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New Lovelass 'O' gauge and Bachmann 'N' gauge Type 5s reviewed!



# HORNBY

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# HORNBY

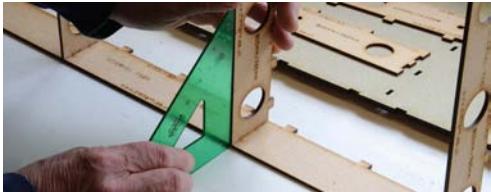
magazine

## 4 HANDS ON PROJECTS WEATHERING



How to enhance Hatton's LMS Garratt

## BASEBOARDS



Laser cut, flat pack baseboard kit

## DIGITAL CONTROL



DCC sound for cast metal models

## WAGON KITS



Bogie wagon kit construction

## FIRST PICTURES: HORNBY 'J15' 0-6-0

## KENSAL GREEN RE-BORN

Rejuvenating a 'OO' Western Region motive power depot

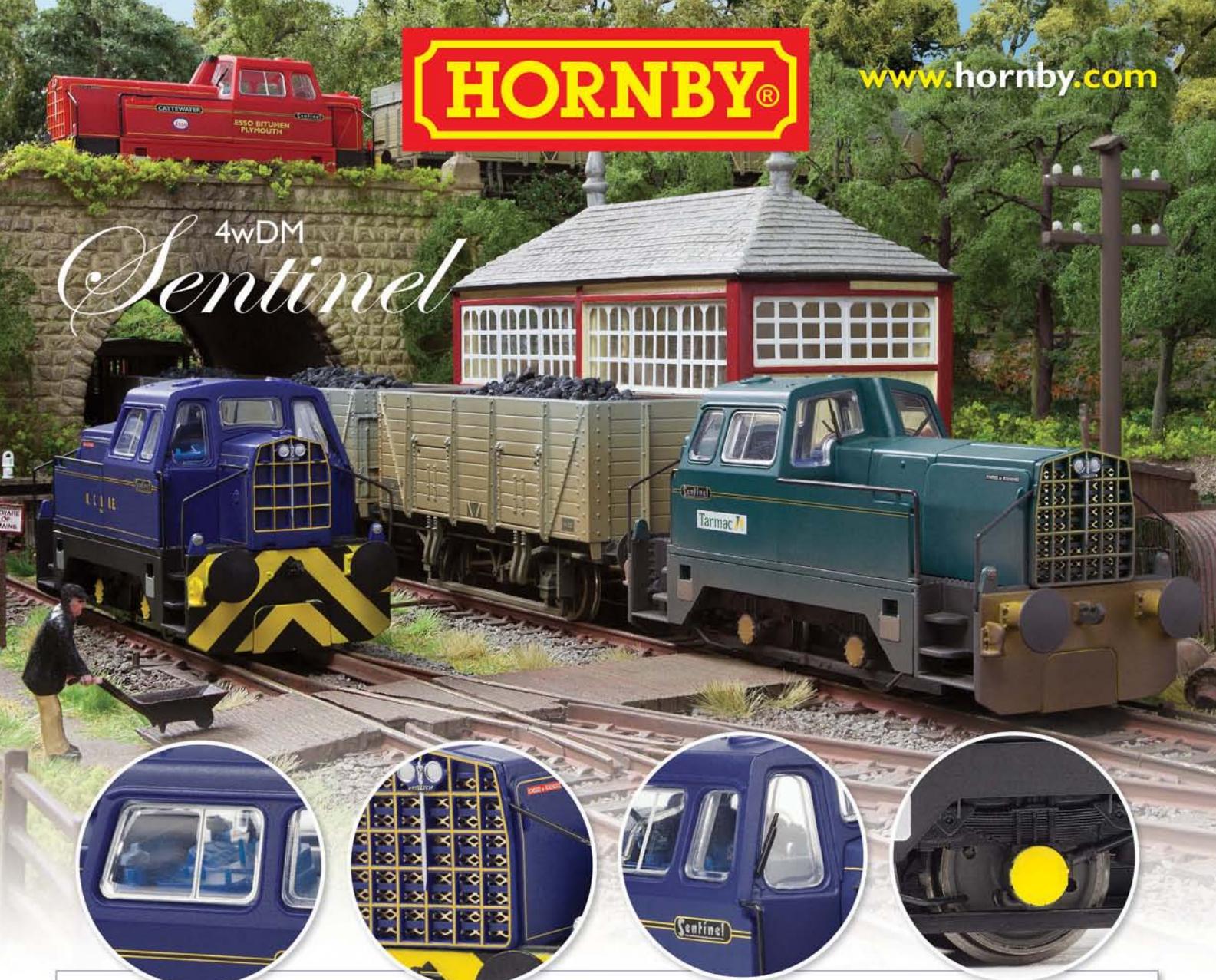


## READY-TO-RUN BRANCH LINE TRAIN FORMATIONS

Key



06 >



## The Little Industrial Mover...



R 3178 'NCB' 4wDM Sentinel



R 3180 'Tarmac' 4wDM Sentinel - Weathered



R 3179 'Esso' 4wDM Sentinel

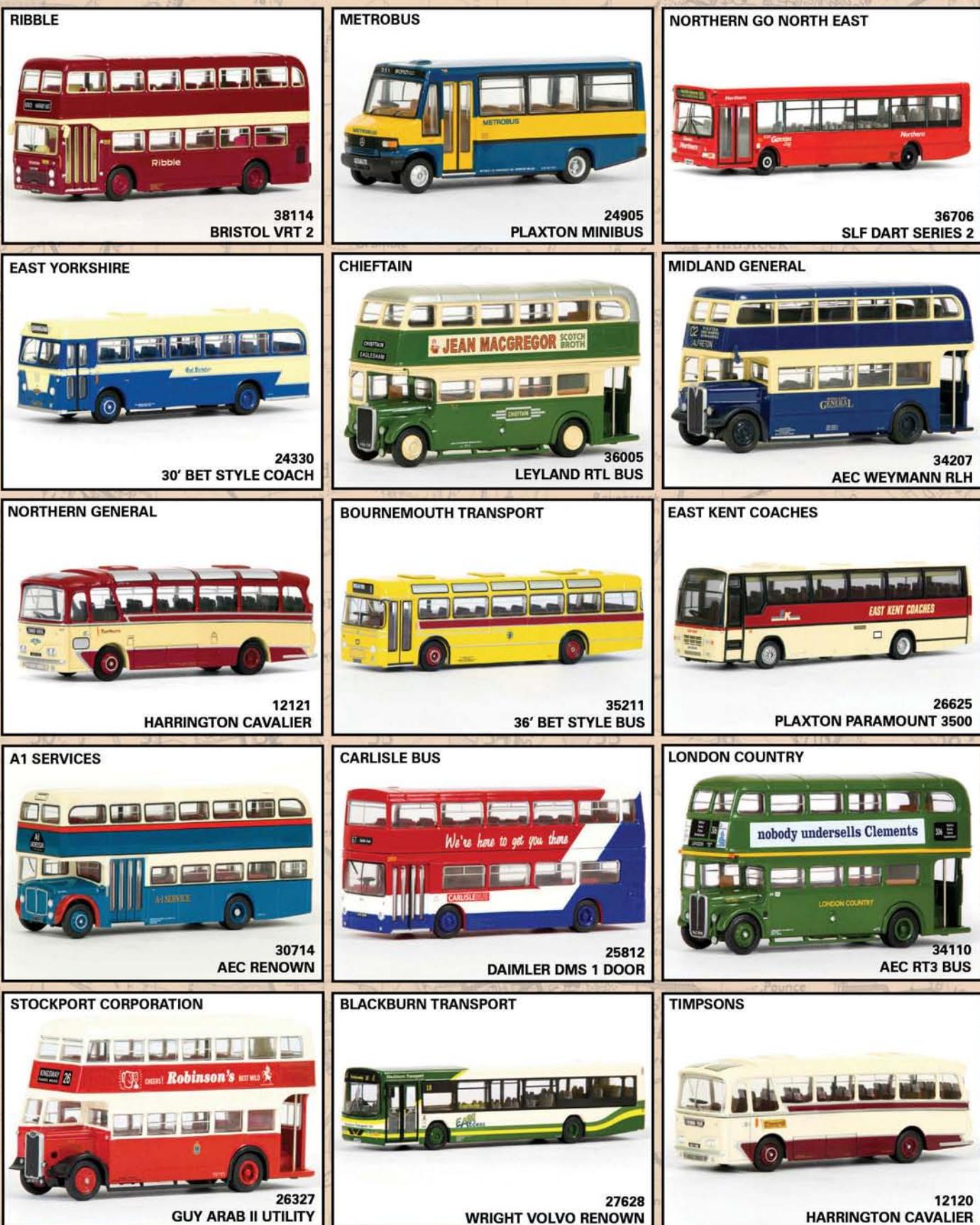
- Diecast chassis
- Cab detail
- Separately fitted wire handrails
- Sand pipes
- Metal etched radiator grill
- Coupling blanking plate
- Separate windscreens
- Wipers

- Chain drive variant
- Diecast footplate
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- Flywheel drive
- Pickups on all wheels

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June 2014

**Editor:** Mike Wild

**Assistant Editor:** Mark Chivers

**Senior Designer:** Steve Diggle

**Sub-editor:** Andrew Roden

**Contributors:** Evan Green-Hughes, Trevor Jones, Brian Stephenson, Tim Shackleton, Nigel Burkin, Graham Gaches, Paul Chetter, Julia Scarlett, Chris Knight, Graham Taverner, Geoff Carter, Peter Goodman and Ian Noble.

#### EDITORIAL ADDRESS

Hornby Magazine, Key Publishing,  
PO Box 100, Stamford, Lincolnshire PE9 1XQ  
**Tel:** 01780 755131  
**E-mail:** [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com)  
**Website:** [www.hornbymagazine.com](http://www.hornbymagazine.com)

#### ADVERTISING

**Advertising Manager:** Matt Tipton  
**Email:** [matt.tipton@keypublishing.com](mailto:matt.tipton@keypublishing.com)  
**Telephone:** 01780 755131  
**Mobile:** 07876 898074  
**Sales Executive:** Nicola Lee  
**Email:** [nicola.lee@keypublishing.com](mailto:nicola.lee@keypublishing.com)  
**Telephone:** 01780 755131  
**Advertising Production:** Cheryl Thornburn  
**Tel:** 01780 755131 **Fax:** 01780 757261  
**Email:** [cheryl.thornburn@keypublishing.com](mailto:cheryl.thornburn@keypublishing.com)

#### ADVERTISING ADDRESS

Hornby Magazine, Key Publishing Ltd,  
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#### SUBSCRIPTIONS/MAIL ORDER

**Manager:** Roz Conde  
PO Box 300, Stamford, Lincolnshire, PE9 1NA, UK  
**Tel:** 01780 480404  
**Fax:** 01780 757812  
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**Chairman:** Richard Cox  
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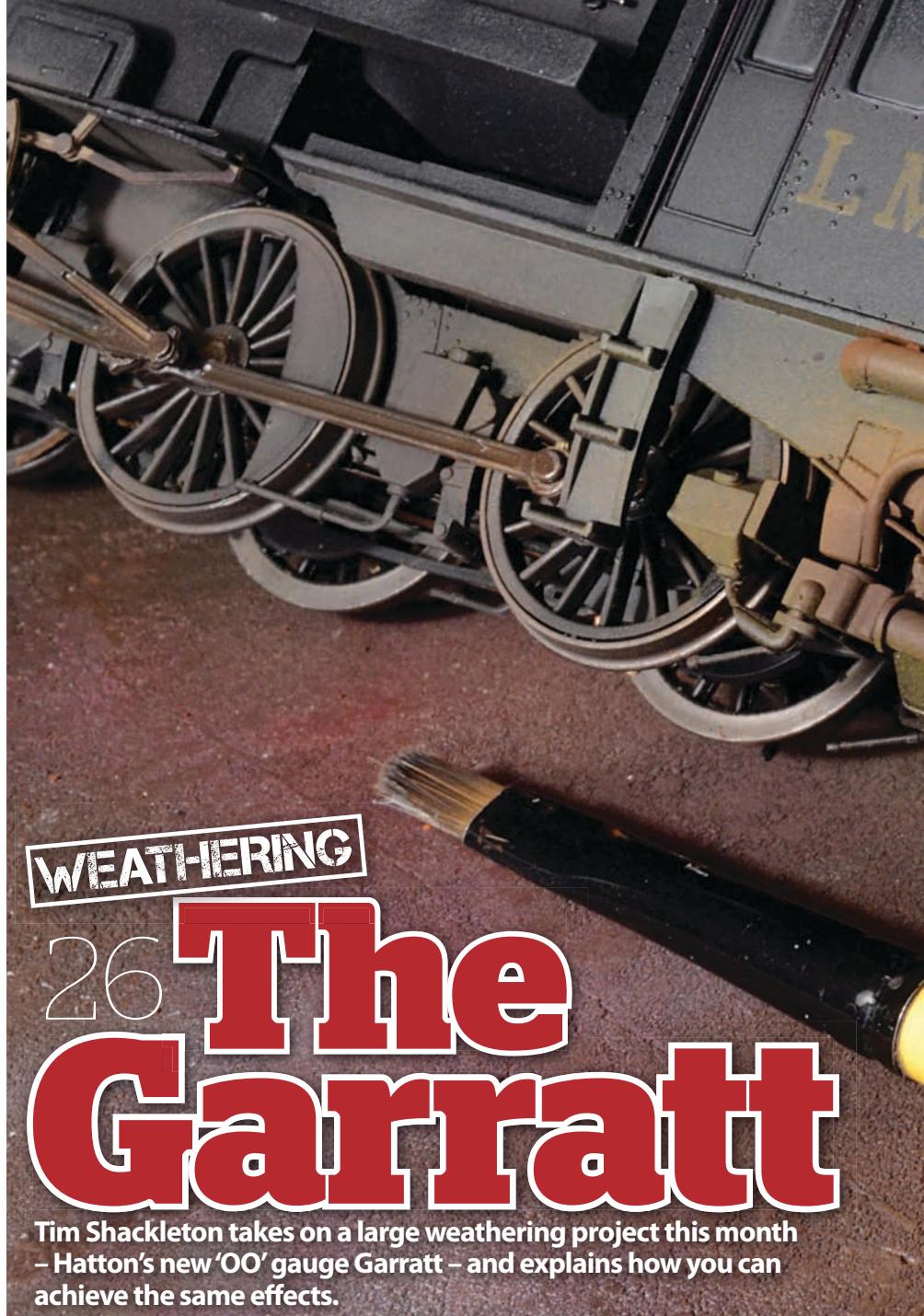
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ISSUE  
**84**

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**HORNBY**  
magazine



WEATHERING

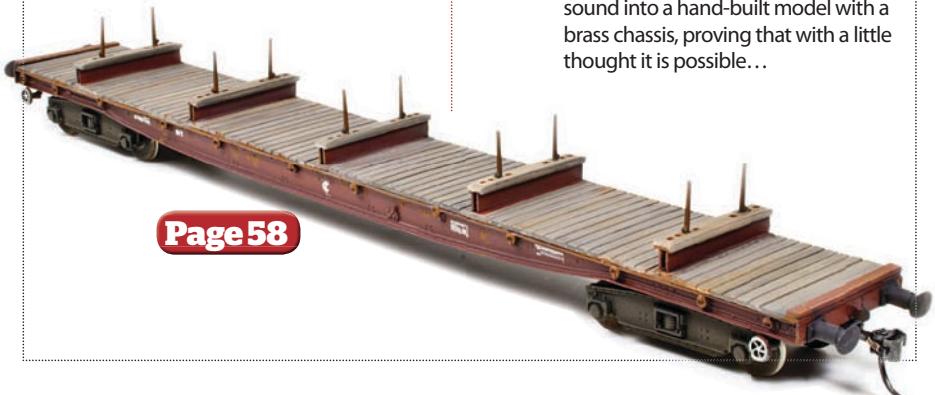
# 26 The Garratt

Tim Shackleton takes on a large weathering project this month  
– Hatton's new 'OO' gauge Garratt – and explains how you can  
achieve the same effects.

## WE SHOW YOU HOW!

### 32 FLAT PACK BASEBOARDS

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### 90 DCC SOUND

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*Hornby Magazine's* comprehensive guide to forthcoming events.

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# Welcome



This month saw not one but two brand new 'Deltic' models arrive in the *Hornby Magazine* office, and they were very well timed too.

On April 12 the National Railway Museum's own production 'Deltic'

55002 *The King's Own Yorkshire Light Infantry* made its first main line passenger carrying run since December 30 1981 when it hauled a special organised by 52A Railtours from York to Aberdeen. The train was a massive success. Loaded with 500 passengers in the coaches behind, the locomotive is reported to have hit the magic 100mph mark several times during the run, reflecting its status as a genuine East Coast Main Line 'racehorse'.

The 'Deltics' have a following like no other first generation diesel locomotive. Their status is legendary and it is hardly surprising that the class of 22 has been the subject of a large number of ready-to-run models. The first came in 1960 from Hornby Dublo in

'OO' gauge – one year before the real locomotives entered traffic – and was followed by a version from Lima and, most recently, by Bachmann's version for the same scale.

This month has seen new models of the 'Deltic' in 'N' and 'O' gauges. For 'N' gauge Bachmann's enticing new model is the third to hit the streets with the first being the totally out of proportion model made by Lima in the early 1980s, later superseded by Graham Farish's much more recognisable model in the early 1990s.

As good as Bachmann's model is (and it is very good), the 'O' gauge model we received for review was in a different league altogether. Produced entirely from brass and handbuilt in Korea for LH Loveless, it is an amazingly complete package that even includes fantastically detailed cab and engine room interiors.

The 'Deltics' continue to capture the spotlight and the arrival of these new models further cements their legendary status in both the real and model worlds.



Both are superb products and you can read our full reviews in this issue – as well as a history of the real thing in 'Reality Check'. They're such good models that even the most die-hard steam modellers may just be tempted by them, we feel...

Mike Wild  
Editor

## THIS MONTH

### 11 WIN

A whole train is this month's competition prize...

#### WEATHERING

### 26

Tim Shackleton prepares his weathering armoury for Hatton's new LMS Beyer, Garratt...

#### BASEBOARDS

### 32

It doesn't get much simpler than this - we build these superb new flat pack, laser cut baseboards.

#### WAGON KITS

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Nigel Burkin tackles Cambrian's 'Borail' kit and shows his techniques for bogie wagon construction.

### 08

Hornby has revealed the first test shots of its new 'OO' gauge J15' 0-6-0. Read the full story on page 8...

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4 HANDBOOKS

WEATHERING

BASEBOARDS

DIGITAL CONTROL

WAGON KITS

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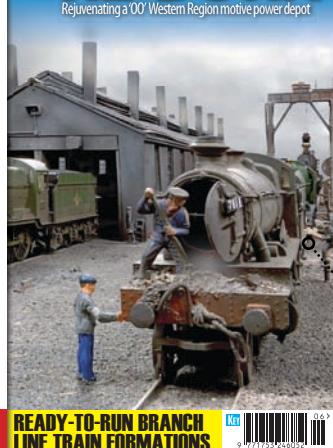
Bogie wagon kit construction

FIRST PICTURES:

HORNBY J15' 0-6-0

### KENSAL GREEN RE-BORN

Rejuvenating a 'OO' Western Region motive power depot



READY-TO-RUN BRANCH LINE TRAIN FORMATIONS

### REVIEWED: 'DELTICS' IN 7mm AND 2mm SCALE!

With LH Loveless' 'O' gauge 'Deltic' and Bachmann's new 'N' gauge models touching down, we give them the once over and offer our verdict on these impressive diesels.

#### KENSAL GREEN

### 14

Graham Taverner revitalised this 'OO' gauge steam depot and gave it new life on the exhibition circuit. This is how...



### 62

Mark Chivers launches a new series on train formations with a set of branch line passenger workings you can model.

# FIRST GLIMPSE OF HORNBY'S 'J15'

**H**ORNBY has released images of an early engineering test sample of its new 'OO' gauge LNER 'J15' 0-6-0 (HM80). The images show the model at a very early stage, with much work still to be completed.

Designed by Worsdell, the 'J15' was originally built by the Great Eastern Railway, with 289 locomotives constructed between 1883 and 1913. Much of their working life was on goods traffic although they occasionally appeared on

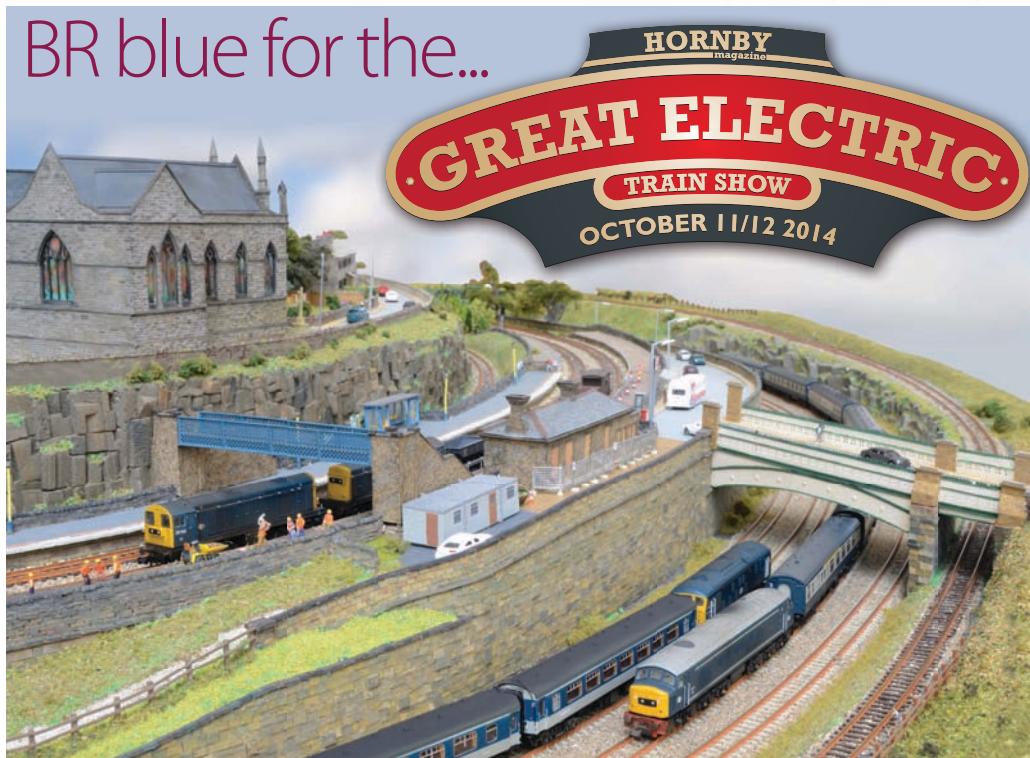


passenger workings too. Hornby's 'J15' will feature a die-cast boiler to aid traction, sprung buffers, a permanent coupling between the locomotive and tender and an 8-pin DCC decoder socket. It will be available in three liveries – 7562 in LNER black

(Cat No. R3230), 65431 in BR black with early crests (R3231) and 65476 in BR black with late crests (R3232). The retail price for each model is expected to be around £110. **● Visit [www.hornby.com](http://www.hornby.com) for more information.**



BR blue for the...



Two new layouts have joined the line up for *Hornby Magazine's* second Great Electric Train Show in the form of BR blue era Mytholm (HM77) and Titheridge Junction (HM83), both in 'N' gauge.

The two represent contrasting areas of the BR network in the 1970s and 1980s with Mytholm firmly set in West Yorkshire and Titheridge Junction in the West Country. These two layouts bring the total line up to 14 so far with more planned to create the total 25 plus for the event.

The show will also see a number of demonstrations including weathering by Tim Shackleton, tree making by Ceynix Trees and static grass by Greenscene. Plus readers will be able to see two of *Hornby Magazine's* project layouts first hand – Twelve Trees Junction and Operation Build It.

**● For the full line up and discounted advance tickets visit [www.greatelectrictrainshow.com](http://www.greatelectrictrainshow.com).**

# Risborough and District prepares for Railex 2014

The Risborough and District Model Railway Club is hosting its tenth annual Railex exhibition over the weekend of May 24/25, with 18 layouts and almost 50 traders in attendance.

Held at Stoke Mandeville Stadium in Aylesbury the line-up of layouts includes the Scottish Region Study Group's Alloa (HM60), Taunton Model Railway Group's Bath Green Park (HM75), Alan Thompson's Factory Lane

Sidings (HM79), Falmouth and District MRC's Gweek North Quay (HM71) and Manchester Model Railway Society's Dewsbury Midland (HM8).

A free vintage bus service will operate both days between Railex and Aylesbury railway station linking with Chiltern Railways services from London Marylebone and Princes Risborough.

For more details, visit [www.railex.org.uk](http://www.railex.org.uk)



## N Gauge Society launches KSA timber carrier

The N Gauge Society (NGS) launched its latest kit, the KSA NACCO timber carrier (Cat No. 54b) at the York Model Railway Exhibition.

The prototypes were manufactured by Rautaruukki of Finland in 1995 for the secure transportation of car components between plants for the Rover car company. In 2011 a batch of the wagons were converted for use as timber carriers.

Tooled by Parkside Dundas

for the NGS, the components of the kit are moulded in colour – red body and ends with white stanchions – requiring minimal masking for additional painting. Etched detail parts allow three different end styles to be selected. One-piece moulded Y25 bogies, standard Rapido couplings and a full set of decals complete the kit.

Available to NGS members now, the kit is priced at £15.55. For more details, visit [www.ngaugesociety.com](http://www.ngaugesociety.com)



## FTG Spa Wagon Update

FTG Models' first ready-to-run 'OO' gauge model is progressing with decorated samples of the BR SPA plate wagon under evaluation ahead of production at DJ Models' facility in China.

The SPA wagons were introduced in the late 1970s for carrying steel plate and featured a distinctive chequer plated floor with wooden battens.

The first batch of models will consist of four separately numbered wagons in BR Railfreight red livery. Two models will be released in standard plain red livery whilst the remaining two models will additionally feature the Cardiff Rod Mill logo, recognising the traffic they carried. Just 300 of each are being produced.

Price and ordering details have yet to be finalised.



## New diesel depot

Scalescenes has introduced an all-new Diesel Depot kit (Cat No. R023a) to its range of downloadable card kits for 'N' and 'OO' gauge.

The new model features a more flexible modular design and can be built as a single or two-road depot with the option to increase the sheds length, if required. The kit also includes a large range of hazard signs and editable depot entry signs

covering most major freight operator logos from British Rail to today. A choice of walls with or without windows is offered along with hardstanding and inspection pits, optional graffiti and detailed interior elements such as lockers, tool drawers and fire hoses.

Priced at £4.99, once downloaded you can print the kit as often as necessary.

For more details, visit [www.scalescenes.com](http://www.scalescenes.com)

## Rapido progress with UK plans

Canadian model railway manufacturer Rapido Trains Inc. has teamed up with Locomotionmodels.com, the National Railway Museum's (NRM) online model railway store, to produce its first British-outline model.

Rapido has an established reputation for its level of accuracy and detail in producing models for the Canadian and American markets. Whilst still shrouded in secrecy, its first British model will appear in

the NRM's 'Exclusive National Collection in Miniature' series.

To celebrate this joint venture, both parties are hosting a first-of-its-kind 3D Scan Railway Party on June 24 2014 at Locomotion: The NRM at Shildon between 10am and 5pm. Guests will get to see the 3D scan of the secret new model in progress, meet the Rapido Trains team and more. Entry to this exclusive event is £10 per person.

For more details contact [pam.porter@nrm.org.uk](mailto:pam.porter@nrm.org.uk) or [bschneider@rapidotrails.com](mailto:bschneider@rapidotrails.com)

# Great Central Railway stages GIANT MODEL EXHIBITION

THE GREAT Central Railway in Leicestershire is to stage an ambitious three-day model railway event along the entire length of its line on June 20-22 with over 50 layouts attending and with the double-track preserved railway at its centre.

Organised in conjunction with the Soar Valley Model Railway Club and sponsored by *Hornby Magazine*, the attractions will be staged at each station along the heritage railway's eight mile length. An intensive train service will operate over all three days linking each site.

Layouts booked to attend include Southampton Model Railway

Society's Ackthorpe (HM39), Hayden Reed, Neil Fisher and Graham Clark's Deepcar (HM45), Peter Midwinter's Glen Gillie (HM71), Richard Lear's Iron Mould Lane (HM26), Shipley Model Railway Society's Leicester South (GC) (HM79), Chris Mead's Overlord (HM24) and Mike Bisset's St Marnock Engine Shed (HM65). A wide selection of traders and manufacturers will also be in attendance.

The three day show will also mark the final appearance of *Hornby Magazine's* 'OO' gauge layout Bolsover and Seven Lane Pit before it is retired from front line service.

Normal fares will apply across the weekend and will include access to each site as well as unlimited



travel on the Great Central Railway's services for the day. A ten-acre site dedicated to parking for the event will be available at Quorn and Woodhouse station. The event

opens at 10am each day and closes at 5pm on the Friday and Saturday and 4pm on the Sunday.

• For more information visit [www.gcrailway.co.uk](http://www.gcrailway.co.uk)



# MARSH 4-4-2T next from OO Works

Specialist 'OO' gauge locomotive manufacturer OO Works has revealed that its next new steam locomotive will be the LBSCR Marsh 'I3' 4-4-2T - the second 'Atlantic' tank engine to be produced by the company following on from the GCR Robinson 'C13' 4-4-2T in 2013.

The Marsh 'I3' was introduced in 1907 with 27 locomotives being built. They were designed for express work and 20 were rebuilt with superheating between 1919 and 1927. Allocations saw the fleet maintained at Battersea, New Cross and Brighton.

All but one of the class survived into BR ownership in 1948 and the last was withdrawn in

May 1952. Replacement came in the form of Brighton built BR 'Standard Four' 2-6-4Ts.

The model will feature OO Works usual hallmarks of a milled brass chassis combined with a cast body and running plate. Seven versions are planned covering both clerestory and flat roof versions as well as round and flat domes.

Liveries planned for release include LBSCR umber, SR olive green, BR lined black and BR unlined black. Prices range from £225-£250 depending on the livery style.

● For more information or to order the new 'I3', visit [www.oworks.co.uk](http://www.oworks.co.uk)

## Heljan announce 'O' CARGOWAGGONS

With growing interest in its forthcoming 'O' gauge Class 60 diesel locomotive, Heljan has announced plans to introduce two Cargowagon vehicles to the 'O' gauge range of models, the IWB bogie van and the IPE/IGE bogie flat.

Cargowagon GmbH was set up in Germany in the late 1970s by Swiss shipping company Danzas Holding AG, for transporting freight across Europe. Many of the company's wagons have appeared on services in the UK having crossed the channel by train-ferry

and latterly the Channel Tunnel.

The Cargowagon IWB bogie van will be offered in Cargowagon livery, plain silver, Blue Circle Cement and Cargowagon Great Britain to the Continent liveries - in similar vein to previous 'OO' gauge releases.

The Cargowagon IPE/IGE bogie flat will be available in Cargowagon and Corus Rail liveries initially.

Prices for each wagon are expected to be around £189, with release anticipated for late 2015.

● For more updates, visit [www.heljan.dk](http://www.heljan.dk)

## DCC from 'Z' to 'G' at Manchester MRX

MRX returns to Greater Manchester's Museum of Transport over the weekend of May 17/18.

Organised by the Lancashire and Yorkshire DCC Model Railway Group (LYDCC MRG), the show continues to grow and this year promises 23 layouts, 23 traders and a number of model railway demonstrations. A neat attraction this year is a selection of DCC layouts in every gauge from 'Z' through to 'G', including 'TT', which is believed to be a first at an exhibition.

As in previous years, the show continues to promote DCC with a number of seminars planned including an introduction to DCC Sound hosted by Tony

Molyneux and Ian Bishop, both experts in the subject.

LYDCC MRG's new 'O' gauge layout, Lowhill, will be on display and there will also be several hands-on layouts including Tom's Rusty Yard, operated by the show's youngest exhibitor Tom Taylor who is just eight years old! Tom was *Hornby Magazine's* Young Modeller of the Month in August 2013 (HM74).

A free vintage bus service will operate between the venue and Manchester Victoria railway station every 20 minutes and the museum's wealth of local transport exhibits will also be accessible on the day.

● Visit [www.lydcc.org.uk](http://www.lydcc.org.uk) for more information.

# WIN!

## A Train-Tech steam sound unit, a Stanier tank and two Mk 1s!



**Hornby Magazine** has joined forces with digital specialist Train-Tech to offer one of its brand new steam sound units as part of this unique prize which also includes a Hornby Stanier 2-6-4T in BR lined black and a pair of RailRoad Mk 1s in BR maroon livery.

The complete prize is worth more than £170. The Stanier 2-6-4T is 42613 with a weathered finish and late crests (Cat No. R3021) which is the perfect accompaniment to the Train-Tech steam sound unit. Turn to page 84 to read our full review of this brand new product from Train-Tech.

To be in with a chance of winning this fantastic prize, all you have to do is answer the following simple question and send your answer to us by June 25.

**Which railway company were the Stanier 2-6-4T built for?**

a) LMS      b) LNER      c) GWR

**HOW TO ENTER:** Send your answer in by visiting [www.hornbymagazine.com](http://www.hornbymagazine.com) and fill in the entry form. Or send your answer, subscriber number (if applicable), and full contact details on a postcard to 'Hornby Magazine Train-Tech competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to [competitions@keypublishing.com](mailto:competitions@keypublishing.com) with 'Hornby Magazine Train-Tech competition' in the subject field.

**RULES:** Strictly no multiple entries. The winner will be the first correct answer drawn at random immediately after the closing date. There is no cash alternative, and no correspondence can be entered into. The competition is not open to employees of Key Publishing or Hornby Magazine. The Marketing Manager's decision is final. The winner will be notified by post, and will be published in HM86. The closing date for entries is June 25 2014 and winners will be notified by June 30 2014 - usually within a week. No purchase necessary.

● By entering this competition you agree to Key Publishing Ltd and/or associated company using your details to advise you of future offers and promotions. Your details will NOT be passed on to third parties.

● The winner of HM82's competition for a Hornby East Coast Class 91 train pack is Mr A Dyer from Lincoln. Congratulations!

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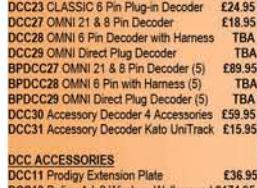
DCC02 Prodigy Advance2 System

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DCC03 Prodigy Advance2 Wireless System

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DCC04 Accessory Decoder 4 Accessories

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DCC05 Prodigy Direct Plug Decoder

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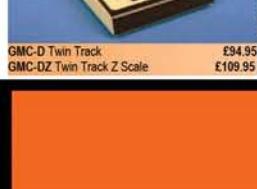
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# 'All change' at Kensal Green

**CHRIS KNIGHT** and **GRAHAM TAVENER** reveal the story of this wonderful 'OO' shed layout's genesis and recent rebirth in modern DCC form, proving that old layouts can still cut it on the exhibition circuit.

PHOTOGRAPHY, TREVOR JONES.

 An unusual visitor to Kensal Green is one of the South Wales based Collett '72XX' 2-8-2Ts. 7239 simmers alongside '61XX' 2-6-2T 6126.



**W**HEN GRAHAM TAVENER asked me to contribute the story of Kensal Green MPD's early days my first thoughts returned to a layout I built and exhibited some 30 or so years ago. Lewington was a rather modest shed layout with the main buildings modelled (albeit half-length) on the preserved Great Western Society shed at Didcot, the plans of which had been recently published in Eddie Lyons' *History of GWR Engine Sheds* - the essential tome when contemplating such a project.

My eldest son Steve had been brought up with Great Western modelling, and having assisted me when exhibiting Lewington and a couple of other layouts during his formative years, he began constructing his own efforts, quickly overtaking his old man in terms of the quality he produced.

Kensal Green was his second major effort, probably born from his recollections of operating Lewington a few years earlier and thinking (correctly) that he could do better.

## HOME AND AWAY

Steve's plans were constrained by his desire to operate the layout at home in his loft as well as exhibiting. Consequently much time was expended in devising a scheme which would suit the available 'L' shaped space. Ideally he wished to model a prototypical medium sized depot capable of handling our joint growing locomotive stud comprising most classes of BR Western Region steam power together with a few members of BR 'Standard' classes and early diesels.

It was soon apparent that quarts couldn't be fitted into pint pots so a realistic appraisal resulted in the decision to model a freelance engine shed. I remember talking to Steve around this time in the early 1990s and I believe it was my suggestion to consider a scenario comprising a redundant 'Northlight' Dean shed, to be used for stored out-of-use steam locomotives, a larger main shed of standard Great Western Railway (GWR) straight road type, and a temporary diesel fuelling point to represent the new era of motive power. The addition of a fenced off

## STATISTICS

<b>Owner:</b>	Graham Tavener
<b>Scale:</b>	'OO'
<b>Length:</b>	14ft
<b>Width:</b>	14ft
<b>Track:</b>	Peco code 75
<b>Control:</b>	DCC, Digitrax
<b>Period:</b>	1960s

building site with some steel erected and plant evident would indicate the new diesel traction servicing depot under construction.

When considering a location for this fictional scene the availability of a couple of the '47XX' class and several '61XX' 2-6-2Ts influenced the choice towards the London area. With planning complete, Steve cracked on with designing a suitable track plan.

A joiner by trade, the construction of baseboards and legs was quick and straightforward - baseboard construction is now his living through his Model Railway Solutions business - and attention turned to »





**102** Those ornate headboards were heavy and awkward! Primarily fast night freight machines, the '47XX' 2-8-0s were handsome engines and occasionally used on express passenger turns.

**103** Below: A busy moment in the yard as a '94XX' 0-6-0PT stands on the coal ramp. Mixed traffic locomotives predominate as examples of the 'County', 'Hall' and 'Grange' 4-6-0s keep an '8F' company.

tracklaying. Virtually all the work throughout on Kensal Green was undertaken single handedly by Steve.

The main shed is a large six road affair, constructed from a 2mm plywood carcass, window apertures routed out and the whole covered in Howard Scenics embossed brick paper with D&S etched brass windows. Plasticard smoke vents were fabricated, fitted - painting and weathering finished the job.

A standard GWR ramp and coaling stage incorporating a water tank swiftly followed and a Peco turntable installed with Frizinghall Models motor drive. Detailing comprised water columns and yard lamps.

### SMOKING ENCOURAGED

One particular feature I knew Steve was keen to include was smoke. We had been impressed by John Dornom's work in Laira and the Roundhouse showing off this really innovative effect alongside his tremendously realistic modelling - brilliant work which should be considered true masterpieces in my opinion.

Although a relatively modest arrangement compared to John's elaborate system, a single tube from a disco fog machine pumped up into the shed interior provided a worthwhile effect if used sparingly, creating a realistic 'fog' settling around the shed entrance. Adding operating potential a single track branch line fronting the yard and a shuttle service was introduced, normally with an 0-6-0PT and 'B' set traversing between the fiddle yards at either end.

A couple of featured cameos are worthy of mention - the shed foreman is out in the yard lambasting schoolboy spotters bunking the shed and he is also likely to be giving the chap clearing the smokebox char from the 'Manor' on this windy day an earful as the locomotive just behind has been specially cleaned for a named express duty.

Built in the 'analogue' days, the control panel with numerous isolating and point motor switches somewhat resembled an aircraft cockpit. However it all worked perfectly well and the layout attended its first exhibition at Wimborne in 2003 and proved reliable and popular, receiving continued invites and attending some 30 exhibitions until Steve decided to retire Kensal Green in 2008. »





The cleaners get to work on cleaning out the smokebox of Collett 'Manor' 7818 *Granville Manor* in the company of 'Grange' 6846 *Ruckley Grange*.







**Photo 5** The rather unkempt appearance of the locomotives on show is indicative of the generally filthy conditions prevalent at this time in the majority of large steam depots.

**Photo 6** Right: A Collett '2251' 0-6-0 couples up to the breakdown train. The disused carriage mess room was contributed by the late Mike Paginton.



Although there was still a demand for the layout on the circuit, starting up his own baseboard kit company and commitments with our group layout Horfield (HM80) were major factors behind this decision, although I believe Steve also foresaw the major benefits conversion to DCC would undoubtedly provide on a layout of this type.

Around this time Graham had moved to the Bournemouth area and had met Steve and business partner Martin at their trade stand at Alexandra Palace show in 2010. Before long he was invited to join the Horfield group, and with Graham being firmly convinced of the merits of digital control a deal was quickly struck seeing him purchase Kensal Green, obviously with DCC operating in mind. Steve was really pleased with this arrangement - obviously he is allowed running rights with his own DCC fitted locomotives, as am I with my modest stud of this technology and of course we both still enjoy operating the

layout with Graham on the exhibition circuit in its new lease of life.

Graham now takes up the story...

## REVIVING KENSAL GREEN

As a beginner in 'OO' gauge modelling and having made a couple of false starts attempting shed layouts of my own, I jumped at the chance to take on a finished layout, albeit one in need of some maintenance. Why waste all the good work and be able to learn as you go along?

The layout had been stored for a number of years before purchase so a quick visual review of the model was needed to formulate a plan of repair. The scenic sections had held together quite well, but the wiring and control boards were beyond their best. The permanent way had also suffered a fair bit, with joints and track-ends damaged from transportation and storage.

Clearly the layout was capable of running »



lots of locomotives at any one time and despite the fact that the layout had been previously operated using DC control, the trackplan naturally suited itself to DCC control. Multiple locomotives on the same shed road moving independently really showcase what DCC can do. Before there was time to ponder, a friend and colleague suggested to an Exhibition Manager that the layout would be ready for viewing at a local show six months hence. With that focussing the mind somewhat, a decision was made to get as much done quickly in order to exhibit it again.

A small section of a scenic panel was dusted and generally cleaned up to get a feel for the amount of work needed on the top side. The original scenic sections of Kensal Green were built so well by Steve that it was considered that, at least for the first show, a general clean-up would suffice. Also, because the layout depicted a grimy shed scene on a dull day in late 1950s London, the old look wouldn't detract too much from the prototype. Having said that, it has been suggested that the worst thing on any layout is dust, as it gives totally the wrong effect and is very noticeable.



**Left:** Stored locomotives rust in the stock shed alongside the parked TPO rake. A feature such as the redundant shed being used in this way provides a useful way to utilise those old, past their prime models.

**Right:** A 'Castle' is under the sheerlegs with its front driving wheels removed. The Ratio crane, weathered and detailed with appropriate details, looks the part.

**Below:** Collett 'Grange' 6875 Hindford Grange comes on to shed. A run down 'Austerity' contrasts with the immaculate 'Castle' still bearing its 'Bristolian' headboard.



The bulk of the work needed was definitely on the underside - wiring, point control and the like. At least the scenic boards were fairly small and easily lifted by one person, so armed with side-cutters, soldering iron and meter, a start was made on the board containing the main wiring loom. It's always difficult to follow another person's wiring techniques, so four hours later a desperate call was made to Steve asking for suggestions. Two nights later when the two of us met with the board in front of us, it was clear that it was going to be difficult to tweak a wire here and there to enable the layout to become a DCC masterpiece. We got stuck in with pairs of side-cutters and the wiring ended up looking like it had a crew cut!

### POINT OF NO RETURN

After recovering from the shock for a couple of days, I decided it would be just as well to remove the bulk of the old wiring because it would be too risky to rely on it at an exhibition. Anyone who has displayed a layout will be aware of the sinking feeling one gets when an unknown electrical fault occurs with a crowd of onlookers.

So having passed the point of no return, it was time to revamp the wiring plan. An in-depth study of Brian Lambert's excellent model railway/DCC website was undertaken and I had a plan. DCC wiring really wins over DC here because it is so much easier to produce a DCC 'bus' (a simple two wire loom) around the layout using only the track droppers of the original layout. Where the track sections had been physically cut for DC switchable 'dead sections', it was just a case of re-joining the track or adding extra droppers to supply power to every rail.

The biggest problem was the points which, because of their age, and the fact they were already laid and ballasted, were not DCC friendly. Armed with electric cutting discs, the points were modified and live frogs rewired. »

In fact three DCC bus wires were fitted in parallel with the intention of fitting a Digitrax PM42 Power Manager unit to break the layout into four separate power districts. The main reason for this is to ensure the whole layout doesn't stop dead if a short circuit is accidentally caused. Being a relatively small layout area, the initial plan was to use my beginner's kit, a 3A Digitrax DCS50 system, to save any further expenditure. I wasn't convinced it would handle the multiple locomotive movement but worth a try. A simple UT4 throttle was added for a second operator. Points continued to be operated using a separate 9V DC supply albeit with a new control box. All the old Seep point motors give good service on the layout.

With the maintenance work completed it was time to try my first locomotive! A bit of cleaning and adjustment - it is an old layout - was all that was needed. The scenery was fettled up with static grass liberally applied and careful use of scatter around the coaling stage.

It came to the exhibition and we thoroughly enjoyed it. Many people made favourable comments and some remembered it from its earlier days. More work has been carried out on the layout since the local show, and plans are afoot to extend it at one end to

include carriage and wagon sidings.

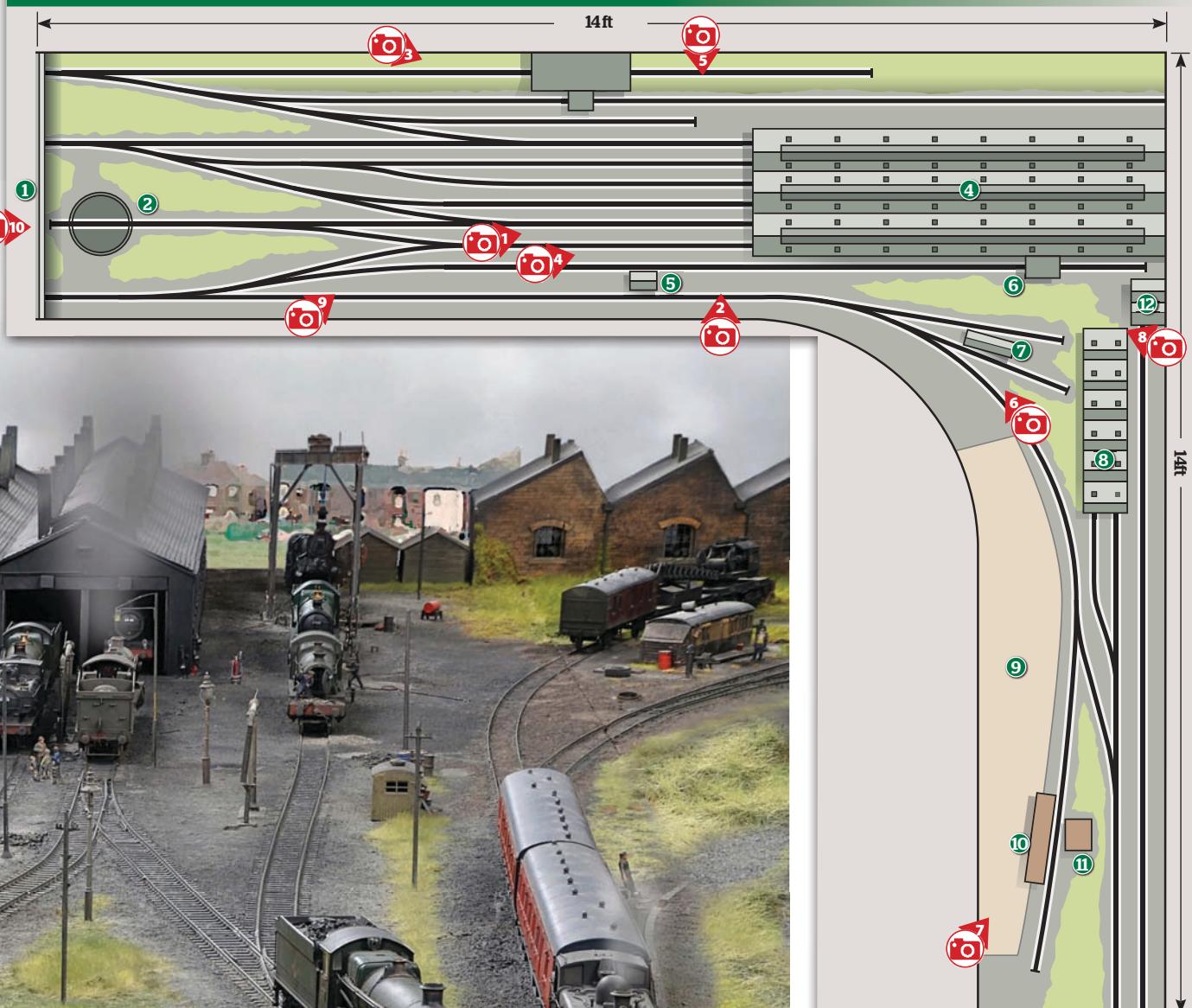
I'm not sure the revival of an old layout is any easier than building a new one - certainly it has its own set of problems, particularly with track already laid - so please take this into account if you decide to try the same. Nonetheless, keeping such a wonderful layout on the exhibition circuit and updated

*"The foreman is out in the yard lambasting 'spotters' for bunking the shed."*

**CHRIS KNIGHT**

with Digital Command Control has been a marvellous experience which has brought a lot of joy to Steve, Chris and myself – and to viewers at exhibitions too, we hope. A detailed model train scene showing a steam locomotive pulling a coal train through a station. In the background, there's a large yellow and red building, possibly a signal box or station building. Several other steam locomotives and trains are visible on the tracks. The foreground shows a green grassy area and some railway infrastructure.

## KENSAL GREEN TRACK DIAGRAM (NOT TO SCALE)



### KEY

- ① Road bridge
- ② Turntable
- ③ Coaling stage
- ④ Running shed
- ⑤ Permanent way hut
- ⑥ Locomotive lift
- ⑦ Grounded coach body
- ⑧ Old Dean shed, now scrapyard
- ⑨ Construction site diesel service area
- ⑩ Temporary diesel service point
- ⑪ Fuel storage
- ⑫ Parts storage sheds

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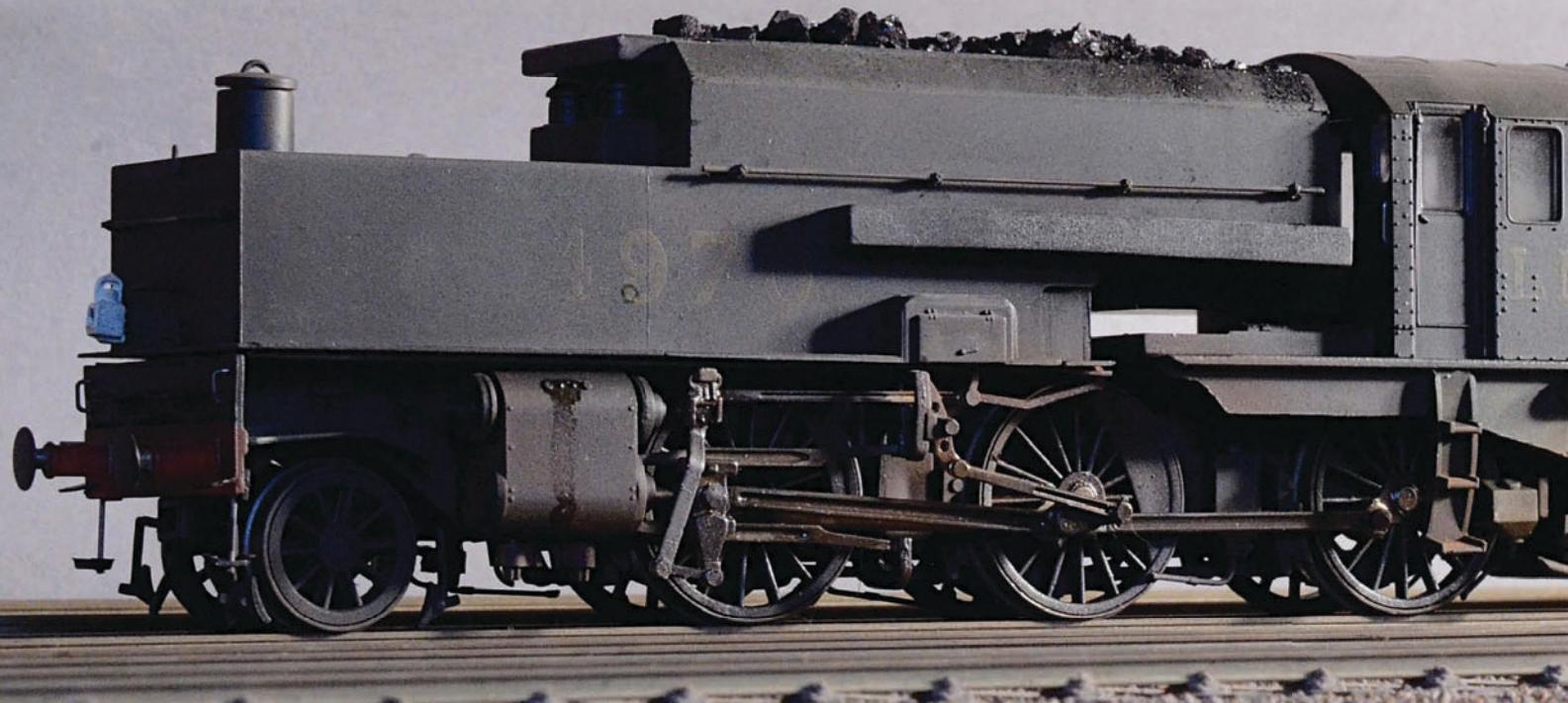
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# Big Stuff...

**TIM SHACKLETON** gets to grips with the Hatton's Garratt – the largest British-outline ready-to-run model ever released.



## STEP BY STEP WEATHERING HATTON'S LMS GARRATT



The brightwork on the Garratt is a bit stark so the first job is to blacken it using an etching marker – a pen loaded with acid that will discolour the metal before painting. A permanent marker would probably do the job just as well.



**2** With the model tilted back against a piece of foam, I began painting each engine unit in turn with LifeColor 'Frame Dirt' (UA719). This fast-drying acrylic was the basis on which I could add layers of subtle effects. The airbrush is an Iwata Eclipse CS.

**Y**OU'D NEED to be pushing 70 to have any memories of the London Midland & Scottish Railway (LMS) Beyer-Garratt 2-6-0+0-6-2s. I missed these huge, ungainly, instantly recognisable brutes by about a year – the last survivor featured in my *Observer's Book of Railway Locomotives* but not my Ian Allan *Locoshed Book*.

My disappointment was soon tempered by the discovery of bigger and better things such as 'Big Boys' and 'Challengers' in the United States, but the Garratts had left an indelible mark, even though only 32 were built for the LMS and one – a 2-8-0+0-8-2 – for the LNER.

Though I have the Kitmaster kit – still unmade – I've always yearned for something a bit more accurate. Over the decades I've been slowly

building my way through the one-hit wonders of the locomotive world – from the 'Hush-Hush' 4-6-4 and the Great Eastern 'Decapod' (neither of which I ever saw) right through to *Falcon*, *Lion* and more recently *Duke of Gloucester* (all of which I did see). I'm still hoping for Bulleid's 'Leader' but the arrival of the Heljan Garratt in ready-to-run form represents a further significant underlining in my 4mm:1ft scale fantasy spotting book.

The first models from Hatton's depict the main production batch of 30 engines as delivered from Beyer Peacock in 1930 but before being rebuilt in 1932/1933 with rocking coal bunkers (which will be the subject of the next releases). None of the production batch retained their original coal bunkers outside of LMS ownership.

Apart from enhancing the visual impact of a

working 4mm scale Garratt, my purpose in this weathering article is to suggest that in pre-war days locomotives were just as grubby as they were after. My main reference point was three F.R. Hebron shots of Garratts taken on the same afternoon in 1931. They are necessarily black and white, but if you study colour albums of the 1930s you will see that the wider world was really quite a drab, shabby-looking place by comparison with today and its trains were no exception.

Some 'Big Four' railway modellers, however, seem to prefer an altogether different fantasy of sparkling paintwork and remarkable cleanliness, even on rural branch lines. It really wasn't like this at all and that is what I have set out to create here – that air of a hard working machine in the age when steam powered everything and smog filled the air... 

Even to anyone accustomed to high-end models of American-outline articulated power, the Heljan Garratt is a staggering achievement. Sympathetic weathering helps bring out its strengths.



**3** Moving a locomotive this size around isn't easy. I used a V-shaped section of foam packaging as a cradle when working on the underframe. It allowed me to flip the engine over without risk of handling damage.



## STEP BY STEP WEATHERING HATTON'S LMS GARRATT



4

I added some dark shading to the wheels and motion using a thin airbrushed coat of LifeColor 'Burned Black' (UA736). For the frames and firebox, where I'd be working the paint after application, I switched to slower-drying enamels – a combination of Humbrol 'Matt Leather' (No 62) and Revell 'Anthracite' (No 9).



5

Finally, I brushed over the motionwork with 'Fuel Stains' (AK025), another of AK-Interactive's magical preparations. Photographs suggest the Garratt's valve gear was fairly swimming in oil.



6

A general toning-down of the superstructure, with the same enamel colours as before. Only a light misting is necessary – it can then be left to dry for a few hours before we come back to it.



7

Meanwhile I got on with the firebox area. This is always subject to severe corrosion and this part of the Garratt is very exposed and visible. I used a mixture of airbrushed acrylics and hand-brushed powders, all from the LifeColor range.



8

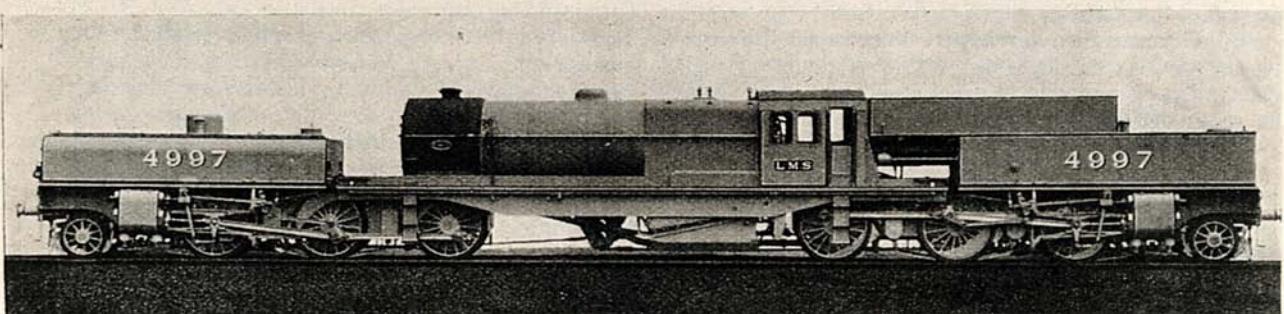
Once the enamels on the boiler and upper firebox were touch-dry, I took most of the paint off to leave a residue of faint discolouration. To vary the tone, I then misted on a patchy coat of LifeColor 'Burned Black' acrylic. I let it harden for an hour and then sprayed the thinnest possible coat of AK-Interactive 'Grey Wash' (AK303) over the top, at the same time brushing it into barely-visible vertical streaks. This gives a triple layer of weathering, subtle and understated, exactly as dirt builds up on the prototype.



9

I repeated the performance on the front and rear tanks but this time finished off with a drift of AK-Interactive's 'Rust Streaks' (AK013) – seen here before toning down and blending in – to give a rusty-wash effect on areas where water would accumulate and trigger minor corrosion.

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10

When the core of the work is done I like to photograph my models and study them closely to identify areas for improvement and enhancement. This is always a lot more revealing than looking at the actual model. I immediately picked out the chimney area, tank tops, cab roof and cylinders for further attention.



11

Upwards-facing areas such as tank tops, footplates and cab roofs catch the light and reflect it – they therefore appear lighter in colour. This can be represented by a light dusting with a warm grey – in this case MIG 'Industrial City Dirt' (P039) wafted on to the tank tops. The application should be slightly uneven to mimic the effects of random scuffing and abrasions.



12

For the running plates and smokebox I've switched to 'Rubble Dust' (P234), brushing it well in with a large filbert-shaped brush. Put very little on and keep working away at it until you have the effect you're after.



## STEP BY STEP WEATHERING HATTON'S LMS GARRATT



However grubby it was allowed to become – as my Hebron pictures revealed – a newish locomotive like this Garratt wouldn't have started to rust. However, there may well have been traces around the smokebox and chimney – the hottest part of the engine, other than the firebox, and therefore prone to corrosion. I added specks of rust with the merest dab of MIG 'Track Brown' (P414).



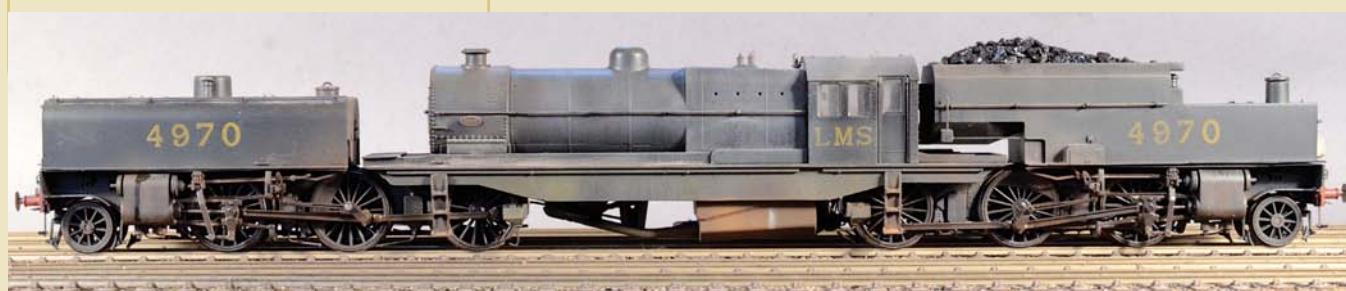
Here you see the kind of effect we're after – gentle discolouration and subtle evidence of priming water leaks and suchlike.



16 In photographs, Garratts often show evidence of seepage from the cylinder glands. Whether this is oil or water I don't know, but once again AK-Interactive's 'Fuel Stains' does the job.

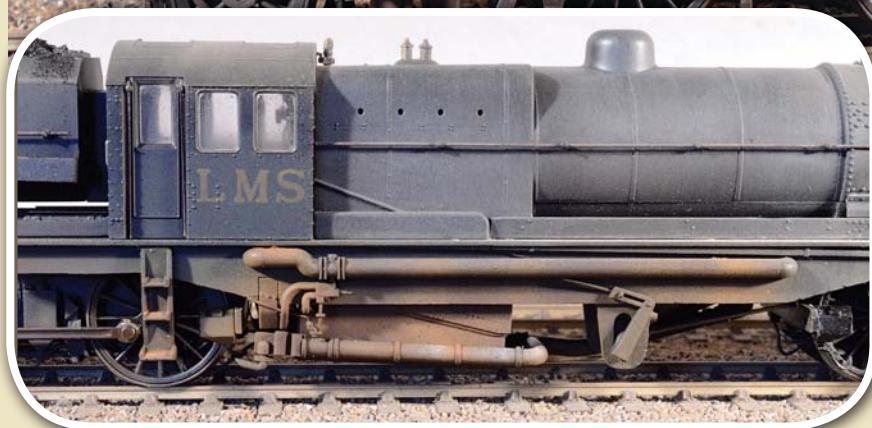
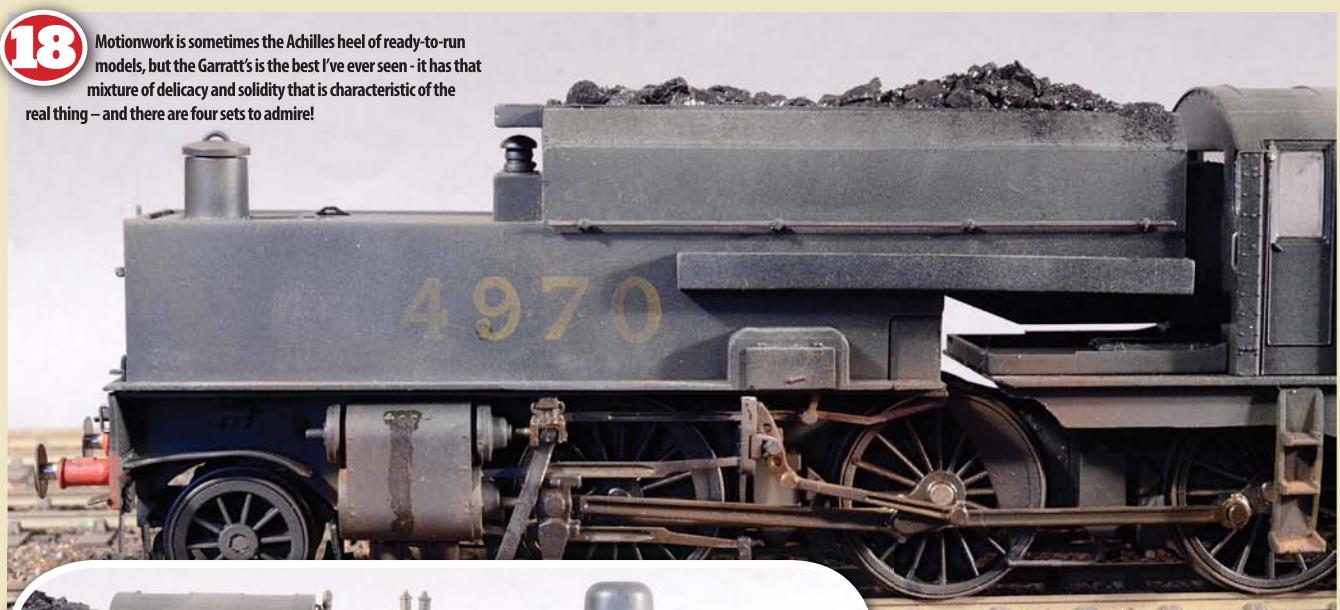


17 Like all articulated locomotives, these are enormous beasts. My weathering approach was entirely based on the interpretation of black and white photographs of the early 1930s, before the Garratts acquired their oscillating bunkers. Their condition was very different in those days to how they looked in the post-war years.



**18**

Motionwork is sometimes the Achilles heel of ready-to-run models, but the Garratt's is the best I've ever seen - it has that mixture of delicacy and solidity that is characteristic of the real thing - and there are four sets to admire!

**20**

After the initial airbrush work, most of the finish I put on the Garratt is hand-weathering using MIG powders and AK-Interactive enamels applied by brush. However good your airbrush, it can only take you partway along the journey.

#### USEFUL LINKS

■ AK-Interactive	<a href="http://www.ak-interactive.com">www.ak-interactive.com</a>
■ Humbrol	<a href="http://www.humbrol.com">www.humbrol.com</a>
■ Lifecolor	<a href="http://www.airbrushes.com">www.airbrushes.com</a>
■ MIG	<a href="http://www.migproductions.com">www.migproductions.com</a>
■ Revell	<a href="http://www.revell.com">www.revell.com</a>

**19**

The firebox area was the only aspect of the model that I copied from 1950s Kodachrome photographs of Garratts in the Colour-Rail collection. But even in black and white shots, you can see it is heavily burned and discoloured.

#### WHAT WE USED

MANUFACTURER	COLOUR	CODE
AK-Interactive	Fuel stains	AK025
AK-Interactive	Grey wash	AK303
AK-Interactive	Rust streaks	AK013
Humbrol	Matt Leather	No 62
Lifecolor	Frame dirt	UA719
Lifecolor	Burned black	UA736
MIG	Industrial city dirt	PO39
MIG	Rubble dust	P234
MIG	Track brown	P414
Revell	Anthracite	No 9



Building

# FLAT-PACK BASEBOARDS

A new flat pack baseboard kit has arrived. **TIM SHACKLETON** explores this easy option for creating a solid layout foundation and shows how to build these laser-cut MDF

**F**OR A LOT OF PEOPLE, building baseboards doesn't come easy. Unfortunately, a decent foundation is essential to any model railway and if your woodworking skills are as limited as mine, you need to look for alternatives.

Tim Horn's self-assembly baseboard kits are exactly what I've been searching for. The components are laser-cut in premium-quality MDF – 6mm thick for the actual boards, 3mm for the supports – and can be had in almost any size and shape up to a maximum board size of 1,200mm x 900mm (4ft x 3ft), which makes them suitable for virtually any scale or gauge.

Their lightness is a major selling point and this makes them particularly suitable for portable layouts where weight is an important consideration. Even though our sample kit was cut from 6mm MDF, the boards can be cut in any thickness of board up to 9mm on request – high-grade laminated birch ply can be used if preferred, but the cost is higher than using MDF panels.

The options seem almost infinite. Curved edges are no problem and backscenes can be incorporated if required. It is a truly modular system with standardised fittings, so extra boards can be accommodated if your plans change. More details are available online at [www.timhorn.co.uk](http://www.timhorn.co.uk).

The kit I took delivery of consisted of three 800mm x 250mm scenic boards, complete with backscenes and end panels. Apart from shipping charges and a few essential extras (pattern-makers' alignment dowels, glue and a set of M6 bolts to join the boards together) you'd be looking at around £75 all-in for a set of perfectly true, solid, strong baseboards measuring in total a whisper under 8ft long by 10in wide. Better still you don't even need a saw to make these – the toolbox you need

consists literally of a bottle of glue or a hot glue gun to join the components together.

Each of my boards tips the scales at a touch under 600g (that's about the same as a Bachmann Class 40). Putting this lot together, with a novice woodworker's obsessive checking and re-checking, took exactly an hour and a half – once I'd got the hang of it, the third and final board was finished in well under 15 minutes.

Detailed instructions are included with the kits which guide you through the process of construction. The step by step guide here shows how we went about assembling and completing this trio of scenic boards.



## STEP BY STEP ASSEMBLING MDF FLAT-PACK BASEBOARDS



**1**  
Opening time – each board comes as a flat pack containing everything you need. All the builder has to supply is glue and fixings to hold the boards in alignment with one another.

My woodworking skills are all but non-existent. The baseboards I've built in the past have been heavy-duty affairs using 2in x 1in softwood framing and half-inch chipboard bases. The lightness, ease of construction and rigidity of these laser-cut boards was a revelation – as was the price.



### SUPPLIER

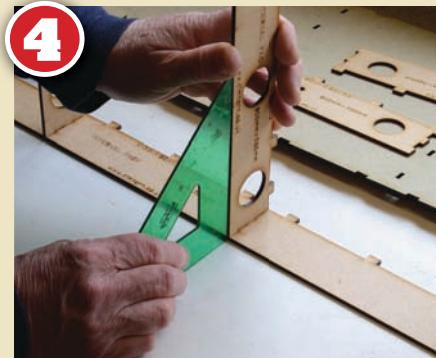
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The components are laser-cut with extraordinary precision. No woodworking tools are involved.



**2**  
**3**  
Assembly begins by slotting the centre supports into the front section. Work on a flat, level surface such as a sheet of melamine-faced chipboard. The inside faces of the boards are clearly marked – this allows for the slight taper of the laser-cut slots and tabs. Parts can only go in one way.



**4**  
Use a square to check that everything is as it should be. In fact the fit of the components is so accurate that everything simply slots together. Adjustments are minimal.

## STEP BY STEP ASSEMBLING MDF FLAT-PACK BASEBOARDS



The supports can now be attached to underside of the top board. Firm downward pressure is all that's needed. MDF is tough stuff but you shouldn't use any more force than is necessary.



Turn the board right way up and use the heels of your hands to press the joints together. Start at one end and work your way along – don't try and force anything.



Now for the backscene section, which slots into position as before. Check that the inside faces really are on the inside and that the alignments are correct!



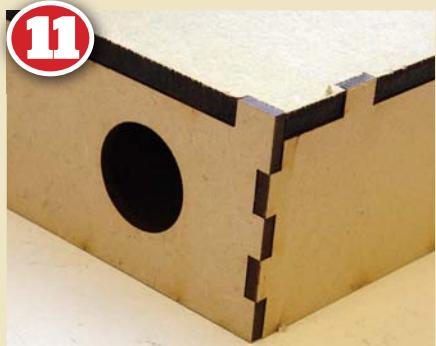
With the backscene lying flat on the work surface, move along the board slotting the parts together firmly. Note the hot-glue gun heating up in the background.



Turn the board over and press the backscene fully home using the palms of your hands. The lightness of construction makes handling the boards easy.



The ends can now be located in position. The larger holes allow the fitting of engineers' dowels for accurate alignment with adjoining boards. The centre hole is for a 6mm diameter M6 bolt.



See how snug and square the joints are, even though at this stage they've only been push-fitted together. To a novice woodworker, the accuracy with which these boards go together is remarkable. Even a skilled carpenter would be hard pressed to achieve similar results.



To create a strong job I went along all the inside joints with a hot-glue gun, running a generous bead of adhesive all around each angle.



Unfortunately I hadn't pressed one joint fully home, and the quick-drying glue had set solid before I'd spotted it.



This glue is quite hard to remove – I had to use a chisel to clean it all off.



Once I'd done this I could re-glue the join, this time being very careful to ensure everything was in alignment.



The alternative assembly method – and the one recommended by Tim Horn – is to use white PVA woodworking glue. I'm allergic to the stuff – which is why I used the hot-glue gun – but to give the kit instructions a fair trial I built one of the three boards this way.

These easy-to-assemble baseboard kits will give any layout-building project a flying start. Left to my own devices, I don't think I could have built anything even remotely as good as this in a month of Sundays.

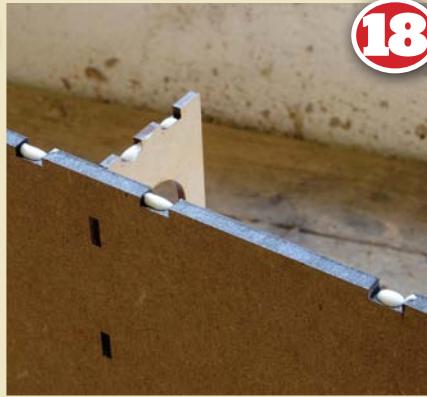


17



With PVA you need to get the adhesive right into the joints so it forms a solid bond. It's very effective but it can get messy.

18



Perhaps I was showing my ignorance, but you can get by through just applying a generous bead of PVA to each mortice in turn as you work your way through the assembly sequence.

19



You need to allow time for the PVA to grab – several minutes at least for each stage – and the completed boards should be left to set overnight with heavy weights or clamps to hold everything down. The hot-glue method is much faster!



The outcome – one of the three boards completed in 90 minutes, one using PVA and the other pair assembled with a hot-glue gun. A hole can be cut in the end panel to give access to a fiddle yard.

20



Individual boards are aligned using pattern-makers dowels, available from a variety of suppliers. Try [www.railroomelectronics.co.uk](http://www.railroomelectronics.co.uk) or [www.stationroadbaseboards.co.uk](http://www.stationroadbaseboards.co.uk).

The ends are reinforced with additional inner pieces supplied with the kit. This creates a double-thickness wall into which the alignment dowels can be securely screwed.

21



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# MODELLING A REALISTIC STEAM DEPOT

*The distinctive structures only set the scene for a realistic steam era locomotive depot. Former footplateman and Running Shed Foreman GEOFF CARTER reveals how these crucial facilities were really operated.*

**N**EARLY 30 YEARS have passed since the steam engine disappeared from everyday use on the railways and along with that passing, except for the few retained suitably altered to cater for the replacement diesel traction, motive power depots have also been consigned to memory.

There are some excellent books available recording track layout and buildings information for anyone wishing to build a model of a locomotive shed and there are also plenty of books written by people who worked at these depots detailing their particular reminiscences, but many of these do not deal with how a running shed actually worked. This information is essential to build and operate a model of a locomotive depot correctly as per the prototype.



Midland '4F' 0-6-0 43940, with yellow cabside stripe, stands inside Swindon shed on September 20 1964. Round-houses like this would see locomotives turned on entry to the shed ready for their next duty. Brian Stephenson.

## “Provision of power to meet traffic requirements”

Those seven words printed on the internal salaried vacancy lists of British Rail gave the full job description of the Running Shed Foreman duties. The knowledge that was required in order to qualify for such a post only came with years of experience from working on the footplate, and studying rules and regulations and the conditions of service of the men involved.

Any would-be model Running Shed Foreman needn't worry about that lot too much but a basic understanding of the needs of a steam engine and the cycle of events that take place on a depot is a must. Of course, as the Running Shed Foreman on your own layout you can run the shed how you like, but knowing that you're doing so properly adds a new level of enjoyment to operating a model railway in my view.

Every steam locomotive arriving on shed after a stint out on the running lines will have a dirty fire, char in the smokebox, sand boxes partially or fully empty and will need coal and water replenishing and maybe minor repairs. Before going out to work again, an engine will

### CYCLE A

- Ashpit – drop fire and clean smokebox
- Water
- Shed – for repairs then preparation
- Water
- Coal
- Turn if necessary

### CYCLE B

- Water
- Coal
- Ashpit – drop fire and clean smokebox
- Shed – for repairs and preparation
- Water
- Turn if necessary

require oiling, the fire building up and maybe turning to suit the workings of the new job. An engine would follow one of the following cycles depending on the layout of the shed.

Cycle A was followed at Kirkby-In-Ashfield depot (where I worked for several years), except that water was not available without going onto the route for engines going off the shed. Kirkby reverted to Cycle B after the

depot was modernised in late 1959. Mansfield depot followed Cycle B as did Annesley. Chester Great Western also followed Cycle B but water at that stage in the process was not available. As a general rule, older single ended sheds followed Cycle A whilst larger and modernised depots followed Cycle B. The very large sheds built as roundhouses contained a turntable which meant the engines were automatically turned to suit when going into or out of the shed.

### WATER

Each locomotive going off shed had to be fully equipped and this meant a full tank of water, so water was available on the shed front or, as at Kirkby, on the way out. Engines coming on to shed usually had enough to last them until they were prepared for the next job so a water column coming on to shed was not always provided. After modernisation water was available at Kirkby before reaching the coal plant and ashpit. If any repair work on a tender required the tank or coal space empty then the driver working such an



**Cleaning the ash out of the smokebox of a steam locomotive was one of the dirtiest jobs. At Camden shed a cleaner empties the smokebox of a Stanier 'Black Five' on July 21 1955 using a hose to soak the ash as it is thrown into the pit below.** Lewis Coles/Rail Archive Stephenson.

# DEPOT OPERATIONS

engine would have to be advised not to take coal and water when coming to shed. Before modernisation this was not necessary.

## COAL

There are so many ways of getting coal into an engine's bunker or tender that it is up to you to decide the method that suits you and your layout. A small single line shed at the end of a branch line might not have a coal stage at all, as it meant shovelling coal from a wagon on to the stacking area and then shovelling it from there onto the engine. It was easier for the engine to buffer up to a wagon and for the fireman to throw it straight into the bunker. If the branch enginemen ever got near a main depot with a bit of time to spare, they'd nip on and off again like startled rabbits to save themselves a bit of work by getting coal there.

The Great Western preferred shovelling the coal into tubs and manhandling these into tipping the contents on to the engines. This method didn't break the lumps down into dust as much as tipping a wagon full into a big concrete hopper, a big consideration with Welsh soft coal as used by the products of Swindon. This wasn't a problem most of the other railways faced.

Chester Great Western used tubs but these were hoisted from ground level up and over the locomotive by an electrically powered crane. Kirkby (before being upgraded) and Mansfield both had the standard Midland Railway tub-tipping type whilst Kirkby (after modernisation) and Annesley had concrete coal hoppers.

## ASH

'Dropping' or cleaning the fire at the end of a turn of duty was the worst part of working

**Rebuilt 'Royal Scot' 4-6-0 46167 *The Hertfordshire Regiment* is being prepared for its next turn at Camden shed on July 21 1955. The crews had to ensure locomotives were fully oiled in preparation for service as well as filling the sandboxes, coal space and water tank.** Lewis Coles/Rail Archive Stephenson.



**Robinson 'O4' 2-8-0 63607 stands on the electric turntable at Retford shed on September 25 1963.**  
Gordon Hepburn/Rail Archive Stephenson.

with steam. It was a hot dirty job, sending clouds of white dust over men and machine and a separate pit was always provided, if possible away from the shed where repairs and preparation took place. At the little one road shed at the end of the branch, fire was dropped on the outside pit with preparation taking place inside the shed. When the ashes were cool a labourer would shovel them onto a pile on one side and eventually they would be loaded onto a wagon and sent to a civil engineers depot for use in drainage works or to a tip for disposal, another excuse for a wagon to be placed on the branch line shed from time to time.

## REPAIRS

Fitters were only available at the larger sheds where the number of engines gave them enough work to do. Engines working on the smaller branch lines would be thoroughly checked over at the owning larger shed before being sent to work on the branch for a number



of days at a time. Hopefully, nothing beyond the capabilities of the driver to manage or manage without would occur until the engine was replaced by a similar one at the end of the loan spell from the main depot.

Major repairs that required a locomotive to be lifted or wheels replaced were only carried out at larger sheds. Kirkby and Mansfield always had this type of work done at Nottingham. Brake block changing, brake adjustments, injectors and valve gear repairs were the usual fare along with boiler washing and tube cleaning and/or replacement at smaller sheds.

## PREPARATION

Drivers and firemen were responsible for raising steam and oiling up locomotives ready for the road in addition to checking everything worked correctly. If there was a problem they would have to fetch the fitters to cure the problem if they couldn't make repairs themselves.

At most sheds locomotive preparation also included filling the sandboxes. At Annesley, this job was done on the ashpit because the sandhouse was situated there. To save the firemen lugging heavy buckets full of dry sand some 100 yards, the engine would be stopped on the departure line opposite the sandhouse while the boxes were filled.

Even if filled on arrival at the shed, the

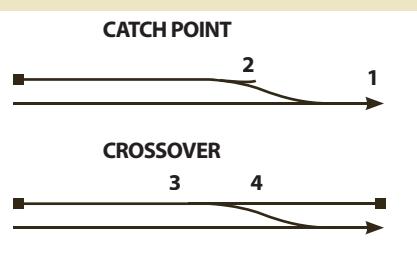
## PROTECTING THE LINE

**Diagram 1** - One most important regulation is often overlooked by modellers. Access from sidings to main running lines are always protected from unauthorised movements by either a trap or catch point, or a crossover to a headshunt. These would be under the control of the signalman and he would have signals to give the drivers ok to proceed or stop as he may require.

**Signal 1:** Set back signal to authorise movement towards siding (red ground signal)

**Signal 2:** Authorise movement from siding to main line when cleared (red ground signal)

**Signal 3:** Authorises movement from siding to mainline when cleared. If painted with a yellow arm and showing yellow light at night it can be passed in the horizontal position (caution) to enter the headshunt. If a red stop signal was provided then another signal would be needed to authorise entry to the headshunt and yet



another (at 4) to allow return. For economy reasons, the yellow signal was more usual. Incidentally, the correct terminology for these types of points is as follows: when placed to protect a main line from unauthorised forward movements from a siding they are trap points. When placed on a main line with a steep gradient in order to derail vehicles that have broken loose from a train and are running back in the wrong direction, they are catch points.

## MODELLING A SMALL ENGINE SHED

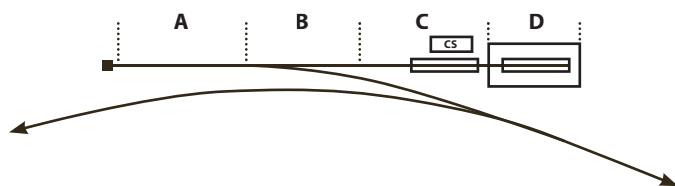
**Diagram 2 - Single line branch shed based on St Ives, Cornwall.**

**A:** Dead end long enough to hold branch engine plus one wagon - incoming coal or empty for loading ash

**B:** Length of point plus clearance of at least three inches

**C:** Long enough to hold branch engine or largest possible stand in - perhaps an 0-6-0 tender locomotive. The ashpit should be large enough for the normal branch engine (around 6in)

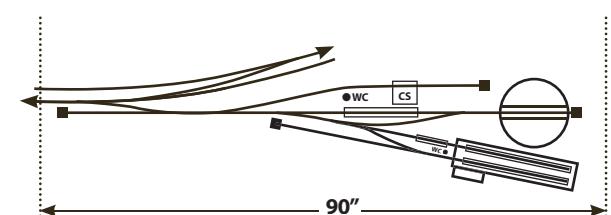
**D:** Long enough to hold normal branch engine plus walking room either end



**Notes:** In this plan the engine is unable to reach the main line without the signalman turning or releasing the crossover so the main line is safe without provision of a catch point. The water supply is by means of a freestanding tower or tank on own legs (as at St Ives) or built into shed roof.

## SHED PLAN DIAGRAMS

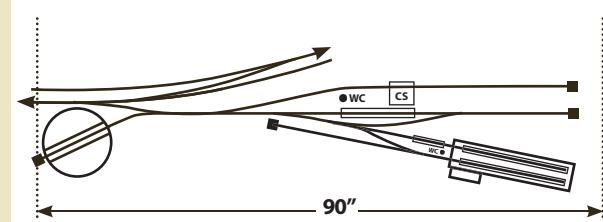
**Diagram 3** - In this diagram engines coming to shed proceed to the ashpit to drop the fire and take coal and water before going via the turntable to one of the shed roads for repairs if any and preparation for the next turn of duty. The good points of these plans are that engines coming into the shed are kept clear of those going off shed. Also engines finishing with the ashpit can reach the shed although another engine may have come in behind. An empty wagon for loading ash from the ashpits can be placed handily on the coal stage road. The kickback road off the back road of the shed can be used for stores wagons for unloading of oil barrels, sand, brake blocks and fire irons amongst other equipment. However, the location of the turntable means that engines have to be allocated to the next turn when on the ashpit or have to go 'against the tide' to reach the



turntable once they've reached the shed. The ashpit is 12in long and will hold two small tank or one large tender engine. The shed is 20in long and would hold three small tank locomotives or two large tender engines on each road. There is also room for one small tank engine outside number one road. With one engine on the stores road and one on the end of the coalstage road the model would have standing room for seven large engines or 11 smaller ones.

**Diagram 4** - This is diagram 3 with the turntable moved to the exit headshunt, a handier position. Fitting a larger turntable may require slightly more space than the overall 90in shown. The coal stage road could be lengthened in

addition. The shed offices could be moved to the other side. For both diagrams, the shed signal would be a yellow (caution) ground signal to allow shunting movements into the head shunt without bothering the signalman.



water tank would be filled along with the boiler for the best possible start. Coal would also be taken on board unless the depot was laid out for this to be done on arrival.

## TURNING

Locomotives were turned to face the right way round for the job to be done when stabled at a roundhouse type of shed. At single ended sheds with an outside turntable, turning was a chore undertaken by the preparation team as the last thing before leaving the shed.

All controls were set for chimney first working and whilst the driver could reach them reasonably well going in the opposite direction, bad weather and coal dust beating in your face was not a pleasant alternative. The railways provided tank engines to obviate turning where shuttle services were in operation but, given the chance, drivers would still turn nose first for preference.

Kirkby had a passenger turn (inherited when Mansfield closed) always worked by tank engines which were turned three times in a single shift. Even on the Western Region where engines were push-pull fitted at both ends, bunker to the coach was the usual rule.

Kirkby supplied empties to and cleared loaded coal from 19 collieries to the North along the Worksop and South Yorkshire lines. Of these, the engines ran tender first to 16, the rule being that the engine worked nose first on the hardest work, coming back up the hill for the other three, all on the South Yorkshire-Maltby, Harworth and Firbeck route. The engines ran chimney first as far as Maltby where they turned on the Firbeck triangle before going tender first to Harworth or Firbeck or after stowing the empties at Maltby. Where one way had to be tender first, the engine usually worked



**Turntables were powered by a number of different means – including locomotive crews! The crew of Maunsell 'King Arthur' 777 Sir Lamel work hard to turn the 140ton 4-6-0 on an unidentified turntable in 1930.** Gordon Stuart/Rail Archive Stephenson.

boiler first uphill. This meant the firebox had more water over it and where steam sanders were fitted, there were four available going forward and only two in reverse.

## SMALLER FACILITIES

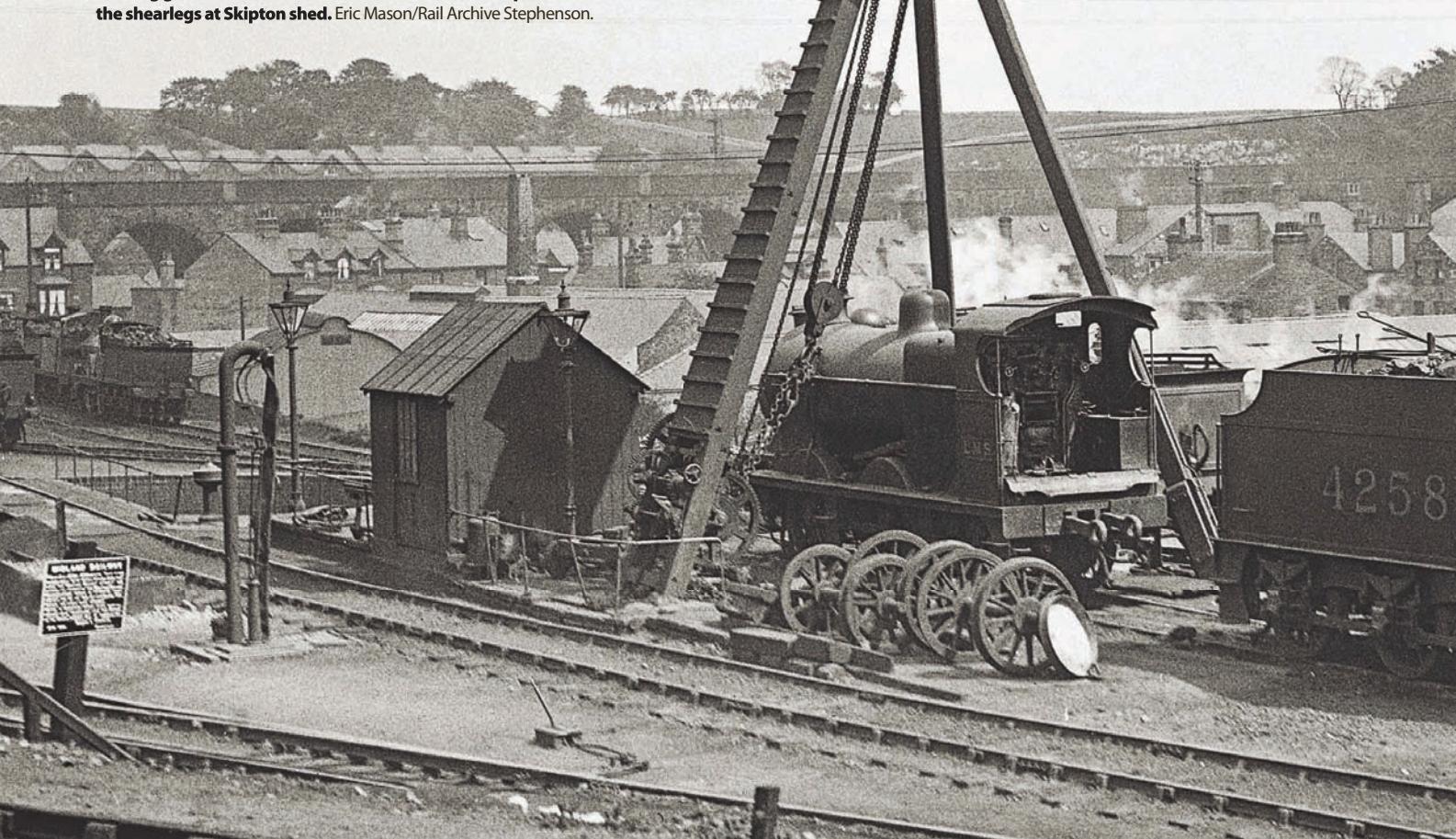
Not strictly speaking a motive power depot, there were quite a few places on British Railways known as promotional points where drivers and firemen were stationed that had no locomotive allocation or facilities at all and the men did their work on engines supplied by a nearby parent depot.

One such place was Kirkby Bentinck station about two miles North of Annesley on the Great Central main line to Sheffield. Every weekday, a set of men booked on duty at

Annesley at 4.00am, prepared an 'O4' 2-8-0 (later an 'O1') and took it tender first light engine to Kirkby Bentinck to be relieved by the day turn crew booking on there at 6.00am on Mondays. The Annesley men then travelled back to depot for further orders on the first Up passenger train.

Tuesdays to Saturdays, these men brought the engine back taken out the previous day and dealt with the disposal duties. There was a handy water column for use by the enginemen but no coaling or ash pit facilities, so the state of the fire and the amount of coal in the tender dictated changing engines every day. At the end of the week in the early hours of Sunday morning, the Kirkby Bentinck men took the engine light into Annesley before

**Shearlegs were provided at small sheds to allow fitters to attend to problems with running gear. In 1928 Fowler '4F' 0-6-0 4258 stands separated from its tender under the shearlegs at Skipton shed.** Eric Mason/Rail Archive Stephenson.





**Locomotive sheds were busy locations, especially at weekends. 'Hall' 4-6-0 6944 *Fledborough Hall* and '2884' 2-8-0 3810 stand at Canton shed, Cardiff, on November 11 1957.** Bob Tuck/Rail Archive Stephenson.

walking back home. So when modelling a station with sorting sidings like Bentinck, remember to change engines after a suitable length of time and incorporate the meeting of two engines for changeover if working continuously is in operation.

There were other booking on points at Nottingham Victoria and Queens Walk (Goods) but here Colwick supplied the engines although the men were under Annesley.

There's a lot to take in but the accompanying diagrams and photographs should 'shed' some light on how locomotive depots were operated in steam days – and if your layout allows you to replicate this, I guarantee your enjoyment will increase hugely. **ETM**



**With the concrete coaling plant dominating the skyline 'WD' 2-8-0 90322 has just had its tender filled at Farnley Junction shed in 1958.** Kenneth Field/Rail Archive Stephenson.



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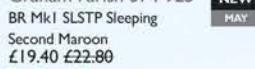
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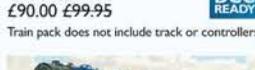
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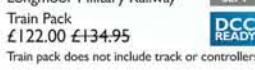
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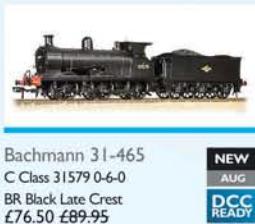
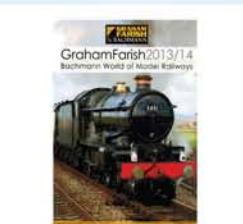
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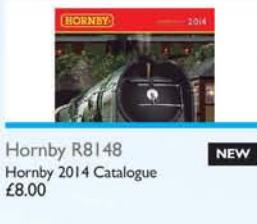
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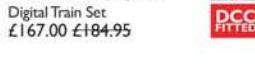
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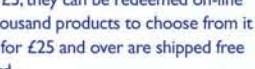
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# Wonderful models



## A MARKET FOR IDENTITY CHANGES?

I have just bought a brand new Southern Railway Brake Van C that a local retailer found to his amazement – what a superb model.

I received an email from Hornby offering the R6590 A&H Betts 7 Plank Wagon – a delightful looking model for a Southern fan, numbered 45. So, I can buy *one* but may have to wait for ever to be able to buy a second with a different running number. And some manufacturers produce weathered and

pristine versions of the same-numbered wagons – why? Would it not be possible for Hornby and other producers to offer a line of vehicles with all the other details and decals fixed, but give users an option on the running numbers via a set of transfers?

Not all of us are confident in removing existing numerals and then replacing them without leaving any trace of the modifications. I have a Bachmann set of

three tankers with different numbers, so manufacturers must recognise the limitations of one-off numbering.

Offering bespoke numbering could have the effect of producing more sales for any such wagon type which should help offset any extra production costs associated with having to add a set of transfers to the box. It's an idea...

**Graham Buxton-Smither, by e-mail.**

## Garratt valve gear looks right... or does it?



Like John Churchill, I'm very impressed by the Garratt and can confirm that, in the detail he quotes, the model correctly represents the real thing.

The Garratts' valve events were controlled together from the cab and all four radius rods would be in corresponding positions, whether all up, all down, or wherever between. The

setting of the return cranks then ensured that the two units moved in the same direction. This is very well shown in the illustration on page 71 of HM82, and it's pleasing to see that, at least on the side shown, they've got this right.

Forward and Reverse didn't mean much with the Garratts, which at least means they won't have to be picked up and turned round on our layouts!

I now have my Garratt and see that, while each side of the whole engine is technically correct, the individual units are not, in that their left and right return cranks don't correspond with each other. But I'm not too worried about this as I can't see both sides of the machine at once! It really is an impressive engine.

**Chris Barclay, Wavendon, Buckinghamshire.**

# – but so fragile!



I'M A REGULAR READER of your magazine and I've always liked the range of subject matter that you cover. I'm 61 and so have a fair few modelling years under my belt but I like the basic articles you publish. Even though I should know how to do these things it's nice to see them demonstrated and you always seem to pick up some little bit of information or technique however small. It's also reassuring to find out that I'm not the only one who's been finding some aspects of the hobby awkward over the years when they are mentioned in these articles.

However I do have some thoughts on all the latest goodies from China. Aren't we a lucky lot? Well yes until it comes to handling them!

I was adding all the bits and pieces to my model of 71000 *Duke of Gloucester* and an irritating couple of hours that was! The front footsteps have an extremely small pin for fitting them to the underside of the footplate. The mating surfaces

between steps and footplates are ludicrously small and will constantly be a vulnerable feature. I think I will have to add a fillet of epoxy behind the step - to be fair Bachmann is just the same in this area. When I became tired of holding the model's weight I thought I would remove the body to work on it separately. However once you've added the drain cocks on the cylinders you can't rotate the bogie to get at the securing screw without knocking them off. This is perhaps my main frustration with modern models. It is frequently awkward to remove the body easily for whatever purpose. The instructions do mention that the motor is sealed and requires no maintenance - it's a good job really but what about those people wanting to fit a decoder?

Still it's a fine looking model despite the niggles and Hornby is indeed to be congratulated on producing it.

*David Ellis, by e-mail.*

## HAS HEALTH AND SAFETY GONE MAD!

I live down under and have bought a few issues of your magazine and have thoroughly enjoyed it. However, it is with great sadness that I've read that Railmatch and Phoenix Paints are no longer available to us overseas. Royal Mail says it's a 'Health and Safety' issue which is the reason for this policy.

Aerosols and thinners I can quite understand but the paints I have ordered in the past have arrived so well wrapped in cushioned leak proof packaging that even if they did leak in transit it would be well contained.

If Howes Models and Phoenix Paints wish to keep the overseas modellers then they will have to by-pass Royal Mail and use a private service instead to send the paint through Heathrow. Australia Post has no problems in handling the little Railmatch or Phoenix Paints.

Fortunately we can still get Humbrol paints, but for how much longer? It will be a sad day if the British modellers of Australia and no longer able to source such important products from the UK.

*Roy Sage, New South Wales, Australia*

## FOOD FOR THOUGHT

I would like to say a big thank you to you and all at *Hornby Magazine* for publicising our exhibition in Chelmsford in the Show Guide pages.

Everybody worked hard to make this event the success it was for raising funds for St Augustine of Canterbury Church and their work in the local community. To me, all the people involved deserve thanks and gratitude, they certainly get mine. I ask them to help and they do.

I already have a date for next year and quite a few of the exhibitors have said they will come back with different layouts - as long as they get fed and watered! The food and drink at the event has been very well received and we will be building on this reputation for the 2015 exhibition in Chelmsford.

*Andrew Smith, by e-mail.*

## 'TT' revival should be to international standards



## Great Goodbye recreated in 3mm: 1 ft scale

After the best part of a year, the fabulous reunion of all six surviving A4 4-6-2s came to an end this February - but modellers of course can recreate it in a range of scales, including 3mm: 1 ft in these non-working diecast from Corgi in 1:120 scale, better

### THE DETAILS

Manufacturer:	<a href="http://www.corgi.co.uk">www.corgi.co.uk</a>
Cat No:	ST97504
Description:	LNER 'A4' 4464 Bittern

With reference to reintroducing 'TT' scale, if British 'TT' scale were to make a return it should be at the International 1:120 scale as per the Corgi models and not the old Triang and current British 'TT' scale of 3mm:1ft or 1:100 (approx). This would mean that for the first time other than gauges 'O' and above we would have an almost exact scale model railway system on the British market unlike 'OO' and British

'N' scales where the track gauge and rolling stock are out of proportion to each other. Being to 1:120 scale also means that you could buy for instance a European brand of Class 66, and it would be to the same scale as a Bachmann, Dapol or Hornby 'TT' scale Class 66 along with wagons, scenic items and so on. Just a thought.

*Jim Hagan, Bicester.*

# UNDER THE WIRES

*at Crewlisle*



**PETER GOODMAN** set out to recreate the West Coast Main Line in the 1960s, but with just 8ft square to work with it was a great challenge. He explains how he went about developing this impressive and busy model railway.

**PHOTOGRAPHY, PETER GOODMAN.**

**1** Right: A 'Black Five' has been held at signals at Crewlisle exchange to wait for a Class 40 to pass through on the electrified lines.

**2** Below: Representing the late 1960s West Coast Main Line a BR blue Class 50 pulls away from Crewlisle under the seven signal gantry with a rake of BR blue and grey Mk 1s.



**T**HE LOCATION of my layout may seem a strange choice for someone living in the West Country, but during the 1950s and early '60s I lived in the Midlands and my interest in railways was developed by living at Market Harborough on the Midland Main Line and regularly visiting Rugby and Crewe on the West Coast Main Line (WCML).

When I came to build a layout I decided to base it loosely on the British Railways London Midland Region (LMR) area and name it after the two most famous WCML rail centres - Crewe and Carlisle. Crewlisle is a fictitious industrial town in North West England on a 'loop' from the main line, with electrification arriving a few years earlier than in real life.

The basic history of the town and the railway is similar to Northampton. As the largest town between Manchester and Carlisle, Crewlisle should have been on the main line from Preston to the North but because the local townspeople and landowners were very anti-railway the

## STATISTICS

<b>Owner:</b>	Peter Goodman
<b>Scale:</b>	'OO'
<b>Length:</b>	8ft
<b>Width:</b>	8ft
<b>Track:</b>	Peco code 100
<b>Control:</b>	DCC, Lenz
<b>Period:</b>	BR London Midland Region, 1950s-1980s

town was bypassed. Not many years later, with its burgeoning engineering and textile industries, they realised the error of their ways and persuaded the newly formed London & North Western Railway (LNWR) to include them on a main line loop with Crewlisle Exchange being the through station.

The Midland Railway was late arriving on the scene. When their Settle to Carlisle line was built, they could not include the town on the main line so access was via a triangular junction and short branch. With running powers over part of the LNWR WCML 'loop', the Midland branch gained access to a terminus in the town centre, hence the close proximity of the stations.

When deciding what I wanted on the layout, the overriding restriction (as with all modellers) was the perennial one of size. During the planning phase of the layout I wanted to incorporate a main line terminus with at least four platforms, running of expresses with a minimum of five coaches, representatives from the main London Midland and Scottish/LMR locomotive



classes, engine shed with working turntable, high and low level trackwork, double track main line with junction, through station, reversing loop so the trains appeared to go somewhere, catenary on the continuous run WCML together and a mixture of working semaphores and four aspect colour light signals. All in my 8ft square second bedroom!

I am fortunate to have my layout in the second bedroom. The layout has developed over the years and with many compromises I think I have achieved my aim without the layout looking too cramped or unrealistic.

### MULTI-LEVEL

The layout is on three interconnected levels with a continuous run double track main line with overhead catenary for scale 100mph running on the middle level; a four road terminus for six coach trains and goods yard/coach sidings on the high level plus steam and diesel sheds while the lower level features a reversing loop. The minimum curve radius is equivalent to second radius trainset curves. Up trains run clockwise and Down anti-clockwise.

The through station relief line joins the Down main under the signalbox. In the same position is a trailing crossover between the Up and Down main lines. The reversing loop leaves the Down main under the signalbox, down the inside of the operating well, under the right-hand baseboard, up under the high level yard and joins the Up main under the steam shed water tower at the top left of the plan. All these hidden junctions increase operating choices.

This is the basic design I have had for almost 40 years and I have never wanted to change it. At exhibitions there are normally two or three operators - one inside the well, one outside at the bottom left hand corner and sometimes one outside by the

turntable. I run a minimum of two and sometimes as many as four trains at once.

My total stock comprises 26 steam locomotives, 13 blue/green diesels, High Speed Trains, five electrics, Midland Blue Pullman and Advanced Passenger Train plus rakes of carriages and wagons. There are representatives from the main ex-LMS steam classes and BR 'Standards' which worked the WCML and examples of diesel/electrics as seen in WCML service up until the early 1980s together with a couple of visitors. 10 locomotives are fitted with sound decoders.

### THE TRACK

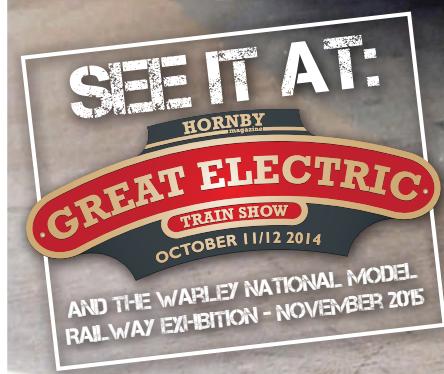
Track and points are all Peco Code 100. I drew a scale plan to check on the minimum radius curves required and slope of the gradients to provide access between the three levels. Before tracklaying commenced, 2mm polystyrene wall insulation was cut and glued to the baseboards with thinned wood glue up to 80mm either side of the baseboard joints. This was used because it was cheap and normal cork underlay was expensive.

Pieces of polystyrene were then cut and fitted (but not stuck) over the baseboard joints. No accurate full size track plan was drawn on the baseboard but the approximate line of the track was marked on the foam. Track and points were then laid, temporarily pinned in position and the foam base cut at the ballast 'shoulder'. The track was laid over the baseboard joints and when a suitable length had been completed, it was ballasted with granite chips.

To fit everything in such a relatively small area, all my track is curved where it passes over the baseboard joints so it would have been unwise to use the standard method of soldering track to copper clad paxolin at the baseboard edges due to the track having to be cut at very shallow angles -

 **An array of semaphore signals on a Pratt Truss gantry control movements in and out of Crewlisle.**

 **The depot features a scratchbuilt turntable and a compact yard. A Stanier 'Jubilee' is turned for its next duty whilst an Ivatt '4MT' 2-6-0 waits on shed.**



especially running trains at realistic speeds on the WCML! At the point where the foam insulation underlay had not been glued to the baseboard the track was cut with a razor saw and the short section lifted out and reinforced with thin card on the underside. The rail ends were carefully filed, rail joiners soldered to one end and sleeper chairs cut at the other end to allow the fitting of sliding rail joiners. This allowed accurate and reliable track alignment and electrical continuity every time by having the track continuously joined with normal rail joiners. On the hinged section I could not use this method and the rails are solid right to the edge of the boards with a wiring plug below. Fortunately this is only for access to sidings.

### CATENARY

The catenary is made up from modified JV masts and portal frames but the catenary wires are scratch built. JV single masts are a good representation of early WCML prototypes. I also used its continental style masts, modified to look like the multi track portal frames around Crewe and

### SOLVING THE GRADIENT PROBLEM

● Gradients are always a problem - more so when they start and finish on a curve as they do at Crewlisle. The most difficult part is the transition from level to the gradient. This has to be the same as a transition curve, so the slope starts from zero and over the first 250mm gradually increases to the slope of the gradient required to raise the tracks over the lower level. The first 250mm at the bottom of the gradient from the main line up to the terminus starts as a piece of 12mm softboard filed to a very shallow wedge shape, stuck to the baseboard to provide the link between the 12mm ply gradient itself and the level track. At the top, it is carefully cut and

packed out to provide a smooth transition back to the horizontal again. There are three gradients at Crewlisle with the following slopes: double track from main line to terminus - 1:38; single track on inside of the operating well from Down main line to reversing loop - 1:28; and single track under the goods yard from the reversing loop to the Up main line under the coal stage - 1:33. I am now adding DCC Concepts' Powerbase to this hidden section of the reversing loop for better adhesion and remove the need for sometimes having to give trains a push. If I want to send a train up the 1:28 to the Down main from inside the operating well, I can

easily resort to the 'big hand from the sky' assistance. On the gradients (before adding 'Powerbase'), all my 4-6-2 steam models could handle six Bachmann Mk 1s (internal weights removed from coaches, tender weights halved and approximately 80g added to most steam locomotives) both running and from a standing start from adverse signals (except the 1:28). 4-6-0s and other steam locomotives can handle five Mk 1s or six ex-Airfix Stanier coaches with weights removed. I have a couple of tender drive steam locomotives with traction tyres which pose no problems and all diesels and electrics have plenty of weight to handle any sized train.



Birmingham. The catenary is scratchbuilt from 22 gauge high tensile steel wire so that if the catenary gets caught in the pantograph, it just bends and springs back.

When the layout was planned and initially built, overhead catenary was never considered. Consequently all lines under the baseboards have minimum overhead clearances to reduce the gradient of the high level approach tracks. Track feeds, point motors, and so on under the high level tracks present a natural hazard to pantographs. These were easily avoided by securing 1.6mm welding wire above the centreline of the tracks and over the point motors. To provide a smooth transition for the pantograph from catenary to tunnel roof wire, the end of the catenary is individually moulded at each tunnel mouth and supported inside the tunnel by a short length of 2mm brass tube soldered to 20mm square tinplate pads and glued to the tunnel roof.

## CONTROL

Ten years ago I was at a crossroads with the layout. Would some of my original soldered joints fail at my next exhibition or should I consider converting to DCC? Many articles gave the impression that to change to DCC you needed a degree in electronics but nothing could be further from the truth. You can make it as simple or as complicated as you like, so I converted Crewlisle to DCC in 2007 and kept it simple.

I chose the Lenz system using two LH90 handheld throttles, LZV100 command station and one LK100 reverse loop module. I wired the layout using a track bus with track droppers every 600mm, retaining some of the original wiring and using 4mm plugs for cross baseboard connections. All other cross baseboard connections were standard phono plugs and sockets. I kept my existing control of the points to avoid the need to memorise an extra 30

codes! Since I converted to DCC I have had only minor problems and the cheap and cheerful Hornby and Bachmann decoders do exactly what they say on the box.

## SIGNALLING

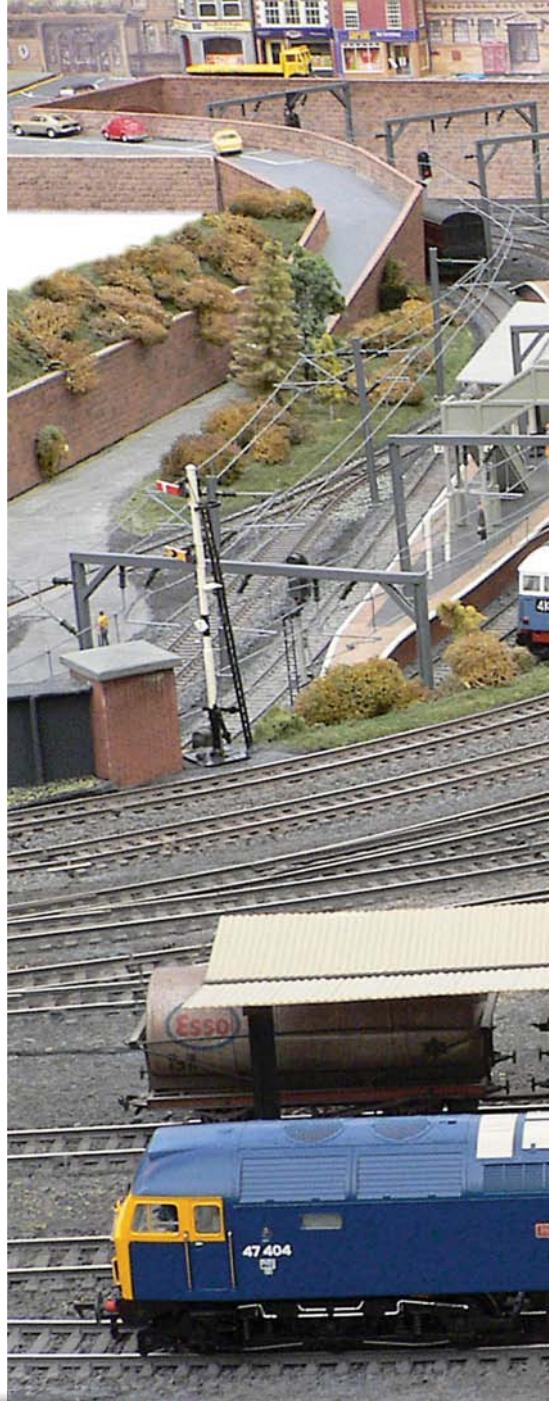
Crewlisle has the two types of signalling which have existed side by side for many years on the WCML - semaphores and colour lights. The LMS upper quadrant semaphores on the high level are all made up from a number of the excellent Ratio kits.

The inspiration for the gantry on the station approach came from one at the North end of Preston station. That gantry had 15 signals and spanned seven tracks - mine is a little less grand with seven signals spanning two tracks. All of the signals, except the gantry, are remotely controlled from the edge of the baseboards by 1.6mm welding wire with a series of soldered/bent cranks under the baseboard. Because the gantry is close to the operating well and on a portable section for access to tracks underneath, it is operated by hand.

The electrified low level circuit has six working Eckon four aspect colour light signals. They are controlled by cheap miniature sliding centre-off switches mounted on three small panels inside the operating well with their route 'feathers' controlled by the relevant point motor accessory switch.

## SCENERY

Scenery has been kept to a minimum to provide maximum railway operating potential but does not detract from the overall industrial scene I have tried to create. Embankments and the high level town scene are built up with polystyrene packing, covered with plaster bandages or card and then painted. After painting the embankments earth colour, I used a polyester matting for the long grass, suitably teased out



**Above:** An overview of the goods and carriage sidings at Crewlisle exchange. The multi-level nature of the layout is clear to see in this view with an AL1 running on the electrified main line below.



**Left:** The goods yard is a busy location handling arriving and departing trains. A Class 45 has just arrived at Crewlisle Exchange and will have to restart its train on the gradient.



and covered with scatter materials.

All of the buildings were from the Superquick range but are slowly being replaced by plasticard kits and scratchbuilt models. Superquick kits are excellent value for money but after a few years they begin to show their age. The engine shed and signalbox, complete with interior, are both made up from two Wills kits and suitably weathered for the steam era. I had no choice with the coal stage but to scratchbuild as there were no kits on the market at the time. The general design is of a hybrid Lancashire & Yorkshire/LNWR coal stage to fit the restricted shed area of my layout.

The low level goods shed is a Wills kit and the through station buildings are made up from the Peco country station and station houses but with the modified canopy using the Wills box-shaped roof panelling. The island platform canopy is made from the same material and the modern waiting room was scratchbuilt. The box-shaped roof panelling was used to give the station a

modern look in the wake of electrification. The steam shed, terminus building and signalbox are portable for access to the lower tracks for cleaning and derailments!

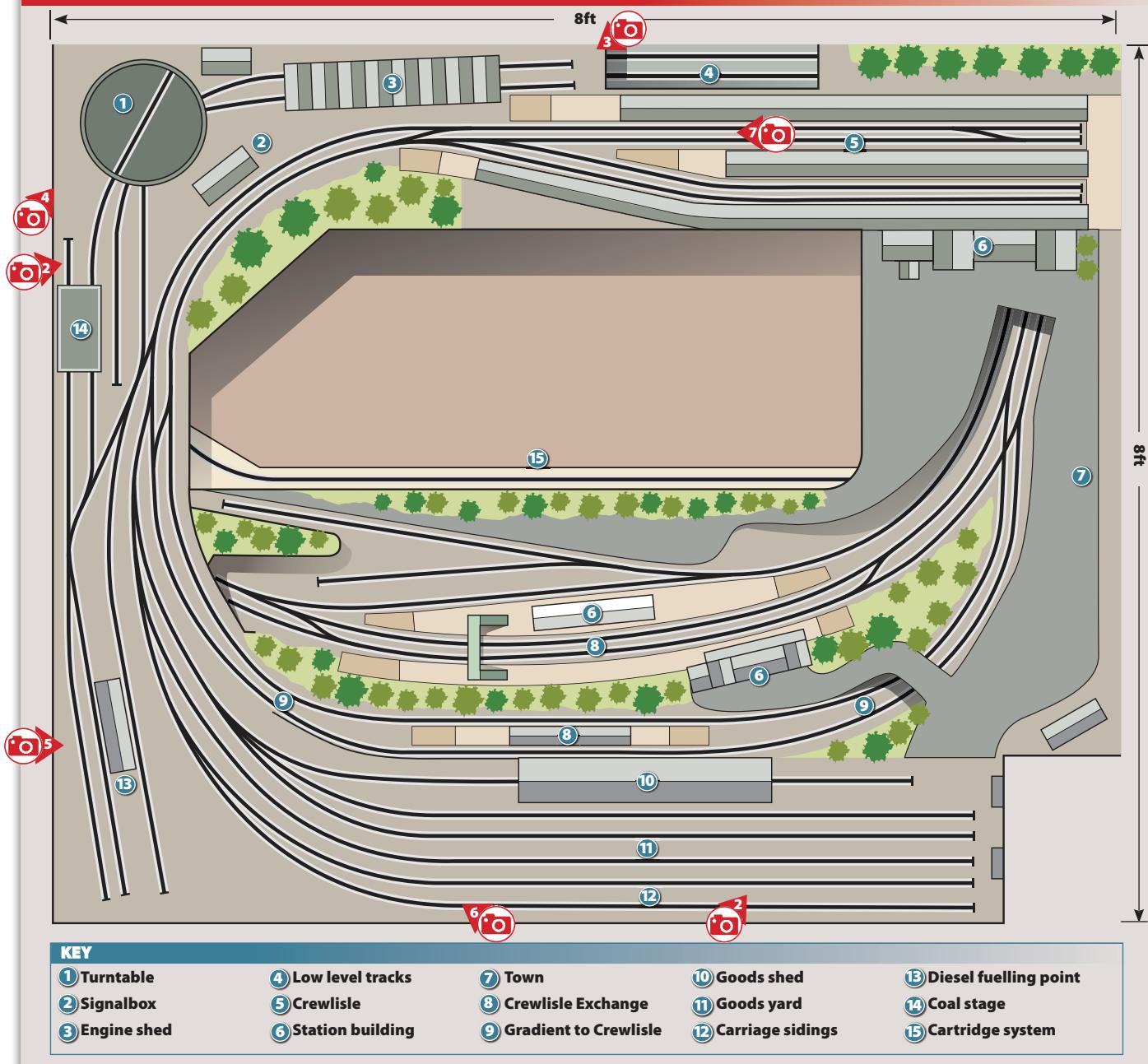
Platforms are made from hardboard cut from paper templates and supported on thin wooden battens. The underside of the platform overhang was chamfered back to avoid a 9in thick edge from using 3mm hardboard. Platform surfaces were painted a tarmac colour, supporting walls covered with brick paper, flagstone edges on the platforms cut from Superquick paving paper and the platform edges painted white. When finally screwed in position from the underside of the baseboard, the whole platform was given a coat of matt varnish.

The terminus platform canopies are the largest scratchbuilt items on the layout. A couple of years ago I made up the Ratio island platform canopy for use on the platform on the incline from the main line up to the terminus. This is an excellent detailed model and when I actually came

#### CARTRIDGE EXCHANGE SYSTEM

The amount of stock I own may seem excessive for a medium size layout without a fiddle yard. To me, fiddle yards are wasted space unless you are running a large layout with long trains. On the reversing loop on the inside of the operating well is a 1,370mm lift out cartridge fitted with normal Code 100 track and is a big space saver compared to the normal fiddle yard. Underneath are 14 other identical ones stored on a rack which can be lifted out and secured in position as part of the reversing loop. Three trains can be held on the reversing loop including a complete train in the reversing loop cartridge. Each cartridge can hold a complete train of, for example, a Class 47 and four Mk 1 coaches or 11 short wheelbase wagons. Other stock is stored in boxes and can replace ones already stored on the cartridges if required. Electrical connection is via a simple phono plug.

## CREWLISLE TRACK DIAGRAM (NOT TO SCALE)



to build the terminus canopies I decided to buy the skylight frets from Ratio.

All the canopies had to be portable so the central canopy and end cross-canopies were glued together to form a 'T'. The other two canopies are connected to the ends of the cross-canopies of the 'T' with interlocking tabs. Only two supporting pillars are glued to each of the main canopies to avoid the problem of levelling the large number of intermediate pillars which are only free standing on the platform.

Holes were drilled in the platforms and bases of all of the pillars and short lengths of 2.5mm steel rod were secured to the pillars. This allows the canopies to be quickly erected and removed at exhibitions or for cleaning. Canopy roofs were painted dark grey to represent roofing felt and the skylight frames and pillars cream, weathered with grey/black dry brushing to give the overall effect of an industrial town's terminus.

## OPERATION

Passenger and freight trains are marshalled on the high level and despatched on a random basis using appropriate motive power for the period of the stock. However, this isn't a layout where you will see pure eras operating practice – trains from the 1950s through to the 1980s are seen side by side at times during the sequence.

Expresses in fixed rakes of six coaches, the Blue Pullman and the HSTs are too long to fit the storage cartridges. If required, two rakes can be stored on the reversing loop. The five car APT, four coach semi-fasts and freight trains complete with locomotives do fit in the storage cartridges, however. There are normally about ten steam locomotives, ten diesels and an occasional electric being 'dragged' by a diesel on shed. Trains normally complete two or three circuits before leaving via the reversing loop, either being held on the loop or

exchanged for a new train from the storage rack. By assuming that electrification is progressing North, the low level station is used for exchanging diesel and electric locomotives. There is always an electric or diesel locomotive waiting in the siding and the locomotive exchange provides an interesting main line movement.

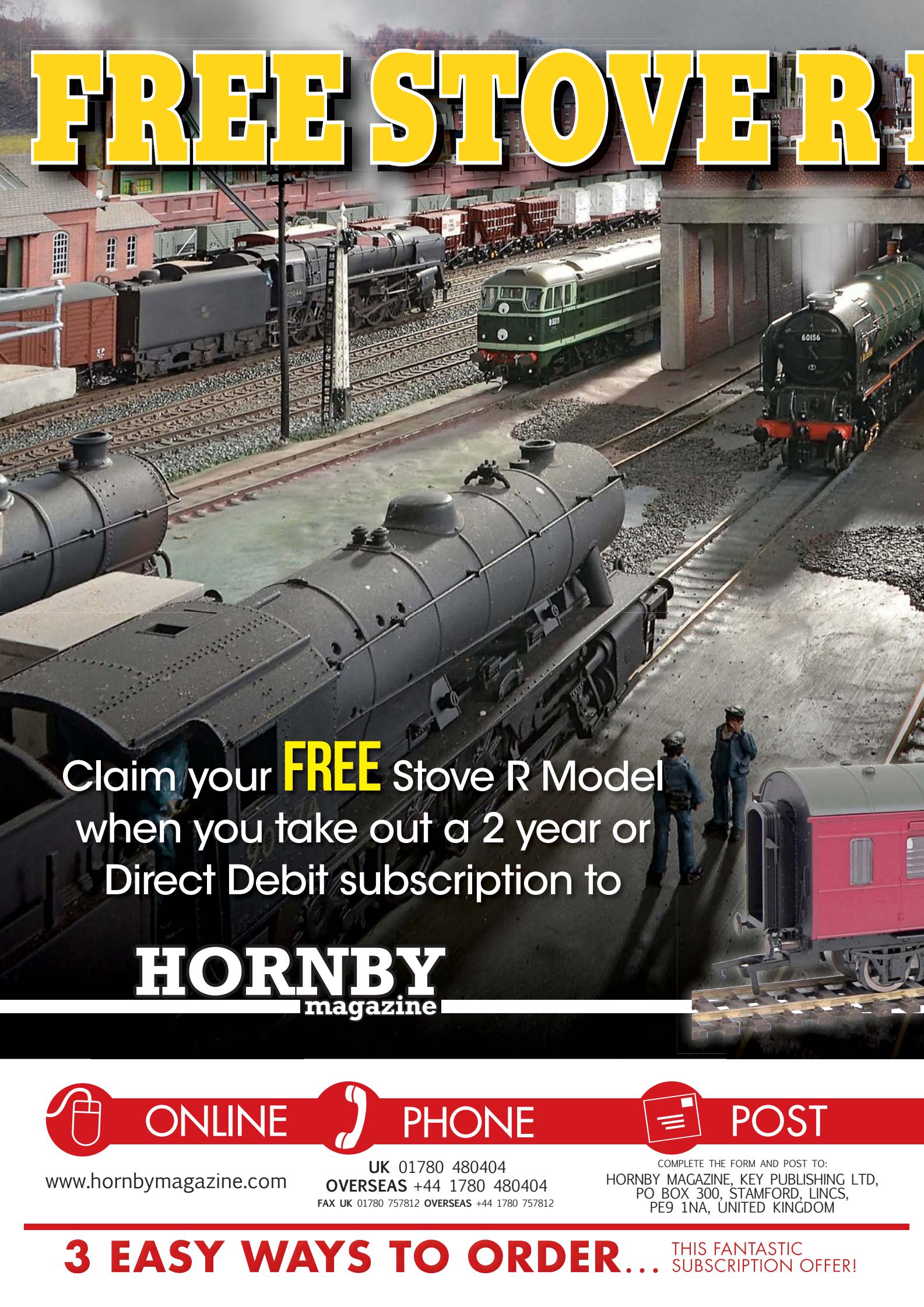
I am the first to admit that Crewlisle is not everyone's cup of tea both for its lack of historical accuracy, prototypical operation and stock. However, it entertains all ages and I always like to watch the trains I remember from my trainspotting days, the Rail Blue era when my son was interested in model railways and an important era in the history of Britain's railways. The compactness of Crewlisle proves that with not too many compromises a main line atmosphere can be created with locomotives and stock over a long timescale together with overhead catenary and not look out of place. **HM**



A Class 45 'Peak' moves slowly into Crewlisle with a terminating train. Signals guard every movement in the station.



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# 'OO' 'Borail'

The second Cambrian Models wagon kit reaches the workbench – the BR 50ton 'Borail' bogie rail wagon. **NIGEL BURKIN** builds it in pre-1980s condition as a follow up to the 'Sturgeon'.



Nothing adds variety to a model railway than building a handful of rolling stock kits. Building and finishing them is rewarding and satisfying. A vacuum-braked 'Borail MB/EB' bogie rail carrying wagon with bolsters is the second of the large bogie rail carrying wagons featured in this mini-series on building Cambrian Models kits.

**T**HE DISTINCTIVE British Railways 'Borail' wagon is the subject of this article, a vehicle built to carry concrete sections and rail. This kit is from Cambrian Models, the same company which produces the 'Sturgeon A' bogie wagon (HM81), but being a flat bolster wagon it is a little different to build.

Bogie flat wagons such as this present their own problems when it comes to kit construction. Firstly they are very light weight due to the nature of the parts and secondly they are easily distorted. The aim with a vehicle like this is always to ensure that the loading deck is absolutely straight and that extra weight is added wherever possible to increase the wagon's stability and, equally, its smooth running qualities on the track.

Two diagram numbers were issued for what is basically the same wagon. The first was for 30 'Borail' EC wagons to Diagram 1/482 which had no raised bolsters, only plates set into the floor for

the fitting of stanchions – effectively a flat deck. They were constructed at Derby and numbered B946065-B946074 (1959) and B946210-946229 (1961). Sitting in the middle of the 'Borail' EC number sequences are the bolster fitted wagons designed to carry rail. Derby built 135 wagons in two lots numbered B946075-B946209 in 1960 and 1961. Coded 'Borail' EB or MB, they were numbered as revenue wagons with a B-prefix to the number, along with the 'Borail' EC, even though the wagons frequently worked on what could be described as departmental duties.

It is the departmental nature of the traffic which makes a 'Borail' suitable for this bogie rail carrying wagon project. Unlike the 'Sturgeon' and 'Salmon' wagons included in the series, the 'Borails' were painted bauxite brown, not black or olive green. They are long, at 62ft over headstocks and with 47ft bogie centres. 8ft plate back bogies similar to those used under BR built 'Salmon' wagons were fitted from new and equipped with roller bearings. Rail loads were carried on five bolsters with chain loops located on the underframe. The deck of both the concrete and rail carrying versions was of wood fitted to the top of the underframe with the ends of the planks exposed, a tricky feature for modellers to paint.

That wooden floor was replaced with a steel one with low sides when the wagons were modernised in 1981 and 1982 by Shildon Works. Air brakes replaced the vacuum brakes and the 8ft plate back bogies gave way to modern Y25 bogies.

### THE 'BORAIL' KIT

Cambrian Models only produces a kit for the vacuum braked version of the 'Borail', complete with plateback bogies and bolsters which builds up into the 'Borail' EC (no bolsters), EB or MB. The kit captures the one important and unique distinguishing feature of the wagon - the 'fish-belly' underframe.

Moulded in light grey styrene plastic, the kit is relatively simple to work on and parts are easy to prepare for assembly. No parts are supplied for modelling the post 1982 refurbished version of the 'Borail' (BRA or YLA).

To complete the kit, a set of 10.5mm diameter disc wheels is required together with eight pinpoint bearing cups, usually the 'top hat' type. The kit is designed to accept standard tension lock couplings using an extension bracket which fits the bogies. During construction of the model, I decided to use cast metal oval wagon buffers (B015) from Lanarkshire Models and Supplies (LMS).

### BUILDING THE WAGON

Assembly of the 'Borail' follows the same principles applied to the other three wagons of this series which include the 'Sturgeon A' (HM81) and the 'Salmon' which will follow next issue.

Where the instructions are concerned, the devil is in the detail and a couple of points should be noted when assembling the model. There are various pieces for strengthening the underframe and the inside truss pieces need to be fitted correctly – each one has an identifying letter moulded on it (A to D).

Another one is the fitting of a centre floor bolster between the two floor sections which, if missed out, will result in a wagon that is too short!

Otherwise, assembly is relatively easy, with care, as usual, needed to assemble the bogies square and true and to be sure the floor pieces are straight.

# TOOLS YOU NEED!

- » Tweezers
- » Xuron sprue cutters
- » Modelling knife and spare blades
- » Pin vice and twist drills from 0.3mm to 2.0mm
- » Self-healing cutting mat
- » No. 1 paint brush for applying solvent cement
- » A flat needle file
- » Steel rule
- » Paint brushes 000-0 size
- » 600 and 1200 grade wet and dry paper
- » Liquid plastic cement
- » Squadron putty for filling small gaps
- » Superglue

### PAINTING

BR bauxite brown was applied to the 'Borail' fleet from new. Time and use took its toll on them and rust, dirt and grime very much became part of the livery too. After washing the model and leaving it to dry for a day or two, I pre-shaded the wagon with matt black, concentrating on painting the corners, nooks and recesses of the model. The bogies were painted black at the same time after masking the bearing cups to keep paint out of them.

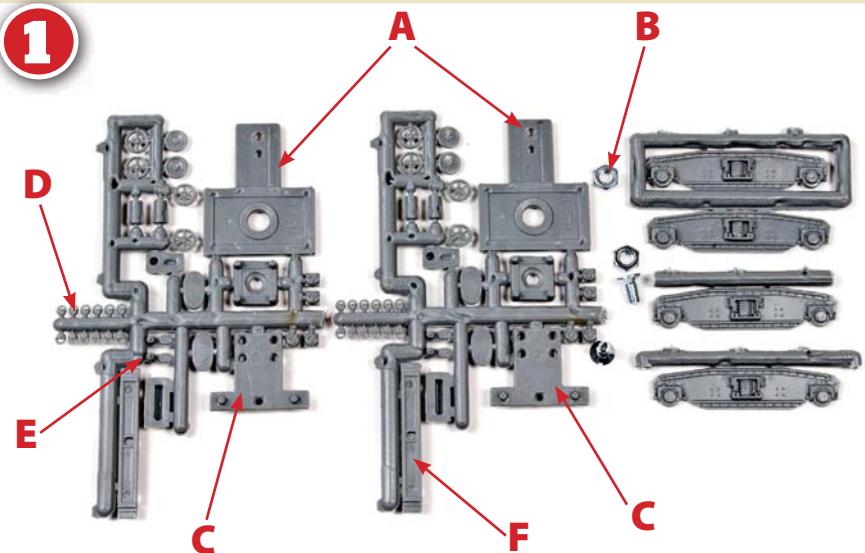
Bauxite brown was then applied to the 'fish-belly' sides and bolsters in a relatively thin coat so not to obscure the black pre-shading. The result is the effect of grime accumulating in the planking and around details such as the chain loops. Gloss varnish was applied in those spots where transfers were to be applied before a coat of matt varnish was applied to seal them in.

The deck was treated to various weathered wood colours and then given washes of grime, rust and dirt colours, thinned to around 10:1 thinners to paint. Weathering consisted of spot weathering chain loops by dry brushing brown rust colours. The same technique was used to highlight certain details too. A final dusting of brake dust and underframe dirt was applied to the underside of the wagon and the bogies too. I left the stanchions to the very end, after ballast weight and couplings had been fitted. Being of plastic, they are delicate and easily broken during handling to apply the final details.

That completed the 'Borail' kit, except for a load of recovered rail secured with fine chain. Chain is available from Cambrian Models and Scale Link and rail could be anything left over from track building or even recovered (appropriately enough) from dismantled layouts. Rust colours of various shades can be used to paint the rails an appropriate colour, not forgetting the railheads as well, as these soon change colour without the passing of trains. 



STEP BY STEP BUILDING A CAMBRIAN MODELS' 'BORAIL' KIT IN 'OO'



Make a start with the bogies, which consist of three pieces: two side frames and spacer (A). The kit includes fixings (B) and an additional piece allows for the use of tension lock couplings (C). The sprue also holds some important components including chain rings (D); brake wheel brackets (E) and headstocks (F).



The sideframe bearing holes are a tad shallow. Rub the pinpoint bearings along a file to reduce the length of them a little so they will fit comfortably.



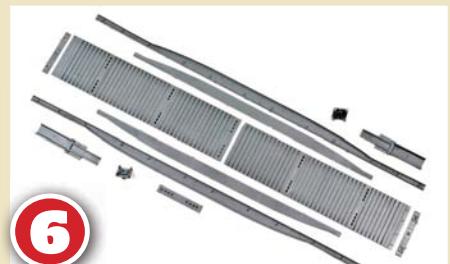
Each bearing can be secured with a spot of superglue if desired. Pop them in before assembling the sideframes to the spacer.



The bogies go together quite well with a little patience and care. This picture also shows the bogie pivot and retaining screw assembly.



Clip in the wheelsets during assembly to check that the bogies run true and square. They are now ready for test fitting to the wagon superstructure as assembly progresses.

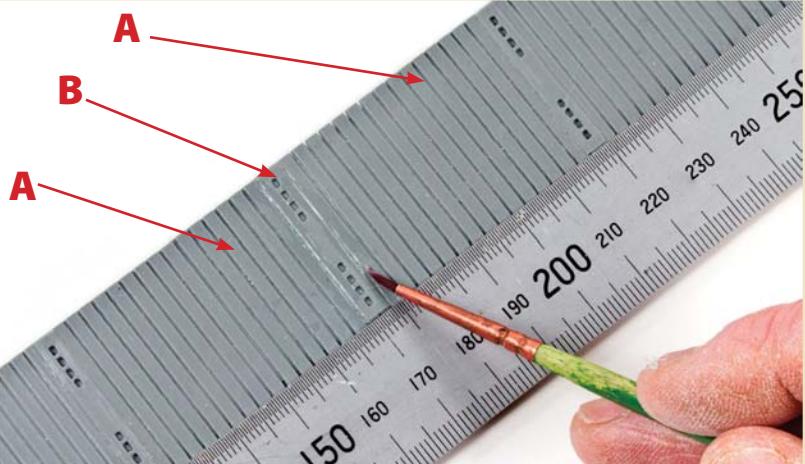


The underframe and floor components as supplied in the kit. There are two inner frame pieces or trusses which match the 'fish-belly' solebars.



The 'Borail' floor consists of three pieces, not two. One of the floor bolsters fits between the two floor sections. Miss it and the wagon will be too short!

Right: Assemble the floor against a steel rule or other straight edge. Note the floor pieces (planked A) and the middle floor plate or bolster (B).



Two underframe components (part D) fit at each end of the wagon to which the inner frame trusses, headstocks and a bogie pivot are located.

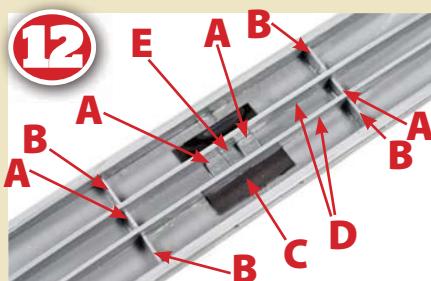


Gluing the bogie pivots (with their captive screw) in place needs care to locate them correctly.

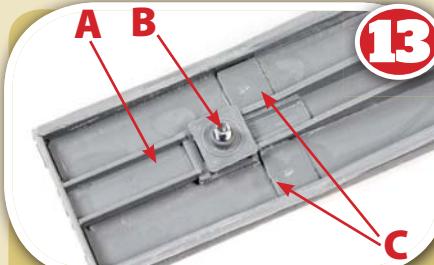


The kit includes strengthening pieces to hold the underframe trusses in place. There are four parts located at the ends which push against the trusses. Both inner frame trussing pieces sit against the underframe end piece.

The collection of four bogie wagons constructed from kits by Cambrian Models. The 'Sturgeon A', which has already been featured in HM81, has been joined by two 'Salmon' bogie rail carriers which were built to complete the project. The only ready to run wagon in this scene is the Bachmann SR 25ton brake van!



A close up view of the underframe assembly: A: Kit Part C. B: Kit part B. C: Strengthening pieces of 40 thou styrene. D: Long underframe trussing. E: Floor bolster (floor middle piece).



A close up of the headstock end including:  
A: Underframe end piece of which there are two.  
B: Bogie pivot assembly. C: Spacing pieces.



Another view of the bogie pivot in relation to the underframe trussing. The bogie, when test fitted, must clear the 'fish-belly' frames, so be careful to glue the pivots in the correct place.



The wagon is test assembled at regular intervals as dry runs before applying solvent cement. Should I make a mistake I have a good chance of correcting it before moving too far along in the building process.



The kits allow for modelling wagons without bolsters and those with bolsters. The latter was much more numerous. Five bolsters are fitted, made up of girder halves (A), glued together (B) and a top (C) with holes for stanchions.



Consider buying additional parts such as cast metal buffers, coupling hooks, brake hoses and brake fittings to refine the appearance of the model.



Once completed the 'Borail' is ready for painting and it should be washed before painting to remove any mould release agent, dust, fingerprints and plastic shavings.



Use a little masking to protect the pinpoint bearings from paint during the process of colour application. This will result in a smooth running wagon.



The 'Borail' was finished as a vacuum braked wagon painted in pre-1982 condition. The livery is bauxite with white lettering and black bogies with rust grime and dirt applied.

# Branch line **PASSENGER TRAINS**

**NEW  
SERIES**

With an extensive selection of ready-to-run products available, **MARK CHIVERS** launches a new series on train formations by suggesting a collection of branch line passenger trains suitable for the BR steam and transition era in 'OO' gauge.

**PHOTOGRAPHY, MIKE WILD.**



Branch line passenger formations offer great variety and those shown in this feature merely scratch the surface. A Fairburn 2-6-4T departs Berrybridge with a Stove R parcels van and a pair of LMS Period II carriages behind.

**A**S MUCH AS WE would like to model a large multi-track main line, many of us don't have the space or the funds to build a faithful reproduction of that idea we've been mulling over. However, a more modest branch line operation is within most people's grasp.

Branch line railways take many forms. There are traditional branch lines that diverge from a station or junction on the main line and terminate at the end of a single track section, and others, such as from Paignton to Kingswear which almost operated as main lines.

Branch line trains varied in length depending on the time of year. On many branches a connection was maintained with major towns and cities, with regular services plying back and forth on an hourly or half-hourly basis. Some still retain one or two direct services to London each day whilst others such as Newquay see a seasonal service from London and selected cities, along with a more reduced service in the Winter. There are also branch lines which travel across the country from one main line to another.

### GLAMOUR FOCUS

The main model railway manufacturers have historically tended to focus much of their attention on the more glamorous express and heavy freight locomotives, but over the past

few years attention has turned towards the more mundane, workhorse locomotives that plied their trade day-in, day-out on branch line and secondary passenger services as well as mixed traffic types. Bachmann, in particular, has introduced a good selection of suitable models to its range and Hornby is making strides into this area too. Smaller engines are being released by manufacturers every year meaning there is more variety when it comes to the motive power.

Allied to this the availability of suitable rolling stock for both main line and branch line trains has advanced rapidly, particularly in the hands of Hornby. Until recently, for example, suitable rolling stock for Eastern and North Eastern Region branch line use would require kit building skills.

However, with the introduction of non-corridor Gresley and Thompson coaches together with the Thompson 'L1' 2-6-4T by Hornby and the long-lived Gresley 'V3' 2-6-2T by Bachmann, authentic branch line and secondary passenger trains can now be represented.

Hornby's Maunsell coaches have also allowed authentic branch services to be replicated, particularly those that encompassed the former SR territory in the West Country.

As an example, a train formed of just a Bachmann Ivatt '2MT' 2-6-2T and a single Hornby Maunsell Brake Composite coach (BCK), allows the modelling of an authentic Lyme

Regis branch service from the early 1960s. Hornby's Stanier Period III and Bachmann's Mk 1 coaches are useful for branch line services, often marshalled with other designs as operational requirements dictated.

Bachmann's Bulleid coaches are also very popular and much sought after, as are the 57ft LMS coaches and ex-Airfix 57ft suburban coaches now offered by Dapol. Bachmann's range of Great Western Collett, Mk 1 Suburban and Thompson coaches are also useful, particularly in the late 1950s and 1960s.

### UP AND COMING

In the pipeline, Bachmann's forthcoming BR Autotrailer, South Eastern & Chatham Railway (SECR) 60ft 'Birdcage' coaches and Kernow Model Railway Centre's London & South Western Railway (LSWR) Gate Stock push-pull sets will offer even more variety on the carriage front.

Meanwhile Bachmann is busily preparing its new ready-to-run 'OO' gauge models of the GWR '64XX' 0-6-0PT and LBSCR 'E4' 0-6-2T which will suit branch line layouts set in the South West and South East perfectly. Even the new Hornby 'J15' 0-6-0 (see Update) has potential as these veteran engines were used on passenger turns from time to time.

Following is a selection of potential branch train formations which are drawn entirely from ready-to-run 'OO' gauge stock, researched from prototypical operations. **HM**



## WESTERN REGION



**Heljan AC Cars railbus BR green (8802)**  
(Service: Boscarne Junction-Bodmin North – 1964)



**Bachmann '45XX' 2-6-2T (32-129A), Hornby two-car B-set (R4293C/R4293D)**  
(Service: Bodmin Rd-Bodmin Gen – 1960, St Erth-St Ives – 1960)



**Hornby '14XX' 0-4-2T (R2539), Hornby BR maroon Autocoach (R4100E)**  
(Service: Various branches - 1960s)



**Hornby ex-GWR diesel railcar (R2869)**  
(Service: West Drayton-Staines West – 1956, Worcester/Wooferton-Kidderminster/Gloucester - mid 1950s to early 1960s)



**Bachmann '2251' 0-6-0 (32-311),  
Hornby Hawksworth SK+BSK (R4410A/R4411A)**  
(Service: Fairford branch – 1961)

## SOUTHERN REGION



**Hornby 'M7' (R3159), Hornby BR green Maunsell push-pull set (R4534A/B)**  
(Service: Tunbridge Wells West/Oxted push-pull -1963, Wareham-Swanage – 1963, Brockenhurst-Lymington - 1964)



**Hornby Bulleid 'Q1' 0-6-0 (R3011), Hornby BR green Maunsell BSK+CK+BSK (R4305C/R4304D/R4305D)**  
(Service: Guildford-Dorking - 1962)



**Bachmann Class 205 '2H' DEMU (31-235Z)**  
(Service: Southampton-Alton - 1963)



**Hornby air-smoothed 'Battle of Britain' 4-6-2 (R2458), Bachmann BR green Mk 1 BCK+CK+BSK (39-228D/39-128C/39-078E)**  
(Service: Plymouth-Okehampton – early 1960s)



**Hornby 'T9' 4-4-0 (R3107), Hornby BR green Maunsell BSK+BCK (R4305E/R4320C), Bachmann bogie bolster (33-856D), box van (38-082C), BR brake van (37-537D)**  
(Service: North Cornwall line - 1961)

## 'OO' READY-TO-RUN BRANCH LINE LOCOMOTIVES

WESTERN REGION	
Class	Manufacturer
GWR '45XX'/'4575' 2-6-2T	Bachmann
GWR '57XX'/'8750' 0-6-0PT	Bachmann
GWR '64XX' 0-6-0PT	Bachmann
GWR '14XX' 0-4-2T	Hornby
GWR '61XX' 2-6-2T	Hornby
GWR 'Dukedog' 4-4-0	Bachmann
GWR '2251' 0-6-0	Bachmann
GWR '43XX' 2-6-0	Bachmann
BR '3MT' 2-6-2T	Bachmann
BR '4MT' 2-6-4T	Bachmann
Class 22	Dapol
Class 35	Heljan
AEC railcar	Hornby
AC Cars railbus	Heljan

SOUTHERN REGION	
Class	Manufacturer
LBSCR 'A1X' 0-6-0T	Hornby
LBSCR 'E4' 0-6-2T	Bachmann
SR 'N' 2-6-0	Bachmann
LSWR 'T9' 4-4-0	Hornby
LSWR 'M7' 0-4-4T	Hornby
LMS '2MT' 2-6-2T	Bachmann
BR '3MT' 2-6-2T	Bachmann
BR '4MT' 2-6-4T	Bachmann
BR '4MT' 2-6-0	Bachmann
2-EPB	Bachmann
2-BIL	Hornby
2-HAL	Hornby
2-H	Kernow
Class 33	Heljan

MIDLAND REGION	
Class	Manufacturer
LYR '1008' 2-4-2T	Bachmann
LMS '2MT' 2-6-0	Bachmann
LMS 'Jinty' 0-6-0T	Bachmann
LMS '2MT' 2-6-2T	Bachmann
LMS '3F' 0-6-0	Bachmann
LMS '4MT' 2-6-0	Bachmann
LMS Fairburn 2-6-4T	Bachmann
BR '4MT' 2-6-4T	Bachmann
Class 24	Bachmann
Class 25	Bachmann
Derby Lightweight	Bachmann
Class 101	Bachmann
Class 105	Bachmann
Class 108	Bachmann

## MIDLAND REGION



**Bachmann Ivatt '2MT' 2-6-0 (32-828A), Hornby BR maroon Hawksworth BCK+BSK (R4413A/R4411A)**  
(Service: Three Cocks Junction-Builth Road - 1962)



**Bachmann Fowler '3F' 0-6-0 (31-626A), Hornby Thompson BS (R4577A),  
BR crimson Dapol LMS non-corridor brake (4P-010-005)**  
(Service: Ashchurch-Tewkesbury - 1961)



**Bachmann Aspinall 2-4-2T (31-166), Dapol LMS non-corridor composite and  
brake BR crimson (4P-010-001 and 4P-010-002)**  
(Service: Horwich branch train - 1958)



**Bachmann Ivatt '2MT' 2-6-2T (31-440), Dapol ex LMS non-corridor  
composite (4P-010-002), ex LMS non-corridor brake (4P-010-001)**  
(Service: Seaton-Stamford - 1962)



**Bachmann Cravens Class 105 two-car DMU, BR green (31-537)**  
(Service: Luton Bute Street-Dunstable/Hatfield - 1965)

## EASTERN



**Hornby 'L1' 2-6-4T (R3190), BR crimson Thompson BS+CL+S+S+BS (R4577A/R4575A/R4576A/R4576A/R4577A)** (Service: Whitby - 1956)



**Bachmann Class 108 two-car DMU, BR green (32-906)**  
(Service: Alston-Haltwhistle 1967)



**OO Works 'C13' 4-4-2T, BR crimson Gresley non-corridor BS+CL+S+S (R4522A/R4521A/R4520A/R4520A)** (Service: Manchester-Hayfield - 1957)



**Heljan BR Class 26 (2609), Dapol SR PMV (B388)+Bachmann maroon Mk 1 CK+BG+SK+CK+BSK (39-126C/39-176D/39-026E/39-126B/39-076D)**  
(Service: Kyle of Lochalsh-Inverness - 1964)



**Bachmann BR '4MT' 2-6-4T (32-360), Hornby Thompson crimson BS (R4577A)**  
(Service: Killin branch train - 1965)

# FOR THE 1950s AND 1960s

## EASTERN REGION

Class	Manufacturer
LNER 'V3' 2-6-2T	Bachmann
LNER 'L1' 2-6-4T	Hornby
LNER 'N2' 0-6-2T	Hornby
LNER 'C13' 4-4-2T	OO Works
LNER 'D11/2' 4-4-0	Bachmann
BR '3MT' 2-6-2T	Bachmann
BR '4MT' 2-6-4T	Bachmann
Class 20	Bachmann
Class 24	Bachmann
Class 25	Bachmann
Class 26	Heljan
Class 27	Heljan
Class 31	Hornby
Derby Lightweight	Bachmann

## NEXT MONTH

Next month we continue our search for easily modelled train formations by concentrating on branch line goods trains from the 1950s and 1960s. We'll be profiling a selection of trains from the Western, Southern, Midland and Eastern regions offering a taster of the formations you can run on your layout. Don't miss the next issue - on sale on June 12 2014. Visit [www.hornbymagazine.com](http://www.hornbymagazine.com) for more information.



**Next issue we offer a selection of branch line goods trains that you can model.**

## Useful links...

<b>Bachmann</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Dapol</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>Heljan</b>	<a href="http://www.heljan.dk">www.heljan.dk</a>
<b>Hornby</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Kernow MRC</b>	<a href="http://www.kernowmodelrailcentre.com">www.kernowmodelrailcentre.com</a>
<b>OO Works</b>	<a href="http://www.oooworks.co.uk">www.oooworks.co.uk</a>



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Courtesy of Dick Roberts Photography

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TMC Bachmann 31-967 Class A4 60010 'Dominion of Canada' BR Green Late Crest TMC Weathered £134.99 (+p&p)



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Loveless launches 'O' gauge

# Production 'Deltic'

Made entirely of brass to the highest standards, LH Loveless has produced what sets out to be the best 'O' gauge 'Deltic' money can buy. **MIKE WILD** reviews this new 7mm scale model.



**T**HERE is something about the feel of an all metal model. Its weight, texture and relief detail are altogether different to the plastic models we are most used to seeing in the office.

Brand new from LH Loveless – manufacturer of high quality

handmade Korean brass models in 'O' and Gauge 1 – is this model of the English Electric 'Deltic' Co-Co diesel-electric. Introduced in 1961, 22 were built for service on the East Coast Main Line's fastest expresses on the London-Leeds/ Newcastle/Edinburgh corridor. These locomotives have legendary status amongst first generation

diesels and happily six have been preserved following complete withdrawal of the fleet in January 1982. 'Reality Check' on pages 72-75 chronicles the story of these impressive and fast locomotives.

LH Loveless might not be familiar to everyone, but in the world of ready-to-run high quality large scale models the company is well

known. Its previous productions have included the LNER 'A4' 4-6-2, 'P2' 2-8-2 and most recently the prototype *Deltic* of 1955.

The new production 'Deltic' model is being made available in original plain BR two-tone green, BR two-tone green with small yellow warning panels, BR blue with headcodes, BR blue with



THE DETAILS	
<b>Manufacturer:</b>	<a href="http://www.loveless.co.uk">www.loveless.co.uk</a>
<b>Description:</b>	Class 55 'Deltic' 55006, BR blue
<b>Scale:</b>	'O' 7mm:1ft
<b>Price:</b>	£2,200 (DCC ready)
<b>Era:</b>	7
<b>DCC:</b>	DCC ready, optional DCC sound fitment
<b>Couplings:</b>	Functioning screw link couplings



*"The 'Deltics' proportions are captured superbly by the Loveless 'O' gauge model."*

MIKE WILD

'domino' headcodes, BR blue with plated headcodes and BR blue with 'Finsbury Park' white cab window surrounds. For review we received a sample of 55006 *Fife and Forfar Yeomanry* in BR blue with 'domino' headcode panels.

A range of number and name options are available on each livery variant with our sample

also being produced as 55003 *Meld*, 55013 *The Black Watch* and 55016 *Gordon Highlander*.

#### THE MODEL

The 'Deltics' impressive proportions are captured superbly by the Loveless model. These are difficult locomotives to replicate in miniature, but the engineers

have clearly done their homework as the body matches the shape, size and proportions of the prototype very well indeed.

The bonnet front is fantastically detailed from the ground up and here the metal construction helps to give the 'Deltic' a more realistic feel. Buffers are turned metal and sprung while the bufferbeam is fully

detailed with a functional screw link coupling at the centre. Immediately above the coupling on the nose is the footstep for crews to reach the centre lamp iron and this even has a chequer plate inset on it!

Meanwhile the front end is completed with taillights, separately fitted handrails, lamp irons and an electric train heating connection

'O' gauge models always have a presence and this stunning 'Deltic' has it in spades.

Long, bulky and powerful... Loveless' 'Deltic' is expensive, but worth every penny nonetheless.



as appropriate for 55006 in this condition. On top of the bonnet you will find neatly produced access doors with etched hinge detail plus a pair of air horns – one each side. The cab windows correctly feature twin windscreens wipers too.

Moving to the cabside and 55006 features a plated over quarter light on each corner of the cabs while supremely fine etched metal window frames – including raised rivet head detail – outline the windows. Next is the cab door and all four of these slide open to reveal a tantalising glimpse of the 'Deltics' interior treasures.

The bodyside captures the plain nature of the design perfectly with a neat tumblehome to the lower quarter of the shell and flush glazed windows outlined in silver along the engine compartment. Above these are the cantrail grilles which have been superbly produced from etched brass.

On the roof the fine detail continues with etched roof grille covers, footsteps and handrails plus the all important exhaust ports. Loveless has also gone to the trouble of producing blanks for the former steam heat

exhaust – 55006 having been converted to electric train heating by this point in its career.

Turning to the chassis and there is yet more fine detail to appreciate. The bogies are excellent productions and Loveless has toolled up for both fabricated and cast bogie designs to suit different periods of the 'Deltics' careers. Those on 55006 are correctly of the cast version and they feature outstanding detailing in the springs, brake actuators, steps and axleboxes. Even the brake rigging is detailed in full including inline brake shoes. Turned metal wheels sit inside the bogies, which are driven from a motor in each bogie. Completing the underframe is the fuel tank – another tour de force – which features a neatly detailed fuel gauge as well as fittings picked out in white and yellow.

What's more is that the beauty of this model isn't just skin deep – there is a huge amount of detail to be found inside the cavernous body of the 'Deltic'. This includes a fully detailed cab interior – the seats even have ribs to represent the stitching – full controls, a detailed bulkhead, and even a pair of detailed Napier Deltic engines in the main



engine compartment. As an option you can have interior lighting fitted to the engine compartment too.

Livery decoration on our sample of *Fife and Forfar Yeomanry* was nothing short of excellent. Crisp edges between the yellow cab front and blue body start the process off which is then completed with finely printed cabside double arrow logos, white numbers and data panels. The nameplate and builder's plates are etched metal fittings suitably painted.

## PERFORMANCE

Our 'O' gauge test track is limited, but the slow speed control of the Loveless 'Deltic' is excellent. The manufacturer's own videos show the model is more than capable of handling an eight coach train of brass built carriages – check out [www.hornbymagazine.com](http://www.hornbymagazine.com) for videos from Loveless of the 'Deltic' in action – and fitted with sound too.

Loveless offers the 'Deltic' in DC and DCC formats with a price difference to reflect this. Specially

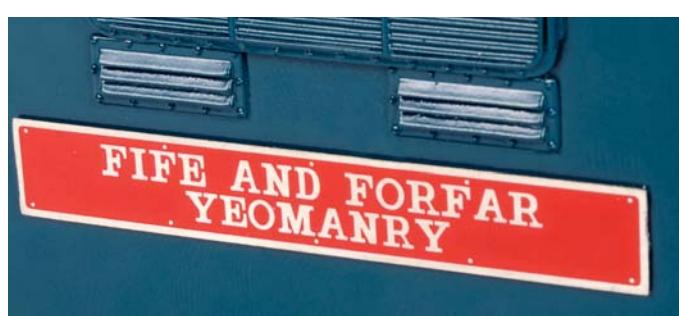
produced sound recordings by Cliff Williams have been put together to create a top quality DCC sound decoder and this can be installed together with engine compartment lights for an additional £380 on top of the normal purchase price.

## OVERALL

As the saying goes, you get what you pay for, but be prepared for the price tag of this stunning model – £2,200 gets you a DCC ready version and a DCC sound fitted model is £2,600 including interior lighting.

That said this is an impressive and massively satisfying model. Its weight, feel and build quality are clear throughout and the small detail differences which have been incorporated into the build really do make a difference. The interior detail is exceptional – far and away the best factory produced interior we have seen yet.

It may be an expensive model, but Loveless has delivered a sublime and lasting tribute to one of Britain's finest express diesel locomotives. (MW)





The complex front end curves are absolutely accurate.



# ENGLISH ELECTRIC 'Deltic'

*One of the most evocative products of the modernisation era was the 3,300hp 'Deltic', a class which speeded rail travel and in the process acquired an almost legendary status, as*

**EVAN GREEN-HUGHES** relates.



With the unmistakable backdrop of London King's Cross behind, D9000 Royal Scots Grey departs with the 6.10pm for Newcastle on May 13 1966. In the station is an English Electric 'Baby Deltic' (to the left) and Brush Type 4 (to the right). Brian Stephenson.



Crowds of excited 'spotters' wait at the platform end to witness the arrival of D9000 Royal Scots Grey at King's Cross with the 10am 'Flying Scotsman' from Edinburgh Waverley on September 9, 1962. Alongside is a Brush Type 2. Brian Stephenson.



HERE CANNOT be a railway enthusiast or modeller alive who doesn't recognise the sight and sound of a 'Deltic'. Of all the first-generation diesels the design is perhaps the best known of any. It is certainly one of the best-looking of the early diesels, while the unique stirring sound made by its high-revving two-stroke engines and propensity for producing smoke means that it cannot easily be mistaken for anything else.

For two generations these impressive locomotives ruled the East Coast Main Line and in the process accelerated passenger train times to a level never before seen. It is now more than 30 years since the last of them was taken out of service, but they are still one of the most popular traction units ever built, partly thanks to the large number which have survived into preservation.

The story of how such a small and specialised class of just 22 locomotives came to be built at all was one of intrigue, political manoeuvring and the determination of a small Eastern Region management team worthy of the hit comedy show *Yes Minister*.

It starts shortly after Nationalisation when a plan to modernise the whole of British Railways was drawn up. To make the best use of Britain's natural resources major lines were to be electrified, with power provided by home-dug coal, while minor routes were to be turned over to diesels. In the long term steam was to be abolished but in the meantime more Standard classes were to be constructed.

The reality was that the country was in no fit state to finance this wish list and one of the things which was therefore temporarily excluded, as it happened for almost half a century, was the electrification of the East Coast Main Line.

This left management working its crack trains with a fleet of pre-war steam engines, with the available power output offering little scope for accelerated timings. Even when the first diesels came, in the form of the lumbering English Electric Type 4s, there was no more power available and point to point times continued to be somewhat pedestrian as a result.

## SPEED FOR THE EAST

In 1955 Eastern Region Manager Gerard Fiennes gave a paper to the Railway Student's Association which suggested that in order to compete with road over a distance of 70 miles and with air over 300 miles railways would need to be able to offer passengers end-to-end speeds of between 70-75mph, rather than the 50mph of the steam era, and that to do that locomotives would need to provide over 3,000hp. This could easily be achieved with electrification, but that would not be forthcoming for many years, and so, he suggested, in the interim a powerful diesel should be found.

His ideas were taken up by a small core of Eastern Region management, who were not content with British Railways' obsession with 2,000hp diesel and steam locomotives, and a search for a suitable locomotive began. The answer came from the English Electric company which had speculatively produced a prototype engine a few years previously that had shown itself capable of some incredible feats. That engine was the *Deltic* (HM10).

Weighing only 106 tons *Deltic* produced 3,300hp which was a revelation when compared to the Type 4, which weighed over 130 tons and produced only 2,000hp and compared well with the 'A4' class 'Pacifc' which, at 165 tons, had about the same power output. The prototype *Deltic* had successfully run at up to 106mph in tests and though complex offered what the Eastern Region management wanted.

Consequently in Spring 1958 an order for 22 similar but slightly modified machines, was pushed through on the basis that they would do the work of 55 'Pacifcs', but not without high-level meetings between the British Railways Board and English Electric over the subject of the potential reliability of such advanced technology. As a result it was agreed that English Electric would maintain the power units, an arrangement which lasted for the first eight years of the locomotives' service lives.

Although based on the prototype *Deltic* the production machines were to have some upgrades. The two high-revving two-stroke 18-cylinder engines, each of which was built in the 'Delta' shape, with a crankshaft at

## FACTS AND FIGURES

<b>Introduced:</b>	1961
<b>Withdrawn:</b>	1980-1982
<b>Number series (as built):</b>	D9000-D9021
<b>Number series (TOPS):</b>	55001-55022
<b>Total built:</b>	22
<b>Wheel arrangement:</b>	Co-Co
<b>Engine:</b>	Two Napier Deltic 18-25 two stroke
<b>Cylinders:</b>	18 (opposed)
<b>Horsepower:</b>	3,300hp
<b>Main generator:</b>	Two English Electric EE829/1A
<b>Traction motors:</b>	Six English Electric 538
<b>Train heat (as built):</b>	Steam – Spanner MkII
<b>Train heat (as modified):</b>	Electric train heat
<b>Brakes (locomotive):</b>	Air
<b>Brakes (train):</b>	Vacuum (later dual vacuum and air)
<b>Brake force:</b>	86% of locomotive weight
<b>Maximum tractive effort:</b>	50,000lbs
<b>Continuous tractive effort:</b>	30,500lbs
<b>Length:</b>	69ft 6in
<b>Width over cabs:</b>	8ft 9½ in
<b>Weight:</b>	99tons
<b>Wheel diameter:</b>	3ft 7in
<b>Maximum speed:</b>	100mph
<b>Fuel capacity:</b>	900gallons
<b>Water capacity:</b>	640gallons

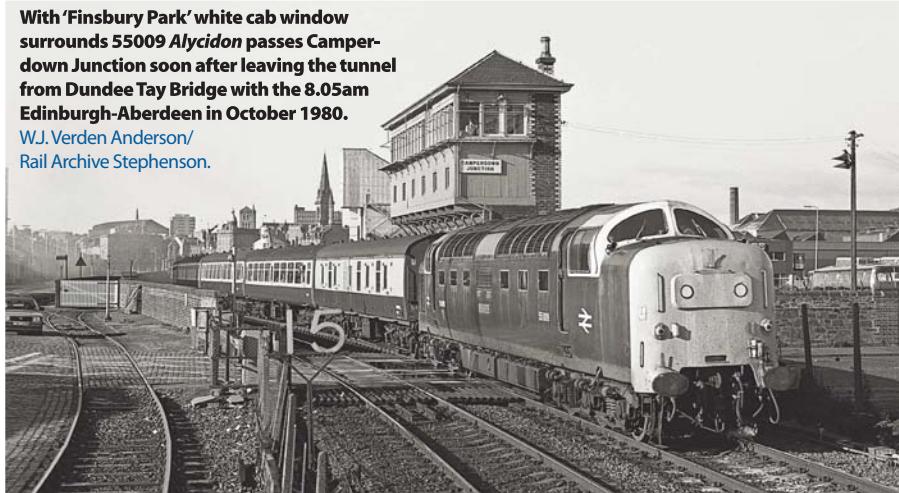
each corner and with horizontally-opposed pistons in each bore were retained but there was a change to the profile of the bottom of the body, the fitment of steam heat and internal fire protection systems and the Automatic Warning System for signals. There were also changes to the bogies and traction motors which were made common with others of the company's products.

British Railways' Design Panel was also consulted on the locomotive's appearance, which resulted in some changes to the front end, though these were not as radical as the panel would have liked, and also in the application of the attractive two-colour green livery in which the locomotives were eventually delivered.

Due to delays at English Electric's Vulcan Foundry, arising from the prioritisation of first export and then remedial work to the Class 37s, the first 'Deltics' did not appear until January 1961 with further deliveries during that year, enabling some speeded-up services to commence in the September. By May 1962 the class was complete and a full service using them commenced. Performance was everything that had been expected with the new design, it being able to top Stoke Bank at almost 90mph before having to be shut off to comply with the speed limits there and being capable of point to point speeds of more than 85mph.

**With 'Finsbury Park' white cab window surrounds**  
55009 *Alycidon* passes Camperdown Junction soon after leaving the tunnel from Dundee Tay Bridge with the 8.05am Edinburgh-Aberdeen in October 1980.

W.J. Verden Anderson/  
Rail Archive Stephenson.



The twin Deltic engines of D9008 *The Green Howards* reverberate around the train shed at York as it waits to depart with the 5.05pm King's Cross-Newcastle on October 3 1964. Brian Stephenson.

## TEETHING TROUBLES

As with many of the 1960s diesels there were some teething problems. Bogie fractures and engine troubles were the most common, but soon the 'Deltics' settled down to provide very satisfactory service. When the permanent way of the East Coast Main Line was eventually improved they were found to be capable of running at 100mph for hour after hour enabling train times to be further improved and much traffic won back from road and air.

Between 1961-1965 all of the class were named, with about half being titled after famous racehorses and the others after army regiments. During 1967/1968 the class was modified so that they could work with the air brakes on the new BR Mk 2 coaches and in the early 1970s electric train heating equipment was fitted so that air conditioned coaches could be introduced. A change from green to blue livery came in gradually from 1966 and renumbering under the TOPS system came in 1973/1974. There were a few minor visual modifications, such as the relocation of the horns from the roof to the bonnet and the blanking off of one of the side cab windows during the class' working life.

A few years after their introduction the 'Deltics' regularly put in sub six-hour timings on the London to Edinburgh route, just beating the pre-war steam schedule which had been achieved only by giving the train priority over other traffic and 'double blocking' of the signalling system. 10 years later the schedules were even quicker, with



**Under the wires for suburban traffic** 55013 *The Black Watch* thunders through Wood Green with a Down express from King's Cross on May 7 1977. Brian Stephenson.



only 5 1/2 hours allowed for the journey.

Operation of the 'Deltics' wasn't without its problems though. Their propensity for throwing oil and heavy smoke from the exhausts did not endear them to passengers or the railway's neighbours while the high noise levels proved to be a problem for crews, requiring the fitting of better sound insulation to the cabs.

Throughout their lives each of these remarkable locomotives averaged 150,000-180,000 miles every year and subsequently due to their high utilisation thoughts turned to their replacement in the 1970s. Delivery

of the first batch of High Speed Trains saw them relegated to secondary duties until one by one they were taken out of service, mainly due to mechanical failures.

### FINAL WORKINGS

The final working was the 4.30pm Aberdeen-York on December 31 1981 hauled by 55019 *Royal Highland Fusilier*, although there was an enthusiast special on January 2 1982. The arrival of the special at King's Cross was greeted with the sort of hysteria normally reserved for pop stars, with many crying at the sight of

55015 *Tulyar* making a last appearance in the capital. This event was even covered by the national press and on television.

Fortunately six were quickly snapped up for preservation, with one of those passing to the National Railway Museum. In the last 30 years as well as appearing regularly at heritage railways some of the class have been active on charter work on the main line, and remarkably this has included a couple of forays into freight of which 55022's work with GB Railfreight on bauxite trains between North Blyth and Lynemouth in 2011 was probably the most notable. Even today this same locomotive is still earning a living, hauling EMUs from Yoker depot to Kilmarnock for refurbishment.

The Deltic Preservation Society is one of the organisations which has dedicated itself to the preservation and operation of these magnificent machines and to do this it has a purpose-built modern depot at Barrow Hill Roundhouse in the Midlands. There it conducts full body and mechanical rebuilds as they become necessary, ensuring the continued existence of the class for many more years.

Interest in the 'Deltics' shows no sign of abating, either at heritage sites or on the main line, with themed events being some of the best attended on preserved railways. This, plus the dedication of those who have saved the locomotives, would seem to ensure that these popular engines will be with us in running order for many more years to come. **HFM**

# Bachmann delivers 'N' gauge 'Deltic'

Could this be the definitive 'N' gauge 'Deltic'? **MIKE WILD** takes a closer look at this brand new Class 55 from Bachmann's Graham Farish brand.

**'N'** GAUGE modellers of the Eastern Region from 1961-1982 are in for a treat this month with the arrival of Bachmann's new Graham Farish 'N' gauge model of the Class 55 'Deltic'. This is the third time that the 'Deltic' has been produced for the scale. It all started with a short but wide model from Lima in the early 1980s, but this was only produced for a short time. Next Graham Farish took up the 'Deltic' baton with a new model in the 1990s which made use of standard components for the chassis, but offered a good representation of the class. This tooling was one of those which transferred into Bachmann's ownership when Farish was acquired in 2001. With advances in model design – and particularly 'N' gauge – the new 'Deltic' from Bachmann has a lot to live up to. For review we received a sample of D9002 *The King's Own Yorkshire Light Infantry* in BR two-tone green with small yellow warning panels (Cat No. 371-286). Also due for release are D9007 *Pinza* in two-tone green without warning panels (371-285) and 55005 *The Prince of Wales' Own Regiment of Yorkshire* in BR blue with full yellow ends (371-287).

## THE MODEL

The challenging proportions of the 'Deltic' have been captured superbly in this new release. The relationship between the body and bogies is suitably close while the overall shape and feel of the body is excellent. In terms of length and width the model compares accurately with drawings. The most difficult part of the 'Deltic' is around the bonnet front where numerous curves meet, leading to a complex and difficult to replicate shape. However, Bachmann has clearly spent time designing this model as all those important curves, lines and shapes really hit the spot to create a superb outline of these impressive locomotives. At the front the bufferbeam features neatly produced buffers and a detailing pack allows either one or both of the bufferbeams to be fully fitted out too. Above the buffers you will find superbly produced handrails – separately fitted – plus respectably fine lamp irons. The taillights are also neatly moulded while the four-character

headcode box looks superb. It offers different train reporting numbers at each end with 1N24 and 2E57 which are neatly printed and sit behind clear plastic glazing. Moving up to the cab and the front windows are a touch on the small side in our view but fitted with flush glazing and feature painted windscreens wipers. The side windows are excellent with D9002 featuring the full complement of three glazed windows all with fine silver edges. Inside the cab too you can see the basic details of the control desk, seats and bulkhead. The bodyside of the 'Deltic' is noticeably clean with all the cooler group grilles and radiators kept at cantrail level and above. However, the engine bay windows are reproduced correctly together with the central bodyside grille. The roofline features separately fitted etched metal roof fan grilles together with the correct arrangement of

exhaust ports and steam heat outlet too – and there are those finely finished cantrail grilles to admire too. Moving down to the chassis and Bachmann has done an excellent job of recreating the 'Deltic' bogies which feature supremely fine spring detail and even separately installed cab steps too. Meanwhile the fuel tanks which sit between the bogies match those on the real machine to a tee. The standard of paint finish on our sample of D9002 was excellent – more than meeting the high standards that we expect from Bachmann. The main body colours had crisp edges while the shades appear accurate to our eyes. Completing the picture is fine printing of the number, crests and nameplates in the correct positions.





## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Cat No:</b>	371-286
<b>Description:</b>	Class 55 D9002, BR two-tone green
<b>Scale:</b>	'N'
<b>Price:</b>	£99.95
<b>Era:</b>	5
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Couplings:</b>	Rapido couplings in NEM pockets

**Left:** Detailing is impressive on the new 'Deltic' for 'N' gauge.

## PERFORMANCE

Bachmann's reputation for 'N' gauge mechanisms – and particularly diesels – is enviable and the new 'Deltic' doesn't let the side down. Straight from the box our sample was whisper quiet and smooth throughout the speed range. After running in we subjected the model to sustained running, eight hours with eight Mk 1 carriages behind – a task which it completed with absolute ease. During load testing we added 20 carriages to the 'Deltic' which it continued to haul without any signs of slipping whatsoever.

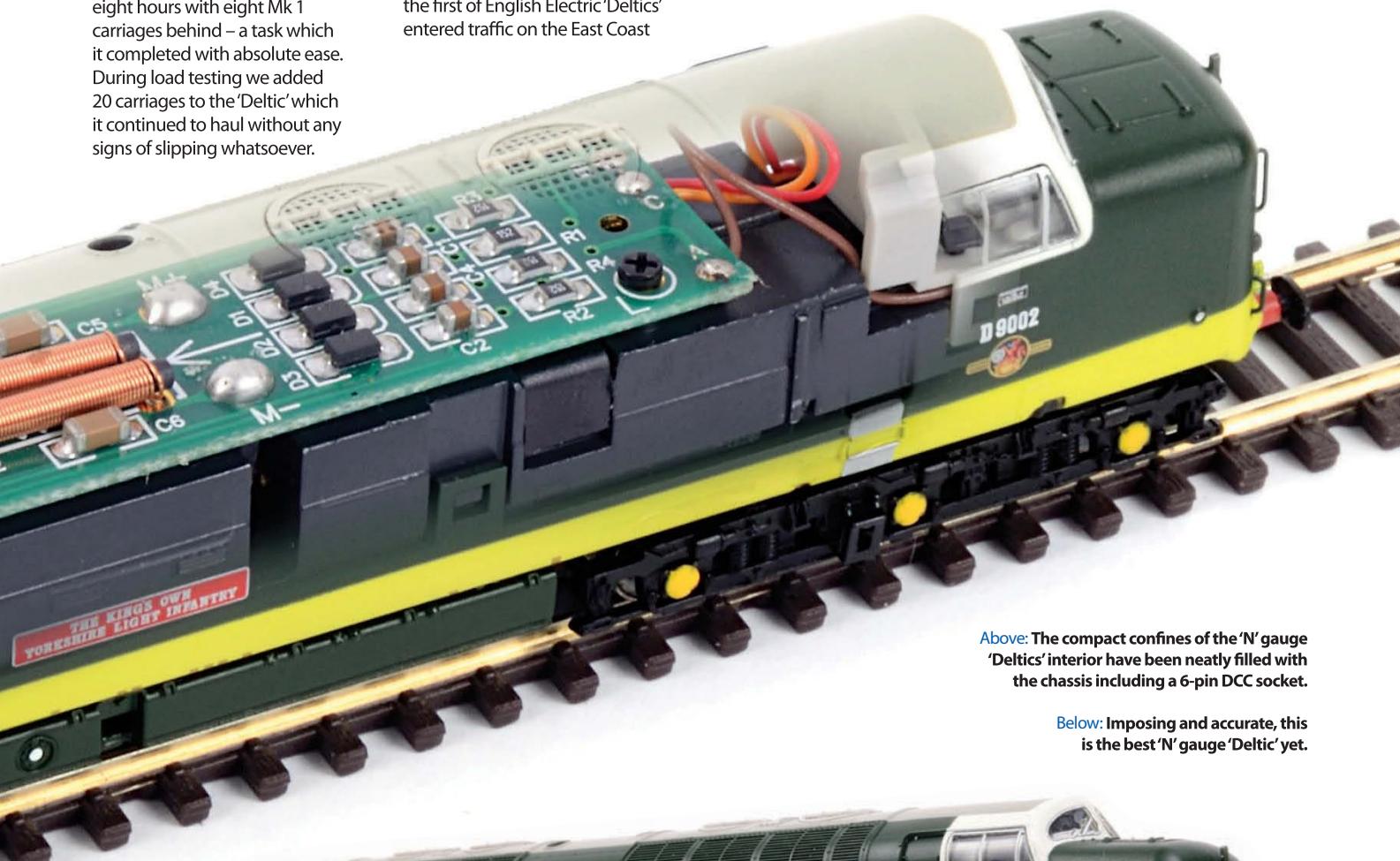
Like all new production 'N' gauge models from Bachmann this one features a 6-pin DCC decoder socket and ample space for installation of a decoder. Directional working lights and all wheel drive also feature in the chassis design.

## OVERALL

It is now more than 50 years since the first of English Electric 'Deltics' entered traffic on the East Coast

Main Line and their following is as strong now as it ever has been. I feel Bachmann has produced what we have all been waiting for – a definitive 'N' gauge 'Deltic' which surpasses all of its predecessors hands down. Also impressive is the price – at £99.95 the new 'Deltic' represents good value for

money and shows how much confidence Bachmann has in this new release. We've been waiting a long time for this excellent model – and the good news is that by the time you read this these fantastic new models should be making their way into model shops across the country. (MW)



**Above:** The compact confines of the 'N' gauge 'Deltics' interior have been neatly filled with the chassis including a 6-pin DCC socket.

**Below:** Imposing and accurate, this is the best 'N' gauge 'Deltic' yet.



The latest Class 40 from Bachmann matches the standards of its disc headcode cousin (HM81).

# Bachmann centre-headcode EE Type 4

**B**ACHMANN has produced the latest version of what for three decades was far and away the longest UK diesel, finally eclipsed by the General Motors Class 59.

The first new issue of the Bachmann Class 40 touched down in the *Hornby Magazine* office in January (HM81) and now the centre headcode version has arrived too.

It shouts 'English Electric Type 4' as soon as you open the box. Making models of locomotives is all about ensuring certain key features are exactly as they should be, configured proportionally and correctly aligned with one another. Sitting low on its bogies, powerful

and purposeful, it really does look the part viewed side-on. The indicator panel could be a percentage point too large but otherwise, only the undersized front windows jar – and these can be replaced with etched aftermarket components if required.

I am a big admirer of the 1988-vintage Lima Class 40 – whose exquisitely rendered fine detail (around the roof and bogies especially) offset a few dimensional niggles – but the revamped Bachmann version is the one that delivers. Like all modern six-axle diesels the running is exemplary.

Front-end pipework comes pre-fitted and only the bodyside frost grilles come as extras for the buyer to fit – this is sound policy as in later days virtually all

THE DETAILS	
<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Cat No:</b>	32-481
<b>Description:</b>	Class 40 D369, BR green, centre-headcodes
<b>Scale:</b>	'OO'
<b>Price:</b>	£95.95
<b>Era:</b>	5
<b>DCC:</b>	DCC ready, 21-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

Class 40s (but few if any green ones) ran without them.

Analogue modellers can switch the interior and exterior lights on and off, and the headcode panels remain illuminated

while the locomotive is moving and are commendably dim, typifying the thoroughness with which this excellent model has been researched and manufactured. (TS)

## More SR train packs from Hornby



Hornby's latest train packs are set to prove popular with BR Southern Region modellers.

# No beef with ale wagon

Whilst at first glance appearing to be a standard ex-GWR cattle wagon, this latest 'OO' gauge release from Bachmann is in fact an ale wagon.

Increased road competition and some quick thinking by operators resulted in a large number of redundant cattle wagons being cleaned up and painted to allow casks of ale to be carried instead. To make sure they weren't accidentally borrowed for their original use again, each wagon was lettered ALE.

The wagon itself is Bachmann's already established model of the GWR 8ton cattle wagon. It features a high level of detail, turned metal wheel and NEM coupling pockets.

Finished as B893429, the BR bauxite livery is well applied and features crisp, legible lettering, numbers and makers plates. Ideal for adding extra variety to your goods train. (MC)



## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.bachmann.com">www.bachmann.com</a>
<b>Cat No:</b>	37-713
<b>Description:</b>	8-ton ale wagon (ex-cattle), BR bauxite livery
<b>Scale:</b>	'OO'
<b>Price:</b>	£10.10
<b>Era:</b>	4/5
<b>Couplings:</b>	Small tension locks in NEM pockets

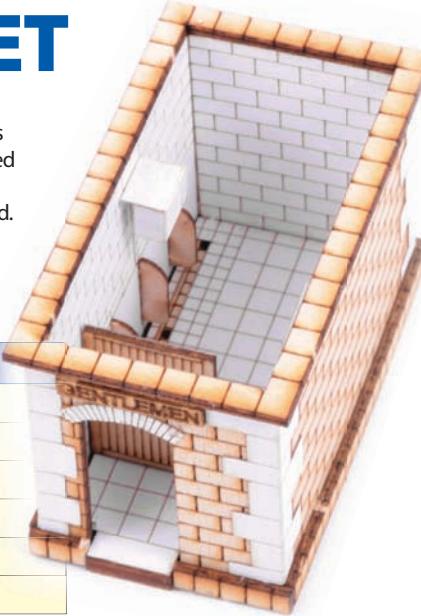
# PLATFORM TOILET

This latest 'OO' gauge kit from Ancorton Models builds into a neat representation of an open-roofed gentlemen's convenience. It's a mixed media product featuring laser cut wood and paper. The wooden elements form the structure of the building and the paper elements provide the interior

and some exterior elements.

Comprehensive instructions with photographs are provided every step of the way and construction is straightforward.

The end result is a very pleasing structure, ready for painting and installation on a layout. (MC)



## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.ancortonmodels.com">www.ancortonmodels.com</a>
<b>Cat No:</b>	OOTB1
<b>Description:</b>	Platform Toilet (with open roof)
<b>Scale:</b>	'OO'
<b>Price:</b>	£11
<b>Era:</b>	Any

Hornby's 'OO' gauge BR push-pull train pack is available again, following its release in 2012 (HM62), with two separately numbered packs issued during March/April. 20 two-car sets were converted by BR (SR) from the Region's Maunsell coaching stock

in 1959, replacing much of the aging rolling stock of the time.

Hornby has released Set 616 (Cat No. R4534A) formed of Driving Brake Composite S6695S and Second Open S1359S and similarly formed Set 603 (R4534B) comprising S6675S and S1320S.

Paint application is good and the coaches are decorated with a plethora of crisp, legible printing including first class and no smoking signage, restriction codes, set numbers and the carriage types in the bottom corner of each coach. Well worth the wait. (MC)

## THE DETAILS

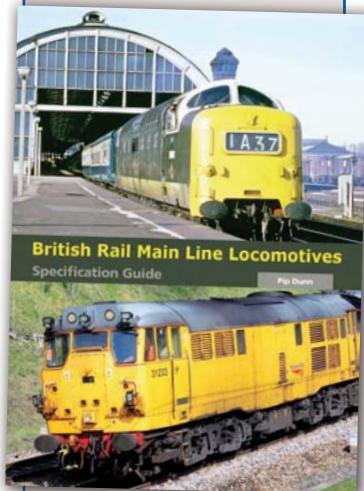
<b>Manufacturer:</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Cat No:</b>	R4534A/B
<b>Description:</b>	BR Pull Push Coach Pack
<b>Scale:</b>	'OO'
<b>Price:</b>	£74.99/£77.25
<b>Era:</b>	5



## RECOMMENDED READING

### British Rail Main Line Locomotives

Specification Guide



The editor of *Hornby Magazine*'s sister title *Railways Illustrated*, Pip Dunn, has produced a fascinating tome which will be useful for diesel and electric modellers alike. For every main line class, both diesel and electric, all locomotives' individual characteristics are chronicled – detail differences, dual brake dates, snowploughs, headcodes, headlights and liveries. It would be an impressive amount of information for one class, let alone every main line design and it is claimed that this book is the first time all of this data has been found in one volume. The level of detail is impressive, and for diesel and electric modellers, it will be a very useful addition to their reference libraries to ensure those small but important details are exactly right. (RMB)

## THE DETAILS

<b>Author:</b>	Pip Dunn
<b>Publisher:</b>	Crowood Press
<b>ISBN:</b>	9781847975478
<b>Website:</b>	<a href="http://www.crowood.com">www.crowood.com</a>
<b>Price:</b>	£25
<b>Spec:</b>	Hardback, 176 pp

# ADM's impressive INDEXING TURNTABLE

**A**FTER three years of development, ADM Turntables' sophisticated indexing turntable is now on sale.

The turntable utilises the 'N' and 'OO' gauge Peco 70ft well-type turntable kit making use of the well and bridge elements of the kit. The rest of the unit is bespoke and hand-built in the UK. An 'O' gauge version is also available utilising the Greenwood model railway products turntable.

The turntable is belt driven through a stepper motor and employs inertia which offers gentle, smooth operation when building up or slowing down to a chosen track. To aid operation, roller bearings have also been fitted to eliminate static friction.

The unit offers 100 indexing positions, which equates to 50 head and 50 tail positions. This will then allow you to decide whether you wish to point the head or tail to a particular track, once set up. A maximum of 32 tracks can be accommodated around the

turntable arranged in any position.

Each indexing turntable is supplied ready assembled and tested and requires just three connections to the supplied controller, transformer and the track. It is a standalone unit and operates using its own power supply, without the need for a computer interface.

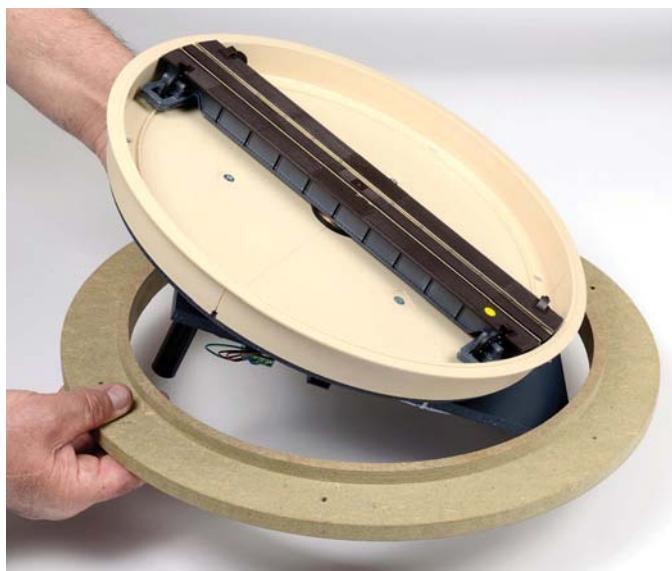
A control unit is provided ready for installing in a control panel and allows for operation alongside a normal power controller. The unit will operate with both DC and DCC powered layouts and can also be controlled from a DCC power controller.

Additional parts such as handrails are not fitted, but are supplied, allowing weathering and detailing to be undertaken prior to final installation – or after.

The indexing system for the turntable requires setting up before use, and features 2,400 stepping positions in its 360 degree operation. This offers accurate alignment wherever your tracks are positioned around the turntable



As supplied, ADM Turntable's product is complete and ready to install. Only the power connections need to be added to complete it.



An optional mounting ring allows under baseboard positioning. This ring also allows the turntable to be removed for maintenance if required.

and is fairly straightforward to set up. To programme it, you simply line up the bridge with your first pair of rails and then estimate the number of steps to the next pair. You soon get the feel for how many steps you require between each position. Once the head positions are set, you can use the settings to create the tail positions. An optical sensor identifies and aligns each position.

The turntable bridge itself is unique in that it remains live through 360 degrees and features a polarity changer, which is particularly useful for DCC sound-fitted locomotives.

The base of the turntable is strengthened with a metal disc which acts as the motor mount and the whole unit is designed to be fed into a suitably-sized hole in your layout baseboard. One thing to bear in mind is that five inches of clearance beneath the baseboard is

required to house the drive system.

For added ease, an adapter kit is also available featuring a pre-cut hole and adaptor ring, which allows the turntable to be mounted from underneath – rather than resting on a lip above the baseboard – for removal for maintenance without disturbing track alignment.

The ADM turntable indexing drive system has been purposely designed to be upgradeable in the future and is supplied with comprehensive instructions as well as a useful quick start guide to get you up and running.

Bespoke, hand-built products like this come at a price, but when you bear in mind the quality of the materials and workmanship together with the quiet, smoothness of operation, this turntable is a work of art and guaranteed to bring a depot to life! (MC)

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.admturntables.co.uk">www.admturntables.co.uk</a>
<b>Description:</b>	ADM turntable with indexing drive system
<b>Scale:</b>	'OO', 'N'
<b>Price:</b>	£395
<b>Scale:</b>	'O'
<b>Price:</b>	£695

This indexing turntable is built to impeccable standards and features high quality components throughout. The Peco turntable is built onto the unit before sale.



## THE ERA SYSTEM

<b>Era 1</b>	1804-1875 – Pioneering
<b>Era 2</b>	1875-1922 – Pre-grouping <sup>1</sup>
<b>Era 3</b>	1923-1947 – the Big Four: GWR <sup>2</sup> , SR <sup>3</sup> , LMS <sup>4</sup> and LNER <sup>5</sup>
<b>Era 4</b>	1948-1956 – British Railways steam era (early crest)
<b>Era 5</b>	1957-1966 – British Railways (late crest)
<b>Era 6</b>	1967-1971 – British Rail corporate (pre-tops <sup>6</sup> )
<b>Era 7</b>	1971-1982 – British Rail corporate blue (post-tops <sup>6</sup> )
<b>Era 8</b>	1982-1994 – British Rail sectorisation
<b>Era 9</b>	1995 onwards – Post-privatisation

## NOTES

1. The pre-grouping era preceded the grouping of Britain's railway into four main operators.
2. GWR - Great Western Railway
3. SR - Southern Railway
4. LMS - London Midland and Scottish Railway
5. LNER - London North Eastern Railway
6. TOPS - Total Operations Processing System adopted when British Rail introduced a computerised numbering system in 1971 for its locomotives and rolling stock. Locomotives were renumbered into classes which formed the first two digits of each number.

# Hornby's New THOMPSON 'L1'



**N**EW from Hornby is this 'OO' gauge Thompson 'L1' 2-6-4T 67777 in lined BR black livery with early crests.

Added to the range in 2010 (HM41), it remains one of the company's most detailed models and first impressions show that Hornby's new suppliers are capable of producing models with the fidelity we've come to expect.

Decoration is good, with the model featuring a smooth black finish. Lining of the cabside panels is crisp and includes some very

fine, almost muted, red lining although on this product Hornby has returned to two colour mixed traffic lining rather than its previous fully detailed three colour lining. The boiler bands, by contrast, are bolder and brighter. The cabside numbers and early BR crests have also been neatly and accurately printed.

Finish within the cab remains exquisite, with backhead detail picked out in copper and silver together with an incredibly fine red regulator handle.

Sadly, our review sample suffered damage whilst in transit, which resulted in some broken parts and may explain a few issues experienced

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Cat No:</b>	R3190
<b>Description:</b>	Thompson 'L1' 2-6-4T 67777, BR lined black
<b>Scale:</b>	'OO'
<b>Price:</b>	£118.99
<b>Era:</b>	4
<b>DCC:</b>	DCC ready, 8-pin socket

whilst on test, including a tight spot at low speed and a noisier than expected mechanism.

Fitted with an 8-pin DCC decoder socket for simple installation of

a suitable decoder, the model is also supplied with a set of brake rods, front steps, drain cylinder cocks and bufferbeam pipes to fit if desired. (MC)

## Royal Mail GUV from Bachmann



Royal Mail red brings a splash of colour to the Bachmann GUV van.

# New Mini from Oxford Diecast

This Mini 1275GT in Reynard red is the latest 'OO' gauge model to arrive from Oxford Diecast.

British Leyland introduced the Mini 1275GT in 1970, capable of 0-60mph in 12.9 seconds – a creditable performance for the era. This newly-tooled model gets its first outing complete with GT stripes and lettering, for that true sporty look.

The finely moulded body captures the look of the prototype well and incorporates some nicely silvered window surrounds, trim, bumpers and radiator grille. In stark contrast, the moulded interior is plain brown, relieved only by the black steering wheel – something Mini fans would want to change but which should be easy enough.

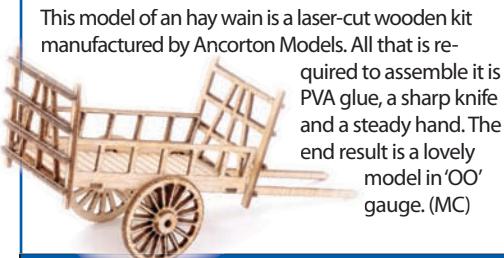
Whilst the car registration places it firmly in the mid 1970s, this model wouldn't look out of place in a modern day car rally scene, either. (MC)



## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.oxforddiecast.co.uk">www.oxforddiecast.co.uk</a>
<b>Cat No:</b>	76MINGT001
<b>Description:</b>	Mini 1275GT Reynard red
<b>Scale:</b>	'OO'
<b>Price:</b>	£4.45
<b>Era:</b>	7/8

## Ancorton hay wain



This model of an hay wain is a laser-cut wooden kit manufactured by Ancorton Models. All that is required to assemble it is PVA glue, a sharp knife and a steady hand. The end result is a lovely model in 'OO' gauge. (MC)

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.ancortonmodels.com">www.ancortonmodels.com</a>
<b>Cat No:</b>	OOHW1
<b>Description:</b>	Hay wain (horse drawn)
<b>Scale:</b>	'OO'
<b>Price:</b>	£7
<b>Era:</b>	2-4

If you're looking to add variety to your 1980s postal fleet then this latest 'OO' gauge release from Bachmann should hit the spot.

Royal Mail launched its bold red corporate livery in 1986 and British Rail applied it to Travelling Post Office (TPO) services, gradually rolling it

out across other non passenger carrying stock to match. This general utility van (GUV) is finished as NJX 93323, denoting a dual braked vehicle capable of 90mph.

Decoration is up to Bachmann's usual high standard with the base Royal Mail red livery well

applied together with plenty of crisply printed detail including the distinctive yellow parallel lines neatly incorporating the BR double arrow logo and the false black panels, which were painted on the prototypes to aesthetically match the door windows. (MC)

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.bachmann.com">www.bachmann.com</a>
<b>Cat No:</b>	39-275
<b>Description:</b>	BR Mk 1 NJX van, Royal Mail red livery
<b>Scale:</b>	'OO'
<b>Price:</b>	£28.35
<b>Era:</b>	8
<b>Couplings:</b>	Small tension locks in NEM pockets

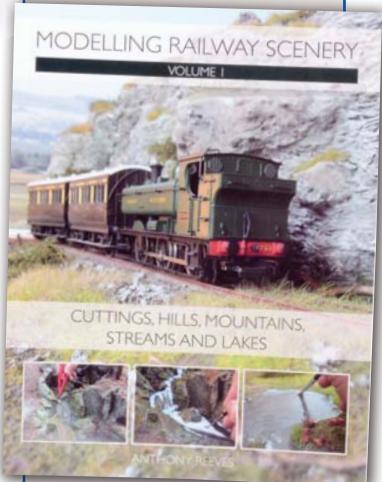


## RECOMMENDED READING

### MODELLING RAILWAY SCENERY

#### VOLUME ONE

CUTTINGS, HILLS,  
MOUNTAINS  
STREAMS & LAKES



When building a layout the supporting scenery can make or break it. In this book, Anthony Reeves sets out to help you create dramatic scenic details including cuttings, hills, mountains, streams and lakes.

Aimed at new and experienced modellers there is plenty of practical content within its 160 pages. The chapters feature many step-by-step guides showing how to create realistic grassy hills, snowy mountain tops, waterfalls and much more. There are lots of tips to help you achieve better results too including how to create perspective and what tools and materials you need to get you started. Anthony's eye for detail, easy to follow chapters and over 300 step-by-step photographs make this book a useful addition to the modelling library. (MC)

## THE DETAILS

<b>Author:</b>	Anthony Reeves
<b>Publisher:</b>	The Crowood Press
<b>ISBN:</b>	978-1-84797-619-2
<b>Website:</b>	<a href="http://www.crowood.com">www.crowood.com</a>
<b>Price:</b>	£18.99

# Steam sounds without wires



**D**IGITAL SOUND has become massively popular in recent years, but factors including cost and installation can put some off this medium for developing their models. However, specialist model technology developer Train-Tech has come with an alternative way of adding realistic sound to steam locomotives – and without any wiring.

Brand new is Train-Tech's steam locomotive sound capsule which offers a compact sound module which can be installed in any locomotive, carriage or wagon. It has no external wiring and the only 'assembly' is to clip in the supplied battery into the holder. Then it is a case of finding a suitable vehicle to install it in and, in some cases, providing a



**As delivered,**  
this is what you  
get – a sound  
tube (left) and  
the sound cap-  
sule (right).  
The grey wires  
are for the mo-  
tion sensor.

means for sound to escape.

The sound recordings are produced to a very high standard using sounds captured from a 'B12' 4-6-0 and 'Britannia' 4-6-2 at the North Norfolk Railway. The quality of the speaker too is excellent and particularly when the sound tube is added to the front of the speaker.

The way these sounds operate

is completely different to DCC. In DCC sound the sounds behave according to how you drive the locomotive. When you speed it up, the sounds change and you have full control of whistles and other functions. With the Train-Tech sound capsule you have to drive to the sounds – and this is better than you might think too.

The sound capsule is fitted with a motion sensor which can detect whether the train is stationary or on the move – but not how fast it is going. Therefore the steam sounds start from stationary and accelerate to a set speed. There are random sounds generated within the recording for coal shovelling and whistles – in fact there are different whistles which play at random too – and this all builds up into an attractive picture, particularly when you consider the sound capsule only costs £40 and it can be operated with any number of different locomotives.

At the moment Train-Tech is releasing just this one steam sound capsule which is ideally

'Dutch' livery  
for Farish  
Class 37



### THE DETAILS

<b>Manufacturer:</b>	www.train-tech.com
<b>Cat No:</b>	SFX10
<b>Description:</b>	Steam locomotive sound capsule
<b>Scale:</b>	'OO'
<b>Price:</b>	£40
<b>Era:</b>	7/8

**Below:** Train-Tech's new steam sound capsule doesn't require any wiring – it is a self contained battery powered unit – and it can be installed in any item of rolling stock.



**Above:** The sound capsule can be installed in a wagon or carriage allowing it to be operated with a variety of locomotives. It has been designed to fit within a 10ft wheelbase wagon.



suited to two-cylinder locomotives up to medium size – think Great Western 'Pannier' and 'Prairie' tanks up to BR 'Standard Four' 4-6-0s and you will be about right. The company is also developing sound capsules for diesel locomotives as well as electrics and DMUs for release in the near future.

Having trialled this new sound capsule we were impressed with how it operates. You have

to change your outlook on how you drive your trains to make the most of it, ensuring that you listen carefully to the exhaust beat changes and driving your locomotives accordingly.

For the analogue or digital user this is an attractive proposition and a clever solution to expanding the market for sound installations in railway modelling and the best bit is that it doesn't even need any wiring. (MW)

Bachmann's Graham Farish range expands this month with this 'N' gauge Class 37 in BR departmental grey and yellow livery. The model depicts 37133 as it appeared from the early 1990s with cutaway bufferbeams and high intensity headlights.

As we've come to expect, decoration is superb with the attractive civil engineers 'Dutch' colours sitting well on this model.

It is clear that care has been taken during the livery application with effective masking of the grilles and crisply printed numbers and logos.

The locomotive is also fitted with directional lighting, all-wheel pick up and a 6-pin DCC decoder socket together with standard rapido couplings in NEM pockets.

This is a superb model of a much-loved class and it is sure to be popular in this livery. (MC)

### Oxford whips up ice cream van

This 'OO' gauge model of the Mercedes Whitby Mondial ice cream van is one of the most detailed road models we have ever seen in 4mm:1ft scale. Not only does it feature ornate decoration, but there is plenty of detail included inside the model too, including representations of the ice cream dispenser, twin sink unit, chiller cabinets and four rear freezer lids.

External printing is superb, featuring pin-sharp ice cream graphics and logos as well as



eye-catching vinyls on the rear with 'mind that child' and 'I'm on the moove' lettering, to warn motorists.

Finished in a rich gloss red livery, the model also has Mercedes badges as well as a personalised numberplate, WH11 TBY. (MC)

### THE DETAILS

<b>Manufacturer:</b>	www.oxforddiecast.co.uk
<b>Cat No:</b>	76WM001
<b>Description:</b>	Wall's Ice Cream Whitby Mondial Ice Cream Van
<b>Scale:</b>	'OO'
<b>Price:</b>	£5.25
<b>Era:</b>	9

### Special Delivery from Oxford

Oxford Diecast's 'OO' gauge Commer PB twelve-seater minibus gets the Royal Mail treatment for this release. It is based on a vehicle registered and operated by the Midlands postal region from the early 1970s. It certainly gets our stamp of approval! (MC)



### THE DETAILS

<b>Manufacturer:</b>	www.oxforddiecast.co.uk
<b>Cat No:</b>	76PB001
<b>Description:</b>	Royal Mail Commer PB Postbus
<b>Scale:</b>	'OO'
<b>Price:</b>	£4.25
<b>Era:</b>	7/8

### THE DETAILS

<b>Manufacturer:</b>	www.bachmann.com
<b>Cat No:</b>	371-456
<b>Description:</b>	Class 37/0 37133, BR departmental grey and yellow livery
<b>Scale:</b>	'N'
<b>Price:</b>	£99.95
<b>Era:</b>	8/9

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R3236	BR 4-6-2 'Duke of Gloucester' Class 8 - Late BR 1960	£109.95
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OO GAUGE

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HELJAN

OO GAUGE

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O GAUGE

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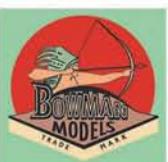
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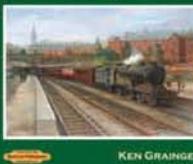


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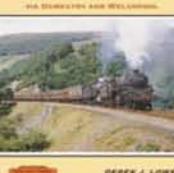
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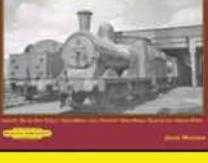
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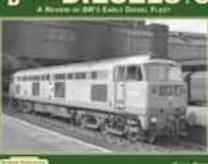
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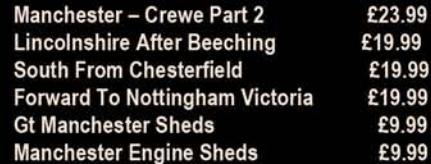
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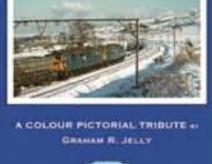


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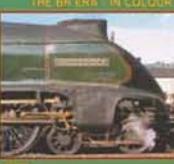
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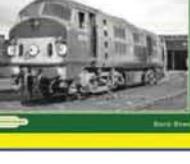
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# OO Works

Can you install DCC and sound into a model with a brass chassis and cast metal body components? OO Works 'C13' 4-4-2T – a model not designed for this sort of DCC fitment at all – and shows

**O**NE OF THE WAYS in which a small manufacturer can reduce costs is to use materials which may not be viable in mainstream volume production, but which require less investment in complex machinery.

OO Works has used a brass chassis, a cast metal footplate and cleverly designed two piece body cast in resin in its Great Central Railway 'C13' 4-4-2T – a model which first arrived on the scene in April 2013 (HM71). This choice of materials produced some interesting considerations when designing the DCC sound installation, mainly due to the restricted free space available resulting from the thickness of the cast material.

Regular readers will know of my preference for any solution which avoids any externally visible signs of the installation. Once again, the Zimo MX648 sound decoder and miniature speaker combination made the seemingly impossible into a fairly straightforward proposition. The impressively tiny dimensions of these two components make them amongst the smallest decoder and speaker combination currently available.

## COMPACT DESIGN

The motor in the 'C13' is very compact and does not have a flywheel. However, the model has track pick ups from all four driving wheels and all four wheels on the leading bogie. This gives reliable power collection and reduces the need to fit 'stay alive' capacitors, fortunate in such a space challenged design.

The prototypical space below the boiler would clearly introduce some reduction in usable space within the model. My initial thoughts of a boiler mounted decoder and coal bunker enclosed speaker were quickly dashed when I removed the body. The way the boiler and smokebox had been cast restricted the space available even further than I had imagined. The bunker also disappointed with its total lack of space. The entire bunker was filled with cast material, preventing any type

of speaker being located here, although this naturally contributes in additional adhesive weight meaning this is a strong tank engine on the track.

Zimo makes three versions of its 'sugar cube' type speakers - a sub-miniature 8mm x 12mm x 8mm, miniature 10mm x 15mm x 12mm and a lower profile 10mm x 15mm x 9mm. The largest of these will fit snugly within the boiler barrel.

There is a small clear space between the motor and the internal face of the firebox moulding, but of restricted height and width, the latter critical to allow free movement of the rear driving wheels. The MX648 would fit into this space, with the added bonus that the decoder wires could be connected directly to the motor and track pick-ups without any joints being required. Their short runs would also help

**Handbuilt and kit built models are often seen as difficult sound installations, but with care and consideration it is possible to install DCC and sound into the majority of brass and cast metal locomotives. This is the OO Works Robinson 'C13' 4-4-2T which features a brass chassis, die-cast running plate and resin superstructure.**



# a treat!

**PAUL CHETTER** describes how he fitted sound to an how straightforward it can be.

to create a compact and tidy installation. To assist in this, I removed all other wires from the decoder, except those required for the speaker.

## DISMANTLING

Though not absolutely necessary, I decided to remove the motor assembly from the footplate casting to make it easier to access the connections for de-soldering and soldering. This required the removal of the rear pony truck to gain access to the screw retaining the rear end of the motor assembly. I removed this and the one holding the front to allow full separation.

The exposed connections for the track pick ups made it convenient to remove them and replace with the correct wires from the decoder – black and red. Similarly, simple wiring at the motor enabled me to replace them with the orange and grey motor wires from the decoder.

A small blob of Blu Tack or similar can be used to fix the decoder in place within the footprint of the firebox moulding. Before moving on, I gave the chassis a short run on my test track to confirm everything was working correctly.

I then refitted the main body, ensuring that the free lower ends of the vertical handrails attached to each tank were correctly slotted into their respective holes in the footplate before tightening the eight retaining screws.

I cut the purple speaker wires to the correct length to ensure when the model was fully reassembled they would not make contact with the exposed portion of the gearbox. The partly penetrating action of the boiler location flange would push the speaker further into the boiler and gently tension the speaker wires to keep them from harm's way. Nevertheless, I used a small blob of Blu Tack to hold the wires to the inside top of the boiler just to make sure.

WHAT WE USED		
Product	Supplier	Price
OOWorks 'C13'	<a href="http://www.ooworks.co.uk">www.ooworks.co.uk</a>	£205.00
Zimo MX648 sound decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£90.00
Zimo 10mm x 15mm x 12mm speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£7.00

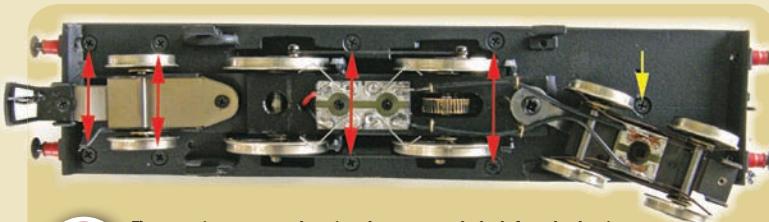
I slid the boiler assembly backwards, taking care to correctly locate the handrails into the holes provided in the water tank front panels and secured it in place with the single longer screw removed earlier.

## CUSTOM SOUNDS

The final task was to load a custom sound project that I have compiled for this model. This has been based on the sound files I produced for the Thompson 'L1' 2-6-4T/Gresley 'N2' 0-6-2T which have similar proportions to the 'C13' 4-4-2T. The 'L1'/'N2' sound file is available from Digitrains to load onto your choice of Zimo decoder too if you wish to go down this route.

The end result is an unusual and attractive sound fitted model which few will expect to hear making any noise at exhibitions. Look out for it on a *Hornby Magazine* exhibition layout soon... 



STEP BY STEP **INSTALLING DCC SOUND IN AN OO WORKS 'C13'****1**

There are nine screws to release in order to remove the body from the chassis. Eight identical screws, arrowed in red, fix the main body whilst a single, longer, screw retains the front end, arrowed in yellow.

**2**

The cast resin body has been designed in two parts. The boiler and smokebox section separates from the main body immediately adjacent to a boiler strap band which pretty well disguises the join when assembled.

**3**

With the retaining screw removed I slid the boiler forwards to disengage its rear location with the main body, taking care not to distort the handrails, then lifted the front end to clear the vacuum pipe fittings.

**4**

Note the flange on the boiler top used to locate the front assembly and form a light-proof joint, the thickness of the boiler walls and the depth of free space available within the boiler and smokebox.

**5**

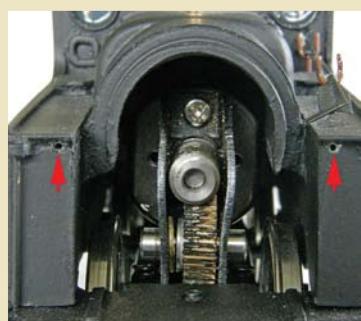
It is fortunate that a smoke generator was not specified for this installation as it would require a lot of alteration to the resin casting. You can see that the internal space is restricted, dashing any hope of installing the decoder here.

**6**

Although tempted to drill out the chimney for sound to escape, careful measuring showed that it would not break out into free space inside the smokebox, which is almost entirely filled with cast resin. Note the 'free' ends of the handrails.

**7**

There is just enough room to fit the largest of the three sizes of Zimo 'sugar cube' speakers, 10mm x 15mm x 12mm. This requires only a pair of speaker wires to be connected to be fully operational as it is otherwise completely self-contained. The cut-out in the lower boiler for the gearbox will be adequate to allow the sound to escape.

**8**

Note the holes, arrowed, in the top front of each water tank which locate the rear of the boiler handrails during reassembly.

**9**

The main body lifts clear when its retaining screws have been removed. The coal bunker of tank locomotives normally provides enough space to fit a speaker or decoder or both. In this instance all the space is filled with cast material.

**10**

The model has prototypical clear space below the boiler, but there is sufficient space between the motor and the firebox to squeeze in a small decoder. This area will not be visible in the reassembled model so it should work.

**11**

This shot of a test fitting shows the wires connecting the track pickups to the motor, black to the top terminal and, just visible, red to the bottom.

**12**

For ease of access, I released the screw holding the rear pony truck.



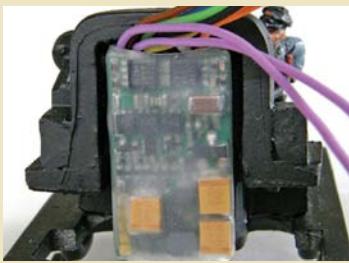
**13** This reveals a screw, arrowed, which holds the rear of the motor/gearbox/driving wheel assembly.



**14** Releasing the screw, arrowed, retaining the front of the assembly allows it to be separated from the footplate casting.



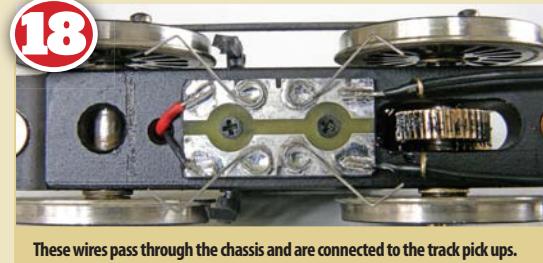
**15** With the motor assembly removed it is possible to see how the MX648 will fit within the firebox moulding.



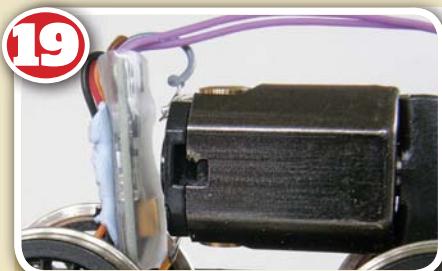
**16** The shoulders of the moulding (and a little Blu Tack) will prevent the decoder from touching the driving wheels.



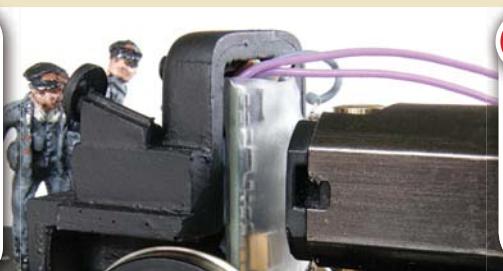
**17** I de-soldered the red and black wires shown here from their respective motor terminals.



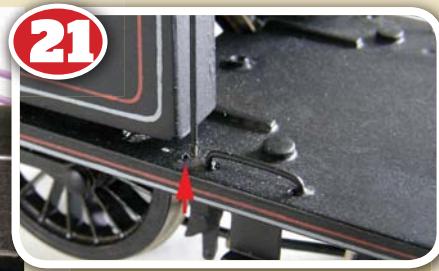
**18** These wires pass through the chassis and are connected to the track pick ups. I de-soldered these and discarded the removed wires. I attached in their place the same coloured wires from the decoder, cut to the correct length to avoid any slack.



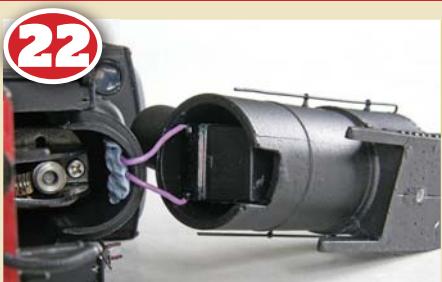
**19** The grey motor wire was shortened and connected to the top motor terminal whilst the orange wire was similarly modified and soldered to the bottom one.



**20** The two purple speaker wires were retained and all other spare wires cut off close to the decoder. Their insulation and the non-conductive surrounding material will ensure no shorting of these will occur. This helps to provide a neat and compact installation, typically required in small spaces.



**21** When reassembling the main body to the footplate casting it is essential to fit the tank handrails into their respective holes in the footplate, shown here arrowed. Refit the retaining screws.



**22** The speaker wires were shortened to the correct length and soldered to the speaker terminals. I used some Blu Tack to hold the wires to the top of the boiler, out of the way of the exposed gears.



**23** Slide the boiler and smokebox rearwards, ensuring the handrails locate correctly. The flange locator will push the speaker further into the boiler casting and put a little tension into the speaker wires, holding them safely in place.



**24** When fully assembled there is no visible sign of the sound installation, though there is plenty of audible evidence produced. I loaded a custom sound project that I created for this model to complete the transformation.

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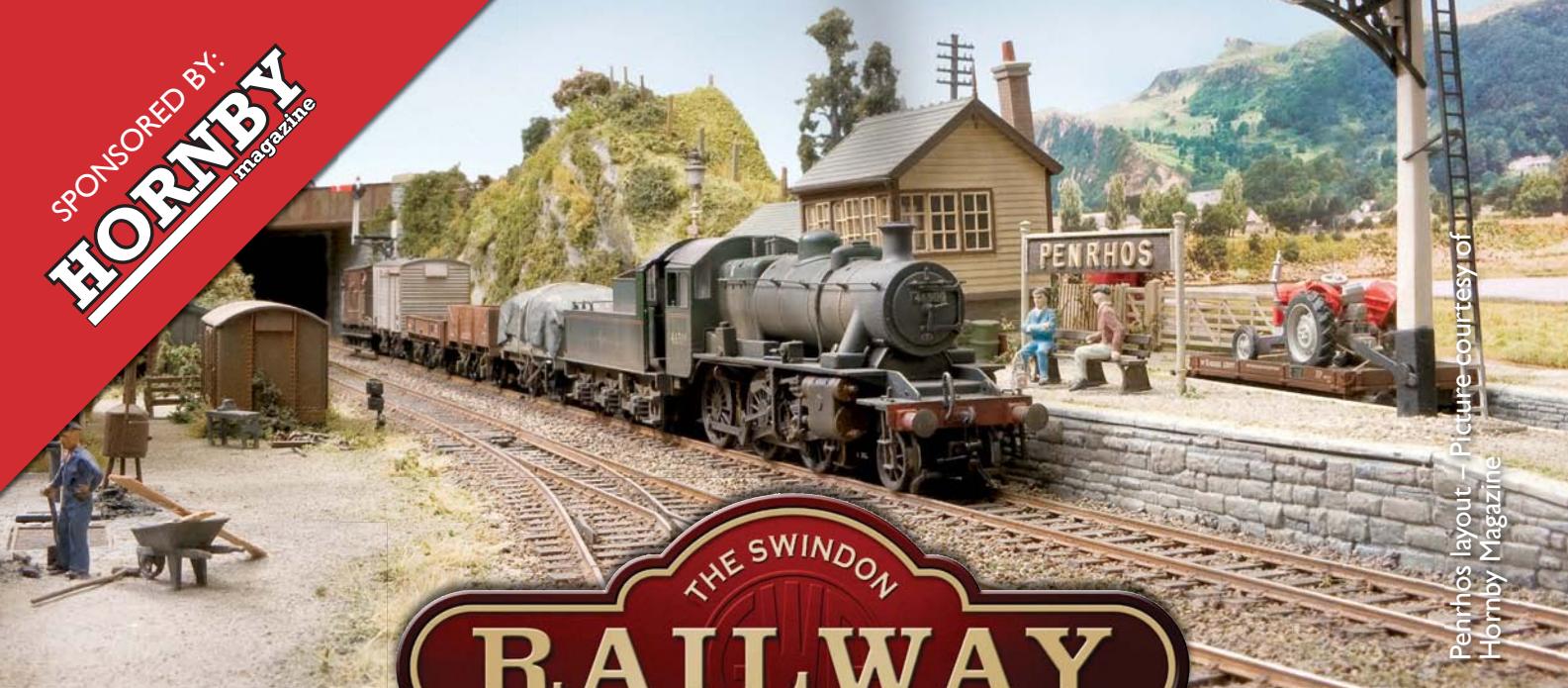


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Penrhos layout – Picture courtesy of Hornby Magazine



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# Banff-Knock

The Moray Coast in the Scottish Highlands once had an extensive rail network, sadly almost all now gone. **IAN NOBLE** reveals the fascinating story of how 2mm finescale versions of Banff and nearby Knock stations were built...

PHOTOGRAPHY, NIGEL BURKIN.



**B**ANFF-KNOCK is a 2mm finescale model of Banff and Knock stations on the Great North of Scotland Railway (GNSR) in the Highlands of Scotland. The branch line from Banff ran to the junction at Tillynaught, and Knock was the last station before Cairnie Junction on the present day Inverness to Aberdeen railway. Large swathes of the surprisingly extensive rail network on the Moray Coast closed in the 1960s – Banff shut in 1968 - with just the main line left these days. The layout came about after a couple of aborted attempts at 'N' gauge

modelling. I was unhappy with the overscale code 80 track and the heavy flanges on the wheels. I saw an advert for the 2mm Scale Association and decided to join. This happened nearly 25 years ago and I have been modelling in 2mm finescale ever since.

After another aborted attempt at a freelance layout I decided to build a layout based on an actual location. As space was a problem, it had to be easily dismantled and stored in a small space (a wardrobe). In 1996 an article appeared in a railway magazine featuring Banff terminus. It showed a basic track layout and a few photographs. It was a small station and I decided that it would fit into the ➤

## STATISTICS

<b>Owner:</b>	Ian Noble
<b>Scale:</b>	2mm scale
<b>Length:</b>	14ft
<b>Width:</b>	18in
<b>Track:</b>	Handbuilt
<b>Control:</b>	DCC, Gaugemaster DCC02
<b>Period:</b>	1950s, BR Scottish Region



**Knock station building with the train to Banff about to leave.**





**•O2** Above: Scotston cottages with '4F' 0-6-0 44019 (an off-region interloper) leaving the Banff yard. These, like all the other buildings, have been built from scratch.

**•O3** Right: Banff station building showing the overall roof and the rock face behind. Fishing was still a major industry at Banff at the time, and the fish van reflects that.

available space. I was also influenced by the fact that I lived about 40 miles from Banff.

As everything would have to be scratchbuilt, I spent a long time researching the station and was able to obtain a number of photographs from which I was able to draw scale plans of the buildings.

Progress was slow and it was 2010 before Banff became operational. This seems a long time in the making, but there were long periods when no work was done. However when I retired I had the time to complete it. Since completion the layout has undergone a number of changes and an extension built to add Knock station. I had originally planned to build a new layout but decided on an extension incorporating Knock, as it could be joined to Banff. As a result Banff and Knock can be exhibited as separate layouts or as a combined layout.

Banff was chosen as it had an interesting track plan and a whisky distillery behind, which I thought would make an excellent backdrop. The station no longer exists, but I was able to photograph and measure up the distillery, known as Knockdhu, as it is still in operation. For single malt drinkers who aren't familiar with its products, 'anCnoc' is well worth seeking out if you're in the area.

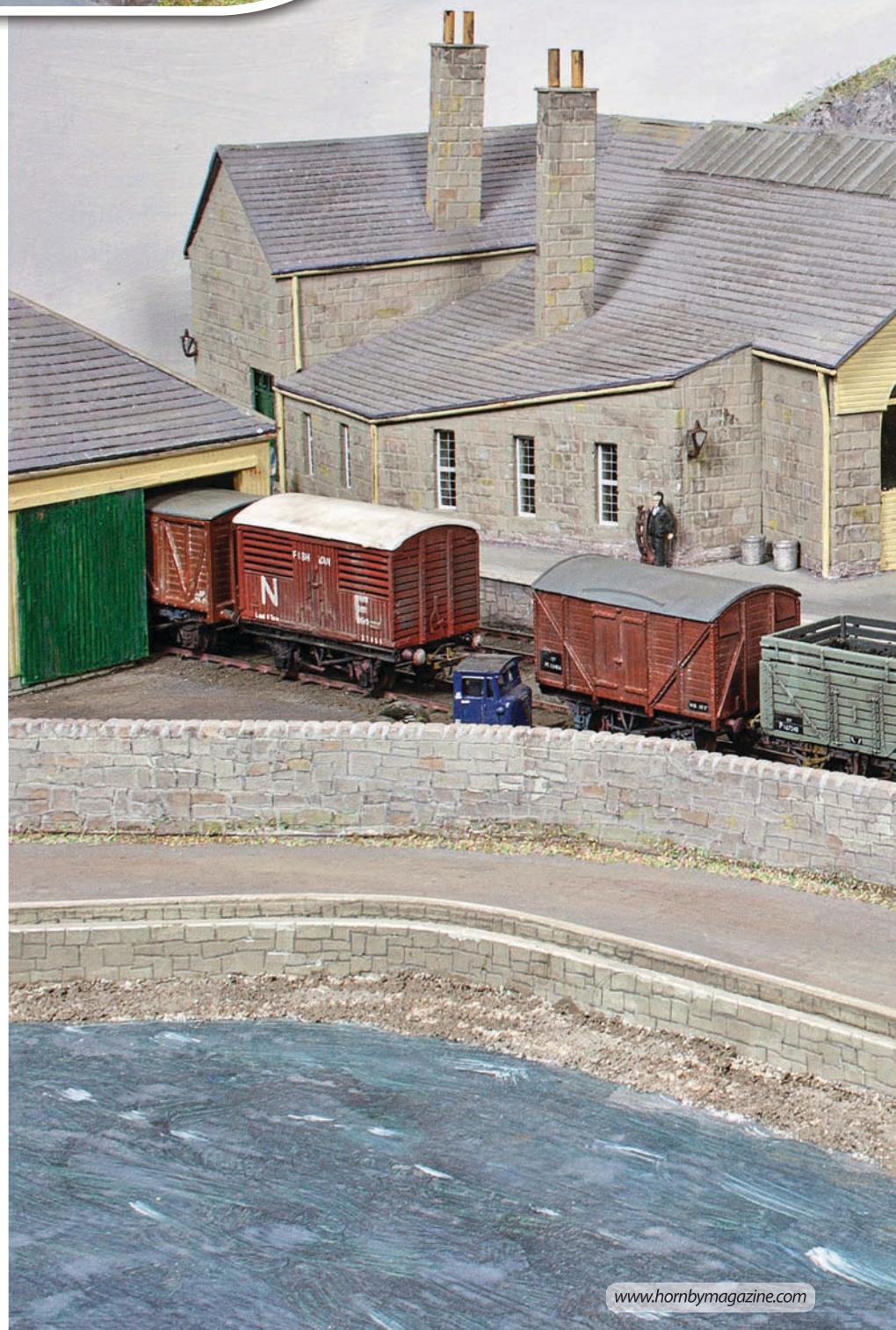
## THE LAYOUT

For Banff, 4mm plywood was used for the baseboard tops and the framing. The framing was made from 50mm deep strips of plywood with 6mm square softwood sandwiched between. This gives a strong and light baseboard. The track was laid on 1/8in thick balsa wood to improve sound insulation. Track and turnouts were handbuilt using code 40 rail soldered to copper-clad sleepers. Turnouts have live frogs and modified old style relays were used as motors. The relays, which

were salvaged from old intruder alarms, also change polarity on the frogs.

Banff was originally analogue operated but was converted to Digital Command Control (DCC) with a Gaugemaster DCC02 system. The Gaugemaster unit and other 12V power supply transformers are built into a toolbox which also holds the two handheld controllers and all cables. This reduces the number of cables to be connected and ensures that cables are not left behind when attending exhibitions.

Knock was a little different in terms of construction. The baseboard frames were made from 2in x 1in wood faced with 4mm plywood to prevent twisting. Well braced



4mm plywood was used for the top and the track was laid on cork. Track and turnouts were built using Easitrac, which is available from the 2mm Association. The system uses plastic sleepers and chairs rather than the copper clad sleepers needed in bespoke handbuilt track. Turnouts are operated using Cobalt motors and are controlled via the Gaugemaster unit. Digitrax DS52 stationary decoders provide the link. With the benefit of hindsight, I would probably have been better controlling the turnouts via the control panel, making it the same as Banff.

The fiddle yard attached to the Knock section has a cassette holder. Cassettes are made from L shaped aluminium with

plasticard sides. Trains are assembled in the cassettes which allow complete trains to be changed quickly. Apart from the locomotives all stock is kept in these cassettes which fit into a specially made box.

The combined layout has two control panels as it is really a pair of separate layouts. I have added a PSX-1 circuit breaker from DCC Specialities to each layout, which as well as protecting the wiring, ensures that if there is a short in one layout the other can still operate. At exhibitions this can make a big difference!

Surprisingly I did not use ballast on the track. Instead I filled the space between the sleepers, and the tracks in the station

yards, with thin card. The whole area was then painted with Green Scene 'Yard Filth' textured paint and when dry, the colour varied with water colour paint and pastel crayons. This was a rather tedious process but is effective in 2mm scale, where all but the finest commercial ballast looks rather overscale to my eyes.

## SCENERY

The rock face at the Banff end was originally designed to hide the fiddle yard. However a separate fiddle yard using cassettes was added later although the tracks behind the rock face are still used for storage when operating Banff on its own. »





**4** The engine shed at Banff with '4F' 44019 shunting the yard.



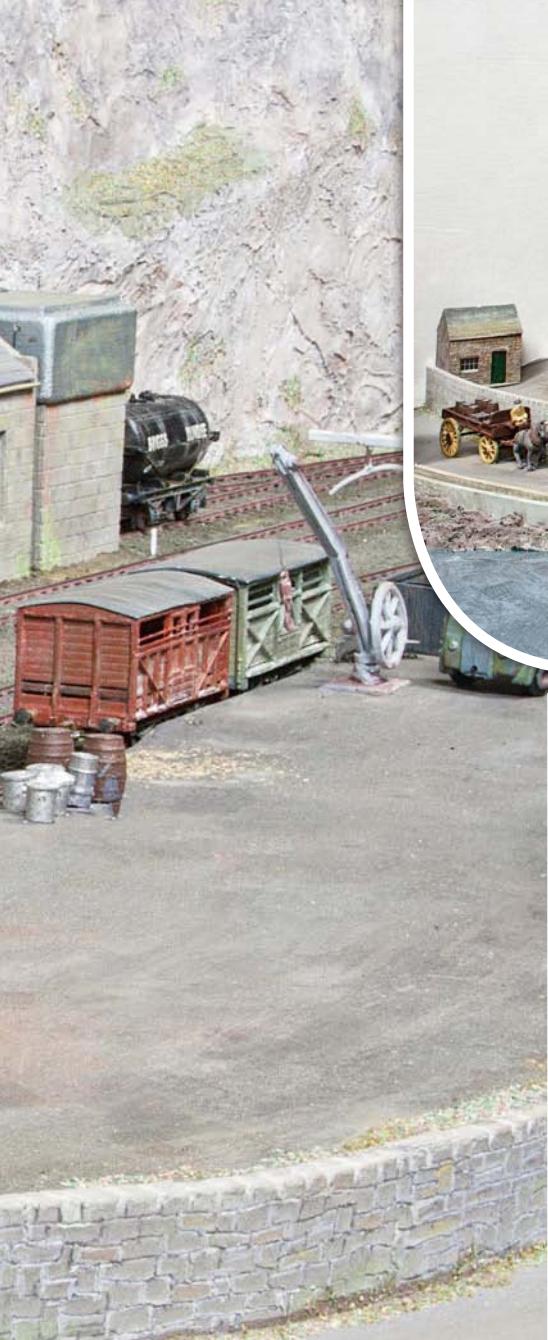
**5** Passengers wait at Knock for the train to Banff. Services were sparse but of huge importance to communities on this long closed railway.



The rock face was made from cardboard formers covered with horticultural fleece soaked in PVA. When dry it was covered in cellulose filler and crumpled cooking foil pressed into the wet filler. The foil was removed before the filler set hard. The rocky seashore, meanwhile, was made from layers of foam board glued together. The outer card was removed before gluing together which made it easier to carve out the rock shapes with a scalpel.

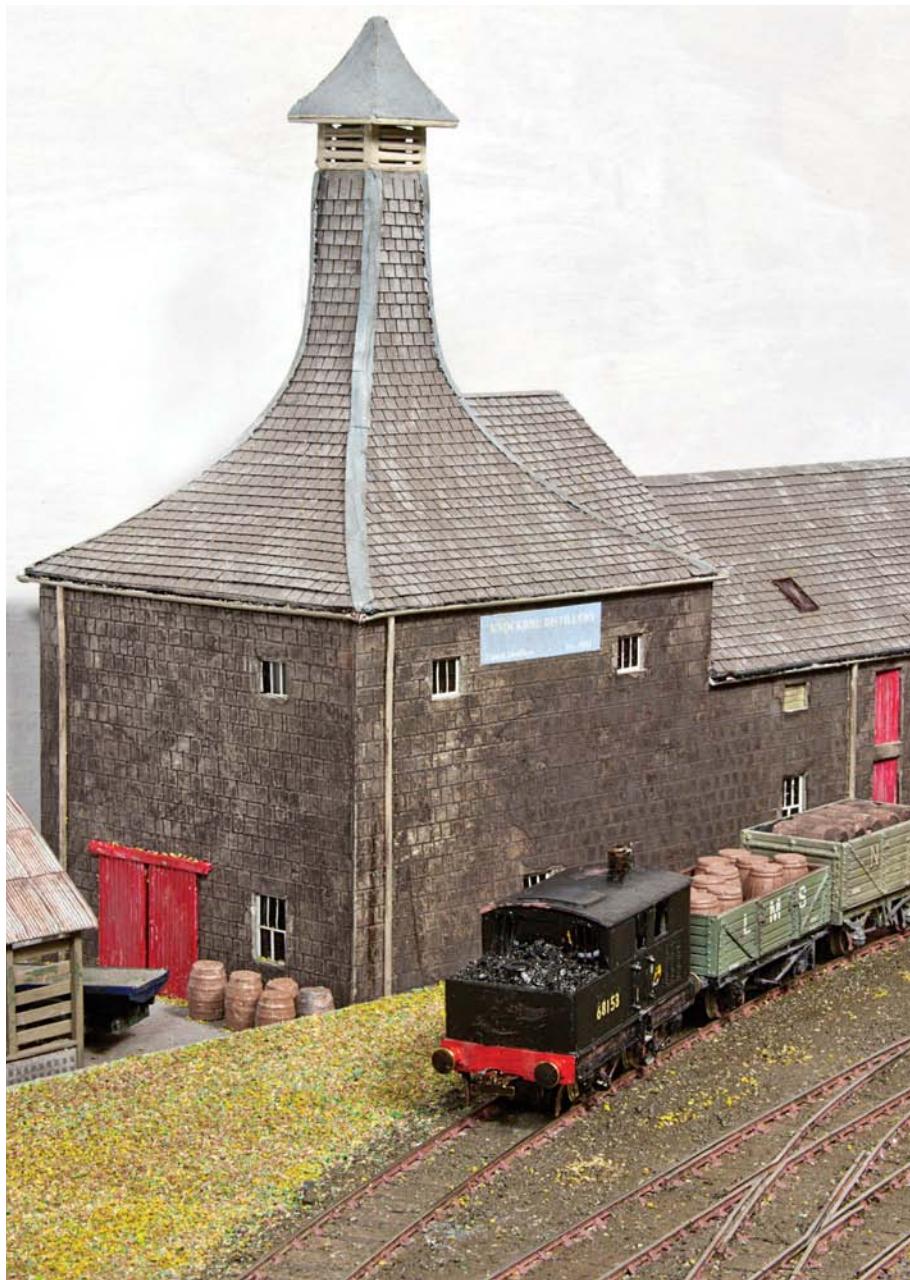
The trees on Knock are made from sea moss covered with various colours of scatter. This was my first attempt at making trees – Banff didn't need any at all as it was built on rock and open to the gales from the North Sea!

With the exception of the distillery building, all buildings were scaled up from photographs. Most of them were built from artists' mount board with the stonework embossed using a scribe. When painted with acrylics and weathered with pastel crayons this method gives a good representation of stonework. On Banff the slates were made from strips of self-adhesive label but for Knock I used self-adhesive slates from York Models. The windows on the distillery are of an unusual design and I had a brass etch made of the correct pattern.



PO6 The goods shed at Banff with the road leading away from the gasworks. The horse and cart would still have been a familiar sight in the early 1950s.

PO7 Knockdhu distillery with a Sentinel shunting the yard. A corner of the peat storage shed can be seen to the left of the distillery.



I also had an etch made for the windows and doors on Knock station building. I started by making a suitably shaped box from clear plastic sheeting. The painted window etches were then glued on and the spaces around them filled with plasticard. The roof was made from plasticard and the slates added. I am particularly pleased with how this building turned out.

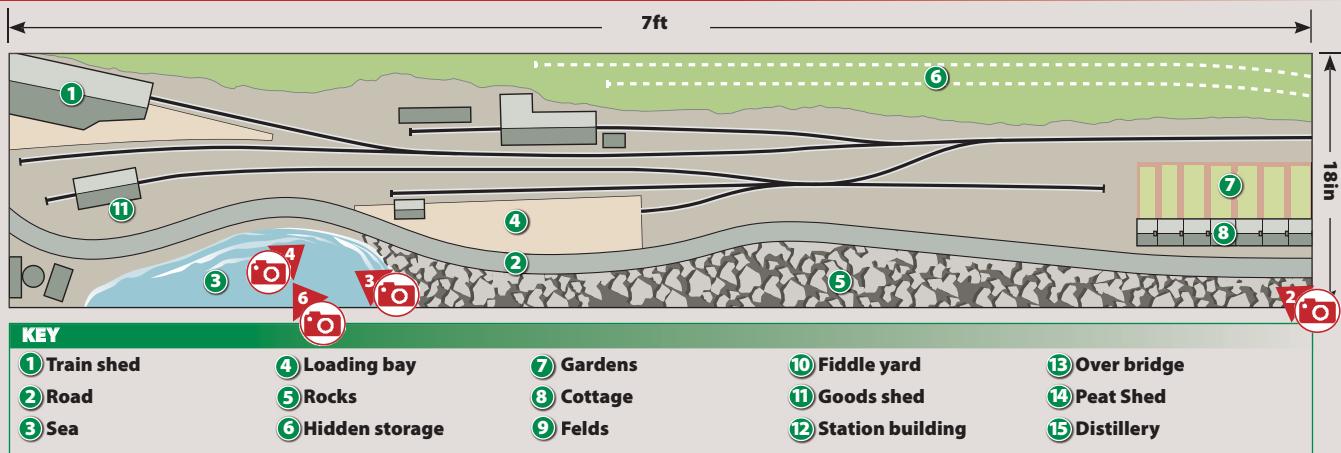
## THE TRAINS

Locomotives and rolling stock are a mixture of converted Farish, white metal and etched kits. I do not have any models of locomotives which would have appeared at Banff unfortunately but I have obtained etches of two suitable locomotives for the period modelled. These are a GNSR 'D40' 4-4-0 and an ex Caledonian Railway McIntosh 0-4-4T. These are however only scratchbuilding aids and will take a long time to build.

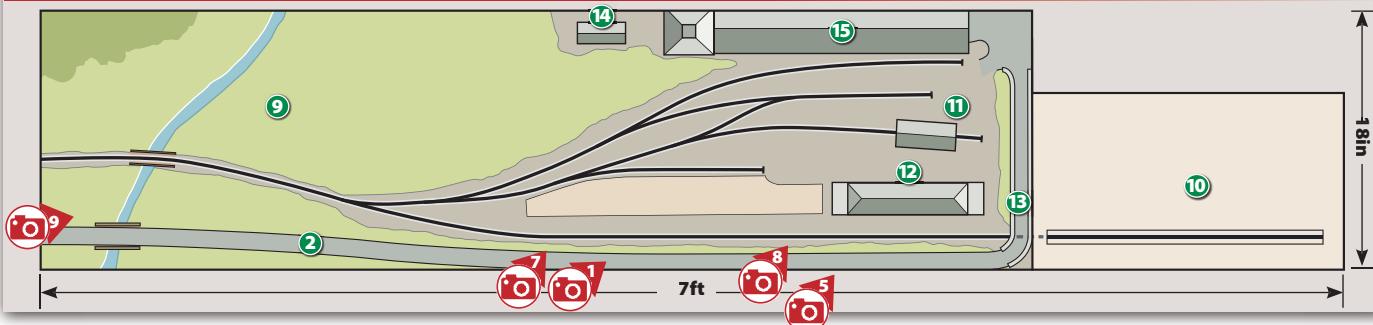
The current fleet consists mainly of ex-LMS classes including a Fowler Midland Compound, a Fowler '4F' 0-6-0 and a Fowler 'Jinty' 0-6-0T. Also resident is a 'J94' 0-6-0ST and a kit built Sentinel 'Y1' 4wVBT. All have been rewheelied to suit operation of 2mm finescale track.

All locomotives are fitted with decoders »

## BANFF STATION TRACK DIAGRAM (NOT TO SCALE)



## KNOCK STATION TRACK DIAGRAM (NOT TO SCALE)



and I mainly use DCX75 or the even smaller DCX76z from CT Elektronik. It can be quite a challenge fitting the decoders especially in the Sentinel shunter – but it is possible.

DG couplings are used and being able to couple and uncouple remotely helps to add interest to the layout. These couplings are fiddly to make and require a lot of adjustment. However I find them reliable providing they are treated carefully, as you'd expect in 2mm:1ft scale.

Although very few diesels would have appeared on this line we often run some to give the steam locomotives a rest and to provide variety. The diesels are converted Farish models using the 2mm Association drop in wheels. The conversion is easy to do and is a good way to get something running for newcomers to 2mm finescale modelling: you don't have to be an expert chassis builder to switch from

commercial British 'N' to this scale!

Despite being a small layout it is possible to carry out quite complicated shunting moves. With the extension added at least two operators are required and this helps our attempts to keep something moving at all times when exhibiting. The only time the layout gets used is at exhibitions where it is normally operated by my daughter Clare and fellow 2mm modellers son-in-law Douglas and Roy Bremner from Aberdeen.

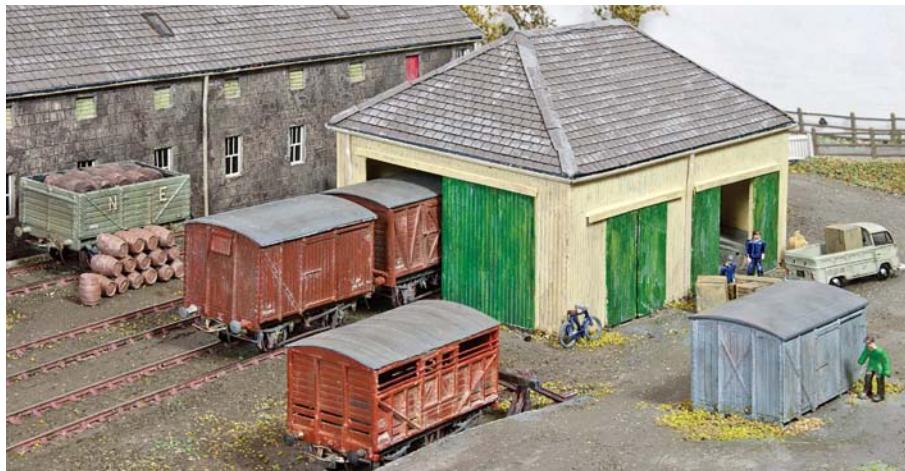
Banff has been exhibited a number of times, notably Perth in 2012 and Model Rail Scotland in 2013. The Banff-Knock combination attended the Aberdeen exhibition last year and ran well on its first outing. Unfortunately, being located in the North of Scotland, sheer distance from most of the really big shows makes it difficult to exhibit further South and there are no appearances scheduled for this year.

The layout does seem to generate a lot of interest when we exhibit it though. Many older visitors remember the stations and I have obtained a lot of useful information which has allowed me to make improvements. For instance, after Banff was completed, I found out that it had been gravity shunted. Had I known, I would have tried to build in a suitable incline. There was no run-round facility at Banff and after stopping at the arrival platform the engine would push the coaches back up the line. The coach brakes were applied, the engine uncoupled and when the engine was clear, the coach brakes released allowing them to run into the departure platform where the locomotive was coupled up ready for departure. Another visitor told of how the coaches had once hit the buffers with such force that it knocked the clock off the wall in the attached Stationmaster's house!

I have also had a number of comments that the layout looks uncluttered. I think that this is one of the advantages of modelling an actual station as there is not the temptation to cram in as much as possible: most real railway locations are surprisingly spacious, and modelling in 2mm:1ft really allows you to give that sense of space if you're careful.

## THE FUTURE

I have no plans to make any major changes to the layout – but it is designed in such a way that any number of baseboards could be added to make additional stations beyond Knock so who knows what might happen? I would like to build the correct locomotives and also a working signal. I have an etch for the correct signal at Banff but have still to work out how to build it so that it works: a non-working signal isn't really an option for me. **HM**



**8** The goods shed at Knock with Knockduh distillery in the background.  
The unusual window frames can be clearly seen.



A panoramic view of Knock station with a two coach train heading towards Banff in the hands of a Fowler Compound 4-4-0.



**SEE IT ONLINE...**

> TO READ MORE AND SEE MORE ABOUT  
IAN NOBLE'S BANFF-KNOCK, VISIT  
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# STAFF PROJECTS

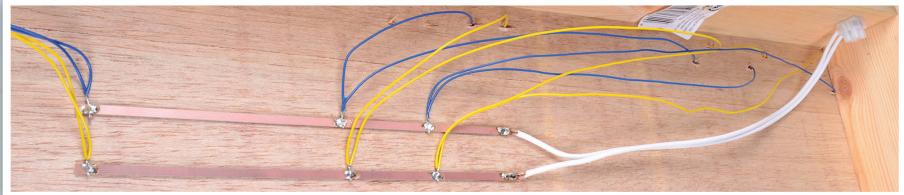
## BIG PLAN, SMALL STEPS

MIKE WILD

**A**PRIL CAME AND WENT quicker than I would have liked for Twelve Trees Junction. It was a case of big plans, small steps, but in the end the layout has at least made some progress.

The main element in progress at the moment is final wiring of the baseboards. This started with the fourth scenic board – which happily contains no pointwork – which was completed at the end of March. If you read the DCC Handbook included with HM83 you will have spotted the wiring on this board in the DCC wiring section where it was used to demonstrate how we installed a power bus and connected the track feed wires to it using copper clad strips.

Suffice to say since then it has been very much more of the same, but not as much as I had planned. Three of the four scenic boards are now fully wired using the same methods, but the fourth – the most complicated one – has yet to be started mainly because I'm still getting my head round how to install reverse loop modules on the DCC



With all the feeds complete they were connected to two strips of copper clad, which had been glued to the underside of the baseboard. The heavier cable of the power bus was then connected to the copper strips at one end and a plug in socket at the other.

system to ensure that the rather complex junction at the centre of Twelve Trees works like clockwork.

Each board has been brought into the office on its own, turned on its side, wired and then tested before being returned back to the storage unit. The plan is to reunite all four boards in the workshop in May and check that all is working as planned when they are all joined together electrically for the first time. Hopefully the first of the two return loop fiddle yards will also be started around this time too, taking this layout forward in a big way.

All of the wiring has been tackled using two main types of wire – 7x 0.2mm multi-core equipment wire for the track connections, which was already installed earlier in the build, and 16x 0.2mm figure of eight speaker cable for the main power bus wiring which is now being added. Keeping matching colours for left and right rails makes life easy too and the use of soldered connections on the copper-clad strips will be rewarded with improved reliability over previous layouts too.



This month we break out the soldering irons on both Twelve Trees Junction and the 'plank'.



#### MIKE WILD

*Hornby Magazine's editor is busily working on Twelve Trees Junction, both the layout and the locomotive fleet. Many reels of wire are involved at the moment...*



#### MARK CHIVERS

*Hornby Magazine's assistant editor is pushing on with his Scottish Region 'plank' layout by installing an inspection pit and adding the wiring...*

### ROLLING STOCK

It is not just the layout itself which is making progress – the locomotive and rolling stock fleet is moving in the right direction, albeit slowly.

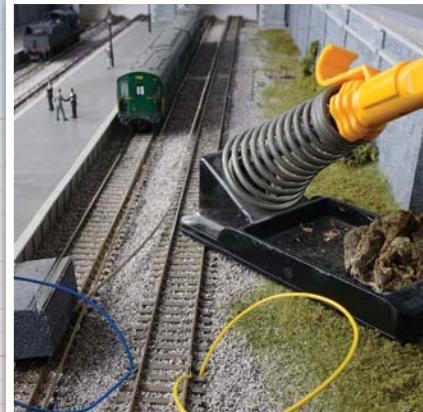
There are two main tasks ahead for Twelve Trees' fleet – sound/decoder fitting and weathering. First onto the workbench for sound fitting was a Maunsell 'King Arthur' 4-6-0 – Hornby 30452 *Sir Meliagrance*. This was chosen for its simple install and has been treated in much the same way as the Thompson 'O1' in the DCC Handbook with HM83. No decoder with specific sound recording of the 'King Arthur' is currently available so instead we looked for the next best thing. Having done some research through YouTube listening to videos of the preserved 'King Arthur' 30777 *Sir Lamiel*, its staccato exhaust beat and BR 'style' whistles meant that my decoder choice was a LokSound V4.0 decoder with BR 'Standard

Four' 4-6-0 sound files on it from Howes Models. The exhaust beat has been adjusted to match the driving wheel revolutions for a perfect four beats to a revolution exhaust through CV57 and CV58. The end result is a superb sounding 'King Arthur' and a short video of the 4-6-0 is online now at [www.hornbymagazine.com](http://www.hornbymagazine.com) showing the model during testing on Topley Dale.

Next onto the workbench for sound fitting is a Hornby 'Q1' 0-6-0, but this is proving more complex to complete right now due to the need to remove the decoder socket and position the decoder with the speaker in the tender.

I've also made a conscious decision that the EMU fleet for Twelve Trees won't be featuring sound – at least not yet. The plan here is to install straightforward motor and light control decoders helping to keep the costs of the whole project under control.

**Below:** A BR 'Standard Five' rumbles through the station with a London bound parcels working as a 2-BIL departs on the main line and a 2H ticks over in the loop platform. The layout looks more complete than it is – underneath there is still a lot to be done.



**Above:** On starting work on the station board I realised that I had forgotten to add feed wires to the rails on most of the running lines! Time to get to work with the soldering iron and add the missing feeds...

### LUCKY FIND

A lucky find at a recent exhibition has also seen the Bulleid carriage fleet expand with two new vehicles being added to an earlier part of Bachmann Bulleids which are finished in the lighter and more accurate BR Southern Region green livery. This has brought this rake up to six vehicles, including a pair of brakes, which while not fully accurate as a set, will look great behind a Bulleid 'Pacific' with a maroon GUV parcels van right behind the engine.

While the layout itself might not have made the progress I wanted it to overall Twelve Trees Junction is moving forwards. With only five months to go until the layout's exhibition debut at the Great Electric Train Show on October 11/12 this year there is a lot to do! Keep watching this space as we keep you posted on progress throughout the final build and development of the Junction...

### THE DETAILS

<b>Layout name:</b>	Twelve Trees Junction
<b>Scale:</b>	'OO'
<b>Length:</b>	34ft
<b>Width:</b>	8ft
<b>Track:</b>	Peco code 75
<b>Control:</b>	DCC, Gaugemaster Prodigy
<b>Period:</b>	1955-1965, BR Southern Region
<b>Exhibition debut:</b>	The Great Electric Train Show, October 11/12

**Below:** The latest locomotive to be sound fitted for Twelve Trees is Maunsell 'King Arthur' 30452 – the first and only Hornby 'King Arthur' to feature a tender mounted decoder socket.



# The depot

MARK CHIVERS

Whilst progress on my latest 'OO' gauge project has not been as swift as I would have liked, track laying is now complete on both sections of the Scottish-Region 'plank', having made a few last minute alterations to add extra flexibility and storage space for locomotives and departmental stock.

Typically, no sooner had I nailed the final track pin in place, I decided to add an extra feature to the locomotive inspection shed line. Given what the weather can be like in the Highlands, I felt that the fitters might benefit from an inspection pit so, following a quick scan of the internet, they now have one which has also been fitted with LED lighting. This just required bedding into the board.

I say just, as my measurement and woodworking skills were then put to the test. Having lifted the relevant piece of track I then started to chisel out the required section of baseboard, so that the pit would sit flush and match the level of the track either side of it. Luckily, I recalled those wise words 'measure twice, cut once'.



An inspection pit is the latest installation which brings new life to the shed interior.

## LED LIGHTING

As soon as I was happy with the fit, a hole was drilled for the LED wiring to pass through and the inspection pit was lowered into place. The LEDs are wired for 9v-12v operation, so will be wired up to an appropriate power source in due course. The track either side of the pit was then cut to length and placed into position.

This is just the first of a number of accessories that I plan to add to the layout. Having rifled through more boxes, I found a selection of colour light signals, including a ground position light, which will be very useful. Luckily, whilst dismantling my previous layout I kept some of the scratch-built buildings with a view to re-using them again in the future.



# develops...

The Highland inspired signalbox is still in good shape although the Ratio oil tanks kit has seen better days, but with a bit of work should fit the bill.

Much consideration has been given to operating potential. In addition to light locomotive movements, I would also like to be able to shunt engineering or timber wagons around the yard. To do this effectively I'm using Kadee couplings on all stock, and have invested in quite a few plug and play #18 and #19 NEM couplers to suit the variety of stock that will feature. I also have some #321 delayed-action magnetic uncouplers which will be placed at the entrance to three of the main sidings, and should offer the shunting flexibility I'm after.



With a line of ballast wagons in front the depot scene is taking shape – next task: ballasting.

## DIGITAL WIRING

Right now, I'm adding extra wire droppers to each line on both sections of board to ensure my DCC sound-fitted diesel locomotives will operate and tick-over wherever they are on the layout. This has been done using a similar method to Twelve Trees Junction as shown in the DCC Handbook with HM83 involving strips of copperclad board which have the droppers soldered to them to make a connection with the power bus.

With the



All of the sidings have been wired up to provide for live operation through DCC which means that locomotives can be stabled anywhere with sounds operating at tick-over.

wiring done my next task was to weather the track. This needs to be done carefully to prevent paint getting into the point blades by protecting them with masking tape. An aerosol spray of track grime was then blasted over the track making way for the start of ballasting.

This will be interesting as much of the ballast in Scotland has a pinky hue to it. I have a tub of Carr's Scotrail red ballast which I'm planning on blending with other shades to achieve the desired effect. There's more to come on this Scottish 'plank' layout in future issues, so watch this space...

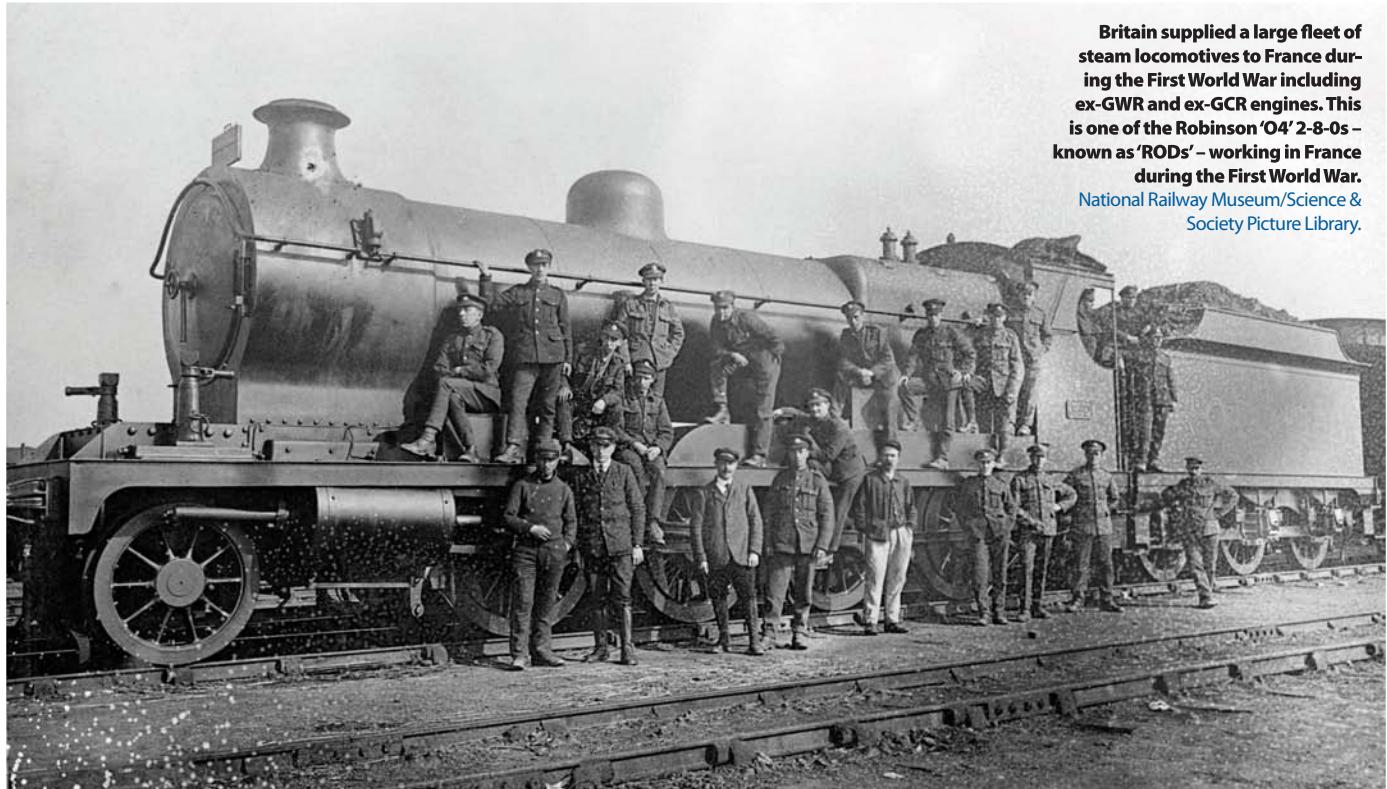
A pair of large logo Class 37s tick over outside the shed building. In the foreground engineers wagons fill the sidings.

# Railways in the GREAT WAR

*The First World War is mainly remembered for the sacrifices made by the armed forces but what is not widely known is the part that the railways played – both in Europe and here at home, as **EVAN GREEN-HUGHES** recalls.*



The railways moved thousands of soldiers during the First World War. At London Victoria the arrival of a leave train sees the platforms filled with soldiers. The carriages include former Pullman cars which have been repainted in dark colours to reduce their visual impact in the landscape. Imperial War Museum.



Britain supplied a large fleet of steam locomotives to France during the First World War including ex-GWR and ex-GCR engines. This is one of the Robinson '04' 2-8-0s – known as 'RODs' – working in France during the First World War.

National Railway Museum/Science & Society Picture Library.

**W**HEN, in August 1914, Britain entered the First World War ten blasts sounded out on the hooter at the Great Western's works at Swindon to tell the workforce that the conflict had started. The reaction was, in the light of subsequent events, rather surprising by today's standards as workers and nearby civilians alike came out on the streets cheering.

As in other parts of the country the patriotic people of Swindon wanted to teach 'The Hun' a lesson that he would not forget; after all Britain had the world's pre-eminent Navy and a small but highly trained Army. The widespread belief, on both sides, was that modern developments in armaments and transport would mean any war would be decided quickly: the expectation was that the war would be over by Christmas, with Europe back on an even footing once again.

Immediately the vast majority of the country's railways came under the direction of the Railway Executive Committee, which was formed of senior management from Britain's biggest railways. Acting under the instructions of the Board of Trade, its job was to coordinate the activities of the myriad companies to ensure that military and civilian traffic alike could run smoothly. It was the first case in Britain of government supervision (if not direct control) and although there were inevitably issues regarding finance and allocation of fleets, broadly speaking, the system worked well.

Within a few moments of that hooter going off excited crowds were making for the town's Drill Hall, where men eager to take part in the fighting signed up there and then. The next day 80 men were cheered as they boarded a train for Portsmouth, followed a day later by the Swindon Squadron of the

Royal Wiltshire Cavalry. This scene was repeated in other railway towns such as Crewe, Doncaster, Darlington and Glasgow and in a more minor way in many smaller places as patriotic fever gripped the nation.

Few of those who volunteered from railway service needed to have done so for their occupations would have almost certainly excluded them from the army, but they went anyway. In Swindon alone 5,383 enrolled during the war years and 55,000 from the railways as a whole before the end of 1914.

### PREPARED PLANS

The declaration of war had an immediate impact on the railway system. Within a few days hundreds of troop trains were assembled and despatched with major centres such as Manchester, Leeds and Birmingham sending more than 50 each. These trains did not at first travel straight to the Channel ports but instead were sent to training camps where the men were to be given basic instruction before being sent abroad. Places such as Salisbury Plain in Wiltshire, Cannock Chase in Staffordshire, Clipstone in Nottinghamshire and Kinmel Park near Abergelie received hundreds more trains than they were traditionally used to, with the subsequent strain on facilities.

Such movements required far more resources than did the usual operation of the railway and to satisfy these some service trains (though not nearly as many as one might imagine) were cancelled and others operated to a reduced frequency. Rolling stock which was usually used only on high days and holidays was dragged out of sidings and coupled to any locomotive capable of doing the job. Enginemen were asked to work additional shifts and considerable overtime which most did without question.

The early exodus of men from railway service soon began to have an effect on a system which was working far in excess of its normal capacity and to combat this female volunteers were sought to take up some of the jobs which were vacant. Many women relished the chance of being able to go out to work on even terms but many others went because they felt that it was their patriotic duty to do so. Women had in fact been a feature of railway life for some years but mainly in jobs such as those in hotels and catering and the war gave them the chance to move into previously male-dominated occupations such as those in engine and coach cleaning or in the works as machinists, trimmers or welders.

### GOODS IN DEMAND

Soon troop trains were the staple diet of many lines, but this movement of personnel also meant that there was an enhanced requirement for goods trains for all these soldiers needed feeding, as did their horses, and soon there was a steady procession of trains heading for the camps carrying all manner of supplies. Trains were also heading to the coast and away from the training camps taking the first batches of men for service overseas.

It soon became apparent that the conflict in Europe was not going to be a short-lived affair and that there was going to be a continuous demand for armour, weapons and munitions which would have to be supplied by the country's existing engineering factories, many of which were railway owned. Subsequently railway works had parts of their sites turned over to the manufacture of armaments but somehow they managed to cope as well as doing their regular work, although it is fair to say that much routine maintenance was deferred or indeed



**Ambulance trains were built and transported into Europe to assist in caring for injured men. This interior view shows part of a new ambulance train built at Derby Works in July 1917 prior to being moved to France. Railway ambulance trains were run partly from voluntary donations.**

National Railway Museum/Science & Society Picture Library.

abandoned altogether during this period.

As the conflict in Europe escalated railway staff were enlisted in the Royal Engineers whose job it was to supply the fighting men. The Royal Engineers maintained the infrastructure which supplied the trenches, and in particular looked after the railways, permanent and temporary which were being utilised as supply routes. Unlike in the UK many railways in Europe had been built with strategic objectives in mind, in particular the swift movement of troops, and the German Army had made full use of those in their territory in the initial months of the campaign. As the fighting became bogged down railways played a significant part in bringing men and supplies to the area to the rear of the trenches but from the nearest railhead there were often many miles of boggy ground to cover before the supplies could reach the men.

## THE FIELD RAILWAYS

Both the Allied and the German armies utilised similar methods to solve this problem and both adopted the use of light and portable narrow gauge systems to run between the main line and the area of the fighting. These systems were adapted from those which were used in agriculture and centred round the use of sections of lightweight track, on the Allied side this was of around 2ft gauge, which could be quickly laid and then taken up again and moved as required and which needed very little in the way of sub structure.

Many miles of this were laid along existing roads and across fields with motive power supplied by a varied collection of locomotives mainly manufactured by the private companies, more used to building for industry. Oddly the British were rather reluctant to use these so-called 'field railways', only introducing them en masse later in the conflict: the French and Germans relied on them from almost the very start.

plated and there are several excellent examples of these preserved today at some of our narrow gauge heritage railways.

## THE HOME FRONT

Back at home the war was creating traffic flows which had never existed before. In 1904 in response to the threat provided by the Kaiser's expanding navy the British Government had decided to establish a Northern base for its ships at Scapa Flow, off the North coast of Scotland. By 1914 there was a fully-functioning base there which put a severe strain on the railway system as all the navy ships required copious amounts of coal before they could put to sea and all the coal had to be brought in from fields many miles further South. The coal traffic – mostly good Welsh steam coal for the battleships, cruisers and destroyers which formed the core of the Grand Fleet – was sent in lengthy trains known as 'Jellicoe Specials' after the Admiral of the same name from South Wales to Grangemouth. Sailors and other supplies relied heavily though on the largely single track Highland Railway North of Perth, which was operated to the maximum and far beyond its design capacity almost for the duration. There was also heavy pressure on the rail system between South Wales and Portsmouth for the same reason.

Within a short time of the fighting starting casualties began to return home and a pre-arranged Government plan to provide ambulance trains swung into action. This dated back to 1905 when the War Railway Council had proposed the idea, but unfortunately the Government had been unable to agree terms with the railway companies and as a result when the War



broke out in 1914 there were no trains either ready or proposed. The Government had assumed that the French would supply the necessary rolling stock for overseas operations but this had not happened and in the event when hostilities started the men and women allocated to the project were sent to Aldershot to train but found themselves without any carriages to work with. Undaunted they were duly sent out to Amiens, where the French managed to come up with 100 large goods wagons, which formed the basis of the first ambulance train.

In the UK the War Office issued a specification for a standard ambulance train, production of which was undertaken at various railway works, and these gradually came into service as the war progressed, both overseas and in the UK itself. A standard train consisted of 16 coaches, which included a pharmacy, two kitchens, ward cars and areas where doctors and nurses could perform minor procedures. About 400 injured men could be accommodated on each train, with the main ports for receiving casualties being Dover and Southampton. During the conflict the 20 trains which operated in the UK transported over 1.2m casualties, some only travelled a short way, with Netley Hospital on the Solent, which had its own branch line and station, receiving many thousands but others were transported for substantial distances

to where there were military institutions which had space to deal with them.

Ambulance trains were also used for fund-raising and morale purposes and several were used to tour the UK railway system and were put on exhibition at various major stations and in the process were visited by hundreds of people, many of whom had queued for several hours to get a look.

Many British locomotives – including Great Western Railway 'Dean Goods', '43XX' 2-6-0s and Great Central 'O4' 2-8-0s served in France to support operations as French railway capacity became strained to breaking point. Operating under the aegis of the Railway Operating Division and with traincrews recruited from Britain or railway staff already serving in France, these locomotives and their crews – as

well as the countless maintenance staff and sappers who maintained the trains and the tracks – played a critical role in keeping the Western Front supplied.

## BACK TO NORMAL?

When the conflict eventually ended it was to see the railways run down to a state worse than they had ever been in before. Soldiers returning from overseas faced resentment from those who had been allocated their jobs during the war years while the parlous state of the country's economy was to have a long-lasting effect on the living standards of those who had fought, both at home and overseas.

For those who had lived through the war years Britain was never the same again as the social order which had taken many centuries to develop had been overturned by the conflict. It was much the same for those who worked on the railways, as from then on the master/servant relationship with their employer was removed forever. Indirectly it led to industrial unrest and the growing assertiveness of the organised labour movement.

Everyone knows of the sacrifices made by those who faced the conflict in France and Belgium but few know of the part which railwaymen and women played in the final victory. It is hoped that in this anniversary year we will also remember those on the railways who served. **EM**

**Supply trains became a large part of the railway's work during the First World War. On September 17 1916 a pair of Midland '3F' 0-6-0s lead a munitions train at Attenborough, Nottinghamshire.**  
National Railway Museum/Science & Society Picture Library.



# SHOW GUIDE

MAY 2014

**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.

**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.southwesthertsrms.org.uk](http://www.southwesthertsrms.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](http://www.lvmrc.co.uk)  
**Contact:** 0118 988 2035  
**Features:** Ten layouts, trade support, refreshments, parking and disabled access.

**10** **VICTORY MODEL RAILWAY CLUB 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 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](http://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, near 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.mmrq.org.uk](http://www.mmrq.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 ANNIVERSARY 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.sswwrs.org.uk](http://www.sswwrs.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](http://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 Camberton Hill, Kidderminster, Worcestershire DY10 1QH  
**Times:** 11am-4pm  
**Prices:** Free  
**Website:** [www.wyreforestmrc.com](http://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](http://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](http://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](http://swing.model-railway.org.uk)  
**Features:** 12 layouts and trade stands. In support of DIZZY – support for Diabetes.

**17** **THAMES VALLEY MODEL RAIL EXPO 2014**  
**Hosts:** Marlow, Maidenhead and District Model Railway Club  
**Location:** Knowl Hill Village Hall, The Terrace, Knowl Hill, Maidenhead, Berkshire RG10 9XB  
**Times:** 10am-5pm  
**Prices:** Adults £4, children £3, family (2+4) £10  
**Contact:** 01628 822848  
**Features:** Layouts, trade support, demonstrations, societies, refreshments and disabled access.

**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](http://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:** Auchenthrivie 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](http://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.

#### 18 GREAT YELDHAM MINI MODEL RAILWAY EXHIBITION AND TOY FAIR

**Hosts:** Braintree and Halstead Model Railway Club

**Location:** Great Yeldham Transport Museum, Toppsfield Road, Great Yeldham, Essex CO9 4HD

**Times:** 10am-4pm

**Prices:** Adults £3, children free

**Website:** [www.braintreelandhalsteadmrc.co.uk](http://www.braintreelandhalsteadmrc.co.uk)

**Contact:** 01787 474412

**Features:** Layouts, trade support, refreshments, parking and disabled access.

#### 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

**Website:** [www.firstbangormrc.co.uk](http://www.firstbangormrc.co.uk)

**Contact:** 028 9146 7891

**Features:** Layouts and trade support.

#### 24 BRIDLINGTON MODEL RAILWAY SHOW

**Hosts:** Bridlington (Area) Railway Modellers and Train Enthusiasts Society

**Location:** Christ Church Hall, Quay Road, Bridlington YO15 2AP

**Times:** 10am-4pm

**Prices:** Adults £2.50, concessions £2, children £1.50

**Contact:** 01262 603309

**Features:** Eight layouts and trade support. Parking and refreshments nearby.

#### 24 GRAVESEND MODEL RAILWAY EXHIBITION

**Hosts:** Mid Kent Model Railway Group

**Location:** Riverview Junior School, Cimba Wood, Gravesend, Kent DA12 4SD

**Times:** 10am-5pm

**Prices:** Adults £3, children £1.50, family (2+2) £7.50

**Contact:** 07595 255150

**Features:** 15 layouts, trade support, refreshments and parking. Regular buses from town centre.

#### 24/25 HAYLE SPRING MODEL RAILWAY EXHIBITION

**Hosts:** Hayle Model Railway Club

**Location:** Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE

**Times:** Sat 10am-5pm, Sun 10am-4pm

**Prices:** Adults £3.50, concessions £2.50, children £2, family (2+2) £8

**Website:** [www.haylemrcl.org.uk](http://www.haylemrcl.org.uk)

**Contact:** 01736 757910

**Features:** Layouts, trade support and refreshments.

#### 24/25 KINGSWOOD MODEL RAILWAY OPEN WEEKEND AND EXHIBITION

**Hosts:** Kingswood Model Railway Group

**Location:** Kingswood Primary School, Bushy Grove, Kingswood, Maidstone, Kent ME17 3QL

**Times:** Sat 10am-5pm, Sun 10am-4pm

**Prices:** Adults £3, children £1

**Contact:** 01622 843132

**Features:** 12 layouts and trade support.

#### 24/25 NEW FOREST MODEL RAILWAY EXHIBITION

**Hosts:** New Forest Model Railway Society

**Location:** Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY

**Times:** Sat 10am-5pm, Sun 10am-4.30pm

**Prices:** Adults £4, children £2.50, family (2+2) £10.50

**Website:** [www.nfmrs.co.uk](http://www.nfmrs.co.uk)

**Contact:** 01425 673668

**Features:** Layouts, trade stands, displays, refreshments, parking and disabled access. Venue is ten minutes walk from Brockenhurst railway station.

#### 24/25 RAILEX 2014

**Hosts:** Risborough and District Model Railway Club

**Location:** Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Buckinghamshire HP21 9PP

**Times:** Sat 10.30am-5.30pm, Sun 10am-5pm

**Prices:** Adults £8, children £5 (up to two accompanied children admitted free, Sunday only)

**Website:** [www.railex.org.uk](http://www.railex.org.uk)

**Contact:** 01296 437475

**Features:** 18 layouts, over 40 trade stands, refreshments, parking and disabled access. Free vintage bus between Aylesbury railway station and venue.

#### 25 NORTH DEVON MODEL RAILWAY SHOW

**Hosts:** Osborn's Models and Shady Lane Models

**Location:** Bideford Pannier Market, Market Street, Bideford, Devon EX39 2DL

**Times:** 10am-4pm

**Prices:** Adults £3, children £1.50, family (2+2) £7.50

**Contact:** 01237 423453

**Features:** More than 20 layouts, trade support, society stands, raffle, refreshments, parking and disabled access. 100% of proceeds will go to two local charities.

#### 31 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](http://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.

#### 31 LIONEL COLLECTORS CLUB AMERICAN TOY AND MODEL RAILWAY SHOW

**Hosts:** Lionel Collectors Club UK

**Location:** Trinity Methodist Church, Narborough Road, Leicester LE3 2RD

**Times:** 10.30am-4pm

**Prices:** Adults £2.50, children £1.50, family £5

**Contact:** 0116 233 4843

**Features:** Layouts, trade support and refreshments.

#### 31 SOUTH BENFLEET MODEL RAILWAY EXHIBITION

**Hosts:** Association of South Essex Railway Modellers

**Location:** St. Mary's Church Hall, 376 High Road, Benfleet SS7 5HL

**Times:** 10am-4pm

**Prices:** Adults £3, accompanied children free

**Contact:** 01277 225206

**Features:** Layouts, trade support and refreshments.

#### 31 SOUTHWICK MODEL RAILWAY SHOW

**Hosts:** West Wilts Gauge 'O' Group

**Location:** Southwick Village Hall, A361 Frome Road, Southwick, Trowbridge, Wiltshire BA14 9QN

**Times:** 10am-4.30pm

**Prices:** Adults £4, GOG members £3, concessions £3, children £2, family £9

**Contact:** 01380 831147

**Features:** Layouts, trade support, demonstrations and refreshments.

#### 31/1 DEMU 2014

**Hosts:** Diesel and Electric Modellers United

**Location:** Burton Town Hall, King Edward Place, Burton upon Trent, DE14 2EB

**Times:** Sat 10am-5pm, Sun 10am-4pm

**Prices:** Adults £8, DEMU members £5, children £5, family £20

**Website:** [www.demu.org.uk/showcase](http://www.demu.org.uk/showcase)

**Features:** Exclusively diesel and electric layouts, trade support, demonstrations, societies and refreshments.

#### 31/1 EXETER MODEL RAILWAY EXHIBITION

**Hosts:** Exe Model Railway Society

**Location:** Matford Livestock Centre, Marsh Barton, Exeter EX2 8FD

**Times:** Sat 10am-5.30pm, Sunday 10am-4pm

**Prices:** Adults £6.50, concessions £5.50, accompanied children free

**Website:** [www.exemrs.co.uk](http://www.exemrs.co.uk)

**Contact:** 01392 421906

**Features:** Layouts, trade stands, demonstrations, refreshments, parking and disabled access. Free shuttle bus between venue and Exeter stations on Sunday only.

#### JUNE 2014

#### 1 MODEL TRAINS IN PETERSFIELD - OPEN DAY

**Hosts:** Liphook and District Model Railway Club

**Location:** St Peters Hall, St Peters Road, Petersfield Hampshire GU31 4AA

**Times:** 10am-3pm

**Prices:** Adults £1, accompanied children free

**Contact:** 01428 741551

**Features:** Part of the club's 50th birthday celebrations, featuring club layouts, modelling demonstrations, layouts under construction and second hand table.

#### 1 SUDSBURY HOBBIES DAY

**Hosts:** Sudsbury Model Railway Club

**Location:** St Peters Church, Market Hill, Sudsbury, Suffolk CO10 2EA

**Times:** 10.30am-3.30pm

**Prices:** Free

**Website:** [www.sudsburymrc.org.uk](http://www.sudsburymrc.org.uk)

**Contact:** 01787 371758

**Features:** Displays of model railway construction, model boats, slot cars, Meccano and more.

#### 7 KETTERING AND DISTRICT MODEL RAILWAY SOCIETY OPEN DAY

**Hosts:** Kettering and District Model Railway Society

**Location:** Wren Spinney School, Westover Road, Off Gypsy Lane, Kettering, Northants NN15 7LB

**Times:** 10am-4.30pm

**Prices:** Adults £3, concessions £2, children £1

**Contact:** 0775 380 7629

**Features:** Layouts, trade stands, refreshments and a ride on layout outside (weather permitting).

#### 7/8 SHILDON MODEL RAILWAY EXHIBITION

**Hosts:** Shildon Model Railway Club

**Location:** Locomotion: The National Railway Museum at Shildon, Co Durham DL4 1PQ

**Times:** Sat 10am-5pm, Sun 10am-5pm

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**Prices:** Free  
**Website:** [www.shildonmrc.com](http://www.shildonmrc.com)  
**Features:** More than 20 layouts, trade support, refreshments, parking and disabled access.

## 7/8 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS

**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £1.50, children 75p  
**Website:** [www.bathgreenpark.co.uk](http://www.bathgreenpark.co.uk)  
**Contact:** 01984 639509  
**Features:** Come and see the popular Tamerig Central and award-winning Bath Green Park layouts in operation. In support of the West Somerset Railway's Mixed Traffic Gala.

## 14 FELIXSTOWE N GAUGE MODEL RAILWAY SHOW

**Hosts:** Felixstowe Area N Gauge Group  
**Location:** Trinity Methodist Church, Orwell Road, Felixstowe IP11 7AN  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, accompanied children free  
**Website:** [www.felixstowengauge.org.uk](http://www.felixstowengauge.org.uk)  
**Contact:** 01394 277211  
**Features:** 12 layouts, trade support, N Gauge Society shop, refreshments and disabled access.

## 14 PATCHAM (BRIGHTON) MODEL RAILWAY EXHIBITION

**Hosts:** Patcham Methodist Church  
**Location:** Methodist Church, Ladies Mile Road, Patcham, Brighton BN1 8QE  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, concessions £2, children £2  
**Website:** [www.patchammethodistchurch.co.uk](http://www.patchammethodistchurch.co.uk)  
**Contact:** 07711 024258  
**Features:** Ten layouts, trade support, society stands, refreshments, parking and disabled access.

## 14 TRAINS AT TRINITY MODEL RAILWAY EXHIBITION

**Hosts:** Trinity Methodist Church  
**Location:** Trinity Methodist Church, Shortmead Street, Biggleswade, Bedfordshire SG18 0AH  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £4, concessions £3, accompanied children free  
**Contact:** 01767 314925  
**Features:** Layouts, trade support, displays, refreshments, parking and disabled access.

## 14 TRENT VALLEY NORTH AMERICAN MODELLERS 2014 SHOW

**Hosts:** Trent Valley North American Modellers  
**Location:** Armitage with Handsacre Village Hall, Shropshire Brook Road, Armitage, Staffs WS15 4UZ  
**Times:** 10am-4pm  
**Prices:** Adults £5  
**Website:** [www.tvnam.co.uk](http://www.tvnam.co.uk)  
**Features:** 19 North American theme layouts and trade support.

## 14/15 CHATHAM SHOW 2014

**Hosts:** Chatham and District Model Railway Club  
**Location:** Medway Park Leisure Centre, Mill Road, Gillingham, Kent ME7 1HF  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £7, accompanied children under 14 free  
**Website:** [www.chathamshow.co.uk](http://www.chathamshow.co.uk)  
**Contact:** 07552 777718  
**Features:** More than 100 stands, over 25 layouts, trade support, refreshments and parking.

## 14/15 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  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £10  
**Website:** [www.gainsboroughmodelrailway.co.uk](http://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.

## 14/15 DOULTING MODEL RAILWAY EXHIBITION

**Hosts:** Shepton and District Model Railway Society  
**Location:** Doulting Village Hall, Nr Shepton Mallet, Somerset BA4 4PL  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £8  
**Contact:** 01761 232950  
**Features:** Layouts, trade support, society stands and refreshments.

## 15 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](http://www.cdsme.co.uk)  
**Features:** Train rides, model railway layout and refreshments.

## 15 MARKET HARBOROUGH MODEL RAILWAY EXHIBITION

**Hosts:** Corby and District Model Railway Society  
**Location:** Wilbarston Village Hall, Carlton Road, Wilbarston, Market Harborough LE16 8QD  
**Times:** 10am-4pm  
**Prices:** Adults £4, concessions £3, children £2, family (2+2) £10  
**Website:** [www.cdmsr.co.uk](http://www.cdmsr.co.uk)  
**Contact:** 07505 377956  
**Features:** Layouts, trade stands, demonstrations and refreshments.

## 20-22 GREAT CENTRAL RAILWAY MODEL EVENT

**Hosts:** Great Central Railway  
**Location:** GCR stations at Loughborough, Quorn, Rothley and Leicester North  
**Times:** Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £15, concessions £13, children £9, family (2+3) £34  
**Website:** [www.gcrailway.co.uk](http://www.gcrailway.co.uk)  
**Contact:** 01509 632323  
**Features:** More than 50 layouts, trade support, demonstrations, refreshments and intensive train service linking with each exhibition site including a toyfair, model railway exhibition and garden railway event. Parking available at Quorn and Woodhouse.

## 21 GLOUCESTER MODEL RAILWAY SHOW

**Hosts:** Hucclecote Methodist Church  
**Location:** Hucclecote Methodist Church, Carisbrooke Road, Gloucester GL3 3QP  
**Times:** 10am-5pm  
**Prices:** Adults £3, concessions £2, children £1.50  
**Contact:** 01452 770447  
**Features:** Ten layouts, trade support, refreshments, disabled access and free parking.

## 21 HADLEIGH MODEL RAILWAY EXHIBITION

**Hosts:** Local Modellers Club  
**Location:** Hadleigh Methodist Church, Chapel Lane, Hadleigh, Benfleet, Essex SS7 2PQ  
**Times:** 10am-4pm  
**Prices:** Adults £3, children £1  
**Contact:** 01702 551786  
**Features:** Eight layouts, trade support, refreshments, parking and disabled access.

## 21 PLYMOUTH MODEL RAILWAY EXHIBITION

**Hosts:** Plymouth and District Model Railway Club  
**Location:** Abbey Hall, Catherine Street, Plymouth PL1 2AD  
**Times:** 10am-4pm  
**Prices:** Adults £3, children £1.50, family (2+2) £8  
**Website:** [www.plymouthmrc.co.uk](http://www.plymouthmrc.co.uk)  
**Contact:** 07896 251196  
**Features:** Layouts, trade support, refreshments and disabled access.

## 21 THAMESIDERS MODEL RAILWAY GROUP OPEN DAY

**Hosts:** Thamesiders Model Railway Group  
**Location:** Whitegates Farm, Frating Hill (A133), Frating, Colchester, Essex CO7 7DG  
**Times:** 10am-4.30pm  
**Prices:** Free  
**Website:** [www.thamesidersmrg.org.uk](http://www.thamesidersmrg.org.uk)  
**Contact:** 01206 827368  
**Features:** Club layouts, demonstrations and trade support.

## 21/22 MERE MODEL RAILWAY EXHIBITION

**Hosts:** Mere and District Railway Modellers  
**Location:** Mere Lecture Hall, Salisbury Street, Mere, Wiltshire BA12 6HA  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** Adults £4, accompanied children under 11 free  
**Contact:** 01747 861977  
**Features:** Layouts, trade support, refreshments, disabled access and parking nearby.

## 28 BRAINTREE MODEL RAILWAY EXHIBITION

**Hosts:** Braintree and Halstead Model Railway Club  
**Location:** Bocking Arts Theatre, Bocking End, Braintree, Essex CM7 9AE  
**Times:** 10am-4pm  
**Prices:** Adults £4, concessions £3, children £2, family (2+2) £10  
**Website:** [www.braintreeandhalsteadmrc.co.uk](http://www.braintreeandhalsteadmrc.co.uk)  
**Features:** 14 layouts, trade support, demonstrations and refreshments.

## 28 ENFIELD TOWN MODEL RAILWAY EXHIBITION

**Hosts:** Enfield Town Model Railway Club  
**Location:** St Paul's Centre, Enfield Town, EN2 6PR  
**Times:** 10.30am-5pm  
**Prices:** Adults £3, accompanied children free  
**Website:** [www.enfield-town-mrc.org.uk](http://www.enfield-town-mrc.org.uk)  
**Contact:** 01992 639361  
**Features:** Layouts, trade stands and refreshments.

## 28 IPSWICH TRANSPORT AND MODEL FESTIVAL

**Hosts:** Ipswich Railway Modellers Association and Ipswich Transport Museum  
**Location:** Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD  
**Times:** 10am-4pm  
**Prices:** Adults £9.50, accompanied children £1  
**Website:** [www.irma.org.uk](http://www.irma.org.uk)  
**Contact:** 01473 251017  
**Features:** 10 layouts, trade support, refreshments and free vintage bus service linking with other exhibition sites.

## 28/29 CARSHALTON MODEL RAILWAY WEEKEND

**Hosts:** Honeywood Museum in collaboration with local model railway clubs  
**Location:** Honeywood Museum, Honeywood Walk, Carshalton, Surrey SM5 3NX  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Free  
**Website:** [www.friendsofhoneywood.co.uk](http://www.friendsofhoneywood.co.uk)  
**Contact:** 020 8770 4297  
**Features:** Seven layouts, themed crafts for children, refreshments and disabled access.

## 28/29 PENNINE MODEL RAILWAY SOCIETY SHOW

**Hosts:** Pennine MRS  
**Location:** Saddleworth Museum, High Street, Uppermill, Saddleworth, Yorkshire OL3 6HS  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Adults £2.50, children free  
**Contact:** 07824 999774  
**Features:** Layouts, trade support and refreshments.

## 28/29 PERTH MODEL RAILWAY EXHIBITION

**Hosts:** Perth and District Model Railway Club  
**Location:** Dewars Centre, Glover Street, Perth PH2 0TH  
**Times:** Sat 10am-5.30pm, Sun 10am-5pm  
**Prices:** Adults £6, concessions £5, children £3, family (2+2) £15  
**Website:** [www.perthmrc.com](http://www.perthmrc.com)  
**Contact:** 07588 754959  
**Features:** 45 layouts, trade support, DCC seminars, demonstrations, specialist societies, refreshments and disabled access.

## 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](mailto:hornbymagazine@keypublishing.com) Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

# 5701 Selling your model railways?

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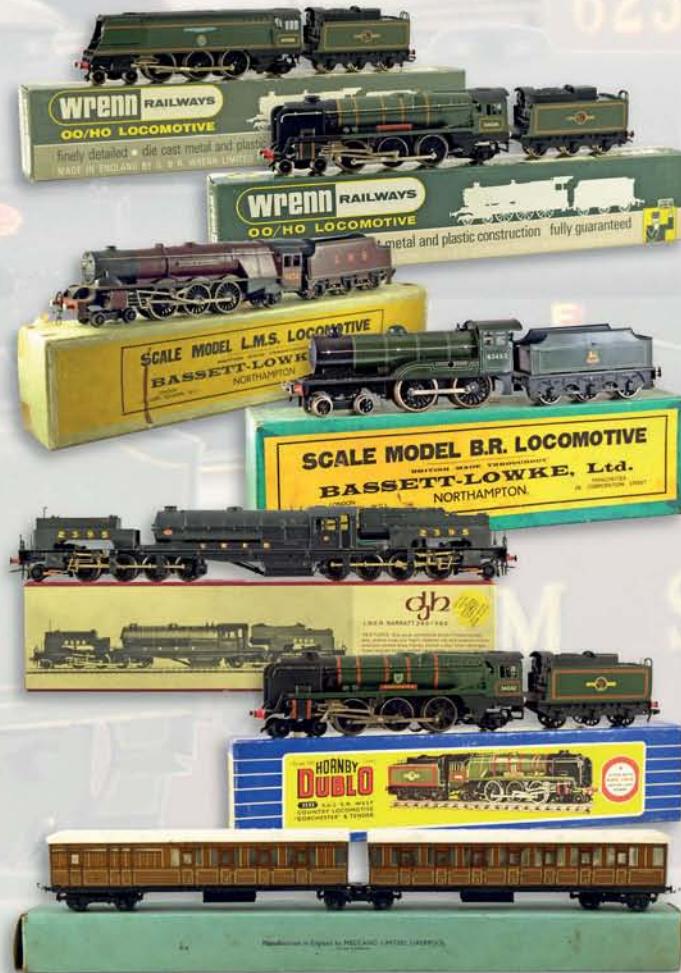
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4D-006-002 73124 in BR blue with full yellow ends  
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4S-018-003 88 in Southern Railway green  
4S-018-004 30082 in BR black with early emblem  
4S-018-005 30096 in BR black with late crest

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2S-022-001 1715 in North Eastern Railway green  
2S-022-002 8286 in LNER green  
2S-022-003 68677 in BR black with early emblem  
2S-022-004 69023 in BR black with late crest

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2S-019-003 6809 'Burchiere Grange' BR lined black early emblem  
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3903 02/2 in BR black with late crest  
3904 02/2 in BR black with early emblem - weathered £156  
3910 02/2 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  
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31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) £112.88  
31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) £127.76  
31-933 Class 1000 Midland Compound 4-4-0 41157 BR lined black late crest (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

31-127 Class 3000 GWR ROD 2-8-0 3023 in BR black early emblem (Bac) £104



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

R3006X Class 3800 2-8-0 3864 BR weathered black early emblem. DCC Fitted (Hor) £120



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

32-233 Class 3F Fowler Jinty 0-6-0 tank 23 in S&DJR Blue (Bac) £62.01



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 Fowle 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



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

31-217DC Class 6P Patriot 4-6-0 45535 'Sir Herbert Walker K.C.B.' in BR green early crest (Hor) £123

31-217X Class 6P Patriot 4-6-0 45535 'Sir Herbert Walker K.C.B.' in BR green early crest. DCC fitted (Hor) £126



31-013 Class 7F S&DJR 2-8-0 53808 in BR black late crest & Deeley tender (Bac) £110.46



R3168 Class 8P 4-6-2 71000 'Duke Of Gloucester' in BR green late crest (Railroad range) (Hor) £79



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) £150.60 **BARGAIN** £92

R3060 Class A1 4-6-2 60163 'Tornado' in British Railways Apple Green (Railroad Range) (Hor) £116



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' in BR lined green late crest and double chimney & multi-valve regulator (Bac) (list £149.95) **BARGAIN** £99

31-529 Class A2 4-6-2 60544 'Irish Elegance' in BR lined green early emblem (Bac) (list £149.95) **BARGAIN** £92

31-965 Class A4 4-6-2 60021 'Wild Swan' in BR lined green early emblem (Bac) (list £129.40) **BARGAIN** £92



31-979 Standard Class 3MT tank 82001 in BR lined black early emblem (Bac) (list £172.40) **BARGAIN** £74.42



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £102.95) **BARGAIN** £66

32-369 Standard Class 4MT 2-6-0 tank 80121 BR lined black late crest (Bac) (list £123.40) **BARGAIN** £84.96



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £121.30) **BARGAIN** £72

32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £123) **BARGAIN** £79

## Train packs



R3133 East Coast 'Flying Scotsman' Train Pack Class 91 electric loco, DVT & 2 Mk4 coaches (Hor) £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



R2955 Virgin Charter Relief Train Pack Class 90 90029 EWS & DVT 82126 in 'Pretendolino' (Hor) (list £153.25) **BARGAIN** £96

## Diesel locos



10001HAP 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) **BARGAIN** £59



R3049 Class 08 0-6-0 Diesel Shunter 08417 in Serco livery (Hor) £77

1405 Class 14 'Teddy Bear' (ex British Rail) Blue Circle Cement (ex D9526) (Weathered). (Hor) (list £115) **BARGAIN** £75

1407 Class 14 'Teddy Bear' 14701 Loadhaul Livery. Ltd Ed of 200 certificate. (Hor) £115



1406 Class 14 'Teddy Bear' British Steel '45' (ex British Rail) Green (Weathered) wasp ends (Hor) (list £115) **BARGAIN** £75

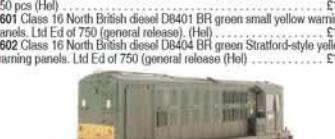
1408 Class 14 'Teddy Bear' D9535 BR Green (weathered) (Hor) £89

1403 Class 14 'Teddy Bear' D9521 BR Green (pristine) (Hor) £89

1600 Class 16 North British diesel D8400 BR green (weathered) (Hor) £115

1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hor) £107

1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hor) £107



1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hor) £115

1603 Class 16 North British diesel D8407 BR green with full yellow ends. (Hor) £115

1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hor) £107

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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 20001 in GBRf (Bac) .....	£72.21
4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) .....	£103
4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) .....	£103
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) .....	£104



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) .....	£72
2320 Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) .....	£79



32-431DC Class 24 24077 in BR blue indicator discs. DCC On Board (Bac) .....	£76.46
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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
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 D5709 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
2808 Class 28 Co-Bo Diesel D5714 Full BR Green and 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) (Hel) (list £64.99) BARGAIN .....	£57
R2963 Class 314 31439 diesel in Regional Railways "North Yorkshire Moors Railway" DCC Ready. (Hel) .....	£109
3494 Class 330 diesel 33030 Railfreight Construction Sector triple grey (Hel) .....	£95



3432 Class 330 diesel 33059 in BR blue full yellow ends (Hel) .....	£95
3431 Class 330 diesel 6544 in BR blue full yellow ends (Hel) .....	£95
3430 Class 330 diesel D6505 in BR blue full yellow ends (Hel) .....	£95

32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) .....	£97.71
32-736 Class 66 diesel 66846 in Colas Rail (Bac) .....	£86.45

32-736 Class 66 diesel 66846 in Colas Rail (Bac) .....	£86.45
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3413 Class 33/0 diesel D6530 in BR green experimental yellow panels rounded top corners (Hel) .....	£95
3414 Class 33/0 diesel D6570 BR green full yellow ends and BR coach roundels (Hel) .....	£95
V2110 Class 37 diesel 37428 InterCity Mainline "Y Lein Fach Vale of Rheidol" (Vi) .....	£70
32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) .....	£83.90
32-480DS Class 40 D211 "Maunselia" in BR green indicator discs. DCC Sound on board (Bac) .....	£208
<b>NEW</b>	
32-481 Class 40 D369 in BR green centre head code (Bac) .....	£81.56
4748 Class 47 Un-numbered BR green full yellow ends (Hel) (list £89) BARGAIN .....	£60
4746 Class 47 un-numbered BR green small yellow panels (Hel) (list £89) BARGAIN .....	£60
<b>BARGAIN</b>	
4746 Class 47 un-numbered BR green small yellow panels (Hel) (list £89) BARGAIN .....	£60
31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) BARGAIN .....	£78
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £112.45) BARGAIN .....	£80
<b>Electric locos</b>	
31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) BARGAIN .....	£78
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £112.45) BARGAIN .....	£80
<b>DMUs</b>	
R3149 Class 92 Co-Co electric loco in DB Schenker (Hor) .....	£62
R3135 Class 92 electric loco 92032 in GBRf (Hor) .....	£62
<b>DMUs</b>	
R3047 Class 101 2 Car DMU in Strathclyde PTE orange (Hor) .....	£88
<b>EMUs</b>	
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
<b>EMUs</b>	
R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor) .....	£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
<b>EMUs</b>	
R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) .....	£99
<b>EMUs</b>	
31-326A Class 105 2 Car Cravens DMU in BR blue full yellow ends (On Board). (Bac) (list £129.95) BARGAIN .....	£79
31-325 Class 105 2 Car Cravens DMU in BR blue full yellow ends. Norwich Lowestoft (Bac) (list £14.95) BARGAIN .....	£70
31-327 Class 105 2 Car Cravens DMU in BR green full yellow ends. Norwich/Marina (Bac) (list £110.55) BARGAIN .....	£79
<b>BARGAIN</b>	
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
32-903 Class 108 2 car DMU in BR Greater Manchester PTE white & blue. (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
<b>BARGAIN</b>	
31-326A Class 105 2 Car Cravens DMU in BR blue full yellow ends (On Board). (Bac) (list £129.95) BARGAIN .....	£79
31-325 Class 105 2 Car Cravens DMU in BR blue full yellow ends. Norwich Lowestoft (Bac) (list £14.95) BARGAIN .....	£70
31-327 Class 105 2 Car Cravens DMU in BR green full yellow ends. Norwich/Marina (Bac) (list £110.55) BARGAIN .....	£79
<b>BARGAIN</b>	
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
32-903 Class 108 2 car DMU in BR Greater Manchester PTE white & blue. (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
<b>BARGAIN</b>	
31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £119.50) BARGAIN .....	£69
<b>BARGAIN</b>	
31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £119.50) BARGAIN .....	£69
<b>BARGAIN</b>	
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) .....	£66
31-265 Class 419 Motor Luggage Van (MLV) BR Southern Region green (Bac) .....	£66
31-266 Class 419 Motor Luggage Van (MLV) BR Southern Region green yellow panel (Bac) .....	£66
<b>BARGAIN</b>	
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) .....	£66
31-265 Class 419 Motor Luggage Van (MLV) BR Southern Region green (Bac) .....	£66
31-266 Class 419 Motor Luggage Van (MLV) BR Southern Region green yellow panel (Bac) .....	£66
<b>BARGAIN</b>	
2946 Class 423 VEP 4 car EMU in BR Blue (Hor) (list £180.99) BARGAIN .....	£118
<b>BARGAIN</b>	
R2988 Class 5BEL Pullman Brighton Belle 1967 2 Car Pack (2 x Drive MTR. Brake 3rd) (Hor) (list £184.49) BARGAIN £100	£100
<b>BARGAIN</b>	

Hat=Hatton's, Hel=Heijan, Hor=Hornby, Mur=Murphy Models, Nor=Northcord, Oxf=Oxford Diecast, Pec=Peco, Pro=Proses, Tra=Train Save/Tech/Tronics, Vi=Vi Trains, Woo=Woodland Scenics

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Network Rail blue/grey. Pristine (Dap) £100

£100

B859NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (Bac) £118

Network Rail yellow new running number. Pristine (Dap) £118

£118

B859RTBG2 MRA side-tipping ballast train, 5 car unit & generator vehicle. Railtrack blue/grey. Pristine (Dap) £89

Railtrack blue/grey. Pristine (Dap) £89

£89

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56

blue (Dap) £56

£56

B800BRBlue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR blue (Dap) £52

BR blue (Dap) £52

£52

B800BRGreen Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR green (Dap) £52

BR green (Dap) £52

£52

31-575 Windhoff MPV Multi-Purpose master and slave units in Network Rail 'Bac' £114

Network Rail 'Bac' £114

£114

31-577A Windhoff MPV Multi-Purpose master and slave units in Railtrack - weathered (Bac) £126.61

Railtrack - weathered (Bac) £126.61

£126.61

## Track cleaning fluid

B805 100ml of track cleaning fluid for the B8000 Track cleaner (Dap) £7

£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

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Orders received after this date for products that have increased in price will be given a refund

**NEW**



R6615 27 Ton Tipper "Stewart's & Lloyds" (Hor) **NEW** £.58  
R6616 27 Ton Tipper British Steel Corporation (Hor) £.58  
37-900C 3 plank wagon in BR bauxite BD container in BR crimson (Bac) £.27  
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) £.18.18  
38-041B 31 Tonne OGA open wagon in Railfreight (Bac) £.16  
38-041B Pack of 4 (Bac) (list £77.80) **BARGAIN** £.60  
38-041B Megapack of 8 (Bac) (list £155.60) **BARGAIN** £.74

**NEW**



4F-052-015 5 plank wagon 9' wheebase "Alfred Jukes" (Dap) **NEW**

4F-052-016 5 plank wagon 9' wheebase "Alfred Jukes" - weathered (Dap) £.99  
4F-052-016 5 plank wagon 9' wheebase "Alfred Jukes" - weathered (Dap) **BARGAIN** £.10  
37-036 5 plank wagon steel floor in Tarbitumac (Bac) £.77  
37-036 Pack of 4 (Bac) (list £37.60) **BARGAIN** £.77  
37-061C 5 plank wagon wooden floor in BR grey (Bac) £.84.22  
4F-031-003 6 wheel milk tanker "Ungate Dairies" (ex-B1009) (Dap) £.11  
4F-031-019 6 wheel milk tanker "United Dairies" (Dap) £.11

**BARGAIN**

5107 Cargowagon IPE/GE557 bogie flat 4747 028 in weathered Cargowagon (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) £.92



4100 Dogfish ballast wagons - Civil Engineers "Dutch". Lightly weathered, unloaded - Pack of 4 (Hel) (list £69) **BARGAIN** £.39

4088 Dogfish ballast wagons in sectorisation engineers liveries (3 Dutch and 1 Loadhaul) - Pack of 4 (Hel) (list £59) **BARGAIN** £.37

**BARGAIN**



38-347 FNA nuclear flask wagon sloping floor & oval buffers in standard Buff. (Bac) (list £26.95) **BARGAIN** £.19

4F-014-003 Fruil D van W2010 in BR maroon (Dap) £.14  
R6366 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) £.12  
4F-060-007 Grampus wagon DB990488 in BR black (Dap) £.12  
4F-013-105 Gunpowder wagon of "Blue Circle" - weathered (Dap) £.10

**BARGAIN**

37-097 Pack of 3 7 plank 'Coal trader' BR (P numbered) wagons - weathered (Bac) £.27.16

37-098 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-099 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-100 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

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37-101 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-102 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

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37-103 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-104 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-105 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-106 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-107 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-108 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-109 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-110 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-111 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-112 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-113 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-114 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-115 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-116 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-117 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-118 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-119 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-120 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-121 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-122 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-123 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-124 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-125 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-126 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-127 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-128 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-129 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-130 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-131 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-132 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-133 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-134 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-135 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-136 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-137 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-138 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-139 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-140 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-141 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-142 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-143 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-144 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-145 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-146 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-147 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-148 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-149 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-150 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-151 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-152 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-153 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-154 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-155 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-156 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

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**BARGAIN**

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**BARGAIN**

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**BARGAIN**

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**BARGAIN**

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**BARGAIN**

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37-198 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37-199 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

37-200 Pack of 3 7 plank 'Coal trader' private owner wagons - weathered (Bac) £.25.88

**BARGAIN**

37

# 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



## Spares

WheelsDisc Disc wheels - Pack of 20 (Dap)	£8.50
SL-111 Finescale insulated rail joiners/insulators (Code 70, 75 & 83) for OO, HO & 00 gauge - Pack of 12 (Pec)	£2.30
SL-111 Insulated rail joiners/insulators (for OO, HO & 00 gauge code 100 rails) Ind. Hornby, Peco & Peco Streamline - Pack of 12 (Pec)	£2
SL-10 Metal rail joiners/insulators (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & 00 gauge - Pack of 24 (Pec).	£2
R6212 Spare rollers for rolling road (for use R6211) (Hor)	£16



TT4561 Tidy Track Roto Wheel Cleaner OO/HO

Gauge (Woo) ..... £21.75

B803 Track cleaner (B800) accessory pack (Dap) ..... £9

## Wheel sets

R6218 14.1mm coach wheels (pack of 10) (Hor)	£5
R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor)	£5
36-033 Brass turned wagon disc wheels on 10 metal axles - Pack of 20 (Bac)	£9
36-034 Brass turned wagon disc wheels on 10 metal axles - Pack of 20 (Bac)	£9
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor) ..... £6.50	

R6055A Pair of BR Mk1 coach bogies. Identical to 36-005 (Bac) ..... £4

## Man-made scenic structure - railway-related

44-152 2 straight platforms - Great Central style (122 x 165 x 20mm) (Bac)	£12
R682 Buffer Stop (Hor)	£1.49
R683 Box of 6 (Hor)	£8
R536 Double track level crossing (Hor)	£16



R070 Electrically Operated Turntable (Hor) ..... £59

44-186 Great Central Water Tower (96 x 40 x 74mm) (Bac) ..... £23.76



44-195 Grounded Carriage (134 x 40 x 43mm) (Bac) ..... £20.36

BF-HO-02 HO/00 Scale Buffer Stop Lights - DC, DCC, Wired (Pro) ..... £9

SL-43 Loo Unit and storage unit (Pec) ..... £11

44-192 Platform Buffet (100 x 40 x 55mm) (Bac) ..... £25.46

KL-62 Platform Edging, Concrete Type (Pec) ..... £4.60



O0503 Platform footbridge kit (Anc) ..... £19

R6503 Platform No.3 - Single sided straight x 2 - Skaledale (Hor) ..... £9

R464 Platform Planter (Hor) ..... £3.50

SL-49 Rail built buffer stop (Pec) ..... £1.40

44-548 Station Signage Set (15 x 5 x 48mm) (Bac) ..... £4.21

R6814 Straight Platform x 2 - Skaledale (Hor) ..... £9

44-071 Wagon Loading Tower (172 x 90 x 20mm) (Bac) ..... £34

## Signs

ECKB228 2 light signal red/green standard square head (Ber)	£16
TT112 3 aspect red/yellow/green signal feather left (Tra)	£25
D56 One Touch DCC Signal Dual Home (R/G) (Tra)	£32
DS1 One Touch DCC Signal Home (R/G) (Tra)	£22
4L-002-001 Signal - Motorised, LMS home (00SIGN1) (Dap) ..... £22	
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (00SIGN1) (Dap) ..... £22	
4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant (ex-00SIGN4) (Dap) ..... £22	



## Buildings - general

44-134 1930's Semi Detached Houses (140 x70 x 110mm) (Bac) ..... £33.96

44-135 1970's Detached House (105 x 85 x 80mm) (Bac) ..... £21.21

R8788 Compromised Nissen Hut - Skaledale "Rural" range (Hor) ..... £8

R8701 County police station - Skaledale (Hor) ..... £19

44-223 Low Relief 3 storey Stoboles/Dockers (100 x 28 x 140mm) (Bac) ..... £18.66

44-239 Low Relief 3/4 View Church (140 x 80 x 125mm) (Bac) ..... £33.96

44-235 Low Relief British Transport Police Station (74 x 30 x 90mm) (Bac) ..... £16.96



44-227 Low Relief Rear of Victorian Tenements (204 x 56 x 160mm) (Bac) ..... £42.46

R8722 Modern Terraced House (Hor) ..... £10



44-094 Modern Town house under construction (Bac) (list £49.95) ..... BARGAIN £24

44-157 London Wagon & Horse Pub (230 x 95 x 100mm) (Bac) ..... £40.36

44-193 Prefabricated House (124 x 81 x 35mm) (Bac) ..... £20.36

44-104 Red Brick Hay Barn (197 x 107 x 100mm) (Bac) ..... £35

44-191 Red Star Parasols Office (108 x 40 x 40mm) (Bac) ..... £20.36

R6621 Terrace house (left hand) - Skaledale (Hor) ..... £12



R8622 Terrace house (right hand) - Skaledale (Hor) ..... £12

44-148 Tyre and Exhaust "Auto Centre" (150 x 105 x 70mm) (Bac) ..... £33.96

## Man-made scenic structure - non-railway

44-517 Brute trolleys (pack of 4) (Bac) ..... £8

OOFB Chainlink Security Fence Barbed Wire Top Kit (240 x 25mm) (Ano) ..... £12

LK-45 Flexible field fencing. Approx 1060mm (42in). 5 pieces (Pec) ..... £2.50



BARGAIN

44-512 Snack Bar (Bac) (list £14.95) ..... BARGAIN £6.95

GM375 Tarmac road 68mm wide (1m) (Gau) ..... £6.95

## Bridges, Tunnels & Walls

R660 Elevated sidewalk (Hor) ..... £19

R674 Foot Bridge (Hor) ..... £14

R608 Grand suspension bridge (Hor) ..... £9

R751 Hapley Footbridge (Hor) ..... £25

44-228 Low Relief Double Track Tunnel Portal (175 x 10 x 94mm) (Bac) ..... £13.60

R8641 Platform footbridge - Skaledale "Bellside" range (Hor) ..... £2.22



Trees

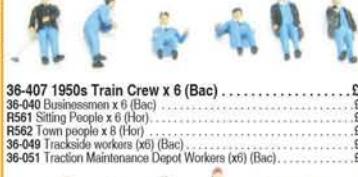


GM128 Trees - 10 x Spring tree assortment - OO & HO gauge (Gau) ..... £8.50

## 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

36-040 Businessmen x 6 (Bac) ..... £6

R562 Town people x 8 (Hor) ..... £5

36-048 Trackside workers (x6) (Bac) ..... £6

36-051 Tradition Maintenance Depot Workers (x6) (Bac) ..... £6

36-401 Trainspotters/rail-enthusiasts (x6) (Bac) ..... £6

## Track - Code 100 Setrack

ST-273 Power clip (Pec) ..... £2

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 Settrack double straight (Pec) ..... £17.5

ST-250 Settrack medium diamond crossing insulfrog (Pec) ..... £8

ST-226 Settrack No 2 radius double curve (Pec) ..... £2

ST-227 Settrack No 2 radius half curve (Pec) ..... £1.10

ST-241 Settrack No 2 radius left handed point insulfrog (Pec) ..... £7.50

ST-225 Settrack No 2 radius standard curve (Pec) ..... £1.50

ST-231 Settrack No 3 radius double curve (Pec) ..... £2.25

ST-224 Settrack No 4 radius standard curve No "double" version produced to use 16 to form a circle (Pec) ..... £1.9

ST-204 Settrack Quad Straight (Pec) ..... £3

ST-202 Settrack short straight (Pec) ..... £1.20

ST-200 Settrack standard straight (Pec) ..... £1.20

ST-268 Settrack straight level crossing (Pec) ..... £6.50

## Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100

Wooden-sleeper nickel silver flexible track (Pec) ..... £2.80

SL-100 Single (Pec) ..... £2.80

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) ..... £2.75

SL-102 Pack of 25 (Pec) ..... £62

SL-99 3 way medium radius point electrofrog (Pec) ..... £22

SL-99 3 way medium radius point insulfrog (Pec) ..... £22

SL-89 Left hand large point insulfrog (Pec) ..... £22

SL-89 Left hand large point electrofrog (Pec) ..... £22

SL-89 Left hand small point (Pec) ..... £10.50

SL-89 Short crossing insulfrog (Pec) ..... £8

SL-89 Single slip insulfrog (Pec) ..... £5

SL-89 Small Y point (Pec) ..... £5

SL-89 Small Y point electrofrog (Pec) ..... £5

SL-89 Small Y point insulfrog (Pec) ..... £5

SL-89 Small Y point (Pec) ..... £5

SL-89 Small Y point electrofrog (Pec) ..... £5

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SL-89 Small Y point insulfrog (Pec) ..... £5

SL-89 Small Y point (Pec) .....

For British Outline

For All Products

ES-07 Scania Omnideka d/deck bus (corrected batch) Brighton & Hove (Bri) (list £33) **BARGAIN** £9  
OM467018 Wright Eclipse 2, Wiltshire and Dorset, M1 Castlepoint dual destination (Cor) £28  
OM46701A Wright Eclipse 2, Wiltshire and Dorset, M2 Southbourne dual destination (Cor) £28



**BARGAIN**

OM46008A Wright Solar "Reading Transport" - "37 - Overdown Road" (Cor) (list £27.99) **BARGAIN** £20  
27628 Wright Volvo Renown "Reading Transport" (EFE) £24

**Cars**

CR5003 3 piece Mini Collection - Speedwell blue, Radford Wicker Mini & Metro Carlo Rally Mini (Cor) (list £11.99) **BARGAIN** £7  
76SET14 5 piece Jaguar Collection - E-type XK120, M7 Series 2 & SS (Cor) £16

**NEW**



76ASH004 Armstrong Siddeley Hurricane in Black (Oxf) **NEW** £4.50  
76ASL001 Armstrong Siddeley in Black (Oxf) **NEW** £4.50  
76BM003 Bentley Mulsanne in Moonbeam (Oxf) **NEW** £4.50  
76CD501 Citroen DS19 (1970s) in Sherwood green Daffodil roof (Oxf) £4  
76FF001 Ford Fiesta Mk1 in Venetian red (Oxf)

**NEW**



76MINGT001 Mini 1275GT Reynard in orange (Oxf) **NEW** £4  
76MMT008 Morris Minor Traveller in Almond green (Oxf) **NEW** £4.45

**Commercial vehicles**

L14 2 forklift trucks - 1 red, 1 yellow (Bas) £7  
DA70 AEC Mammoth Major dropside tipper "BRS North Derbyshire Group" (circa 1951-1961) (Bas) £8.99

**NEW**



38801 AEC MkIII 3-axle Dropside "B.R.S Derbyshire Group" (EFE) **NEW** £22  
DA71 AEC Monarch Artic low loader "Thomas Neill & Son" (circa 1937-1947) (Bas) £8.99  
13502 Atkinson 4-axle Tanker "Bulwark" (EFE) £22  
76ATK001 Atkinson Borderer Flatbed trailer "Poltrock" (Oxf) £12  
76AK016 Atkinson 3-way from "British Rail" (Oxf) £4  
76BD003 Bedford OW Luton "United Omnibus" (Oxf) £8.95

**NEW**



76BD006 Bedford OY Dropside BRS (Oxf) **NEW** £9  
22913 Bedford TK box van "Ever Ready" (EFE) £22  
24107 Bedford TK Dropside "Crossville N.B.C." (EFE) £22  
36304 Bedford TK Short Dropside "Russell of Bathgate" (EFE) £10  
76ATK001 BRS Atkins 8-wheel Flatbed lorry (Oxf) £10  
76CATB004CC Coca Cola T Cab Box trailer (Oxf) £19

**NEW**



76RDH001 Daimler Hearse in Black (Oxf) **NEW** £4.50  
A011 Daimler Parrot Nose Tiptop dark blue/black (circa 1955-1965) (Bas) £7.49  
A011A Dodge Parrot Nose Tiptop in midblack (circa 1955-1965) (Bas) £7.49  
DA20 Dodge Kew artic & empty pallet load "BRS - Guillotine" (Bas) (list £9.99) **NEW** £7  
76SCA002 Eddie Stobart Scania Horsebox (Oxf) £15  
E52004 Emergency Set Bedford CA van (Fire) Morris LD Van (Police) (Cor) £10  
Ford Transit (Ambulance) and Morris 1000 van (Police) (Cor) **BARGAIN** £9  
76FT006 Ford Transit high top LWB in plain white (Oxf) £4  
76FT005 Ford Transit high top LWB "Network Rail" (Oxf) £4  
76FT002 Ford Transit van low top "Royal Mail" (Oxf) £4  
76FW001 Foden B6 road lorry "Atlas Norman E Box" (Oxf) £13  
DA69 Karrier Bantam flatbed coal & coke load "S.B.Tawn & Son Solid Fuels" (circa 1964-1974) (Bas) £9.99  
A009B Karrier Bantam Refuse Truck "Cleansing Department" in dark blue (circa 1954-1964) (Bas) £7.49

**NEW**



76KRS002 Konecranes Reach Stacker (for freight containers) "W.H Malcolm" Fully possible (Oxf) £20

76KRS001 Konecranes Reach Stacker (for freight containers) in Konecranes blue, Fully possible (Oxf) £17

76LAN2001 Land Rover Series II "Bull" Rail (Oxf) £4

DA47 Leyland Pioneer Artic Van "BRS Avon" (circa 1956-1966) (Bas) £8

DA56 Leyland Pioneer flatbed & trailer "British Railways" (circa 1950-1960) (Bas) £8

DA36 Leyland FG flatbed "M.G. Williams - Coal Merchant" load of 8 coke sacks (circa 1965 - 1975) (Bas) £8.99

DA28 Leyland FG Van - Morris Prido bread (Bas) (list £1.99) **BARGAIN** £4.50

DA65 Leyland Flatbed & Drawbar Trailer "Jacob's Biscuits" (circa 1950-1960) (Bas) £16

DA27 Leyland Mastiff Low loader forklift "Pickfords" (Bas) (list £1.99) **BARGAIN** £9.50

76BMC005 Mobile Training Unit/car transporter "BMC" in blue (Oxf) £10

DG225005 Ruston Bucyrus 19 - Crane NEW TOOLING (Cor) £16

DG225007 Ruston Bucyrus 19 face shovel in Southern railways green (Cor) £17

76SC110001 Scania 110 Flatbed "BRS" (Oxf) £13

76SHL01TK Scania Cab BP Tanker (Oxf) £20



76KRS002 Konecranes Reach Stacker (for freight containers) "W.H Malcolm" Fully possible (Oxf) £20

76KRS001 Konecranes Reach Stacker (for freight containers) in Konecranes blue, Fully possible (Oxf) £17

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DG225005 Ruston Bucyrus 19 - Crane NEW TOOLING (Cor) £16

DG225007 Ruston Bucyrus 19 face shovel in Southern railways green (Cor) £17

76SC110001 Scania 110 Flatbed "BRS" (Oxf) £13

76SHL01TK Scania Cab BP Tanker (Oxf) £20

For British Outline

For All Products



£18

76SHL03TK Scania Highline Petrol Tanker "Eddie Stobart" (Oxf) .....

76SHL03TK Scania Highline Petrol Tanker "Eddie Stobart" (Oxf) .....

76SHL03TK Scania Highline Petrol Tanker "Eddie Stobart" (Oxf) .....

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374-000-101 Collett 2nd class coach W1117 in BR maroon/crimson (Dap) £17

374-200-200 Collett coach W6549 in BR maroon/crimson (Dap) £17

374-000-001 Collett composite coach W7016 in BR maroon/crimson (Dap) £17

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374-845 Stanier Vestibule First Corridor LMS Crimson Lake (Gra) (list £20.95) BARGAIN £12

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374-271B Mk1 57ft suburban second compartment in maroon (Gra) £15.18

374-161 Mk1 first corridor in maroon (Gra) £16.75

374-832 Stanier 1st class brake BR maroon M5082M (Gra) (list £19.75) BARGAIN £13

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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-E388F 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-E396F Finescale left hand medium point electrofrog (Pec) £8.50  
SL-E392F Finescale left hand small point electrofrog (Pec) £8  
SL-E394F Finescale long crossing electrofrog (Pec) £10



**SL-E388F Finescale right hand large point electrofrog (Pec)** £9.50  
SL-E395F Finescale right hand medium point electrofrog (Pec) £8.50  
SL-E391F Finescale right hand small point electrofrog (Pec) £8  
SL-E383F Finescale scissors crossover electrofrog (Pec) £9.50  
SL-E380F Finescale single slip electrofrog (Pec) £9.50  
SL-E397F Finescale Y point electrofrog (Pec) £10

**Track & Points**

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

**Cars**



**NMM001 Austin Mini in Tartan Red Union Jack roof (Oxf)** £3  
TOOLING (Cor) NEW

**Commercial vehicles**

NPB002 Bedford Pantechnicon "Picksford" (Oxf) £4



**NPB001 Commer PB Postbus Royal Mail (Oxf)** NEW £4  
NFT005 Ford Transit Ford Transit Network Hall (Oxf) NEW £4.45

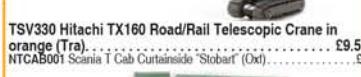
**Commercial vehicles**

43AT003 AFS Low Loader Taxi (Oxf) £17

**VA13500 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
VA12708 Peugeot 205, Rallye (UK) in Express yellow (Cor) NEW £20

**Commercial vehicles**

43AT003 AFS Low Loader Taxi (Oxf) £17



**TSV330 Hitachi TX160 Road/Rail Telescopic Crane in orange (Tra)** £9.50  
NTCAB001 Scania 1 Cab Curtainside "Stobart" (Oxf) £9



**NSCA001 Scania Topline Curtainside "Stobart" (Oxf)** £9

**1:72 Scale**

**Aircraft - civil**

72DR001 De Havilland Dragon Rapide Biplane - British European Airways (Oxf) £2.70  
72PM001 De Havilland Puss Moth single-wing Amy Johnson 'Jason II' G-AAZV (Oxf) £2.40

**O Gauge**

**Steam locos**



**91401 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac)** £20.50

**91401 Thomas the Tank Engine (with moving eyes) (Thomas the Tank range) (Bac)** £10.99

**Track & Points**

A11060 12 pieces of 2 foot Euro straight track (Air) (list £217) BARGAIN £96  
16000 Curved track radius 32.25 degrees (LGB) £11  
10610 Straight track 1200mm long (LGB) £23  
10610 Box of 6 (LGB) £124

**Any or Multiple Scales**

**Analogue controllers**

DCC75 "Tech 6" controller - allows control of a DCC shunted loco on a traditional analogue layout (Gau) £89

DS Double power controller bridge simulator (Gau) £119

SS-1 Super shuttle controller (Gau) £24

**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**

A001Smart 4 Servo control & operation set complete switches, control board & digital readout for Analogue operation (ANE) £57

CDU Capacitor Discharge Unit (Gau) £11

PL-35 Capacitor Discharge Unit Mk2 (Pec) £12

PL-15 Twin Microswitch (Pec) £8

**DCC decoders**

36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £15

524-124 function 1.3A (2A peak) D13SR wired decoder (Size: 1.35" x 0.63" x 0.110" - very thin) x 10 (NCE) £114

**EXCLUSIVE**

DCR-8PIN-01 8-pin (harness) 4-function 1.1Amp decoder back EMF (Bac) (see description for full specifications) (Hal) £10

DCR-8PIN-ValuePack05 (Hal) £48

DCR-8PIN-SA-01 8-pin (harness) 4-function 1.1Amp decoder back EMF "Stay Alive" (see description for full specifications) (Hal) £11

DCR-8PIN-ValuePack10 (Hal) £99

DCR-8PIN-2SAK-01 8-pin 2-function 1.1Amp small & thin decoder back EMF (Hal) £11

DCR-8PIN-2SAK-ValuePack05 (Hal) £50

DCR-8PIN-2SAK-ValuePack10 (Hal) £50

**Track - Code 124 Bullhead Streamline**



**SL-700BH Box of 12 1 yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)** £60  
SL-700BH Single (Pec) £57  
SL-E790BH Double slip (8 degree angle), Electrofrog (Pec) £75  
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) £50



**SL-E797BH Y Point bullhead rail & electrofrog (Pec)** £36  
**Cars**



**VA13304 Ford Capri Mk1 3.0GT, Thames Valley Police (Cor)** £22  
VA13303 Ford Capri Mk1 3000GT, Roger Clark 1973 Avon Tour of Great Britain, DNF (Cor) £23  
VA13011 Ford Cortina Mk2 2.0 Ghia Oyster gold SPECIAL EDITION (Cor) £19  
VA12607A Ford Escort Mk2 1.3 Ghia Astral Silver RHD (UK) (Cor) £20  
VA12507A Ford Fiesta Mk1 XP2, Diamond White RHD (Cor) £20

**Cars**



**VA13501 Mini 1275 GT, 1970 Scottish Rally, Paddy Hopkirk & Tony Nash - 2nd overall, 1st in class. NEW** TOOLING (Cor) NEW £23

**Cars**



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**Cars**



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**Cars**



**VA13401 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
VA12708 Peugeot 205, Rallye (UK) in Express yellow (Cor) NEW £20

**Cars**



**VA13402 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
VA12708 Peugeot 205, Rallye (UK) in Express yellow (Cor) NEW £20

**Cars**



**VA13403 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
VA12708 Peugeot 205, Rallye (UK) in Express yellow (Cor) NEW £20

**Cars**



**VA13404 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
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**VA13405 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
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**VA13406 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
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**Cars**



**VA13407 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
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**Cars**



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**VA13415 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
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VA12708 Peugeot 205, Rallye (UK) in Express yellow (Cor) NEW £20

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**VA13417 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
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**VA13419 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
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**Cars**



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**Cars**



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VA12708 Peugeot 205, Rallye (UK) in Express yellow (Cor) NEW £20

**Cars**



**VA13424 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)** NEW £17  
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**Cars**

**VA13425 Mini 12**

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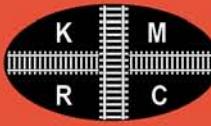
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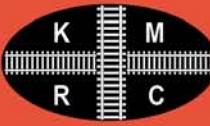
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30-042 Digital Starter Set.	<b>£129.99</b>	37-303 Intermodal Bogie 2 Pairs 20' K Line & MOL.	<b>£79.99</b>	R4352 Railroad Mk1 Brake 3rd Coach No. M34655 BR Maroon...	<b>£17.95</b>	4F-012-003 Ventilated Van No. 123507, GWR.	<b>£9.99</b>
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31-528 A2 60533 'Happy Knight' Green L/C.	<b>£125.99</b>	37-712C 8 Ton Cattle Wagon No. B89323, BR Bauxite (late) wthrd.	<b>£10.99</b>	R4525 RailRoad Restar 9578 GWR chocolate & cream.	<b>£19.49</b>	4F-021-004 Box Van No. 611421 LMS Brown, weathered.	<b>£9.99</b>
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31-564 V2 60860 'Durham School' BR Black E/F.	<b>£101.99</b>	37-960 B7T0222 BR Bauxite. A container BIR Crimson.	<b>£19.99</b>	R4529 Brighton Bell 1st Class Kitchen Car No. S2813 BR Blue.	<b>£49.50</b>	4F-030-005 16 Ton Steel Mineral Wagon No. 161816 GWR oco Coal.	<b>£9.50</b>
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31-715 Class B1 No. 1123 NER Lined Green.	<b>£78.99</b>	37-982 Conflat Wagon BR B7t Triple pk, RD container, weathered.	<b>£29.99</b>	R4521C Gresley 61ft 6in Full Brake Coach No. F70457E BR...	<b>£48.99</b>	4F-031-001 Milk Tanker, SR United Dairies.	<b>£12.00</b>
31-727 GWR 3700 Class No. 3439 City of London' GWR Green.	<b>£106.99</b>	38-02046 20 Ton Covered CEA Hopper Wagon, EWS, weathered.	<b>£3.99</b>	R4524A Maunsell Full Push 2 Pack Coach 616 BR (S) Green.	<b>£74.99</b>	4F-031-007/8 6 Wheel Milk Tank, MKS.	<b>£12.00/wthrd</b>
31-880 Midland Class 4F No. 3851 LMS Johnson/Deeley Tender.	<b>£77.99</b>	38-058 31 Ton OCA Dropside Open Wagon EWS weathered.	<b>£9.99</b>	R4524B Maunsell Full Push 2 Pack Coach 603 BR (S) Green.	<b>£77.25</b>	4F-031-011 Milk Tanker, Independent Milk Supplies.	<b>£12.00</b>
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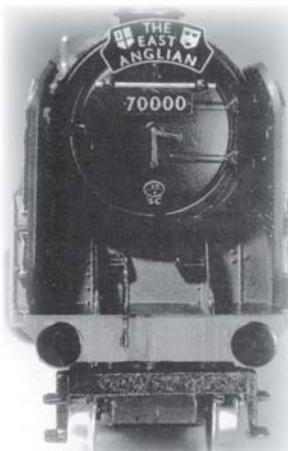
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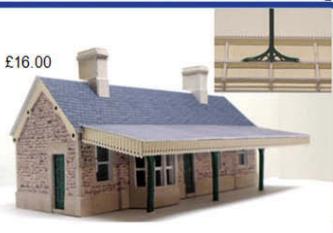




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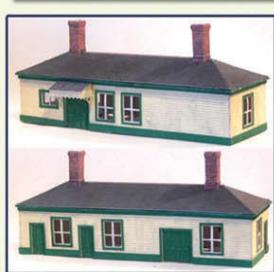


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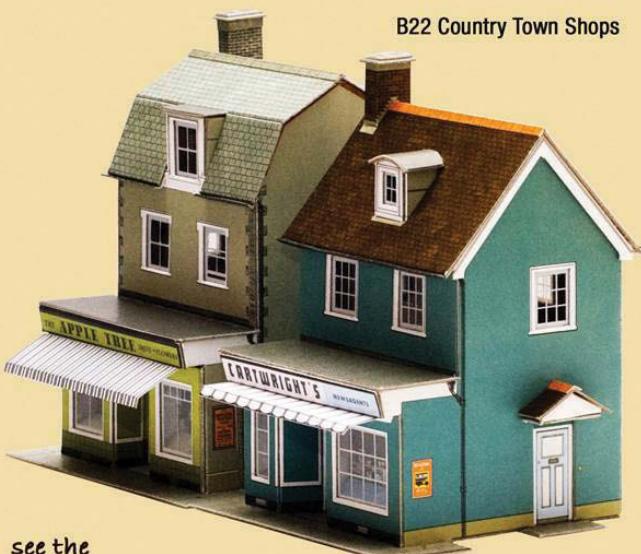


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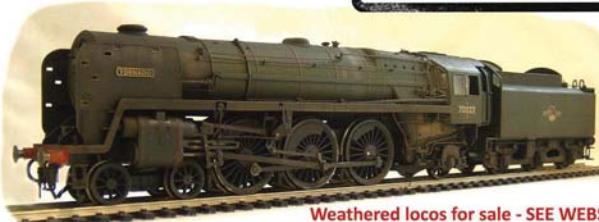
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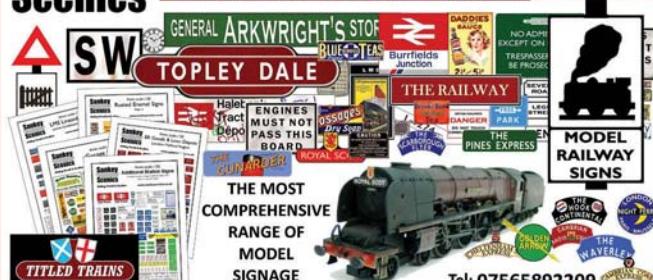
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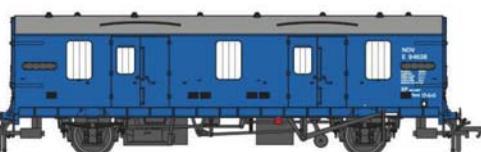
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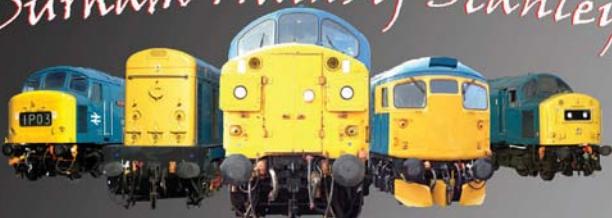
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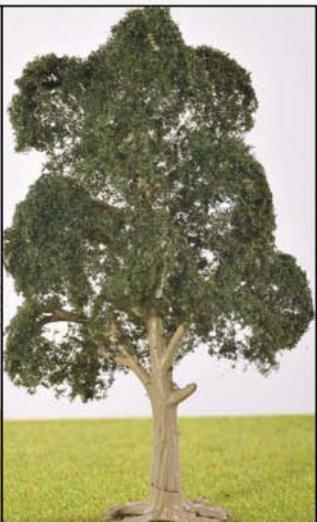
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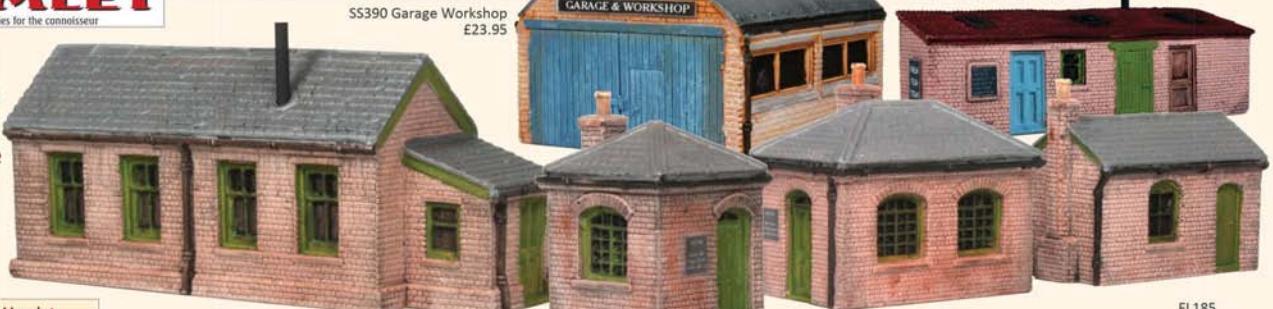
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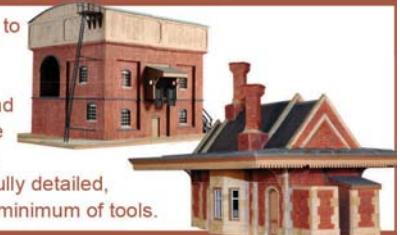
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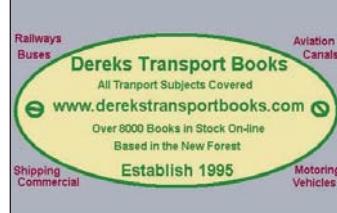
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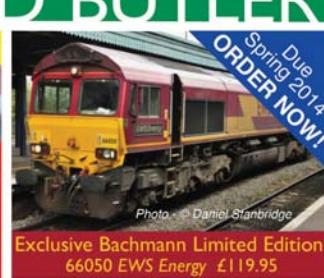


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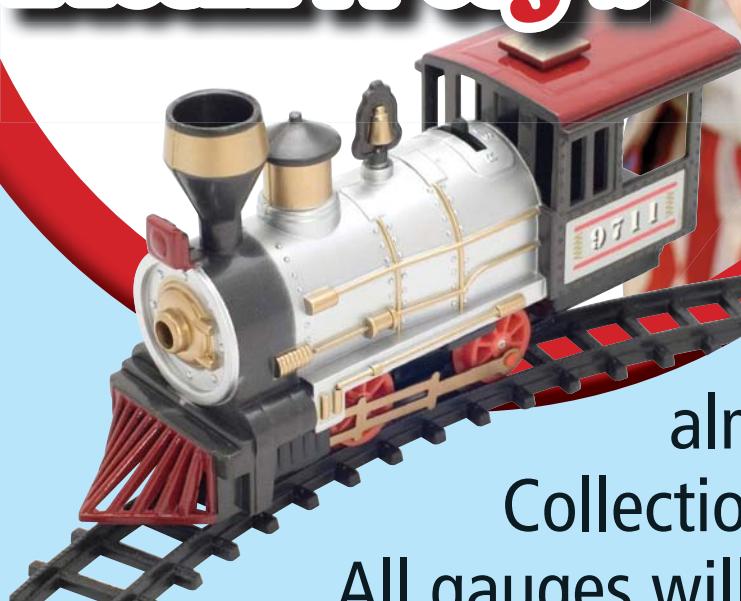
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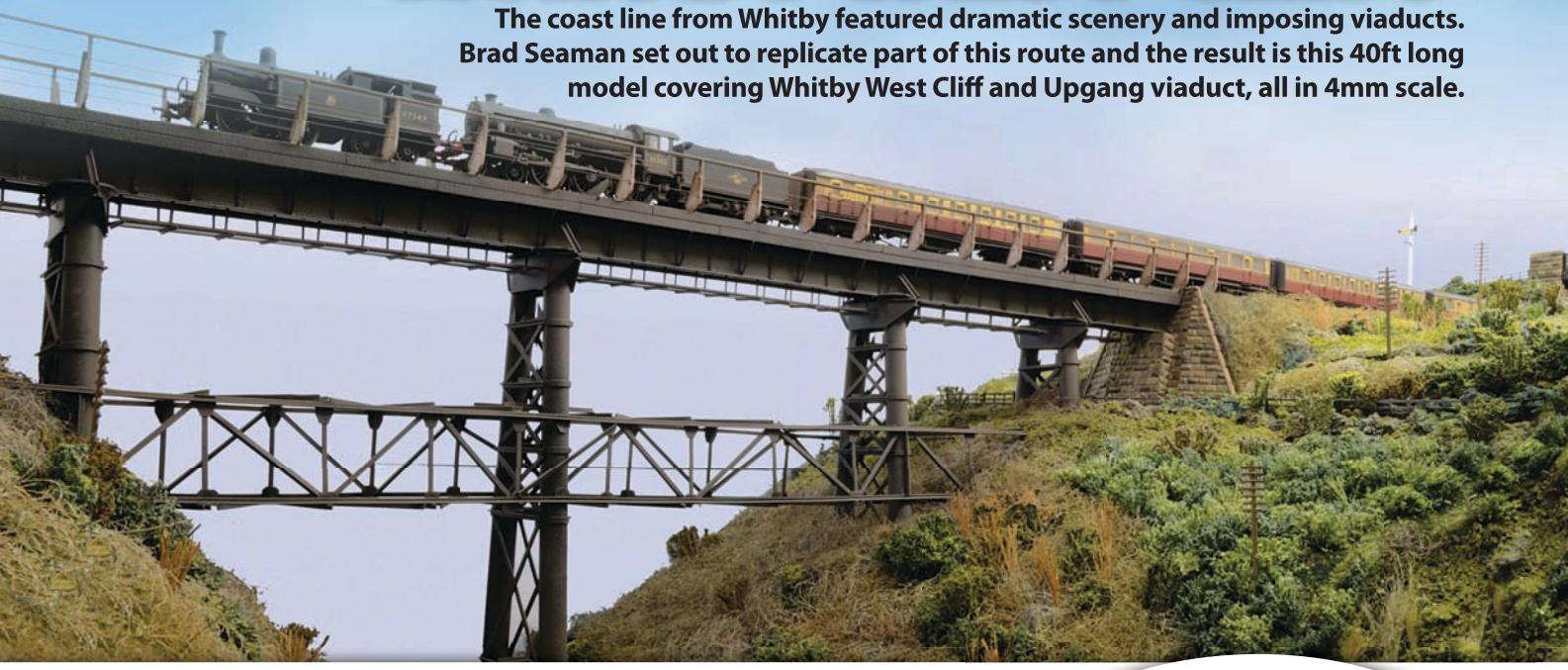
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# NEXT ISSUE

## WHITBY WEST CLIFF

The coast line from Whitby featured dramatic scenery and imposing viaducts. Brad Seaman set out to replicate part of this route and the result is this 40ft long model covering Whitby West Cliff and Upgang viaduct, all in 4mm scale.



## GARDEN MODELLING

Hornby Magazine's annual garden railway supplement is back offering a taste of the great outdoors in miniature. With feature layouts and projects this 24 page supplement is a great introduction to the subject of railway modelling outdoors.

## PLUS!

We'll be reviewing all the latest models, reporting the latest news and helping you get the most out of your modelling projects.

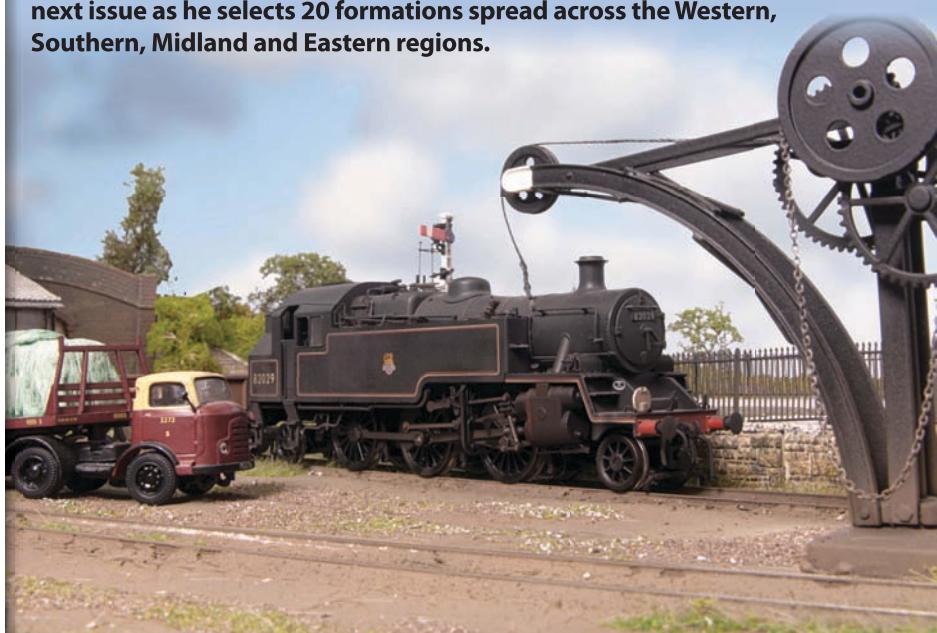


## LASER CUT FOOTBRIDGE

Ancorton Models continues to expand its range of laser cut buildings. Next month we build the company's latest kit - a 'OO' scale footbridge made from timber.

## BRANCH LINE GOODS

Following on from this issue's branch line passenger trains feature, Mark Chivers continues his quest to find easily modelled train formations by concentrating on the branch line goods. Join us next issue as he selects 20 formations spread across the Western, Southern, Midland and Eastern regions.



THE NEXT ISSUE OF  
**HORNBY**  
magazine  
is on sale on June 12 2014  
**DON'T MISS IT!**



Model Railway Company

Dapol Limited, Gledrid Industrial Park, Chirk, Wrexham, LL14 5DG

'N' releases in May

**Hall**



2S-010-002 - Cranmore Hall BR Lined Green (Late Crest) 4914

2S-010-002D - Cranmore Hall BR Lined Green (Late Crest) 4914 DCC

2S-010-003 - Priory Hall GWR Lined Green Great Crest Western 4958

2S-010-003D - Priory Hall GWR Lined Green Great Crest Western 4958

**9F**



2S-013-000 - 9F BR Late Crest 92088 BR1C Tender 1121

2S-013-000D - 9F BR Late Crest 92088 BR1C Tender 1121 DCC

2S-013-001 - 9F BR Late Crest 92226 BR1G Tender 1537

2S-013-001D - 9F BR Late Crest 92226 BR1G Tender 1537 DCC

*Also released this month include;*

2D-003-006 - D1065 Western Consort BR Maroon SYP

2D-003-006D - D1065 Western Consort BR Maroon SYP DCC

2D-003-007 - D1012 Western Firebrand BR Maroon SYP

2D-003-007D - D1012 Western Firebrand BR Maroon SYP DCC

2D-003-008 - D1000 Western Enterprise BR Maroon SYP Weathered

2D-003-008D - D1000 Western Enterprise BR Maroon SYP Weathered DCC

2D-003-009 - D1045 Western Viscount Maroon FYP Weathered

2D-003-009D - D1045 Western Viscount Maroon FYP Weathered DCC

2D-003-010 - D1062 Western Courier BR Blue FYP Weathered

2D-003-010D - D1062 Western Courier BR Blue FYP Weathered DCC

2D-003-011 - D1009 Western Invader BR Blue FYP Weathered

2D-003-011D - D1009 Western Invader BR Blue FYP Weathered DCC

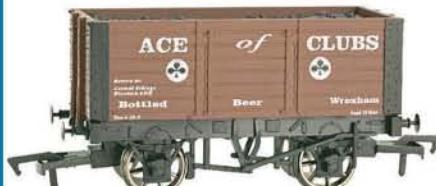
2F-071-007 - SR 7 Plank 37459

2F-071-008 - SR 7 Plank 37459 Weathered

2F-036-019 - Bulk Grain Hopper GWR Avonmouth

2F-036-020 - Bulk Grain Hopper GWR Avonmouth Weathered

**'OO' releases in May**



4F-072-005 - 7 Plank 9FT W/B - Ace of Clubs

4F-072-006 - 7 Plank 9FT W/B - Ace of Clubs Weathered



4F-034-019 - 21T Hopper - Pilkington

4F-034-020 - 21T Hopper - Pilkington Weathered



4F-016-007 - Banana Van - Geest

4F-016-008 - Banana Van - Geest Weathered

*Also released this month include;*

4D-003-008 - Western Fusilier BR Maroon SYP D1023

4D-003-009 - Western Cavalier BR Blue FYP D1021

4F-090-005 - 9 Plank Wagon - BR E30946

4F-090-006 - 9 Plank Wagon - BR E30946 Weathered

4P-010-028 - 57 FT Stanier Non Corridor Brake LMS Maroon Lined 25248

C099B - 57 FT Stanier Comp Non Corridor BR Lined Maroon M19172M

A23 - Salt Van Unpainted

A24 - Lime Wagon Unpainted

*All product release dates correct at time of going to press*



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AXMINSTER: **Buffers Model Railways** tel:01297 35557

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CHEL滕HAM: **Cheltenham Models** tel:01242 523117

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KIDDERMINSTER: **DMB/Footplate Models** tel:01562 750076

LIVERPOOL: **Hattons** tel:0151 733 3655

NANTWICH: **Trident Trains** tel:01270 842400

NORTH LANCING: **Morris Models** tel:01903 754850

ROCHESTER: **The Signal Box** tel:01634 826370

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31-167DC L&YR 2-4-2 Tank  
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DCC  
ON BOARD

4



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