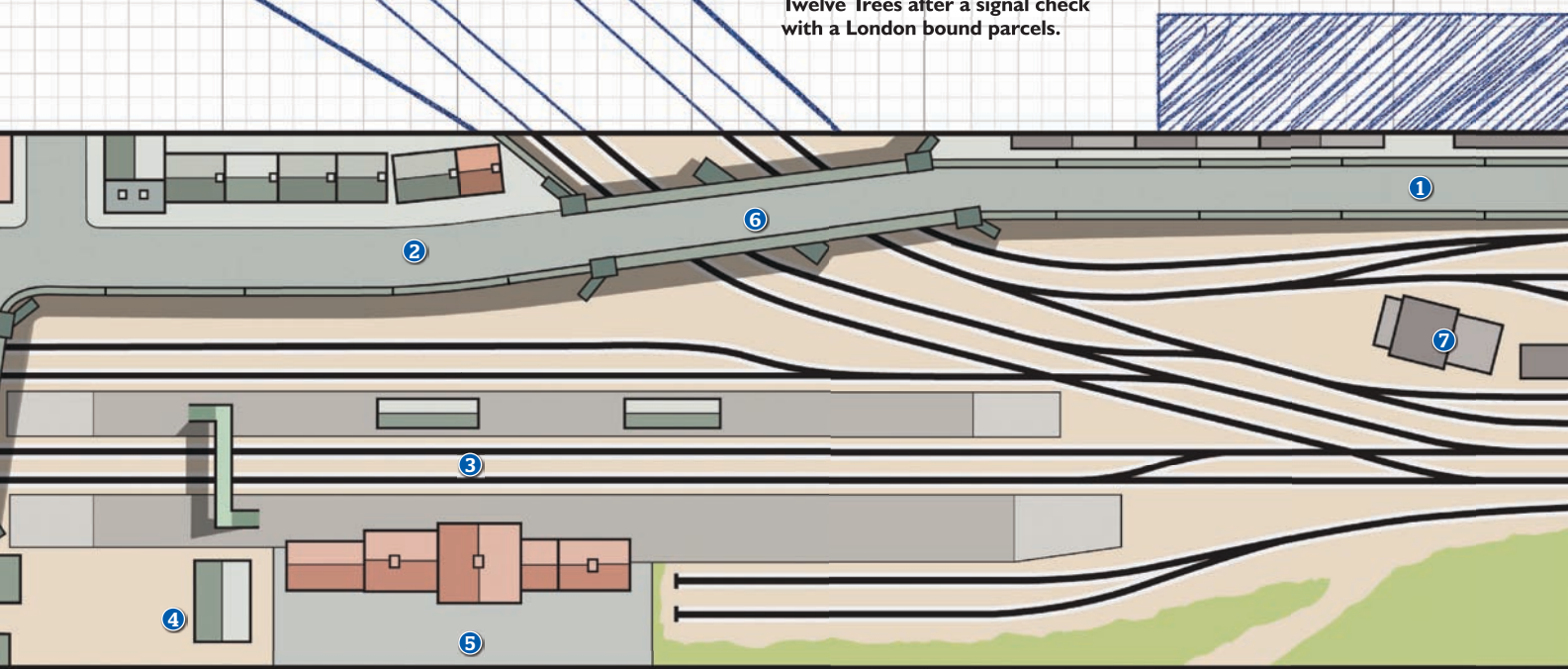
The scenic section of Twelve Trees was completed last summer, although we have much more work that we want to do including weathering, detailing and finishing jobs. However, if you want to catch up on the story so far *Hornby Magazine Yearbook No. 6* has full details of the scenic elements of this monster layout.

STATISTICS

Layout:	Twelve Trees Junction
Scale:	'OO'
Length (total):	34ft
Width (total):	8ft
Length (scenic):	16ft
Width (scenic):	3ft
Track:	Peco code 75
Control:	DCC, Gaugemaster Prodigy
Debut:	The Great Electric Train Show



A BR 'Standard Four' 4-6-0 departs Twelve Trees after a signal check with a London bound parcels.



PROGRESS TODAY

Right now our efforts are focused on planning the fiddle yard and operational elements of Twelve Trees Junction. Because of its design it needs a lot more planning than our previous exhibition layouts because of the number of complex movements we can host on the model. We plan, for example, to have the ability to have four trains in motion at once on the layout which is possible through the complex pointwork of the junction, but to do these things takes a lot of thought.

Our first project is to draw the designs for the fiddle yard. These have existed in my mind since work started on the new track layout for the scenic section, but until now they haven't been scaled up to check that everything will fit. The original aim was to add two 8ft x 8ft fiddle yards, one on each end of the layout, but the right hand end yard (after the carriage sidings – see plan) will need to be 10ft long in order to accommodate all the pointwork and return curves. This will give us a total layout length of 34ft!

Allied to this I've also been considering the potential for increasing the scenic section in length in the future by up to 8ft with another 4ft x 3ft baseboard added onto each end of the original scenic area. This again requires careful planning to ensure that the fiddle yards can be extended or moved.

In terms of control a number of important decisions have now been made. We have established that the layout will require a minimum of three operators to operate a full sequence, but by leaving a free road in the fiddle yards it could be operated by two operators if necessary when we are pushed for crew members.

Secondly, we know now that it will definitely feature digital control for the trains and analogue control of the points. Digital power will be supplied by a Gaugemaster Prodigy unit (with power districts) plus we'll also be installing reverse loop modules on the station end fiddle yard to ensure that trains run without a hitch through the loops.

Point control will remain analogue as there will be three separate control panels – one centrally to control routes through the scenic section (the Main Panel) and one on each of the fiddle yards – Panel A (station end) and Panel B (carriage shed end). The Main Panel will mainly be a signalling post with the operator at this position being responsible for ensuring that all routes are set correctly to fit in with the sequence that we will operate and the order they will run in. Panel A and Panel B operators will be responsible for setting the correct routes into and out of their fiddle yards as per the roster and will also drive trains towards them at all times. The Main Panel operator will also have duties in shunting the carriage shed, operating the bay platform shuttle and taking over extra manoeuvres at busy times. It is going to be a complex layout to run, but we're looking forward to it.



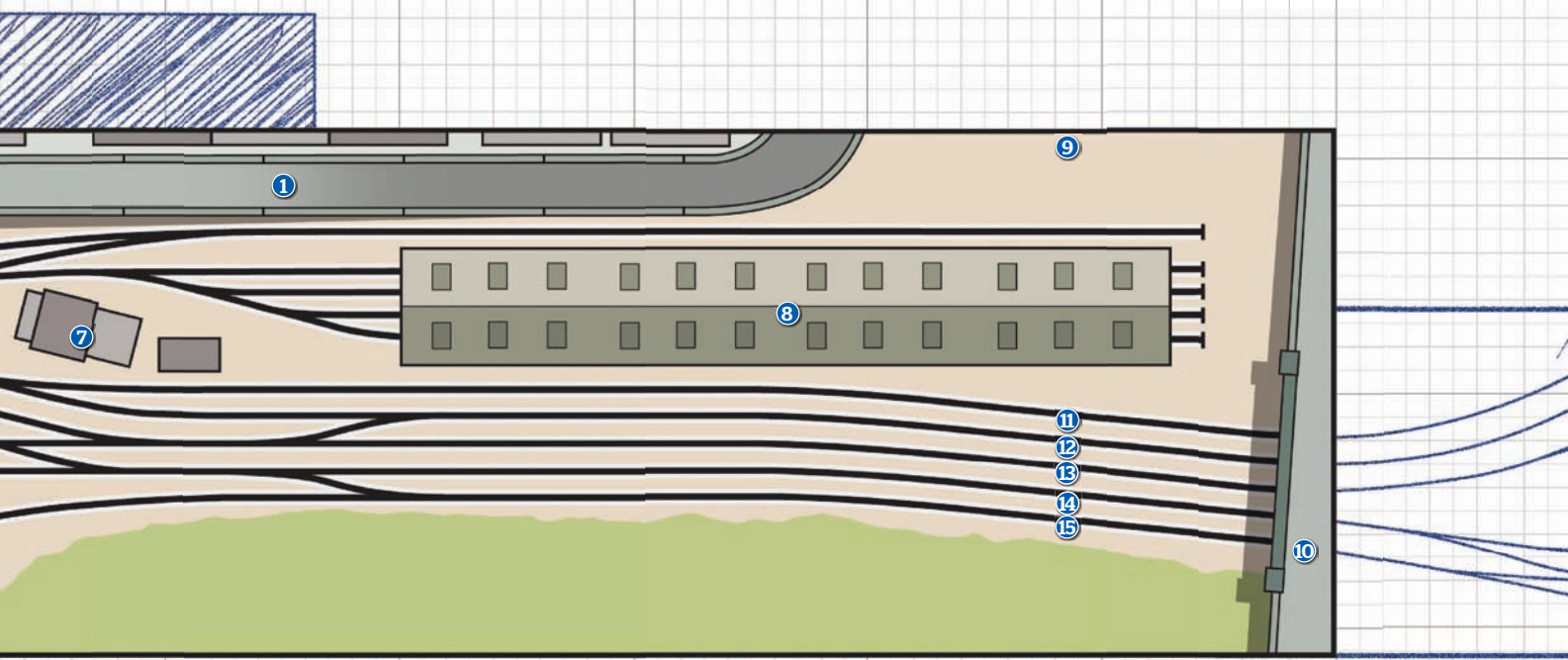
Coasting into the station is Bulleid 'West Country' 34042 *Dorchester* at the head of London bound train.



The size of Twelve Trees Junction is apparent in this view as a MLV+4-CEP+4-CEP formations runs South and passes a Maunsell 'N' 2-6-0 on a van train.

KEY

1 Road	4 Garage	7 Signalbox	10 Road	13 Up fast
2 High street	5 Forecourt	8 Carriage shed	11 Goods loop	14 Down fast
3 Station	6 Skew bridge	9 Bus depot	12 Up slow	15 Down slow



THE TRAINS

Alongside the fiddle yard design we are also developing the train sequence for Twelve Trees Junction. The intention isn't to model a specific area of the Southern Region, but to be able to operate a selection of trains synonymous with the third-rail network South of the Thames. This includes prestigious trains such as the 'Brighton Belle', 'Bournemouth Belle' and possibly the 'Devon Belle' too.

However, we are also aiming that the sequence will show a lot of the more mundane ordinary trains too and some unexpected interlopers to liven things up. Naturally the 'mundane' will include a healthy selection of EMUs and steam hauled express and stopping trains together with freight and ballast workings too. The unexpected will include 'off region' locomotives hauling transfer freights between London freight terminals offering the opportunity to run exotic classes such as the Paxman Class 15 and NBL Class 16 amongst others.

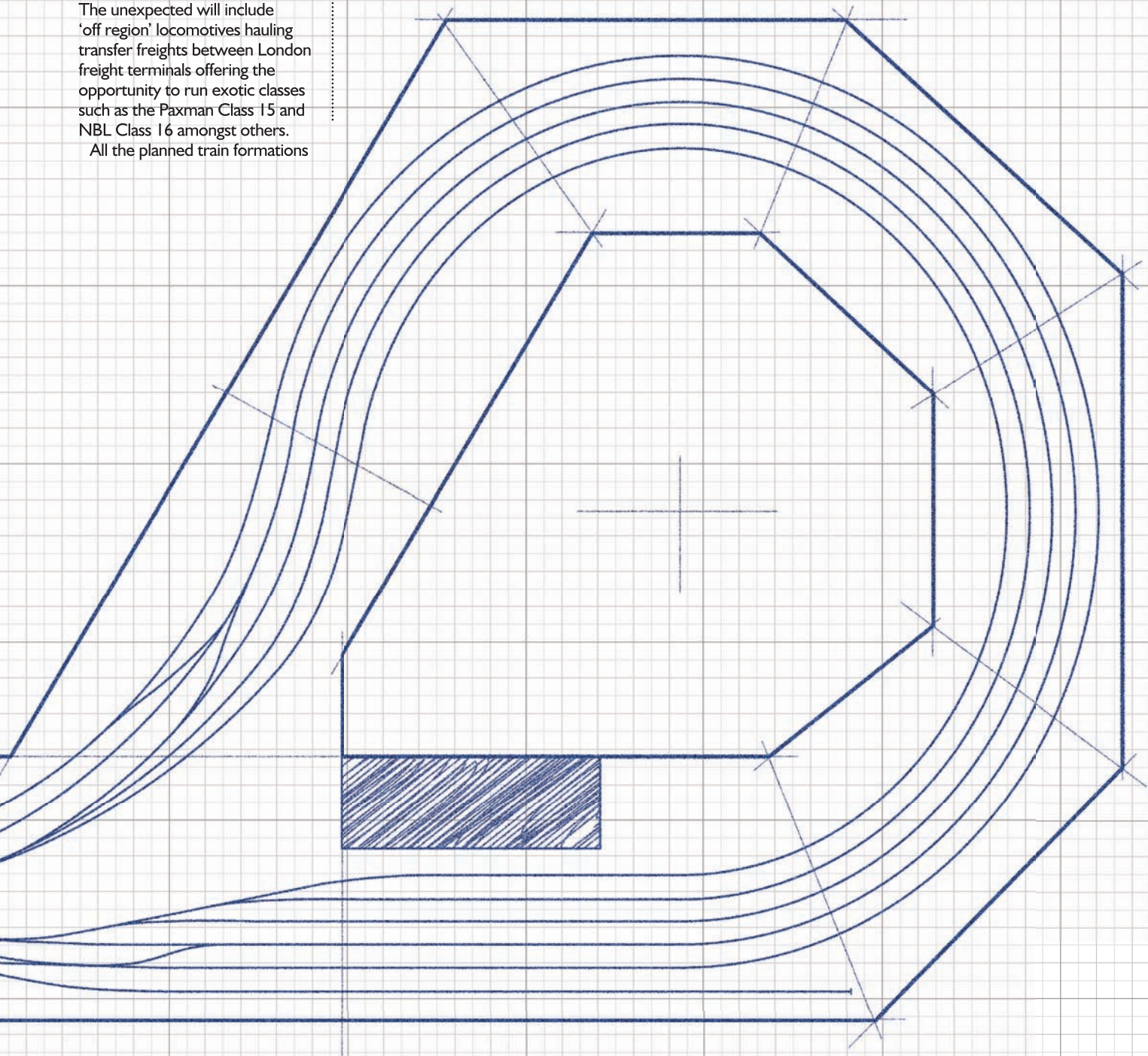
All the planned train formations are currently being compiled into a spreadsheet so that we know what we have to work with including carriage formations, train lengths and available motive power. Now we have both fiddle yards fully drawn up we've started planning out the sequence in detail to ensure that all the movements we want can be carried out on Twelve Trees.



In the carriage sidings a pair of 2-BIL EMUs return from the wash plant before moving into the depot for stabling.

Twelve Trees will also feature a significant crop of sound fitted locomotives. Fortunately with those already fitted up for St Stephens Road and locomotives from other layouts which are suitable for use on the Southern we already have a good fleet available, but there are a lot more decoders to be installed, particularly as much of the fleet for Twelve Trees originated on our analogue controlled Bay Street Shed Mk II.

It is an exciting time for Twelve Trees Junction now and we're all getting fired up to finish the layout off and see it working – hopefully next time we'll have more physical work on the layout to report as it is planned to come back into the workshop during early April for more attention. Watch this space…



Suburban Trains

Suburban passenger trains seldom receive the same amount of attention as their faster cousins - but as **EVAN GREEN-HUGHES** explains, they offer a host of interesting modelling opportunities.

ALTHOUGH RAILWAYS were originally built to carry freight and move people who wished to journey between major cities, they soon began to produce a demand for travel from markets which had not previously existed.

As the industrial revolution progressed cities and towns became much larger and the demand for accommodation overwhelmed that which was available. Many houses, which once had been in fashionable areas, found themselves in the middle of rampant urban sprawl while others were knocked down to make way for streets of back-to-backs or terrace houses. Many unsuitable properties were used to house families, which were crowded into cellars, attics and garages, sometimes in the most unsanitary conditions.

Life in the cities was also badly affected by pollution. Smoke and soot emanated from the railways, factories, shops and domestic dwellings - and there was constant noise from the millions of people and animals who were living there. Another prominent problem was the stink from sewage and animals which populated the streets.

There were many for whom Victorian city life was just intolerable and the railways offered those who could afford it the chance to relocate to somewhere more convivial, while at the same time being able to be within a sensible travelling time of the office or works should business be required to be done. Of course, in the early days, there were not many who could afford this luxury and for half a century or so most people had to put up with conditions in the cities and had to live within walking or riding distance of their place of work.

The commuter is born

By the end of the 19th century the industrial revolution was at its height. Thousands of people were abandoning work on the land, or in small home-based manufacturing, and were flocking to the cities in search of work.

The pressure on housing was intolerable and clearly something had to be done. The answer was to construct much more housing, but slightly further away from the areas in which people worked. By this time railway fares



Fowler '4P' 2-6-4T 42379 calls at Marsden with a Manchester-Leeds stopping train in March 1956. Kenneth Field/Rail Archive Stephenson.



Above: **On the West Coast Main Line overhead electrification brought with it a new breed of multiple units including the AM3 (later Class 304). Class AM3 039 calls at Runcorn forming a Crewe to Liverpool Lime Street service in 1961.** Kenneth Field/Rail Archive Stephenson.



4-EPB 5015 and a pair of 2-HAPs approach Woking as empty coaching stock from Farnborough after working an air show extra on September 13 1964. Such formations were typical as commuter trains on BR's Southern Region transporting thousands of workers into the heart of London. Brian Stephenson.

had declined to the point where they were affordable to more people and before long blue collar workers were moving out a few miles from the town centre and those in manual jobs were filling their old houses.

Travel in those days usually involved a journey of perhaps less than five miles, with maybe one or two stops, and would be made on a semi-fast train which was no different to others using the line. The railways were not particularly set up to accommodate the new breed of commuters and there were plenty of complaints as a result, particularly in areas of London to the South of the River Thames where suburban travel was a steadily-growing phenomenon.

Ironically it was the spread of the electric tram which was to provide the impetus for the railways to do something about short-distance travel. While the horse was the prime mover on the road the railways could get away with slow and inconvenient trains but the electric trams were faster, clean and efficient and their introduction hit the railways where it hurt most – in the shareholders' pockets.

South of the river

Particularly badly affected were those which served areas to the South of London, some of which retaliated by electrifying their own networks. The London Brighton and South Coast Railway (LBSCR) introduced neat all-wooden three-car Electric Multiple Units (EMUs) in 1909 which seated almost 200 people and used overhead current collection working at 6.7kV. These were set out with compartments and side corridors and were to a high density layout. The London and South Western Railway (LSWR) followed suit by converting a number of its recently-built four-coach close-coupled locomotive-hauled sets into three-car third-rail EMUs by strengthening the underframes at Eastleigh and adding in the required additional features, including driving cabs and power equipment. These trains were amongst the first EMUs to feature very high density compartments without corridors and could, despite their short length, seat between 60-70 in each coach.

Other railways followed and by 1925 there had emerged a steady demand for suburban travel which was catered for by a huge fleet of electric units of various designs, most of which were to the compartment design with doors on each side for each set of seating bays.

Coaching innovation

North of the Thames the London and North Western Railway (LNWR) worked suburban traffic with electric trains, beginning in 1914 with the first of its three-car units with equipment supplied by Siemens in Germany.



Thompson 'L1' 2-6-4T 67747 approaches Great Misenden with an Aylesbury to Baker Street train formed of London Transport Metropolitan line carriages in September 1951. Lewis Coles/Rail Archive Stephenson.

LNWR units were to an open saloon layout and used the fourth rail electric system. Other lines were predominantly worked by steam traction but even then a number of novel ideas were brought in to try and improve the lot of the commuter.

One of the most innovative of these was by Sir Nigel Gresley of the Great Northern Railway, later to design *Mallard,* who was faced with capacity issues on trains out of King's Cross. He came up with the idea of mounting adjacent vehicles onto common bogies which saved both total train length and capital cost.

Starting in 1911 by mounting two vehicles on three bogies the final development of this idea was his 'Quad-Art' sets, in which four coach bodies were mounted on five bogies instead of eight. These vehicles offered very high seating capacity for their total length and were a convenient way of providing additional capacity while keeping train weights down so that conventional steam locomotives could work them within reasonable schedules.

Commuter only railways

Other English cities provided facilities for their suburban travellers in different ways. In Liverpool the Overhead Railway was commissioned in 1893. This was an elevated standard-gauge railway which ran along the docks and out to Seaforth and used electric units and colour light signalling from the start. Again wooden-built, the units were to an open arrangement inside and were vastly superior to the four and six-wheelers which the main line companies were using to ferry people in and out of the city at that time, even if they didn't have any upholstery on the seats! The nearby Mersey Railway, however, had steam traction until 1904 when electric units built by the Lancashire and Yorkshire Railway began work.

Although EMUs were extremely common (far more so than many railway historians would have us believe) there were still many parts of the country where suburban trains were worked exclusively by steam. In these areas demand for travel was usually satisfied by the provision of compartment coaches with no corridor connection, and usually based on a frame length of around 57ft. Doors were provided on each side of each compartment and there was no corridor connection between



Brush Type 2 D5604 departs London King's Cross with an outer suburban train on May 10 1966. A pair of Craven's DMUs stand on the left forming a Moorgate service. Brian Stephenson.

adjoining vehicles.

The working of these trains was extremely slick with one of the most efficient at this being the Great Eastern Railway which would have a locomotive out of the holding sidings so quickly it would be following an incoming train into a platform before it had come to a rest. The incoming train would be coupled to the new locomotive, reloaded and on its way within minutes of arrival.

Suburban coaches to this design continued to be built by British Railways after 1948 but by this time the railways were so run down that many passengers, with the exception of London, drifted off onto other methods of transport, in particular the new motor buses. BR was so worried about this that it made winning back suburban traffic one of its major targets and to do this it proposed to counter the diesel bus with the Diesel Multiple Unit (DMU).

A radical change

The first eight DMUs to make an appearance were thus allocated to suburban duties between Leeds and Bradford in 1954 and proved a massive hit, not only arresting the fall in passenger numbers but dramatically increasing them. These initial units had only two passenger doors per coach and an open interior layout and could be quickly overwhelmed by numbers, especially as they had only two cars and this proved to be the case when similar vehicles were introduced into Birmingham the following year.

As a result special suburban DMUs were designed which were 7ft longer and were built to a design not dissimilar to that used on the latest locomotive-hauled stock. These did not have separate compartments, but two or three bays of seats were separated from others by solid bulkheads and there were doors for each seating bay. Built in sets of three or four cars these were the mainstay of suburban travel in many areas such as Bedford-St Pancras, Birmingham and routes out of Marylebone and Paddington.

British Railways consistently developed the suburban EMU and introduced a whole range of trains based on the Mk 1 coach which operated largely on the Southern Region third rail network. The last of these were only withdrawn in the early 21st century. From the early 1980s a new breed of suburban train began to appear, formed of lightweight vehicles fitted with sliding doors. Starting with the Class 313 the EMU has developed until we have the new Class 700s which will be brought into use on the Thameslink route next year. At the moment each month sees new Bombardier Class 377s and Siemens 350s commence work and now suburban EMUs are often made up into 10 and even 12-car rakes running at a frequency which would have been unthinkable only a few years ago.

Wide variation

There is still as much diversity in suburban trains as ever there was. Commuters in Scotland can travel on EMUs built by Siemens, Alstom or British Rail itself or DMUs from British Rail or Bombardier while those in the North of England are mostly still being shuttled about on 30-year-old railbuses or Class 150s. Those modelling earlier times could mix electric, diesel and steam suburban trains and there is even the possibility of a layout set in the early 20th century populated entirely by EMUs.

Suburban trains are a largely neglected but growing part of our hobby but perhaps deserve more input as they offer just as much interest to the modeller as the crack express or the heavy freight train. Hornby

SHOW GUIDE

HORNBY magazine

Welcome to the *Hornby Magazine* Show Guide – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies, and is updated each issue. Entries marked in blue are new shows to the listing. We recommend checking the society website or using the contact details provided to check a show or event is on before travelling. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

APRIL 2014

12 East Surrey 'N' Gauge Model Railway Exhibition

Hosts: East Surrey 'N' Gauge
Location: St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1DU
Times: Sat 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Website: *www.esng.co.uk*
Contact: 01737 764217
Features: Eight 'N' gauge layouts, trade stands, refreshments, parking and disabled access.

12 Gauge 1 North 2014

Hosts: Gauge 1 Model Railway Association, Yorkshire Group
Location: The Agricultural and Business Centre, Haddon Road, Bakewell, Derbyshire DE45 1AH
Times: 10am-4.30pm
Prices: Adults £5, accompanied children (under 16) free
Website: *www.gauge1north.org.uk*
Contact: 0114 2423546
Features: Layouts, demonstrations and trade stands devoted to Gauge 1, refreshments and disabled access.

12 Hillingdon Railway Modellers – 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: Adults £5
Website: *www.hillingdonrailwaymodellers.co.uk*
Contact: 020 8368 4090
Features: Large 'O' and 'OO' gauge test tracks available to test your models, bring and buy stand and refreshments. Club members on hand to answer your questions.

12 Ipswich Railway Modellers Association Open Day

Hosts: Ipswich Railway Modellers Association
Location: 40a Norfolk Road, Ipswich IP4 2HB
Times: Sat 10am-1pm
Prices: FREE
Website: *www.irma.org.uk*
Contact: 01473 251017
Features: Layouts, second hand stall and refreshments.

12 Luton Model Railway Exhibition

Hosts: Luton Model Railway Club
Location: Stopsley High School, St Thomas Road, Luton LU2 7UX
Times: 10.30am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £12
Website: *www.lutonmodelrailwayclub.org.uk*
Features: 22 layouts, trade support, societies, parking and refreshments.

12 National Garden Railway Show

Hosts: Association of 16mm Narrow Gauge Modellers
Location: Peterborough Arena, East of England Showground, Peterborough PE2 6XE
Times: 10am-5pm
Prices: Adults £8
Website: *www.nationalgardenrailwayshow.org.uk*
Features: 12 layouts, 80+ specialist trade stands, demonstrations, refreshments, parking and disabled access.

12 Norwich Model Railway Exhibition

Hosts: Norwich Model Railway Club
Location: Hellesdon High School, Middletons Lane, Hellesdon, Norwich NR6 5SB
Times: Sat 10am-4.30pm
Prices: Adults £5, concessions £4.50, accompanied under 16s free
Website: *www.norhams.org.uk/Exhibition/exhibition.htm*
Contact: 01603 419030
Features: Layouts, trade stands, demonstrations and societies. Special display planned commemorating the D-Day 70th Anniversary featuring Peter Goss' 'OO' gauge layout Rowlands Castle, real military vehicles and authentically dressed personnel from the Norfolk Military Vehicle Group.

12/13 Bangor Model Railway Exhibition

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, Co Down BT19 7QU
Times: Sat 10am-5pm, Sun 1pm-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £12
Contact: 028 9145 0833
Features: 17 layouts, 36 trade stands, displays, refreshments, parking and disabled access.

12/13 Bournemouth Model Railway Exhibition

Hosts: East Dorset Area 'N' Gauge Group
Location: The Hamworthy Club, Magna Road, Bournemouth BH21 3AP *New Venue*
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children under 14 free
Website: *www.bmre.org.uk*
Contact: 01202 546679
Features: 18 layouts, trade stands and demonstrations.

12/13 Crawley Model Railway Society Exhibition

Hosts: Crawley Model Railway Society
Location: Tanbridge House School, Guildford Road, Horsham, West Sussex RH12 1SR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5.50, children £3.50, family (2+2) £15
Website: *www.crawleymrs.org.uk*
Contact: 07411 353757
Features: 20 layouts, trade support, club stand, demonstrations, refreshments, parking and disabled access.

12/13 Littleborough Model Railway Exhibition

Hosts: Rochdale Model Railway Group
Location: Littleborough Coach House, Lodge Street, Littleborough, Lancashire OL15 9AE
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £3, unaccompanied children £2, accompanied children free
Website: *www.rmrg.co.uk*
Features: Seven layouts, refreshments and parking.

12/13 Scalefour North 2014

Hosts: The Scalefour Society
Location: Queen Elizabeth Grammar School, 154 Northgate, Wakefield WF1 3QX *New Venue*
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Members £5, non-members £6
Website: *www.scalefour.org*
Features: Layouts, trade stands, demonstrations, refreshments and parking.

12/13 Tarka Valley Gala

Hosts: Tarka Valley Railway Group
Location: Puffing Billy, Torrington Station, Great Torrington, Devon EX38 8JD
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: FREE
Website: *www.tarkavalleyrailway.co.uk*
Contact: 01805 623050
Features: 'OO' gauge layout Torrington, live steam, parking and refreshments.

12/13 Trainwest 2014

Hosts: Bentley Model Railway Group
Location: The Christie Miller Sports Centre, Lancaster Road, Bowerhill, Melksham, Wiltshire SN12 6QU
Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, children £5
Website: *www.trainwest.org.uk*
Contact: 01249 657283
Features: 23 layouts, trade support, refreshments and parking.

13 Monmouth Model Railway Exhibition

Hosts: Monmouth Rotary Club
Location: Monmouth Leisure Centre, Old Dixton Road, Monmouth NP25 3DP
Times: 10am-4pm
Prices: Adults £4, children £3, family (2+2) £10
Contact: 01600 712665
Features: 20 layouts, trade stands, refreshments, parking and disabled access.

19 Ilfracombe Model Railway Exhibition

Hosts: Ilfracombe Model Railway Society
Location: The Landmark Pavilion Theatre, Seafront, Wilder Road, Ilfracombe, Devon EX34 9BZ
Times: 10am-5pm
Prices: Adults £3.50, concessions £2.50, children £2, family £8
Contact: 01271 864677
Features: 14 layouts, trade stands, weathering display, refreshments and disabled access.

19/20 Neath Model Railway Weekend

Hosts: Cefn Coed Museum
Location: Cefn Coed Museum, Neath Road, Crynant, Neath
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Free Entry
Contact: 01639 750237
Features: Model railway layouts, model engineering displays, trade stands, tearoom and parking.

19-21 Gainsborough Model Railway Society – Open Days

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm, Mon 10.30am-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: *www.gainsboroughmodelrailway.co.uk*
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains formed from over 180 locomotives and in excess of 400 items of rolling stock on the club's extensive East Coast layout.

19-21 York Model Railway Show

Hosts: Friends of York Model Railway Show
Location: Knavesmire Stand, York Racecourse, York YO23 1EX
Times: Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm
Prices: Adults £8 (£7), children £4 (£4), family (2+3) £20 (£18) – advance ticket prices in brackets

Website: *www.yorkshow.org*
Contact: 01482 503188
Features: Over 120 stands with 44 layouts, trade stands, demonstrations, special presentation of minimum gauge modelling, refreshments, disabled access, parking and bus service connecting with York railway station.

20 Chichester Steam on Sunday Open Afternoon

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site free, train tickets £1 each
Website: *www.cdsme.co.uk*
Features: Train rides, model railway layout and refreshments.

20/21 Gresley and Wychnor MRG Easter Open Days

Hosts: Gresley and Wychnor Model Railway Group
Location: Gresley Social Centre, 5a Park Road, Gresley, Swadlincote, Derbyshire DE11 9QE
Times: Sun 10am-4.30pm, Mon 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £1, family £6.50
Contact: 01283 214923
Features: Selection of club, members and guest layouts on display including Wychnor On Trent (7mm) and Dartmoor (2mm), modelling demonstrations, refreshments and parking. Disabled access to ground f oor only.

26 De Havilland Model Railway Society Exhibition

Hosts: De Havilland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
Times: 10am-5pm
Prices: Adults £4, children £2, under fives free
Contact: 01707 267541
Features: 12 layouts, trade support, refreshments, parking and disabled access.

26 Horsham Model Railway Club Exhibition

Hosts: Horsham Model Railway Club
Location: St Leonards Church Hall, Cambridge Road, Horsham RH13 5ED
Times: 10am-4pm
Prices: Adults £3, concessions £1.50
Website: *www.horshammrc.org.uk*
Contact: 079 123 688 05
Features: 12 layouts, trade stands, refreshments and disabled access.

26 Maidstone Model Railway Exhibition

Hosts: Mid Kent Model Railway Group
Location: St Luke's Church Hall, Folley Street, Maidstone, Kent ME14 5BD
Times: 10am-4.30pm
Prices: Adults £3, concessions £3, children £1.50, family £7.50
Contact: 07595 255150
Features: 15 layouts, trade stands, refreshments and parking.

26 Rushden Model Railway Exhibition

Hosts: Hope Methodist Church
Location: Rushden Community College, Hayway, Rushden, Northants NN10 6AG
Times: 10am-4.30pm
Prices: Adults £4, concessions £2, children £2, family £10
Contact: 01933 400774
Features: 20 layouts, trade stands, refreshments, disabled access and parking.

26/27 Edinburgh Model Show

Hosts: Thistle Modelmakers Society
Location: Portobello Town Hall, 147-149 Portobello High Street, Edinburgh EH15 1AF
Times: Sat 10am-6pm, Sun 10am-5pm
Prices: Adults £4.50, children £2.50, family £11
Contact: 07761 963821
Features: Layouts, trade support, demonstrations, model trams, model boats and dolls house displays.

26/27 The Epsom Show

Hosts: Epsom and Ewell Model Railway Club
Location: North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey KT17 3DS
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £6, children under 16 free
Website: www.eemrc.org.uk
Contact: 01483 576274 (evenings)
Features: Layouts, general and specialist trade support, demonstrations, refreshments, parking and disabled access. Ten minute walk from Ewell East station.

26/27 Helston Model Railway Exhibition

Hosts: Helston and Falmouth Model Railway Club
Location: The Old Cattle Market Centre, Porthleven Road, Helston TR13 0SR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £4, children £3, family (2+2) £12
Website: *www.fmrc.co.uk*
Contact: 01326 560606
Features: Eight layouts, trade support, parking and disabled access.

26/27 Liverpool Model Railway Exhibition

Hosts: Liverpool Model Railway Society
Location: Old Christ Church, Waterloo Road, Waterloo, Liverpool L22 1RF
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3.50, children £2
Website: *www.lmrs.org.uk*
Contact: 0151 526 1574
Features: 16 layouts, trade stands, demonstration stand, refreshments, real ale bar and disabled access.

26/27 Spalding Model Engineering and Hobby Show

Hosts: Spalding MEHS
Location: Springfields Event Centre, Camel Gate, Spalding PE12 6ET
Times: Sat 9.30am-5.30pm, Sun 9.30am-4.30pm
Prices: Adults £6, concessions £5, children £2
Website: *www.spaldingshow.com*
Contact: 07443 524260
Features: Model engineering societies, model f ying clubs, model boat clubs, Gauge 1 Society, G scale layouts, boating pool, radio-controlled models, Meccano models and trade stands.

26/27 Sutton Coldfield Model Railway Exhibition

Hosts: Sutton Coldfield Railway Society
Location: Bishop Walsh School, Wylde Green Road, Sutton Coldfield, West Midlands B76 1QT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, accompanied children free
Website: *www.ukmodelshops.co.uk/scrs*
Features: 16 layouts, trade stands, displays, demonstrations, society stands, audio visual presentations, refreshments, parking and disabled access.

27 Stowmarket Model Railway Exhibition

Hosts: Stowmarket Railway Club
Location: Mid Suffolk leisure Centre, Gainsborough Road, Stowmarket IP14 1LH
Times: 10.30am-5pm
Prices: Adults £4, concessions £3, children £2
Website: *www.stowrailclub.org.uk*
Contact: 01449 771360
Features: 14 layouts, trade stands, refreshments, parking and disabled access.

MAY 2014

2-4 Bristol Model Railway Exhibition

Hosts: Association of Model Railway Clubs, Wales and West of England
Location: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol BS35 3JB
Times: Fri 1pm-7pm, Sat 10am-6.30pm, Sun 10am-5pm
Prices: Adults £6.50 (£5.25), concessions £5.50 (£4.25), children £4 (£3), family (2+2) £13 (£10.50) (advance ticket prices in brackets)
Website: *www.bristolmodrailex.co.uk*
Contact: 0117 9763329
Features: Layouts, extensive trade support, specialist societies, demonstrations, refreshments, ample free parking and wheelchair access. Bus link to show from Bristol Parkway rail station (£3 return).

3 Northampton Model Railway Show

Hosts: International Model Railway Group
Location: Malcolm Arnold Academy, Trinity Avenue, Northampton NN2 6JW
Times: 10am-5pm
Prices: Adults £5, concessions £4, family (2+2) £12
Website: *www.northamptonmodelrailwayshow*
Features: 20+ layouts, trade support, demonstrations, refreshments, parking and disabled access.

3 Rickinghall Model Railway Show

Hosts: Rickinghall Village Hall in association with Diss and District Model Railway Society
Location: Rickinghall Village Hall, Hinderclay Road, Rickinghall, Diss IP22 1HD
Times: 10am-4pm
Prices: Adults £4, children £1
Website: *www.rickinghallvh.onesuffolk.net/events*
Contact: 01379 643045
Features: 11 layouts, trade support, specialist societies, refreshments, parking and disabled access.

3/4 Cleckheaton Model Railway Exhibition (Bradford)

Hosts: Bradford Model Railway Club
Location: Whitcliff Mount Sports Centre, Turnstead Avenue, Cleckheaton BD19 3AQ *New Venue*
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £1, family (2+3) £10
Website: *www.bradfordmrc.org.uk*
Contact: 01274 521073
Features: 18 layouts, trade support, demonstrations, refreshments, parking and disabled access.

4 Broxbourne Modelling Extravaganza

Hosts: Hoddesdon Model and Railway Club
Location: 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, children's rides, radio control boats in club pool and refreshments.

4 Cleveland Model Railway Club Spring Open Day

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: *www.cleveland-mrc.org.uk*
Contact: 07864 880242
Features: Seven club layouts, demonstrations, club sales stall, refreshments, parking and disabled access.

5 Bracknell Model Railway Show

Hosts: Bracknell Railway Society
Location: Jocks Lane Recreation Park and Community Centre, Binfield Road, Bracknell RG12 2BH
Times: 11am-5pm
Prices: Adults £1.20, children 60p, family (2+2) £3
Contact: 07543 679256
Features: Layouts, trade stands, miniature railway rides, refreshments and parking.

10 Bushey Model Railway Exhibition

Hosts: South West Herts Model Railway Society
Location: Queens School, Aldenham Road, Bushey, Watford Herts WD23 2TY
Times: 10am-4.30pm
Prices: Adults £5, unaccompanied children £3, accompanied children free, family (2+2) £10
Website: *www.southwesthertsmrs.org.uk*
Contact: 01707 873729
Features: 20 layouts, 15 traders, refreshments, parking and disabled access.

10 Loddon Vale Model Railway Club Show

Hosts: Loddon Vale Model Railway Club
Location: Arborfield Community Centre, Sheerlands Road, Arborfield RG2 9ND
Times: 10am-4.30pm
Prices: Adults £3, concessions £3, children £2, family (2+2) £7
Website: *www.lvmrc.co.uk*
Contact: 0118 988 2035
Features: Ten layouts, trade support, refreshments, parking and disabled access.

10 Portsmouth Model Railway Exhibition

Hosts: Victory Model Railway Club
Location: Admiral Lord Nelson School, Dundas Lane, Portsmouth, Hampshire PO3 5XT
Times: 10am-5pm
Prices: Adults £4.50, concessions £3.50, children 10+ £1, family (2+2) £9
Contact: 07854 636159
Features: 15 layouts, trade support, parking and refreshments.

10 Temple Ewell 'O' Gauge Show

Hosts: Gauge 'O' Guild Area 10
Location: Temple Ewell Village Hall, 187 London Road, Temple Ewell, Dover, Kent CT16 3DF
Times: 10am-4pm
Prices: Adults £3, children £1.50, family (2+2) £7
Contact: 01304 822850
Features: Layouts, bring and buy, preservation stands, refreshments. Parking available nearby. Vintage bus shuttle from Dover Priory station.

10/11 Cleethorpes Model Railway Exhibition

Hosts: Cleethorpes Model Railway Society
Location: Memorial Hall, Grimsby Road, Cleethorpes DN35 8AH
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3.50, concessions £2, children £1.50, family (2+2) £8
Website: *www.cleethorpesmodelrailway.co.uk*
Contact: 01472 879329
Features: Nine layouts, trade stands, demonstrations and society stands.

10/11 Cossrail Leicester Model Railway Hobby Show

Hosts: Leicester Model Railway Group
Location: Humphrey Perkins High School, Cotes Road, Barrow Upon Soar, Nr Loughborough LE12 8JU
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 0116 2538211
Features: Ten layouts, trade support, demonstrations, refreshments, parking and disabled access.

10/11 Derby Model Railway Exhibition

Hosts: Mickleover Model Railway Group
Location: Moorways Sports Centre, Moor Lane, Allenton, Derby DE24 9HY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, children under 14 £3, family (2+2) £15
Website: *www.mmrg.org.uk*
Contact: 07973 640746
Features: 28 layouts, trade stands, demonstrations, specialist societies, refreshments and parking.

10/11 Glenrothes Model Railway Exhibition

Hosts: Glenrothes Model Railway Club
Location: The Lomond Centre, Woodside Way, Glenrothes, Fife KY7 5RA
Times: Sat 10am-5pm, Sun 10.30am-5pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Contact: 01334 475311
Features: Layouts, trade support, refreshments, parking and disabled access.

10/11 Salisbury 50th Model Railway Exhibition

Hosts: Salisbury and South Wiltshire Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £4, children £2.50
Website: *www.sswrs.org.uk*
Contact: 07903 936801
Features: Layouts, trade support, demonstration stands, refreshments, parking and disabled access to main hall.

10/11 Stockport Model Railway Exhibition

Hosts: Stockport and District Railway Modellers
Location: Stockport Grammar School, Buxton Road (The A6), Stockport, Cheshire SK2 7AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, accompanied children free
Website: *www.sdrm.co.uk*
Contact: 07895 838029
Features: Layouts, trade support, refreshments, parking and disabled access.

11 Kidderminster Club Open Day

Hosts: Wyre Forest Model Railway Club
Location: First Floor, 101 Comberton Hill, Kidderminster, Worcestershire DY10 1QH
Times: 11am-4pm
Prices: Free
Website: *www.wyreforestmrc.com*
Contact: 01562 515152
Features: Club layouts in operation.

17 Bloxwich (St John's) Model Railway Exhibition

Hosts: Bloxwich (St John's) Model Railway Club
Location: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall WS3 3HS
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £1.50
Contact: 01922 475557
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

17 Burgess Hill Model Railway Exhibition

Hosts: Burgess Hill Model Railway Club
Location: Burgess Hill School for Girls, Keymer Road, Burgess Hill, West Sussex RH15 0EG
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £13
Website: *www.burgesshillmrc.org.uk*
Contact: 01444 232638
Features: 15 layouts, trade support, refreshments and parking. Burgess Hill station is five minutes walk from venue.

17 Ely Model Railway Exhibition

Hosts: Ely and District Model Railway Club
Location: City of Ely Community College, Downham Road, Ely CB6 2SH
Times: 10.30am-5pm
Prices: Adults £5, concessions £4, children £3
Website: *www.elymrc.org.uk*
Contact: 01480 454857
Features: 15 layouts, 5in gauge live steam rides, trade support, societies, refreshments, parking and disabled access.

17 Lutterworth Model Railway Exhibition

Hosts: Lutterworth Railway Society
Location: Lutterworth Sports Centre, Coventry Road, Lutterworth Leicestershire LE17 4RB
Times: 10am-4.30pm
Prices: Adults £4, children £1.50, family £8
Contact: 01788 310354
Features: 16 layouts, trade support, refreshments, parking and disabled access.

17 Mirfield Model Railway Exhibition

Hosts: Mirfield West Yorkshire Team Parish Music Guild
Location: St Mary's Church Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU
Times: 10am-4pm
Prices: Adults £3.50, children £2
Contact: 01924 495929
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

17 St Peters Model Railway Exhibition

Hosts: Burnham Model Rail Club
Location: St Peters Church Hall, Eastwick Road, Taunton TA2 7HD
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £1.50, children £1, family (2+2) £6
Contact: 01823 270882
Features: 10 layouts, trade support, refreshments and parking.

17 SWING 2014

Hosts: South Downs Area Group of the 7mm Narrow Gauge Association
Location: St Mary's Centre, Grassmere Close, Felpham, Bognor Regis PO22 7NU
Times: 10am-4.30pm
Prices: Members £3.50, non-members £4, accompanied children free
Website: *swing.model-railway.org.uk*
Features: 12 layouts and trade stands. In support of DIZZY – support for Diabetes.

17/18 Expo EM 2014

Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: EMGS members £6, non-members **£8,** accompanied children £2, family £16
Website: *www.emgs.org*
Contact: 01895 676282
Features: Layouts, trade support, talks, demonstrations, specialist society stands and refreshments.

17/18 Four Marks Model Railway Exhibition

Location: Four Marks Village Hall, Lymington Bottom, Four Marks, Alton, Hants GU34 5AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £2.50, children £2.50, family (2+2) £8
Contact: 01420 563853
Features: Layouts, trade support and refreshments. Free vintage bus from Medstead and Four Marks station.

17/18 Kyle Model Railway Exhibition

Hosts: Kyle Model Railway Club (Irvine)
Location: Auchenharvie Academy, Stevenston KA20 3JW
Times: Sat 10am-5pm, Sun 11am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Contact: 01563 852479
Features: 15 layouts, demonstrations, trade support, boats and planes, refreshments, parking and disabled access.

17/18 Middlesbrough Model Railway Exhibition

Hosts: Middlesbrough Model Railway Club
Location: Newport Settlement Community Centre, Union Street, Middlesbrough TS1 5NQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £10
Contact: 01642 802892
Features: Nine layouts, trade support, refreshments, parking and disabled access.

17/18 MRX 2014

Hosts: Lancashire and Yorkshire DCC Model Rail Group
Location: Museum of Transport Manchester, Boyle Street, Cheetham Hill, Manchester M8 8UW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, concessions £5, accompanied children free
Website: *www.lydcc.org.uk*
Contact: 07796 176018
Features: 23 layouts, over 20 trade stands, demonstrations, seminars and refreshments. Free shuttle bus between Manchester Victoria station and the museum.

17/18 Scunthorpe Modern Image Group Exhibition

Hosts: Scunthorpe Modern Image Group
Location: St Pauls Church Hall, Ashby High Street, Ashby, Scunthorpe DN16 2JR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £2, family (2+2) £8
Contact: 01563 852479
Features: Layouts and trade support.

23/24 Bangor Annual Model Railway and Hobbies Exhibition

Hosts: First Bangor Model Railway Club
Location: First Bangor Presbyterian Church Halls, Main Street, Bangor, Co. Down, N Ireland BT20 4AG
Times: Fri 7pm-9.30pm, Sat 10am-5pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £10

PLANNING AN EXHIBITION?

● Is your club or society planning a model railway exhibition? *Hornby Magazine's* Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: *hornbymagazine@keypublishing.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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Bath Green Park By Taunton Model Railway Group
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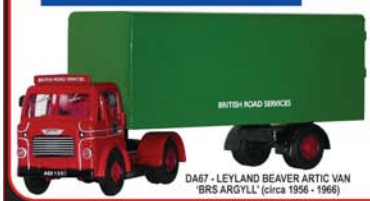


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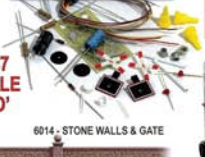


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31-636 6403 BR black with early emblem
31-637 6400 BR black with late crest
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3901 02/2 in LNER livery
3902 02/2 in BR black with early crest
3903 02/2 in BR black with late crest
3904 02/2 in BR black with early emblem - weathered **£156**
3910 02/3 3965 in LNER black
3911 02/3 63954 in early British Railways black
3912 02/3 63948 in BR black with early crest
3913 02/3 63952 in BR black with late crest
3920 02/4 3962 in LNER black
3921 02/4 63983 in BR black with early crest
3922 02/4 63975 in BR black with late crest
3923 02/4 63982 in BR black with late crest
DUE EARLY 2015

Class 5P4F Stanier Mogul 2-6-0
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31-690 2955 LMS lined black
31-691 42969 BR black with early emblem
31-692 42968 BR black with late crest
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Class C Wainwright 0-6-0
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31-465 31579 BR black with late crest
31-463 271 SECR plain green
31-464 593 SR black with green lining
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Twin Track Sound (TTS) Locos



R3245TTS Class A1 Peppercorn 4-6-2 "Tornado" in BR Blue (as running on mainline) **£143.70**
R3244TTS Class 7P 4-6-2 71000 "Duke Of Gloucester" in BR green with late crest **£129.80**
R3246TTS Class P2 2-8-2 "Cock O' The North" in LNER green **£143.70**
R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green - Railroad range **£92.70**
R3285TTS Class A4 4-6-2 4496 "Gadwell" in LNER Garter blue - Railroad range **£92.70**
R3286TTS Class 40 D222 "Empress of Canada" in BR green - Railroad range **£69.70**
R3287TTS Class 47 47401 in BR large logo blue - Railroad range **£78.80**
R3289TTS Class 97 97301 in Network Rail livery - Railroad range **£69.70**
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R3238 SR 1920's/1930's
R3239 BR late crest
R3240 BR early crest
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Class 05 Hunslet Shunter
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2502 D2582 in BR green with wasp stripes
2503 "Cider Queen" in green with wasp stripes (industrial)
2520 D2591 in BR green with wasp stripes
2521 D2600 in BR green with wasp stripes
2522 D2595 in BR blue with wasp stripes (preserved)
2523 "Departmental 88" in BR green with wasp stripes
25xx 111xx in BR black **- unconfirmed**
25yy D25xx in BR black **- unconfirmed**
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R3290 BR green - running number TBA
R3290A BR green - running number TBA
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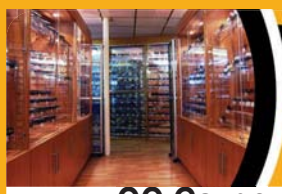
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R3064 BR Smokey Joe (Hor) **£26**



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31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) **£112.88**



R3005 Class 2800 2-8-0 2845 in BR black late crest - weathered (Hor) **£106**



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) **£89.21**



BARGAIN

31-128 Class 3000 GWR ROD 2-8-0 3036 in BR black early emblem - weathered (Bac) (list £139.95) BARGAIN ... **£88**



31-086 Class 3200 Earl "Dukedog" 4-4-0 9017 in BR black early emblem (as preserved) (Bac) **£104**

31-085 Class 3200 Earl "Dukedog" 4-4-0 9022 BR black early emblem - weathered (Bac) **£109**



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**



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**



32-140 Class 4575 Prairie tank 2-6-2 4585 in BR lined green early emblem (Bac) **£68.30**



32-129A Class 45xx Prairie tank 2-6-2 4545 in BR black early emblem (Bac). **£72.21**



31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley tender (Bac). **£76.46**

31-881 Class 4F 0-6-0 43875 BR black early emblem and Johnson/ Deeley tender (Bac) **£76.46**

31-882 Class 4F 0-6-0 43924 BR black late crest and Fowler tender (as preserved) (Bac) **£76.46**



31-166 Class 5 L&YR 2-4-2T 50636 in BR lined black early emblem (Bac) **£71.36**

31-167DC Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) **£98.13**



R3110 Class 61XX Prairie steam loco 2-6-2T 6129 in BR black (Hor). **£80**



BARGAIN

DCC SOUND

31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268). ..... **BARGAIN** ... **£189**

R3017X Class 6P Patriot 4-6-0 45535 "Sir Herbert Walker K.C.B." in BR green early crest. DCC fitted (Hor) **£126**



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 (Railroad range) (Hor) . **£76**



32-550C Class A1 4-6-2 60163 "Tornado" in BR Express blue (Bac) **£128.01**

32-550B Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £150.60) ..... **BARGAIN** **£92**



BARGAIN

31-530 Class A2 4-6-2 526 "Sugar Palm" in LNER lined apple green. (Bac) (list £149.95) ..... **BARGAIN** **£89**

31-528 Class A2 4-6-2 60533 "Happy Knight" BR lined green late crest, double chimney & multi-valve regulator (Bac) (list £149.95) **BARGAIN** . **£99**

31-529 Class A2 4-6-2 60534 "Irish Elegance" in BR lined green early emblem (Bac) (list £149.95) ..... **BARGAIN** **£92**



31-967 Class A4 4-6-2 60010 "Dominion of Canada" in BR green late crest (Bac) **£109.99**

31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) ..... **BARGAIN** **£92**

R2784X Class A4 4-6-2 60022 "Mallard" in BR late crest green (DCC Fitted) - Railroad Range (Hor) **£72**

NEW



R3131 Class A4 steam loco 4-6-2 4462 "Great Snipe" in LNER blue (Hor) NEW **£116**



31-715 Class B1 1123 in LNER lined green (Bac) **£76**

31-714 Class B1 61250 "A. Harold Bibby" BR lined black early emblem (Bac) . **£74**

R2921X Class B17/2 Sandringham 4-6-0 61637 "Thorpe Hall" in BR early crest DCC Fitted (Hor) **£125**



R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DCC Fitted (Hor) **£125**

31-146 Class D11/1 4-4-0 62663 'Prince Albert' BR black early emblem (Bac) **£100.22**



31-318 Class J11 Robinson (GCR 9J) 5317 in LNER black (Bac) **£76.46**

31-319 Class J11 Robinson (GCR 9J) 64311 BR black early emblem (Bac) **£76.46**



31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) **£91.76**



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac). **£99.07**

31-005 Class O4 Robinson ROD 2-8-0 3547 in LNER black (Bac) ... **£118**

31-004 Class O4 Robinson ROD 2-8-0 63598 in BR black early emblem - weathered (Bac) (list £139.95) ..... **BARGAIN** **£72**



BARGAIN

31-002 Class O4 Robinson ROD 2-8-0 63635 in BR black early emblem. (Bac) (list £129.95) ..... **BARGAIN** **£78**

31-001Z Class O4 Robinson ROD 2-8-0 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) **BARGAIN** ... **£79**



32-261 Class WD Austerity 2-8-0 90441 in BR black early emblem (Bac) **£110.42**



30-921 Junior 0-6-0 Saddle Tank BR lined black (Bac) **£26**

31-979A Standard Class 3MT tank 82001 BR black early emblem - weathered (Bac) **£80.71**



31-979 Standard Class 3MT tank 82001 in BR lined black early emblem (Bac). **£78.42**



BARGAIN

32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £102.95) ..... **BARGAIN** **£66**

32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) (list £102.95). ..... **BARGAIN** **£68**



32-360 Standard Class 4MT 2-6-4 tank 80121 in BR lined black late crest (Bac) **£84.96**

R3016 Standard Class 4MT 4-6-0 75072 in BR black early emblem (Hor). . **£105**



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32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £123) BARGAIN ... **£72**

32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £123). ..... **BARGAIN** **£79**

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R3133 East Coast "Flying Scotsman" Train Pack Class 91 electric loco, DVT & 2 Mk4 coaches (Hor) NEW ... **£144**



R3093 Tornado Pullman Pack Special Edition (modified Railroad) Class A1 4-6-2 60163 Tornado & 3 x R223 style Pullman coaches (Hor). **£132**



R3186 Trains On Film: Titfield Thunderbolt train pack 14xx, lowmac, toad brake van & DVD of film (Hor) ... **£99**

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10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £124). BARGAIN **£99**



R3049 Class 08 0-6-0 Diesel Shunter 08417 in Serco Livery (Hor) **£77**

1405 Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) ..... **BARGAIN** **£75**

1406 Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp ends. (Hel) (list £115). ..... **BARGAIN** **£75**



EXCLUSIVE

1404 Class 14 "Teddy Bear" D9521 BR Green (pristine) (Hel) (list £105) ..... **BARGAIN** ... **£89**

1403 Class 14 "Teddy Bear" D9535 BR Green (weathered) (Hel) (list £115) ..... **BARGAIN** **£89**

1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) **£107**

1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) **£107**

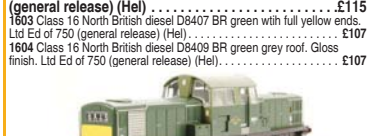
1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release (Hel) **£107**



1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) **£115**

1603 Class 16 North British diesel D8407 BR green wtih full yellow ends. Ltd Ed of 750 (general release) (Hel) **£107**

1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) **£107**



1715 Class 17 diesel D8511 in green small yellow panels (Hel) **£87**

1716 Class 17 diesel D8585 in green small yellow panels (Hel) **£87**

1717 Class 17 diesel D8606 in green full yellow ends (Hel) **£87**



32-037 Class 20 20901 in GBRf (Bac) **£72.21**

D1000a Class 22 B-B Diesel Hydraulic 6326 (font B) in BR Blue. Full yellow ends & split headcode box. (Dap) (list £125). **BARGAIN** ... **£100**

4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) **£103**



D1000g Class 22 B-B Diesel Hydraulic D6316 (font A) in BR green small yellow ends (Dap) **£98**

D1000h Class 22 B-B Diesel Hydraulic D6328 (font A) BR Blue full yellow ends (Dap) **£98**

2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) **£104**

KEY: Air=Airfix, Anc=Ancorton, ANE=ANE Model, Ari=Aristocraft, Bac=Branchline, Bas=Base Toys/Bassett Lowke, Ber=Berko, Bri=Britbus, Cor=Corgi, Cre=Ceative Master, Dap=Dapol, Exp=Expo, For=Forward Models, Gau=Gaugemaster



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2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) £104
2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) £104



2311 Class 23 Baby Deltic D5906 in BR green small yellow panels (Hel) (list £119.95). . . . . BARGAIN . . . £76
2310 Class 23 Baby Deltic D5907 in BR Green small yellow ends - gloss finish. (Hel) (list £119.95) . . . . . BARGAIN. £72
2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) £112
2300 Class 23 Baby Deltic diesel D5900 in BR Green Small Yellow Panels and 4 character headcode. (Hel) (list £119.95)BARGAIN £76
2308 Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) . . . . . BARGAIN. £72
2302 Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) . . . . . BARGAIN. £79



2608 Class 26/1 diesel D5339 in BR green small yellow panels (Hel) £87
2609 Class 26/1 diesel D5341 in BR green small yellow panels (Hel). £87



2724 Class 27 BRCW Sulzer diesel D5353 in BR green (Hel) (list £99.95) . . . . . BARGAIN . . . £69
2723 Class 27 BRCW Sulzer diesel D5361 in BR green small yellow panels (Hel) (list £99.95) . . . . . BARGAIN. £69
2708 Class 27 BRCW Sulzer diesel D5381 in BR green small yellow panels (Hel) (list £99.95) . . . . . BARGAIN. £69



2709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (Hel) (list £99.95) . BARGAIN . . . £69
2800 Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) . . . . . BARGAIN. £84
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) (list £125) . . . BARGAIN £89
2804 Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends (Weathered). (Hel) £132
2809 Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125). . . . . BARGAIN. £89
2807 Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125). . . . . BARGAIN. £89
2810 Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125). . . . . BARGAIN. £89
2803 Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). (Hel) (list £132). . . . . BARGAIN. £98



R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99). . . . . BARGAIN . . . £57
R2963 Class 31/4 31439 diesel in Regional Railways "North Yorkshire Moors Railway" DCC Ready. (Hor) £109
3382 Class 33/0 D6579 BR Blue full yellow ends (Hel) (list £89) BARGAIN. £60
3433 Class 33/0 diesel 33002 "Sea King" in Engineers yellow & grey (as preserved at the South Devon Railway) (Hel) £95
3434 Class 33/0 diesel 33033 Railfreight Construction Sector triple grey (Hel). £95



3431 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) NEW. £95
3430 Class 33/0 diesel D6506 in BR blue full yellow ends (Hel) NEW £95



3410 Class 33/0 diesel D6507 early BR green (Hel) NEW . £95
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4D-003-007 Class 52 diesel D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) £119
4D-003-003 Class 52 diesel D1056 Western Sultan BR Maroon full yellow panels (Dap). £135
4D-003-006 Class 52 diesel D1065 "Western Consort" in BR maroon small yellow panels (Dap). £119



32-526DS Class 55 Deltic 55018 'Ballymoss' in BR blue. DCC Sound (Bac) £180
R3141 Class 60 diesel DB Schenker 'Tata Steel' (Hor) £120



32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) £97.71



R3182 Class 66 diesel 66736 "Wolverhampton Wanderers" in GBRf (Hor) £57
32-980 Class 66/9 66731 "InterhubGB" in GBRf Europorte (Bac) . . £86.41



R3183 Class 67 diesel loco 67002 in Arriva Trains Wales (Hor). £108



31-587DC Class 70 PowerHaul diesel 70004 in Freightliner . DCC On Board (Bac) £112.50
31-588 Class 70 PowerHaul diesel 70005 Freightliner - weathered (Bac)£115.01



31-995 Class D/16 LMS 10000 in BR Brunswick green lined orange & black (Bac) £99
31-996 Class D/16 LMS 10000 BR Brunswick green, part eggshell blue waistband (Bac) £99
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



MM7071 Irish Class 071/111 diesel loco 071 IE grey yellow end panels. Ltd production of 250 pieces (Mur). £135
MM7078 Irish Class 071/111 diesel loco 078 in IE grey yellow end panels. Ltd production of 250 pieces (Mur). £135
MM0071 Irish Class 071/111 diesel loco in IE black & silver (Mur) . . . £125



MM0077 Irish Class 071/111 diesel loco in IE orange 077 (Mur) £125
MM0220 Irish Class 201 diesel "River Blackwater" original , single orange band on front of loco (Mur) £129
MM0210 Irish Class 201 diesel 210 in CIE orange full yellow ends (Mur). . . £126



4005 Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) . . . . . BARGAIN £79

Electric locos



31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) . BARGAIN £78
R3149 Class 92 Co-Co electric loco in DB Schenker (Hor) £62
R3135 Class 92 electric loco 92032 in GBRf (Hor) £62

DMUs



R3047 Class 101 2 Car DMU in Strathclyde PTE orange (Hor). £80



31-325DC Class 105 2 Car Cravens DMU BR blue full yellow ends (DCC on Board) (Bac) (list £129.95) . BARGAIN £79
31-325 Class 105 2 car Cravens DMU in BR blue yellow ends. Norwich / Lowestoft (Bac) (list £114.95). . . . . BARGAIN. £70



31-327 Class 105 2 car Cravens DMU in BR green half yellow ends. Harwich/Manningtree (Bac) (list £110.55) BARGAIN . £79
31-326A Class 105 2 Car Cravens DMU in BR green speed whiskers. (Bac) (list £114.95) . . . . . BARGAIN. £70
31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £114.95) . . . . . BARGAIN. £67
31-537 Class 105 Cravens 2 Car DMU in BR green half yellow ends (Power Twin Unit) (Bac) (list £114.95) . . . . . BARGAIN. £63
31-536 Class 105 Cravens 2 Car DMU in BR green speed whiskers (Power Twin Unit) (Bac) (list £114.95) . . . . . BARGAIN. £63



32-903 Class 108 2 car DMU in BR Greater Manchester PTE white & blue . Chester/ Manchester (Bac) (list £106.05) . . . . . BARGAIN £58



32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £114.95). . . . . BARGAIN . . . £69
32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £114.95) . . . . . BARGAIN. £59



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £134.95). . . . . BARGAIN . . . £74
8940 Class 128 DPU Blue full yellow ends and flush fronts (Hel) £94
8942 Class 128 DPU in BR blue (weathered) (Hel) NEW £100



8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts (Hel). £94
8992 Class 128 DPU BR Blue small yellow panels and Midland style fronts (Hel) NEW £94
8991 Class 128 DPU BR Green small yellow panels and Midland style fronts (Hel) £94



8941 Class 128 DPU in Royal Mail red full yellow ends and flush fronts (Hel) £94
8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers. (Hel) £94



32-925 Class 150/1 2-car DMU in First North Western . Preston/ Blackpool (Bac) (list £105) . . . BARGAIN £53



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac) £93.97



8705 Railbus W&M E79961 in green - gloss (Hel) (list £119.95) . . . . . BARGAIN £69
8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95). . . . . BARGAIN. £79



8710 Railbus W&M Laboratory 20 "Elliot" in RTC red & blue (Modelzone Exclusive) (Hel) £97
8800 Railcar W79975 BR light green speed whiskers & semi-gloss finish (Hel) £94

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" Silver Link (unbranded) (Bac) (list £189.95). . . . . BARGAIN. . . . £109



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) . . . . . BARGAIN . . . £127
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) . . . . . BARGAIN. £127

Gra=Graham Farish, Hat=Hatton's, Hel=Heljan, Hor=Hornby, Mur=Murphy Models, Nor=Northcord, Oxf=Oxford Diecast, Pec=Peco, Pro=Proses, Tra=Train Save/Tech/Tronics, Woo=Woodland Scenics

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R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" Southeastern (Hor) **NEW** £132
R3161A Class 401 2-BIL 2-car EMU 2041 in SR green DCC ready (Hor) . . **£99**
R3161AX Class 401 2-BIL 2-car EMU 2041 in SR green . DCC fitted (Hor) **£114**
R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor) **£114**



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) £99



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
31-266 Class 419 Motor Luggage Van (MLV) BR Southern Region green yellow panel (Bac) £66
R2946 Class 423 VEP 4 car EMU BR Blue (Hor) (list £180.99) **BARGAIN** £118



R2947X Class 423 VEP 4 car EMU in NSE - DCC Fitted. (Hor) (list £197.99). . . . . BARGAIN . . . £139



R2988 Class 5BEL Pullman Brighton Belle 1967 2 Car Pack (2 x Drive MTR. Brake 3rd) (Hor) (list £184.49) BARGAIN. . . .£100

Track Maintenance vehicles



B859NRBG MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail blue/grey. Pristine (B859B) (Dap) £100



B859NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap) £115



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap). £52



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95). BARGAIN . . . £82
31-577A Windhoff MPV Multi-Purpose master and slave units in Railtrack - weathered (Bac) £126.61

Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) . . £7

Train sets - analogue



30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) £127.49



R1071 Eurostar Complete Train Set power car, dummy, 2 coaches & track (Hor). £168



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor). £120



R1138 GWR Passenger Freight train set GWR Class 101 0-4-0 steam loco, 2 wagons & 4 wheel coach (Hor) . . . £77



30-160 Rural Commuter set Class 105 2 car DMU in BR green (Bac) £84.99



30-125 St. Blazey Haulier set BR Blue Class 08 08839, 2 x China clay wagons & Brake van (Bac) £80.74

Train sets - DCC



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor). £120



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor). £340

Coaches



R4515 Gresley (Non Vestibuled) Suburban 1st Class in LNER teak (Hor) £44



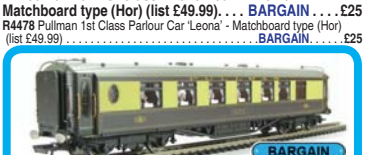
R4517 Gresley (Non Vestibuled) Suburban Composite in LNER teak (Hor) £44
R4333 LNER Teak Brakend coach 4237 (Hor) £16
R4332 LNER teak composite (1st/3rd) coach 22357 (Hor) £16
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor). £40
R4572 LNER Thompson Teak effect Non-Corridor Composite (Lavatory) (Hor) £45
R4573 LNER Thompson Teak effect Non-Corridor Third Class. (Hor) (list £48.99) . . . . . BARGAIN. £32



R4475 Pullman 12-wheel 3rd Class Parlour Car 'Car No. 97' (Hor) (list £50.49) . . . . . BARGAIN £29
R4485 Pullman 1st Class Kitchen Car 'Adrian' - Flush Sided (Hor) . . . £47



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99). . . . BARGAIN £25
R4478 Pullman 1st Class Parlour Car 'Leona' - Matchboard type (Hor) (list £49.99) . . . . . BARGAIN. £25



R4483 Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99) . . . . . BARGAIN £25
R4484 Pullman 2nd Class Parlour 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 £51.49) . . . . . BARGAIN. £25
R4429 Pullman 3rd Class Kitchen car 'No 171' - steel sided (Hor) (list £49.99) . . . . . BARGAIN. £22
R4479 Pullman 3rd Class Parlour Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) . . . . . BARGAIN. £25
R4427 Pullman 3rd Class Parlour Car 'No 66' - steel sided (Hor) £40
39-079C BR Mk1 BSK Brake Second Corridor (WR) Chocolate & Cream - weathered (Bac) £25.29
39-129C BR Mk1 CK Composite Corridor (WR) chocolate & cream - weathered (Bac) (list £29.75) . . . . . BARGAIN. £18
39-154C BR Mk1 FK First Corridor (WR) chocolate & cream - weathered (Bac) (list £29.75) . . . . . BARGAIN. £18
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**
39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac). . . **£24.01**



R4493A BR Hawksworth (pre 1953) 1st Class Coach (Hor) (list £38.99) . . . . . BARGAIN £21



R4407A BR Hawksworth (Pre 1953) Composite coach in BR carmine & cream (Hor) (list £38.99) BARGAIN £22
R4348B BR Blood and Custard Maunsell Brake Composite (High Window) B (Hor) (list £40.25) . . . . . BARGAIN. £21
R4344A BR Blood and Custard Maunsell Corridor 1st Class (High Window) A (Hor). £32
R4408A BR Hawksworth: (Pre 1953) 1st / 3rd Brake in BR Carmine & Cream (Hor) (list £40.25) . . . . . BARGAIN. £21
39-227D BR Mk1 BCK Brake Composite Corridor Crimson & Cream. (Bac) £22
39-027H BR Mk1 SK Second Corridor (WR) Crimson & Cream - Weathered (Bac) £25.29
4P-010-011 RTR 60ft Stanier corridor composite BR carmine & cream (Dap). . £14
39-153C BR Mk1 FK First Corridor (SR) Green. (Bac) (list £28.35) **BARGAIN** £15
39-333A BR Mk2 FK First Corridor BR Green. (Bac) (list £28.95) **BARGAIN** £14
34-577B Bulleid 63ft 2nd open in BR (SR) green (Bac). £19



R4411A BR Hawksworth: (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) . . . . . BARGAIN . £21.50



R4412A BR Hawksworth: (Post 1953) Composite in BR Maroon (Hor) (list £38.99) . . . . . BARGAIN £22



39-271C Pack of 4 BR Mk1 GUV in Maroon. Weathered (Bac) (list £119) . . . . . BARGAIN £74
39-271C Single (Bac) (list £29.75) . . . . . BARGAIN. £19
39-271C Megapack of 8 (Bac) (list £238). . . . . BARGAIN. £142



39-500 Pack of 4 BR Mk1 SLF Sleeper Car in maroon (Bac) (list £115.80) . . . . . BARGAIN £89
39-500 Single (Bac) £24



R4352 Mk1 BSK brake corridor second in BR maroon. New tooling for 2013 (Hor). £15
R4350 Mk1 CK corridor composite BR maroon. New tooling for 2013 (Hor) . . £15
R4351 Mk1 SK corridor second in BR maroon. New tooling for 2013 (Hor) . . £17
R4566 BR (Ex LNER) 61' 6" Corridor Brake Composite in maroon (Hor). . . . £44
R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) . . . . . BARGAIN. £22
R4409A BR Hawksworth (Post 1953): Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) . . . . . BARGAIN. £22
R4413A BR Hawksworth: (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list £40.25) . . . . . BARGAIN. £21
R4406A BR Hawksworth: (Pre 1953) Brake 3rd. (Hor) (list £40.25) . . . . . BARGAIN. £21
34-325C Period III 50ft Parcels Van in BR maroon - weathered (Bac) . . £20.91
4P-010-003 RTR 57ft Stanier non-corridor composite LMS maroon lined (Dap) . £12
4P-010-007 RTR 60ft Stanier corridor composite LMS lined maroon (Dap) . . £12
39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with lighting) (Bac) £29
39-300C BR Mk1 SK Pullman Second Kitchen in Umber & Cream 'Car 335' (With Lighting) (Bac). £31.07



39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £36.55). . . . . BARGAIN £21



39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £36.55). . BARGAIN £21



39-425 Pack of 4 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey. (Bac) (list £155.80). BARGAIN . . . £89
39-425 Single (Bac) (list £38.95) . . . . . BARGAIN. £23
R4468 BR Gresley (ex-LNER) Buffet Car in BR blue/grey (Hor) £44
39-225C BR Mk1 BCK Brake Composite Corridor Blue & Grey (Bac). . . **£24.10**
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £36.55) . . . . . BARGAIN. £21
39-380A BR Mk2A BSO Brake Second Open Blue & Grey (Bac) (list £28.95) . . . . . BARGAIN. £18
39-340A BR Mk2A FK First Corridor Blue & Grey (Bac) (list £28.95) . . . . . BARGAIN. £18
39-400 BR MK2S BFK brake corridor 1st blue grey 14033 (Bac) (list £25.95) . . . . . BARGAIN. £12
34-652B Thompson 63ft full brake BR blue - weathered (Bac) (list £25.75) . . . . . BARGAIN. £17
MM5229 Irish MkII coach orange roof (Mur) £39



39-430 Pack of 4 BR Mk1 POS Sorting Van in Royal Mail Letters Large Red. (Bac) (list £155.80) . BARGAIN . . . £89
39-430 Single (Bac) (list £38.95) . . . . . BARGAIN. £25



39-435 Pack of 4 BR Mk1 POS Sorting Van in Royal Mail Travelling Post Office Red. (Bac) (list £155.80) BARGAIN £89
39-435 Single (Bac) (list £38.95) . . . . . BARGAIN. £25
39-381 BR MK2A BSO brake open 2nd Intercity blue/grey SC9424 (Bac) (list £25.95) . . . . . BARGAIN. £12



R4585 Bogie passenger brake van in BR blue (Scottish Region) (Hor) £28



R4271A Pendolino trailer standard buffet (non-working pantograph) PTSRMB (Hor) (list £41.49) BARGAIN . . . £29



39-185 BR Mk1 BG Full Brake in Departmental Olive Green (Bac). £24.10
39-372 BR Mk2S BSO brake open 2nd Network South East (Bac) (list £28.35) . . . . . BARGAIN. £14
R4472 Mk3 DVT 82305 "Wrexham & Shropshire" (unpowered driving trailer) (Hor) £44
R4542 Mk4 Buffet Car East Coast (Hor) **NEW**. £22
R296 Track cleaning coach (Hor). £18

Wagons



38-113A Pack of 4 100 ton TEA bogie tank wagon in Esso grey (Bac) (list £130) . . . . . BARGAIN £72
38-113A Single (Bac) (list £32.50) . . . . . BARGAIN. £19
38-113A Megapack of 8 (Bac) (list £260). . . . . BARGAIN. . . . £139



38-475 Pack of 4 12 ton non-ventilated van corrugated ends BR bauxite (early) (Bac) (list £43.80)BARGAIN . . £31
38-475 Single (Bac) £8
38-475 Megapack of 8 (Bac) (list £87.60) . . . . . BARGAIN. £59



38-476 Pack of 4 12 ton non-ventilated van corrugated ends in BR bauxite (late) (Bac) (list £43.80) BARGAIN £31
38-476 Single (Bac) £8
38-476 Megapack of 8 (Bac) (list £87.60) . . . . . BARGAIN. £59
37-903A 12 ton planked shock absorbing van corrugated ends BR bauxite (Bac) £7
R6569 12 Ton Tanker "Fothergill Bros" (Hor) (list £13.49) **BARGAIN** . . £9
38-380A 12 ton ventilated van corrugated ends BR bauxite (early) (Bac). . **£8.97**
38-375A 12 ton ventilated van planked ends in LNER oxide (Bac) . . **£8.97**



38-450 Pack of 4 13 ton Hyfit steel open wagon in BR bauxite (early) (Bac) (list £39.80). . . . . BARGAIN £30
38-450 Single (Bac) £8
38-450 Megapack of 8 (Bac) (list £79.60) . . . . . BARGAIN. £58
37-661 14 Ton tank wagon in ICI (Bac) £10.63
37-684 14 Ton tank wagon large filler in "Esso" silver (Bac) £10.63
37-685 14 Ton tank wagon large filler in Mex Lamp Oils (Bac) £10.63
R6368 20 Ton brake van in BR brown (Hor) £6
B1005 21 Ton hopper wagon in BR (Dap) £9

KEY: Air=Airfix, Anc=Ancorton, ANE=ANE Model, Ari=Aristocraft, Bac=Branchline, Bas=Base Toys/Bassett Lowke, Ber=Berko, Bri=Britbus, Cor=Corgi, Cre=Ceative Master, Dap=Dapol, Exp=Expo, For=Forward Models, Gau=Gaugemaster

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R6586 21 Ton wagon Cambrian Wagon Works (Hor) . . . £7
B1003 21T hopper wagon in NCB (Dap) £9
38-271A 22 ton Presflo Cement Marketing Board Snowcrete light grey (Bac). £12
38-271A Pack of 4 (Bac) £43
37-502D 24 Ton ore hopper wagon in BR grey (Bac) £8.21



38-404 25 ton Pill Box brake van in BR Departmental olive green (Bac). £11
33-825G 25 Ton Queen Mary brake van in BR bauxite (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
37-930C 3 plank wagon in BR bauxite BD container in BR crimson (Bac) . £9.27
33-928B 30 Ton bogie bolster in BR grey grey steel girders (Bac) . £10.63
33-929B 30 Ton Bogie Bolster in BR grey Steel Pipes (Bac). £10.63
33-856D 30 Ton bogie bolster wagon in BR grey (Bac). £9.18
38-058 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £21.95) . . . . . BARGAIN. £11
38-058 Pack of 4 (Bac) (list £87.80) . . . . . BARGAIN. £39
38-058 Megapack of 8 (Bac) (list £175.60) . . . . . BARGAIN. £76
38-100D 34 Tonne PNA ballast/spoil 5 rib wagon Railtrack - weathered (Bac). £9.95



38-120B Pack of 4 35 Ton VAA box van sliding door Railfreight red & grey - weathered (Bac) (list £86.40) . . . BARGAIN £52
38-120B Single (Bac) (list £21.60) . . . . . BARGAIN. £14
38-120B Megapack of 8 (Bac) (list £172.80) . . . . . BARGAIN. £99
38-125A 35 Ton VBA box van sliding door EWS (Bac) (list £19.70) . . . . . BARGAIN. £11
38-125A Pack of 4 (Bac) (list £78.80) . . . . . BARGAIN. £42
38-125A Megapack of 8 (Bac) (list £157.60) . . . . . BARGAIN. £79



33-879A Pack of 4 45 Ton bogie well wagon in LNER grey boiler load (Bac) £36
33-879A Single (Bac) £10
33-879A Megapack of 8 (Bac) £70
37-584 45 ton TTA tank in Ciba-Geigy (Bac) £10.88
37-586 45 Ton TTA tank in Fina (Bac) £10.88



37-578A 45 ton TTA tank in ICI Methanol (Bac) . . . £10.88
37-582C 45 ton TTA tank in Shell black (Bac) £10.37



37-603A Pack of 4 46 Tonne glw VGA sliding wall van in EWS - weathered (Bac) (list £84). . . . . BARGAIN . . . £46
37-603A Single (Bac) (list £21) . . . . . BARGAIN. £12
37-603A Megapack of 8 (Bac) (list £168). . . . . BARGAIN. £89



33-080D 5 plank china clay wagon hood in BR bauxite - weathered (Bac) £7.99
37-036 5 plank wagon steel floor in Tarbitumac (Bac) £7
37-036 Pack of 4 (Bac) (list £37.60). . . . . BARGAIN. £26
37-061C 5 plank wagon wooden floor in BR grey (Bac). £8.42
B500MULTIW 5 x Cattle wagon Multipack - weathered (Dap). £39



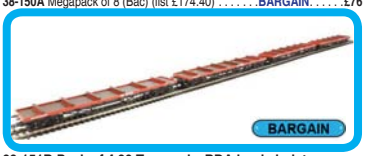
4F-031-010 6 wheel milk tanker "Express Dairy" - weathered (Dap) £12
4F-031-001 6 wheel milk tanker "SR United Dairies" (ex-B687) (Dap) £11
4F-031-019 6 wheel milk tanker "United Dairies" (Dap) £11
37-081F 7 plank end door wagon in BR grey (Bac) £8.67
37-086 7 plank end door wagon in Tir Pentwys (Bac) £8
37-086 Pack of 4 (Bac) (list £39.80) . . . . . BARGAIN. £27
37-188 7 plank wagon coke rails "Moy" - weathered (Bac) £10.16
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 Pack of 4 80 Tonne BDA bogie bolster wagon in Railfreight steel beam load. (Bac) (list £95) BARGAIN £46
38-159 Single (Bac) (list £23.75) . . . . . BARGAIN. £12
38-159 Megapack of 8 (Bac) (list £190) . . . . . BARGAIN. £89



38-150A Pack of 4 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £87.20) . . . . . BARGAIN . . . £39
38-150A Single (Bac) (list £21.80) . . . . . BARGAIN. £11
38-150A Megapack of 8 (Bac) (list £174.40) . . . . . BARGAIN. £76



38-151B Pack of 4 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £87.20) BARGAIN £49
38-151B Single (Bac) (list £21.80) . . . . . BARGAIN. £13
38-151B Megapack of 8 (Bac) (list £174.40) . . . . . BARGAIN. £96
38-352A BAA steel carrier steel coils in Railfreight red & black (Bac). £19.98



R6638 BR 12 Ton Fish Van (Hor). £10
R6638A BR 12 Ton Fish Van (Hor) £9
R6639 BR 12 Ton Parcels Van SPV A. New tooling for 2013 (Hor). £9
R6613 BR 20 Ton Car (Railfreight) Brake Van (Hor) NEW £14
R6614 BR 20 Ton Car Brake Van (Hor) NEW £14



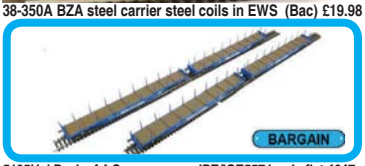
R6641 BR 4 Wheel CCT Van in crimson. New tooling for 2013 (Hor) £12
R6641A BR 4 Wheel CCT Van in crimson. New tooling for 2013 (Hor) £12



R6623 BR Horse Box (Ex GWR). (Hor) NEW £17
C044 BR Lowmac Wagon plastic kit (Dap) £6.19
4F-036-004 Bulk grain hopper wagon BR #B885312 - weathered (ex-B502AW) (Dap) £10



38-350A BZA steel carrier steel coils in EWS (Bac) £19.98



5105Hel Pack of 4 Cargowaggon IPE/IGE557 bogie flat 4647 007 Corus Rail brandings (Hel) (list £132) BARGAIN £56
5105Hel Single (Hel) (list £33) . . . . . BARGAIN. £15
5107 Cargowaggon IPE/IGE557 bogie flat 4747 028 in weathered Cargowaggon (Hel) (list £38) . . . . . BARGAIN. £17
5107 Pack of 4 (Hel) (list £152) . . . . . BARGAIN. £62
4F-037-102 Conflat wagon & container "Pickfords" (Dap) £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



38-347 FNA nuclear flask wagon sloping floor & oval buffers in standard Buff (Bac) (list £26.95) BARGAIN £19
38-346 FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff (Bac) £21
R6366 Fuel wagon pack wih Shell, Texaco & Total tankers (Hor) £12
4F-013-105 Gunpowder van "Blue Circle" - weathered (Dap) £10



38-678 GWR Shunters Truck BR Black 'Loco Dept.' (Bac) £10.58
38-679 GWR Shunters Truck BR Black 'Margam Jn' Weathered (Bac). . . £11.69
38-676 GWR Shunters Truck GWR Grey 'Newton Abbott' (Bac). . . £10.58
38-677 GWR Shunters Truck GWR Grey 'Old Oak Common' (Bac) £10.58
R6644 Hornby 2013 wagon - 21 Ton Open wagon (Hor). £9



37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) £33.45
37-314 Intermodal bogie wagon 2 x 45ft containers in Safmarine (Bac). . . £33.45



BHATSPEC856BW IOA Network Rail bogie ballast wagon 70 5992 043-7 weathered. Hatton's exclusive (Dap) (list £21.95) . . . . . BARGAIN . . . £12
BHATSPEC856CW IOA Network Rail bogie ballast wagon 70 5992 067-6 weathered. Hatton's exclusive (Dap) (list £21.95) . . . BARGAIN. £12
BHspec856d IOA Network Rail bogie ballast wagon. 70 5992 033-3. Hatton's Limited edition of 500 . Pristine (Dap) (list £19.95) BARGAIN £12
BHspec856b IOA Network Rail bogie ballast wagon. 70 5992 045-3. Hatton's Limited edition of 500 . Pristine (Dap) (list £19.95) BARGAIN £12
BHspec856c IOA Network Rail bogie ballast wagon. 70 5992 077-1. Hatton's Limited edition of 500 . Pristine (Dap) (list £19.95) BARGAIN £12
BHspec856a IOA Network Rail bogie ballast wagon. 70 5992 102-1. Hatton's Limited edition of 500 . Pristine (Dap) (list £19.95) BARGAIN £12



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £151). . . . . BARGAIN . . . £110
38-212A Single (Bac) £28
38-212A Megapack of 8 (Bac) (list £302). . . . . BARGAIN. £214
38-210A JJA auto ballaster outer generator in Railtrack (Bac) (list £37.75) . . . . . BARGAIN. £23
38-210A Pack of 4 (Bac) (list £151) . . . . . BARGAIN. £88
38-210A Megapack of 8 (Bac) (list £302). . . . . BARGAIN. £170



BHATSPEC855c JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29102 weathered. Hatton's exclusive (Dap) (list £21.95) . . . . . BARGAIN £17
BHATSPEC855d JNA Network Rail 'Falcon' Bogie ballast wagon NLU 29161 weathered. Hatton's exclusive (Dap) (list £21.95) BARGAIN. . . £17
BHSPEC779c KTA Intermodal pocket wagon in debranded ex-Tiphook (weathered) 97743. (Dap) (list £26.95). . . . . BARGAIN. £19



R6640A LMS 4 Wheel CCT Van. New tooling for 2013 (Hor) £12
R6640 LMS 4 Wheel CCT Van. New tooling for 2013 (Hor) £12



38-240 Pack of 4 MBA Megabox high-sided bogie box wagon EWS (with buffers) (Bac) (list £100.80). . . BARGAIN £62
38-240 Single (Bac) (list £25.20) . . . . . BARGAIN. £16
38-240 Megapack of 8 (Bac) (list £201.60) . . . . . BARGAIN. £119



38-242 Pack of 4 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £108) . . . . . BARGAIN. . . . £54
38-242 Single (Bac) (list £27) . . . . . BARGAIN. £14
38-242 Megapack of 8 (Bac) (list £216) . . . . . BARGAIN. £104



38-551 Midland 20T Brake Van BR Grey (without Duckets) (Bac) NEW. £12.67
R6565 Mot 20 Ton Hopper Wagon (Hor) £12
R6565 Pack of 4 (Hor) (list £49.40) . . . . . BARGAIN. £45



38-300 Pack of 4 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) (list £99.80) . . . BARGAIN £77
38-300 Single (Bac) £20



38-301 Pack of 4 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £99.80). . . . . BARGAIN . . . £77
38-301 Single (Bac) £20



37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) £33.96



37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) £33.37



37-096 Pack of 3 7 plank 'Coal trader' BR (P numbered) wagons - weathered (Bac). £27.16



37-095 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac). £25.88
37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac). £33.50



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac). £33.45
B913b Pair of 2 FEAB spine wagons GBRF containers 640627 & 640628 (Dap) £29



R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) . . . . . BARGAIN £33
R6371 Single (Hor). £6
R6534 PGA Hopper Wagon "Yeoman" (Hor) £13
C043 Prestwin Twin Silo cement wagon plastic kit (Dap) £5.40



4F-039-004 Telescopic hood wagon in Tiphook blue & grey #589 9 058 8 (Dap) £21
4F-039-001 Telescopic hood wagon Tiphook blue & grey #589 9 061 5 (Dap) .£21
4F-039-002 Telescopic hood wagon Tiphook blue & grey #589 9 091 2 (Dap) .£21
A008 Unpainted 16T Mineral wagon (Dap) £6
A021 Unpainted 6 wheel milk tanker (Dap) £9.99



R6622 ZFO/ZFP (Trout) Ballast Hopper. (Hor) NEW . . . £14

Containers & Loads

36-126 2 x 20ft Intermodal containers in Maersk (Bac) £9

Analogue controllers



R8250 Standard Train Controller (an alternative to R965). Use R964 or P9200 transformer (Hor). £21

Analogue power supplies

P9200 Multi-purpose transformer for use R8250. Successor to R964 (Hor) . . £14

DCC decoders



DCR-21PIN-01 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat). £12
DCR-21PIN-ValuePack05 . . . . . £57
DCR-21PIN-ValuePack10 . . . . . £110

Gra=Graham Farish, Hat=Hatton's, Hel=Heljan, Hor=Hornby, Mur=Murphy Models, Nor=Northcord, Oxf=Oxford Diecast, Pec=Peco, Pro=Proses, Tra=Train Save/Tech/Tronics, Woo=Woodland Scenics

Hatton's Model Railways Est. 1946

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



36-556RA 6-pin E-Z Command 90 degree decoder (DC Compatible) (Bac) £14.54
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) £32

DCC accessory decoders

PC2 One Touch DCC Quad point controller (x4) (Tra) £32

DCC controllers



R8214 DCC Elite unit digital controller (Hor) £205
R8235 DCC Select Walkabout R8236 RJ12 connecting lead (Hor) . . . £63

DCC accessories

R8241 Digital Power Track (Hor) £5
R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

Point motors

R8014 Mark 2 Point Motor (Hor) £7
TT300 Slow motion DCC point motor (Tra) £20



R8243 Surface Mounted point motor (Hor) £6

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) . . . £48

Lighting equipment

R8952 Bulbs for Skale Lighting system (x 4) (Hor) £5
TSV203 Converted gas light (x4) 12v (Tra) £9.50
GM56 OO Buffer lights x 2 (Gau) £10
R8673 Station lamps (pack of 4) - Skaledale (Hor) £6
AL2 Tail Light (Flickering) Flame Effect (Tra) £13

Accessories

44-524 Fire Buckets (x10) (Bac) £4
44-519 Oil Barrels (x10) (Bac) £4
44-522 Old Style Domestic Dustbins (x10) (Bac) £4

Spares

36-032 8 Round Head Sprung Buffers (Bac) £4
SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2.30
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2.20
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2
R8212 Spare rollers for rolling road (for use R8211) (Hor) £16
TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) . . . £21.75
B804 Track cleaner (B800) replacement track cleaning pads (Dap) . . . £5

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
36-033 Brass turned coach disc wheels on 10 metal axles - Pack of 20 (Bac) £8
36-034 Brass turned wagon disc wheels on 10 metal axles - Pack of 20 (Bac) £8
R8098 Metal spoked wheels on axles (10 axles) (Hor) £5
36-005A Pair of BR Mk1 coach bogies. Identical to 36-005 (Bac) £4

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199
LK-55 76ft Well type turntable (Pec) £39
ST-290 Brick platform (pack of 2) (Pec) £3.50
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
R636 Double track level crossing (Hor) £18



R070 Electrically Operated Turntable (Hor) £59
44-186 Great Central Water Tower (96 x 40 x 74mm) (Bac) £23.76
BF-HO-01 HO/OO Scale Buffer Stop DCC Wireless (Pro) £9
BF-HO-02 HO/OO Scale Buffer Stop Lights - DC, DCC, Wired (Pro) . . £9
SL-43 Loco Lift and storage unit (Pec) £11
44-508 Motive Power Depot Accessories (Bac) £14
OOCAT1 Overhead Catenary Mk3 Single Mast (Pack of 10) - 5 long arm and 5 short arm easi-fix mounting system (Dap) £8
LK-10 Plate Girder Bridge Sides (Pec) £3.80
44-192 Platform Buffet (100 x 40 x 55mm) (Bac) £25.46
R514 Platform Canopy x 2 (Hor) £12
LK-62 Platform Edging, Concrete Type (Pec) £4.60
OOST5 Platform footbridge kit (Anc) NEW £19
R464 Platform Ramp (Hor) £3.50
SL-40 Rail built buffer stop (Pec) £1.40
44-548 Station Signage Set (15 x 5 x 48mm) (Bac) £4.21
ST-291 Stone platform (pack of 2) (Pec) £3.50
R8614 Straight Platform x 2 - Skaledale (Hor) £9

Signals

ECKB362 2 light signal red/green short post T junction square head (Ber) . . £20



TT107 4-aspect red/yellow/green/yellow signal (Tra) . . £17
R170 Distant junction signal (Hor) £10
4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22



4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Buildings - general

44-134 1930's Semi Detached Houses (140 x70 x 110mm) (Bac) . £33.96
R8626 Country Fire Station - Skaledale (Hor) £24
44-102 Drive-through restaurant (Bac) (list £43.95) . BARGAIN £19



44-069 Electrical Substation (Bac) (list £34.95) BARGAIN . . £19
44-075 Fire Station. (Bac) £31
44-223 Low Relief 3 storey Solicitors/Doctors (100 x 28 x 140mm) (Bac). £18.66
44-235 Low Relief British Transport Police Station (74 x 30 x 90mm) (Bac). £16.96



44-237 Low Relief Factory Side (215 x 30 x 95mm) (Bac) £33.11
44-216 Low Relief High Street Store (200 x 37 x 100mm) (Bac) £25
44-232 Low Relief Pub (86 x 20 x 122mm) (Bac). £16.96
44-236 Low Relief Railway Hotel "The Caledonian" (118 x 40 x 138mm) (Bac) £21.21



44-094 Modern Town house under construction (Bac) (list £49.95) . . . . . BARGAIN £24
44-159 Pendon Little Chapel Cottage (137 x 70 x 96mm) (Bac) . . . £28.01
OOTB1 Platform toilet block kit (Anc) NEW £11
44-193 Prefabricated House (124 x 81 x 35mm) (Bac) £20.36
44-191 Red Star Parcels Office (108 x 40 x 40mm) (Bac) £20.36
R8621 Terrace house (left hand) - Skaledale (Hor) £12
R8622 Terrace house (right hand) - Skaledale (Hor) £12
OOTC1 Tudor cottage kit (Anc) NEW £16
44-148 Tyre and Exhaust "Auto Centre" (150 x 105 x 70mm) (Bac) £33.96

Man-made scenic structure - non-railway



OOF8 Chainlink Security Fence Barbed Wire Top Kit (240 x 25mm) (Anc) £12
44-505 Security fences x 10 - Scenecraft range (Bac) £5
44-512 Snack Bar (Bac) (list £14.95) . . . . . BARGAIN £7
OOVW1 Village well kit (Anc) NEW £7
OOWM1 War memorial kit (Anc) NEW £4.50

Bridges, Tunnels & Walls

R8745 Corner walls x 2 - Skaledale "Gasworks" range (Hor) £8



R076 Foot Bridge (Hor) £14
C003 Girder Bridge plastic kit (Dap) £6.65
R8008 Grand suspension bridge (Hor) £39
R9751 Hagley Footbridge (Hor) £25



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41



R8641 Platform footbridge - Skaledale "Railside" range (Hor) £22
44-152 Railway Road Over Bridge (102 x 184 x86mm) (Bac) £38.21
R8744 Straight walls x 3 - Skaledale "Gasworks" range (Hor) £11

Minerals, Water & Rocks

GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau) £3

People - civil



36-407 1950s Train Crew x 6 (Bac) £6
5123Peco Public Services Personnel (Pec) NEW £4.50
36-046 Shopping figures (x6) (Bac) £6



36-043 Station staff (x6) (Bac) £6
R562 Town people x 8 (Hor) £5
36-049 Trackside workers (x6) (Bac) £6
36-051 Traction Maintenance Depot Workers (x6) (Bac) £6
36-401 Trainspotters/rail-enthusiasts (x6) (Bac) £6

People - military

5116 Army Personnel (Pec) NEW £4.75
5117Peco Navy Personnel (Pec) NEW £4.75

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £12
ST-244 Setrack curved double radius right handed point insulfrog (Pec) . . . £12
ST-201 Setrack double straight (Pec) £1.75
ST-205 Setrack isolating standard straight & switch (Pec) £2.75
ST-250 Setrack medium diamond crossing insulfrog (Pec) £8
ST-247 Setrack medium radius Y point insulfrog (Pec) £9
ST-221 Setrack No.1 radius double curve (Pec) £2
ST-226 Setrack No.2 radius double curve (Pec) £2
ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £7.50
ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £7.50
ST-225 Setrack No.2 radius standard curve (Pec) £1.50
ST-231 Setrack No.3 radius double curve (Pec) £2.25
ST-230 Setrack No.3 radius standard curve (Pec) £1.75
ST-235 Setrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2
ST-204 Setrack Quad Straight (Pec) £3
ST-204 Box of 24 (Pec) £68
ST-202 Setrack short straight (Pec) £1
ST-203 Setrack special short straight (Pec) £1
ST-200 Setrack standard straight (Pec) £1.20

Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £64
SL-100 Single (Pec) £2.80
SL-102 1 yard (91.5cm) length of Nickle Silver concrete-sleeper flexible track (Pec) £2.75
SL-102 Pack of 25 (Pec) £62
SL-E99 3 way medium radius point electrofrog (Pec) £22
SL-99 3 way medium radius point insulfrog (Pec) £22
SL-90 Double slip insulfrog (Pec) £28
SL-98 Large Y point (Pec) £10
SL-E98 Large Y point electrofrog (Pec) £10
SL-87 Left hand curved point (Pec) £10.50
SL-E87 Left hand curved point electrofrog (Pec) £11
SL-E89 Left hand large point electrofrog (Pec) £10
SL-89 Left hand large point insulfrog (Pec) £10
SL-96 Left hand medium point (Pec) £9
SL-E96 Left hand medium point electrofrog (Pec) £9
SL-92 Left hand small point (Pec) £8
SL-E92 Left hand small point electrofrog (Pec) £8
SL-94 Long crossing insulfrog (Pec) £8.50
SL-86 Right hand curved point (Pec) £10.50
SL-E86 Right hand curved point electrofrog (Pec) £11
SL-E88 Right hand large point electrofrog (Pec) £10
SL-88 Right hand large point insulfrog (Pec) £10
SL-95 Right hand medium point (Pec) £9
SL-E95 Right hand medium point electrofrog (Pec) £9
SL-91 Right hand small point (Pec) £8
SL-E91 Right hand small point electrofrog (Pec) £8
SL-93 Short crossing insulfrog (Pec) £8
SL-80 Single slip insulfrog (Pec) £27
SL-97 Small Y point (Pec) £8
SL-E97 Small Y point electrofrog (Pec) £8.50

Track - Code 75 FineScale Streamline

SL-102F 1 yard (91.5cm) length of finescale Nickle Silver concrete-sleeper flexible track. (Pec) £3
SL-102F Pack of 25 (Pec) £64
SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £2.95
SL-100F Pack of 25 (Pec) £64
SL-E199 3 way finescale medium radius point electrofrog (Pec) £24
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £31
SL-E198 Finescale large Y point electrofrog (Pec) £11
SL-E187 Finescale left hand curved point electrofrog (Pec) £11
SL-E189 Finescale left hand large point electrofrog (Pec) £10.50
SL-E196 Finescale left hand medium point electrofrog (Pec) £9.50
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E186 Finescale right hand curved point electrofrog (Pec) £11
SL-E188 Finescale right hand large point electrofrog (Pec) £10.50
SL-E195 Finescale right hand medium point electrofrog (Pec) £9.50
SL-E191 Finescale right hand small point electrofrog (Pec) £10
SL-E180 Finescale single slip electrofrog (code 75 rail) (Pec) £29

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R604 1st radius curve (Hor) £2
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15
R606 2nd radius curve (Hor) £2
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18
R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22
R8261 4th radius curve (Hor) £2
R601 Double Straight (Hor) £2.25
R601 Box of 24 (Hor) £49
R8221 Extension Pack A. Contains 1 x R8072, 1 x R600, 2 x R601, 1 x R606, 1 x R083 (Hor) £12
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R083 (Hor) £21
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £21
R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R083 (Hor) £32
R8226 Extension Pack F. Contains 1 x R8072, 1 x R8073, 2 x R600, 2 x R606, 1 x R083 (Hor) £22
R910 Fishplates/rail joiners x 12 (Hor) £2
R8074 Left hand curved point (Hor) £14.40
R8077 Left hand Express point (Hor) £16



R8072 Left Hand Standard Point (Hor) £9
36-877 Left-Hand Point (same as Hornby R8077) (Bac) £11
R603 Long Straight (Hor) £3.25

NEW



HELIX-40-505D Modular helix in clear acrylic 40cm height double track (Pro) NEW £550
HELIX-40-505 Modular helix clear acrylic 40cm height single track (Pro) NEW . £340
HELIX-50-505D Modular helix clear acrylic 50cm height double track (Pro) NEW £720
HELIX-50-505 Modular helix clear acrylic 50cm height single track (Pro) NEW . £380
R8206 Power track for analogue (non DCC) use only (Hor) £4.50
R8075 Right Hand curved point (Hor) £14.40
36-875 Right Hand Curved Point Radii 438mm Arcs 22.5 & 33.75 (same as Hornby R8075) (Bac) £11
R8078 Right hand Express point (Hor) £16
R8073 Right Hand Standard Point (Hor) £9
36-878 Right-Hand Point (same as Hornby R8078) (Bac) £11
R600 Standard Straight (Hor) £2
R600 Box of 24 (Hor) £33
ST-100 Starter Track Set (Pec) £52
SL-113 Transition track for converting code 75 to 100 for OO & HO gauge - Pack of 4 (Pec) £5.50

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19



GM210 Brown ballasted underlay x 5 metres (Gau) . . £19
CB-START Hornby Pre-cut cork beds starter pack 40m (ex-PCCRKSET) (Pro) £40
CB-600 Pre Cut Cork Bed for R600 601 Straight Tracks x 10 (Pro) . . . £7
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £8
R638 Roll of track foam underlay Approx: 4880mm (16ft) (Hor) £9

Railway publications



R8148 Hornby 2014 Catalogue (60th Edition) (Hor) £8

Buses

35210EFE 36' BET 6 Bay Single Lamp "City of Oxford" (EFE) £24
UK6043 ADL Enviro 400H First London (Nor) £48
UK6039 ADL Enviro 400H Stagecoach In London (Nor) £48
29907 AEC 10T10 coach "Greenline" (EFE) £21
34001 AEC 2RT2 d/deck bus "London Transport" (EFE) £20
34002 AEC 2RT2 d/deck bus "London Transport" (EFE) £24

NEW



30713 AEC Renown "Barton Transport" (EFE) NEW . . £24

NEW



34110 AEC RT bus "London Country" (EFE) NEW £24
34302 AEC RT2 in London Transport red (EFE) £21

NEW



38402 Alexander Y Type Bristol bus "Manchester P.T.E." (EFE) NEW £24
38702 Alexander Y Type bus "Eastern Counties" (EFE) £24
UK6033 Alexander/Dennis Enviro400 "Transdev London United" (ADH2-SN58 EOS) (Cre) £35
20139 Bedford OB coach "Seaview Services" (EFE) £24
76OWB005 Bedford OWB "Merthyr Tydfil" (Oxf) £11
B106B Bristol Lodekka LD1 Closed Platform Long Radiator "Western National No.1672" (circa 1954-1969) (Bas) £21
B108A Bristol Lodekka LD1 Closed Platform Short Radiator "Bristol Omnibus Co." 418 to Bristol (circa 1957-1972) (Bas) £21
B107A Bristol Lodekka LD1 Open Platform Long Radiator "Western SMT" to Woodhall (circa 1955-1970) (Bas) £21
B108B Bristol Lodekka LD1 Open Platform Short Radiator "Bristol Omnibus Co." 233 to Chippenham (circa 1957-1973) (Bas) £21
OM40819B Bristol Lodekka, West Yorkshire, 36 Leeds dual destination (Cor) . £28
38111 Bristol VRT bus "West Yorkshire N.B.C." (EFE) £24
OM46408B Caetano Levante, National Express, 202 Swansea 'Welsh Dragon' dual destination (Cor) £28
EC-04 Crossley Birmingham City Transport 1647 bus No.15A to Yardley "M&B Beers & Fillerys Toffee" (For) £34
EC-05 Crossley Birmingham City Transport 2397 bus No.11 Outer Circle "Swan Vestas & Vernons" (For) £34



OM41605A Crossley DD42, Lancaster City Transport, Bus Station W dual destination (Cor) £28
OM41605B Crossley DD42, Lancaster City Transport, Marsh 2 dual destination (Cor) £28
EDB-14 Daimler Birmingham Standard bus No.12 to Harborne & Bartley Green "Schweppes & Black & White" (For) NEW £34
EDB-15 Daimler Birmingham Standard bus No.60 via Coventry Road "Bull Ring & Smarts Sausages" (For) NEW £34

NEW



EDE-11 Daimler Birmingham Standard Edinburgh bus No.11 to Fairmilehead "Tern Shirts & Drinkapintamilkaday" (For) NEW £34
EDH-13 Daimler Birmingham Standard Hull bus No.50 via Market Place "Hull Brewery & Littlewoods" (For) NEW £34

KEY: Air=Airfix, Anc=Ancorton, ANE=ANE Model, Ari=Aristocraft, Bac=Branchline, Bas=Base Toys/Bassett Lowke, Ber=Berko, Bri=Britbus, Cor=Corgi, Cre=Ceative Master, Dap=Dapol, Exp=Expo, For=Forward Models, Gau=Gaugemaster



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For British Outline
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For All Products

EDN-12 Daimler Birmingham Standard Newcastle bus No.2 to Walker "Tizer & Isaac Walton" (For) NEW £34
OM41415A Daimler ROE Grimsby "Cleethorpes Transport, 8 Humberston" (Cor) NEW £32
OM41415B Daimler ROE Grimsby "Cleethorpes Transport, 9 Barnoldby Le-Beck" (Cor) £32
B017bs Ford R Series Duple Dominant II 'Smiths Happiway Spencers' (Bas) NEW £15
26209 Guy Arab I Utility bus "Maidstone Corporation" (EFE) £24



12310 Harrington Grenadier "Birch Bros." (EFE) NEW £24
AN1-21 Leyland Atlantean (NBC) - A1 Motor Services (Bri) (list £33.99) ..... BARGAIN £8
AN3-05 Leyland Atlantean - Northern (Bri) (list £33.99) BARGAIN £8
26807 Leyland Duple Coach "Barton Transport" (EFE) £23



B006 Leyland Leopard/Duple Dominant II coach 'Crosville NBC - DE Cambria' (circa 1979-1968) (Bas) (list £1.55) ..... BARGAIN . £11.50
LLB-08 Leyland Lowlander "East Midland" #17 Matlock (Bri) (list £32.99) ..... BARGAIN £10
LLB-09 Leyland Lowlander "East Midland" #21 Bawtry (Bri) (list £33.99) ..... BARGAIN £9
16134 Leyland PD2 Highbridge "Yorkshire Woollen" (EFE) £24
16014 Leyland PD2 Lowbridge "Newcastle Corporation" (EFE) £24
15717 Plaxton Panorama "Penine Motor Services" (EFE) £24
OM46113B Plaxton Panther, Oxford Bus Company "London Victoria, Baker Street & Marble Arch X90" (Cor) NEW £32
OM46113A Plaxton Panther, Oxford Bus Company "Oxford City, Brookes Uni & High Street X90" (Cor) £32



31806 RMA Routemaster "Clydeside Silverline" (EFE) NEW £24
32105EFE RMF Routemaster d/deck bus "Northern General" (EFE) . £24
31909 RML Routemaster d/deck bus "London Country N.B.C." (EFE) £24
R404 Scania Alexander R - Stagecoach East London (Bri) (list £33.99) ..... BARGAIN £8
UK9010 Scania OmniCity Stagecoach London special Scania 100 Years branding (Nor) £48
OM46008A Wright Solar "Reading Transport" - '37 - Overdown Road" (Cor) (list £27.99) ..... BARGAIN £20



27628 Wright Volvo Renown "Blackburn Transport" (EFE) NEW £24

Cars

76FF001 Ford Fiesta Mkl in Venetian red (Oxf) £4
76HB001 Vauxhall Viva HB in Peacock blue (Oxf) £4

Cars - racing

76LE001 Lotus Elan Plus2 in Yellow/Silver (Oxf) £4
76LTE001 Lotus Elite in red (Oxf) £4
76LEV001 Lotus Evora in red (Oxf) £4

Commercial vehicles

DA70 AEC Mammoth Major dropside tipper "BRS North Derbyshire Group" (circa 1951-1961) (Bas) £8.99
DA71 AEC Monarch Artic low loader "Thomas Neild & Son" (circa 1937-1947) (Bas) £8.99
D-84 AEC Monarch Flatbed flat trailer (Bas) (list £9.99) BARGAIN ... £7
DA25 Albion CX5 Flatbad & crates - BRS Airedale (Bas) (list £9.99) ..... BARGAIN £7
DA61 Albion HD57 Flatbed 'BRS Scottish Parcels Group' load of long packing cases (circa 1958-1968) (Bas) £9
DA19 Albion LD artic flatbed "BRS - Midlands' (Bas) (list £7.99) BARGAIN . £6
13502 Atkinson 4-axle Tanker "Bulwark" (EFE) £22
13702 Atkinson 8 wheel tanker lorry "Texaco" (EFE) £17
76ATK001 Atkinson Borderer Flatbed Trailer "Pollock' (Oxf) £12
76CMP003 Bedford CMP Truck LAA Tractor in Royal blue (Oxf) ... £8.95



24107 Bedford TK Dropside "Crosville N.B.C." (EFE) NEW £22
36304 Bedford TK Short Dropside "Russell of Bathgate" (EFE) £22
D-81 Bristol HA artic van "British Road Ferry Services" (Bas) (list £6.99) ..... BARGAIN £4
76TCAB004CC Coca Cola T Cab Box Trailer (Oxf) £19
76PB004 Commer PB Minibus Crosville (Oxf) £4.95
76DAF01CT DAF D-TEC CombiTrailer "Deben Transport" for Intermodal Freight Containers (Oxf) £16
76DL4002 Dennis Light 4 "New world" Fire Engine LMS Crewe (Oxf) . £9



A011B Dodge 'Parrot Nose' Tipper in dark blue/black (circa 1955-1965) (Bas) NEW £7.49
A011A Dodge 'Parrot Nose' Tipper red/black (circa 1955-1965) (Bas) NEW £7.49
DA20 Dodge Kew artic & empty pallet load "BRS - Guilford" (Bas) (list £9.99) ..... BARGAIN £7
DA10 Foden 8w Flat & 6 Medium Crates - 'BRS - Bouts Tillotson' (Bas) (list £8.99) ..... BARGAIN £7
D-34 Ford D series dropside "London Country" (Bas) (list £6) BARGAIN £5
76FT006 Ford Transit high top LWB van in plain white (Oxf) £4
76FT005 Ford Transit van high top LWB "Network Rail" (Oxf) £4
76FT002 Ford Transit van low roof "Royal Mail" (Oxf) £4



76FOW001 Fowler B6 road loco "Atlas Norman E Box" (Oxf) £13
D-95 Karrier Bantam Dropside - RAF (blue/grey) (Bas) (list £6.99) ..... BARGAIN £4.50
DA69 Karrier Bantam flatbed coal & coke load "S.B.Tawn & Son Solid Fuels" (circa 1964-1974) (Bas) £9.99



76KRS002 Konecranes Reach Stacker (for freight containers) "W H Malcolm". Fully posable (Oxf) £20
76KRS001 Konecranes Reach Stacker (for freight containers) in Konecranes blue. Fully "posable" (Oxf) £17
76LAN2001 Land Rover Series II "British Rail" (Oxf) £4
76SET16 Land Rover Transporter set transporter & 8 vehicles (Oxf) . £40
DA11 Leyland 4w Flat & 6 Pallets of Paving Stones - 'S. Marshall' (Bas) (list £8.99) ..... BARGAIN £7
DA56 Leyland Beaver flatbed & trailer "British Railways" (Bas) £12
D-85 Leyland FG "Whittles Bakery - Sunblest" (Bas) (list £6.99) BARGAIN . . £4
D-82 Leyland FG Crewbus "British Railways" - new casting (Bas) (list £6.99) ..... BARGAIN £4.50
D-78 Leyland FG Dropside "British Rail" (Bas) (list £6.99)BARGAIN . . . £5
DA28 Leyland FG Van - Mothers Pride bread (Bas) (list £6.99) BARGAIN £4.50
DA65 Leyland Flatbed & Drawbar Trailer "Jacob's Biscuits" (circa 1950-1960) (Bas) £12
DA09 Leyland Mastiff Artic Van - 'BRS - Islandlink' (New Casting) (Bas) (list £6.99) ..... BARGAIN £5
DA27 Leyland Mastiff Low loader forklift - Pickfords. (Bas) (list £11.99) ..... BARGAIN £9.50
D-98 Leyland Octopus Flatbed "Smith of Maddison" (Bas) (list £6.99) ..... BARGAIN £4.50
D-96 Leyland Super Comet Tanker 'National Benzole" (Bas) (list £6.99) ..... BARGAIN £5
DG225005 Ruston Bucyrus 19 - Crane NEW TOOLING (Cor) £16
DG225004 Ruston Bucyrus 19 - Drag Shovel - GWR (Cor) £16
DG225007 Ruston Bucyrus 19 face shovel in Southern railways green. (Cor) £17
76SC110001 Scania 110 Flatbed "BRS" (Oxf) £13



76S94001 Scania 94 6 Wheel Curtainside TNT (Oxf) . . . £12



76SHL01TK Scania Cab BP Tanker (Oxf) £20



76SHL03TK Scania Highline Petrol Tanker "Eddie Stobart" (Oxf) £18
76TCAB001 Scania T Cab Low Loader "Ridgway Rentals" (Oxf) £16
D-79 Trader Artic Tanker "Pickfords". (Bas) (list £6.99) BARGAIN . . £4.50



DA74 Trader Tipper "Thomas Nield & Son/Edward Beck & Son" (circa 1954-1964) (Bas) NEW £7.99
76VOL01LED Volvo FH12 Eddie Stobart "LED Teletubby" mobile LED daylight screen (Oxf) £15

Farming & Construction

76SET12 Baler, Livestock Trailer & Farm Trailer tripleset (Oxf) £12

Military ground vehicles

76AEC008 AEC Matador Artillery Tractor British Army "Mickey Mouse" (Oxf) £10
76BSA005 BSA M20/WM20 Motorcycle & sidecar 34th Armoured Brigade 1945 (Oxf) £3.50



76DSC001 Dingo Scout Car 50th Royal Tank Regiment 23rd Armoured Brigade Tunisia (Oxf) £4.95



76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" (Oxf) £9

Public Service vehicles

76BD002 Bedford OW Fire Engine "Essex Fire Brigade" in red (Oxf) . . £9
76F106002 Dennis F106 Rear Pump London Fire Brigade (Oxf) £10
76F106001 Dennis F106 Side Pump "London Fire Brigade" (Oxf) . . . £10
76F8003 Dennis F8 fire engine "Glasgow" (Oxf) £11
76DL4003 Dennis Light 4 "New world" Fire Engine Durham (Oxf) . . . £11
76DL4001 Dennis Light 4 "New World" Fire Engine East Sussex (Oxf) . £9
76LC001 Leyland Cub FK7 1936 fire engine Newcastle City Fire Brigade (Oxf) £9.50
76SFE008 Scania CP31 Pump Ladder Merseyside Pink Fire & Rescue (Oxf) . £12

N Gauge

Steam locos



372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) £82
2S-010-000D Class 49xx Hall steam loco 4937 "Lanelay Hall" in GWR lined green . DCC fitted (Dap) £111



2S-010-001 Class 49xx Hall steam loco 4951 "Pendeford Hall" in BR lined green late crest (Dap) £95



372-750 Class 4MT Fairburn 2-6-4 tank 2691 in LMS black (Gra) £84.96
2S-007-007 Class 57xx Pannier #4607 BR Black Early Crest (Dap) . . . £61



2S-007-009 Class 57xx Pannier #5724 GWR Green 'GWR' Lettering (Dap) £61
2S-007-008 Class 57xx Pannier #5764 GWR green 'Great Western' lettering (Dap) £61
2S-007-005 Class 57xx Pannier tank steam loco #L97 London Transport maroon (Dap) £61
2S-007-004 Class 57xx Pannier tank steam loco 9741 British Railways green (Dap) £61
372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) ..... BARGAIN £111
372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75



372-800B Class A1 4-6-2 60163 "Tornado"' in BR Express blue (as preserved) (Gra) £133.75
ND129G Class A3 steam loco 2744 "Grand Parade" LNER apple green (Dap) £99



ND129D Class A3 steam loco 4472 'Flying Scotsman' LNER Green (Dap) £105
ND129F Class A3 steam loco 60106 "Flying Fox" BR lined green late crest (Dap) £99
ND129AD Class A3 steam loco and tender 60045 "Lemberg" in BR lined green late crest. DCC fitted (Dap) £115
ND128D Class A4 steam loco #22 "Mallard" in LNER Garter blue (Dap) . . . £105



2S-008-002 Class A4 steam loco 4498 "Sir Nigel Gresley" in LNER blue double chimney (Dap) NEW £101
2S-008-003 Class A4 steam loco 60004 "William Whitelaw" in British Railways Garter blue (Dap) NEW £101
ND128G Class A4 steam loco 60005 "Sir Charles Newton" in BR lined green late crest (Dap) £99
ND128GD Class A4 steam loco 60005 "Sir Charles Newton" in BR lined green late crest. DCC fitted (Dap) £115
2S-008-001 Class A4 steam loco 60012 "Commonwealth of Australia." in BR green early crest (Dap) NEW £101
2S-008-000 Class A4 steam loco 60019 "Bittern" in BR green late logo and double chimney (Dap) NEW £101



372-077 Class B1 61251 4-6-0 "Oliver Bury" BR black late crest (Gra) (list £121.95). . . . . BARGAIN £82



ND079f Class B17 4-6-0 2863 'Everton' LNER Apple green (Dap) £93



372-402 Class J39 0-6-0 64791 in BR black late crest & stepped tender (Gra) £72
372-401 Class J39 0-6-0 64960 BR black early emblem & flat sided tender (Gra) £72



ND207B Class Q1 0-6-0 33011 in BR black early crest (Dap). £90
ND207D Class Q1 0-6-0 C7 steam loco in SR black (Dap) £83
372-427 Class WD Austerity 2-8-0 90201 BR black late crest - weathered (Gra) £111



372-425 Class WD Austerity 2-8-0 90732 'Vulcan' in BR black early emblem (Gra) (list £129.70) BARGAIN . . . £79
372-725 Standard Class 5MT 4-6-0 73068 BR lined green late crest & BR1C tender (Gra) £99



372-727 Standard Class 5MT 4-6-0 73082 "Camelot" in BR lined black early emblem BR1B tender (Gra). £99



372-726 Standard Class 5MT 4-6-0 73158 in BR lined black late crest BR1B tender (Gra) £99

Diesel locos



371-015B Class 08 diesel 08856 in BR blue wasp stripes (Gra) £65.15
371-019 Class 08 diesel 08897 in EWS - weathered (Gra) £71.70
371-020 Class 08 diesel shunter 13029 in BR black early emblem (Gra). . . £56
371-022 Class 08 diesel shunter D3729 BR green wasp stripes - weathered (Gra) £59



372-953 Class 14 diesel D9526 in BR green wasp stripes - weathered (Gra) £72.08
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



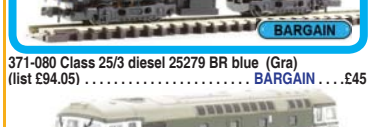
2D-012-000 Class 22 diesel loco 6326 in BR blue full yellow ends (Dap) (list £136.89) . . . . . BARGAIN . . . £99
2D-012-001 Class 22 diesel loco D6318 in BR blue full yellow ends (Dap) (list £136.89) ..... BARGAIN £99
2D-012-001D Class 22 diesel loco D6318 BR blue full yellow ends. DCC fitted (Dap) £130
2D-012-003 Class 22 diesel loco D6319 in BR green small yellow panels (Dap) (list £136.89) ..... BARGAIN £99
2D-012-003D Class 22 diesel loco D6319 in BR green small yellow panels. DCC fitted (Dap) £130
2D-012-002 Class 22 diesel loco D6320 in BR green small yellow panels (Dap) (list £136.89) ..... BARGAIN £99
2D-012-005D Class 22 diesel loco D6331 in BR green small yellow panels. DCC fitted (Dap) £130
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



371-080 Class 25/3 diesel 25279 BR blue (Gra) (list £94.05) ..... BARGAIN £45



ND145J Class 26 diesel loco D5326 in BR green (not blue as previously announced) (Dap). £85
ND205C Class 27 diesel 27008 in BR blue plated gangway doors (Dap) . . . £86
ND205D Class 27 diesel 27032 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
2D-003-000 Class 52 diesel loco D1005 "Western Venturer" in BR blue full yellow panel (Dap) £91

Gra=Graham Farish, Hat=Hatton's, Hel=Heljan, Hor=Hornby, Mur=Murphy Models, Nor=Northcord, Oxf=Oxford Diecast, Pec=Peco, Pro=Proses, Tra=Train Save/Tech/Tronics, Woo=Woodland Scenics

Visit

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2D-003-001 Class 52 diesel loco D1029 "Western Legionnaire" in BR maroon small yellow panel (Dap) £91
2D-003-002 Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel (Dap) £91
2D-003-002D Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel. DCC fitted (Dap) £108
2D-003-003 Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel (Dap) £91
2D-003-003D Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel. DCC fitted (Dap) £108



2D-004-005 Class 56 diesel 56089 in EWS (Doncaster built) (Dap) NEW £101



371-655 Class 57/3 diesel 57605 'Totnes Castle' First Great Western (Gra) £91.76



ND103g Class 58 Diesel 58027 Triple Grey 'Mainline'. (Dap) (list £123.10) . . . . . BARGAIN . . . £69
ND103h Class 58 Diesel 58044 Triple Grey Unbranded (Dap) (list £123.10) . . . . . BARGAIN. £69



371-355 Class 60 diesel 60011 DB Schenker (Gra). £90.49
371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41



371-385 Class 66 diesel 66546 in Freightliner (Gra)£89.21
2D-007-000 Class 66 diesel 66709 in MSC/GBRF "Sorrento" ship (Dap) . . . £70



371-395 Class 66 diesel 66843 in Colas Rail (Gra) (list £101.80) . . . . . BARGAIN . . . £59



371-396 Class 66/9 diesel 66731 'InterhubGB' in GBRf (Gra) £89.21

Electric locos



ND099m Class 86 Bo-Bo Electric 86401 Network South East new style panto (Dap) (list £117.89) BARGAIN . . . £59
ND099S Class 86 electric 86605 Freightliner Triple Grey. Dummy (Dap) (list £43.95) . . . . . BARGAIN. £26
ND099Q Class 86 electric Freightliner Power Haul new style panto (Dap) (list £117.89) . . . . . BARGAIN. £59
ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) . . . . . BARGAIN. £69



371-751 Class 87 electric 87019 'Sir Winston Churchill' Virgin trains (Gra) (list £100) . . . . . BARGAIN . . . £44



371-777 Class 90 electric 90046 Freightliner . (Gra) (list £100) . . . . . BARGAIN . . . £54

HSTs



ND122G Class 43 HST Book Set in Cross Country Trains (Dap) £128
ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) . . . £135

DMUs



371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £127.35) BARGAIN . £79



371-511 Class 101 3-car DMU in BR blue & grey (Gra) (list £127.35) . . . . . BARGAIN £69
371-876 Class 108 2 car DMU in BR blue (Gra) £68
ND209B Class 122 Gloucester RCW "Bubblecar" single car DMU 55000 (122100) in Regional Railways (Dap). £86
ND113A Class 156 2 car DMU dummy "Northern Rail" (Dap) £45



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). £110.46



371-741 Class 251 Blue Pullman 6 car Midland set Nanking blue full yellow ends. (Gra) (list £269.95) .BARGAIN . . . £171

EMUs



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £159.20). . . . . BARGAIN £99
371-700 Class 350/1 Desiro 4-car EMU 350 111 'Apollo' in unbranded Silverlink (Gra) (list £159.20) . . . . . BARGAIN. £89
371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £159.20) . . . . . BARGAIN. £101



372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) £124

Train sets - DCC



NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Coaches



2P-011-202 Gresley Teak Brake coach 5532. Light bar ready (Dap) £19
2P-011-201 Gresley Teak Brake coach 5548. Light bar ready (Dap) . . £19
2P-011-301 Gresley Teak Buffet coach 9129. Light bar ready (Dap) . . £19
2P-011-101 Gresley Teak coach 1st Class 31863. Light bar ready (Dap) . . . £19
2P-011-002 Gresley Teak coach 3rd Class 60649. Light bar ready (Dap) . . . £19
2P-011-001 Gresley Teak coach 3rd Class 60655. Light bar ready (Dap) . . . £19
2P-011-003 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) . . . £19



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

374-109 Mk1 RMB mini buffet car in chocolate & cream (Blue Riband) (Gra) £16
374-082 Mk1 BCK brake corridor composite chocolate & cream (Blue Riband). (Gra). £16
374-038 Mk1 BG full brake in chocolate & cream (Blue Riband) (Gra) £16
74-163 Mk1 FK first corridor in chocolate & cream (Gra). £16.75
374-818 Mk1 FO First Open (WR) Chocolate & Cream (Blue Riband) (Gra) . £16



374-886 LMS 50ft Full Brake BR Crimson & Cream (Gra)£17.81
374-461 Bulleid 63ft Composite Corridor BR crimson & cream (Gra). . . . £17.81
374-451 Bulleid 63ft Open Third in BR crimson & cream (Gra) £17.81
74-441 Bulleid 63ft Second Corridor BR crimson & cream (Gra) . . . £17.81
374-431 Bulleid 63ft Semi-open Brake Third BR crimson & cream (Gra). £17.81
374-255B Mk1 CK composite corridor in crimson & cream (Gra) . . £16.75
374-120 Mk1 RU restaurant car in crimson & cream (Gra) £16.75
374-831B Stanier Brake First BR Crimson & Cream (Gra) (list £20.95) . . . . . BARGAIN. £13



374-440 Bulleid 63ft Second Corridor BR (SR) green (Gra)£17.81
374-460 Bulleid 63ft Composite Corridor BR (SR) green (Gra) £17.81
374-430 Bulleid 63ft Second Brake Corridor Open BR (SR) green (Gra) . £17.81
374-131 Mk1 GUV in green (Blue Riband) (Gra) £16
374-063B Mk1 SK second corridor in green (Gra). £16.75



374-830B Stanier Brake First LMS Crimson Lake (Gra) (list £20.95) . . . . . BARGAIN £12



374-842A Stanier Vestibule Second BR Maroon (Gra). . . . £16.79
374-837A Stanier SK second corridor in BR Maroon (Gra) £16.79
374-845B Stanier Vestibule First Corridor LMS Crimson Lake (Gra) (list £20.95) . . . . . BARGAIN. £12
374-887 LMS 50ft Full Brake BR Crimson - weathered (Gra) £18.66
374-885 LMS 50ft Full Brake crimson lake (Gra) £17.81
374-312 Mk1 57ft suburban brake second in crimson. (Gra) £14
374-310B Mk1 57ft suburban brake second in maroon (Gra) £15.18
374-281B Mk1 57ft suburban composite compartment in maroon (Gra) . £15.18
374-271B Mk1 57ft suburban second compartment in maroon (Gra) . . . £15.18
374-291B Mk1 57ft suburban second open in maroon (Gra) £15.18
374-161 Mk1 FK first corridor in maroon (Gra). £16.75



CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) NEW £71
2P-005-022 Mk3 coach 1st Class #11028 in blue/grey loco hauled (Dap) . . . £19
2P-005-023 Mk3 coach 1st Class #11085 in blue/grey loco hauled (Dap) . . . £19
2P-005-021 Mk3 coach 1st Class #E42127 in blue/grey HST (Dap) . . . £19



2P-005-020 Mk3 coach 1st Class #W41125 in blue/grey HST (Dap) £19
2P-005-033 Mk3 coach 2nd Class #12057 in blue/grey loco hauled (Dap). . . £19
2P-005-034 Mk3 coach 2nd Class #12064 in blue/grey loco hauled (Dap). . . £19
2P-005-035 Mk3 coach 2nd Class #12109 in blue/grey loco hauled (Dap). . . £19
2P-005-032 Mk3 coach 2nd Class #42187 in blue/grey HST (Dap). . . . £19
2P-005-031 Mk3 coach 2nd Class #42193 in blue/grey HST (Dap). . . . £19
2P-005-030 Mk3 coach 2nd Class #W42033 in blue/grey HST (Dap) . . £19
374-902 Mk I TPO BR Blue & Grey (Gra) (list £22.80) **BARGAIN**. . . . £12
374-927 Mk1 SLSTP Sleeping Second Blue & Grey (Blue Riband) (Gra) . . . £17
374-211A Mk1 SP Pullman second parlour car in grey & blue (Gra) (list £23.95) . . . . . BARGAIN. £12
374-221A Mk1 FK Pullman first kitchen car grey & blue (Gra) (list £22.95) . . . . . BARGAIN. £13
374-819 Mk1 FO First Open Blue & Grey (Blue Riband) (Gra) £16
NC216A MkIII coach buffet in blue and grey (Dap) £19



NC216E MkIII coach buffet in Intercity Swallow #40422 HST (Dap) £19
NC216F MkIII coach buffet in Intercity Executive #40407 HST (Dap) . . £19
2P-005-410 Mk3 Coach Buffet Virgin Trains without buffers (ex-NC055A) (Dap). £17

Wagons

377-675A 100 Tonne JPA Cement Wagon 'VTG Lafarge Cement' Silver (Gra) £17.81
2F-034-011 21 Ton hopper wagon "BR" (ex-NB118) (Dap) £8
373-925B 30 Ton bogie bolster wagon in BR Gulf red (Gra) £12.54
377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16
373-976A 46 Tonne POA box mineral wagon reinforced ends in 'ARC (Tiger)' Yellow. (Gra) (list £11.40) . . . . . BARGAIN. £7



377-225Z 6 X BR grey 16 Ton weathered steel mineral wagons end door & different run no. Ltd ed of 500 (Gra) £37.50
2F-022-001 Cargowagon ferry wagon #2797 509 (Dap) £14
2F-047-008 CCT parcel van S2394S in BR Southern Region (Dap) . . . £13



377-095 Coal Trader Triple Pack - 7 Plank Private Owner Wagons - weathered (Gra). £21.21

377-096 Coal Trader Triple Pack - 7 Plank Wagons BR (Ex-Private Owner) P Numbers - weathered (Gra) £21.21
2F-014-008 Fruit D wagon #W2036 BR maroon straw lettering & grey roof (Dap) £12
377-365 Intermodal Bogie Wagons With Two 45ft Containers '2XL'. (Gra) (list £36.95) . . . . . BARGAIN. £19
377-353 Intermodal Bogie Wagons With two 45ft Containers 'Malcolm Logistics' (Gra) (list £36.95) . . . . . BARGAIN. £22
377-700 JJA Mk2 Auto-Ballaster Generator Unit Railtrack (Gra) £23
377-701 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £23



377-650 Pack of 4 MBA "Monsterbox" EWS buffers (Gra) (list £89). . . . . BARGAIN . . . £48
377-650 Single (Gra) (list £22.25) . . . . . BARGAIN. £14
377-650 Megapack of 8 (Gra) (list £178) . . . . . BARGAIN. £92



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
377-925 PCA Metalair Bulk Powder Wagon 'Blue Circle Cement'. (Gra) (list £10.30) . . . . . BARGAIN. £6
373-075E PCA taper bulk powder wagon'Ketton Cement' Yellow (Gra) (list £9.95) . . . . . BARGAIN. £6



2F-027-004 Silver Bullet wagon Nacco # 33 80 7898 044 - weathered (Dap) £23
373-557 TEA 100 ton bogie tank wagon in 'Gulf' - weathered. (Gra). . . £13



377-635 Triple pack 12 Ton BR plywood fruit van BR bauxite early - weathered (Gra) (list £28.95) BARGAIN £19



377-990 Triple pack 12 Ton ventilated vans BR bauxite early - weathered (Gra) (list £29.95) . . . BARGAIN . . . £19
377-965 Triple pack 13 Ton high sided steel open wagons BR bauxite - weathered (Gra) £22.74
373-270 Triple pack 8 Ton cattle wagons BR bauxite early - weathered (Gra) £23.29
377-335 Triple pack Conflat wagons BR bauxite AF containers light blue - weathered (Gra) (list £31.95) . . . . . BARGAIN. £19
377-336 Triple Pack Conflat Wagons BR Bauxite BD Container - weathered (Gra) £26.78

DCC decoders



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

Switches & Levers

PL-25 Electro Magnetic (Magni-Simplex) Decoupler (Pec) £4

Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII 'Plug&Play') (Dap) £7
NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'Plug&Play') (Dap) £8

Spares

2A-000-006 1 pair of coupling magnets (ex-NSPARE7A) (Dap) £5
2A-000-008 5 pairs of magentic NEM couplers (ex-NSPARE8) (Dap) . £17
SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50
2A000011 Magnetic couplings - short arm multipack - 5 pairs (Dap). . £18
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

Man-made scenic structure - railway-related

SL-340 Buffer Stop Rail Built Type (Pec) £1.40
N-CAT 1 Overhead Catenary Single Mast (Pack of 10) (Dap) £4
NB-55 Turntable Kit, well type, deck length 151mm (Pec). £12

Signals

NSIGN1 Signal - Motorised, GWR home lower quadrant (Dap). £22
2L-001-003 Signal - motorised, GWR home round post (Dap) £22
NSIGN3 Signal - Motorised, LMS home upper quadrant (Dap) £22

Buildings - general



42-103 Farm house (60 x 61 x 51mm) (Gra) £24



42-077 Georgian Townhouse (61 x 51 x 59mm) (Gra). . £21
42-214 Low Relief Railway Hotel (93 x 22 x 77mm) (Gra) £22.91
42-217 Low Relief Three Storey City House (35 x 48 x 79mm) (Gra) . £14.03

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Man-made scenic structure - non-railway

GM390 Tarmac road 40mm wide (1m) (Gau) £6.95

Bridges, Tunnels & Walls

42-127 Covered footbridge (114 x 44 x 49mm) (Gra) £23.76
42-121 Great Central Single Track Blue Brick Bridge (120 x 84 x 56mm) (Gra) £21

Track - Code 80 Setrack

ST-8 2 setrack buffer stops (Pec) £1.25
ST-11 Double straight track (Pec) £1.50
ST-19 N Setrack No. 4 radius double curve (Pec) £2
ST-17 N Setrack No3 radius double curve (8 form a circle). 298.5mm/11.75" radius (Pec) £1.75
ST-12 No.1 radius double curve (Pec) £1.20
ST-3 No.1 radius single curve (Pec) £1
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-302 1 yard (91.5cm) length of Concrete Sleeper Nickle Silver Flexible track (Pec) £2.70
SL-302 Pack of 25 (Pec) £53
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-387 Left hand curved point insulfrog (Pec) £9
SL-E389 Left hand large point electrofrog (Pec) £9
SL-389 Left hand large point insulfrog (Pec) £9
SL-E396 Left hand medium point electrofrog (Pec) £8
SL-396 Left hand medium point insulfrog (Pec) £8
SL-E388 Right hand large point electrofrog (Pec) £9
SL-388 Right hand large point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £8
SL-395 Right hand medium point insulfrog (Pec) £8
SL-E397 Y point medium radius electrofrog (Pec) £8

Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickle Silver flexible track (Pec) £68
SL-300F Single (Pec) £2.90
SL-302F 1 Yard of Nickle Silver Flexible Track Concrete Sleepers (Pec) ... £3
SL-302F Pack of 30 (Pec) £78
SL-E399F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £9.50
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £9.50
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-E396F 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-E380F Finescale single slip electrofrog (Pec) £30
SL-E397F Finescale Y Point. Electrofrog (Pec) £10

Track & Points

379-460 Left Hand Standard Point (Gra) £7
379-461 Right Hand Standard Point (Gra) £7

Track underlay



GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau) £18
SL-350 Roll of Underlay (5 Metres) (Pec) £5

Buses

NUT001 Guy Arab Utility "Southdown" (Oxf) £5

Cars



NMN001 Austin Mini in Tartan Red Union Jack roof (Oxf) . £3
NMOS001 Morris Minor Saloon in lilac (Oxf) £3



NVWB001 VW Beetle Herbie (Oxf) £3

Commercial vehicles



NTCAB001 Scania T Cab Curtainside "Stobart" (Oxf) £9

Military ground vehicles

NOWB001 Bedford OWB 'Royal Navy' (Oxf) £4.50

1:72 Scale

Military ground vehicles

A05330 WWII Bomber Re-Supply Set bombs, ammunition, fuel, Bedford truck, Austin Tilly & other accessories (Air) £13.20

Aircraft - civil

72PM001 de Havilland Puss Moth single-wing Amy Johnson 'Jason II' G-AAZV (Oxf) £24
72DR004 Dragon Rapide GAHKV AA (Traffic Organisation) (Oxf) £24

O Gauge

Steam locos



BL99032C J39 0-6-0 Freight loco 1586 in LNER black (Bas) (list £589.99) ..... BARGAIN . . . £390
BL99031C J39 0-6-0 Freight loco 64816 in BR black late crest (Bas) (list £589.99) ..... BARGAIN. £390

Wagons



BL99077 12 Ton Ventilated Van in SR brown (Bas) (list £37.50) ..... BARGAIN £25



BL99059 3 Plank Wagon in NE grey (Bas) (list £35.50) ..... BARGAIN £20
BL99066 3 Plank Wagon in SR brown (Bas) (list £35.50) BARGAIN . . £24



7F-051-013 5-plank wagon "Southern Railway 9567" (Dap) £33
BL99074 7 Plank Wagon in SR brown (Bas) (list £37.50) BARGAIN . . £25
7F-071-016 7-plank wagon "Kestell" (Dap) £33
7F-080-005 8-plank wagon "BR" P308271 (Dap) £29
7F-080-012 8-plank wagon "Rose, Smith" (Dap) £33
BL99034 Set of 3 3-Plank Wagons British Rail grey (Bas) (list £101.99) ..... BARGAIN. £67

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickle Silver Track (Bullhead Nickel Silver Rail) (Pec). £60
SL-700BH Single (Pec) £6
SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) £75
SL-E786BH Right hand O gauge curved turnout (Pec) £47
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £36
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £6.50
SL-E797BH Y Point bullhead rail & electrofrog (Pec) £36

Cars



VA13304 Ford Capri Mk1 3.0GT , Thames Valley Police (Cor) NEW £22



VA13303 Ford Capri Mk1 3000GT,Roger Clark 1973 Avon Tour of Great Britain, DNF (Cor) NEW £23
VA11907 Ford Cortina MkIV 2.0 Ghia Oyster gold SPECIAL EDITION (Cor) £19



VA12507B Ford Fiesta Mk1 XR2, Diamond White LHD (Dut) (Cor) NEW £20
VA12507A Ford Fiesta Mk1 XR2, Diamond White RHD (Cor) NEW. . . £20
VA06518 Rover P6 3.5 V8 VIP Platinum (Cor) £20



VA12103 Subaru Impreza Turbo Bright red (Cor) NEW £20

Commercial vehicles

43AT003 AFS Low Loader Taxi (Oxf) £17

G Scale

Steam locos



91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £205

Track & Points

A11060 12 pieces of 2 foot Euro straight track (Ari) (list £217) BARGAIN . . . £96
18000 Curved track radius 5 15 degrees (LGB) £13
10610 Straight track 1200mm long (LGB) £23
10610 Box of 6 (LGB) £124

Any or Multiple Scales

Analogue controllers

DS Double power controller brake simulator (Gau) £119
DF Double power unit feedback (Gau) £79



D Double track power controller (Gau). £69



Q Quadruple 4 circuit power controller (Gau) £125
W Walkabout circuit controller (Gau) £29

Analogue power supplies

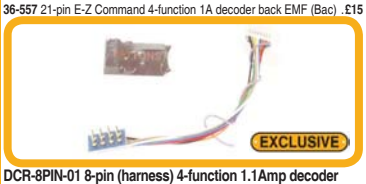
M1 Transformer Output 2 x 16v AC 1A (Gau) £37
T1 Uncased 2 x 16V AC Transformer (Gau) £18

Analogue point control

A002Smart 4 Servo control & operation set (SmartFrog) complete switches, control board & digital readout for Analogue operation (ANE) £90
CDU Capacitor Discharge Unit (Gau) £11
PL-35 Capacitor discharge unit (Pec) £12
PL-15 Twin Microswitch (Pec) £6

DCC decoders

36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) . £15



DCR-8PIN-01 8-pin (harness) 4-function 1.1Amp decoder back EMF (see description for full specifications) (Hat). . £10
DCR-8PIN-ValuePack05 ..... £48
DCR-8PIN-ValuePack10 ..... £94
DCR-8PIN-2SAX-01 8-pin 2-function 1.1Amp small & thin decoder back EMF (Hat) £11
DCR-8PIN-2SAX-ValuePack10 8-pin 2-function 1.1Amp small & thin decoder back EMF - Pack of 10 (Hat) £99
DCR-8PIN-2SAX-ValuePack05 8-pin 2-function 1.1Amp small & thin decoder back EMF - Pack of 5 (Hat) £50
36-553 8-pin 3-function 1A decoder back EMF (Bac) £12
36-564 8-pin decoder socket harness x1 (Bac) £5
36-559 DCC 21-pin to 8-pin adaptor/converter. For locos 21-pin sockets to use an 8-pin decoder in (Bac) £3.50

DCC controllers



50200 ECoS ESU Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU). £509
36-520 EZ Command 5 amp booster transformer (Bac) £165
36-508 EZ Command Dynamis Pro Box to allow up to 4 36-507 wireless handsets (Bac) £145



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau). £199
DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) (list £479.95) ..... BARGAIN. £395



DCC49 Prodigy 8 Amp booster unit (Gau) £144



DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau). £99



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) . . . £124
524-027 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144

DCC accessories

A004Smart 4 Servo control & operation set (SmartFrog) complete switches, control board & digital readout for DCC operation (ANE) . . £115
4A-001-001 DCC Signal controller for 2 signals (all scales) (Dap) . . . £24

Point motors

PL-9 5 Mounting Plates for use PL-10E (Pec) £2.25
PL-12X Adaptor base kit (no spring) x2. This item replaces the PL-12 (Pec). £1.50
PL-10W High performance turnout point motor (Pec) £6
PL-10WE High performance turnout point motor extended pin (Pec) . . £6
PL-10 Point Motor (Switch Machine) (Pec) £4.50
PL-10 Bag of 6 (Pec) £26
PM-2 Seep point motor (Gau) £3.50
PM-4 Seep point Motor Self Latching Switch (Gau) £5



PM-1 Seep point motor accessory switch (Gau) £4
PL-11 Side mounted point motor (Pec) £7
PL-50 Turnout switch module (makes wiring points easy) (Pec) £14

Switches & Levers

GM510 A5H Single Pole Double Throw Momentary Contact Mini-toggle for Point Motors (Gau) £2.50
PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £2.50
PL-22 Lever Operated On/Off Switch (Pec) £5.50
PL-23 On-On Changeover Switch (style matches PL26 series) (Pec) £5.50
PL-26B Passing Contact Switch - Black Lever (Pec) £4.50
PL-26R Passing Contact Switch - Red Lever (Pec) £4.50
PL-26W Passing Contact Switch - White Lever (Pec) £4.50
PL-26Y Passing Contact Switch - Yellow Lever (Pec) £4.50
PL-27 Switch Console Unit (Pec) £3
PL-51 Turnout switch module add-on (makes wiring easy) (Pec) £5

Electronic components

HF-2 Electronic twin track cleaner (Gau) £37
TLU Tension lock uncoupler (Gau) £9
26211 Turntable Motorising Set (Exp) £21

Accessories

PL-41 Rail Cleaning Rubber (Pec) £2.50
SL-14 Track Fixing Pins (Pec) £1.25

Spares

LB-901 Loco service bench for N, OO, HO and TT scale loco's (Pro) . . . £49.98
TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25.25

Grass, Ground, Lichen, Hedges & Foliage

GM702 Large Countryside Backscene 2744x304mm (108"x12") (Gau) £7

Track underlay

GM130 Cork sheet - 1/16 thickness 3' x 2' (600x900mm) approx (Gau). £5.50



ST1416 Incline For Transition from 1 Level To Another - 3% Set - Elevates Track 4.5" In 12' - 2.5" Wide - Pack Of 6 (Woo) . £14.95

Railway publications



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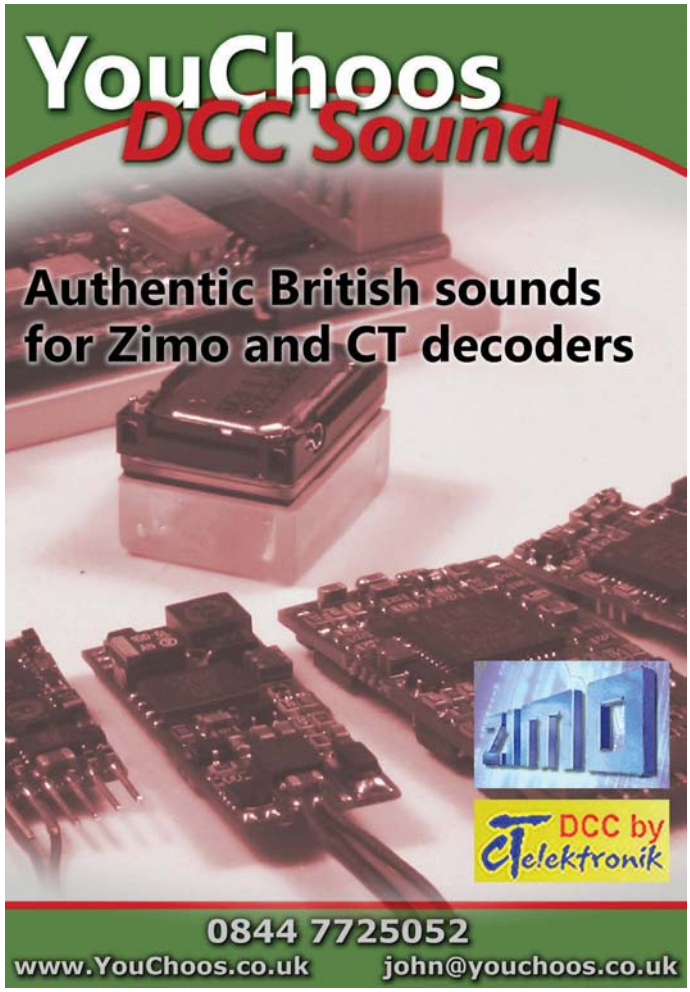
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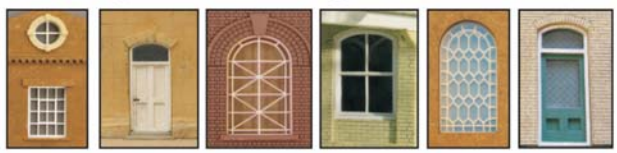
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31-011 7F No. 53809 BR Black L/C....£109.95
31-013 Class 7F No. 53808 BR Black L/C & Deeley Tender....£111.95
31-085 3200 Earl Class 4-4-0 9022 BR Black E/E weathered....£114.99
31-086 3200 Earl Class 4-4-0 9017 BR Black E/E....£104.99
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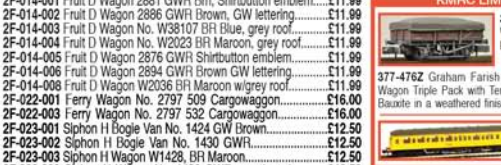
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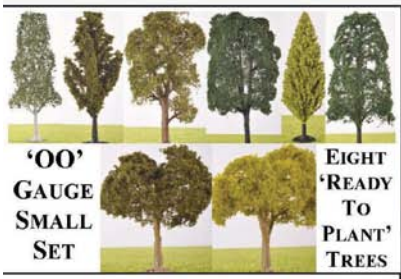
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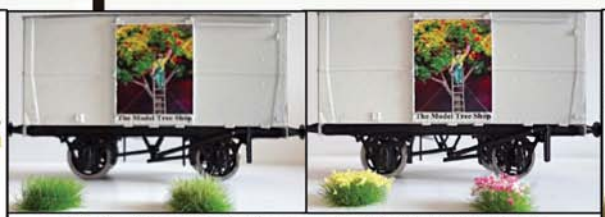


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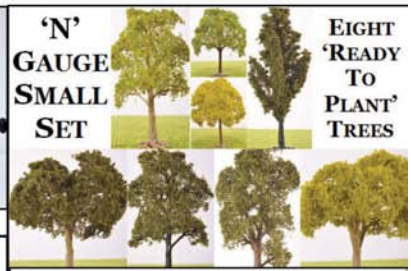
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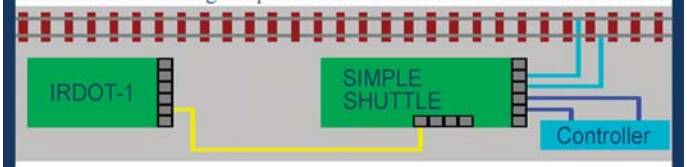
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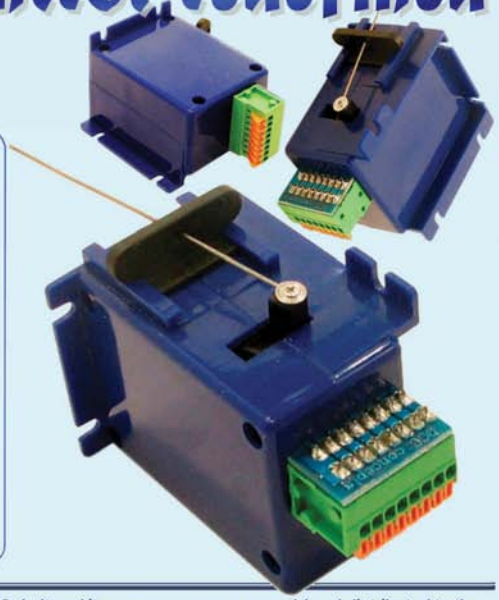
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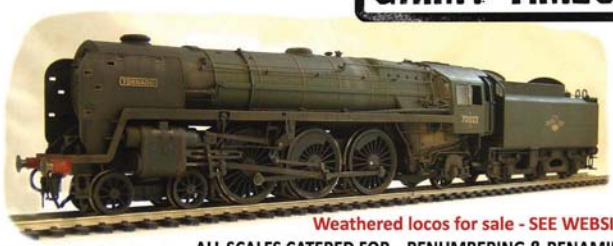
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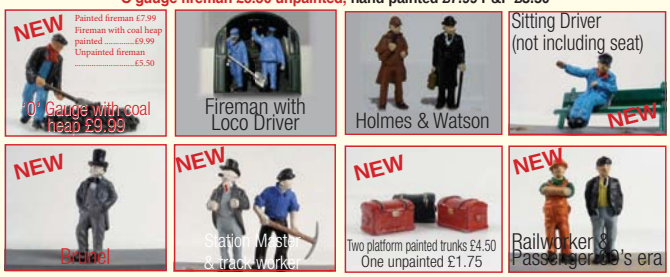
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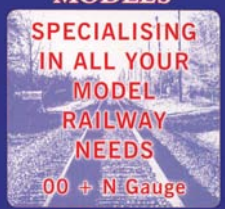
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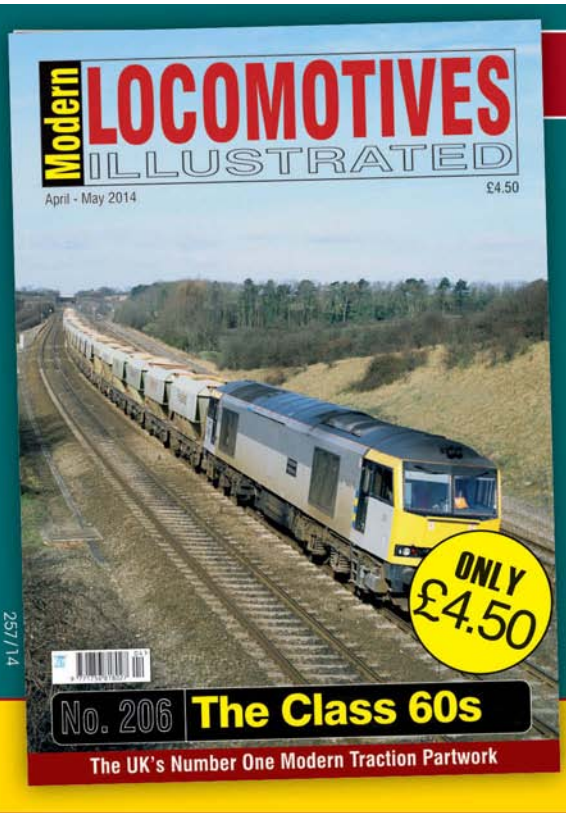
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Hatton's Model Railway's newly released LMS Beyer Garratt is capturing the imagination of modellers young and old. Tim Shackleton has set out to produce the ultimate weathered version and explains exactly how you can achieve the same results next issue.

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Bogie wagon kits can present problems to modellers, but next issue Nigel Burkin has the answer as he shows how to build a Cambrian Models Borail kit and illustrates how to improve a light weight kit's performance on the track.



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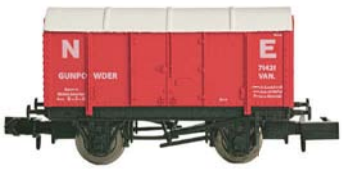
14xx & Autocoach Set



2S-006-001 - 14xx GWR Shirtbutton 1410
+ Autocoach in Choc/Cream 182
2S-006-002 - 14xx Green GWR 1467
+ Autocoach in Choc/Cream GWR Crest 186
2S-006-001 - 14xx BR Black Early Crest 1456
+ Autocoach in Carmine/Cream W198W
2S-006-002 - 14xx BR Black Early Crest 1464
+ Autocoach in Maroon W191W



2F-023-009 - Siphon H - GWR 1426
2F-023-013 - Siphon H - GWR 1426 Weathered



2F-013-013 - Gunpowder Van - NE
2F-013-014 - Gunpowder Van - NE Weathered

Also released this month include;

2S-001-000 - Draycott Manor BR Lined Green with Late Crest 7810
2S-001-000D - Draycott Manor BR Lined Green with Late Crest 7810 DCC Fitted

2S-012-001 - Terrier Earlswood in Improved Engine green Livery 83

All product release dates correct at time of going to press

'OO' releases in April



4F-080-104 - 8 Plank - Larporte Ltd
4F-080-105 - 8 Plank - Larporte Ltd Weathered



4F-040-009 - 4 Plank - Cadbury
4F-040-010 - 4 Plank - Cadbury Weathered

Also released this month include;

4P-010-027 - 57FT Stanier Non Corridor Comp LMS Maroon Lined 19195
C098B - 57FT Stanier Non Corridor Brake LMS Maroon Lined 25248

4F-052-015 - 5 Plank - Alfred Jukes
4F-052-016 - 5 Plank - Alfred Jukes Weathered

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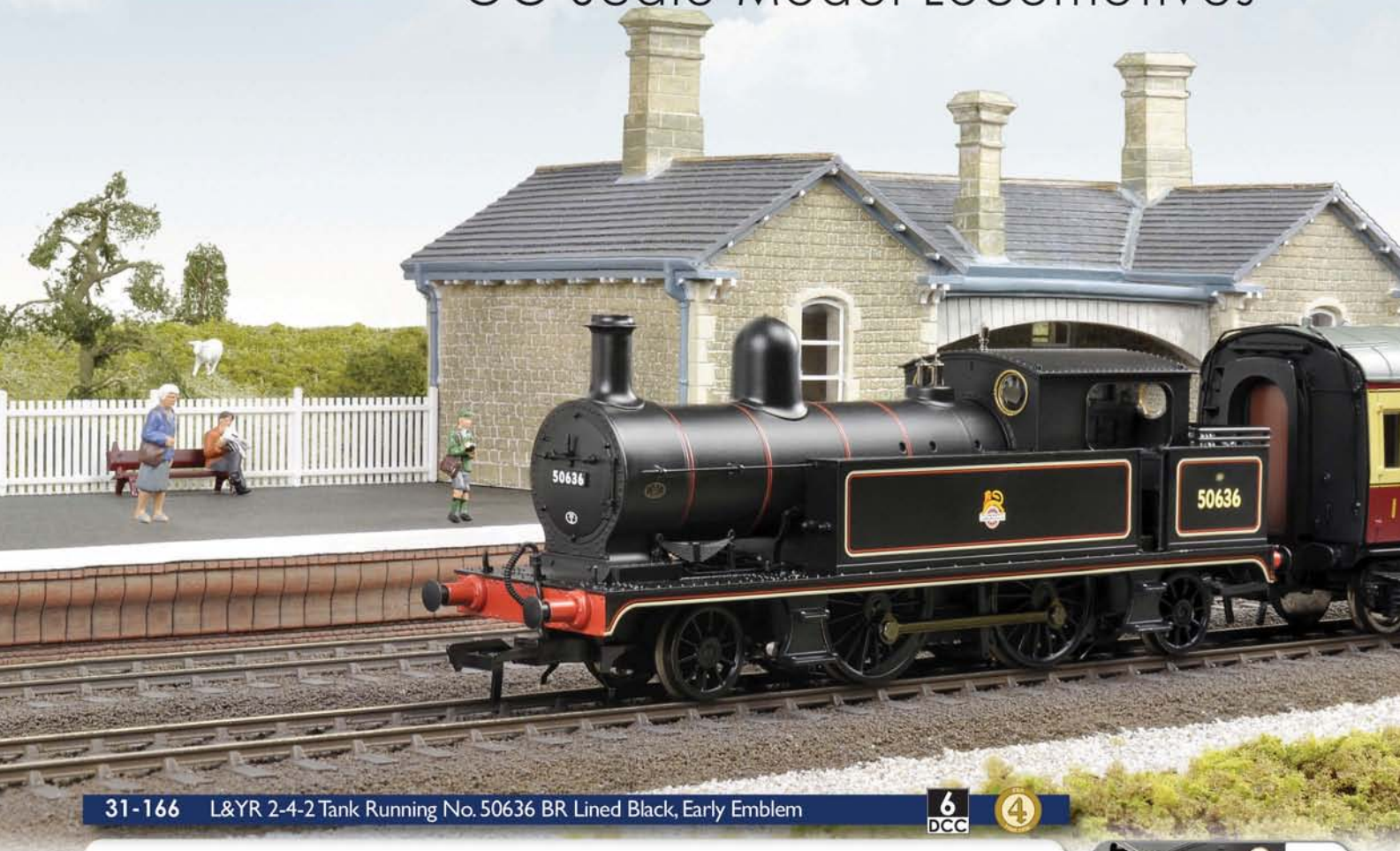
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LMS Black 10695



31-167DC L&YR 2-4-2 Tank — DCC ON BOARD — Era 4
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Era 3 signifies locomotives suitable for period 1923 - 1947 The Big Four - LMS, GWR, LNER and SR.

Era 4 signifies locomotives suitable for period 1948 - 1956 British Railways Early Emblem.

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6 DCC Denotes that this locomotive is equipped with a 6pin DCC Socket.

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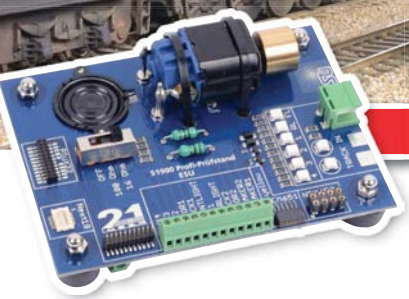
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SOUND P20

Installing an ESU decoder

From the publishers of HORNBY magazine www.hornbymagazine.com

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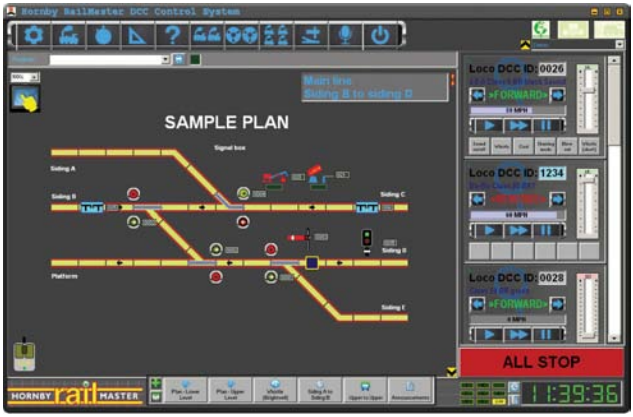
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Hornby adds voice contr





Hornby's RailMaster PC based layout control system is almost three years old and a new version is in preparation for release in April/May.

The new version (V1.56) is billed as the most important since launch. It will also offer an optional add-on pro-pack for advanced users which is set to include over 100 new features.

The biggest of these is Voice Control. This will allow control of locomotives, accessories and even the RailMaster computer screen using just a wired or wireless headset and your voice. Multiple profiles are supported, meaning that the system can be trained to react to different voices once configured. There are no set phrases and it will allow you to operate the layout hands-free.

Beyond voice control new features include additional control for multiple aspect colour light signals and the ability to automatically operate signals in sequence, more sophisticated control of points and signals and support for 'O', 'N' and 'TT' gauge.

For those wishing to create more complex track plans, the pro-pack will also include 45 degree point elements and will also offer the ability to print plans as well as print locomotive CV settings and schedules.

The RailMaster programme skin also gets a make over featuring a new 'steel and blue' look as well as a second large pop-up locomotive controller to aid multiple operation of locomotives.

The V1.56 update will be a free automatic update, while the pro-pack will be available to purchase separately within RailMaster - a new updated manual is included with the Pro-Pack - for around £30.

Another significant development is Hornby's Loco Detection system which is currently in development. Hornby's Loco Detection is capable of identifying individual locomotives and subsequently controlling what they do.

In its simplest form, Hornby's Loco Detection will be able to switch signals when a locomotive passes a sensor as well as stop or reduce locomotive speeds, according to the signal state.

Loco Detection is also capable of telling which

ol to PC based RailMaster



locomotive is passing a sensor, what speed it is travelling at, which direction it is travelling in and more.

To be able to achieve this, track sensors are placed around the layout, together with a track sensor icon on the track plan. RailMaster can then be instructed to take a course of action for particular locomotives.

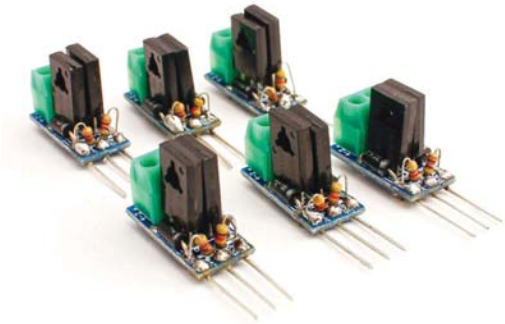
Hornby's Loco Detection system is made up of three elements: a loco detection module (LDM), track sensors and locomotive detector tags. Each LDM is designed to plug in to a USB port on a PC and can read up to 48 track sensors. Additional LDMs can be connected to read more sensors. The track sensors require a 1mm hole to be drilled through a sleeper for installation.

The detector tags can be fitted to the underside of locomotives, and the system will work with up to 106 encoded tags at any one time. As a tag passes a sensor it passes data to RailMaster about which locomotive. If you have more than 106 locomotives you can duplicate the detector tags on other models which are not being used at the same time.

Loco Detection is expected to be available later this year. Prices have yet to be confirmed, but it is anticipated that track sensors will retail at under £10, detection tags for under £30 (for all 106) and the loco detection module for under £80.

Visit *www.hornby.com* for more information.

DCC Concepts SDC DC adaptor



A new addition to the DCC Concepts range is the SDC DC adaptor for three-wire accessory decoders.

The SDC adapter is designed to allow you to change from solenoid point motors to slow action point motors such as DCC Concepts' Cobalt, whilst retaining your existing accessory decoders.

Each adaptor has three input legs which are set at the same pitch as most accessory decoder outputs allowing to convert operation to a two wire reversible DC output.

A CV change may be required to alter the output settings for the Cobalt slow action motor, as it needs a longer power burst to complete its change.

Also suitable for KATO point motors, it has been tested with most main three-wire accessory decoder manufacturers' products including Bachmann, Digitrax, ESU, Hornby, Lenz, Marklin and MRC.

Available in packs of three, six and twelve, the DCC Concepts SDC DC adapter is available now, priced at £12.95, £22.95 and £34.95 respectively.

Visit *www.dccconcepts.com* for more information.

Twin Track Sound (TTS)

Development work continues on Hornby's low-cost DCC sound decoder which is set to offer 16 sound functions, adding around £25 to the price of a locomotive. Twin Track Sound (TTS) is being developed in-house at Hornby and uses genuine sound files where possible to be used in both steam and diesel locomotives.

The decoder will feature an 8-pin NMRA compatible plug and include 16 sound functions such as whistles, wheel slip, brakes, safety valves, couplings, injectors and even the sound of a fireman's breakfast sizzling on a shovel.

The sound files are currently being completed with five steam and three diesel locomotives due to become available in the TTS range initially.

The first releases will be Riddles '8P' 71000 *Duke of Gloucester* in BR lined green (Cat No. R3244TTS), expected in September, followed by Peppercorn 'A1' 60163 *Tornado* in BR lined blue (R3245TTS).

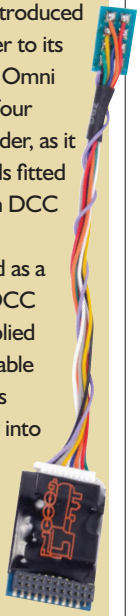
DCC Concepts Cobalt decoder

DCC Concepts' Cobalt accessory decoder (Cat No. AD-1) is now supported by Hornby's eLink and RailMaster DCC computer control system.

The Cobalt is featured in the accessory options in the pull-down list when selecting the type within RailMaster. Three more DCC Concepts decoders are also currently in the process of being added to RailMaster to further enhance its flexibility.

Visit *www.dccconcepts.com* for more information.

Gaugemaster DCC27 Decoder



Gaugemaster has introduced a new DCC decoder to its range. The DCC27 Omni decoder is a useful four function DCC decoder, as it is suitable for models fitted with 8-pin or 21-pin DCC decoder sockets.

It is manufactured as a direct plug 21-pin DCC decoder, but is supplied fitted with a detachable 75mm 8-pin harness which plugs directly into the decoder. For 21-pin use, simply detach the harness and orientate the decoder correctly for the 21-pin DCC socket on the model.

Measuring 22mm x 16mm x 5mm and rated at 1amp (1.8amp peak) the Gaugemaster DCC27 is suitable for most 'OO'/'HO' models, and is available now at www.gaugemaster.com

12 roller rolling road from DCC Concepts



A rolling road is a very useful tool when installing and programming locomotive DCC decoders, as it means you can work in one place and tune the model's running qualities without having to move back and forth between your layout and workbench.

Until now DCC Concepts' rolling road has featured six sets of rollers (Cat No. RRA6) which has been sufficient for most British steam and diesel locomotives. However, with the advent of larger models such as Hatton's new 'OO' gauge LMS Beyer Garratt 2-6-0+0-6-2, DCC Concepts is releasing a new version (RRA12) which contains 12 sets of roller bearings and 12 sets of spacers, plus two three-rail adaptors suitable for Hornby Dublo three-rail models.

Supplied ready assembled for 'OO' gauge, a selection of spacers for other gauges is also supplied in the package including 'N', 'TT', 'EM' and 'P4'.

Priced around £100, this latest addition to the DCC Concepts range is due imminently.

Visit *www.dccconcepts.com* for more information.

Global Positioning System for your model railway

Danish developer Games On Track has developed a novel GPS system to combine with a DCC control system.

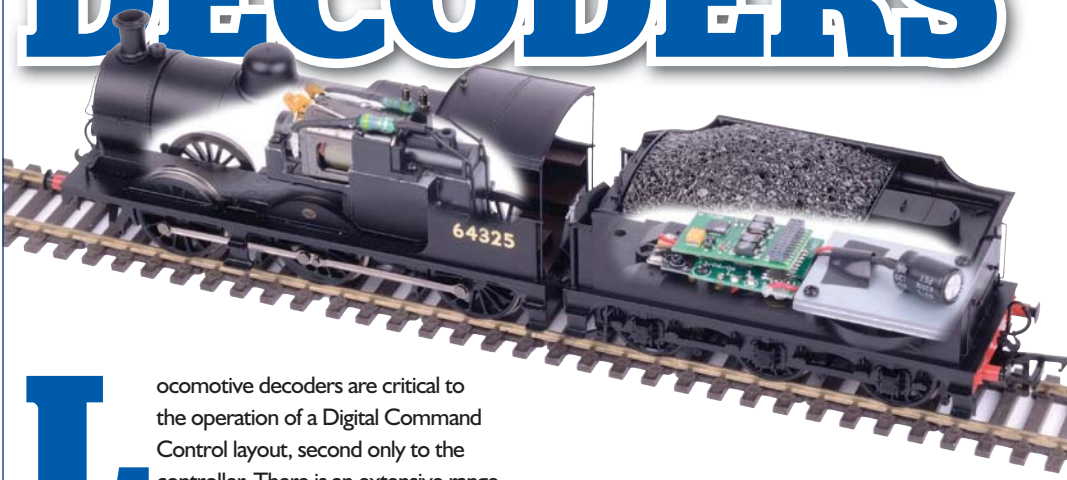
The set-up includes GPS receivers which are placed above the layout and communicate with a transmitter within a locomotive or wagon. From this data is collected which allows the model to accurately draw your layout on the computer screen in real time as it negotiates the track work.

Once complete you can then edit as necessary and start tracking and monitoring trains on your layout, with positioning displayed on the computer screen.

You can also set up block sections around the layout which will allow you to automate movements on the layout by slowing, stopping or speeding up trains as you wish, when used in conjunction with other GT products, such as GT-Command.

Visit *www.gamesontrack.co.uk* for more information.

DECODERS



An extensive range of decoders exists for use in locomotives of all scales and types. *Mike Wild* discusses the different designs and capabilities of today's ranges.

Locomotive decoders are critical to the operation of a Digital Command Control layout, second only to the controller. There is an extensive range of products available today ranging from the most basic motor control decoders to multi-function chips with more variables than most will ever need.

What a decoder does is isolate the current pick ups from the motor – analogue control sees these two components directly linked – and then interprets signals carried through the track and locomotive pick ups from the controller to operate the motor and other functions.

When Digital Command Control first launched decoders were based around an 8-pin socket and generally offered simple motor and light control. Now though digital modellers are faced with a bewildering choice of different fittings including 21-pin, 8-pin, 6-pin and even 4-pin types together with a minefield of variances in each design and from a range of manufacturers.

The pin numbers refer to the type of connector a decoder works with. Locomotive boxes are, as a general rule, marked up with the decoder type on the box label making it a simple process to source the right decoder for your model. In some circumstances alternatives can be used by using adaptors. For example Gaugemaster produces a 21-pin to 8-pin converter while the Hornby Sapphire

Decoders in modern 'N' locomotives

'N' gauge has come a long way in the past five years and particularly in the field of DCC control. Virtually all new models are now provided with a 6-pin DCC decoder socket which is simple to fit with a suitable decoder.

A range of 6-pin decoders is available with varying sizes. Bachmann's standard 6-pin decoder will fit in the vast majority of its socket equipped Graham Farish models but it has recently introduced a new decoder with its plug at a 90 degree angle to the decoder body to suit the new Fowler 'Jinty' 0-6-0T (HM82).

Gaugemaster and Lenz also produce small 6-pin decoders suitable for use in locomotives with more limited space for installation of a decoder.



LEFT: The latest generation locomotives from Bachmann are being produced with 21-pin decoder sockets wherever possible. The new 'JII' 0-6-0 (HM80) was the first Bachmann DCC fitted steam locomotive to be equipped with a stay alive capacitor from the factory.

decoder is a 21-pin decoder which comes with a harness to convert it to an 8-pin connection.

21-pin decoders generally plug directly into the socket while 8-pin and 6-pin decoders vary in the way they connect. Some are direct, others have a trailing lead to plug them into a locomotive's circuit board. Whatever the decoder it is essential to ensure that it is installed correctly with Pin 1 aligned in the right location.

Decoders are offered with a varying number of function outputs and this relates to their ability to control additional features such as lights and smoke generators – the more function outputs there are, the more they can control. Lighting in recent releases has been improved greatly and those with the capacity in their internal circuit boards can make use of four-function decoders which allow for full control of a locomotive's lighting options.

Having decided upon the type of decoder to use it is also important to check on its power output and suitability for your chosen scale. 'O' gauge locomotives will draw a much higher current than 'OO' and 'N' gauge models, so check the specification carefully to be sure your decoder is



A wide range of decoders is available to suit all manner of applications. Shown here are decoders from DCC Concepts, Hornby, Bachmann, TCS and ESU.

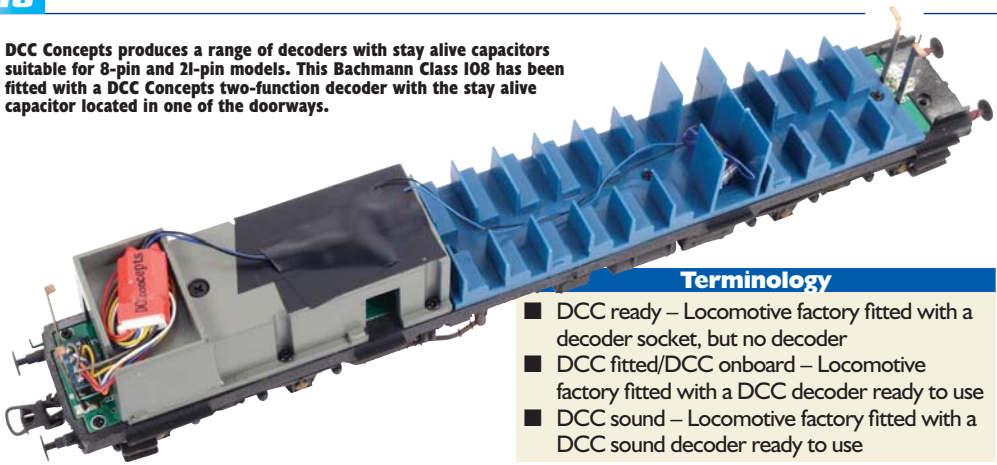
Improved performance

Configuration Variables (CVs) can be used to advantage in DCC locomotives. They allow the characteristics of a model to be honed to replicate specific attributes and make it perform just like the real things. A full explanation of CV programming featured in HM82, but this simple list shows standard CVs applied to all NMRA compliant decoders and the features they control.

CV	Purpose
CV1	Address
CV2	Start voltage
CV3	Acceleration rate
CV4	Deceleration rate
CV5	Maximum voltage
CV6	Mid voltage
CV8	Reset (not available on all decoders)
CV29	Configuration data – see calculator below and HM82

CV29 calculator

	Step 1	Step 2	Number
A	If locomotive moves Forwards when controller is showing Forwards,enter **0**	If locomotive moves Backwards when controller is showing Forwards; Correct this by entering **1**	
B	To use 14 speed steps, enter **0**	To use 28 or 128 speed steps, enter **2**	
C	To Disable the ability to run on DC enter **0**	To Enable the ability to run on DC enter **4**	
D	To Deactivate RailCom, enter **0**	To Activate RailCom, enter **8**	
E	Default. Use values in CVs 2, 5 and 6 to create speed curve, enter **0**	To Enable customised speed table (disable CVs 2, 5 and 6) enter **16**	
F	To Enable Primary Address as in CV1, enter **0**	To Enable Extended Address as in CVs17 and 18, enter **32**	
G		**Programme into CV29 the total entered here**	



DCC Concepts produces a range of decoders with stay alive capacitors suitable for 8-pin and 21-pin models. This Bachmann Class 108 has been fitted with a DCC Concepts two-function decoder with the stay alive capacitor located in one of the doorways.

Terminology

- DCC ready – Locomotive factory fitted with a decoder socket, but no decoder
- DCC fitted/DCC onboard – Locomotive factory fitted with a DCC decoder ready to use
- DCC sound – Locomotive factory fitted with a DCC sound decoder ready to use

suitable for the job.

Another recent innovation in DCC decoders is a 'stay alive' feature. This comes in the form of a capacitor connected to the decoder which can store a small amount of power to assist models over small spots of dirt or features such as insulated frogs.

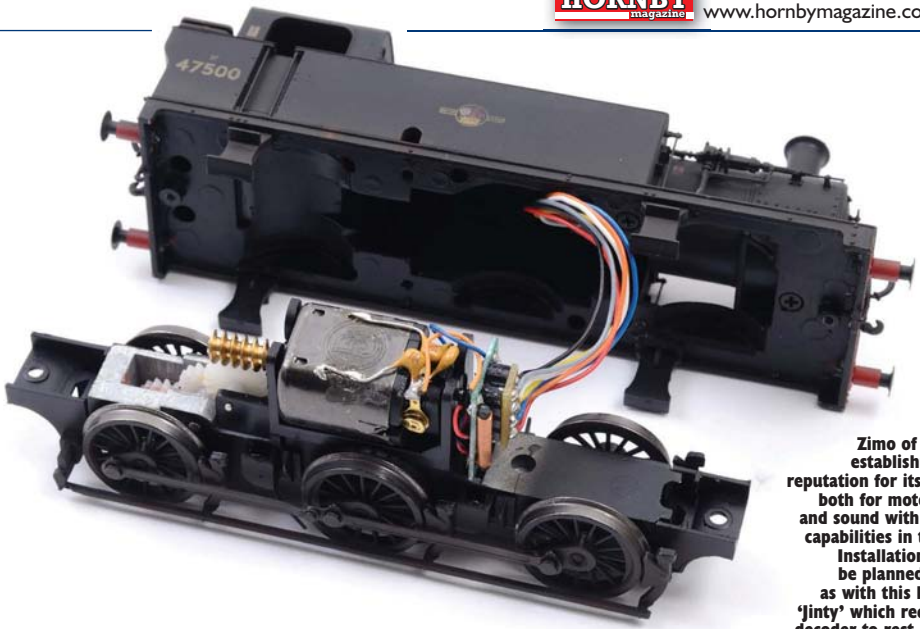
Stay alive decoders are particularly useful in sound fitted locomotives where interruption in power can halt the sounds when you don't want them to. DCC Concepts produces a range of two and four function decoders with stay alive capacitors while other manufacturers include Lenz, ESU and Zimo.

The range of manufacturers producing locomotive decoders is broad and includes household names such as Bachmann, Gaugemaster, DCC Concepts and Hornby as well as less well known companies such as CT Electronik, Zimo and Train Control Systems.

Many digital modellers find they have a preference for a particular manufacturer's products and will stick with those while others will vary the type of decoder they install in different models.

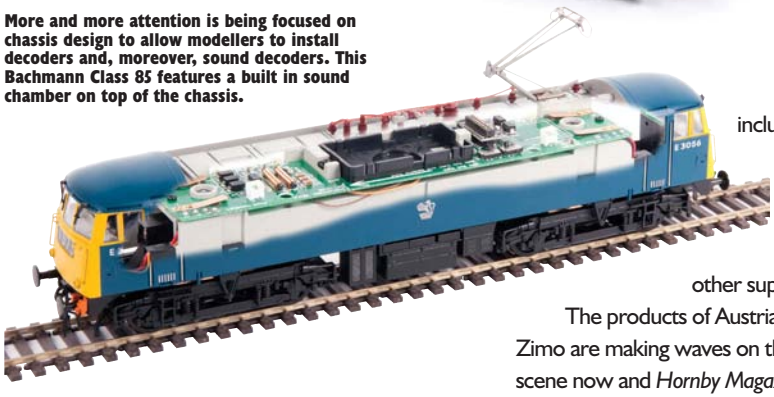


Direct decoders are great space savers for difficult locomotives. This is a ZTC direct decoder in a Hornby 'A3' chassis showing just how little space it needs – it's no bigger than the socket plate it plugs into!



Zimo of Austria is establishing a high reputation for its decoders both for motor control and sound with advanced capabilities in the latter. Installations have to be planned carefully as with this Bachmann 'Jinty' which requires the decoder to rest inside the smokebox.

More and more attention is being focused on chassis design to allow modellers to install decoders and, moreover, sound decoders. This Bachmann Class 85 features a built in sound chamber on top of the chassis.



Digital sound

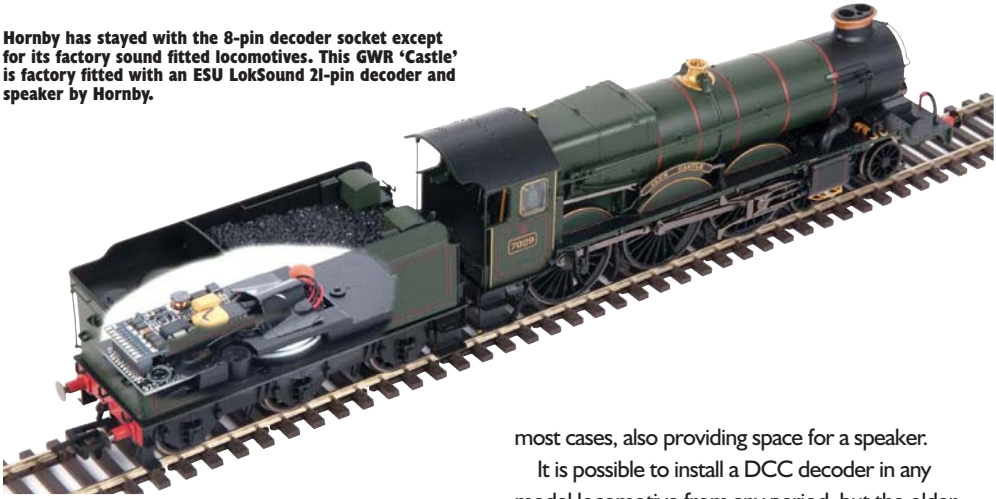
More recently there has been an explosion in the digital sound market with more and more new products becoming available for a rapidly advancing part of the model railway hobby.

At the heart of digital sound is the ESU LokSound decoder. It is now at Version 4 which is a powerful four function decoder with availability in 6-pin micro, 8-pin micro, 8-pin standard and 21-pin formats.

The LokSound decoder can be loaded with custom sound projects and a number of retailers and specialists have set up to provide high quality sound files replicating British outline steam and diesel locomotives on these decoders. Leaders in the field include South West Digital, Howes Models and Legomanbiffo through DC Kits together with a whole host of other suppliers.

The products of Austrian based digital specialist Zimo are making waves on the British modelling scene now and *Hornby Magazine* has showcased the range on numerous occasions through its DCC features. Its range of sound decoders is extensive and covers micro sound decoders, 6-pin, 8-pin and 21-pin variants. In addition Zimo produces a range of 'sugar cube' speakers ideal for compact installations in small locomotives.

Through Digitrains and *Hornby Magazine* contributor Paul Chetter (amongst others) a growing range of sound projects is available to buy off the shelf to suit both steam and diesel locomotives. Multi-function outputs are also available through the Zimo decoders with some boasting plentiful options to operate smoke generators and lights on top of motor functions.

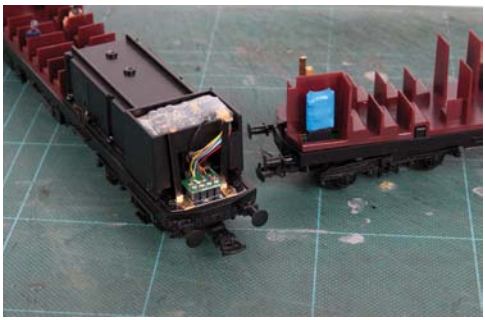


Hornby has stayed with the 8-pin decoder socket except for its factory sound fitted locomotives. This GWR 'Castle' is factory fitted with an ESU LokSound 21-pin decoder and speaker by Hornby.

A new sound decoder is entering the market in 2014 too with the release of Hornby's new Twin Track Sound offering. This brand new decoder has been developed by Hornby specifically to reduce the cost of starting out in digital sound. It adds just £25 to the cost of a sound fitted model from the manufacturer and still offers 16 playable sound functions. Specifications and details have yet to be released, but it is an exciting prospect for those tempted by digital sound.

Installations

Installing decoders – whether straightforward motor control or sound versions – varies from model to model. The most recent releases are, on the whole, the easiest to install decoders into as manufacturers are now evolving their chassis design taking account of the need to install a decoder in all cases and, in most cases, also providing space for a speaker.



It is important to check carefully which decoders are required to power a model and how many. This Bachmann Derby Lightweight requires two – an 8-pin decoder for the motor car and a 6-pin decoder for the trailer.

It is possible to install a DCC decoder in any model locomotive from any period, but the older the model the more complex the installation is likely to be. Hardwiring will be necessary on models not factory fitted with a decoder socket. As long as the motor and pick-ups are separated by a decoder then a locomotive can be converted to DCC. Even brass chassis kit built locomotives can be converted, but extra care must be taken here to avoid short circuits as these will instantly kill a decoder. Split chassis steam locomotives (such as many older Bachmann, Airfix and Mainline models) can also have DCC installed, but this is a more involved process than more recent releases and care needs to be taken to avoid damaging the decoder.

There is one other major factor in installing decoders and that relates to how easy it is to remove the body from a model. Diesel and electric locomotives and multiple units tend to be straightforward requiring either the body to be unclipped or a series of screws to be released to gain access to the socket. In steam locomotives the decoder socket may be located in either the locomotive or the tender (if applicable). In recent times manufacturers have moved more towards tender based decoder sockets which has made DCC conversion all the more simple with growth in this

part of the market.

By far the simplest type of decoder to install is a straightforward motor control 21-pin type. The process is very simple once you have removed the body from a locomotive – the blanking plug must be removed and then replaced by a suitable decoder which pushes onto the pins in a reverse of the plug removal. That's it.

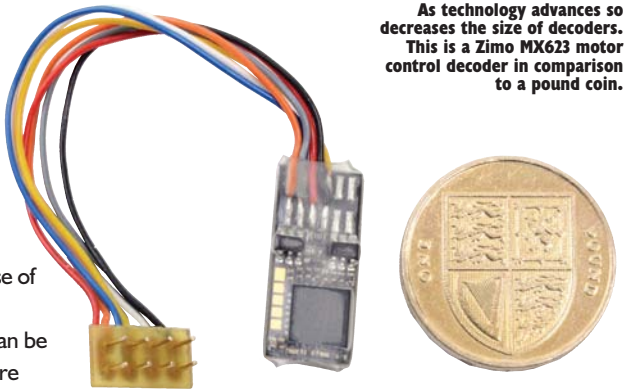
By comparison an 8-pin decoder can be more difficult to install. While there are some direct 8-pin decoders available the majority come with a wired harness with a plug on the end of it. The difficulty in most cases comes in finding a suitable location for the decoder to rest within reach of the decoder socket. This again is improved with more recent releases.

The 6-pin decoder comes in several formats, but the easiest to install are those which plug directly into a socket without a wired harness.

Sound decoder installations are by far the most complex as not only do you have to find space for a decoder but also a speaker. There is though an increasing range of components available making it simpler to fit sound decoders in even the smallest of locomotives. However, in many cases sound decoder installations will require modifications to a locomotive inside to ensure all the components will fit and, in some cases, hardwiring of the decoder.

Like motor control decoders, modern production models are much easier to install a sound decoder into as provision is generally now made for both a decoder and speaker to be installed in the chassis.

'N' gauge models are now equipped with decoder sockets wherever possible and usually of the 6-pin type. This is the Graham Farish 4-CEP.



As technology advances so decreases the size of decoders. This is a Zimo MX623 motor control decoder in comparison to a pound coin.

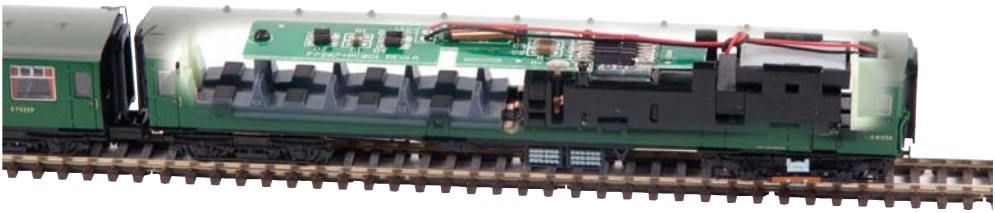
Rich variety

With the extensive range of decoders now available off the shelf there truly is a chip for every project, but with too many to list here it is a case of researching those available and choosing the type best for your.

Retailers will be keen to help too and with specialists such as Digitrains and DCC Supplies just a phone call or visit away it is well worth seeking advice if you are unsure of anything when it comes to decoder choice.

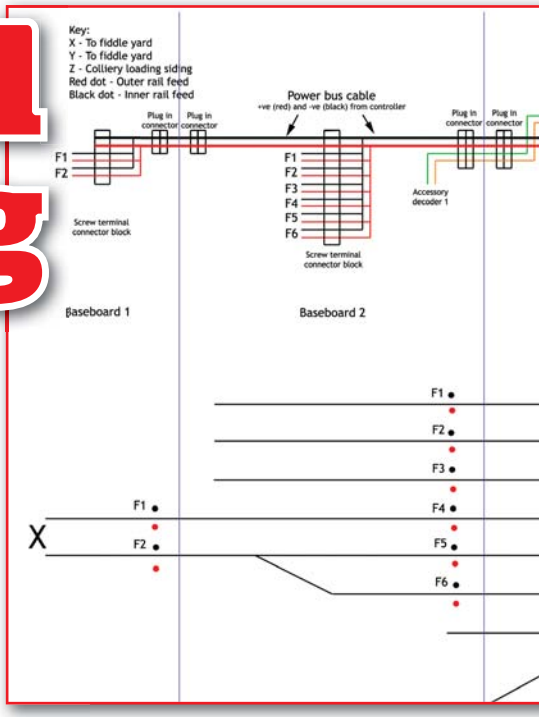
Useful Links

Bachmann	*www.bachmann.co.uk*
CT Electronik	*www.tran.at*
DCC Concepts	*www.dccconcepts.com*
DCC Supplies	*www.dccsupplies.com*
Digitrains	*www.digitrains.co.uk*
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ESU	*www.esu.eu/en*
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Lenz	*www.lenz.com*
Roco	*www.roco.cc/en*
Train Control Systems	*www.tcsdcc.com*
Zimo	*www.zimo.at*



Digital Wiring

Digital Command Control takes the fuss out of wiring, but there are still important fundamentals to creating a reliable layout. *Mike Wild* discusses the options and explains which products are out there to help.



There is a myth about digital control that you only need two wires from your controller to your track, but that isn't strictly true. It is true to say, however, that digital control removes much of the complexity from model railway wiring and offers a simpler means of providing power to the trains and points.

In analogue layouts there is a need for switches to isolate locomotives, but in DCC the decoder inside the locomotive controls whether it moves or stays still. What this means is that all parts of a digital layout are live at all times so that, when wired correctly, a locomotive can be left with its lights or sound operating anywhere on a layout without the need for switches.

Technically the two wire principle often mentioned is possible with a small layout. For example, you can connect your controller to the track and then connect accessories direct from the track – but there will always be more than two wires involved, particularly when it comes to adding accessory decoders to operate points and signals.

The power bus

Don't be afraid to get stuck in. Model railway wiring is, as a whole, simple repetition of the same circuit over and over again and that is the same with digital control. Best practice recommends that you should add what is referred to as a power bus under your layout. Think of this as being like a ring main in your house – it is connected to the controller as the 'mains' supply and then runs round underneath the baseboard with connections from the power bus cable to track feeds and other equipment – see Diagram 1.

In *Hornby Magazine's* digital layouts we have installed two separate power bus wires – one for points and one for accessories as shown in Diagram 1 – here the red and black wires are the track power bus and the green and orange the point motor power bus. Ultimately these are connected to the same power source but separating the two functions of track power and accessory power does make wiring simpler and, just as importantly, fault finding is also simpler as

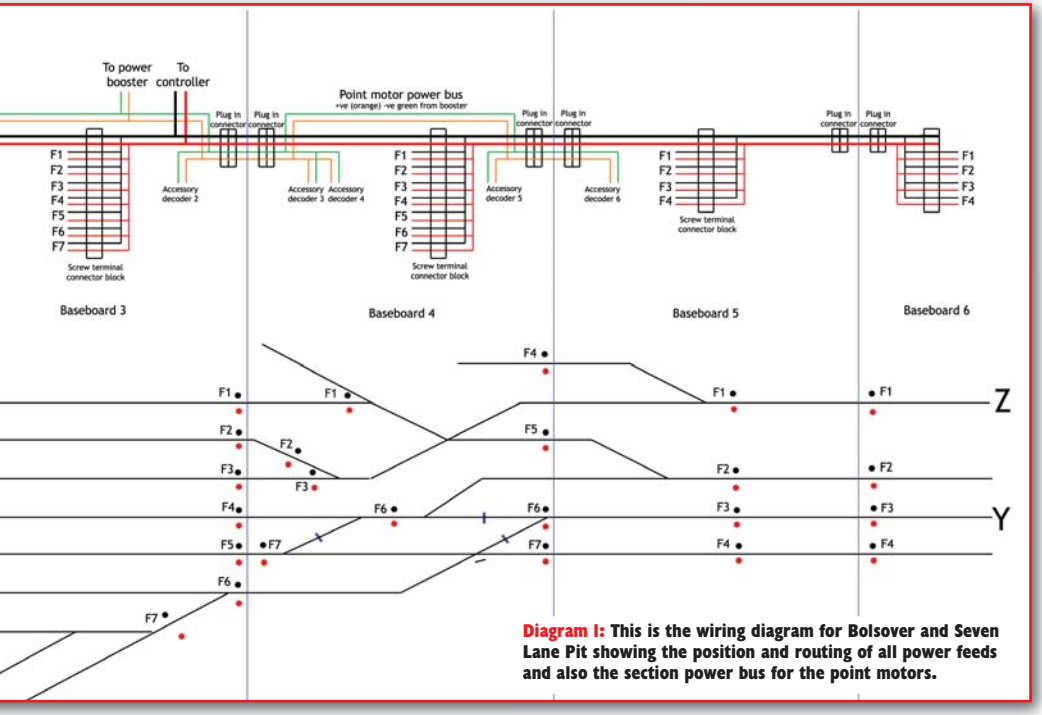


Diagram 1: This is the wiring diagram for Bolsover and Seven Lane Pit showing the position and routing of all power feeds and also the section power bus for the point motors.

the route can be traced more easily.

For a power bus wire, a heavier than traditional cable used for direct track connections is needed and in our layouts we have generally opted for 16 strand multi-core wire like that used in speaker cabling. This larger cable has less resistance to electricity and so a lower chance of potential voltage drops on a large layout leading ultimately to a more reliable railway.

We are currently in the midst of wiring Twelve Trees Junction for its debut at the Great Electric Train Show on October 11/12 this year and for this layout we have adopted a slightly different means of wiring the track feeds – again in a bid to make life easier.

The power bus for the track feeds runs down one side of the baseboard and from this connection shoot off to strips of copper-clad strip onto which the track feed wires are soldered. This has made the process of wiring the layout much quicker than normal and with only two wire colours to contend with for the track feeds, fault finding is even more straightforward should it be necessary in the future.

Just as with analogue wiring, colour coding is essential in DCC. For our layouts we choose a pair of colours for track feeds – usually red and black or blue and yellow – and these are then connected strictly to the right and left-hand rails to prevent any confusion. After this we need connections for point motors and these are normally green and orange for the power feeds and white for the common return. Finally there is also a need for wiring to connect additional accessories. These wires will again be a pair of colours – usually the two not used for the track feeds.

This method has stood the test of time for

USEFUL LINKS

- **Bachmann** *www.bachmann.co.uk*
- **DCC Supplies** *www.dccsupplies.com*
- **Digitrains** *www.digitrains.co.uk*
- **Gaugemaster** *www.gaugemaster.com*
- **Hornby** *www.hornby.com*



This is the connection between the baseboards for Twelve Trees Junction. Running directly left to right is the main power bus which goes on to connect the next baseboard. Running from the left and heading upwards is the connection to the power feeds which go direct to the 10 tracks above via copper clad strips.

Hornby Magazine's layouts and means that when underneath a baseboard we always know which wires are doing what and which ones to investigate on the rare occasions that something goes wrong.

Power districts

Power districts have a number of functions on a DCC railway. Their purpose is to power individual sections of a layout so that any potential short circuit will only affect a small area of a model.

There are two main ways of creating a power district. The first is to use a circuit breaker module which is connected to the command station and then to two or three electrically isolated sections of track – see Diagram 2 and 3. If a short occurs in one section the circuit breaker takes care of it meaning that the other sections continue operation normally.

The second means of creating a power district is to use a power booster. This offers a separate power supply – still controlled by the main command station – which is linked directly to one section of track. On a large layout with sound fitted locomotives a power booster might be useful in a depot setting as it will allow a separate power feed to that area. Similarly large fiddle yards will benefit from a power booster.

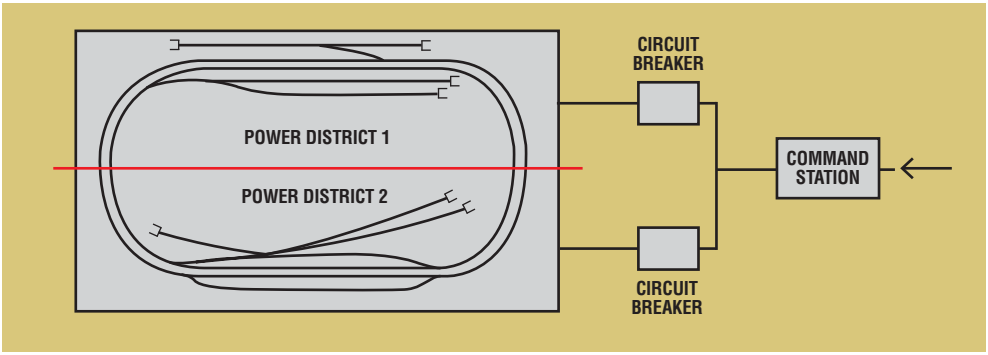
Power districts aren't necessary on all layouts, but they do help. For example neither our 'N' gauge layout Hettle or 'OO' gauge layout Bolsover have power districts on them, although in operation Bolsover would certainly benefit from at least one power district



All of the track feeds of the board shown below are soldered to two copper clad strips – yellow to one side, blue to the other. At the bottom is the connection to the power bus.

All ten tracks of this section of Twelve Trees Junction are supplied from the same power supply using just a two pin connection between baseboads (see above).





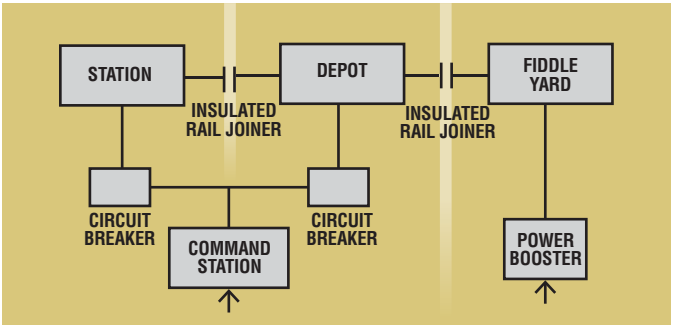


Diagram 2 (above): **This layout is split into two power districts using a circuit breaker. The circuit breaker is positioned between the command station and the layout and means that if a short circuit occurs in Power District 2 it won't affect operations in Power District 1.**

Diagram 3 (left): **This block diagram shows how circuit breakers and power boosters can be used to segregate operation of the DCC layout. Their inclusion in large layouts will radically improve reliable operation.**

to separate the power supplies for the fiddle yard and scenic sections of the layout.

A number of products are available to create power districts and these are connected directly to the main controller so that the DCC signals being sent to the layout from the controllers are relaid through the power district modules or power boosters too.

Boosters are available to create power districts from the likes of Hornby, Gaugemaster, NCE, Bachmann and more with outputs varying from 4amps to 8amps depending on the specification.

Reverse loops

In digital control a reverse loop is actually a very simple electrical problem to resolve thanks to the extensive range of reverse loop modules available off the shelf. This includes products from Gaugemaster, Hornby, Lenz and Digitrax as well as many more.

In reverse loops the polarity of the tracks has to be switched while the train is in motion and that is exactly what a reverse loop module does. Wiring of reverse loop modules varies from product to product, but the result is that a train can travel around a reverse loop without stopping as the module changes the current over automatically.

Basic principles

The extent to which a layout is equipped with additional features such as boosters is really down to the individual, but simple straightforward wiring is an essential part of a reliable working DCC model railway.

The needs of individual layouts vary greatly and it is a subject that we will be returning to in a future issue of *Hornby Magazine* with live examples of digital wiring.

Want to know more?

Check out the Operation Build It series from *Hornby Magazine*. In HM77 we published a detailed wiring diagram showing how to make a simple terminus station live at all times.

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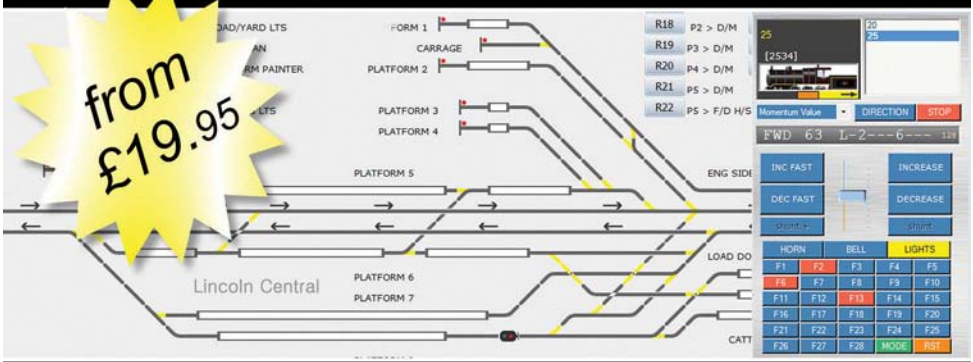
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THOMPSON



DIGITAL SOUND is an addictive pastime. Once you start adding sound to locomotives I guarantee you will want to install more decoders, but sometimes this throws up problems when a sound decoder for a specific locomotive class isn't available.

What we will show here is a method which has been used many times in the sound fitted fleet for *Hornby Magazine's* exhibition layouts and top tips to get the sound you want. A large number of locomotives on our layouts don't have fully accurate sound effects. They sound close enough to the real thing and the decoders are chosen by listening to recording of the real locomotives through sources including YouTube. For example, the Collett '2251' 0-6-0 which operates on St Stephens Road actually used a Howes Models GWR 'Pannier' sound decoder while the Gresley 'V2' 2-6-2 which runs on Bolsover uses a Howes Models Gresley 'A3' 4-6-2 sound decoder.

In the case of the '2251' we didn't have to make any adjustments, but on some of the other locomotives we had to delve into the CV values and make a handful of adjustments to adjust the exhaust beat to fit with the wheel diameter.

WHAT WE USED

Product	Manufacturer	Cat No.
Thompson 'O1' 2-8-0 63670	*www.hornby.com*	R3089/X
LokSound V4.0 sound decoder, 'B1' 4-6-0	*www.howesmodels.co.uk*	SS114(8)

'O1'

Sound decoders aren't available for every single class of locomotive, but with a handful of simple changes a Thompson 'O1' 2-8-0 can be brought to life with a 'B1' sound decoder. *Mike Wild* explains how.



Thompson 'O1' 2-8-0 63670 at the head of a long van train. See and hear this model in action at *www.hornbymagazine.com*

'B1' to 'O1'

Happily the LokSound decoders used in these locomotives will allow this to happen and that is where we pick up on the Thompson 'O1'. There isn't a specific sound decoder available for this locomotive so we checked out common factors between the 'O1' and other Thompson designed engines. The end result was that the Thompson 'B1' would be the closest overall match and having had good experience with this sound decoder from Howes Models previously we felt it would fit the bill. The 'B1' and 'O1' employ the same 100A boiler, Ross Pop safety valves, whistles and a two-cylinder layout meaning that the decoder settings could be changed to suit the smaller driving wheels of the 'O1'.

Having installed the decoder as per the step by step guide with this feature we placed the model on the programming track and began making adjustments. First in the list was a change of address to 3670, reflecting the locomotive's number and making it easier to identity, and second was to change CV4 (deceleration) to 100. Different controllers have different methods of accessing CV values, so it is worth having your controller manual to hand through this process. Having changed CV4 to 100 it means that the coasting sounds operate just as we want them to, although different driving styles may require a different value.

CV changes

Having done this the next task was to change the exhaust beat to match the driving wheels of the 'O1'. The 'B1' has considerably larger driving wheels so the exhaust beat was out of synchronisation with the 'O1's' motion. The first step is to set CV57 to 10 and CV58 to 26, as recommended in the LokSound decoder manual. Having done this we set about using a calculation which involves timing the number of exhaust beats per revolution. You have to time how long it takes for four exhaust beats to occur on a two cylinder locomotive and then divide that time by 0.064. Round up the final number and what you have is new data which needs to be inputted into CV57. Our result was 65 and this gave us a perfect four exhaust beats per revolution of the driving wheels.

Having done this we then needed to modify CV58 which controls the exhaust beat at speed. This is slightly more hit and miss and involved making adjustments from the previous inputted value of 26. Our final result was to set CV58 to 18 which gives a perfect four-beat exhaust throughout the speed range of the 'O1'.

Hornby's Thompson 'O1' is a magnificent model and one which we have enjoyed operating on Bolsover and Seven Lane Pit. Now though this model sounds just as good as it looks for just a few simple CV changes on the decoder. ■

THE CVs - what we changed and why

CV4=100 – extends the deceleration period to improve operation of the coasting sounds
CV57=65 – adjusts the exhaust beat at speed step one to four beats per revolution
CV58=18 – adjusts the exhaust beat at speed to four beats per revolution



1 The first step is to remove the tender body. Simply undo the two screws located between the leading and centre axles of the tender with a small crosshead screwdriver.

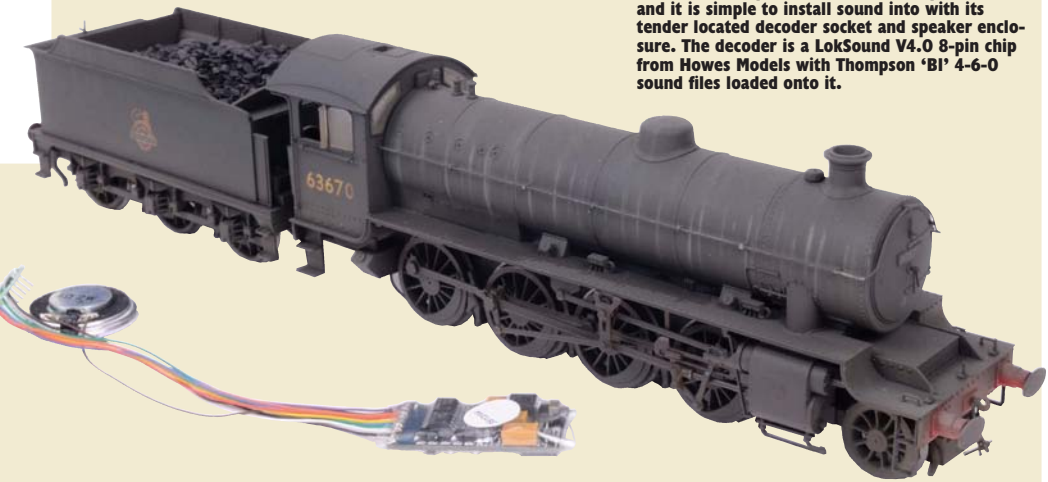


2 With the screws released the tender body will lift up from the front. Disengage the tab at the back of the tender by lifting the body with an arcing movement.



3 With the body off it reveals an 8-pin socket at the back of the tender and a metal weight which covers a speaker position. The tender chassis has cutouts in it to allow sound to escape.

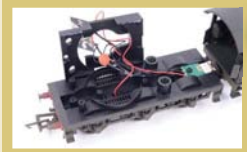
STEP BY STEP INSTALLING A SOUND DECODER IN A HORNBY 'OI' 2-8-0



Hornby's Thompson 'OI' 2-8-0 is a superb model and it is simple to install sound into with its tender located decoder socket and speaker enclosure. The decoder is a LokSound V4.0 8-pin chip from Howes Models with Thompson 'BI' 4-6-0 sound files loaded onto it.



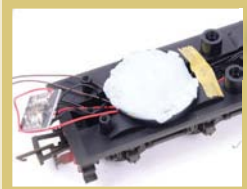
4 Remove the decoder blanking plug from the socket – this is so that the screws can be accessed to release the the metal weight can be released.



5 Undo the single screw which holds the metal weight in place, lift it up and you will see where the speaker should be located.



6 The wiring in the tender was tidied up first using small strips of tape allowing the speaker to sit comfortably in the enclosure. At this point the speaker is still loose.



7 Unfortunately the supplied plastic enclosure with the decoder won't fit into the 'OI', so instead we have used Blu-Tack to both seal the rear of the speaker and fix it into the enclosure.



8 The metal weight can now be refitted to the chassis over the speaker and screw returned to secure the weight in place. We replaced the insulation material under the socket to ensure it didn't short circuit on the metal weight.

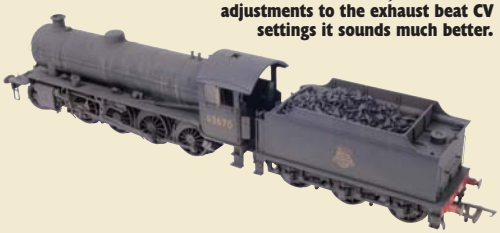
9 With the decoder socket refitted the 8-pin plug on the decoder can be plugged in ensuring that Pin 1 is correctly aligned with the orange wire on the decoder harness.





10 The decoder was then fixed in place on top of the metal weight with a double sided and the wires neatly wrapped around it prior to refitting the body. Take care when refitting the body that no wires become trapped.

From the outside this Thompson 'OI' looks no different to how it started, but with the adjustments to the exhaust beat CV settings it sounds much better.



Hornby Magazine - DCC locomotive record card

Copy and keep to create a detailed recorded of your digital locomotives and their functions.

Locomotive:

Detail	Value
Locomotive Number:	
DCC address:	
Consist address:	
Decoder type:	
Speed steps (14/28/128):	
DCC Sound (Y/N)	
DCC Lights (Y/N)	
CV2 (min start voltage)	
CV3 (acceleration rate)	
CV4 (deceleration rate)	
CV5 (maximum speed)	
CV6 (mid speed)	
CV29 (configuration data)	
Other CVs:	
.....	
.....	
.....	
.....	
.....	
.....	
.....	

Function (F0-F9)	Function (F10-19)
F0.....	**F10**.....
F1.....	**F11**.....
F2.....	**F12**.....
F3.....	**F13**.....
F4.....	**F14**.....
F5.....	**F15**.....
F6.....	**F16**.....
F7.....	**F17**.....
F8.....	**F18**.....
F9.....	**F19**.....

CV29 Calculator

When controller is showing forwards:

Loco runs forwards **0**/Loco runs backwards **1**

Use 14 speed steps **0**/Use 28/128 speed steps **2**

Disable DC ability **0**/Enable DC ability **4**

Deactivate Railcom **0**/Activate Railcom **8**

Use default speed curve **0**/Enable speed table **16**

Enable primary address **0**/Enable extended address **32**

Calculate total number and programme **in CV29**

● **See HM82 for an explanation of CV 29.**

Notes

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Locomotive:

Detail	Value
Locomotive Number:	
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Consist address:	
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DCC Sound (Y/N)	
DCC Lights (Y/N)	
CV2 (min start voltage)	
CV3 (acceleration rate)	
CV4 (deceleration rate)	
CV5 (maximum speed)	
CV6 (mid speed)	
CV29 (configuration data)	
Other CVs:	
.....	
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.....	
.....	

Function (F0-F9)	Function (F10-19)
F0.....	**F10**.....
F1.....	**F11**.....
F2.....	**F12**.....
F3.....	**F13**.....
F4.....	**F14**.....
F5.....	**F15**.....
F6.....	**F16**.....
F7.....	**F17**.....
F8.....	**F18**.....
F9.....	**F19**.....

CV29 Calculator

When controller is showing forwards:

Loco runs forwards **0**/Loco runs backwards **1**

Use 14 speed steps **0**/Use 28/128 speed steps **2**

Disable DC ability **0**/Enable DC ability **4**

Deactivate Railcom **0**/Activate Railcom **8**

Use default speed curve **0**/Enable speed table **16**

Enable primary address **0**/Enable extended address **32**

Calculate total number and programme **in CV29**

● **See HM82 for an explanation of CV 29.**

Notes

Accessory DECODERS

To make the most of DCC accessory decoders allow control of points, signals and other lineside equipment. *Mark Chivers* reviews what is available to assist in running your railway at the touch of a button.

DCC accessory decoders differ from locomotive decoders in that they are stationary decoders capable of operating a myriad of fixed objects ranging from point motors to signals, scenic lighting effects and larger accessories such as turntables.

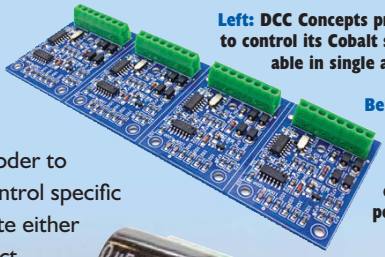
They come in different shapes and sizes with the most popular decoders typically featuring four outputs. Some are designed to take their power from the main layout DCC power bus, while others take power from a separate supply and just get their signal from the layout DCC power bus, which can be particularly useful if you are operating solenoid point motors as they tend to be more power-hungry. Creating a separate power bus on a layout purely for accessory decoders will allow full use of the track



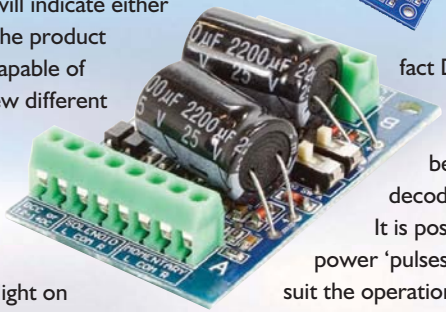
DCC controlled accessories can bring greater operational potential to a model railway. On Topley Dale a pair of new Dapol semaphore signals are controlled by a Train Tech SC3 decoder as a 'Britannia' 4-6-2 passes a 'WD' 2-8-0.

power to transmit DCC signals uninterrupted.

It is certainly worth doing your homework when it comes to deciding which accessory decoder to choose. Most are designed to control specific types of load and they will indicate either on the packaging or in the product manual what they are capable of handling. There are a few different types available, the most common is the short pulse 'on/off' type designed to throw twin solenoid point motors or turn a light on or off. Some also feature a Capacitor Discharge Unit (CDU) to store energy and thereby reduce the current drawn from the track which might otherwise interrupt DCC signals or operation. Another type is set to be continually 'on' to enable them to operate motorised accessorie, such as the Cobalt slow-action point motors from DCC Concepts. In fact DCC Concepts also produce a plug in module to allow Cobalt slow-action point motors to be operated with pulse type decoders.



Left: **DCC Concepts produces a bespoke accessory decoder to control its Cobalt slow-action point motors. It is available in single and four output configuration.**



Below: **For solenoid point motors DCC Concepts produces the ADS2 accessory decoder which features two outputs, both with their own capacitor discharge unit to boost the power available to the point motor.**

It is possible to alter the duration of the power 'pulses' with your DCC controller to suit the operation of the point motors.

Multifunction accessory decoders are capable of operating either type, as well as signals and lighting effects, plus there's a growing number of servo drive output decoders which can control lights and accessories such as uncoupling ramps.

In addition, some have the ability to feed back information to the controller, telling it what state a particular point or route is set at.





Train-Tech's new quad-port accessory decoder is a very simple product to install with its one touch learning button which programmes all four outputs in one go.



Dapol's semaphore signals are no longer a difficult install on a DCC layout thanks to Train-Tech's new SC3 accessory decoder which is specifically designed to operate Dapol's GWR and LMS signals.

Products such as the Aux-Box DCC appliance work like an accessory decoder allowing you to operate a variety of accessories at different voltages from your DCC controller such as street lamps, flickering or flashing lights, motors and more. A small number of accessory decoders are designed for specific products such as Kato Unitrack's two-wire turnouts.

Greater sophistication

As with locomotive decoders, some accessory decoders are more sophisticated than others with a growing number featuring 'learn' modes. For example, the DCC Concepts range includes an accessory decoder (Cat No. AD1) specifically designed to operate with its Cobalt point motors (DCP-CB1) which have 'learn' modes, meaning with just a few clicks of a switch, programming is complete!

DCC products featuring integrated accessory decoders are also appearing, such as the Train-Tech range of colour light signals (DS1-DS8). These also have a one-touch approach to learning their DCC address, the difference being that you don't need to wire them to a separate accessory decoder to work. They just clip to the track straight from the pack, or you can remove the clip and connect the two wires direct to the tracks. The simplest two aspect signals use one DCC address, whilst the more complex ones utilise multiple addresses.

Train-Tech also produces a bespoke accessory decoder (SC3) for the Dapol 'N' and 'OO' gauge ranges of motorised semaphore signals which is capable of controlling one or two signals,



A large number of manufacturers produce accessory decoders. This is the Hornby R8247 quad-port accessory decoder.



DCC Concepts has introduced the SDC module which can be used to convert a pulse type accessory decoder – such as the Hornby R8247 – to operate Cobalt slow action point motors. Some adjustment of the decoder's setting may still be needed for best operation.

each signal being assigned its own separate address. No power supply is required, as each signal connects directly to the decoder with its wires.

Most accessory decoders can be programmed on a programming track or in situ utilising the layout track feed, known as programming on the main (POM). Many opt to programme them at the installation point rather than moving back and forth to a programming track.

DCC accessory decoder addresses are separate from DCC locomotive addresses.

Operating accessories

Your DCC controller should feature a separate button to set accessory addresses in a similar manner to a locomotive DCC address. The accessory output addresses are in the 1-2044 range, although it will depend on which system you have as to how many accessory decoder addresses it will support. For example, Bachmann's standard E-Z Command Dynamis system only supports the address range 1-100, which equates to 25 four-output accessory decoders, whilst Hornby's Elite system supports the address range 1-252, equating to 63 four-output accessory decoders. As systems differ, always refer to the operating manual for the controller and the accessory decoder when programming.

When it comes to physically operating the accessories and points, you can select them directly from your DCC controller or consider setting up a computerised control panel with track diagram which you can click on to operate with a computer mouse.

A good selection of software is available for download to suit all tastes including Big Bear Rail Controller, Hornby RailMaster, JMRI PanelPro, Railroad and Co, Rocrail and more. As an example, Hornby's RailMaster system allows you to create diagrams with integrated point and signal control and will shortly incorporate new elements such as locomotive detection and voice control, which will allow a more hands-off approach to be adopted when operating your layout.

With such a plethora of products available, there has never been a better time to accessorise your DCC layout. ■

USEFUL LINKS

- **Bachmann** *www.bachmann.co.uk*
- **Big Bear** *www.bigbearrail.com*
- **CML Electronics** *www.cmlelectronics.co.uk*
- **DCC Concepts** *www.dccconcepts.com*
- **DCC Supplies** *www.dccsupplies.com*
- **Digitrains** *www.digitrains.co.uk*
- **Digitrax** *www.digitrax.com*
- **ESU** *www.esu.eu*
- **Gaugemaster** *www.gaugemaster.com*
- **Hornby** *www.hornby.com*
- **JMRI-PanelPro** *jmri.sourceforge.net/*
- **Lenz** *www.lenz.com*
- **Massoth Elektonik** *www.massoth.de*
- **Model Electronic Railway Group** *www.merg.org.uk*
- **NCE Corporation** *www.ncedcc.com*
- **Railroad and Co.** *www.freiwald.com*
- **Roco** *www.roco.cc*
- **Rocrail** *wiki.rocrail.net*
- **Tam Valley Depot** *www.tamvalleydepot*
- **Team Digital** *www.teamdigital1.com*
- **Train-Tech** *www.train-tech.com*

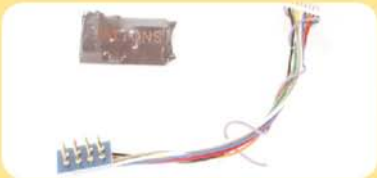
Hatton's
Est. 1946

DCC DECODERS

Hatton's 8 & 21 pin DCC decoders

4-function DCC decoders with back EMF

Available in singles and Value Packs of 5 and 10



8-pin (harness) 4-function 1.1Amp decoder with back EMF

DCR-8PIN-01 . . . . . **£10**
DCR-8PIN-ValuePack05 . . . . . **£48**
DCR-8PIN-ValuePack10 . . . . . **£94**

DIRECT PLUG



21-pin 4-function 1.1Amp direct plug decoder with back EMF

DCR-21PIN-01 . . . . . **£12**
DCR-21PIN-ValuePack05 . . . . . **£57**
DCR-21PIN-ValuePack10 . . . . . **£110**

£4 P&P Tracked & Signed
£7 Guaranteed Next Day Delivery

Tel : 0151 733 3655
info@ehattons.com

DCC Fitting Service



Want your loco DCC fitted?

We can now fit DCC decoders to your locos for you prior to despatch

Service available on New and Pre-owned items for OO gauge & N gauge locos (where possible)

Simply add the relevant DCC Fitting Service (below) when placing your order with us ***online***, on the ***phone***, or in the ***post***

LOCOS FULLY TESTED BEFORE DESPATCH

DCC is easy as 1, 2, 3 . . .

STEP 1: Decide on your loco

STEP 2: Choose your DCC decoder(s) (*Decoders sold separately*)

STEP 3: Choose the relevant DCC fitting service

DCC Fitting Service Prices

Fit 8 or 21 pin decoder into DCC Ready items

SrvDCCFitReady01 . . . . . .1 decoder **£12**
SrvDCCFitReady02 . . . . . .2 decoders **£17**
SrvDCCFitReady03 . . . . . .3 decoders **£21**

Solder decoder into DCC compatible items

SrvDCCFitComp01 . . . . . .1 decoder **£17**
SrvDCCFitComp02 . . . . . .2 decoders **£22**
SrvDCCFitComp03 . . . . . .3 decoders **£26**

www.ehattons.com/dccfitting

Gadget Guide

Like all technology, Digital Command Control is constantly evolving with new products being released and a steady stream of gadgets available to suit all tastes. *Hornby Magazine's* *Mark Chivers* picks out 10 of the best…

SPROG DCC DECODER PROGRAMMER

The Sprog DCC decoder programmer is a standalone computer-controlled product capable of programming decoders remotely from your layout, and is the most used item in my own DCC arsenal.

This handy 40mm x 60mm x 20mm box is a useful tool as it can quickly identify and interrogate decoders, reading each CV and presenting them in tabular form on your computer. There are currently two versions of the Sprog available - the original SPROG II featuring an integrated 1amp booster and Sprog 3 which features a larger 2.5amp booster. The Sprog is more than just a programmer: it can also control a small layout when used with the supplied DecoderPro software, which is also available as a free download from *jmri.sourceforge.net*

The combination of the Sprog and DecoderPro is particularly useful when programming a collection of DCC sound fitted locomotives as you can change multiple CV values with just one click, saving valuable time compared with changing each CV individually.





The details

Manufacturer:	*www.sprog-dcc.co.uk*
Cat No:	SPROG II
Description:	SPROG II USB DCC programmer/controller 1amp booster
Price:	£45
Cat No:	SPROG 3
Description:	SPROG 3 USB DCC programmer/command station 2.5amp booster
Price:	£60

ESU DECODER TESTER

If you have ever discovered a problem with a DCC decoder after installing it in a locomotive, then a decoder tester is a useful investment - equally it's ideal for checking the status of a decoder before you install it. This decoder tester (Cat No. 51900) from ESU is a particularly useful item as it is fitted with 6-pin, 8-pin, 21-pin and Plux 22 sockets on the same board so you can test most DCC decoders. It also has a motor and flywheel for checking

ROCO Z21 DIGITAL CENTRE



The Roco Z21 is an impressive DCC command station which connects wirelessly with many Android or Apple smartphone or tablet device. Control is via Wi-Fi and installed apps on the handheld device, which offers quick plug and play operation. There is a choice of apps offering the standard Z21 mobile app or a selection of driver's cab apps to enhance the operator experience. Incidentally, when the driver's cab app is also combined with one of the manufacturer's latest video-camera fitted locomotives, this experience can be on a whole new level as the view from the camera is transmitted directly to the control screen on a tablet or smartphone!



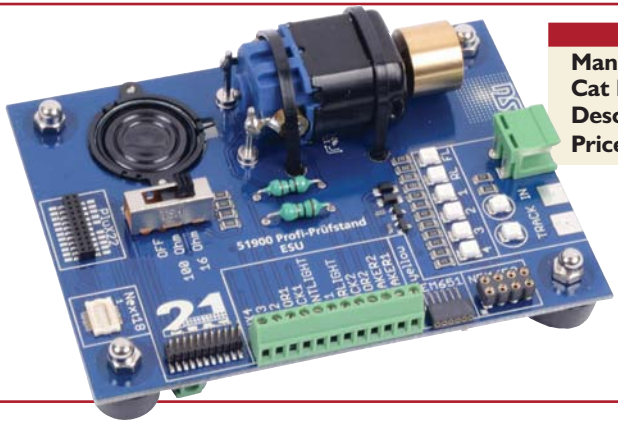
The Roco Z21 is supplied with a router and bespoke power supply featuring a 3.1amp power booster. It supports programming on the main as well as a programming track and locomotives are recognised automatically through Railcom status reports.

The touch screen layout appears intuitive offering straightforward operation and setting up of values and functions for locomotives and accessories. The larger screen on a tablet device also allows you to operate locomotives and accessories at the same time, or two throttles together at the same time.

Don't worry if you don't have a wireless device, the Z21 can also be interfaced with a computer or laptop and wired controllers such as the Roco multiMAUS handset.

The details

Manufacturer:	*www.roco.cc*
Cat No:	10820
Description:	Roco Z21 Digital Centre
Price:	£350

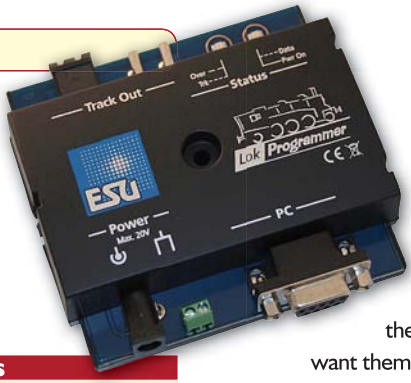


The details

Manufacturer:	*www.esu.eu*
Cat No:	51900
Description:	ESU DCC Decoder Tester
Price:	£34

the motor output, LEDs to check directional head and tail light outputs and incorporates a speaker so you can make sure all is well with DCC sound decoders, too.

ESU LOKPROGRAMMER



The ESU LokProgrammer is aimed at the more serious DCC enthusiast. Designed for producing and uploading your own DCC sound projects, the LokProgrammer requires a Windows computer and a USB port or serial interface.

You can record your own locomotive sounds, edit them and upload them to an ESU LokSound decoder using this tool. It also allows you to change the settings of the decoders and fine tune them so they work how you want them to. You can also erase sound projects from LokSound decoders and replace them with your own creations, or just edit certain sounds, perhaps replacing a diesel locomotive horn with your own bespoke recording.

The details

Manufacturer: *www.esu.eu*
Cat No: 53451
Description: ESU LokProgrammer
Price: £127

TRAIN-TECH ONE TOUCH DCC SIGNALS

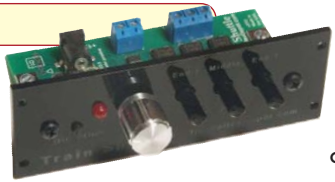
Train-Tech's philosophy is to make easy to use electronic products. Its growing selection of 'OO' gauge one-touch DCC colour light signals ranges from two aspect stop signals to the latest four aspect high speed variants with flashing yellow LEDs. They can be connected directly to the track using the supplied clip or wired directly by removing the clip and using two wires. Once attached, select an address on your DCC controller, press the learn button on the signal controller and the process will be complete in a few seconds. They can also be synchronised to operate with other signals and points.



The details

Manufacturer: *www.train-tech.com*
Cat No: DS1-DS8
Description: DCC one-touch colour light signals
Price: £24-£35

DCC TRAIN SHUTTLE



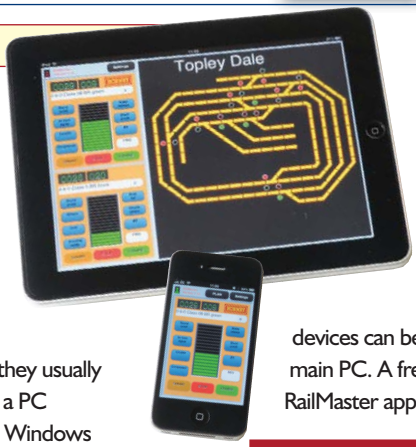
For those starved of space, the DCC train shuttle from Tam Valley Depot may be just what you need. It is also suitable for those wishing to run an automated test track or perhaps even an exhibition layout branch line, allowing operators to concentrate on main line operations.

The DCC train shuttle command station has detectors that can automatically reverse direction and simulate a station stop. The stop time is fully adjustable up to 60 seconds. It is also possible to combine accessory commands to change points enabling slightly more complicated operations.

The details

Manufacturer: *www.tamvalleydepot.com*
Cat No: TNS001
Description: Tam Valley Depot DCC Train Shuttle
Price: £63

DCC MOBILE APPS



There is a growing range of downloadable DCC applications for use on smartphones and tablets. Known as 'apps' they allow you to operate your layout wirelessly and economically without the added expense of an additional controller. All they usually require is a DCC system with a PC interface, a PC operating with Windows or in some cases Mac OS X or Linux and a Wi-fi network and router.

Most apps charge a nominal fee to download the software, although there are still a number of free ones available, including JMRI's WiThrottle Lite and Engine Driver, which can connect via JMRI's WiThrottle server on a computer running DecoderPro, for example.

Hornby offers a paid-for app for its RailMaster system which is also designed for use with smartphones and tablets, but can also be used with some older devices such as Palm PDAs. Up to eight wireless devices can be connected to the RailMaster main PC. A free evaluation version of the RailMaster app is also available.

The details

Manufacturer: *www.withrottle.com*
Description: JMRI WiThrottle Lite App
Manufacturer: *enginedriver.rrclubs.org/*
Description: Engine Driver App
Manufacturer: *www.hornby.com*
Description: Hornby Railmaster App
Price: Various

TRAIN-TECH/DAPOL SEMAPHORE SIGNAL CONTROLLER

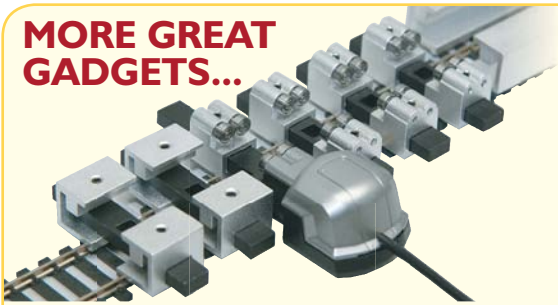


The SC3 controller from Train-Tech is designed to work with Dapol's 'N' and 'OO' gauge ranges of motorised semaphore signals. Each signal can be connected directly to the SC3 controller without modification and given its own DCC address. Each controller can handle two semaphore signals, and simply connects to the track or power bus with just two wires, requiring no additional power supply.

The details

Manufacturer: *www.train-tech.com*
Cat No: SC3
Description: Dual Dapol Semaphore Signal Controller
Price: £30

MORE GREAT GADGETS...



BACCHRUS MODEL TRAIN SPEEDOMETER

Manufacturer: *www.bacchrus.com*
What it does: Designed for use with Bacchrus running stands, this product measures accurate scale locomotive speeds and aids setting of speed steps and consisting. This DCC version is supplied with JMRI DecoderPro software for use on a PC or laptop.

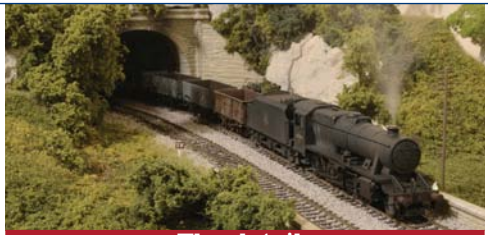
Cat No:	MTS-DCC40	**Cat No:**	MTS-DCC50
Price:	£75	**Price:**	£65
Scale:	'N'	**Scale:**	'OO', 'HO'

SMOKE GENERATORS

If you have a stud of DCC sound-fitted steam locomotives, why not also add smoke to go with them to produce the ultimate DCC experience?

Seuthe produces a vast selection of smoke generators, a number of which are suitable for use with DCC systems, as can be witnessed on *Hornby Magazine*'s exhibition layouts.

A number of our locomotives feature Zimo DCC sound decoders and Seuthe smoke generators connected directly to the decoder so they can be turned on and off at the touch of a function button on your DCC controller. A small selection of suitable smoke generators, which feature a protective sleeve to prevent the plastic locomotive bodyshell melting, are available including Nos. 22, 23, 27 and 28.



The details

Manufacturer: *www.seuthe-dampf.de*
Cat No. Seuthe 22, 23, 27, 28
Description: Seuthe Smoke Generator
Price: £23.75

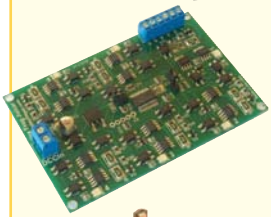
Whilst the combination of DCC sound and a smoke generator is impressive, it is important to remember to switch the generator off once all the smoke fluid has been exhausted to prevent damaging the element.

MORE GREAT GADGETS...



PRICOM DCC POCKET TESTER

Manufacturer: *www.pricom.com*
Cat No: DCC pocket tester
What it does: Analyses DCC signals to ensure system and track are working correctly.
Price: £152.40
Scale: Any



DCC HEX FROG JUICER

Manufacturer: *www.tamvalleydepot.com*
Cat No: HFJ003U
What it does: Automatic polarity reverser for up to six points or as a reverser for reverse loops, turntables or crossings, to prevent short circuits.
Price: £62.35
Scale: Any



TRAIN TECH RED BUFFER LIGHT

Manufacturer: *www.train-tech.com*
Description: BL1, BL2
What it does: Red LED stop light free-standing between power rails, suitable for use behind buffer stops at the end of sidings or bay platforms.
Price: £5
Scale: 'OO' (BL1), 'N' (BL2)

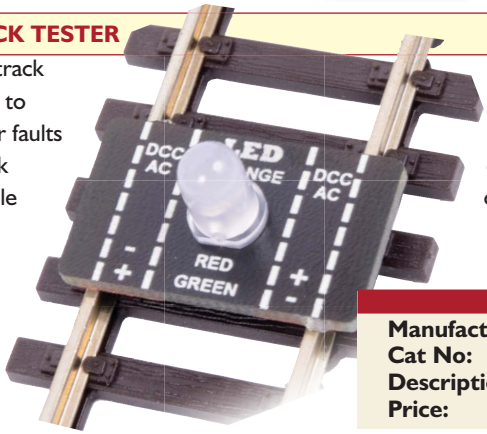


CML SCENERY ANIMATOR

Manufacturer: *www.cmlelectronics.co.uk*
Cat No: MSC8
What it does: Features eight DCC controlled outputs; one is capable of driving a DC or AC motor, up to four are capable of controlling radio control servos and the remaining outputs can operate lighting functions.
Price: £30
Scale: Any

TRAIN-TECH TRACK TESTER

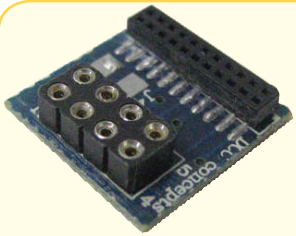
Train-Tech useful DCC track tester (TT1) allows you to quickly check for power faults on a layout such as track joints and points. Suitable for 'N', 'TT' 'HO' and 'OO' gauge track, you simply place the device across your track and the multicolour LED should light orange to indicate DCC power.



It is also suitable for DC layouts, with the LED showing red or green, depending on the direction of current to the track.

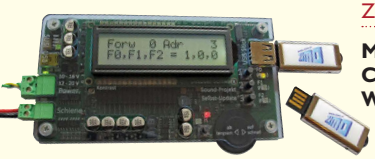
The details

Manufacturer: *www.train-tech.com*
Cat No: TT1
Description: Track Tester
Price: £5



21-PIN TO 8-PIN DCC ADAPTER

Manufacturer: *www.gaugemaster.com*
Cat No: DCC72
What it does: Allows 8-pin DCC decoders to be used on models fitted with 21-pin decoder sockets.
Price: £4.50
Scale: 'OO', 'HO', 'N'



ZIMO DECODER UPDATER WITH DISPLAY

Manufacturer: *www.zimo.at*
Cat No: MXULFA
What it does: Allows loading of new software to Zimo DCC decoders of all types, loading of sound projects to Zimo DCC sound decoders, driving of one address to test the DCC decoder and programming and reading of CVs.
Price: £170
Scale: Any



TRAIN-TECH DCC QUAD POINT CONTROLLER

Manufacturer: *www.train-tech.com*
Cat No: PC2
What it does: Controls four points or uncouplers using your DCC system. Setup is via Train-Tech's one-touch technology and can be synchronised with Train-Tech signals to set routes.
Price: £35
Scale: Any



HATTON'S 21-PIN DCC DECODER

Manufacturer: *www.ehattons.com*
Cat No: DCR-21PIN-01
What it does: 21-pin, four function 1.1amp DCC decoder with back EMF, featuring CV activated fluorescent flicker light effect for use in modern multiple units.
Price: £12
Scale: 'OO'

EFFECTS

Paul Chetter shows how to fit working lamps to a DCC locomotive, adding another element of realism to your modelling.



The purpose of lamps on trains in the steam era was less to provide visibility for the engine crews than to help identify the train and - in the case of tail lamps – prove that the formation was intact.

By a combination of number and position of lamps fitted to the forward facing end of a locomotive, it was easy to identify the nature of the working. Before fitting any lamps, it will pay to do some research to get it right for your intended Region and formation – they did vary.

DCC Concepts produces true 4mm scale working oil lamps made of long lasting and cool running Light Emitting Diodes (LEDs). They are sold in packs of six and include a good selection of resistors. They are available in red (tail lamps) and white light output - and the latter now include a yellow tint so you can achieve the warm glow of an oil lamp, or the whiter light of electric conversions from the same unit.

Installation

DCC enables easy control of these lamps, but it's perfectly possible to use analogue power too.

ABOVE: Fitted with DCC Concepts working lamps linked to a DCC decoder, this Hornby 'Standard Four' 4-6-0 has an extra and useful feature.

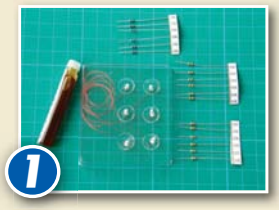
DCC Concepts lamps are available for LMS/BR locomotives as well as LNER designs.

At the rear of the lamp is a moulding to represent the mounting bracket. This will not be a problem in most cases, but where they are mounted well forward, as on the streamlined 'Princess Coronation' class, they can project the lamp into possible contact with the buffers. In such circumstances, this moulding can be removed by gentle filing without damaging the functionality.

You will need to remove the locomotive body from the chassis for the next part. The Hornby '4MT' 4-6-0 used here comes with four lamp irons which allow for arrays suitable for all BR regions except the Southern. I have decided to model it as a light engine working, with one central lower lamp front and back.

The only additional work prior to fitting is to drill a very small hole using a 0.3mm drill bit in a pin vice immediately in front of the lamp iron

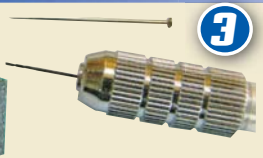
STEP BY STEP ADDING WORKING HEADLAMPS



These are the typical contents of DCC Concepts' Working Locomotive Lamps pack. This is a set of the newly released LNER pattern lamps, which come pre-finished in white.



A MR/BR pattern lamp, as supplied by DCC Concepts, shown here with the head of a normal dressmaker's pin to illustrate scale. These lamps were painted white for this project.



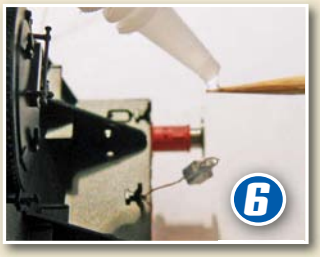
A 0.3mm drill bit in a pin vice is the right tool for making the small hole through the bufferbeam for the wires from the headlamp. The straight pin provides scale comparison.



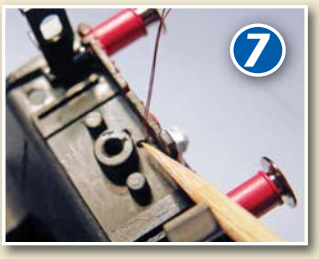
Drill through the front footplate as close to the base of the lamp iron as possible.



Insert the two lamp wires through the hole. There's plenty of room, but you need a steady hand.



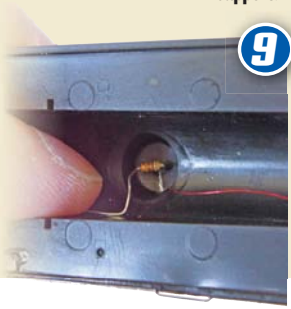
A small spot of glue applied with a cocktail stick is enough to hold the lamp in place against the iron.



Apply a little glue where the wires emerge on the underside to give added support.



Check the wire routing. If there is likely to be any chafing of the LED wires, create a bit of clearance with a warding file.



The inside of the dome on the BR '4MT' makes a good clear space to locate the necessary resistor. This will be insulated before final re-fitting. Finally connect the positive longer wire from the lamp to the blue lead of the decoder and the negative lead to any of the function wires on the decoder harness.

through the front footplate of the locomotive to accommodate the wires. In some locomotives, it is not possible to route the wires so that they are completely hidden. If you can't, don't worry as they are so fine that neat installation and colour matched paint are enough to ensure they are hidden in plain sight.

Feed the wires though the hole and use a small amount of glue to fit the lamp to the lamp iron. The wires are thin and springy but you need to route them along the inside of the body to the point where they will connect to the locomotive wiring, making sure they will not rub against any other components. If this is not possible, you may need to create some space using a fine file.

I prefer to fix the wires in place for their whole length, although this is not strictly necessary. To do this, I hold them in place and run a little superglue along them.

Completing the circuit

If you connect these lamps - indeed almost any LED - direct to normal track voltages, they will be destroyed. You must connect

a resistor in series with one wire, normally the positive, in all circumstances to protect them. Out of this necessity comes an advantage; higher resistance gives dimmer light. This is particularly useful for analogue layouts.

DCC offers even greater control. The Zimo MX640 decoder used here allows the output voltage to be varied. This means that the brightness can be fine tuned in situ just by changing CVs.

The wires have a lacquer coat insulation, so the positive wire can only be identified by its longer length. White LEDs are more prone to damage by reverse spikes caused by electrical interference or even 'sparking'. DCC decoders have inbuilt protection, but analogue installations will need a modified circuit.

The '4MT' has a complicating factor – it is a tender locomotive and in this model the decoder is in the tender, so power to the front lamps has to bridge the gap. The wires need to be more resistant to damage than the single fine strands of these lamps, which are not long enough anyway. I got around this by joining the lamp wires with 0.53mm seven strand wires which I then routed to the decoder via the break-out plate.

Connect the positive side (with the longer wire) via a resistor to the common, usually blue, output from the decoder and the other to the Function Output you have chosen.

With the wiring completed, we need to allocate the Function Outputs on the decoder and set the CVs as required. The advantage in being able to set things up using CVs is that you can change them at any time without needing to dismantle the model again.

The advantage of controlling these lights with DCC is that they can be turned on and off at will whether the locomotive is in motion or standing still and they will make a great feature for steam locomotives working hard at the head of heavy trains. ■

DIESEL LOCOMOTIVE HEADLIGHT FADE



If you have 'OO' gauge diesel locomotives fitted with directional lights and ESU LokSound V3.5 DCC sound decoders, you can make the locomotive head and tail lights fade by changing the CV values which control the headlight and backup light configurations (CVII3 and CVII4).

The default value is usually 15, but if you set CVII3=127 and CVII4=127 the effect will work on both ends of your model.

To return it to normal set CVII3=15 and CVII4=15.

Effect:	**Headlight fade**
Suitable for:	**Diesel locomotives**
Decoder:	**ESU Loksound V3.5 DCC sound decoder**
CV values:	**Set CVII3=127 and CVII4=127 To return to normal set CVII3=15 and CVII4=15**

LIGHT FLICKER IN MODERN MULTIPLE UNITS



Hatton's has recently added a new 21-pin four-function 1.1Amp DCC decoder (DCR-21PIN-01) to its range. A new feature of this decoder is the inclusion of a fluorescent flicker effect suitable for some modern multiple units which mimics how the lights act when they are turned on.

The flicker effect is very much dependent on how the models are wired, but on test it worked well with Hornby's 'OO' gauge 4-VEP electric multiple unit (EMU) which features directional lights on F0 and interior lights on F1. When set (see below), the interior light flicker effect occurs when you turn the lights on for the first time using function F0. Directional lights are unaffected and continue to work as normal. F1 still functions as normal and will operate the internal lights without the initial flicker.

To simulate the flicker you will need to set CV47=1. To return it to normal set CV47=0.

● We used a spare Hornby Sapphire 21-pin to 8-pin harness on the Hornby 4-VEP EMU to allow the use of a 21-pin DCC decoder in the model.

Effect:	**Fluorescent Light Flicker**
Suitable for:	**Modern multiple units**
Decoder:	**Hatton's DCR-21PIN-01**
CV values:	**Set CV47=1. To return to normal set CV47=0**

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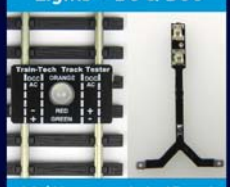
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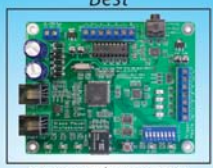
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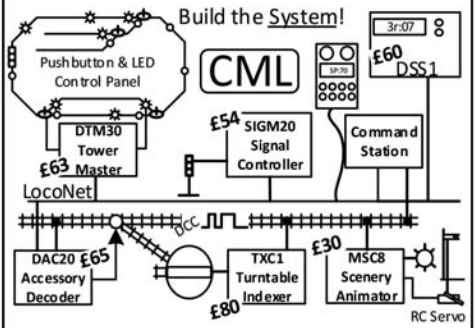
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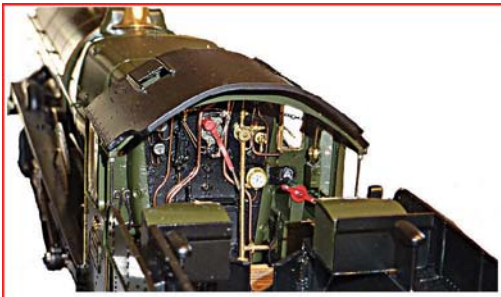
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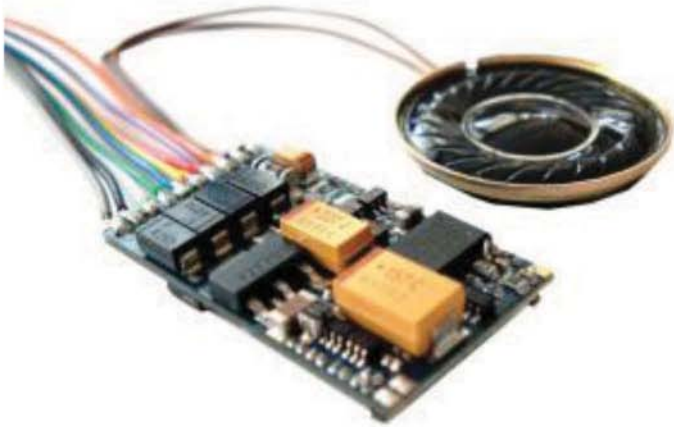
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