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magazine

Issue 85 **July 2014**

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REVIEWED...

BACHMANN 'OO' CLASS 101



- Heljan 'OO' Class 26/0
 - Dapol Class 56 for 'N'
 - Porthole stock in 'OO'
- PLUS** all the latest models

HOW TO...

DETAILING



- Refined 'Black Five'
- Make trees from wire
- Build a footbridge
- Choosing speakers

FEATURED

WHITBY WEST CLIFF

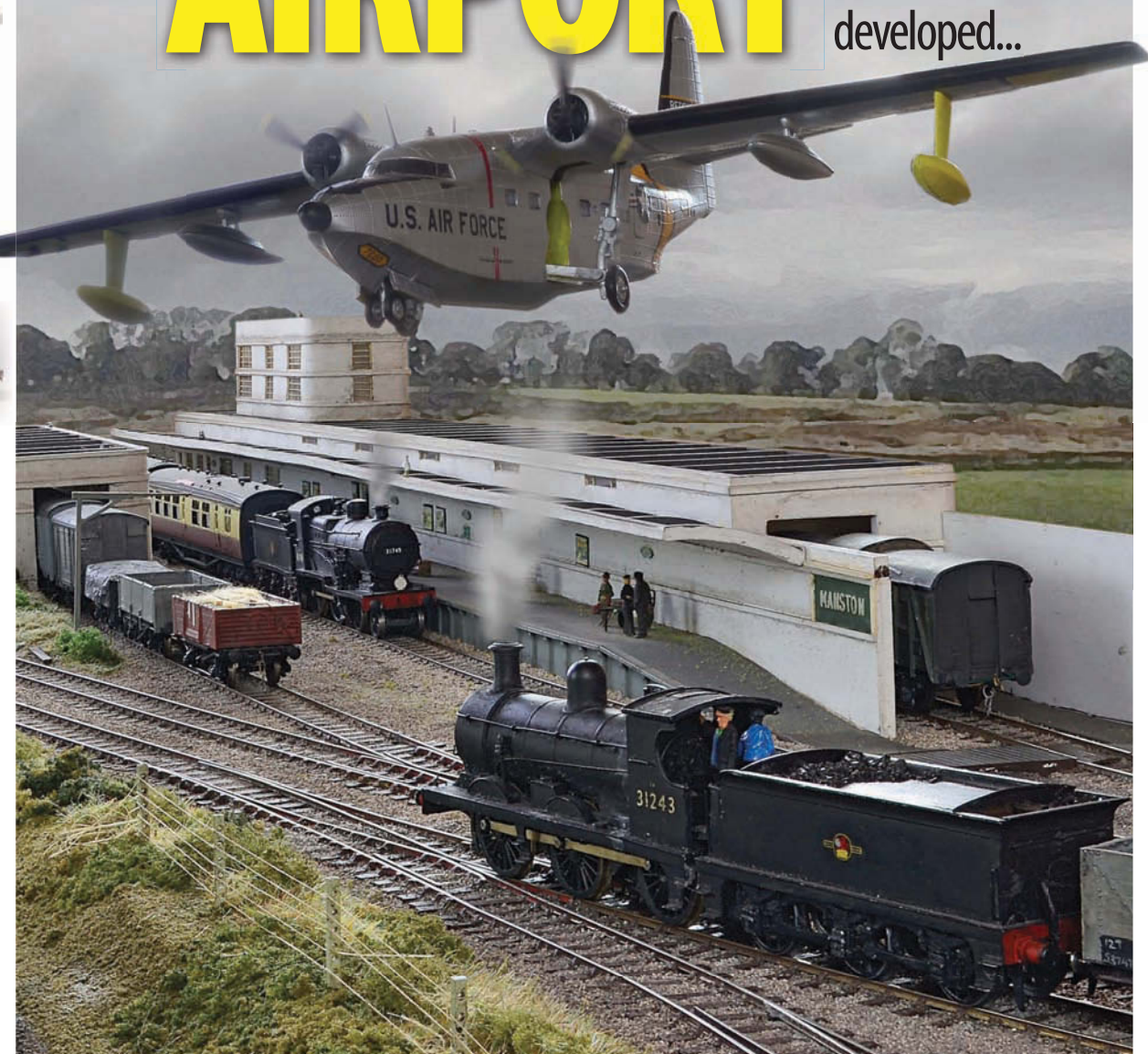


- How one man built this 40ft long 'OO' model

MANSTON AIRPORT

REVEALED:

How this 4mm scale aviation theme 'might have been' developed...



UPDATE

» FIRST PICTURES: HORNBY 'K1' AND LNER CCT
» DCC CONCEPTS LAUNCH NEW DECODER RANGE



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HORNBY magazine

July 2014

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HORNBY
magazine



WE SHOW YOU HOW!

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DETAILING HORNBY'S 'BLACK FIVE'

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NUCLEAR FLASK BARRIER WAGONS

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LASER CUT FOOTBRIDGE

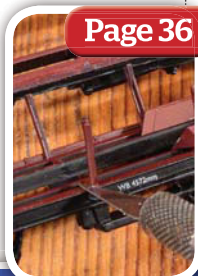
Mike Wild tackles one of the latest laser-cut wood kits from Ancorton Models, with superb results.

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DIGITAL SOUND

Paul Chetter explains how typical speakers work and how to get the best out of them.

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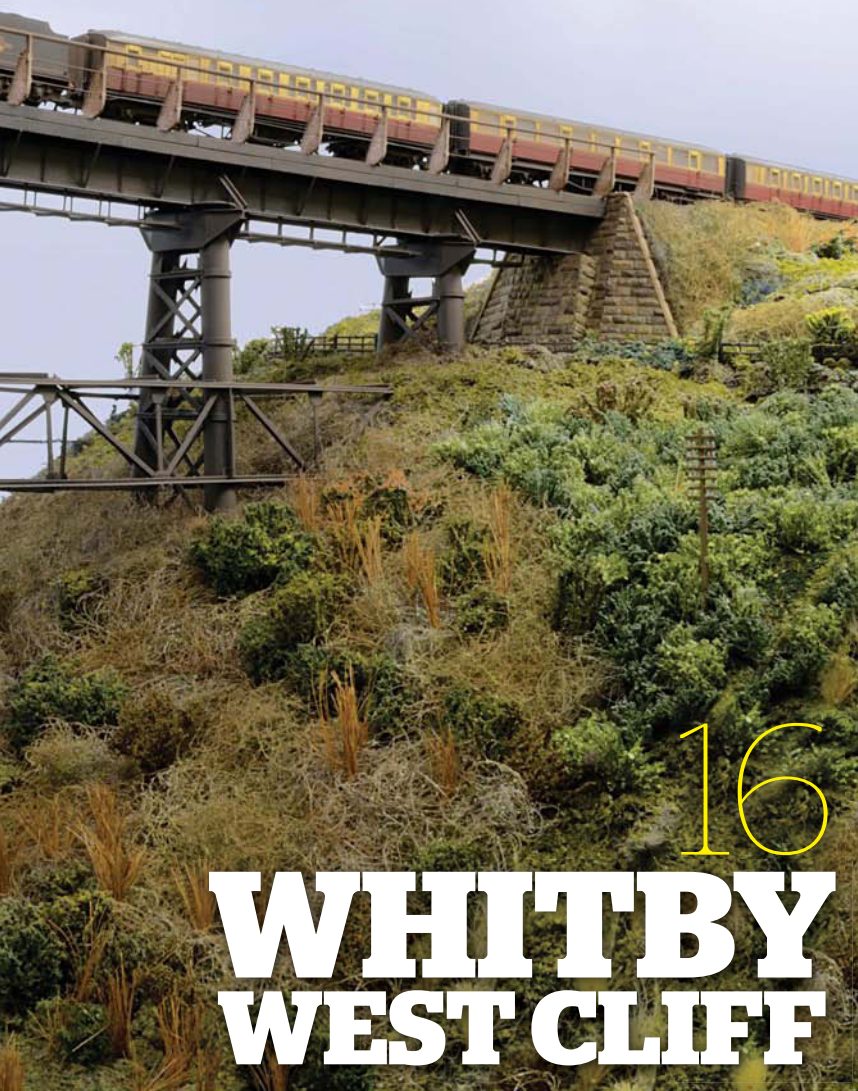


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Welcome



Bachmann Europe caused something of a storm when it revealed that it would be bringing in a 20% price increase from May 1.

The news spread like wildfire and voices from

all around the model railway hobby have had their say about the news, but sadly it is quite simply a fact of life - and there will be more price rises in the future too, of that we can be certain.

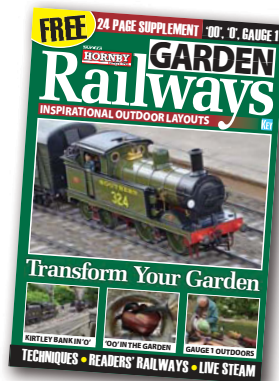
Unfortunately things change and China, where the vast majority of our ready-to-run models are made and assembled, is a rapidly developing country with changes in employment law, national wage increases and rises in the price of the raw materials all having an effect.

Happily the prices that we pay for our models are still favourable when compared with the European market. Take for example the Peppercorn 'A1' 4-6-2 from Bachmann in 'OO'. Its new price is

£150.60 yet the equivalent in 'HO' scale - a German 'O1' 4-6-2 from Roco - is priced at £290! And in my book that suggests we still have good value products.

Now, I'm not saying that our British models are cheap - the letters page often suggests otherwise - but my aim is to put Bachmann's price rises into context as they will have a significant impact on what we purchase. More worryingly the price rises mean that Bachmann is unlikely to be producing any more four-car plus multiple units in the near future.

Despite all of this there is still lots of exciting and good news from our manufacturers this month as you will see in Update on pages 8-13. Heljan has ironed out the details for its 'OO' gauge locomotives and its 'OO9' Lynton and Barnstaple 2-6-2T. Plus there are great events coming up in June including the Great Central Railway's Giant Model Event where the *Hornby Magazine* team will be exhibiting Bolsover and Seven Lane Pit for the final time. It will then be put up for sale!



Our review section is bursting with new products from the big four - Bachmann (Class 101), Dapol (Class 56), Heljan (Class 26/0) and Hornby ('Grange') - as well as a huge range of items from other suppliers big and small.

Add to that our usual mixture of features, projects and historical articles - plus the annual Garden

Railways supplement - and I'm sure there will be something for everyone inside.

I hope you enjoy the issue and the summer weather too and if you are heading to the Great Central on June 20-22 then be sure to come over and say hello.

Mike Wild

Mike Wild
Editor

THIS MONTH

REVIEWED

70

Bachmann's Class 101 debuts in 'OO'; plus Heljan's new Class 26/0 in original condition, a new 'N' gauge Class 56 from Dapol and Hornby delivers a 'Grange'.

HOW TO

28

In the first of five hands on features in this issue Tim Shackleton provides an introduction to locomotive detailing. Read on to find out all you need to know on the subject.

FEATURED

16

The Yorkshire coast line is renowned for its spectacular scenery. Brad Seaman set out to recreate its atmosphere in this stunning 40ft long model of Whitby West Cliff station and Uppang Viaduct, all in 'OO' scale.



UPDATE FIRST PICTURES: HORNBY 'K1' AND LNER CCT DCC CONCEPTS LAUNCH NEW DECODER RANGE



WIN! A 'C' class and a 1930s goods train in 'OO'

MANSTON AIRPORT

50

Model aircraft and railways are rarely seen together, but Andy Hopper combined his passion for ex-SECR locomotives and period aircraft to create this wonderful 'might have been' model of Manston Airport. With its Art Deco buildings and varied rolling stock fleet, this layout is a fascinating take on railway modelling.

UPDATE

8

In a packed news section we reveal the first images of Hornby's new 'K1' 2-6-0 and LNER CCT for 'OO'; Heljan's plans and prices for its new products, full details of the Great Central Railway Giant Model Event, the latest layouts to be booked for the Great Electric Train Show and more...

Hornby 'K1' and

FIRST PICTURES



THE FIRST IMAGES of Hornby's BR Peppercorn 'K1' 2-6-0 and London & North Eastern Railway (LNER) extra long CCT

van landed in the *Hornby Magazine* office as this issue went to press, just a few months after they were announced in December 2013.

The North British Locomotive Company built 70 'K1s' in 1949-



1950, initially entering service in Scotland followed by allocations to the North Eastern and Eastern Regions of BR. They were regulars on the West Highland Line, where preserved example 62005 can still

be sampled today on the Summer 'Jacobite' steam-hauled service between Fort William and Mallaig.

The 'Mogul' will be released in three BR liveries as 62015 in BR black with early crest (Cat No.

BIG main line layouts join



Two stars of the exhibition circuit have joined the line for *Hornby Magazine's* second annual Great Electric Train Show with the High Wycombe and District Model Railway Society's Hinton Parva (HM9) and Horfield Model Railway Group's Horfield (HM80) being the latest additions.

These two giants of the exhibition circuit both measure more than 35ft in length and feature multi-track main line operations in 'OO' gauge. Expect a procession of scale length train formations on both with one of

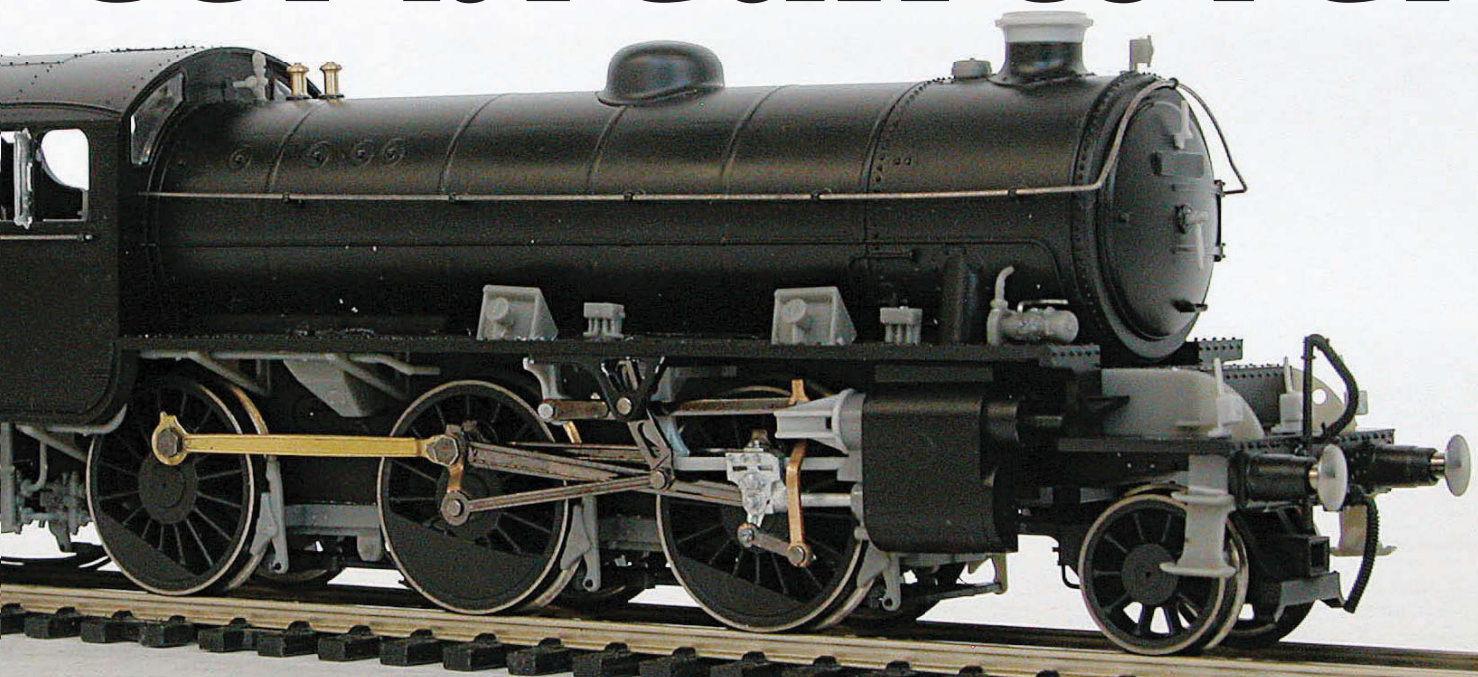
the highlights of Hinton Parva being the passing of a pair of 100 wagon Beyer Garratt hauled goods trains.

The Great Electric Train Show takes place on October 11/12 at the Heritage Motor Centre, Gaydon, Warwickshire and *Hornby Magazine* is rapidly developing its ambitious new 34ft long 'OO' gauge Southern Region layout Twelve Trees Junction for the event.

See Staff Projects on pages 104-105 for more on this new model which is set to debut at the Great Electric Train Show.

● Visit www.greatelectrictainshow.com for the latest show news.

CCT break cover



R3242), 62024 in BR black with late crest (R3243) and 62027 in BR black with late crest (R3243A). All will have an 8-pin DCC decoder socket mounted in the permanently coupled tender. The price is

expected to be £129.99 but no delivery date has been confirmed.

The LNER extra-long CCT four-wheel vans were introduced in the late 1930s with 117 built by 1950. With their distinctive sliding

doors they resembled freight vans rather than non-passenger carrying stock. Hornby's new 'OO' gauge model will be available in LNER varnished teak (R6682/R6682A) and BR maroon liveries (R6683/

R6683A), each livery featuring two running numbers. Prices are set at £21.99 each, with delivery dates yet to be confirmed.

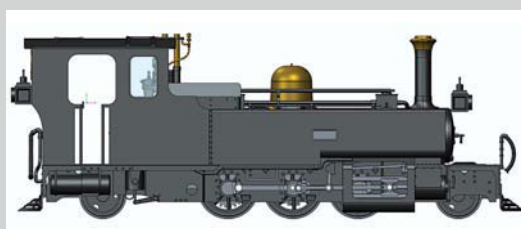
● Visit www.hornby.com, for more information.

Heljan confirms L&B loco identities

Three versions of Heljan's eagerly anticipated 'OO9' Lynton & Barnstaple Manning Wardle 2-6-2Ts are now set for release in 2015, the 80th anniversary of the railway's closure. The first major ready-to-run British locomotives ever produced in the narrow gauge scale are expected to be highly popular, with enthusiasm for the 'L&B' remaining high even though it closed in 1935.

Names and numbers of the little locomotives are 759 Yeo (Cat No. 9950), 760 Exe (9951) and 761 Taw (9952), with each model featuring a 6-pin DCC decoder socket. The models are set to cost £189.95.

● For more information, visit www.heljan.dk or www.peco-uk.com



■ Lynton & Barnstaple modellers are already catered for in terms of rolling stock with Peco's range of 'OO9' wagons and coaches, which the Heljan model will complement.

BACHMANN PRICES RISE

Bachmann Europe is raising prices by an average 20% across its entire product range to cope with increasing wage and material costs in China, where the company's models are made.

Mandatory doubling of wages over the next five years, combined with a shortage of skilled workers – CAD designers in particular – is placing Bachmann's parent company Kader under significant pressure.

Typical price increases for the forthcoming 'OO' gauge 'E4' Class 0-6-2T see it rise from £89.95 to £99.95, the Derby Lightweight DMU goes from £114.95 to £144.95 and the new 'N' gauge Graham Farish 'Presflo' wagon rises from £12.75 to £15.95. However, complex products such as the 'OO' gauge 4-CEP EMU and six-car Blue Pullman are unlikely to be produced in the immediate future as another run of the latter could retail at up to £600.

Looking to the future, more cost-effective methods are being investigated, and ways of incorporating new moulding techniques are being considered.



DCC Concepts unveils NEW RANGE of decoders, electrics and track

DCC Concepts is extending its range of equipment with a new line of DCC decoders, upgraded Cobalt turnout motors and point construction components and kits.

The new range of DCC decoders has been developed following feedback from customers requesting smaller versions. The new Zen range features what DCC Concepts claims is the world's smallest direct plug 8-pin DCC decoder, measuring 15mm x 7mm x 5mm. The Zen Nano 8-pin Direct (Cat No. ZN8D) features four functions. An 8-pin two function wired version of the same decoder (ZN8H) will also be available.

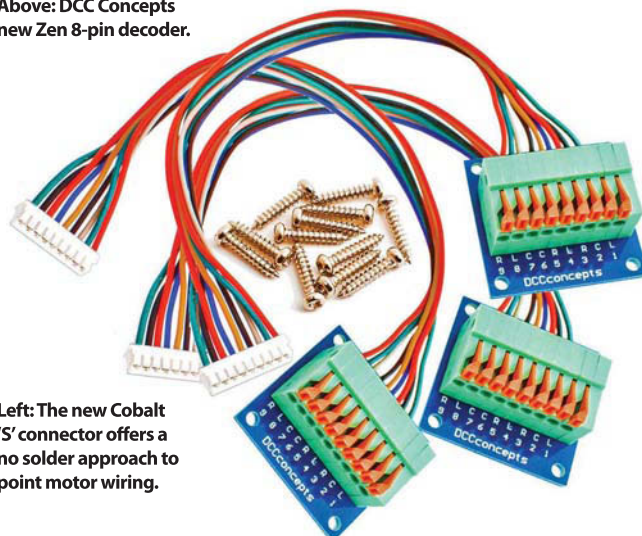
The Zen range now includes a two function 6-pin direct DCC decoder (ZN6D) together with a version supplied with a 6-pin and 8-pin harness (ZN68). Other new decoders include the four function Zen 360 direct (Z360) suitable for fitment in locomotives such as a Class 08 diesel shunter in 'OO'. For those with a mixture of 21-pin and 8-pin models, the Zen 218 (Z218) features both types of pin configuration through an adaptor cable. All Zen decoders feature a 750mA/1 amp motor drive and are wired for 'stay alive' capacitors to be added.

For 'O' gauge modellers, the six function Zen Buddha DCC decoder (ZBHP) has a 3 amp continuous motor drive and three-way protection built in preventing damage caused by thermal overload, excessive current draw and short circuits.

A new range of 'OO' gauge special



Above: DCC Concepts new Zen 8-pin decoder.



Left: The new Cobalt 'S' connector offers a no solder approach to point motor wiring.



Above: The Zen 6-pin decoder is amongst the smallest available.

effect products are being added under the FX brand. Items include an overhead pantograph/third-rail flash unit featuring a tiny 'nano' LED offering six random flashes and a second pack containing

three modern flashing tail lamps. Each product features a magnetic sensor to switch them on and off, or they can be operated by DCC. A new set of accurately modelled wired table lamps suitable for

adding to 'OO' gauge BR Mk IID-F and Mk III First Open coaches is also being added to the range.

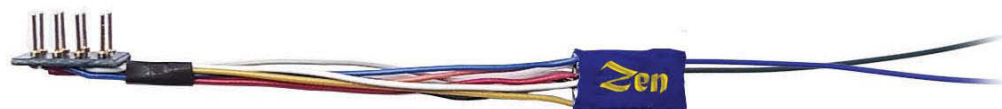
For those who'd like to make their own handrails, a combined 4mm scale ruler and handrail jig (DCG-SR4) has been developed. This laser-cut tool will allow the creation of any 4mm scale handrail from a scale six inches to 18ft.

The Cobalt brand is being extended and upgraded too. The Cobalt point motors are evolving with the Cobalt Classic Omega analogue motor now featuring a more versatile power range switch for 6-12v and 12-18v DC and a pre-cut foam pad to help fix the motor in place. The 'auto ranging' analogue only Cobalt Intelligent Power motor will operate with 7v-23v DC and only draws current when changing points. The Cobalt Intelligent Power digital motor is also 'auto ranging' and will operate with 7v-23v DC and is designed for DCC use only.

Also added to the Cobalt range are new two-way and eight-way accessory decoders with the acceptable voltage input increased for 7v-23v DC use. The range is bolstered with the addition of Cobalt 'S' connection harnesses (DCW-SFH) to allow Cobalt motors to be connected to Cobalt S switches without soldering.

Finally, DCC Concepts' new Legacy brand features a selection of track components and gauges to produce attractive 'OO' gauge track. Pre-etched sleepers for points, diamond crossings, double slips, single slips and three way points as well as plain track will be available.

● For more information visit www.dccconcepts.com



Above: The harnessed version of the 8-pin Zen decoder.



A new range of point kits with scale sleepers is on the way from DCC Concepts.

An elementary choice of names

An author, a literary character and an actress will provide the identities of Heljan's forthcoming Metropolitan Railway Bo-Bo electric locomotives in 'OO' gauge, Heljan has confirmed.

The model will appear as Metropolitan Railway 9 *John Milton* (the author) in that company's livery, No 1 in wartime grey, 8 *Sherlock Holmes* in London Transport maroon, and 12 *Sarah Siddons* (the actress) in London Transport 2013 heritage livery. All models will feature directional lighting, separately fitted parts and a 21-pin DCC decoder socket.

A release date in 2015 is expected and the price has already been set at £139.95.

In addition Heljan has now confirmed the internal fittings and



identities for its Class 05 diesel shunter, LNER 'O2' 2-8-0 and Park Royal railbus – see panel for livery details. The Class 05 will have a 6-pin decoder socket while the 'O2' and railbus will both be fitted

with 21-pin decoder sockets.

Heljan has also confirmed that a new batch of 'OO' gauge 'Hymeks' will be released in December this year covering BR green and blue liveries.

● Visit www.heljan.dk

HELJAN 'OO' GAUGE LOCOMOTIVES

Class	Identity	Livery	Cat No	Price	DCC Socket
Class 05	D2574	BR green	2500	£129.95	6-pin
Class 05	D2578	BR green with wasp stripes	2501	£129.95	6-pin
Class 05	D2581	BR green with wasp stripes	2502	£129.95	6-pin
Class 05	<i>Cider Queen</i>	Industrial green	2503	£129.95	6-pin
Class 05	D2592	BR green with wasp stripes	2520	£129.95	6-pin
Class 05	D2600	BR green with wasp stripes	2521	£129.95	6-pin
Class 05	D2595	BR blue with wasp stripes	2522	£129.95	6-pin
Class 05	88	BR dept green with wasp stripes	2523	£129.95	6-pin
Class 35	D7062	BR green with small yellow panel	3518	£119.95	8-pin
Class 35	D7064	BR blue with small yellow panel	3519	£119.95	8-pin
Class 35	D7070	BR blue	3520	£119.95	8-pin
Class 35	D7003	BR green	3521	£119.95	8-pin
LNER/BR 'O2'	3965	LNER black	3900	£184.95	21-pin
LNER/BR 'O2'	63954	early BR black	3901	£184.95	21-pin
LNER/BR 'O2'	63948	BR black with early crest	3902	£184.95	21-pin
LNER/BR 'O2'	63952	BR black with late crest	3903	£184.95	21-pin
LNER/BR 'O2'	3962	LNER black	3910	£184.95	21-pin
LNER/BR 'O2'	63983	BR black with early crest	3911	£184.95	21-pin
LNER/BR 'O2'	63975	BR black with late crest	3912	£184.95	21-pin
LNER/BR 'O2'	63982	BR black with late crest	3913	£184.95	21-pin
Park Royal RB	SC79970	BR green	8750	£119.95	21-pin
Park Royal RB	SC79974	BR green	8751	£119.95	21-pin
Park Royal RB	M79971	BR green with speed whiskers	8752	£119.95	21-pin
Park Royal RB	M79972	BR green with small yellow panels	8753	£119.95	21-pin
Met Bo-Bo	17	Metropolitan Railway	9000	£139.95	21-pin
Met Bo-Bo	9 <i>John Milton</i>	Metropolitan Railway	9001	£139.95	21-pin
Met Bo-Bo	1	Wartime grey	9002	£139.95	21-pin
Met Bo-Bo	8 <i>Sherlock Holmes</i>	LT maroon 9003	9003	£139.95	21-pin
Met Bo-Bo	12 <i>Sarah Siddons</i>	LT 2013 heritage	9004	£139.95	21-pin

IN BRIEF

■ As *Hornby Magazine* closed for press the second pre-production sample of the new 'OO' gauge diesel brake tender was due to arrive in early June for evaluation. The model has had the bogies fully retooled together with numerous revisions to the body tooling. Pre-orders can still be registered via orders@keypublishing.com allowing readers a discount from the full price of £27.99.

■ Chester Model Centre is increasing its retail space by refurbishing and opening the upper floor of its premises on Bridge Street Rows. Famous railway modeller and enthusiast Pete Waterman was due to officially open the enlarged store on June 14. In addition to a larger selection of products, the shop intends to sell books and include a seated area with hot drinks served too.
● Visit www.chestermodelcentre.com for more details.

■ Over 400 visitors visited the Famous Trains model railway when it opened its doors over the Easter weekend. The permanent model railway exhibition's star attraction is the 30ft long 'OO' gauge model of Chinley set in the 1950s. Famous Trains is open at weekends and Bank Holidays from 11am to 4pm and includes a small model shop and children's area. Admission is £1 for adults and 50p for children.
● For more information visit www.famoustrains.org

■ Locomotion, the National Railway Museum (NRM) at Shildon is the latest addition to the Hornby Concession network, selling a comprehensive selection of Hornby models as well as exclusive products for the concessions. Appropriately, one of these is the Shildon Collection, a train pack which includes 4472 *Flying Scotsman* in LNER apple green and three Mk 1s in BR maroon livery. Fifty packs are available, at a cost of £195 each.
● Visit www.locomotionmodels.com for more information.

Final call for Great Central

THE GREAT CENTRAL Railway (GCR) in Leicestershire is gearing up for its inaugural three-day Giant Model Railway Event organised in conjunction with Soar Valley Model Railway Club and sponsored by *Hornby Magazine*.

The event will feature over 60 model railway layouts, demonstrations and club stands, a wide selection of traders and many other attractions at each of the stations between Loughborough and Leicester North.

Rothley will be host to garden railways and model engineering displays, whilst Leicester North will be turned into a family zone for the weekend. Loughborough will feature a selection of model railway layouts including an 'OO' gauge model of Loughborough station itself and trade stands.

Subject to availability, the GCR is hoping to utilise its Class 101 DMU, Class 55 'Deltic' D9016 *Gordon*



Highlander, BR 2MT 2-6-0 78019 and BR 9F 2-10-0 92214 on the intensive timetable operating over the three days. Services will run every 45 minutes on Friday June 20 with a more intensive service operating on June 21-22, including a DMU shuttle between Loughborough and Quorn.

A notable attraction over the weekend will be BR 9F 2-10-0 92214 which has been repainted following sponsorship from the Bachmann Collectors Club

in BR Brunswick Green.

Quorn and Woodhouse station will provide the main model railway focus with a dedicated 35,000sq/ft marquee housing a vast array of layouts including *Hornby Magazine's* 'OO' gauge layout Bolsover and Seven Lane Pit, which is making its final public appearance before being retired – see Staff Projects on pages 106-107. Other layouts confirmed 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 Lears' 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) and many more.

Full size exhibits will also be on display at Quorn, including GCR 'O4' 2-8-0 63601 on the turntable. The event opens at 10am each day and closes at 5pm on the Friday and Saturday and 4pm on the Sunday.

● **For full details of exhibits, attractions and weekend timetable, visit**
www.gcrailway.co.uk



WIN!



**A Bachmann 'C'
and a 1930s goods train in 'OO'**

model event



HORNBY MAGAZINE is offering the chance to win a fantastic prize worth more than £150 consisting of Bachmann's latest Southern Railway black liveried Wainwright 'C' 0-6-0 and a collection of eight period goods wagons. This brand new locomotive is reviewed in full in this issue on page 78-79 and features 1930s period Southern livery with fine green lining and a 21-pin DCC decoder socket in the tender. 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 July 25.

Question: Who designed the 'C' 0-6-0s for the SECR?

- a. Wainwright
- b. Maunsell
- c. Bulleid

**WORTH
£150**

FIRST FOUR LOCOMOTIVES APPROVED



DJ Models has approved its first three ready-to-run locomotives for tooling work to begin covering the 'J94' 0-6-0ST in 'OO' and 'N' plus the Class 17 and Class 23 in 'N' gauge. DJ Models launched last September and is headed by Dave Jones.

The first to enter the toolroom will be the 'J94' 0-6-0ST which

includes detail revisions for those with extended bunkers. The 'N' gauge models will then follow the 'OO' 0-6-0ST for tooling work. Development of the 'O' gauge Class 23 and 'J94' is also ongoing.

● **For the latest information and product lists visit**
www.djmodels.co.uk

'N' LIMITED EDITIONS FROM DAPOL

Dapol is to produce a range of limited edition Class 66 and 73 models for Gaugemaster in 'N' gauge, all limited to 150 examples and due to arrive early next year.

First up is pioneer Class 66 66001 in DB Schenker's vivid red livery, costing £89.95. There are five variants of the Class 73

electro-diesel, all priced at £69.95. 73101 *Brighton Evening Argus* appears in Pullman colours, 73142 *Broadlands* in ex-works InterCity Executive livery, 73141 *Charlotte* in First GBRF blue, 73235 in South West Trains stripes, and 73202 in Southern/Gatwick Express guise.

● **Visit** www.gaugemaster.com

GAUGEMASTER 'G' SCALE DAY

Gaugemaster is hosting a 'G' scale day at its West Sussex premises on June 14. Experts will be on hand to guide visitors through key considerations in building

a layout outdoors. There will be layouts on display, feature products from LGB, Piko, Pola and Preiser and special offers in store.

● **Visit** www.gaugemaster.com

HOW TO ENTER

Send your answer in by visiting 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 Goods Train competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to competitions@keypublishing.com with 'Hornby Magazine Goods Train competition' in the subject field.

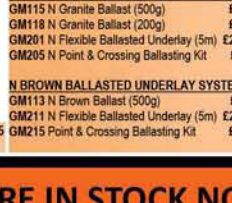
RULES

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 HM87. The closing date for entries is July 25 2014 and winners will be notified by July 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.**

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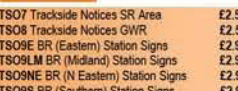
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A 'G5' 0-4-4T pilots a 'B1' 4-6-0 at the head of the 'Scarborough Flier' formed of Gresley corridor stock. Upgang Viaduct is entirely scratchbuilt from plastic rod, angle and sheet.

STATISTICS

Owner:	Brad Seaman
Scale:	'OO'
Length:	40ft
Width:	2ft
Track:	C&L
Control:	Analogue
Period:	Summer 1959, BR North Eastern Region

WEST CLIFF STATION STATISTICS

Opened:	December 3 1883
Location:	Station Avenue, Whitby
Builder:	North Eastern Railway
Closed:	June 12 1961

Whitby WEST CLIFF

BRAD SEAMAN set out to recreate a long lost section of the former North Eastern Railway near Whitby in 'OO' gauge. His 40ft long layout includes spectacular scenery and structures, and a magical sense of trains running through a gorgeous landscape.

PHOTOGRAPHY, MIKE WILD.



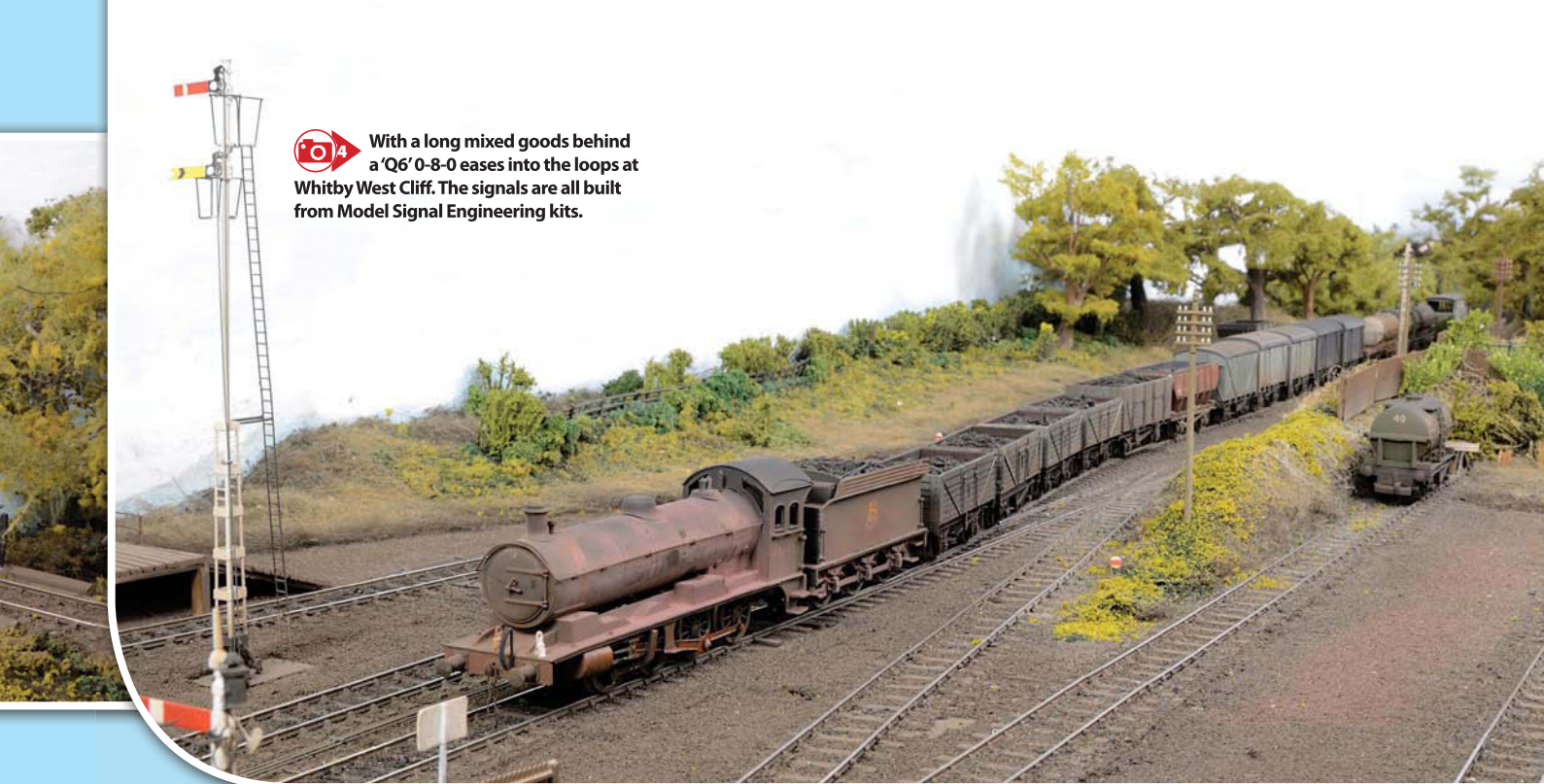
o2 Above: 'D20' 4-4-0 62389 departs Whitby West Cliff heading south through the trees.

o3 Below: Representing typical winter trains on the route an 'A5' 4-6-2T departs with a two coach set of Thompson stock. In the distance an 'L1' 2-6-4T can be seen leaving in the opposite direction.





With a long mixed goods behind a 'Q6' 0-8-0 eases into the loops at Whitby West Cliff. The signals are all built from Model Signal Engineering kits.



AS A CHILD HOLIDAYING in the caravan in Hawsker near Whitby I would often wonder what that black path was at the top of our caravan park. My relatives would often eulogise about steam trains and expresses pounding up and down the railway line to Scarborough and the other way to Whitby. I often wondered what it must have looked like.

As 1988 approached I renewed my interest with the railway. I had a house and spare room by this time and planning the layout began in earnest. As West Cliff station was the largest on the line, still very much intact and occupied by the North Yorkshire Water Board I began researching and over 23 years amassed a lot of material. Finally, three years ago I started building this layout, which covers the route from Upgang Viaduct through Golf Course Cutting and on to Whitby West Cliff station.

The extension of the line from Loftus to Whitby was authorised by an Act of Parliament in 1866, with the majority of construction carried out under John Dickson between 1871 and 1873. Due to a lack of funds and problems with the contractor, work was suspended on the route until the North Eastern Railway (NER) took up the lease in 1875 and the line opened on December 3 1883. Part of the proposed line was dangerously close to the cliff edge and was abandoned by the NER, which took a route further inland through Sandsend and Kettleness tunnels.

The railway ran from Whitby to Loftus, where it joined the NER's Middlesbrough-Loftus route head on. From the beginning the line was run by the NER, and then the London and North Eastern Railway (LNER) and British Railways. The latter published a proposal to close the line in September 1957 and with dwindling passengers after the Second World War, the route closed on May 5 1958. Whitby West Cliff station remained open for another three years, serving trains from Whitby to Scarborough until it closed on June 12 1961, after which

Scarborough trains had to reverse at Prospect Hill Junction where the line from Whitby Town met those from Scarborough and Loftus.

In 1960, work began to dismantle the line and viaducts were sold for scrap metal and concrete was used in the construction of sea defences. In the 1970s the northern section of the line was revived after ICI developed Boulby potash mine next to the former route, north of the village of Boulby in Redcar and Cleveland. This section of the line remains open as a freight line, but the stations remain closed. The dismantled section south of Boulby is now a footpath.

THE SETTING

The layout is set toward the end of the 1950s. It's high summer and the line is bustling with five coach trains, the longest allowed for local traffic. There's a steady flow of freight too. Freight comprises goods to local stations and fish out, as well as a healthy level of mineral traffic from local industries. Although the traffic is predominantly steam powered, a little modeller's licence has seen the introduction of Diesel Multiple Units (DMUs) and a much more intensive freight service.

The Darlington to Scarborough flier is the flagship passenger train, a double headed express comprising of seven blood and custard Gresley corridor coaches.

From an operational standpoint it's very important the layout always has something moving. There's a fully operational goods yard, coal drops and storage sidings to keep the public interested. At 40ft long there's plenty of the layout to view. At scale speeds a train can take up to a minute and a half to run from one end to the other.

The layout itself is of fairly conventional construction – there are no unusual tricks up my sleeve on that score – but cassettes are used at each end to alternate train formations. They are made live by the brass wire in tube method. A foam pad wedged in each end prevents any slip-ups if your attention slips and a locomotive could



drive off the end. It was all built in two stages – first the station area and then Golf Course Cutting and Upgang Viaduct.

Track is handbuilt from Marcway and C&L components to a 'P4' scale philosophy, but firmly to 'OO' 16.5mm gauge – the cost and trouble of converting all the rolling stock to 'P4' was simply too much to contemplate. The points are actuated by a mixture of SEEP and tortoise motors, the latter controlling the majority of those on the main lines.

The 16V feed is conveyed by two bus bars, just like Digital Command Control layouts. Each track is fed from this and any sections to be isolated have a switch wired in series to allow this and mounted on the control panel. The baseboards are connected by 24-pin sockets. There are two points of operation and when operating the layout caution must be exercised ensuring the polarity matches that of the other control panel – otherwise operations stop. A pair of Gaugemaster panel mounted controllers keep the trains moving and as always, it seems, with that company's products, have proved thoroughly reliable.

SCENERY

All the landforms are carved from expanded polystyrene and covered with a light layer of finishing plaster. PVA was added to the plaster before being applied to prevent cracking. This all had a couple of coats of light green emulsion applied and was allowed to dry. Hanging basket moss was then teased out and added to the surfaces. This was affixed with PVA. Once dry the moss was trimmed back with my beard trimmer – an unusual use for such a device, but very effective... you just have to remember to clean it thoroughly afterwards!

The trees were made by fellow club member Paul Harrison. These are particularly well done in my view and very realistic. They are constructed by the twisted wire method »



Above: It is summer 1959 and the platforms are busy with holiday makers. An 'L1'2-6-4T simmers in the northbound platform waiting for departure time.



Below: An Ivatt '4MT'2-6-0 has just received the signal to depart with a southbound pick up goods.





SIGNALS

Ground signals are Ratio kits and resemble NER ones quite well. Upper and lower quadrant types are from the Wizard stable. I have to say they were extremely challenging to build. You have to be quite competent with a soldering iron and have a good set of eyes. These are not for the faint hearted. All the same, when complete they are very much worth the effort.

All signals are operational and are actuated by means of digital micro servo control, the control units being constructed by a friend of mine. Care must be exercised when working in close proximity to the signals once installed. They break easily and so too do the highly detailed finials on the NER slotted posts. Given the fiddliness of making working signals, it is almost heartbreaking when you knock one by mistake!





 **Above:** A 'D20' 4-4-0 enters the station with a rake of non-corridor stock including vehicles still in varnished teak livery. In the background is the goods store.

 **Above right:** In the goods yard a Fairburn 2-6-4T collects a pair of vans for the next pick up goods.

 **Below:** Upgang Viaduct reverberates as a BR 'Standard Four' 2-6-0 crosses with a short goods working.





and dipped in plaster. The plaster has brown emulsion added so if they chip they will not show white. The other vegetation is made of cut up bits and pieces of old trees for my dismantled loft layout strategically laid and teased out. Like most railway modellers, I'm a firm believer in recycling.

All of the buildings and structures are completely scratchbuilt. I have used materials such as plasticard, wood, brass and card. The main station pavilion was especially challenging to make as there were 38 windows in total to construct, and the waiting shelter was of the same construction.

The buildings are mostly built from scratch in modular sections which have then been joined together to create the final structure. The exteriors were then clad in embossed brick sheet. The windows were constructed by the tried and tested method of cutting the window void and laying in a 10 thou thick border on the rear edge. The frame was then bonded in using micro strip. Roof tiles were applied in strips of ten thou plasticard and layered. Ridge tiles also were individually laid. Chimneys are of balsa wood block and clad in embossed brick sheet. The platform canopy was built using a selection of microstrip on top of a jig with the glazing applied next. Then it was the likes of nets and curtains on the Stationmaster's house. In the future I will be fitting interiors and lighting to the station buildings to add that extra element of life to the scene.

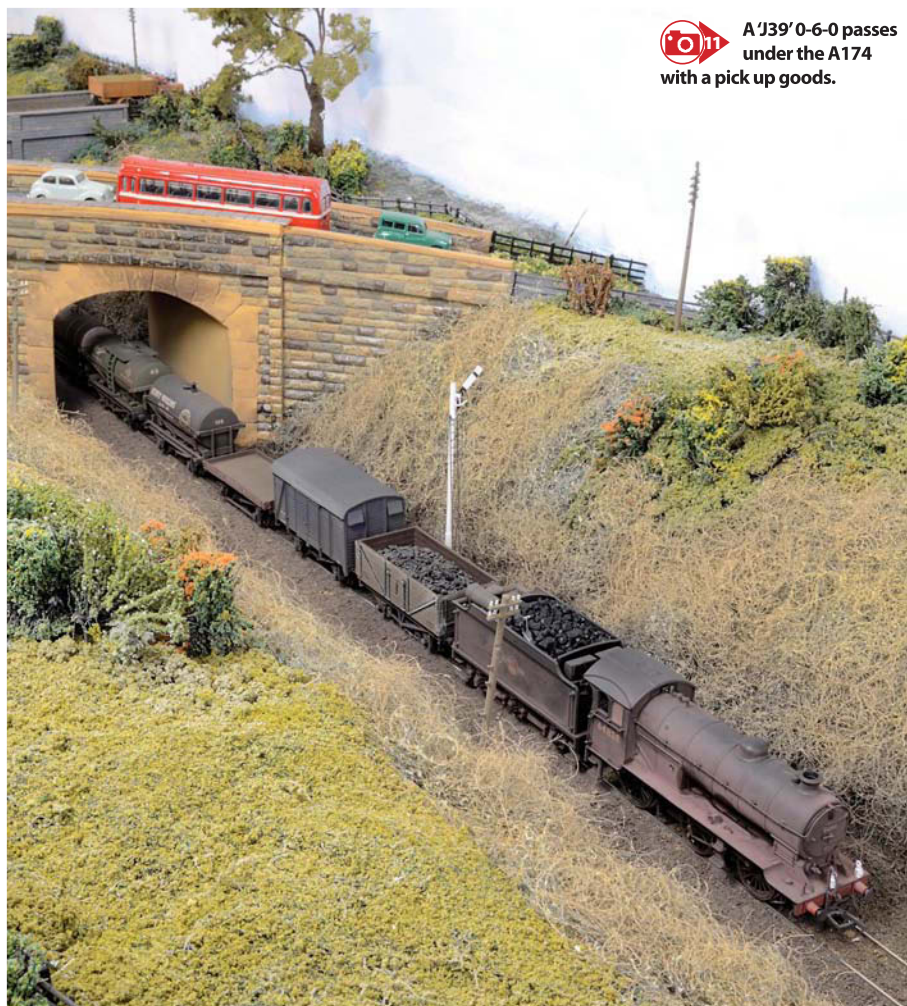
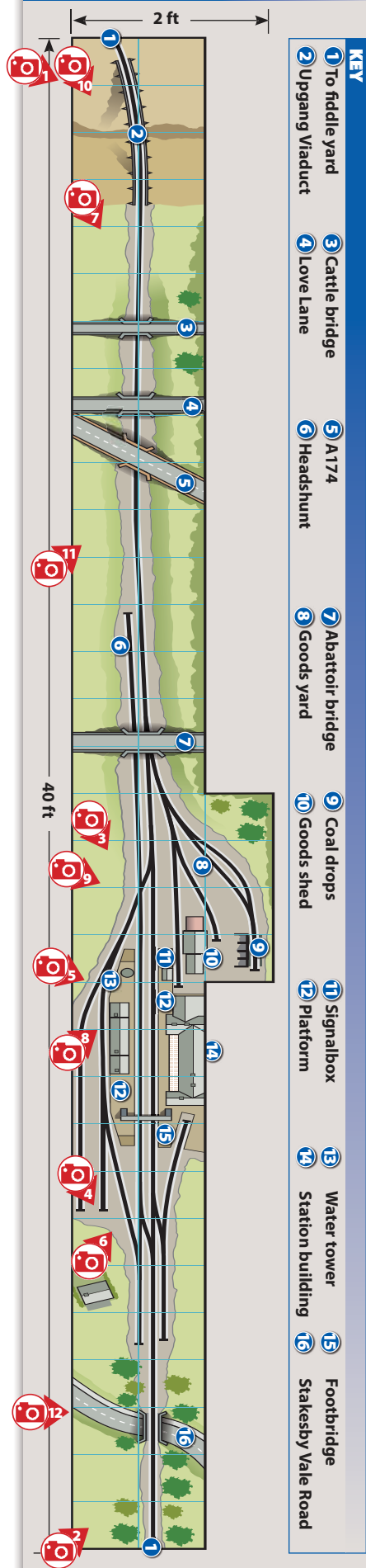
UPGANG VIADUCT

Whitby West Cliff's signature structure is constructed from a plywood trackbed clad in 1mm plasticard with plastic tube and angular sections. The trackbed was then laid and supported by two stools to ensure it was level. The track was then laid on copper-clad sleepers and inner and outer check rails soldered in place.

Once the track was completed the trestle sections were constructed. These were built in a jig to ensure all five were equal in rake angle and bracing equidistant. The sections were then bonded into position. Once set, construction of the cross bracing began, along with trackbed angular bracings.

The whole viaduct was removed and the small detailing applied. Undercoat and a top coat of matt black were then applied. »

WHITBY WEST CLIFF TRACK DIAGRAM (NOT TO SCALE)



A 'J39' 0-6-0 passes under the A174 with a pick up goods.

A total of 48 stanchions had to be fitted, again using a jig to ensure accuracy. As you can imagine, this was quite a labour intensive task with a total of 14 pieces to each. Each one was then drilled to pass the handrails through. These were then painted white and fixed after the viaduct was painted black. Weathering was then applied when fixed back to the baseboard.

THE TRAINS

Assembling an appropriate locomotive fleet to operate on Whitby West Cliff has taken much more than a visit to a model shop. The locomotives which plied this route are in short supply in ready-to-run form with the main items from the likes of Bachmann and Hornby being the 'K3' 2-6-0, 'B1' 4-6-0, 'J39' 0-6-0, 'L1' 2-6-4T and a collection of BR Standards including '4MT' 2-6-0s and 2-6-4Ts. There are also some ex-Midland locomotives with an Ivatt '4MT' 2-6-0 forming part of the fleet.

However I really wanted to represent the locomotives of the coast line properly and that meant turning to kit construction. Those used are a mixture of NUCAST, DJH and Dave Alexander products all of which have been assembled and painted to match the BR 1950s period of the layout. Kit built locomotives on the layout include a 'Q6' 0-8-0, 'D20' 4-4-0, 'A5' and 'A8' 4-6-2Ts and soon a 'J27' 0-6-0 will also be joining the fleet. Not to be forgotten is the 'G5' 0-4-4T which is a firm favourite of mine.

The passenger fleet consists of three main types: Gresley non-corridor wooden bodied

stock, Thomson non-corridor steel bodied stock and Gresley corridor wooden bodied stock. The non-corridor stock is all finished in BR carmine while the corridor stock is in carmine and cream to suit the period. All of these carriages are from the Hornby range.

Goods stock meanwhile is drawn from a number of sources including Bachmann, Dapol and Hornby as well as kit built items such as the ballast wagons from Parkside Dundas. This area is one which is constantly evolving and the layout will certainly benefit as more new releases become available across the locomotive, carriage and wagon fleets.

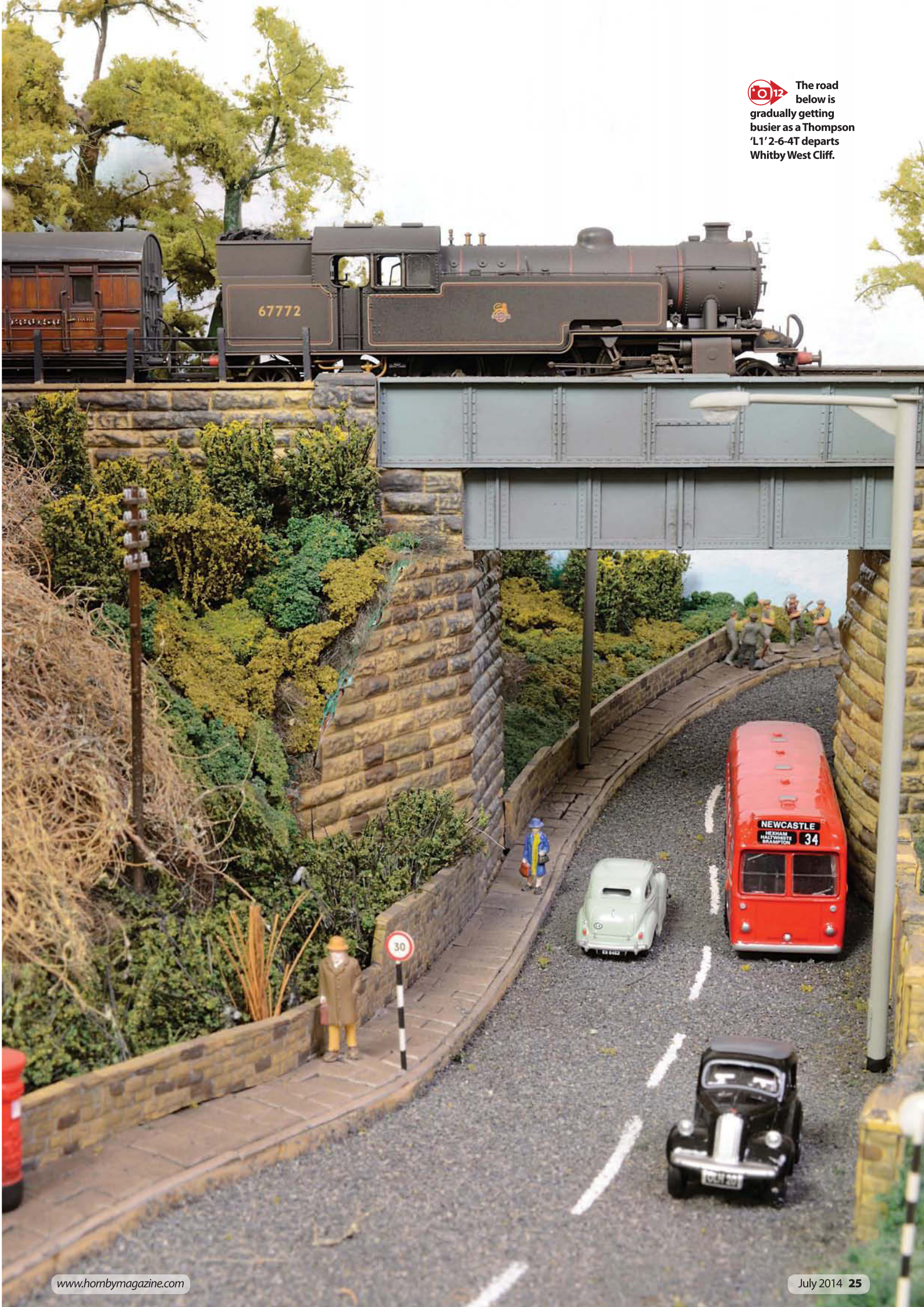
NEXT STEPS

Although in the planning stage, Prospect Hill Junction is in progress which is the beginnings of an extension which will take this layout to 48ft in length. This is the point at which trains peel off to go over Larpool Viaduct or down the harbourside into Whitby Town. One striking feature of the junction is the quaint signalbox that straddles the Whitby Town line. This section will connect with the rest of the layout at Spring Vale bridge but will also operate as a stand-alone layout.

Eventually the layout will be 'L' shaped and comprise of two more steel tubular viaducts as the line snakes its way up the Whitby coast to Sands End station.

I do hope to construct Sands End in the future, but it's a big challenge – if and when it does happen it will fit onto West Cliff, adding to the recreation of a long vanished and perhaps little remembered railway line. **TECHNIQUE**

 The road below is gradually getting busier as a Thompson 'L1' 2-6-4T departs Whitby West Cliff.



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BLACK

5

TIM SHACKLETON

makes a few deft changes to a Hornby model that lift it to an entirely new plateau...

UPGRADE

I'VE WRITTEN TWO BOOKS and a great many articles about detailing and upgrading ready-to-run models, but even I'd be hard pressed to find much worth changing on many of today's products.

With older models, though, there's often room for improvement and Hornby's 4mm scale 'Black Five' – which first hit the shelves as far back as 2002 – is a classic case.

It's not that there's anything significantly wrong with this model that demands immediate and far-reaching correction, merely that there are certain areas that could be made to look better. In this article I want to show you how a few simple modifications can totally transform the appearance of the model, all of which are fully achievable.

Adding or removing detail parts calls for no

special skills beyond the ability to use adhesives and a few basic tools. However, when deciding whether or not to modify certain aspects of a locomotive, you first need to consider the visual impact. Generally speaking it'll be a positive one – that's why we're doing it, after all – but sometimes it can actually make things worse. Whether it's a dimensional error or a point of detail, leaving it well alone may sometimes be preferable to making a modification you can never adequately disguise, and which will sing out at you for ever after. That's why, with this 'Black Five', I've left some things alone even though I'm well aware they're not perfect.

As a case in point, Hornby's bufferbeam is a touch too shallow – do you extend it, do you chop it off and make a new one, do you accept it as it comes? And do you pare down

the exposed edges of the cab and tender side sheets to make them closer to scale thickness – I've done this on other Hornby models, and it's real nerves-of-steel stuff. What do you do if the knife or router slips and you take out a big chunk of plastic? It hasn't happened to me yet but I'm still not sure how I'd put it right if it did.

That highlights an important point about detailing – you don't have to do everything. Some may look at the work on this model and consider what they could and couldn't achieve and what they don't feel is necessary. The choice is yours – you can add as little or as much – or more – of the detailing that is shown here.

Successfully modifying off the shelf models depends on how skilled you are at this kind of thing, whether you can pull it off without tool marks, blobs of glue and poorly executed

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Stanier 'Black Five' 4-6-0	www.hornby.com	Various
Detailing pack	www.brassmasters.co.uk	H101
Bogie wheels	www.alangibsonworkshop.com	G4839ST

The finished and weathered model speaks volumes for the few hours' work that have gone into improving its overall look.



“Detailing calls for no special skills beyond the ability to use adhesives and basic tools.”

TIM SHACKLETON

'disguising' making it obvious what you've done. There's a classic instance of this on the 'Black Five', where there is an angle plate or valance running the whole length of the tender frames just above the springs. It shouldn't be there, but it helps reinforce the tender structure. Unfortunately cutting it away, smoothing it off and filling the resultant gap under the tender body (and adding prototypical cross-braces to same) is going to be a lot of work, and will only be visible from low angles. It won't exactly stabilize the structure of the tender either. Wanting a quiet life, and realising it would probably be easier to build a completely new tender chassis, I simply left it as it was.

I'll leave it to the step by step guide to show you what has been done to the model and up to you to decide how far you want to take your own projects... **DETAIL**

STEP BY STEP DETAILING A HORNBY 'BLACK FIVE' 4-6-0

1



Hornby's China-made 'Black Five' was the first of the new generation locomotive models from Britain's longest-established manufacturer, and the first to offer detail-specific variations. 44668, seen here in out-of-the-box condition, has the long-wheelbase chassis and Ivatt boiler (longer smokebox, forward-mounted top feed) found only on late-build engines numbered between 44658 and 44737.

STEP BY STEP DETAILING A HORNBY 'BLACK FIVE' 4-6-0

2



The main elements of the upgrade project are replacement bogie wheels from Alan Gibson (Cat No. G4839ST) and a Brassmasters detail kit (H101) that includes a great many alternative parts for both the locomotive and tender. Although some of these are in etched brass, no soldering is required. All the parts supplied are optional and if you feel something's beyond your skill level, just leave it out.

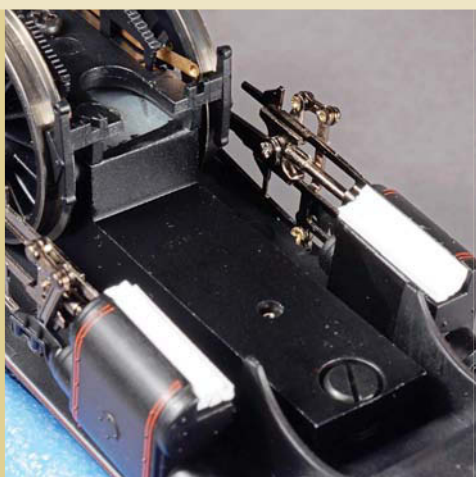
3

Hornby's bogie wheels are overscale and replacement with Gibson wheels totally transforms the appearance of the front end. I used 1mm thick brass washers to space the wheels out and reduce slop to a minimum. If you were fastidious you could make a completely new bogie (Comet offers a kit) but this will require solder assembly. I stuck with the heavy and reliable Hornby bogie, even though it's underscale in terms of width.



4

The overscale bogie wheels call for a lot of clearance – the cylinders, for instance, have huge and very visible cut-outs so the flanges don't clout them on tight curves. With scale wheels and track, however, you can restore a more authentic appearance. The process begins by filling the cut-out with strips of 40 thou square styrene and flooding them with liquid poly cement.



5

Some of the detail parts need rivets punching out – they're not blindingly obvious, to be honest, so you could leave them plain if you prefer or if you don't have the tools to make the rivet heads. Here I'm using a proper rivet punch, but at a pinch you could get by with something much simpler such as the tip of a pair of dividers.



6 The outcome – neatly outlined bolt-head detail on the cylinder front covers, seen here cruelly enlarged. My press tool offers a choice between four different rivet/bolt head sizes.



7 For durability, Brassmasters supplies the cylinder drain cocks as one-piece brass castings. You can separate them from the sprue with Xuron track cutters and then file them clean but I prefer to use a carborundum slitting disc in a minidrill – the modellers' equivalent of an angle grinder, and one of my favourite tools.



With the cylinder covers and drain cocks in position, the front end is starting to look very different. I used quick setting Araldite Rapid epoxy to secure them in place, since it allows me a few minutes' grace to ensure they're aligned correctly. Cyanoacrylates work faster but there's no time to make adjustments.

Below: The replacement parts don't need priming before painting – I simply airbrushed them with a thin coat of Revell Gloss Black. All the good points of the Hornby 'Black Five' have been retained but attention to its shortcomings has lifted this ten-year-old model to a standard that bears comparison with the best of today's offerings.



"An important point about detailing - you don't have to do everything."

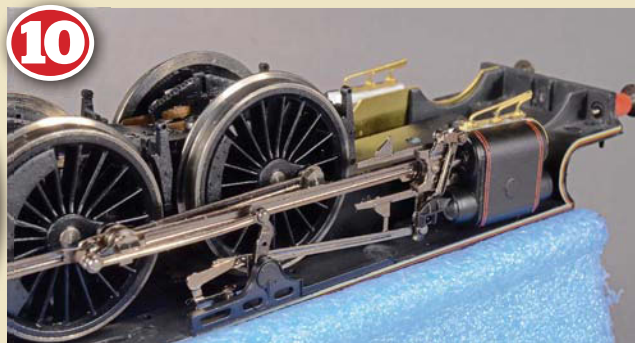
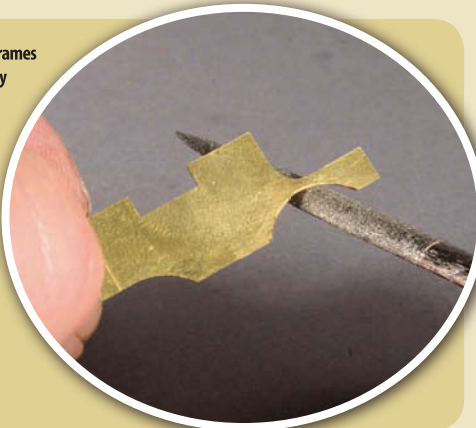
TIM SHACKLETON

TIP

The aim of detailing is always to improve upon what is already there. If you don't feel confident in making changes, don't attempt them! It's best to do what you are certain you can achieve for a better final look from the model.

STEP BY STEP DETAILING A HORNBY 'BLACK FIVE' 4-6-0

9 At the front of the frames is a massive and very visible cut-out to clear the overscale wheels. Brassmasters provides a replacement part of more prototypical appearance. It is designed for 'P4' wheels with their very narrow flange profile and for 'EM'/'OO' finescale wheels, you need to file back a millimetre or so to obtain the optimum clearance.



One of the more obvious shortcomings of the Hornby 'Black Five' is the absence of a motion bracket. This is a massive and highly visible forging that, on all outside cylinder locomotives, helps support the weight of the slide bars. As things stand, they're left hanging in thin air!

11 The etched motion bracket in the Brassmasters kit clips into place behind the valve gear and makes a huge difference to the appearance of the motion.

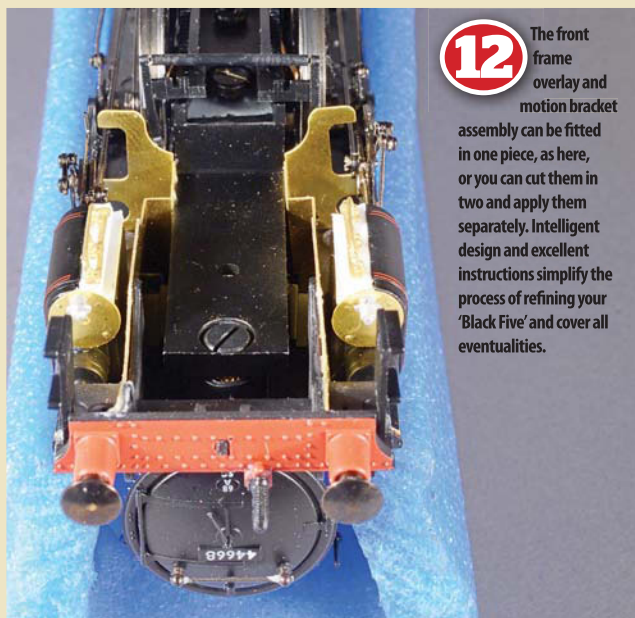


It's the small details that count – they lift a quality model into an altogether different category. Here we see touches such as the lifting ring reinforcements on the front frames, the buffer steps, an AWS bang plate on the bufferbeam and tender guard irons. Unfortunately those rivets on the rear of the tender shouldn't be there – certainly not on the all-welded version of the Stanier 4000-gallon tender!



14 The rivets are nicked off with the tip of a sharp scalpel – retaining those on the rear footsteps, however – and the rest of the tender details are added. Hornby's bunker interior is totally the wrong shape unfortunately – it should have sloping sides and a prominent fire iron tunnel. Brassmasters gets you out of trouble with an ingenious overlay for the front bulkhead which, when the tender is fully loaded, cleverly suggests a 'scale' appearance.

12 The front frame overlay and motion bracket assembly can be fitted in one piece, as here, or you can cut them in two and apply them separately. Intelligent design and excellent instructions simplify the process of refining your 'Black Five' and cover all eventualities.



15



A persistent failure of ready-to-run models is axleboxes and springs that are about half as thick as they should be. You will find them on Class 08 shunters and freight stock as well as on tender locomotives. Either you live with it, or you cut them off and replace them. I used a cruel-looking router bit in a Dremel which is a lot easier and neater than hacking away with a Stanley knife.



16

See how much chunkier and more prototypical the replacement castings are? That fillet directly above the springs shouldn't be there, by the way. You can cut it off but it will destabilize the tender chassis and you'll be left deciding what to do with the resulting scars. In this instance I've decided to leave well alone. The 'correct' solution would be to build a new set of tender frames using Comet components, but that's outside the scope of this article.

17



After a few hours' work this is what we end up with. I haven't covered the installation of all the detail parts – Brassmasters' instructions do that well enough so there is no point in my repeating them here. However you will notice touches such as the injectors behind the fireman's side cab steps, the AWS air reservoir ahead of the cab, the steam lance fitting on the smokebox and the lubricator box below it. See too what a difference the finescale bogie wheels and sideframe overlays make to the front end.



18

Hornby's safety valves are about 150% too large and totally the wrong shape – just pull them out with pliers and fit Brassmasters' white metal replacements. If you look closely you can see I've added the AWS wiring conduit to the left-hand footplate valance – this is nothing grander than Alan Gibson 0.33mm hard brass wire bent to shape and glued to tiny pads of 10thou styrene to represent the securing deats.



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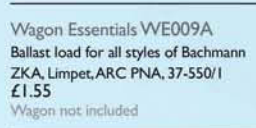


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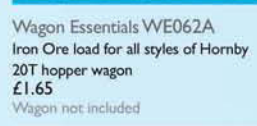
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Nuclear flask **BARRIER WAGONS**

Modelling the sector era? Need some runners to accompany your Bachmann FNAs?

TIM SHACKLETON

converts a pair of HEA coal hoppers into RNA barrier wagons using simple tools and materials.

The combination of a Class 31, a pair of RNAs, a FNA flask wagon and an air braked 20ton brake van takes us back in time to the 1990s and Sectorisation.

TOOLS

- » Razor saw
- » Gel pen
- » Sandpaper
- » Craft knife
- » Needle files

SHORT TRAINS carrying nuclear waste have been a feature of British Railways operations since the mid-

1960s. The practice quickly developed of coupling empty wagons either side of the flask wagons to act as safety barriers.

They could be anything from redundant cross-Channel ferry vans to ordinary wagons filched from revenue service. Banana vans – which stood around empty for most of the year – were often used in the vacuum braked era, and in later years air braked vans from the under-utilised VAA/VBA/VCA/VDA fleet found a new lease of life in this capacity. I believe the statutory requirement dictating the use of barrier wagons was that the flasks had to be a minimum of 18ft (6m) from the rear cab of the locomotive at the head of the train. When short wheelbase vehicles were used, a couple of wagons would be necessary.

These ad hoc arrangements continued for some years, even after the arrival of the relatively large and modern fleet of airbraked FNA nuclear flask wagons, which began in 1976 – the majority (numbered 550020-550060) were delivered in 1986-1988. When nuclear traffic

became the responsibility of BR's Railfreight Coal sector in 1988, HEA 32.5ton coal hoppers became the usual choice, although HAA wagons were occasionally used. The HEAs were taken at random from the existing fleet and, other than rebranding at least some of them as RNA, no outward modifications were made.

BR standard 20ton brake van – itself protected by a barrier wagon – always brought up the rear of a flask train until 1996, though their general use in freight traffic had ended some years earlier. The vans used were special air braked conversions with yellow ends and side panels, TOPS-coded CAR. Some brake vans used on nuclear flask trains were painted Railfreight grey with Coal symbols.

From March 1989, a start was made on cutting down the bodywork of the RNAs/HEAs to improve visibility for the traincrew and guard. The outcome was a unique sawn-off barrier wagon minus all but the lower part of the hoppers. The chassis was allover black while the vestigial bodywork was dark Railfreight grey with yellow end panels. The RNA TOPS code was retained and no separate number series was introduced. The wagons carried Railfreight Coal symbols at the right-hand end.

When the use of brake vans on flask trains came to an end, Railfreight-operated services usually consisted of a pair of RNAs (one or

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Tire black acrylic	www.airbrushes.com	UA733
RNA lettering	www.fox-transfers.co.uk	F4191
Frame dirt acrylic	www.airbrushes.com	UA719
Sleeper grime acrylic	www.airbrushes.com	UA721

other of which may have retained its bodywork) bookending anything up to five FNAs. Some flask trains ran in sections, with barrier wagons around each separate portion. Post-privatisation the cut-down RNA wagons were owned and operated by EWS, and at least one of the fleet was repainted into corporate maroon. However, this phase of the RNAs' lives was to be short-lived.

DRS TRAINS

Direct Rail Services (DRS) – a British Nuclear Fuels subsidiary – took over the operation of flask trains in a staged transition between August 1998 and early 1999. EWS, however, hung on to its fleet of RNA barrier wagons and placed them in store. That's why you didn't see DRS trains running with RNA barrier wagons – instead the new operator turned to its small fleet of de-bodied OBA opens and former PFA coal container wagons (minus containers of course). Suitable vehicles for conversion

to barrier use are available from Bachmann and DC Kits respectively.

Since 2002 – coincidentally, this was the time the flask wagons started acquiring their diamond-shaped hazard warnings – most nuclear flask trains have run without barrier wagons except where top and tail operation is necessary. For the past decade double-heading has been the norm as insurance against failure en route. You'll often see a pair of DRS Class 66s (6,600 total horsepower) trundling around with a single FNA, but the economic case for this is anyone's guess.

The step by step guide shows how to go about creating your own RNA runner wagons suitable for 1990s nuclear flask trains. The main component is a Bachmann HEA wagon and the main tool a razor saw to reduce the bodywork. It is a simple process and one which will be rewarded with a unique pair of vehicles and an accurate train formation. **EDM!**

STEP
- BY -
STEP



STEP BY STEP MAKING RNA RUNNER WAGONS FROM HEAs IN 'OO'

1



The best way to model a chopped-down HEA is literally by chopping down an HEA. I bought these crudely weathered Bachmann models at a very favourable price from an internet auction site, specifically for this project. This particular livery variant was a one-off, so you'd never see two wagons painted like this.

2



The HEA comes apart very easily – loosen the two screws under the hopper and pull it away. Using a gel pen I drew a line around the bottom of the hopper body where the incision will be made.

3



A razor saw is perfect for the next stage. With the hopper body held securely in a vice I sawed through the guide lines, beginning at the ends – where the plastic is thickest – and then along the sides.

4



The razor saw is pretty rigid and, with a little care, will produce a perfectly clean cut. Tool marks don't matter on the upper body, which can be discarded.

5



We want to retain the bottom half of the hopper – any rough edges where we've cut it off can be smoothed off by rubbing them on a sheet of sandpaper glued to an offcut of hardboard. An emery board nail file works just as well.

6



The hopper bottom will slot back into the opening in the chassis, exactly as it does on the prototype.

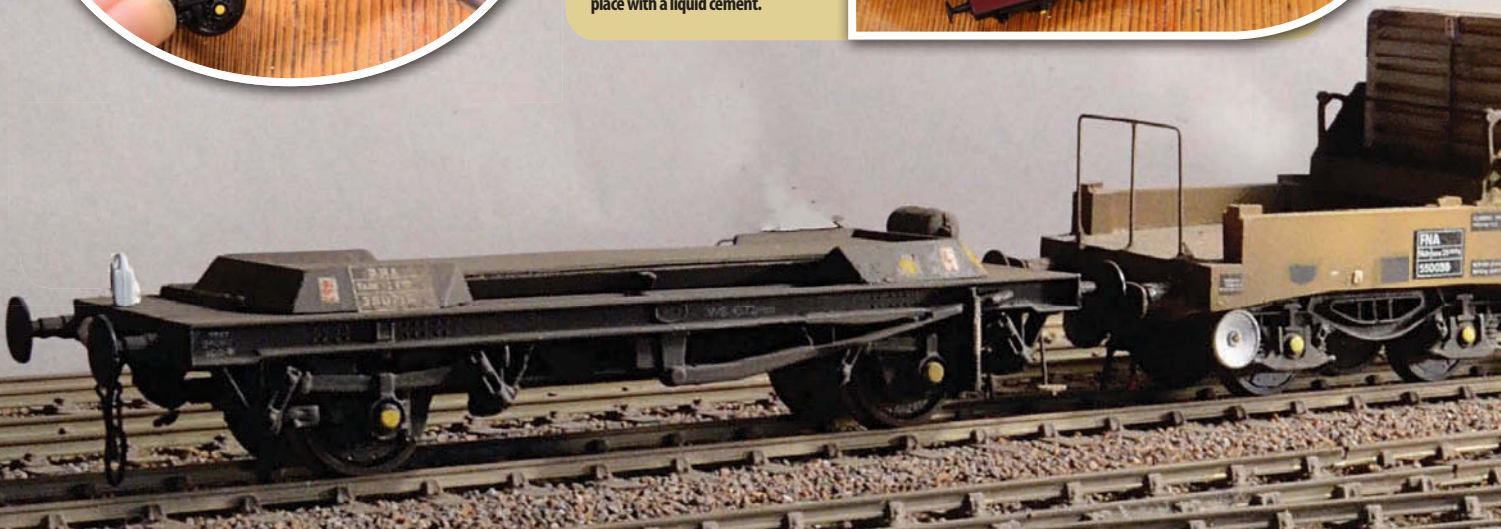
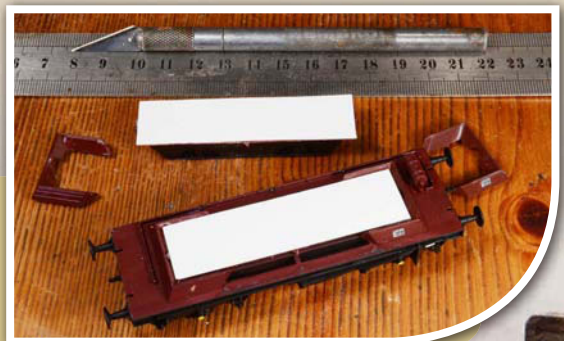
7



The side supports on the chassis should be cut off flush and the marks filed smooth. Take care with the sharp blade – go slowly and don't use too much pressure!

8

The open hopper bottom must be plated over flush with the sides and ends. I used 10thou styrene sheet, glued in place with a liquid cement.





You can considerably improve the appearance of the older-style Bachmann chassis by cutting out the thick webs behind the brake levers. I carried out the initial assault with a burr in my Dremel, followed by some more careful scalpel work and filing.

10

Once this was complete I took out the wheelsets and sprayed all the parts Satin Black, using a Halfords aerosol. This gives as good a finish as any airbrush for this sort of work.



11



Once the wagons were reassembled I airbrushed the upper parts of the bodywork with Tire Black (UA733) from LifeColor's useful set of Black Rubber shades. Note how the central body section sits between and below the protective ends.

12



Lettering comes from Fox Transfers (F4191) which has captured quite well the distinctive stencilled numbers found on RNAs. The position of the warning flashes and other graphics varies between vehicles. The Railfreight Coal symbols are hand-painted.

13



Weathering couldn't be simpler – an all-over misting of LifeColor Frame Dirt (UA719) followed by some Sleeper Grime (UA721) applied with an Iwata M1. I don't think the RNAs were ever cleaned – why would they be – and this seems to be their default condition throughout the Railfreight era and on into EWS days.

A typical nuclear flask train of the EWS era – a pair of RNAs sandwich a single FNA wagon. The latter is the S Kits version, which came out almost a decade before the Bachmann model and is still a highly creditable effort.





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GARSTANG & KNOTT END

RAILWAY

Size constraints usually mean that layout designs are a simplification of actual locations. But, as **EVAN GREEN-HUGHES** discovers, there were some prototypes which could be modelled without compromises, even in a modest space - like this relatively unknown route in the North West.

WHEN SEEKING a suitable prototype for a model railway attention is usually focussed on one location, rather than on a complete system. The usual reason for this is one of size, because even the smallest railways normally take up a lot of space - and certainly a greater area than most of us have available for our own home based projects.

However, there were some railways which for reasons of finance or traffic were built to a more modest scale, and many of these might provide suitable subjects for a model.

Towards the end of the railway boom there were many places which were not yet connected to the system, usually in rural areas with low traffic potential. To service these a number of light railways were constructed. These invariably had very sparse facilities, with minimal track layouts, and perhaps one or two locomotives pottering up and down servicing the needs of the local community.

Most had fairly limited lives curtailed in the 1920s and 1930s by road traffic but one or two did manage to hang on long enough to be-

come part of British Railways, and in a couple of cases - the Kent and East Sussex and the Welshpool and Llanfair for instance - to pass on into preservation.

NORTHERN LIGHTS

The railway boom had left the area of the North Fylde, to the north of and across the River Wyre from Fleetwood in Lancashire, devoid of any meaningful form of transport. Travellers from Knott End either had to cross the river or endure a ten-mile trek to Garstang, and produce from the largely flat, featureless fields was still travelling by horse and cart.

With the backing of businessmen, some of whom saw an opportunity to develop Knott End as a seaside resort or fishing port, a railway, to be known as the Garstang and Knott End Railway, was authorised to link the area with the outside world and construction started in 1865.

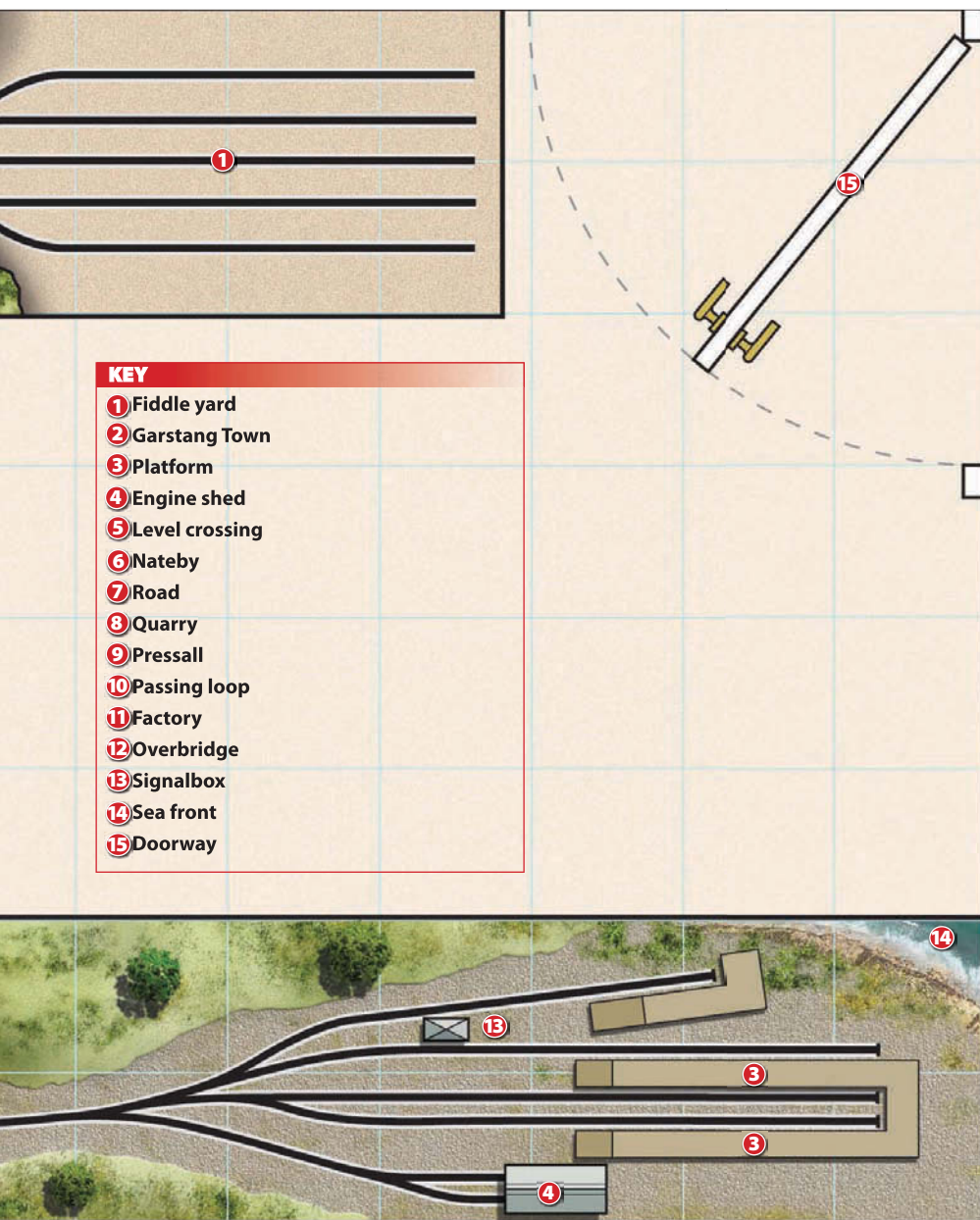
Unfortunately the money ran out with only half a mile of track constructed and it wasn't until 1870 that the first 5½ miles of single line to Pilling were eventually completed. Finances continued to be a problem for the line in its early years.

In 1899 work commenced on another four miles of line which eventually brought trains into Knott End, where a three platform terminus was constructed on the front and adjacent to the river, which at this point was almost at its estuary.

The line was worked by a rag-tag collection of tank engines, hauling coaches with open end verandas, with goods traffic coming mainly from moss litter, rock salt, coal and cask beer and six or seven trains ran each way per day.

In 1923 the line passed to the London Midland & Scottish Railway (LMS) and most passenger services were run by a steam railmotor while goods were handled by more conventional locomotives, including ex Lancashire & Yorkshire Railway Aspinall '3F' 0-6-0s, and ex-London & North Western Railway (LNWR) 'Cauliflower' 0-6-0s and 0-6-2T 'coal tanks'.

Passenger services ceased in 1930 and the line was cut back to Pilling, its original terminus, in 1950. The last train ran as late as 1963, hauled by 'Black Five' 45390, and by this time most of the standard LMS goods engines could be seen there.



MODELLING THE RAILWAY

From the modelling point of view the Garstang and Knott End line would allow the reproduction of the stations and main features at more or less scale size, and an 'OO' gauge model of virtually all the railway would fit on a 2ft wide shelf assembled round the sides of a suitably insulated standard garage.

Within this space four of the line's five stations could be accommodated and there is room also for a quarry and a factory, offering plenty of operating potential. However, perhaps the main downside of a layout like this is that the distance between each station has, naturally, been compressed. Clear use of scenery and structures such as bridges, cuttings and the like can be used to break up the stations more effectively.

The stations are all different, and there are examples of two platform terminus, two-platform with passing loop, single platform with passing loop and island platform.

Trains arrive from the hidden sidings, which represent the connection to the main line network, and enter Garstang Town station. This has an island platform serving trains running in both directions. Like the prototype

it is very short and able to accommodate only a couple of coaches, which was sufficient to satisfy the demand in this remote part of the country. There are three goods sidings, all in the trailing direction for trains heading towards Knott End, while across the other side of the station there's a small two-road engine shed.

The line continues across a level crossing, which serves as a scenic break between the two station areas and enters Nateby, which was little more than a passing loop with a siding to accommodate a few wagons. In real life there was a bungalow-style station building and a brick-built station master's house, which was right at the side of the level crossing at the Pressall side of the station. Nateby had platforms at both sides of the loop, probably as more traffic was anticipated than materialised.

Continuing round the corner, the scenery of which will allow for another break for the eye, the single line continues to Pressall. In real life there was a station calling Pilling in between but, as its layout was rather like Nateby it was the one which I left out.

Pressall has a platform on only one track as passenger trains cannot pass here but there are two long freight sidings, one of which goes to a

STATISTICS

Total size:	16ft x 8ft
Design scale:	'OO'
Control type:	DC or DCC
Minimum curve radius:	2ft 6in
Maximum train length:	Two carriages plus loco
Period:	1923-1968

factory and the other a quarry. The real line had a 1 1/2 mile branch to a rock salt mine from near Knott End but for the purposes of our plan it has been relocated to Pressall and made into a quarry, so that there's something to see above ground. There was actually a gravel pit here, next to the station, which would give rise to another type of traffic if modelled. Pressall was the smallest station on the line, not receiving its passing loop until 1926 under LMS ownership.

An overbridge at Pressall was to prove a very expensive item for the G&KE but was built at the insistence of the local parish, which did not want a level crossing - and for our purposes it provides a useful scenic break to allow the line to enter the terminus, Knott End. Here there is a terminus with three platform faces and a station building across the ends of the tracks. I have drawn the platforms the same length as the others but a prospective layout builder could extend these as there is plenty of room. The station faced the seafront, which in our plan forms the front of the baseboard, and there is a goods shed between the platforms and the sea. The station also boasts a small signalbox and there is another small two-road engine shed.

Of course there are ways of adapting this plan to suit your own needs and space. For example you could remove either Nateby or Pressall from the plan and extend the distance between the stations or alternatively even remove both of these locations and build just Garstang Town and Knott End. The choice is yours.

BR IMAGE

I visualised that this layout could be operated in the British Railways era by assuming that the passenger services had survived the 1930 closure. An Ivatt '2MT' 2-6-2T with a couple of autocarriages could provide the passenger service or perhaps one of those unsuccessful four-wheel railbuses might have found its way there.

Other possibilities might be an ex-LMS or BR 'Standard Four' 2-6-4T and a couple of suburban coaches or a Diesel Multiple Unit. Freight traffic could be handled by ex-Midland Railway '3F' or LMS '4F' 0-6-0s and perhaps by newer designs such as the Ivatt '2MT' 2-6-0 or 2-6-2T. In real life there were many other locomotives, some of which, such as the 'Black Five', are readily available off the shelf from the likes of Hornby and Bachmann.

Although this layout does not have the complex formations of some of our other suggestions it does offer a lot of operating potential if you are happy to stick with short trains and fairly small engines.

As with the Garstang and Knott End, Britain had many smaller railways which had unique characters and offer a huge amount of potential for an entertaining, achievable and satisfying layout with real interest from the research stage all the way to operation. **EDM**

**BACK TO
BASICS**

Fine wire can be used to make an incredible variety of trees for a model railway. **NIGEL BURKIN** shows how...

**PART
THREE**

TREES

With wire



WHEN IT COMES TO MAKING bespoke trees, little can beat the use of wire to create the basic tree structure or armature.

It is by far the most popular technique amongst layout builders and after reading this article, you can hopefully see why.

Wire armature trees are cheap when old wire such as scrap electrical flex is used. A single tube of DIY filler contains enough bark material for hundreds of trees and can be bought for a few pounds. Leftover modelling paints can be used on the bark and the tools needed to create tree armatures are simple to use.

Wire armature making is a very flexible way of making trees. Specific species can be created using books and photographs as reference and the height and spread of the tree designed to suit a given scale or fit

Wire armature trees can be handmade to any size to suit any scale. Delicate 'N' gauge trees, as demonstrated on this short diorama, can be made from 0.2mm diameter copper wire found in domestic electrical cable.

a specific site. The techniques are simple to follow and the results enormously satisfying.

The time required to create such trees is the downside of this generic method. Choosing when to use bespoke wire trees on one hand and more generic trees made from sea foam or commercial armatures on the other is key to achieving a good balance. The foreground trees on a layout could easily be based on wire armatures, especially if it is a feature tree. The nondescript lineside weed trees are better made from sea foam or commercial armatures.

SOLDERED WIRE TREES

Trees for smaller scales or smaller trees and saplings are easily made from the fine copper wire found in electrical flex. When wound together and soldered for strength, they make up into fine looking tree armatures with delicate branches. I cut the cable to the required length, about 10% or 15% longer than the desired tree height. A small section of the end is stripped of insulation and the copper wire strands soldered together. Several bundles of wire can be used to make up one tree depending on the desired thickness of the tree. They are soldered together at the base of the trunk.

From this point onwards, gently twist the wires to form the trunk up to the height of the first bough then separate some of the wires to form the bough. The same principle is applied to forked trunks that divide into two or more smaller trunks.

Boughs are carefully created by dividing up the wire bundles with branches from each bough made by further dividing the wire strands from the main bundles. As you work, wind a single strand of wire around the trunk and boughs to hold them together. When you reach the crown of the tree, solder the wire where branches and boughs branch away from each other. The use of fine wire does not make for particularly strong trees. However the use of solder will stiffen things up nicely whilst protecting the delicate appearance of the tree.

Once happy with the result, shape the tree to suit the species and trim excess length from the fine twigs and branches. Once washed to remove solder flux (if any), the tree is ready for bark mixture application and painting.

TWISTED WIRE ARMATURES

Larger trees can be made from bundles of thicker wire and there are many sources of such wire including heavier duty electrical cable, horticultural wire and flower-arranging wire. Thicker wire adds much more stability to a tree at the cost of the delicate appearance desired by those working in smaller scales. However, for

TOOLS AND MATERIALS

General tools and materials used to make the trees featured in this article:

- Artists matte medium diluted 4:1 with water
- Matte sealer and adhesive
- Brown, bauxite and grey acrylic paints for painting tree bark
- Clear drying extra firm hold hairspray as a scenic adhesive
- Plastic trays to hold and catch scenery material during foliage application
- Plastic pipettes for use with matte medium
- Pump action spray bottle
- Modelling knife
- Scissors
- Tweezers
- Clothes pegs
- A variety of horticultural and flower arranging wire up to 1mm in diameter
- Electrical wire
- Soldering iron and solder
- Wire snips
- Flexible filler and powdered filler (Hydrocal or Polyfilla)
- Old paintbrushes
- Woodland Scenics foliage materials
- Woodland Scenics fine turf

'OO' gauge and larger scales, horticultural wire is perfect. When cutting the wire to length and preparing the bundle to form the main trunk or tree stem, select one piece of thick wire to act as a core. The core is contained within the trunk and projects below the root level providing a securing pin for when the tree is planted on the layout.

The principle is the same as that described above for soldered wire armatures. The wire bundle is divided to create boughs, branches and represent a forked trunk. The flexibility of the wire tree armature is that any shape of trunk, bough, branch and root can be created.

The trunk and branches are bound together with a tight wrap of wire using a single strand. Upon reaching the end, it is joined to the next in a loop to create short 'sprags' or dead branches, if desired. The tight wrapping and the use of thicker wire stabilises the tree armature making it strong but flexible, enabling all manner of shapes to be introduced.

At the base of the tree, roots can be created in the same way as branches in reverse. Do not wind the outer wrapping of wire right to the »

TREE MAKING TIPS

- Use wire trees to create different species or types of tree.
- The colour of tree bark varies in colour from species to species. Keep a mix of browns, greys and brown-red colours to hand to create the right bark effects.
- Low cost wire suitable for wire armature tree making techniques can be bought from garden centres and DIY shops. Have a variety of types to hand.
- Cheap firm-hold hairspray makes the ideal spray adhesive for securing foliage products.
- Use flexible filler mixed with a spot of Woodland Scenics Hydrocal or powdered filler to add texture to a bark mix.
- Powdered water based paints can be used to tint bark mixes.
- A scrap of styrene foam is the ideal base for holding trees steady whilst glue and bark dries.
- Use cleaned food trays to catch excess foliage material so it can be used again.
- Don't forget how tall trees can grow. Have you checked the size and spread of your proposed tree to see if it fits the layout?

base but leave about 25mm of exposed wires which can be twisted together to create the roots. They will be flexible enough to fit over rocks or conform to hard shell landscaping. Once complete, the armature can be further shaped by carefully bending it with fingers and pliers.

CREATING BARK

Two features we need from bark are flexibility and strength. It has to allow minor adjustment of the tree without breaking off, and a degree of texturing if desired. One thing that the bark coating will do is thicken up the tree

stem and branches, often to great effect.

I never expect to treat a tree in one application. I find that to disguise most of the inner wire armature, several layers have to be applied. The mix required to do this has to be reasonably sticky to adhere to the wire stem yet reasonably easy to work and quick to set so as not to delay the project more than is necessary. I choose to use flexible filler for skirting board and doorframes that is designed to take up vibration or movement. It is diluted with a drop of water and has a small quantity of powdered filler added to give it texture. In fact, the coarser

you need the tree stem to appear, the more powdered filler that should be added. My experience shows that Hydrocal is perfect for a strong, flexible, and fast setting mix. Experience also shows that a standard filler and PVA glue mix is not as effective as one might expect and some of my older trees have lost their bark covering in places to reveal the wire armature.

The bark mix is applied with a paintbrush and built up in layers that can have knots, damage, texture and short knobs of wood added. This is the way in which character is applied to the tree armature.

STEP BY STEP MAKING TWISTED WIRE TREES



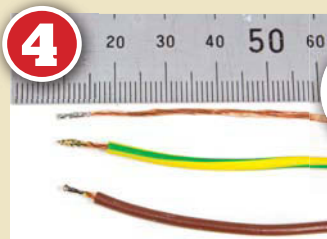
Most of the materials used in wire armature tree making can be found lying around the house, at garden centres and DIY shops including filler, horticultural wire, electrical cable and hair spray.



Keep a variety of wire in your tree making kit. The smaller the trees, the smaller the diameter of wire required to create delicate looking specimens.



One of the cheapest ways of acquiring fine wire for tree armatures is to strip old electrical flex. It's a tedious job but one made easier by using good quality strippers.



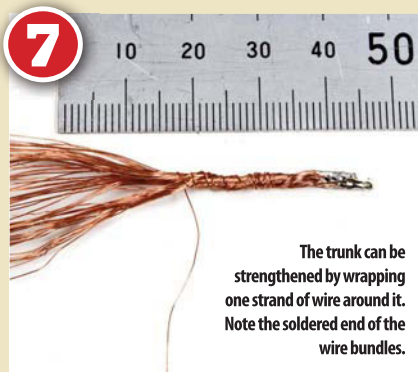
The trees featured in this article started life as multi-strand electrical cable. Before stripping the insulation away, cut to the desired length equating more or less to the height of the tree and solder the copper wire strands together at one end.



This is clearly one of those wire stripping jobs where you must definitely not use your teeth! Strip the insulation a small section at a time to reveal the copper wire strands.



Use several bundles of stripped wire to build up the trunk diameter and solder them together at the base of the trunk.



The trunk can be strengthened by wrapping one strand of wire around it. Note the soldered end of the wire bundles.



As the tree armature is made up, separate groups of wire strands to make boughs and branches.



Solder the branches where they join the main trunk (or stem) for strength.



A closer view of the wire strands and how they are divided into smaller bundles to make the branches. Each bundle can be further separated to make finer branches to support pads of foliage.



The wire armature is nearly complete with the main boughs divided into smaller branches and soldered for strength. Over-length branches are trimmed to give the tree the desired shape.



A pair of soldered wire tree armatures were made in an evening. They are over 60mm in height equating to a scale height of around 30ft in 'N' gauge.



Once covered with bark and painted, the trees are decorated with foliage. Their size contrasts with the Dapol Class 122 DMU.

TREE COVER

I discussed the many different ways of covering trees with foliage in the last article on tree making – HM83. Once the wire armatures are coated and painted, application of foliage is the same as any other model tree. You can thicken up the tree canopy with small pieces of sea foam and apply the easy to use Woodland Scenics foliage net or clump foliage. Poly fibre and individual leaves or Woodland Scenics Coarse Turf all have uses in finishing model trees. It's a matter of personal choice, desired

season and the tree species being modelled.

The trees featured here are, unlike the trees described in the second of this mini-series, only dressed with the foliage mat from Woodland Scenics. The pair of small trees intended for 'N' gauge was completed with F52 medium green. The pine trees received F54 conifer green. In both cases, the trees were enhanced with literally a pinch of T45 green grass fine turf.

VARIATIONS

The twisted wire armature technique is open to a range of variations. Stiff

hemp string can be teased out and inserted in the wire bundle to make finer branches and create different texture. Painting and a spot of foliage material and sealing with matte medium complete the picture.

Postiche or artificial hair can also be used in tree making, incorporated into the wire armature in the same way as hemp string. When you start to look around garden centres and other retail shops, the search for tree making materials suddenly makes a routine trip into town much more interesting! **TECHNIQUE**

STEP BY STEP MAKING LARGE TREES WITH THICK WIRE



The larger the tree, the thicker the wire that should be used, although you can mix different thicknesses of wire. This pair of pine tree armatures has been made from copper wire stripped from single core electrical wire (left) and green horticultural wire (right).



A bundle of wire is bound together by wrapping a single piece tightly around it. Some excess has been left at the base to make exposed roots.



Short lower branches of the pine are introduced by introducing a loop in the wire used to hold the bundle together.



Rather than join the ends of wrapping wire, use the ends to create lower branches.



The bundle is separated to create boughs and branches. The longer pieces can be looped back on themselves and wound around the base of boughs to extend the reach of the tree without increasing the amount of wire used in the trunk.



Bark consists of a mix of flexible filler and powdered filler. The bark cover is built up in several layers, applied with an old paintbrush. If the right filler materials are used, the result should be a fast setting and flexible bark covering.



To speed the work of creating trees, use acrylic paints to colour the bark. Acrylic paints dry quickly and brushes are easily cleaned in water.



Clear matte adhesive purchased from a craft shop is used to initially secure foliage to the branches.



Each tree receives a good spray of matte medium to take any shine away and to further secure the foliage in place. A pinch of light green fine turf adds some much needed variation in the foliage colour.

USEFUL WEBSITES

- www.woodlandscenics.com
- www.themodeltreeshop.co.uk
- www.deluxematerials.com
- www.modsupplies.co.uk
- www.gaugemaster.co.uk
- www.noch.com

TIP

A useful tool to have to hand is a hot glue gun - use spots of hot glue to secure an armature that threatens to come adrift!



Foliage by Woodland Scenics was used on all of the trees demonstrated here. Pieces are cut using scissors and teased out before being added to the tree.

Southern region



Jersey's fascinating history

HM83 included an article on the recently announced Dapol Adams 'B4' 0-4-0T, built for the London & South Western Railway (LSWR) in the 1890s, for work primarily in docks such as Southampton and Plymouth. I believe that some, if not all, were deemed surplus to requirement after the Second World War, when the Southern Railway co-opted USA 0-6-0Ts left in that region after hostilities had ceased. Your article includes a photograph of 81 *Jersey* in fine fettle at Southampton Docks in 1932, but I wonder if many know of what happened to the locomotive thereafter?

It would seem that *Jersey* was one of those sold off in 1949, and headed north via Leicester and Doncaster where it was

subsequently sold on to an iron and steel works at Skinningrove on the north east Yorkshire coast between Middlesbrough and Whitby in the Cleveland Ironstone District. I believe that the locomotive was limited by its small coal capacity, so the Skinningrove Iron Company used it for general yard and gantry shunting, in which role it worked until 1957 and stood outside until scrapped in 1962.

So, with the current lack of ready-to-run 0-4-0T locomotives, I think that a Southern 'B4' would happily blend in with a North Eastern industrial layout. I have ordered one already from my local shop and look forward to its release by Dapol later on in the year.

Mike Leonard, York.

'L1' QUALITY CONTROL

I was interested to read the review of Hornby Thompson 'L1' 67777 (HM84) in relation to my own experiences.

At the beginning of April I was most surprised and pleased to finally receive this model from my regular retailer having pre-ordered it in 2012. However, my delight was soon dampened as the model was as dead as a dodo when I placed it on the track for testing. After two more sessions I managed to get it to move but it would only complete half a circuit either way before stopping dead.

As my retailer had no more in stock and I wanted the locomotive rather than a refund, I sent it back to Hornby Customer Care for either repair or replacement. I am pleased to say that I received a parcel from Hornby and enclosed was a replacement item. The good news is that I now have a model that actually operates and will complete a full circuit. The bad news was that for a new item it had one buffer, two head lamps, smokebox dart and step all broken off. These were easily fixed but I should not have to for a brand new item. If I was a newcomer rather than an old hand to the hobby I would have been very disappointed.

John Cherry, Chatham.

Dapol announces...

ADAMS 'B4' 0-4-0T FOR 'OO'



Photograph below: The Adams 'B4' 0-4-0T is to be Dapol's target for a new 'OO' gauge locomotive in 2014. 'B4' 81 *Jersey* stands at Southampton Docks in June 1932. (C) Hornby Rail Archive Southampton.

New v
GREAT
A brand new model dedicated to the Hornby Magazine Great Show will go live on the website bringing together the latest information and more on confirmed exhibits, and demonstrate them.
The Great Electric Show is being run for the second time at the Mid Motor Centre, Gaydon Warwickshire, on the 11/12 of October 11/12. See more than...

Bachm
The first...
Bachm...
Bachm...
Bachm...

branch line formations



HAVE SOME ADDITIONS to Mark Chivers' article (HM85) on branch line train formations related to the Southern Region which I would like to share.

The intriguing thing about the 'M7' with Maunsell push-pull coaches is that various other vehicles were added to the basic train in different places. Through coaches could be added to the regular branch train, typically a single Brake Composite (BCK), which would be added onto the express train at the junction station. Whichever way the train ran, these coaches had to go on the back because they were not push-pull fitted.

Modelling through coaches gives plenty of scope for shunting practice. Some branches (such as Lyme Regis in the summer) had so many through coaches that five coach sets were worked as a separate double headed working. Vans were also added in the same way as through coaches, but some four wheel vans were push-pull fitted and were normally rostered between the locomotive and coaches. These push-pull sets could also be augmented by a second push-pull fitted Maunsell Second Open, or a 100 seat SECR suburban.

When it comes to the 'Battle of Britain' on the Plymouth to Okehampton route in the early 1960s there are lots of things to consider. There are a lot of detail variations on the locomotives,

and if you want to get the period exactly right, photographic evidence is vital. The rake of coaches shown in the picture is unlikely at any time, and could not happen until the mid sixties. The Southern Region Mk 1 BCKs were built right at the end of the Mk 1 programme, so would not have appeared until say 1964. Photographs of them are rare because BR (SR) had only around a dozen. They were ordered for the Atlantic Coast Express, but this train stopped running soon after.

There are all sorts of other options, but one of the most attractive must be the possibility of a Bulleid 'Light Pacific' hauling a single BCK on the lines around Torrington. It looks incongruous but is entirely authentic. And then, don't forget that from 1964 the Western Region took over West of England services, giving a whole new set of options.

There are lots of combinations of coaches and locomotives to be found and I would suggest to those interested that they spend a wet weekend with a pile of photographic books and a magnifying glass. If you're not in the mood for modelling, it's a fascinating exercise!

Dave Cruickshank, Solihull.

Formations for the West Country branches are wide ranging. On April 24 1961 'T9' 4-4-0 30717 runs beside the River Camel with a mixed train for Padstow. D Hepburne-Scott/Rail Archive Stephenson.

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.

At 8ft square Peter has been fielded at original at Crewlisle workshop to the 1960s and 1970s.

Recreating the West Coast Main Line in the 1960s and 1970s was a great challenge. He explains how he went about developing this impressive and busy model railway.

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Recreating the West Coast Main Line in the 1960s and 1970s was a great challenge. He explains how he went about developing this impressive and busy model railway.



THE LOCATION of my layout is a small space in the corner of my house. It is a small space, but it is a space that I have made my own. I have made it a space where I can express my creativity and my passion for model railways. I have made it a space where I can share my knowledge and my experience with others who share the same hobby. I have made it a space where I can learn from others and where I can help others. I have made it a space where I can have fun and where I can enjoy the hobby that I love.

Garry Hall, by e-mail.

In Brief...

■ I am intrigued by the voice control newly available from Hornby. Apparently, a user can program all sorts of instructions. I wonder if there is a default shut down for a shouted 'Oh dear'? Of course, you may want to replace 'dear' with your own equivalent!

Simon Thorpe, Tetsworth.

■ How do modellers with large and complex layouts cope with the layers of dust which seem inevitably attracted to such environment? Even with my modest layout it is a problem, and at times I resort to a good blow with a hair dryer, followed by flicking with an artist's brush. Could we encourage some feedback, please?

Roger Phillips, by e-mail.

■ I have just obtained a Triang Hornby 'West Country' and although circa 1967 it is in good condition. The chassis is very quiet but with the body in place, it seems to act as a sounding board so there is a loud growl when the model is moving under power. Does anyone know a cure?

Steve Morris, by e-mail.

Crewlisle shows what small spaces can include

I would like to write to you expressing my delight at the wonderful model railway Crewlisle in HM84. To me, this is what a model railway is - although it is only 8ft square, Peter Goodman has packed a lot of interesting operating and running possibilities into it.

The scenery shows it off well and this should be an inspiration for all modellers. I much

prefer to see individuals' layouts to club ones, and, although we would all like a very large space the majority of us have to use a similar size or slightly larger. I know each person is different but this to me has everything a layout needs: Crewlisle is a real model railway in the very best sense of that term.

Garry Hall, by e-mail.

STATISTICS

Owner:	Andy Hopper
Scale:	'00'
Length:	12ft
Width:	2ft
Track:	SMP and C&L
Control:	Analogue
Period:	BR Southern Region, 1950s

 The Albatross flies low across the station as it returns from a rescue mission in the English Channel. Unfortunately I've not been able to make my plastic kits fly, so this picture is all down to the wizardry of photographer Trevor Jones.





MANSTON AIRPORT

ANDY HOPPER needed a layout to showcase his SECR rolling stock, so he looked close to home and created an aviation-themed scene in finescale 'OO' gauge.

PHOTOGRAPHY, TREVOR JONES



Left: In the foreground there appears to be some sort of problem with the pipework in the fuel depot as the workaday USAF diesel leaves a train of tankers.

I DON'T PARTICULARLY like running trains, so why did I build a layout? I like making things and I've been interested in trains since I was a boy – when I went to school everyone went trainspotting. If I wanted to build trains they had to work, so I had to have a layout, and if I had a layout I had to have a reason for operating it, so I take it to exhibitions where I can get satisfaction from putting on a performance that in one way or another entertains people. We've been to over 30 exhibitions from Yorkshire in the north, to Southampton in the south with Manston Airport, the first one being as long ago as 2001 and we've enjoyed every one.

Once I had decided to build a layout the general locality was simple as the South Eastern & Chatham Railway (SECR) locomotives are my favourites. It had to be small though, as the layout had to fit in a car to be transportable. Eventually the idea dawned that my local airport at Manston would make an ideal 'might have been'. There was a railway to it to help construction in the First World War, but it was lifted soon after. However, if the Southern Railway (SR) had extended its interest in air travel - it had a share in Railway Air Services - it might have done for Manston what it did for Southampton Docks and built a station there. Passenger planes of the time were small so a platform for three coaches would be fine.

The period is the 1950s as that's the era I remember. There are added benefits in that Manston was an American base at that time which gave rise to a number of possibilities for different rolling stock.

DISTINCTIVE STYLE

Being Southern Railway and developed in the 1930s, the style of the station had to be Art Deco. This was the best bit »





Below: A 'C' class 0-6-0 arrives with a goods. The repair crew in the GMC truck have come to mend the fence, and the RAF Police from the blue Jeep have probably come to ask questions. The broken fence is a way of disguising the fact that there is no easy way of taking fence wires across a baseboard join.

SEE IT AT...

> CHATHAM JUNE 14/15 2014

> BEXI-HILL AUGUST 9 2014

> BROADSTAIRS NOVEMBER 29/30 2014



of the planning process, studying SR developments of the period and designing a suite of buildings to fit with what was actually done by the Southern.

The signalbox is based on Deal, the water tower has details from Ramsgate, and the rest is all my own work. I eventually evolved concrete structures for the station and goods shed with rounded corners and flat roofs and cantilevered canopies, and put a second storey over the centre of the waiting room to give the suggestion of an airport control tower. It's these buildings, along with the aircraft, which give the layout its most distinctive features, and I have to say I'm rather pleased with them. They are built from plastic sheet and strip, with the rounded corners being formed on wood or metal jigs in boiling water.

There had to be facilities for trains to carry the growing volumes of airmail, and freight for the airport including fuel

and supplies for the planes. Manston has a fuel depot, originally put in for FIDO (a wartime method of burning petrol to disperse fog), which I could copy.

CONSTRUCTION

At least a year was spent planning, and it was all part of the enjoyment. I decided that three 4ft x 2ft baseboards would be big enough for my ideas, and would fit in a reasonably sized car if I planned them so that they would fix together into a package 4ft x 2ft x 2ft. To do this I planned a cassette fiddle yard so that I could carry the scenic part of the layout in front of it and not waste any space. I could fit in the facilities I needed, but it did have the disadvantage that the trains only had a maximum of 8ft to run, but you can't have everything in the real world.

I built Manston Airport to be as light as possible as I'd had my fill of carrying

heavy baseboards about. The Manston area is flat so the boards were built with a solid top of 6mm plywood with framing of twin lengths of 3mm ply separated by spacers of 18mm square timber. Bare boards could be lifted with one finger. The three boards are supported by lightweight timber folding trusses and only two trestles, each with three legs. This means that no matter how uneven the floor the baseboards always have a level base to rest on, and all is designed to take up minimum space in the car. This method of support has attracted considerable interest and has been copied for a number of other layouts.

Another decision taken at this time was that ground contours would be formed from expanded polystyrene (virtually weightless) covered with newspaper (much lighter than the more usual plaster).

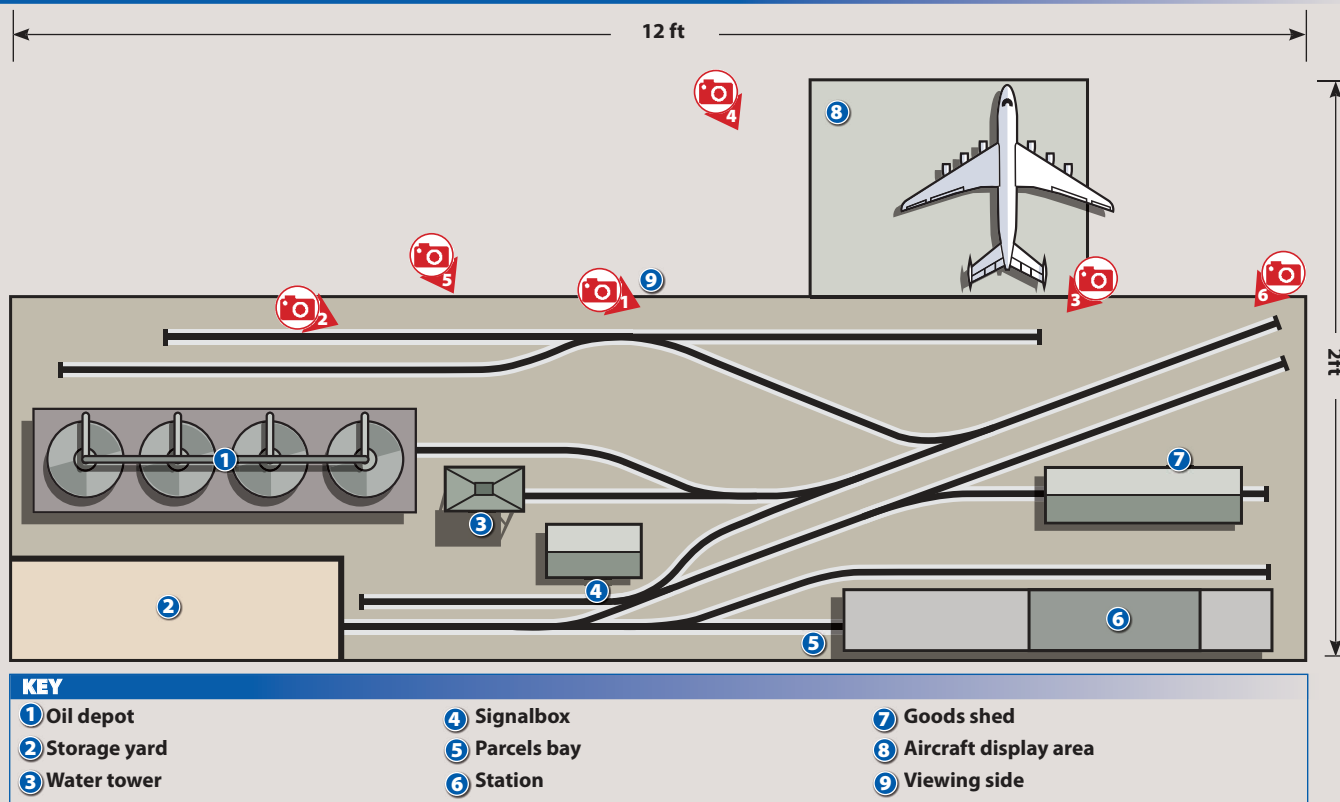
I considered modelling in 'EM' gauge rather than 'OO', but in the end stuck with



Bulleid 'Pacific' 34070 Manston
simmers in the station with the
French President's train while
an 'R1' 0-6-0T shunts the yard.
Manston Airport is always busy with
passenger and goods workings.



MANSTON AIRPORT TRACK DIAGRAM (NOT TO SCALE)



the latter as I wanted to use my stock on other layouts. I decided on code 75 bullhead track as this is right for the period and the sleepers used by SMP and C&L are the right size and spacing. Plain track was bought in yard lengths, but pointwork had to be handbuilt. I started with a couple of SMP kits which come with a plastic base into which the cut and filed lengths of rail just slide. A bit of practice at filing up the crossings and switch blades helped enormously and I found it wasn't difficult as long as I took pains to make sure everything went together just so. After that soldering up points of larger radius on copper-clad sleepers was very little more trouble. Originally the track was laid on firm foam about a centimetre thick which gave very smooth and quiet running, but after several years it perished and the track became very uneven and all had to be ripped out and relaid on conventional cork underlay.

ANALOGUE OPERATION

If I were starting today I think the layout would be Digital Command Control, but when I started building locomotive kits this was very much in its infancy and so I have now gone too far down the road of analogue control to change. Manston Airport has conventional cab control with two controllers available which allows us to shunt the yard whilst running a passenger train. At times everything gets much too busy for a

real life railway, but at the majority of exhibitions we're in the entertainment business. For a more specialist exhibition we can slow down and be more realistic.

Signalling is by colour lights as befits a prestige station of the period. I've used Train-Tech signals modified to look like SR signals of the period. I've added shunting aspects to them, but as yet these don't work.

The points are operated by wire in tube. This avoids the complication of more wiring

for point motors, and spreads the controls along the back of the layout. I find walking about less tiring than standing still to operate, so that suits me fine. I have also built all the section

switches into the back of the relevant board so there is no separate control panel and fewer connections between boards.

Once the track was down it was thoroughly tested over a long period to ensure that all was well before scenic work was started. Part of the process of building in reliability was ensuring that every single length of rail had its own feed wire soldered on so there was no reliance on conductivity through fishplates. Microswitches are used to change frog polarity on the points. This means that there is an awful lot of wire under those boards for such a simple trackplan.

A young neighbour thoroughly enjoyed helping me do the testing and spent hours running locomotives about at everything from a crawl to breakneck speed. Only when I was sure that all was well was I prepared to go to the next stage. »

"The location was easy as the SECR engines are my favourites"

ANDY HOPPER



VARIED SCENERY

I wanted to differentiate between the airfield, the railway and the fuel depot, and so I gave them different scenic treatments. The airfield is smooth grass from Woodland Scenics fine scatter, the railway banks are rather more overgrown and use a mixture of carpet underfelt, coarse scatter, flock powders and other textured materials, and the green areas around the fuel depot mainly just coarse scatter.

I have aimed to use a variety of shades of green in all areas, but this went badly wrong at the beginning as I'm red/green colour blind and at the first exhibition I was gently told by club mates that the greens were much too bright. Advice was taken on the best shades to use and all was toned down, and I now take care to stick to a set of specific colours that I know I can trust. Ballasting was with fine mid grey ballast for the most part, but a cinder mixture was used in the oil depot for both ballasting the track and the general hard ground area.

THE TRAINS

Displaying the rolling stock was the whole point of the exercise, so what do we have? The short answer is, of course, much too much! For passenger trains we have representatives of all of the ex-SECR 4-4-0s still running in the 1950s – 'L', 'L1', 'D1' and preserved 'D' 737 resplendent in its magnificent SECR livery - I know it never ran in preservation, but I can dream. These are supported by an 'H' 0-4-4T on the push-pull diagram while 'C' and 'O1' 0-6-0s run the goods and a 'J' 0-6-4T appears on parcels trains. Station pilots are 'P' and 'R1' 0-6-0Ts or a Class 04 diesel, all kit built.

They are supplemented by Bachmann GE 44T US diesels in United States Air Force (USAF) colours. These were widely used by US forces in Europe, but never in the UK, but that's modeller's licence again as it is something different to see. Sometimes a War Department Ruston 0-4-0 diesel helps out here.



Above: The foreman is cross – maybe because he wouldn't normally expect to find a steam locomotive so close to his fuel tanks! The discarded oil drums mark where the uncoupling magnet is.



A Hornby 'King Arthur' and 'Battle of Britain' (34070 *Manston* of course!) complete the usual roster – the latter decked out in full livery for hauling the French president's special train copied from a great photograph of a similar locomotive emerging from Shakespeare Tunnel at Dover.

Coaching stock is mainly bought as there are excellent Maunsell, Bulleid and Pullman coaches available off the shelf, just a little detailing and weathering is carried out along with close coupling. I don't put passengers in the coaches, as although they look good in a train that is arriving, they look pretty silly in empty coaching stock. I have a couple of push-pull sets, one of ex SECR coaches which is usually used and one Maunsell set, but this is really too late for the period. Both of these are from kits.

There is a wide range of parcels stock, again all kit built. Lots of SR utility vehicles of various types, some from other railways, and a couple of bullion vans as well to

add variety. I have the kits for but have not yet built some SR Royal Mail vans.

Goods stock is again varied and mainly kit built from all the main kit makers.

Two 'Iron Minks' have

been altered to make SR gunpowder vans to bring in munitions for the planes. Two

rakes of oil tanks

are run, one for jet

fuel in black tanks,

and one for aviation

spirit for propeller

planes in silver

tanks. Most of these are scratchbuilt to

give that lovely uneven look that these

trains had at that time. Couplings are

Spratt and Winkle which are fairly simple

to fit, are robust and give automatic

uncoupling using permanent magnets.

Despite Trevor Jones's great picture the

aeroplanes don't fly. They are a Grumman

Albatross flying boat for air sea rescue and

a Republic F84 Thunderjet fighter, both of which were stationed at Manston. Again both are kits, and I had to add a small board on the front of the layout to stand

them on. Servicing the

aircraft are a number

of GMC trucks and

Jeeps from various

sources, and other

vehicles are spread in

appropriate places,

including a kit built

model of my first car –

a 1955 Hillman Minx.

Broadly speaking

I am satisfied with Manston Airport. I'd

like a longer run for the trains, but that's

just not possible within the space limits

that were set at the beginning, otherwise

it does what it was designed for and is

sufficiently interesting to keep fellow

operator Jeremy and myself amused during

a two day exhibition - and you can't ask

for more than that in my view. 

"Being Southern Railway developed the style of the station had to be Art Deco."

ANDY HOPPER



This clearly shows the buildings which are one of the characteristic features of the layout. The rarely modelled 'J' class tank simmers gently with its train of characteristic Southern four wheel parcels vans while it awaits the arrival of the passenger train.

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LASER CUT FOOTBRIDGE

Ancorton Models is expanding its range of laser cut kits with this double track footbridge amongst the latest. **MIKE WILD** shows how to build this finely created wooden model.

MODERN production techniques make kits like this a dream to assemble. Cut from thin sheet wood using a laser cutter, Ancorton Models' new 'OO' gauge footbridge kit is a superb example of how different materials from the traditional etched brass and plastic can be used to create intricate and detailed models.

All of the components in this model were flawlessly cut with just tiny pips to cut to remove them from the sprues for assembly. Footbridges are notoriously difficult structures to represent – and often fiddly to assemble – but this one is different. Naturally it doesn't get fully away from fiddly steps (in every sense of the word) but actually it is an ideal beginner's kit thanks to the quality fit of its parts.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Platform footbridge	www.ancortonmodels.com	OOST5
BR maroon acrylic	www.airbrushes.com	UA815
Burned black acrylic	www.airbrushes.com	UA736

Assembly takes around two hours and requires only a basic tool kit consisting of a sanding board, craft knife and tweezers – the latter simply for adding the stair treads to the staircases. Glue can be selected from PVA, contact, all purpose and more, but we found a quick drying contact adhesive to be advantageous in completing the building in a relatively short time.

Finishing is down to the individual. The bridge has a Midland/North Eastern feel to it and its latticework will look just as good in maroon as black. Careful painting of the stair treads, landing and bridge deck will allow the grain of the wood to show through too for a detailed finish.

The step by step guide shows how this structure goes together and it will be an evening well spent building this model. **TEOMI**



STEP BY STEP BUILDING ANCORTON MODELS' FOOTBRIDGE



The footbridge is supplied as a flat pack kit of parts, much like a plastic kit but cut from thin wood.



Setting the supports to one side to dry, the bridge deck can be assembled next. The fret for these is much thinner and needs to be handled with care to avoid damaging the bridge sides. The floor has a planked etch on one side only – make sure it goes the right way up!



To start the process you will need a craft knife with a sharp blade and a sanding board to clean up any pips. Cutting the components from the rear of the sprue results in a cleaner cut.



The step handrails need the step supports adding. These are different for the upper and lower staircases. Contact adhesive fixes them together.



Having cut out the supports they are glued into the bases and fixed in place with contact adhesive. The process is repeated for the shorter supports and the top panels are then added onto



Having assembled all of the components, we now have a collection of sub-assemblies which form the finished bridge.

Rebuilt 'Royal Scot' 46100 *Royal Scot* passes underneath the Ancorton Models footbridge. It is entirely built from wooden laser cut parts.



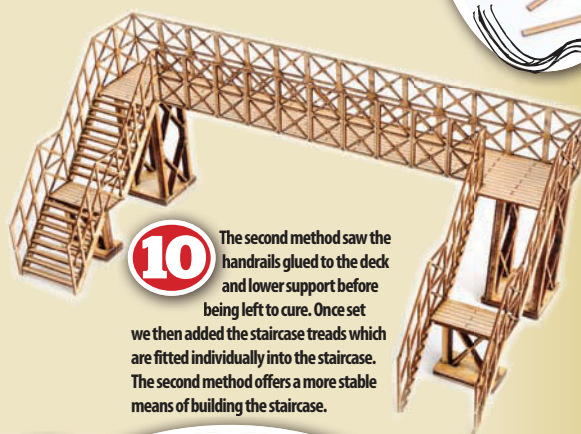
First the bridge supports are fixed in place under the deck using contact adhesive.



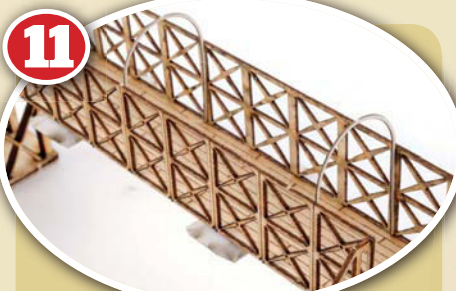
Next the step handrails can be brought together around the lower support – the planked half landing needs to be added to the top of the support first. We then tried two different methods for adding the steps – first by building up the staircase separately...



... And then fitting it to the bridge deck using contact adhesive.



The second method saw the handrails glued to the deck and lower support before being left to cure. Once set we then added the staircase treads which are fitted individually into the staircase. The second method offers a more stable means of building the staircase.



The finishing touches are three hoops over the walkway and a pair of smoke hoods positioned underneath the deck. All that is left to do is choose either a stain or colour for the bridge and setting in position on a station.

TOOLS

- » Craft knife
- » Flat sanding board
- » Contact adhesive
- » Tweezers

Branch line

**NEW
SERIES**

GOODS

Goods trains serving smaller stations had endless variety. **MARK CHIVERS** looks at some typical formations from the 1950s and 1960s.

PHOTOGRAPHY, MIKE WILD.





A Class 22 moves slowly out of the tunnel on the approach to St Stephens Road with a china clay working, a typical branch line goods on the Western Region in Cornwall in the 1960s.

THE TRANSPORTATION of freight has always formed an important component of Britain's railways – indeed until the 1960s it was much more important than passenger traffic on most routes.

Large goods trains would be marshalled at main yards around the country and would be shunted and re-marshalled during their journey until they reached their destination. Often this would involve shorter trains being formed and sent along branch lines to deposit vans and wagons at stations and sidings en-route. The process would also be carried

out in reverse, gradually forming a longer train before returning to the main line and an arterial marshalling yard for onward transport.

When planning a branch line operation, it is important to consider a few basic operational requirements such as station size and type, number of platforms, length of platforms and size of run-round loops. The full-size railway took all these factors into account before laying a single track: they certainly weren't installed at random.

Most branch line termini featured at least one platform and a run-round loop which could also be used by goods trains. The length

of the loop and point positions should be considered carefully to allow for the longest locomotive likely to operate on the layout. The branch line terminus would usually feature a number of sidings for shunting and storage purposes. Some track layouts would also feature a headshunt, preventing shunting operations from fouling the main line.

As well as the branch termini, the goods train would also drop off and collect wagons at intermediate stations along the line. These stations would often feature a trailing siding which would require a train to reverse into the siding having first detached the brake van in

WESTERN



Kernow MRC '029X' 2-4-0WT BR black (K2053), two china clay open wagons, two BR 12ton plywood vent vans, china clay open wagon, BR 12ton vent van, two china clay open wagons, 16ton mineral wagon, BR 20ton brake van.

LOCATION: Boscarne Junction – 1962



Bachmann '45XX' 2-6-2T BR black (32-129A), 20 china clay wagons, GWR 20ton 'Toad' brake van (bauxite).

LOCATION: Par-Newquay branch – 1951



Bachmann '57XX' 0-6-0PT BR black (32-212), BR 'Shocvan', four BR 12ton vent vans, two 16ton mineral wagons, BR 20ton brake van.

LOCATION: Coleford – 1963

SOUTHERN REGION



Hornby 'Q1' 0-6-0 BR black (R3011) + 25t 'Queen Mary' brake van BR bauxite.

LOCATION: Allhallows-On-Sea, Kent – 1960



Bachmann 'N' 2-6-0 BR lined black (32-154A), 12ton SR planked vent van (BR bauxite), four 16ton mineral wagons, Conflat A with white AF type container, BR 12ton vent van + BR 20ton brake van.

LOCATION: Lydford – 1961



Bachmann 'N' 2-6-0 BR lined black (32-154A), three assorted 12ton vent vans, 10ton insulated van, five 16ton mineral wagons, BR 20ton brake van.

LOCATION: Ilfracombe – 1963

the station and then deposited or collected wagons from the sidings. Some shunting would be carried out before rejoining the main running line and collecting the brake van before continuing to its next calling point.

As a result, a diverse range of wagons could appear in branch goods train formations with some more uniform than others, such as the West Country china clay operations, for example. Train length varied depending on the line and traffic requirements, and could occasionally consist of just one wagon and a brake van.

The 12ton ventilated van and 16ton steel

mineral wagon were staple wagon types on many branch line goods trains around the country in the 1950s and 1960s. Bachmann produces a good selection of both wagon types within its 'OO' gauge range. Dapol and Hornby also produce a selection of 12ton ventilated vans in their ranges, too. For clarity in the formations table, I refer to them generically so you can mix and match variants as you wish.

Bachmann, Dapol and Hornby produce suitable wagon types for branch line operations, together with a good selection of locomotive classes. Recent new 'OO' gauge introductions include Bachmann's Midland

Class '3F' 0-6-0, SECR 'C' Class 0-6-0 and LNER 'J11' 0-6-0 locomotives. Other new models that fill important gaps and are currently in development include Hornby's recently announced LNER 'J15' 0-6-0 and LSWR '700' 0-6-0, Bachmann's LBSC 'E4' 0-6-2T, LNER 'V3' 2-6-2T and GWR '64XX' 0-6-0PT and Heljan's GWR '1366' 0-6-0PT.

With so many wagons at the operator's disposal the permutations are endless, but a selection of suggested branch line goods formations using readily available 'OO' gauge models follows, researched from prototypical operations. [FOM!](#)



Hornby '14XX' 0-4-2T BR green (R2539), GWR 20ton 'Toad' brake van, five plank open wagon, 16ton mineral wagon, BR 12ton vent van with corrugated ends, GWR 20ton 'Toad' brake van.

LOCATION: Presteign – 1964



Dapol Class 22 BR plain green (4D-012-000), 12ton vent van, 13ton steel tippler wagon, two 12ton vent vans, GWR 20ton 'Toad' brake van.

LOCATION: Kingsbridge - 1963



Bachmann '2MT' 2-6-2T BR lined black (31-440) + two Bachmann Conflat A wagons with AF type containers, three BR 12ton vent vans (BR bauxite), two Conflat A wagons with BD type container, BR 20ton Brake Van (BR bauxite).

LOCATION: Bideford – 1963



Bachmann 'C' 0-6-0 BR black (31-579), BR 20ton brake van, six 16t mineral wagons, 12ton vent van, SR 25ton 'Pill Box' brake van.

LOCATION: Lydd Town – 1961

TURN FOR MORE FORMATIONS



MIDLAND



Bachmann '3F' 0-6-0T BR black (32-225DC), BR 12ton vent van with corrugated ends, 16ton mineral wagon, two seven plank open wagons, five 12ton vent vans, Midland Railway 20ton brake van.

LOCATION: Rickmansworth Church Street



Bachmann '3F' 0-6-0 BR black (31-628DC), six 12ton vent vans, Midland Railway 20ton brake van.

LOCATION: Hinton – 1962



Hornby 'Black Five' 4-6-0 BR lined black (R2857), seven plank open wagon, two 16ton mineral wagons, seven plank open wagon, eight-plank open wagon, two 16ton mineral wagons, seven plank open wagon, 16ton mineral wagon, two 12ton vent vans, seven plank open wagon, two 12ton vent vans, BR 20ton brake van.

LOCATION: Ulverston-Carnforth – 1958



Bachmann Ivatt '2MT' 2-6-0 BR lined black (32-829A), BR bauxite LNER 12ton box van, BR grey Midland Railway 20ton brake van.

LOCATION: Wellington – 1960.



Bachmann Midland '4F' 0-6-0 BR black (31-882), seven plank open wagon, two 12ton cattle wagons, BR 20ton brake van.

LOCATION: Seaton, Rutland – 1959

EASTERN/SCOTLAND



Bachmann 'J11' 0-6-0 BR black (31-319), two 16ton mineral wagons, Conflat 'A' with BD type container, BR 12ton vent van, BR 20ton brake van.

LOCATION: Waterside-Dinting yard – 1956



Bachmann Class 20 with tablet catchers BR green (32-044), four 16ton mineral wagons, LNER 12ton non-vent van, BR 20ton brake van.

LOCATION: Cromdale – 1964



Hornby 'Black Five' 4-6-0 BR lined black (R2857), two 12ton vent vans with corrugated ends, five 'CovHop' alumina wagons, BR 20ton brake van.

LOCATION: West Highland Line to Fort William – 1959



Bachmann 'Crab' 2-6-0 BR lined black (32-180), seven plank open wagon, two 16ton mineral wagons, three 12ton vent vans, six 16ton mineral wagons, Midland Railway 20ton brake van.

LOCATION: Catrine – 1962



Bachmann Standard '4MT' 2-6-4T BR lined black (32-360), 12ton vent van with corrugated ends, two 16ton steel mineral wagons, Midland 20ton brake van.

LOCATION: Kirkcudbright – 1965



'OO' READY-TO-RUN BRANCH LINE GOODS ROLLING STOCK

TYPE	LIVERY	MANUFACTURER	CAT NO.
12ton banana van	BR bauxite	Dapol	4F-016-003
12ton LMS cattle wagon	BR bauxite	Bachmann	37-704
12ton fish van	BR bauxite	Bachmann	38-577
13ton high sided steel open (chain pkts)	BR bauxite	Bachmann	38-326
13ton steel 'sand' tippler wagon	BR bauxite	Bachmann	38-355B
14ton tank wagon BP/Shell (three pack)	Black	Bachmann	37-669
16ton steel mineral with top flap doors	BR grey	Bachmann	37-225G
16ton steel mineral without top flap doors	BR grey	Bachmann	37-250H
16ton steel mineral pressed end door	BR grey	Bachmann	37-378
22ton Presflo wagons (triple pack)	BR bauxite	Bachmann	38-287
25ton 'Queen Mary' brake van	BR bauxite	Bachmann	33-825F
30ton bogie bolster C	BR grey	Bachmann	33-856D
BR 10ton insulated van	White	Bachmann	38-191B
BR 10ton insulated van	Pale blue	Bachmann	38-190A
BR 12ton planked ventilated van	BR bauxite	Bachmann	38-161B
BR 12ton planked vent van ply doors	BR bauxite	Bachmann	38-231A
BR 12ton plywood ventilated van	BR bauxite	Bachmann	38-171C
BR 12ton plywood fruit van	BR bauxite	Bachmann	38-181C
BR 12ton shock absorbing van (Shocvan)	BR bauxite	Bachmann	37-903A
BR 20ton brake van	BR bauxite	Bachmann	37-537A
BR 20ton brake van	BR grey	Bachmann	37-530
BR 20ton brake van	BR bauxite	Hornby	R6508
Conflat A wagon with AF container	BR bauxite	Bachmann	37-960
Conflat A wagon with BD container	BR bauxite	Bachmann	37-951C
Covered Hopper Wagon (CovHop)	BR grey	Bachmann	38-501
Eight plank fixed end open wagon	BR grey	Bachmann	37-158C
Five plank open wagon	BR grey	Bachmann	37-016C
Five plank china clay wagon w/o hood	BR bauxite	Bachmann	33-083
GW 12ton fruit van	BR bauxite	Bachmann	37-754C
GW 12ton vent van	BR bauxite	Dapol	4F-012-001
GWR 20ton 'Toad' brake van	BR grey	Bachmann	33-306C
GWR 20ton 'Toad' brake van	BR bauxite	Bachmann	33-307
Midland 20ton brake van	BR grey	Bachmann	38-550
NE 12ton vent van planked ends	BR bauxite	Bachmann	38-376
NE 12ton non-vent van corr ends	BR bauxite	Bachmann	38-476
Seven plank coke wagon + top rails	BR grey	Bachmann	37-175
Seven plank end door open wagon	BR grey	Bachmann	37-081F
Seven plank fixed end open wagon	BR grey	Bachmann	37-107
SR 12ton 2+2 planked vent van	BR bauxite	Bachmann	38-082C
SR 12ton 2+2 planked vent van	BR grey	Hornby	R6267
SR 25ton 'Pill Box' brake van	BR bauxite	Bachmann	38-402A
SR PMV/CCT utility van	BR (SR) green	Dapol	B341

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Metro-Cammell revival for 'OO'

The Metro-Cammell Class 101 is a hallmark of first generation DMUs. **MIKE WILD** reviews Bachmann's brand new 'OO' gauge offering of this long-lived prototype.



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	32-285
Description:	Class 101 DMU, BR green
Scale:	'OO'
Price:	£TBC
Era:	5



IT IS 11 YEARS since the last of the Metro-Cammell Class 101 Diesel Multiple Units (DMUs) were withdrawn from the Manchester area, but that the class lasted so long shows just how great a success these first generation units were.

Conceived in the early 1950s 668 vehicles were built between 1956-1959 to form a fleet of two, three and four car units which served every region of British Railways except for the Southern. They are best known for service in the North West, Scotland and East Anglia, but they also operated on the Western Region in Devon, Cornwall and South Wales.

With such a long history models of the Class 101 have been plentiful over the years starting out with the Triang Hornby version in the 1970s which was followed in the 1990s by a version from Lima, which has since been produced by Hornby with an uprated mechanism.

However, none of these pass muster against present offerings such as Bachmann's Class 108 and perhaps naturally Bachmann

stepped up to the challenge in March 2012 (HM59) when it announced its plans to produce a brand new model of the Class 101 for 'OO' gauge having already produced an 'N' gauge version for the Graham Farish range in October 2011 (HM53).

THE MODEL

Touching down for review this month is this first production sample of the new Class 101 for 'OO'. Finished in original BR green livery with straw lining and a two-character headcode box it looks the part of the real train straight from the box.

Livery application matches the high expectations we have of Bachmann products on the whole with crisp application of the BR green base colour and grey roof. The lining too is excellent, apart from on the motor car where the upper straw lining on one side wanders from true in places.

However, that is more than made up for by the 'speed whiskers' – a feature which to my eyes at least has always looked superb on the early DMUs, both real and miniature.

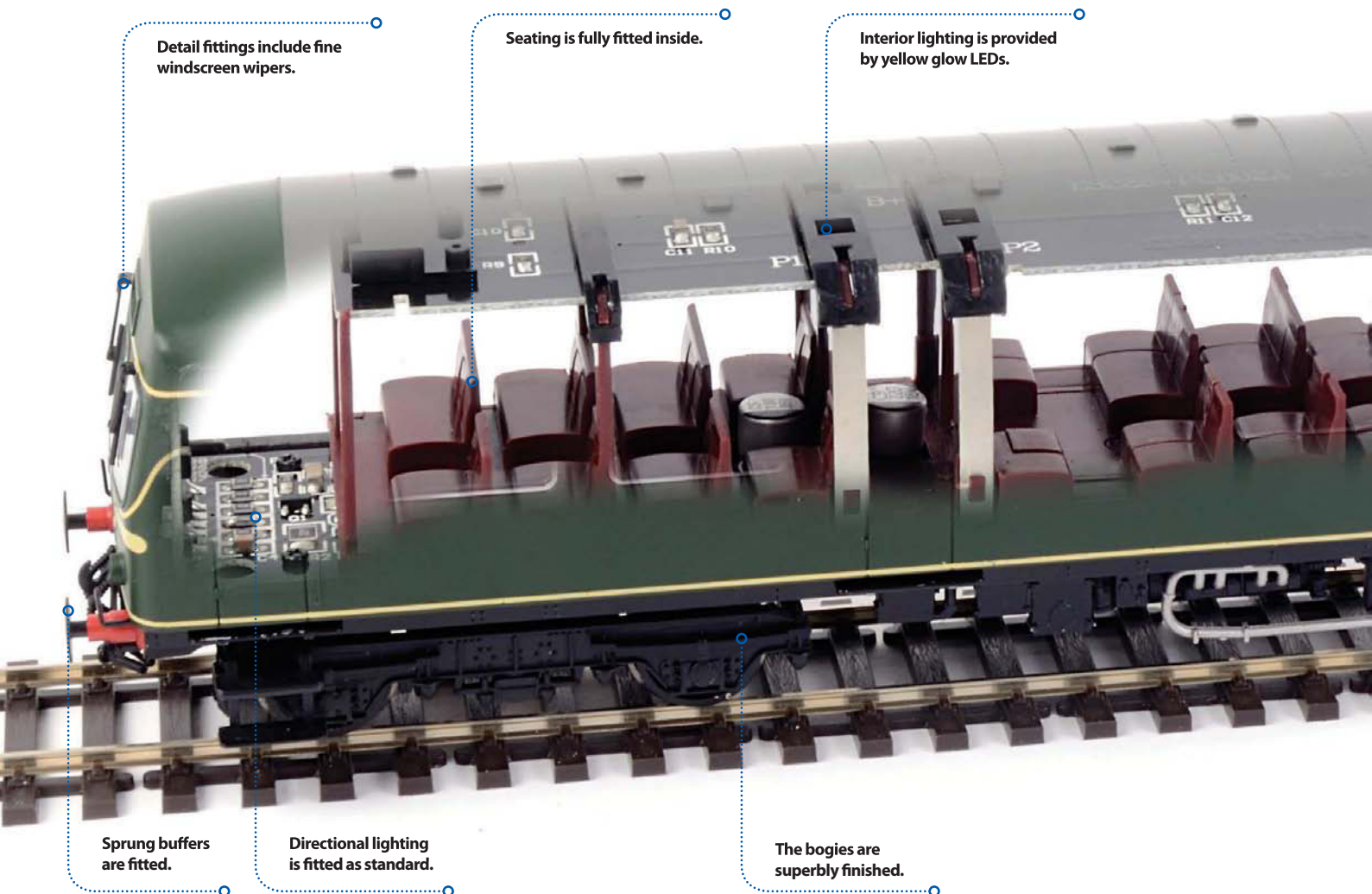
Completing the decoration side of the model are neatly printed vehicle numbers – Driving Motor Brake Second (DMBS) E50231 and Driving Trailer Composite Lavatory (DTCL) E56083 – together with Blue

Square multiple working symbols on the cab fronts, 'private' and 'guard' markings on the appropriate doors and fine 'First' and 'No smoking' labels in the windows. The BR carriage roundels also correctly appear on just the DMBS.

Outwardly the new Class 101 really captures the look of the real units with its large panel above the cab windows, combination of shape and curved panel joints and aluminium window frames – all of which have been picked out in silver paint. However, it is in the details where this model excels.

With each model is a detailing pack which includes a pair of power connectors to join the two vehicles together, a speaker enclosure and a full set of bufferbeam fittings. When fitted the latter really transform the look of the outer ends of the unit completely. To fit these parts means removing the factory fitted tension lock couplings – which I doubt many will use anyway.





The bodysides capture the smooth welded style of the Class 101 well with the doors neatly scribed and items such as door handles and hinges standing neatly proud. This being an early condition unit it also correctly features short rainstrips which cover just the door openings – in later life these units were modified to have full length rainstrips.

The windows look superb, although there has been some discussion over the height of these. Comparing the model with photographs of the prototype it could be that the droplight

windows in the doors are a little deeper than they should be – perhaps 1mm at most – but for the vast majority this small point won't cause any concern at all. Completing the bodyside details are separately fitted handrails around the guard's door.

On the roof Bachmann has neatly produced the rivet and ventilator pattern of the units while at the inner ends the DMBS features neatly produced exhaust stacks running up either side of the well detailed gangway connection.

Like Bachmann's previous first generation DMUs the Class 101's

underframe is superb in every respect. Every component is modelled in full relief including correct short and long exhausts from the two engines. Plus, as a new feature for the Class 101, a switch is included to allow analogue modellers to turn the interior lights off manually.

PERFORMANCE

The 101 uses an identical motor arrangement to the previous Derby Lightweight, Class 105 and Class 108 in all respects but one – the DCC decoder socket. Previous DMU models have featured separate

decoder sockets for the two vehicles using either eight or six pin decoders. The Class 101 moves things forward and is factory fitted with a 21-pin DCC decoder socket. Moreover Bachmann has also made provision for a speaker to be installed in this unit with a removable section of seating in the DMBS and pre-drilled holes through the chassis floor.

All of this is good news as it makes both DCC and DCC sound fitting all the more straightforward with the 101. Plus – and this is an important step in our eyes – Bachmann has changed over the

Coupled up, this neat little train is certain to be popular.

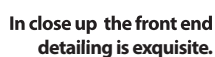




A 21-pin DCC decoder socket is fitted.



Underframe exhaust detail is excellent.



In close up the front end detailing is exquisite.

coupling between the two cars to the style used on its Southern Region EMUs meaning that the '101' now only needs one decoder in order to run on DCC.

Performance on the track was nothing short of exemplary for our sample. Straight from the box it ran smoothly and quietly throughout the speed range and after running in offered faultless smooth control from crawl to maximum speed. The directional and interior lighting looks good too with a neat yellow glow from the interior and white light from the headcode box.

OVERALL

The Class 101 DMUs transported millions of passengers every year and their career was forged by their reliability and strength. Bachmann's new model is a fitting tribute to these first generation multiple units and offers a significant step forward in usability with the changes to the decoder socket and inter-car coupling bar. It has been a two-year process to bring the new 'OO' Class 101 to the shops, but the wait I am certain has been more than worth it. (MW)



Metro-Cammell's Class 101

*One of the most numerous, successful and long lived of the first-generation DMUs was Metro-Cammell's Class 101, a design which had a service life of almost half a century, as **EVAN GREEN-HUGHES** explains.*

WHEN BRITISH Railways decided on the wholesale introduction of Diesel Multiple Units (DMUs) in 1952 it soon became apparent that BR's own works would be unable to satisfy the demand for the many hundreds of new trains which would be required. As a result BR decided to go out to what was then called 'the trade' for additional capacity. Two years later, and with the first of the new BR Derby 'Lightweights' coming into service, an eight-page specification was drawn up against which these independent manufacturers were invited to tender.

An early winner as a result of this process was the Birmingham firm of Metro-Cammell which had an impressive record of carriage and wagon production for domestic and overseas railways. An order for 36 power-trailer sets was received in June 1954 for units intended to operate in East Anglia and the Bury-Bacup line in Lancashire. These were designed in-house by the company and featured much smaller windows than the Derby 'Lightweights', particularly the cab windscreens, and they also had a prominent sloping cab front.

This did not please BR officials who favoured much larger windows but who had not specifically said so when the tender was prepared. After visiting the factory in Birmingham they tried, but failed, to have them changed and so was born a classic design.

With experience of previous vehicle construction Metro-Cammell opted for a bodyframe made of steel sections rather than of riveted aluminium as used by BR. The steel side panels were welded on, while the ends and the underframes of the vehicles were also all steel. The resulting vehicles proved to be very strong.

Although similar in appearance to the later Class 101 these first 36 sets had significant differences, particularly in their electrical layout, being wired to the Yellow Diamond system and can easily be identified by their high level jumper sockets below the cab windows and by the valance under the front bufferbeam. These were all numbered in the 79000 series.

DESIGN REVISIONS

Even before these prototypes had been delivered confidence in the design was such that 339 more vehicles were ordered. These were to incorporate certain modifications, including a rewire to the later Blue Square system and were the first of 688 similar vehicles eventually built. This order featured two, three and four car variants with some of the two car sets being power-twins and others being power-trailers.

Their delivery, which took until April 1958 to complete, allowed the wholesale changeover from steam to diesel in some areas, particularly around Hull and Darlington. Some of this batch also went for use on Newcastle-Carlisle duties and for services around Bradford.

Most were fitted with AEC 150hp diesel engines used on BR and other independent manufacturers' units, but four of the power-trailers and 10 of the three-car sets were instead fitted with 180hp Rolls-Royce C6 engines which were considered more suitable for use in hilly areas. E50136 had experimental supercharged Rolls engines which were rated at 236hp.

There were variations in the appearance of the units too. Earlier examples were fitted with four marker lights, three across the cab front and one above the centre cab window, but from vehicles produced from May 1957 onwards, and starting with power car E50210 and trailer E56062, a two-character route indicator display was fitted below the centre cab window and only the two outermost marker lights were then retained.

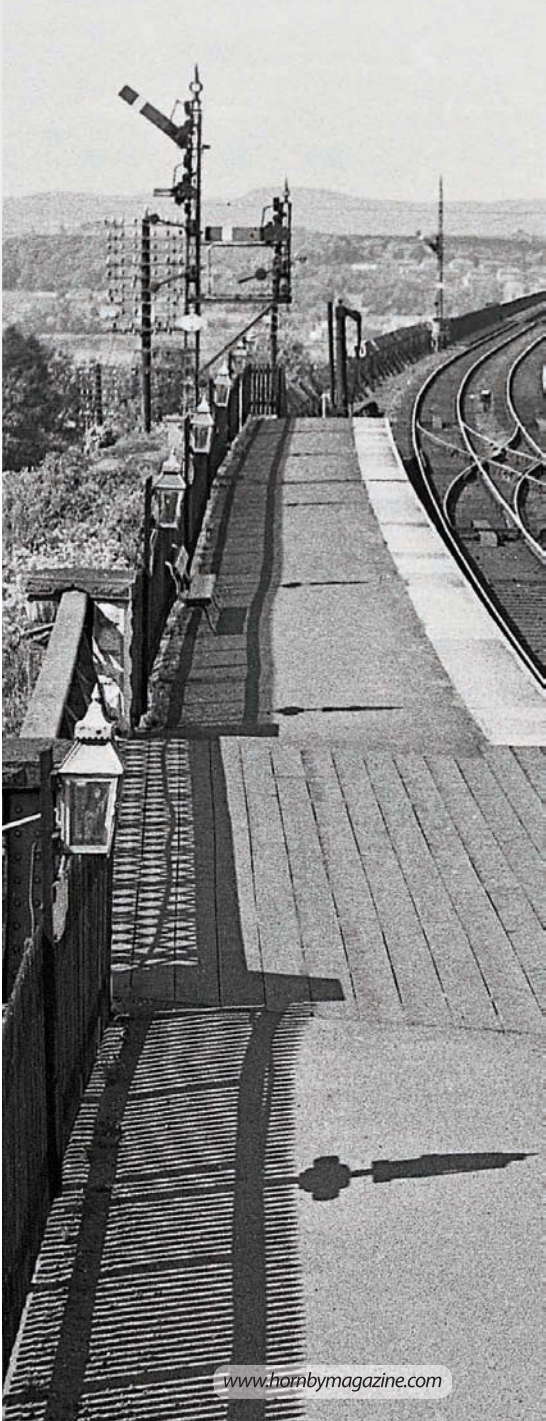
More orders followed in May 1957, this time for 80 power-trailer sets for the London Midland, Eastern and Scottish Regions. These were all fitted with AEC engines and generally followed on from the earlier batch, although there was a change to the arrangement of the guard's doors as from this order onwards the hinges on the guard's inwards-opening door on the driver's side were changed from the left-hand side to the right.

INTO SERVICE

Delivered between May 1958 and January 1959 the Scottish sets found work around Glasgow, Dundee and Edinburgh, while the Eastern Region sets went to Bradford and Newcastle and the London Midland »

A three-car Class 101 DMU enters Dalmeny after crossing the Forth Bridge heading towards Edinburgh Waverley in the early 1960s.

[Gordon Hepburn/
Rail Archive Stephenson.](#)



FACTS AND FIGURES

Built:	1956-1959
Withdrawn (passenger service):	1984-2003
Wheel arrangement:	Two four-wheel 8ft 6in bogies
Wheel diameter:	3ft 6in
Engine (per powered vehicle):	Two BUT (AEC) or Two BUT (Leyland) or Two Rolls Royce C6
Horsepower (per powered vehicle):	300hp 360hp (Rolls Royce)
Gearbox:	Self changing gears 4-speed mechanical
Final drive:	Reversing type on one axle to each bogie
Train heating:	Two Smiths diesel-powered warm air heaters
Brakes:	Gresham and Craven twin-pipe vacuum
Multiple working:	Blue square (standard)
Length (per vehicle):	60ft 8in (over buffers)
Width over cabs:	9ft 3in
Height:	12ft 7in
Weight:	32tons (power cars) 25 ½tons (trailers)
Maximum speed:	70mph
Fuel capacity:	160gallons
Total built:	688
(excluding Yellow Diamond units)	
Total preserved:	43



Class 101 DMU calls at Elie on a Fife Coast service to Thornton Junction as 'J37' 0-6-0 64506 waits in the loop with a goods train in July 1964. *W J Verden Anderson/Rail Archive Stephenson.*



In a scene which captures the spirit of the 1960s railway a two-car Class 101 waits to leave Shrewsbury on a service to Crewe on March 4, 1967. Brian Stephenson.



equivalents to Birmingham although two were sent to Chester to work ex-Cheshire Lines Committee traffic.

Yet another order followed in May 1958, this time for 56 three-car sets for the Eastern and Scottish Regions. The 20 standard-style Eastern sets were actually delivered as a mixture of power twins and four car sets and included six buffet cars. The power twins went again to the West Riding while the rest went to Newcastle and Darlington. Six of the trailers went to Leeds Neville Hill where they were used to strengthen the Rolls Royce engined trains. 26 units were for Scotland and were allocated to Dundee-Edinburgh and Glasgow duties as well as South Clyde local services. These had Leyland 150hp

engines from new, rather than AEC.

Within this batch there were also ten further three-car trains with Rolls Royce engines for use in the hilly Pennine areas but these emerged with yet a further variation to the cab, having a four character headcode box fitted above the windscreens and the route indicator omitted. This involved moving the destination blind to the top of the centre screen, which was made smaller.

The final order was of seven further three-car sets built for the Scottish Region delivered between October and December 1959. Again these were put to work between Edinburgh, Dundee, Stirling and Dunblane. Leyland engines were fitted and the route-indicator style cab was used.

A MODERN STANDARD

The 'Met-Cams' settled down to become one of the most reliable of the first generation units and as such escaped the cull of the late 1960s when many units were scrapped as surplus due to Beeching era line closures. The only casualties were the original Yellow Diamond batch which were non standard. All of these had been withdrawn by the end of 1969.

With the introduction of the TOPS computer system Class 101 was allocated to the original AEC-powered sets while Class 102 was used for those with Leyland engines. The Rolls Royce cars were allocated into Class 111.

In 1974 a three-car set was selected for

METRO-CAMMELL CLASS 101 VARIATIONS

Cab Front	Four Marker Light	Route Indicator and two marker light	Four character headcode box	Plain with two marker lights (refurbished)
Guards Van Doors (Driver's Side)	Left-hand	Left or right-hand	Right-hand	All
Engines	AEC Rolls Royce	AEC Leyland Rolls Royce	Rolls Royce	AEC Leyland Rolls Royce
Gutters	Over doors	Over doors	Over doors	Continuous



A Class 101 Driving Motor Brake Second ticks over in the bay platform at Huddersfield in the late 1950s. [Kenneth Field/Rail Archive Stephenson.](#)



Painted in BR blue a three car unit lead by DMBS SC51462 stands at North Queensferry on a service to Edinburgh Waverley in the late 1960s. Note the Class 108 power car at the rear of the formation and the different liveries of the three vehicles. [Gordon Hepburn/Rail Archive Stephenson.](#)

refurbishment to show what could be done to upgrade the trains for further long-term service and this was exhibited around the network in a new livery of white with a blue stripe. Eventual refurbishment of the fleet, though, was restricted to new seat material, improved lighting, orange Formica in the vestibules and uprated engine mountings and silencers. Two highly visible differences were the replacement of the short guttering sections over the doors with a full length version which went along the whole length of each vehicle and the removal of the route indicator panel and blinds. Refurbishment of the fleet took many years to accomplish during which time most had their asbestos insulation removed but one or two vehicles were never refurbished at all.

There were to be more changes starting in late 1975 when those vehicles with AEC engines had them replaced with standard Leylands or with the slightly more modern 1595 variant due to a lack of spares for the AECs. At this point the combined Class 101s and 102s became known as Class 101.

Use of the class spread far beyond their originally allocated areas and all regions of British Rail eventually used them, except for the Southern. Several were even transferred to the Western Region where they worked

Paddington-Reading and Oxford services and later in their lives others gravitated towards Devon and Cornwall. A few worked services in South Wales and the Valleys but they were much more common in North Wales with a number working off Chester and Manchester Longsight onto these routes.

VARIATIONS

As befits such a large class there were many individual variants and modifications, including ten units which were fitted with large aerials for Radio Electronic Token Block working in East Anglia and sets in one-off or local liveries, including those of the Passenger Transport Authorities. The bulk of the fleet began life in green livery but were repainted plain blue in the 1960s and 70s and then blue and grey (some via all over white with a blue stripe) by the 1980s at which point their days seemed numbered due to the Class 108 having been selected for retention following the delivery of the first batches of Sprinters and Pacers.

There was then a change of plan following an accident involving a Class 108 which highlighted a lack of crashworthiness and a number of Class 101s were instead selected for medium term retention. In 1992 the first facelifted

sets in Regional Railways colours appeared, followed by others in Strathclyde Passenger Transport orange livery. These were by now all fitted with high intensity headlights and domes above the cabs to house the antenna for the National Radio Network telephone. Several of these trains lasted until the final day of operation for the class on December 31 2003, when those that remained were withdrawn from Longsight Depot in Manchester.

A HERITAGE CLASSIC

Due to their longevity many examples of the class have made it into preservation, and operate regularly on heritage railways throughout the UK. 43 individual vehicles survive, of which three are centre cars, but the fact that two have recently been broken up and others are suffering from severe corrosion may mean that that number may decline over the next few years.

Metro-Cammell built what is for many the definitive DMU of the 1950s and in the Class 101 also produced a thoroughly workmanlike product which vastly exceeded its 20-year design life and which continues to entertain us all on our heritage lines. Hopefully the survivors will do so for many years to come. [B&M](#)

Southern black 'C'

NEW FROM Bachmann is this 'OO' gauge Wainwright 'C' class 0-6-0 in lined Southern Railway black livery. Introduced in 1900 on the South Eastern and Chatham Railway, 109 of these diminutive locomotives were built, the last entering traffic in 1908. Our review sample from this second batch of 'C' 0-6-0s - the first arrived in 2012 (HM67) - is finished in Southern Railway black livery with green lining and numbered as A593. This combination of number style and lining puts this

model in the pre 1931 period.

The detail on this model is excellent with elements such as the exquisite safety valve and whistle, smokebox dart, lamp irons, sprung metal buffers and factory fitted cosmetic screw link coupling and bufferbeam pipework all worthy of praise. The fully detailed cab interior is beautifully rendered with all the pipework and levers picked out in appropriate colours – even the gauges are legible.

Decoration is simple, featuring an overall satin black paint finish with subtle crisply printed green lining

on the locomotive and tender. Not surprisingly, once in service the lining very quickly disappeared from view.

Performance of our review sample was good, the model operating smoothly and quietly straight from the box, and sure-footed enough to handle a goods formation of 25 wagons with ease.

Fitted with a 21-pin DCC decoder socket in the tender, provision has also been made for fitment of DCC

sound with holes drilled through the tender floor to allow sound to escape. A speaker mount is also provided in the pack of extra parts, which includes brake rigging, cabside doors, a cosmetic screw-link coupling and a fine set of fire irons.

Sure to be popular, this is another excellent release from Bachmann. (MC)



Motorail GUV goes executive

It's almost 20 years since British Rail's InterCity sector withdrew the Motorail service between London Euston and various destinations in Scotland, which conveyed passengers' cars on the same overnight train they slept on.

This latest 'OO' gauge release of the Mk 1 General Utility Van (GUV) from Bachmann portrays the model in the final livery the prototypes carried before the service ceased in 1995 and is finished as 96169

in InterCity executive dark and light grey with red and white stripes. The italicised *Motorail* legend is present on the former chalkboards at each end of the vehicle.

Decoration is neatly applied and features a fine orange cantrail stripe as well as legible NXA data panels on each end, overhead live wire flashes and other small details. For those modelling Anglo-Scottish InterCity services, this is a fine model of a long-lost traffic. (MC)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	39-276
Description:	BR Mk 1 GUV InterCity Motorail
Scale:	'OO'
Price:	£32.95
Era:	8
Couplings:	Small tension locks in NEM pockets



THE DETAILS	
Manufacturer:	<i>www.bachmann.co.uk</i>
Cat No:	31-464
Description:	C Class 0-6-0 593 Southern lined black
Scale:	'OO'
Price:	£ TBC
Era:	3
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets



Depot signs

Sankey Scenics has added a new set of early motive power and goods depot signage to its range of 4mm and 7mm scale products suitable for layouts set in the 1940s.

Crisply printed on photographic card and reproduced from period photographs, a good selection of signs is included, predominantly in black and white, as per prototype, with some featuring subtle shades of weathering.

The packs include depot warning signs, notices and general signage such as directions to the office and toilets, some of which lasted into the British Railways era. A number of useful 'Not to be moved' signs is included



together with locomotive roster boards, ideal for placing just inside the locomotive shed or visible though an office window.

Priced at £2.99 for the 'OO' gauge pack and £3.75 for the 'O' gauge pack, they represent a good value way of populating a motive power depot or goods depot with important, yet often hard-to-find signs. (MC)

THE DETAILS	
Manufacturer:	<i>www.sankeyscenics.co.uk</i>
Description:	Early Motive Power Depot and Goods Signage
Scale:	'OO'
Price:	£2.99
Scale:	'O'
Price:	£3.75
Era:	3/4

Mercedes Benz Ambulance

THE DETAILS	
Manufacturer:	<i>www.oxforddiecast.co.uk</i>
Cat No:	76MA001
Description:	Mercedes Benz Ambulance - Welsh Ambulance Service
Scale:	'OO'
Price:	£6.95
Era:	9

Oxford Diecast's latest 'OO' gauge release is the Mercedes Benz Sprinter 515 CDI Ambulance in Welsh Ambulance Service livery. Introduced to front line service in Wales in 2007, it has become the standard ambulance used by the NHS.

The model's yellow base colour is evenly applied throughout



and features plenty of crisply printed bilingual lettering and logos and the distinctive yellow and green markings on each side. A delightful replica of an everyday emergency vehicle. (MC)

Bachmann tackles Rugby 'Presflo'

Finished in bauxite with Rugby Cement's distinctive orange and black logo. Based on the 22ton version of the 'Presflo', the model features a wealth of crisply printed detail including legible discharge instructions and overhaul dates. Finished as B888633, this model lives up to the quality set by previous releases with a finely detailed body and much pipework in evidence. (MC)



THE DETAILS	
Manufacturer:	<i>www.bachmann.co.uk</i>
Cat No:	38-272
Description:	Presflo 22t cement wagon Rugby Cement
Scale:	'OO'
Price:	£TBC
Era:	5/6
Couplings:	Small tension locks in NEM pockets

Doncaster Class 56



DAPOL'S LATEST 'N' gauge Class 56 releases represent the batch of Type 5 Co-Co locomotives built by British Rail Engineering Limited's Doncaster Works between 1977 and 1983. Designed for heavy freight work, they were primarily used for hauling Merry-Go-Round coal trains between collieries and power stations. In due course, they also appeared on heavy iron-ore and aggregates traffic.

Our review model is finished as 56090 in BR large logo blue livery which it carried from introduction in

1981. Decoration and colour density is good with crisply printed large BR logo, black cab window surrounds, yellow wraparound ends, grey roof, overhead warning flashes and Red Diamond multiple coupling symbols all neatly done. Application of the large locomotive numbers is also good but appears slightly too high on our sample compared with photographs of the real thing.

Detail differences between the Doncaster and Romanian-built locomotives (HM64) have been catered for such as the modified cab horn grilles, removal of the bufferbeam lip and placement of lamp irons with different marker lights and sealed beam

THE DETAILS	
Manufacturer:	www.dapol.co.uk
Cat No:	2D-004-007 (DCC ready)/2D-004-007D (DCC fitted)
Description:	Class 56 56090 large logo blue livery
Scale:	'N'
Price:	£128.79 / £152.79
Era:	7/8
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

headlight style at each end.

On test, the model hauled a suitable test train of 25 wagons with ease and positively purred round our layout, quietly and smoothly throughout the speed range.

Complete with directional lighting, it features a 6-pin DCC decoder socket and is available in both DCC-ready and DCC-fitted formats.

This is another impressive model from Dapol. (MC)

Dapol delivers new '14XX' and Autocoach packs

The Autotrain is as much a symbol of the Western Region branch line as the chocolate and cream livery so often seen in the West and Dapol has delivered a selection of new packs featuring its Collett '14XX' 0-4-2T and GWR Autocoach suitable for both GWR and BR era layouts. For review we received a sample of 1464 in BR black with lined maroon trailer W191W. Both feature a high standard of decoration, although notably the '14XX' has

no smokebox numberplate. Dapol's '14XX' is no spring chicken anymore, but even though its mouldings are starting to show their age in terms of design, the model still looks the part. Both feature NEM coupling pockets and the pairing is supplied with Dapol's close couplings as well. These might not be the most detailed 'N' gauge models on the market right now, but it is a wonderful combination. (MW)

THE DETAILS	
Manufacturer:	www.dapol.co.uk
Cat No:	2S-006-004
Description:	'14XX' 1464 BR black and Autocoach W191W, BR maroon
Scale:	'N'
Price:	£82.45
Era:	4
DCC:	No fittings provided



A perfect combination for a sleepy Western Region branch - the '14XX' and Autocoach from Dapol.

Dapol CCT van in 'N'



A recent new arrival is this retooled 'N' gauge BR crimson liveried CCT van from Dapol. First introduced in 2004, this model now features a number of improvements and is based on a prototype built in 1938 featuring nicely rendered uneven planking. Finished as M527051, the model now features flush glazing, close couplings and NEM coupler pockets on a cam device for trouble-free movement on corners. Whilst the packaging states the model is finished in BR

THE DETAILS	
Manufacturer:	www.dapol.co.uk
Cat No:	2F-047-06
Description:	CCT Van BR Maroon M527051
Scale:	'N'
Price:	£15.70
Era:	4/5
Couplings:	Rapido couplings in NEM pockets

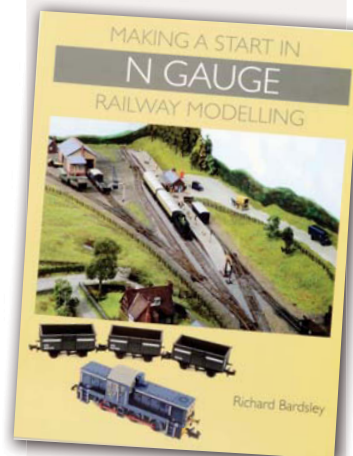
maroon livery, the colour applied to the finely detailed plastic body actually appears to be crimson, matching that carried by the prototypes, together with a

grey roof. Printed detail is crisp and limited on this model to the window bars and the van running number on the lower right hand edge of each side.

RECOMMENDED READING

MAKING A START IN N GAUGE RAILWAY MODELLING

Author: Richard Bardsley
Publisher: The Crowood Press
ISBN: 978-1-84797-556-0
Price: £18.99
Spec: Softback, 192 pages



WITH THE quality of 'N' gauge models improving

all the time and living accommodation seemingly getting smaller, modelling in the smaller scale is proving more and more popular. In this book, Richard Bardsley sets out to explain all about British 'N' gauge – its origins, what it is and how it differs from the rest of the world. The book aims to show how to design and build a layout, with sections on creating baseboards, track laying, layout wiring, controllers and ballasting as well as a large section on motive power and rolling stock. This section also touches on how to fit DCC decoders in 'N' gauge models, which is becoming increasingly easier. Coupling types are also explored in some detail with alternatives suggested together with illustrations showing how to fit them. Throughout the book you'll find many hints and tips including demonstrations on how to build hills, hedges and trees as well as creating special effects such as water features. From the initial concept through to bringing your 'N' gauge layout to life, this book covers the main elements and features plenty of colour photographs throughout to help you along the way. (MC)



Oxford is on track with NR Transit

New from Oxford Diecast's range of 'N' gauge vehicles is this long wheelbase Ford Transit van in Network Rails livery of plain white detailed with company logos as a finishing touch.

Oddly, given the body on this model starts as a clear one-piece plastic moulding, a representation of the bodyside window has been printed on both sides, rather than being masked like the cab windows. With so many of the prototypes visible at railway locations across the UK, no contemporary 'N' gauge layout should be without one of these. (MC)

THE DETAILS	
Manufacturer:	www.oxforddiecast.co.uk
Cat No:	NFT005
Description:	Ford Transit Network Rail
Scale:	'N'
Price:	£4.45
Era:	9



NEW 'PORTHOLE' STOCK for 'OO'

BACHMANN has released the first of its new LMS 'Porthole' carriages covering the Open First and Corridor Third with further versions due for release in the coming weeks.

The 'Porthole' carriages were the last LMS designed carriages to be built. All were built at Wolverton Carriage works, but construction didn't begin until after Nationalisation in 1948. They were similar in appearance to the previous Stanier designed steel panelled carriages, but were distinctive in having circular toilet windows which

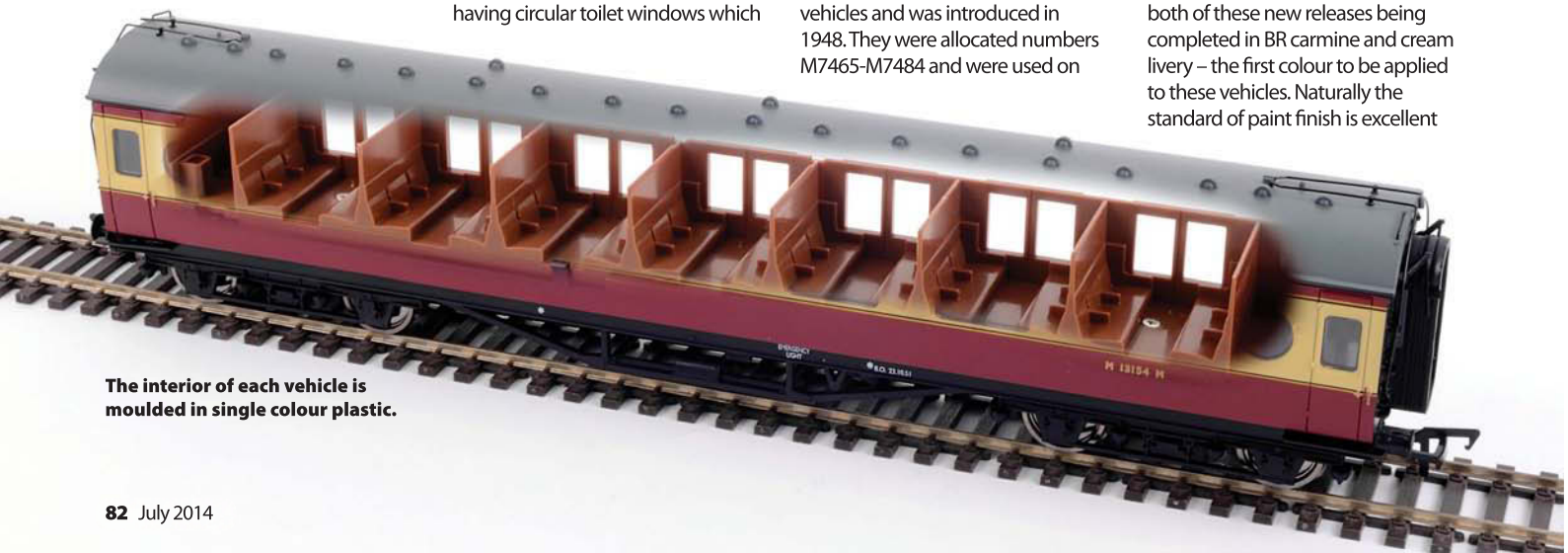
gave them the 'Porthole' name.

Bachmann first announced the 'Porthole' stock in 2012 and for review we received samples of the 60ft Open First and 57ft Corridor Third. Importantly both of these carriages are the correct length for the vehicles in question.

The Open First fleet totaled 20 vehicles and was introduced in 1948. They were allocated numbers M7465-M7484 and were used on

named trains including the 'Midday Scot', 'Irish Mail' and 'Welshman'. The last were withdrawn in 1965. The Corridor Third was more numerous with 100 built from 1950 and numbered M13085-M13184. The last was withdrawn in the 1970s.

The Bachmann models are impressively turned out with both of these new releases being completed in BR carmine and cream livery – the first colour to be applied to these vehicles. Naturally the standard of paint finish is excellent



The interior of each vehicle is moulded in single colour plastic.



RECOMMENDED READING

MAKING URBAN BUILDINGS

FOR MODEL RAILWAYS

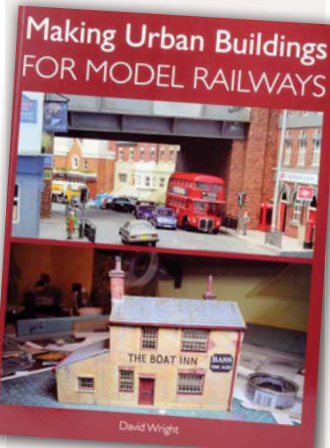
Author: David Wright

Publisher: The Crowood Press

ISBN: 978-1-84797-568-3

Price: £18.99

Spec: Softback, 196 pages



THIS BOOK starts by asking a few pertinent questions which really focus the mind about how much space you have for your creation and what funds are available to finance it. These two elements alone can determine the outcome of what comes to fruition from the grandiose plans knocking around in our heads!

This volume of the author's work focuses on urban developments and looks at the period from the industrial revolution to the present day and explores how towns and cities have developed through the years along with the transport infrastructure, as well as describing how to create realistic models in miniature.

Set out in logical chapters the book outlines what tools and materials you may need to complete projects and then examines industrial buildings, housing, and commercial buildings such as public houses and shops. The book then explains how you can create your own urban setting and how to achieve realistic results through painting and weathering.

Making Urban buildings offers lots of hints and tips on creating different types of road surfaces, shows how signs and structures can define a time and also demonstrates how to create perspective using a mixture of scales to further enhance a layout. (MC)

THE DETAILS

Manufacturer:	<i>www.bachmann.co.uk</i>
Cat No:	39-450 (Corridor Third), 39-475 (Open First)
Description:	LMS 'Porthole' carriages, BR carmine and cream
Scale:	'OO'
Price:	£39.95
Era:	4
Couplings:	Small tension locks in NEM pockets

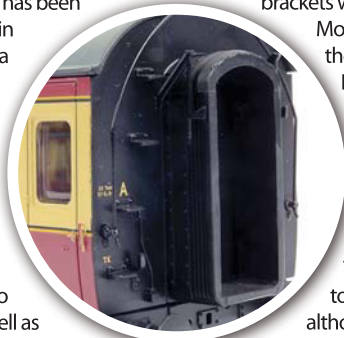
with crisp edges between the main body colours and fine straw-black straw lining above and below the windows. The running numbers and end lettering is also neatly applied.

The shape of these Stanier designed carriages has been captured superbly in these models with a neat tumblehome on the bodyside and correct roof profile. Similarly impressive is the attention to detail as each vehicle has the correct ventilator pattern to suit its interior as well as separately fitted pipework from the toilet compartments.

The sides feature neatly moulded details for the door hinges, handles

and grabrails while the glazing is flush in the window frames. The 'Portholes' are also frosted – a distinctive and important feature. The ends are neatly finished with gangways, support details, steps and brackets where appropriate.

Moving below the frames and Bachmann has done an excellent job in recreating the truss framing and underframe equipment. The bogies too look good, although the spring and axlebox detail may be a touch on the shallow side. Interestingly Bachmann appears to have thought ahead with these



carriages. The bogies feature pick-ups on all wheels and the roofs have screw holes to support later fitment of an interior lighting strip. Crucially, the pick-ups don't create any rolling resistance on the wheels – these are free running carriages.

Each carriage also comes with a detailing pack containing bufferbeam pipework, a dummy screw link coupling, Bachmann's 'vacuum pipe' coupling and gangway covers.

The addition of these new 'Porthole' carriages is another big step forward for the ready-to-run carriage sector which adds new variety and potential for accurate train formations. All we have to do now is wait for the 'Porthole' brakes to arrive and these are due soon.

Excellent all round and well received. (MW)

As-built '26' arrives in style



THE LATEST DIESEL locomotive to touch down from Heljan is this brand new iteration of the BRCW Class 26 Bo-Bo.

The 26 has been part of Heljan's range for a long time, but until now it has only been available in later condition with smooth cab fronts, later exhaust position and angled cabside windows.

This new model sets the record straight and introduces an accurate original condition version of the highly popular Type 2 which now features neatly moulded and detailed original cab front communication doors, cabside quarter lights with straight frames, original exhaust position and even correctly detailed original style bogies.

These early locomotives were initially allocated to Hornsey depot

on the Eastern Region for London King's Cross suburban workings. That was in 1958-1960 before the whole fleet was moved north to conquer Scotland. Our sample is turned out as D5309 in original BR green livery with white cab window surrounds and a grey roof.

Heljan's attention to detail in creating the original condition Class 26/0 is superb and we are particularly impressed that, as with the Class 33/0 (HM82/HM83), the bogies have been reworked too. The changes to the roof and body are achieved to a high standard. Even the headcode discs, supplied in the detailing pack, have been improved to make them a very straightforward fit.

On the track our sample of D5309 purred throughout the speed range straight from the box and its running qualities only improved with running in.

THE DETAILS

Manufacturer:	<i>www.heljan.dk</i>
Cat No:	26621
Description:	Class 26/0 D5309, BR green
Scale:	'OO'
Price:	£119.95
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

Final testing took place with an eight coach train of Bachmann Mk 1s which it comfortably handled on our level test track.

Directional lighting is fitted as standard together with an 8-pin DCC socket and with the body only being a clip fit to the chassis it is very simple to remove for installation of a decoder. Sound

fitters should be aware that there is only limited space inside the shell for a speaker though.

The addition of the original condition Class 26/0 is great news for early diesel era modellers and ticks off another important box in Heljan's now highly comprehensive selection of pilot scheme diesels. (MW)

Workstained 'Grange' has the 'look'



Low relief FACTORY

A recent addition to the modelrailwayscenery.com range of 'OO' gauge downloadable card kits is this low relief 1930s factory building.

The kit builds into an impressive structure measuring 160mm x 208mm and is straightforward to build. The photo-realistic texture sheets are well detailed and need to be glued to sturdy card (500gsm) and built up in layers to produce this imposing building. The detail sheets are fully weathered with a stone and English bond red brick finish.

The kit features a set of comprehensive assembly instructions laid out in stages, but



THE DETAILS

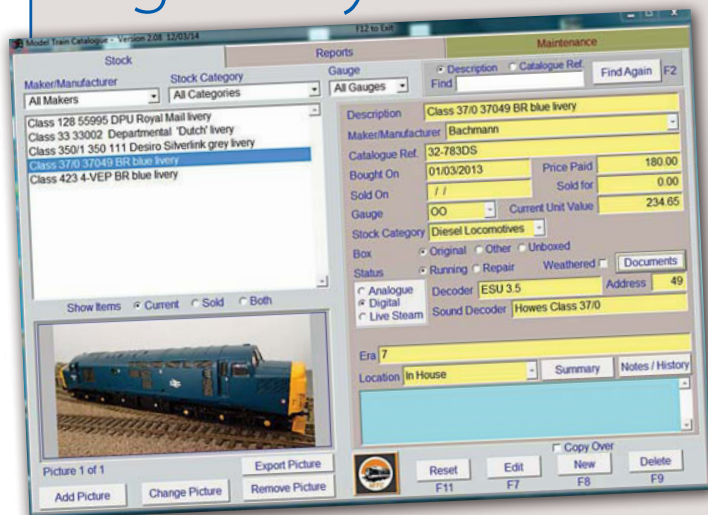
Manufacturer:	www.modelrailwayscenery.com
Description:	Low Relief 1930s Factory
Scale:	'OO'
Price:	£3.99
Era:	3-9

it is always worth double-checking them as there are points in the build where you need to leave some texture flaps unglued until all the layers are together.

The model builds into a pleasing, realistic factory typical of many seen along railway

lines in towns and cities across the UK. The combination of clever printing techniques and layer building produces a really effective 3D low relief building ideal for a backscene on your layout, and provides a satisfying few hours of modelling, too. (MC)

Organise your trains



THE DETAILS

Manufacturer:	www.modeltraincatalogue.com
Description:	Model Train Catalogue
Suitable for:	PCs with Windows 2000/XP/Vista/Windows 7/Windows 8/8.1
Scale:	'N/A'
Price:	£10.99

This computer program creates an electronic record card for each item of your rolling stock with entry fields covering manufacturer, catalogue number, date purchased, how much you paid, current value, and where the item is stored. In addition you can also indicate whether a model is analogue or DCC.

Drop-down options for manufacturers and gauges are included. You can also add your own photographs and associate any appropriate documents in PDF format such as service sheets too.

As well as keeping a record of your collection, it creates a running total of the value of it. A very useful resource. (MC)

The GWR 'Grange' 4-6-0 made a welcome return to the shops in May with the arrival of this new version as 6845 *Paviland Grange* in BR green with late crests from Hornby.

This particular model was first announced in the 2012 catalogue

and is one of the models which had been delayed and held back. However, it is here and with a nicely done factory weathered finish too.

The 'Grange' has been part of the Hornby catalogue since 2004, but despite being 10 years old this

GWR 4-6-0 really stands the test of time well. For this issue it has also been upgraded to feature a tender mounted 8-pin DCC decoder socket and a permanently coupled tender all of which goes towards making this model simpler to handle.

The standard of finish is superb throughout with the BR lined green livery showing underneath the heavy weathering which is achieved using a single colour application of what can be best described as weathered black. This is ideal for further enhancement with detail weathering.

The model itself captures the looks of the 'Grange' superbly well and is one of the highlights of Hornby's GWR catalogue in our view. Features such as a factory

fitted dummy screw link coupling, fine wire handrails, a neatly produced chimney and a fully detailed cab interior all bring life to this locomotive. Build quality was excellent, just how we expect to receive a Hornby product.

On the track our sample of 6845 performed smoothly and quietly throughout the speed range and offered fine control in analogue mode too. Haulage capacity was tested with a reasonable seven coach train of Mk 1s which it handled without any signs of slipping.

The return of the 'Grange' offers Western Region modellers a new choice of medium power 4-6-0 for all types of train.

Excellent and available now. (MW)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3019
Description:	GWR 'Grange' 4-6-0 6845 <i>Paviland Grange</i> , BR lined green
Scale:	'OO'
Price:	£128.75
Era:	5
DCC:	DCC ready, 8-pin socket

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R3020	LMS 2-6-4T Fowler 4P Class LMS Red #2308	£100.95
R3103	BR Class A4 'Bittern' #60019 BR Green Double Tender - SE	£131.95
R3105	GWR Castle Class 'Wellington' GWR Green Hawksworth Tender	£122.95
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R3185	South Eastern 'Sir Chris Hoy' Class 395 Javelin Train Pack	£157.95
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R3221	LMS 'Duchess Of Sutherland' and Support Coach Train Pack	£148.95
R3222	GWR Green 2-8-0 42XX Class Locomotive	£104.95
R3224	BR Black 2-8-0 52XX Class Locomotive	£104.95
R3225	GWR Green 2-8-2 27XX Class Locomotive	£113.95
R3227	BR Black 2-8-0 Class 01 Locomotive 63663	£114.95
R3230	LNER 0-6-0 J15 Class Locomotive - Pre 1948	£95.95
R3231	BR 0-6-0 J15 Class Locomotive - Early BR	£95.95
R3232	BR 0-6-0 J15 Class Locomotive - Late BR	£95.95
R3233	LNER 4-4-0 D16/3 Class - Pre 1948 Locomotive	£95.95
R3234	BR 4-4-0 D16/3 Class - Early BR Locomotive	£95.95
R3235	BR 4-4-0 D16/3 Class - Early BR (1948) Locomotive	£95.95
R3236	BR 4-6-2 'Duke Of Gloucester' Class 8 - Late BR 1960	£109.95
R3237	GWR 4-6-0 'Caerphilly Castle' Castle Class - NRM	£128.95
R3238	SR 0-6-0 700 Class Locomotive - 1920s-1930s	£95.95
R3239	BR 0-6-0 700 Class - Late BR Locomotive	£95.95
R3240	BR 0-6-0 700 Class - Early BR Locomotive	£95.95
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R3244/TTS	BR Green 4-6-2 'Duke Of Gloucester' #71000 with TTS Sound	£122.95
R3245/TTS	BR Blue 4-6-2 'Tornado' Peppercorn A1 Class TTS Sound	£135.95
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R3258	BR 2-BL2 Car Electric Multiple Unit Train Pack	£113.95
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R3268	Arriva Train Wales Bo-Bo Diesel Electric Class 67 003 Locomotive	£122.95
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R3271	BR InterCity Class 43 HST Pack	£183.95
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R3274	RailRoad BR 2-10-0 Franco Crosti Boiler 9F Class	£104.95
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R3291/XS	Colas Rail Freight Co-Co Diesel Class 56094 with DCC Sound	£217.95
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R8214	DCC Elite Controller	£203.50
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BACHMANN

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30-053	Torbay Express Train Set	TBA
30-170	Thames Clyde Express Electric Train Set	TBA
30-575	The Railway Children Collectable Train Pack	TBA
31-029	Class 166 Networker 3 Car DMU #166204 Thames Trains	TBA
31-119	BR Standard Class 4MT #75035 BR Black Late Crest - Weathered	TBA
31-129A	3000 Class (ROD) 2-8-0 #3028 GWR Green	£114.71
31-137	Class D11/2 'Allan-Bone' #6399 LNER Green	£106.21
31-138	Class D11/2 Haystoun of Bucklaw #62682 BR Black Early Emblem	£106.21
31-167DC	L&YR 2-4-2 Tank #50795 BR Lined Black E/E - Weathered	£88.50
31-187	Jubilee Class 'Nelson' #5664 LMS Crimson with Stanier Tender	£110.46
31-214	Patriot Class 4-6-0 'Giggleswick' #45538 BR Green Early Emblem	TBA
31-268	Class 419 MLV Network South East	£76.46
31-318	Robinson Class J11 (GCR 9) #5317 LNER Black 0-6-0	£69.50
31-319	Robinson Class J11 (GCR 9) #6431 BR Black Early Emblem	£69.50
31-320DC	Robinson Class J11 (GCR 9) #64325 BR Black Late Crest	£86.50
31-344	Class 04 #02332 'Lloyd' NCB Industrial Yellow - Weathered	£62.86
31-365	Class 03 #03170 BR Blue Wasp Stripes & Air Tanks - Weathered	TBA
31-431	Midland Class 1F #41708 BR Black Early Emblem (Preserved)	TBA
31-441DC	ivatt Class 2MT 2-6-2 Tank #41291 BR Lined Black Late Crest	TBA
31-463	C Class 0-6-0 #271 SECR Plain Green	TBA
31-465	C Class 0-6-0 #31579 BR Black Late Crest	TBA
31-517DS	Class 158/2 Car DMU #158849 Regional Railways *SOUND*	TBA
31-614	Class V3 Tank #67609 BR Lined Black Late Crest Cranked Pipes	TBA
31-635	Class 64x0-6-0 Pannier Tank #6407 GWR Green	£69.66
31-637	Class 64x0-6-0 Pannier Tank #6400 BR Lined Green Late Crest	£69.66
31-656DC	Class 47 #D1677 'Thor' BR Green Yellow Ends	£99.95
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31-691	LMS Stanier Mogul Class #42969 BR Lined Black Early Emblem	TBA
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31-920	H2 Class Atlantic 4-4-2 2426 'St Albans' Head SR Olive Green	TBA
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31-995	LMS 10000 BR Brunswick Green, Lined Orange & Black	£89.50
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32-065	Class 43 'Warship' #D865 'Zealous' #D865 BR Maroon Yellow Panel	TBA
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32-085	Class 56XX #66339 BR Black Early Emblem	£63.71
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32-260DC	WD Austerity 2-8-0 #90488 BR Black Late Crest	£117.95
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32-680	Class 45 #45036 BR Blue Split Centre Head Code	TBA
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32-763	Class 57/3 'Pride of Crewe' #57309 DRS Compass Blue	£97.71
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32-786	Class 37/0 #37174 EWS Domino Head Code - Weathered	£97.71
32-927	Class 150/1 2 Car DMU #150128 First Great Western	TBA
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32-992	Wickham Type 27 Trolley Car BR Engineers Yellow	TBA
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GRAHAM FARISH

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371-015B	Class 08 #08856 BR Blue with Wasp Stripes	£65.16
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372-181	Princess Coronation Class 'Duchess of Hamilton' #46229 BR Green	£127.46
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372-653	BR Standard Class 4MT #76079 BR Lined Black Early Emblem	£100.26
372-725	BR Standard Class 5MT 73068 BR Lined Green Late BR1C Tender	£99.95
372-727	BR Standard 5MT 'Carnegie' BR Lined Black Early BR1B Tender	£99.95
372-752	Fairburn 2-6-4 Tank #42073 BR Black Late Crest	£89.21
372-800A	Class A1 'Tornado' #60163 BR Lined Brunswick Green	£125.50
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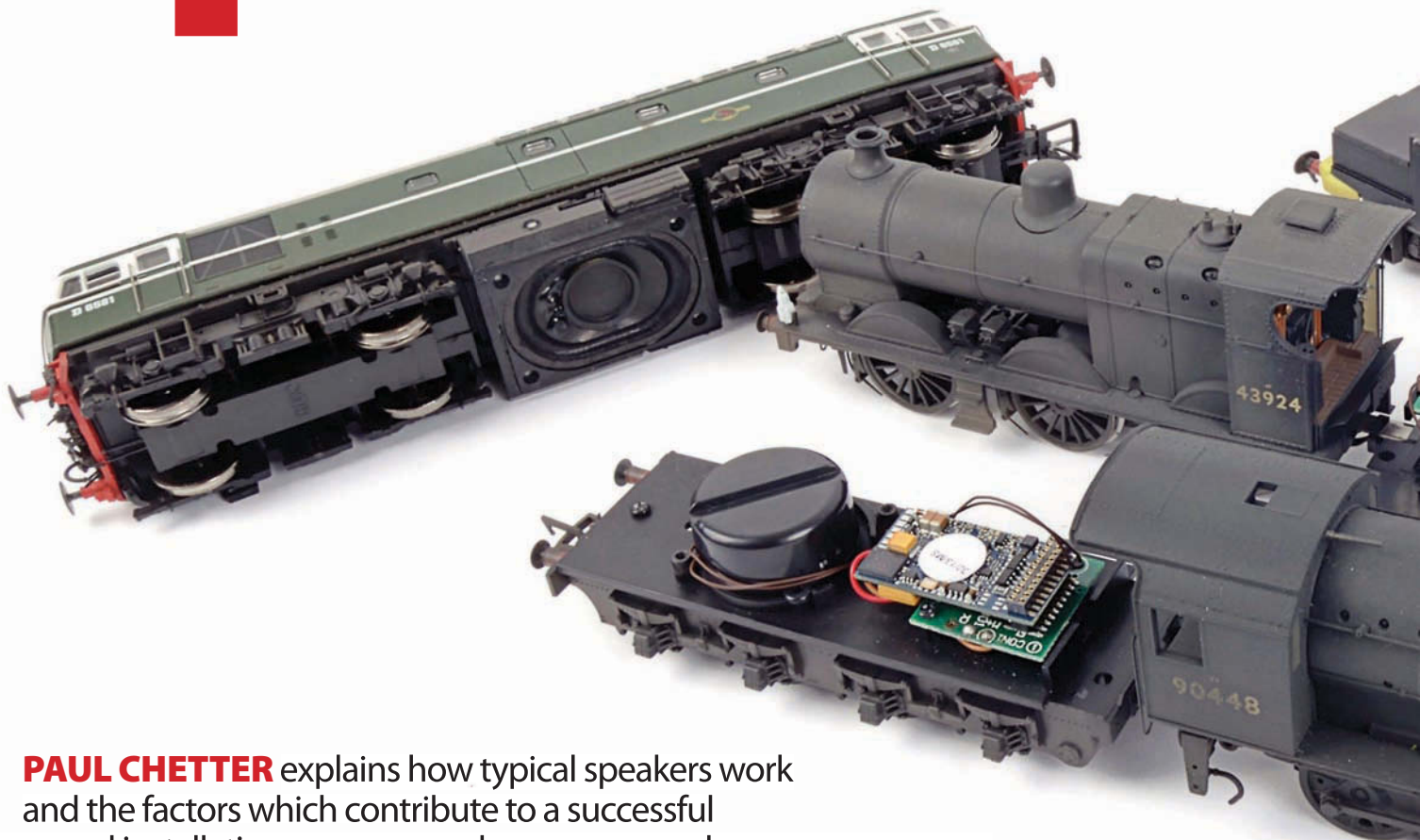
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The truth about **speakers**



PAUL CHETTER explains how typical speakers work and the factors which contribute to a successful sound installation, so you can plan your own schemes or improve those of factory sound fitted models.

AT MY SOUND CLINICS I am often asked why some locomotives don't sound as good as my demonstration models. There are, of course, many reasons why this may be: the decoder used, the original sound recordings, the project compilation, the controls available, the degree of customisation end users can achieve and more. For the majority of people using DCC sound, especially when running ready-to-run sound fitted stock, there is not very much that can be done to change most of these things. Since the purpose of a speaker is to move air it will come as no surprise that common advice given is to use as large a unit as possible. That is a very rough rule of thumb in my experience. I have installed larger speakers in some instances where the volume level and sound quality has been poor in comparison to smaller units in the same model. There is such a range of variables that the final outcome is not always predictable. One very important area that can have a dramatic impact on the volume and quality of the sound

produced is the way the speaker or speakers are installed. As you will see, even a humble blob of Blue Tak can rescue an apparently hopeless case. This is a factor which the end user can influence to a large degree, either by choosing to optimise the existing installation, substituting different speakers, or adding speakers to existing equipment.

HOW A SPEAKER WORKS

With a wide array of possible choices of speaker, it can be difficult to make an informed choice. One thing is certain; no individual speaker is optimal in all cases. I am not going to go too deeply into the theoretical physics involved, but an overall understanding of how current model railway speaker technology works will enable you to optimise their installation in your models within the constraints imposed by size and the model's internal design. The basic components of all the speakers in this feature are shown in *Figure 1*, however different their superficial appearance might be. In essence, a varying (alternate polarity) current is passed through a coil of wire, the voice coil,

which is wrapped around a ferrous tube called the pole piece, which is surrounded by a circular magnet. The alternating magnetic field produced by the alternating current in the voice coil attracts the pole piece to or repels it from the magnet. This oscillating motor effect causes the speaker cone to vibrate. The frequency of the vibrations determines the sound produced and is constantly altered by the current flowing through the coil. The sound we want to hear is transmitted to the free air in front of the speaker as the cone vibrations excite the air with locally changing pressure producing sound waves which radiate outwards. However, sound waves are also produced at the rear face of the speaker in opposite phase to those coming from the front. If these two sets of sound waves are allowed to mix, they will tend to cancel each other out, reducing volume dramatically. Furthermore, this effect is more pronounced at the lower frequencies so any remaining sound appears 'thin' or 'tinny'. Much of what we do to improve speaker installation is based around avoiding this out of phase mixing. A baffle can be used to prevent this. A plate with



Figure 2: Rear enclosures from ESU and QSI speakers.



Figure 3: Single speaker installation in a Hornby 'A3' tender.

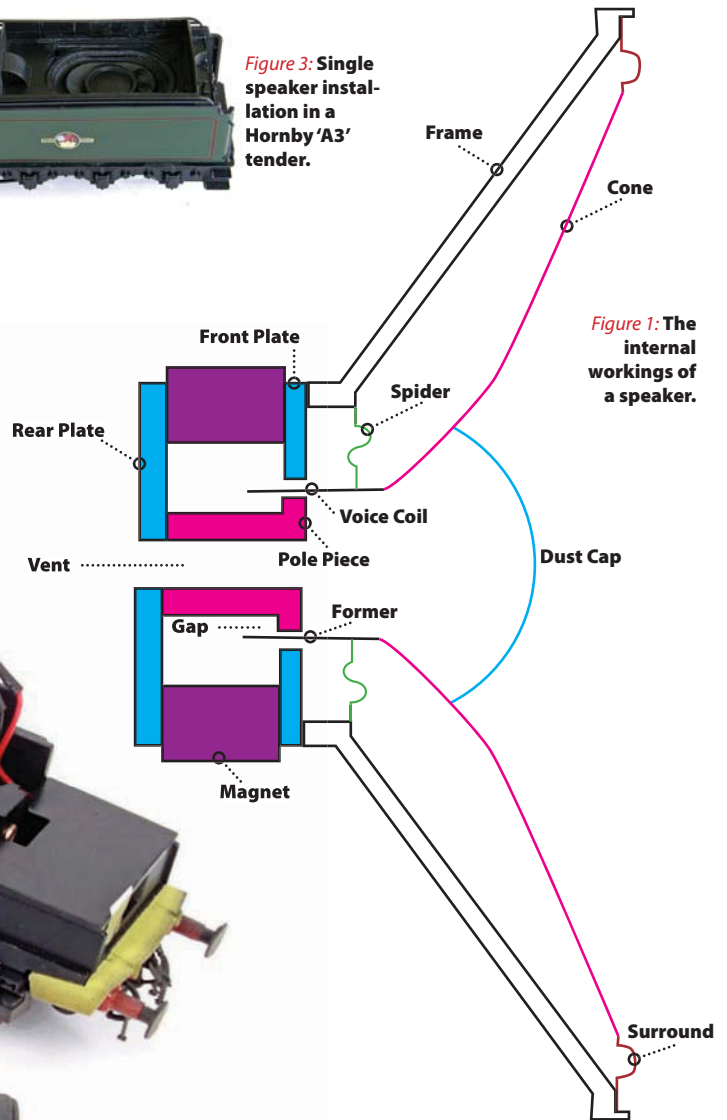
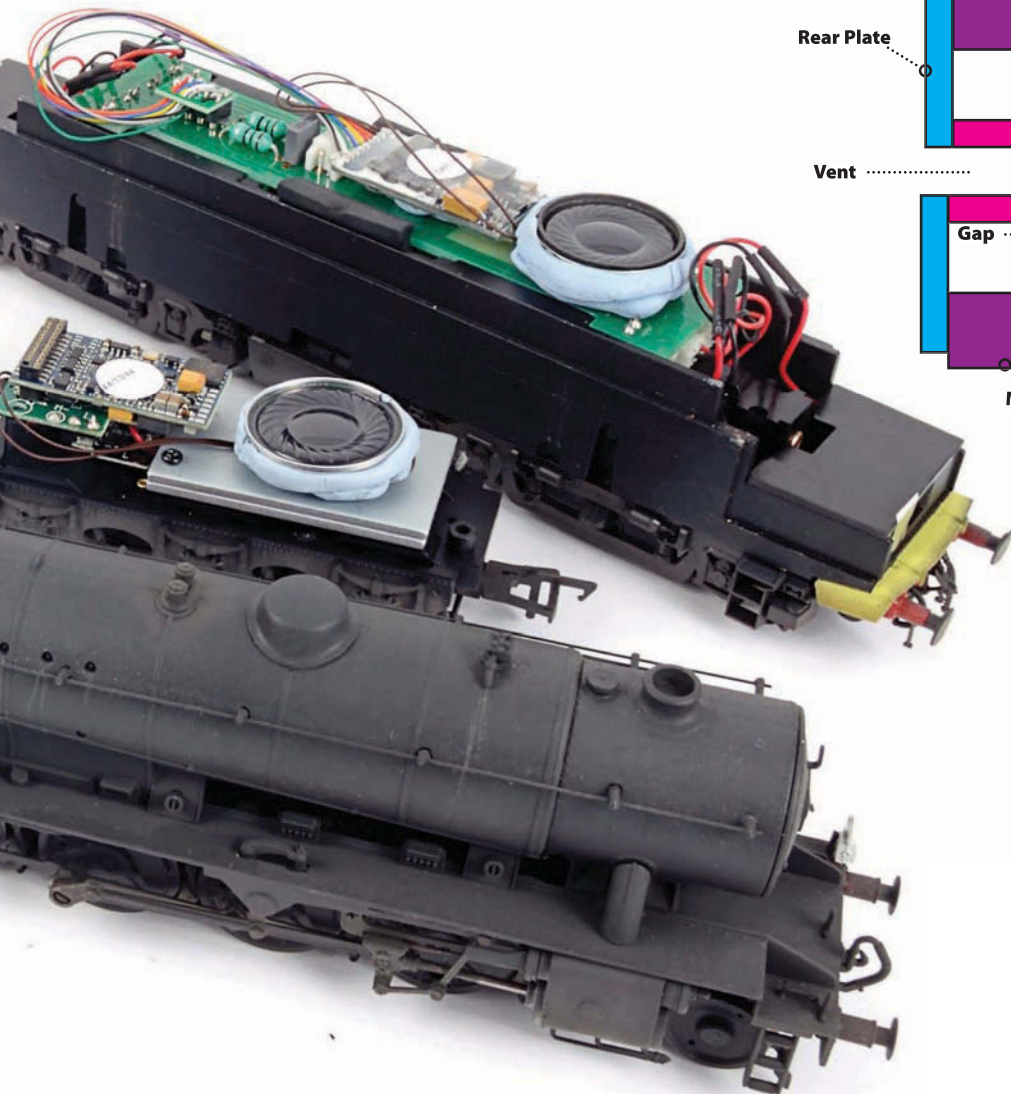


Figure 1: The internal workings of a speaker.

Installing a speaker into a model locomotive is done in a case by case basis. All four of these models have slightly different arrangements, although three out of the four use the handy medium of Blu Tak to create a seal between the front and rear sound waves.

a hole of similar size to the speaker diameter is attached to the front of the speaker in such a way that only the vibrations from the front of the speaker reach the free air. A baffle of infinite size and rigidity will successfully segregate the front from the rear waves. Obviously we do not have the luxury of infinite size, but there are ways to overcome the problem.

ENCLOSURE

The idea is to seal the rear of the speaker to prevent the unwanted mixing, extending the baffle around the whole of the rear of the speaker in effect. It is important with this technique to ensure a full seal. Even very small openings can have a detrimental effect beyond that which you might imagine.

Figure 2 shows a typical enclosure supplied with ESU speakers and one from QSI. They are of the same diameter and both are designed to grip the

speaker. The ESU design incorporates six small slits forming tabs to hold the speaker. They can also be used to pass the speaker wires through. These slits, including around the wires, should be sealed for best effect. The QSI version uses a much more rigid plastic and is produced to very fine tolerances giving an effective seal by design. Holes will need to be drilled for the speaker wires, however, and these will need to be sealed in place. If you design your own sealed enclosure remember that sound waves are created by variable pressure. If the rear enclosure does not have sufficient internal volume of air, then high resistance to change, or back-pressure, will be induced which may have a dampening effect on the speaker, reducing output. The 'A3' 4-6-2 in Figure 3 shows an example of an enclosure I created for the Hornby model and Figure 4 an alternative design for an 'A4'. The coal

loads have been removed for clarity as both use the tender body to form a large enclosure. Performance is comparable, but one costs twice as much in parts and was more complex to build. Some speakers are available already fully enclosed – Figure 5. These have the advantage of being ready to go with a fairly consistent output, though shape and size might not fit your particular available space. These are often marketed under the term 'bass enhanced' though you should perhaps take this term with a pinch of salt. True bass frequencies are below 80Hz, you will be lucky to get any audible volume at frequencies below 300 Hz from typical speakers of this type. Another type of enclosed, ready to go speaker is the so called 'sugar cube' – Figure 6, available in a variety of sizes, each of them very compact so finding space is usually possible, even in 'N' gauge models.



AN ALTERNATIVE APPROACH

If we simply stifle the rear waves with a sealed enclosure, then although we have achieved effective separation, up to half the output is not used productively. Since the problem is the mixing of out of phase sound waves, if it were possible to bring the rear waves into the same phase as those from the front, the energy of each would be combined, providing increased performance for the same effort. If you could also reduce the higher frequencies in the rear waves, the net impact would be to boost the lower frequencies. By making these waves travel further before being allowed to mix with those from the front, both of these aims will be achieved to some extent, depending upon the degree of tuning applied.

Figure 7 shows a typical ported speaker.

Unfortunately, it is quite big for 'OO' gauge use, but it is a very good speaker which I often use when space permits. The enclosure achieves the segregation required. However, an internal baffle forces the rear waves to travel along a lengthened pathway to a separate opening or 'port' which you can see to the side of the speaker. Although this looks a simple addition, it has been designed to produce the desired result and is very effective. This is simple to establish as there is a big difference to the sound if the port is blocked.

A TORTURED PATH

Not as horrific as it sounds, this technique requires unwanted sound, in this case from the rear of the speaker, to take a very long, often

twisting, path to free air. Tuning is possible to achieve different results but for all practicable purposes in model locomotives we use it where none of the above options are possible. Take the Bachmann Class 20 – Figure 8. The narrow body and high internal chassis leaves little room to construct an effective rear enclosure or to deploy any of the pre-enclosed speakers, ported or not. Installation in the battery boxes as an



Figure 9: Produced exclusively for Rail Exclusive's ViTrains Class 47s, this laser cut speaker support mounts directly into the locomotive body and also supports the roof fans.

alternative is difficult due to their size and the cast metal weight which fills them. In this case a 20mm x 40 mm oval speaker is fitted in such a way that the front waves escape via the cooling fan grille. Blu Tak was used to produce a seal around the rim of the speaker to prevent rear waves from escaping via the grille. When the body and chassis are reunited, there is some free space scattered around the interior providing a pathway eventually exiting via the bogie openings. I have to admit that there was no special tuning involved here, but the combination works very well. Although this is often the case it is not guaranteed to be optimal every time. Some trial and error may be required and I do have the advantage of normally having a wide selection of speakers to hand for experimentation. Regular readers will know that my speaker recommendations are given on a model by model basis.

DESIGNED FOR SPEAKERS

The design of UK models has rarely given due consideration to the above aspects, and where some arrangement is in place it often falls

short of optimum. Open frame carriers may fix a speaker in place, but they fail to provide even a rudimentary sealed enclosure. If your model suffers from this, try blocking the holes with card, plastic or even Blu Tak. You will be amazed at the improvement possible, and it is one of the cheapest sound upgrades available! The only speaker fitment purposely designed for a specific model currently available as an aftermarket product is the laser cut frame I designed for Rail Exclusive's sound fitted ViTrains Class 47s. This allows a 28mm x 40 mm speaker to be sealed easily to the roof below the grilles and hold the fans correctly in place – Figure 9. What the majority of us call a speaker is more correctly known as a driver. The elements of a driver are essentially as shown earlier, but as you will have seen the units have many different appearances. Round, oval, round with square baffle, shallow or deep dish diaphragms, paper, cloth, plastic (Mylar) or metal cones, flat or bulky magnets can be found in various combinations.

Figure 10 shows two Visaton drivers suitable for large 'O' gauge models. Both are 50mm diameter but have quite different designs. These affect the physical bulk of the driver and determine the performance characteristics. On the left is the more compact design with a Mylar cone. This makes it easier to install and be less susceptible to problems in damp air. I had to test these recently for an ongoing project and found that this one has a bias towards reproducing the higher frequencies within its range. The more traditionally designed rigid metal framed example with the large magnet, on the other hand, extends its useful range to the lower frequencies. When these units are combined, the sounds produced have a punchy output with a very warm tone able to convey short intermittent 'bangs' as well as whistles and steam or air pressure releases.

OTHER FACTORS

It is important to match the electronic characteristics of any driver to that of the decoder's amplifier output stage for efficiency and safety. Most people would realise that constantly pumping 3W though a driver designed to operate at 0.5W is



Figure 8: This Bachmann Class 20 has a 'tortured' sound path created by sealing it to the roof with Blu Tak. The rear waves then escape through the chassis and bogies enhancing the sound effects.



Figure 4 (left): Double speaker installation in a Hornby 'A4' tender.



Figure 5 (above): A fully enclosed Bass Enhanced speaker.

Figure 6 (above right): Sugar cube speakers as produced by Zimo.

Figure 7 (right): A ported speaker with a second opening (on the left) to allow the rear sound waves to escape from the baffle.



Figure 10 (below right): A pair of Visaton speakers suitable for 'O' gauge installations.

likely to cause damage at some point.

The other commonly quoted impedance figure is expressed in Ohms and although not strictly analogous to linear resistance, for our purposes here they can be considered to behave the same.

Most current decoders require either 4 or 8 Ohms as a minimum value for total impedance, and fortunately the commonly available speakers are available in these values. ESU V3.5 decoders, now out of production, are a special case requiring 100 Ohms impedance so take extra care.

Using a speaker or combination which has a total impedance greater than the minimum the amplifier requires is perfectly reasonable: whilst this will reduce volume, the components will be less stressed and run cooler.

However, a total impedance below the minimum quoted will allow the amplifier to overdrive, giving distorted sound until either the amplifier or speaker cease to work at all. That effect may be almost instant. The smaller the minimum impedance value, the smaller the margin of error.

Incidentally, one of the most common causes of sound decoder failure is that of allowing the speaker wires to short circuit, instantly providing zero impedance. Never run a sound decoder without a speaker attached and properly insulated. Don't be tempted to do a quick test without this as it only takes a momentary short to cause irreparable damage.

MULTIPLE DRIVERS

There are occasions where you may wish to fit two or more drivers in a multiple array. This may not result in greater sound levels, but using drivers with different but complementary frequency ranges may improve the overall quality. There are special close coupled arrays which can increase sound levels but they need to be tuned for best effect and there is not usually enough space to allow for the three drivers normally required. If you do take this route, you should ensure that you do not reduce the total impedance to dangerously low values. It is important to ensure they are wired correctly, as series (Figure 11) and parallel (Figure 12) wiring have different impacts on total impedance.

WAYS OF WIRING

Series wiring adds together the impedance of each individual unit. You can consider this to be the safe option as the total impedance will always be higher than that of the lowest value in the chain, and the current through each unit is the same. Imagine the use of a 4 Ohms Bass Reflex and a 'sugar cube' speaker in combination. All sugar cube speakers have 8 Ohms impedance so that provides a total of 12 Ohms. This would be a safe load for decoders requiring either 4 or 8 Ohms. However, 12 Ohms will reduce the maximum sound levels attainable. Parallel wiring produces a markedly different result since the total is calculated as an inverse ratio. The formula below explains it:

Total Impedance =

Product of all individual impedance values

The Sum of all individual impedance values

Using the same combination as before:

$$\text{Total Impedance} = \frac{4 \times 8}{4 + 8} = \frac{32}{12} = 2.66$$



IN SERIES

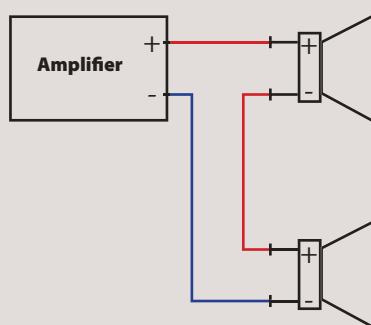


Figure 11: Series wiring for DCC speakers.

This will bring the total impedance well below the minimum values for safe operation and should be avoided in this case. However, parallel wiring is not always the wrong choice as it can be used to achieve a specific total impedance figure close to the required optimum. If both drivers were 8 Ohms impedance, this would be the result:

$$\text{Total Impedance} = \frac{8 \times 8}{8 + 8} = \frac{64}{16} = 4$$

This represents a safe value for a 4 Ohms minimum requirement decoder, but still too low for one

requiring 8 Ohms. Careful attention to the decoder's minimum requirements, the impedance of any speaker drivers used and the way that they are connected together will ensure you obtain the best performance with safety. It might sound complicated, and you don't have to use more than one speaker in a

model, even if you have the space. As we've seen, there is no single 'best' way of improving the sound for a given model, decoder and speaker combination – but if you follow the principles and theory here, with a little trial and error and some Blu Tack, everyone can make their locomotives sound every bit as good as they look.

IN PARALLEL

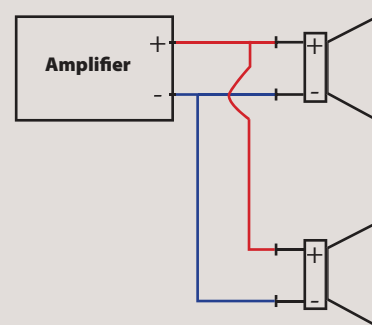


Figure 12: Parallel wiring for DCC speakers.

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TALYBONT

North Wales in 'O-16.5'

*Edinburgh and Lothians Miniature Railway Club may seem an unusual location for a Welsh narrow gauge railway, but as **MIKE BISSET** reveals, it seems perfectly at home and still draws the crowds at exhibitions nationwide*

PHOTOGRAPHY, MIKE BISSET



STATISTICS

Owner:	Edinburgh and East Lothians MRC
Scale:	'O-16.5'
Length:	34ft
Width:	12ft
Track:	Peco 'O-16.5'
Control:	Analogue
Period:	1960s



A model of the Ffestiniog Railway 'Double Fairlie' 0-4-4-0 Merddin Emrys, built by David Turner the club's longest serving member, crosses a bridge over the river between Llanbryneglwyys and Trem Yr Aifft.



An 0-4-0T stands in the yard at Llanbryneglwyys. The station is frequently very congested and is therefore fun to operate. In the background a small 0-4-0ST has buffered up to the back of a loaded slate train.

TWENTY-FIVE YEARS on from its original building, Talybont is a layout which still provides interest and entertainment not only for the members of Edinburgh and Lothians Miniature Railway Club, but also for the enthusiastic audiences who appreciate the layout's continued exhibition appearances.

The fact that Talybont is still proving a popular attraction is fine testament to the foresight of the club in proceeding with the concept of a narrow gauge Welsh layout built in Scotland. Since the club was formed in 1951 it has earned an enviable reputation for creating a succession of innovative and beautifully crafted layouts in most of the popular scales.

Talybont is a 7mm:1ft scale layout running on 16.5mm track and comprises three distinct scenes representing a narrow gauge slate railway running through the majestic scenery of North Wales (hence the term 'O-16.5' for the scale and gauge combination). The area is renowned for the narrow gauge railways which transported slate from the mountain quarries down to the coastal harbours or to exchange sidings on the main line network. In the heyday of the slate traffic, passenger carrying was very much a secondary consideration, but this was to change with the growth of tourism.

The name Talybont is taken from a village on the former Plynlimon and Hafan Tramway, just north of Aberystwyth, but the layout is not based on any particular railway. However, it does incorporate features from several of the well known Welsh railways, such as the Ffestiniog, Tallylyn, Penrhyn Quarry, Dinorwic Quarry and Glyn Valley Tramway.

PERSONAL AND PUBLIC

Talybont came into existence as a small personal project by one of the club members rather than a fully fledged exhibition layout. »





At Llanbryneglwys shed one of the quarry's Kerr Stuart 0-4-0STs stands next to Ffestiniog Railway (ex-Penrhyn Quarry) 2-4-0STT *Blanche* on shed.



The Ffestiniog Railway's No.2 *Prince* stands outside Talybont locomotive shed.



Ffestiniog Railway
George England
0-4-0STT No.2 *Prince*
hauls a train of
quarryman's coaches
from Talybont out
of the tunnel at the
entrance to Trem Yr
Aifft station.



 **Traffic between the quarry and Llanbryneglwys is run by an assortment of small 0-4-0Ts. For safety reasons steam engines are prohibited from working underground so there is also a variety of small diesel locomotives for that purpose. A Fowey 0-4-0ST stands on the quarry shed whilst a Simplex diesel pulls a loaded train out of one the mine tunnels.**

Jeremy Christie was fascinated by the narrow gauge railways of Wales and decided to build a compact terminus station with exchange sidings for the transfer of slate to the standard gauge main line in his garage. When completed, he called it Talybont.

The club members, notably David Turner, Colin Bain and the late Dave Mackie, were so impressed that they proposed to Jeremy that the other members take on the task of building two extensions to create a much larger exhibition layout, a proposal which Jeremy was only too pleased to agree to. One of these extensions, built to the same dimensions as the original Talybont, features the slate quarry and incorporates the foot of a disused steep incline on which the slate was lowered and transferred to the slate dressing shed.

Talybont station and the new quarry sections form the uprights of an elongated 'U' shape. To link the two, and forming the base of the 'U', is the other extension which creates a lengthy trip from the quarry to another station, on through a passing loop, and finishing at Talybont.

This linking section is remarkable for the variety of convincing scenic features contained within its length, as a journey over the layout reveals. From the quarry area, a mineral line runs into the long section at Llanbryneglwys station - for this station name, the club apologises to true Welsh speakers as the translation reads as the unlikely 'Town on a Hill, on a Hill, with a Church.' It is here that locomotives are changed to larger and more suitable types for the onward journey to Talybont, or to smaller engines for trains travelling onwards in the opposite direction to the quarry.

Llanbryneglwys is also the upper terminus for the public passenger service from Talybont. Leaving the station, the line runs through some spectacular scenery so typical of the Snowdonia region and after crossing a bridge over a gorge through »



A Dinorwic Quarries
Hunslet 0-4-0ST brings a train of empty slate wagons into the quarry whilst the De Winton vertical boilered 0-4-0 George Henry shunts empty wagons at the foot of a disused incline. Both of the locomotives that inspired these models can be viewed at the Narrow Gauge Railway Museum at Tywyn Wharf Station on the Talyllyn Railway.



Talybont's assortment
of locomotives and carriages is clearly shown here with a model of Glyn Valley Tramway Beyer Peacock 0-6-0T No.1 *Sir Theodore* waiting in the bay platform at Talybont with a two coach train. On the right a 'Single Fairlie' 0-4-4T is also waiting to depart with a short passenger train.

which a fast running river flows, arrives at the passing loop at Trem Yr Aifft. Here, a branch runs off to a granite quarry.

Leaving Trem Yr Aifft, the line continues downhill through rugged landscape to arrive at the terminus of Talybont. Here, at the exchange sidings, slate is transferred to the standard gauge wagons for onward shipment via the main line, affording viewers the opportunity to compare the contrasting narrow gauge and standard gauge stock.

The standard gauge line is a static feature of the layout, occupied by a handful of private owner wagons intended to represent onward movement of the all important slate traffic which forms the backbone of the narrow gauge line's operation.

CONSTRUCTION

The narrow gauge trackwork is mainly from Peco's 'O-16.5' range, with some handbuilt sections. The turnouts are operated by H&M solenoids, the ruggedness of which has given years of faultless service. Analogue control is provided by Gaugemaster handheld units working via four control panels on which routes are set using the stud and pencil method.

With the layout having evolved over several years, a variety of tried and tested landscaping techniques have been utilised: carved polystyrene, chicken wire and plaster over card formers. All have proved able to withstand years of exhibition wear.

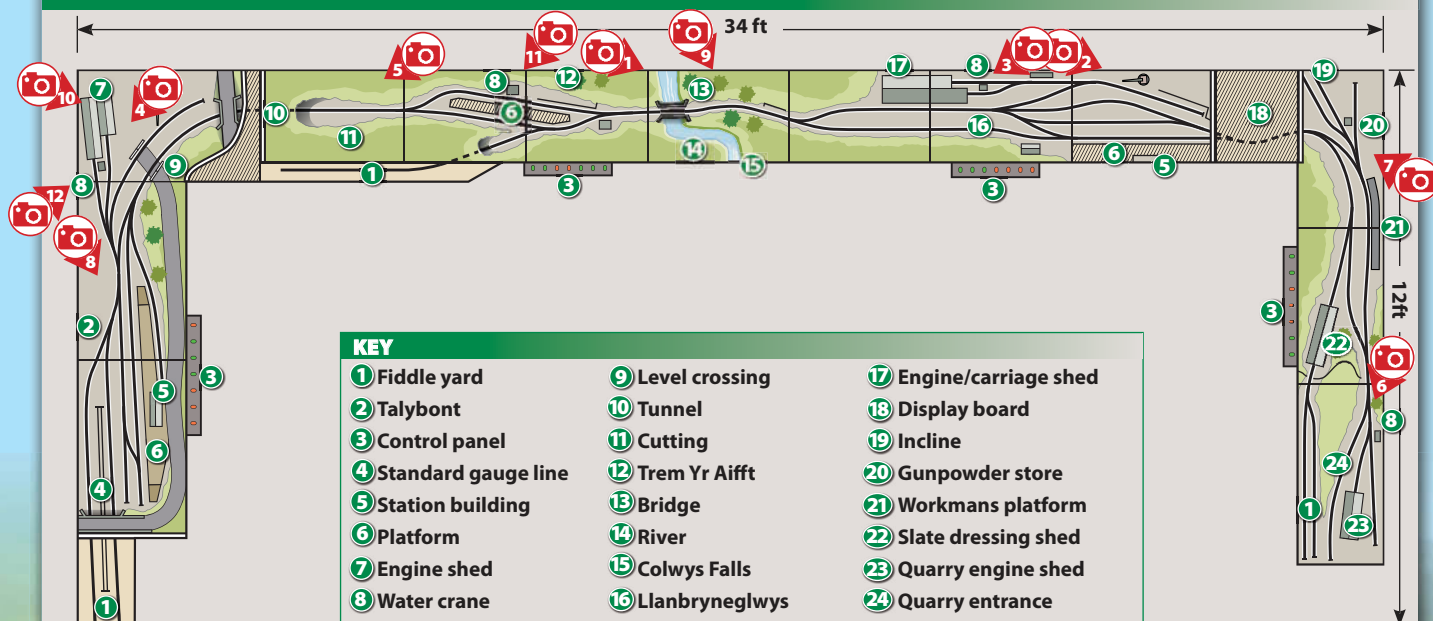
All the buildings have had to be scratchbuilt, using photographs and drawings from all over the Welsh narrow gauge systems. The station building at Talybont is modelled on Wharf Station at Tywyn, and the engine sheds are based on Pendre, both on the Talyllyn Railway in mid Wales. The numerous impressive trees are also handmade, mostly using wire formers. Most of the backscenes are the artistic work of club member Peter Sheppard.

However, it is surely the grey slate cuttings and buildings which draw the most attention as these are the components that really set the scene. The incline too is often talked about, but this is a static feature of the completed layout.

The numerous locomotives appearing on »



TALYBONT TRACK DIAGRAM (NOT TO SCALE)





**Talylyn Railway Fletcher Jennings 0-4-0T
No.2 Dolgoch heads a passenger train
near the passing loop at Trem Yr Aifft.**



**Ffestiniog Railway 'Double Fairlie' 0-4-4-0
Merddin Emrys leads a passenger train
under the sheep bridge and past the shed yard on
the approach to Talybont station.**

Talybont belong to various club members, and are most certainly not available off the shelf. Most are kitbuilt, with others being scratchbuilt, and represent examples from all the well known Welsh mountain railways.

Most notable are the 'Double Fairlies' of the Ffestiniog Railway which are instantly recognisable while the George England 'Prince of Wales' 0-4-0STT locomotives, the earliest Ffestiniog engines, are also represented. On the smaller side you will also see an open and closed cab 'Quarry Hunslet' 0-4-0ST together with idyllic locomotives such as the Talylyn Railway's Fletcher Jennings built 0-4-0T *Dolgoch* and 0-4-2ST *Talylyn*. A Glyn Valley Tramway 0-6-0T complete with full side skirts also forms part of the roster.

As a tribute to Talybont's Scottish origins, there is also an example from the narrow gauge Campbeltown and Machrihanish Railway. Rolling stock is also a mix of kit and scratchbuilt. For the narrow gauge slate wagons, the club designed its own kit for the production of the considerable number of wagons needed.

ON SHOW

Talybont is as popular as ever on the exhibition circuit and part of this is down to the way in which it has been designed. Far from being a one trick pony, Talybont can be shown in a number of different configurations to suit different venues with reduced size versions being an option.

The largest and full version of Talybont measures 34ft x 12ft in a 'U' shape with a central operating area, but it can also be exhibited without Trem Yr Aifft which reduces the layout to 26ft x 12ft. The smallest version is Talybont station on its own which covers an area 12ft x 7ft 6in.

Still not showing any signs of its age, Talybont has been shown all over Scotland and has captivated audiences at major shows south of the Border such as Warley, Telford and York – and is set to do so for years to come. 





Talylyn Railway 0-4-0T No.2 *Dolgoch* passes Ffestiniog Railway 0-4-0STT No.2 *Prince* at Trem Yr Aifft.



Ffestiniog Railway (ex-Penrhyn Quarry) Hunslet 2-4-0STT *Blanche* pauses by the water tower at Talybont engine shed.



STAFF PROJECTS

CHANGE OF PLAN

The plan for Twelve Trees Junction changes – again! **MIKE WILD** reveals the latest happenings and new direction for our soon to debut layout.

THINK SMALL" should be my mantra when it comes to building model railways. Twelve Trees Junction has turned into something of a mammoth project. From its humble beginnings it has grown out of all proportion from the original scheme and in fact during May its entry into the workshop brought with it another change of direction.

Having set myself the target of building a pair of return loop fiddle yards (HM83) which to my mind offered the greatest flexibility and fluid method of operation I set out about building the baseboards for them during the early part of May. Timber was cut, frames were assembled and I'd built five out of the six boards for the carriage shed end of the layout when it occurred to me just how much work was involved in completing Twelve Trees and, just as importantly, how much they were going to cost. Time for a serious rethink.

One of Twelve Trees' problems is that it is simply too big to be assembled anywhere available to us on a regular basis. It is fine for exhibitions with its 34ft x 8ft footprint but in the workshop there is simply not enough space for it to be put together.

With all this in mind and the time available for construction I soon realised that I was investing a huge amount of both time and money into producing a serious fiddle yard that, for probably 52 weeks of the year – minus a couple of weekends for exhibitions – would be kept in storage never seeing the light of day. In the end it seemed pointless ploughing substantial amounts of time and money into wood and track for the sake of it.

So, halfway through day one of building the fiddle yards it was back to the drawing board. I considered a fiddle yard at the rear with curves from each end, but because of the central double



Each cassette is 60mm wide, but this has meant spreading the entry tracks so that cassettes can be connected to all routes at the same time.

junction that wouldn't work. Then I thought about traversers and rotating turntable fiddle yards, but again these wouldn't work because of the number of different track positions there are at each end of the layout.

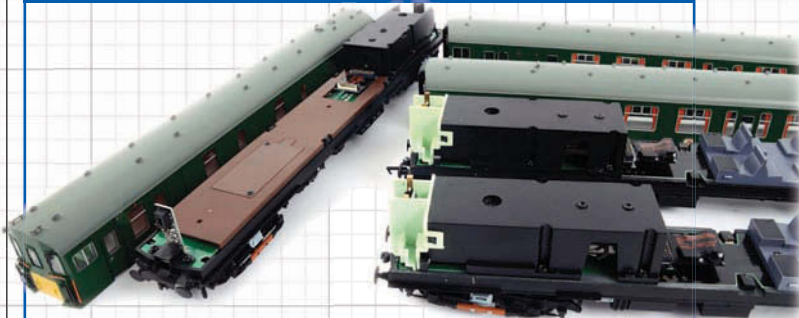
Having thought all these options through there was really only one choice left – a cassette system fiddle yard. The problem is that the plan was to operate eight car EMUs – or the equivalent of a locomotive and a seven coach train. That means big cassettes – 7ft 6in long to be exact – which in itself poses a problem as I wouldn't want operators turning 8ft long cassettes round with full trains on board!

However, there is now a plan using this method and the first of the cassettes have now been built and tested. They are made from an 18mm plywood base – 60mm wide and the largest are 2,240mm long – 7ft 6in in old money – and have 32mm x 1.5mm thick plastic side walls glued and screwed to each side. This creates a rigid trough which will protect the models from falling should a cassette get knocked. Inside the full length troughs are 2 ½ yards of Peco code 75 flexible track which offers ample space to stable an eight vehicle formation as required by the layout.

THE DETAILS

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

DECODER CHOICES



While the intention is that the majority of Twelve Trees' fleet will be sound fitted, the EMU fleet won't be and we have set about our mission to equip the fleet of EMUs with decoders. Through the support of Gaugemaster the manufacturer's new Omni DCC

27 21-pin/8-pin decoders have been used to start the ball rolling allowing the 4-CEPs, MLV and 2-EPB to be equipped with these useful and versatile decoders.

● Find out more about the Omni decoders at www.gaugemaster.com

This month the we have revising a new layout and preparing on an old one for its final show...



MIKE WILD

The HM workshop has been a hive of activity with huge changes taking place on Twelve Trees Junction to redesign the storage yards for this monster layout.



MARK CHIVERS

Hornby Magazine's assistant editor has been roped into preparations for Bolsover's last outing for the magazine. It was all hands to the pump to bring it back to life.



The cassette system is still in the testing stage while we develop details of its design, but this is the basic set up. It allows trains to be changed between different tracks simply and without the cost of complex pointwork.



Having trialled a number of connection methods we are currently experimenting simply with rail joiners soldered to the layout track and copper clad strip and bare track on the cassettes. So far, so good.



The full length cassettes are long at 7ft 6in, but surprisingly easy to handle. This is a mock up to check that a full eight coach formation would fit.

I have also made shorter cassettes to hold two, three and four car EMUs without the extravagance of a full length version.

To make handling easier each one will have a pair of handles giving operators a good grip to switch the position of cassettes to dispatch and receive trains at each fiddle yard. Cassettes will only connect in one direction which will lead to a fair amount of stock handling, but so long as everyone is careful it will hopefully be a successful system.

Through the use of cassettes there will now be three separate fiddle yards to feed each of the entry points onto the scenic

section and while this might sound complicated – it probably is – it does also mean that certain trains can be allocated to selected routes. For example, I had always wanted the cross London freights planned for the layout to run up and down the junction route only, avoiding the station, and the cassette fiddle

yard will allow this to happen.

Twelve Trees is proving to be something of a wild animal, but it is gradually being tamed as the weeks roll by. As you read this all of the baseboards for the new fiddle yard system are complete and half of the cassettes have been assembled. Hopefully if we

have a full dry day during early June the full layout will be set up outside to test all the electrics and then, well, it's onto the details of weathering the layout, weathering the remaining stock, fitting decoders and working out all the final details of the operational plan. Just a few jobs... [BDM](#)

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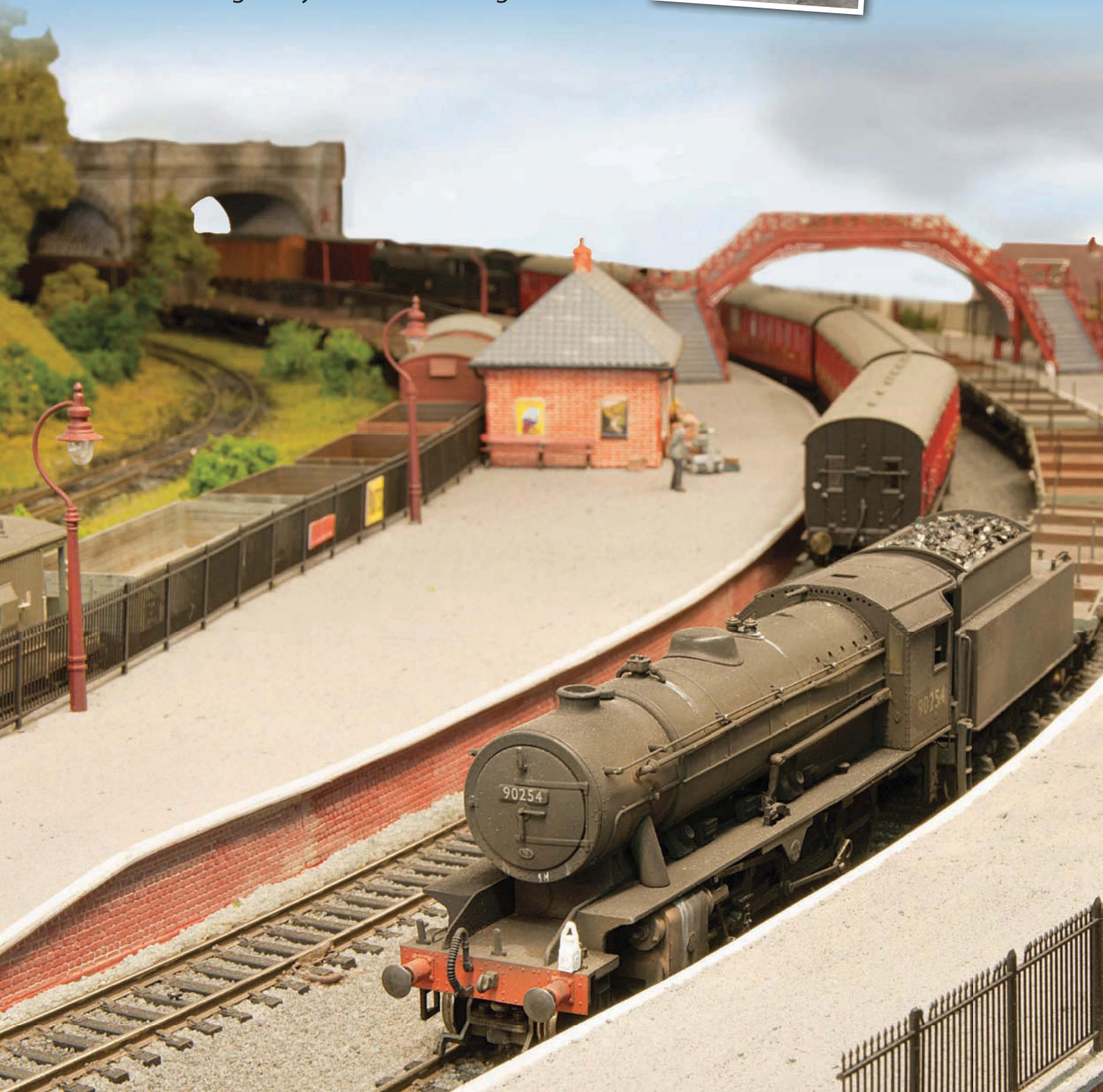
Final call for **BOLSOVER**

Bolsover and Seven Lane Pit is one show away from retirement as part of the *Hornby Magazine* layout fleet.

MARK CHIVERS rounds up the preparations for this 'OO' Eastern Region layout's final showing...

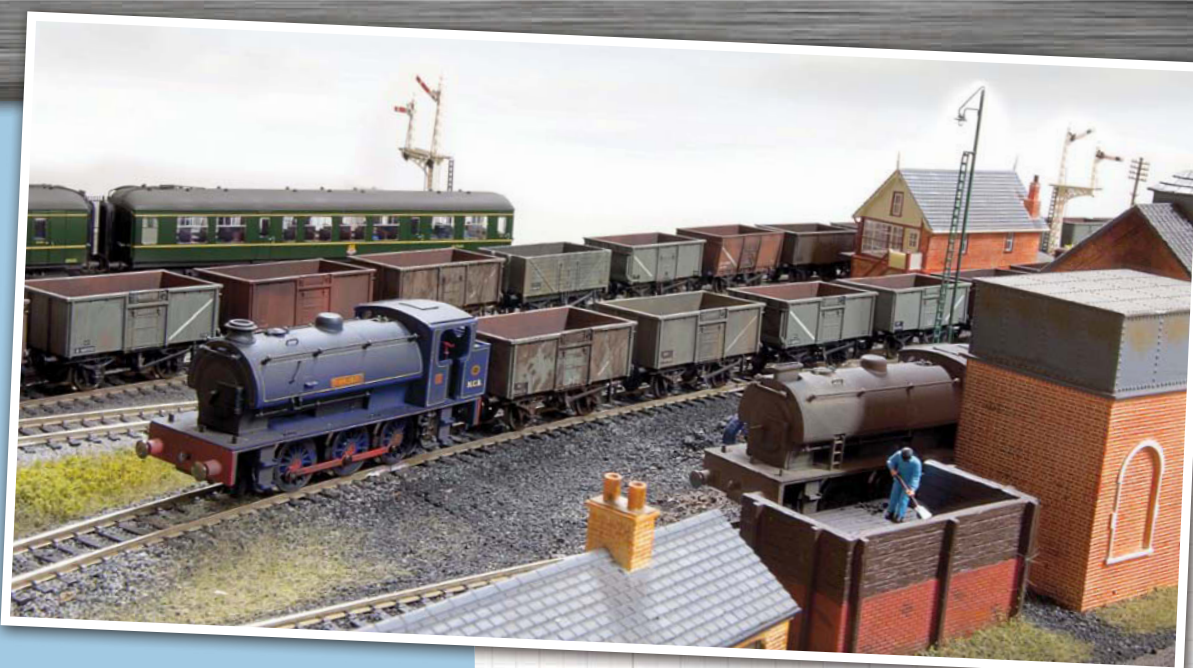


All of the baseboards pack up into pairs ready for loading into the van with the legs, stock and control system.



Right: A pair of sound fitted Hunslet 'Austerity' 0-6-0STs work the colliery exchange sidings at Seven Lane Pit.

Below: A 'WD' 2-8-0 rounds the curve through the station with a rake of empty bogie bolster wagons.



FOR SALE!

● After this exhibition, Bolsover and Seven Lane Pit will be sold to make space for future projects in the *Hornby Magazine* workshop. For enquiries about the layout, please contact Mike Wild by email mike.wild@keypublishing.com

ISN'T IT AMAZING how an impending exhibition date focuses the mind? The *Hornby Magazine* team's next exhibition appearance is at the Great Central Railway Model Event on June 20-22 and attention has turned to the 'OO' gauge layout we are displaying at the show, Bolsover and Seven Lane Pit.

Given that the layout has been in storage since its last outing to the Great Electric Train Show at the Heritage Motor Centre in Gaydon last October, it really needed to be checked over for any damage, electrical issues and a general spruce-up. This exhibition is also the layout's last appearance for the magazine so it's doubly important to make sure it retires from the circuit on a high.

Set on BR's Eastern Region during the transition period, Bolsover and Seven Lane Pit debuted at Model Rail Scotland in 2011 and was built to demonstrate what could be achieved for a large spare bedroom using predominantly Hornby products. The layout measures 12ft x 10ft and can accommodate trains up to nine coaches long, meaning there is plenty of track to keep clean!

Once out of storage and in the *Hornby Magazine* workshop it was clear it had accumulated a fair amount of dust and dirt since its last appearance. The first task was to run a track cleaning rubber over all lines, starting with the fan of fiddle yard sidings and then working round the scenic sections, taking in the main lines and the inner and outer goods loops. Special attention was given to each of the points as track rubbers tend to leave debris which affects electrical conductivity. The track rubber was followed by a cloth to clean any residue left on the rails. Once the main sections were complete, the colliery exchange sidings and the small goods yard

were also tackled in the same way.

It was pleasing that the scenic areas were still in good shape. All the buildings were intact, the majority of trees were in one piece and most of the small details were still in position. A few pieces of fencing needed fixing and a couple of shunt signals needed gluing back into position. Otherwise it was a case of some gentle dusting and clearance of cobwebs together with the eviction of a couple of spiders which appeared to have taken up residence on the layout!

The final step was to carefully vacuum the layout to remove any dust and debris, paying particular attention to the points to make sure any remaining residue from the track rubber was removed from both sides of the point blades.

Now the layout was looking a lot smarter we tested all points on the scenic section to check that the point motors were still working. This task was helped by commandeering a couple of Bachmann 2-EPB and 4-CEP electric multiple unit (EMU) formations from the adjacent Twelve Trees Junction layout which is currently sharing workshop space, probably the one and only time EMUs will run on Bolsover and Seven Lane Pit!

All points on the scenic section are operated by solenoid motors, while the fiddle yard points are manually operated and, as expected, a number of points struggled to work initially. Just one motor in the colliery exchange sidings refused to work by the end of the session and this will be replaced before the exhibition.

The final test was to run trains over all lines which I'm pleased to say was successful. The layout is now looking spick and span and ready for its final *Hornby Magazine* appearance at the exhibition on June 20-22. See you there! **EDM**

Stream

*There can scarcely be anyone who is not familiar with the wedge shape of Gresley's famous 'Pacific' Mallard, but the 'A4s' were just one of many eye-catching designs which typified the streamline period of the 1930s, as **EVAN GREEN-HUGHES** recalls.*

THROUGHOUT the 19th and early 20th century the train was regarded by most purely as a method of transport, providing as it did the quickest way to journey between two points in a world with no better method of travel. Average speeds were, by today's standards, relatively pedestrian but Victorian designers concentrated on the appearance of their locomotives as well as their performance.

The results are, to today's eyes, fussy, but they matched the aesthetic styles of the time. Embellishments such as brass decoration or eye-catching paintwork were the norm. Coaches retained a uniform box shape and relatively plain livery with the only exception being the Pullmans which were gradually coming

into use in various parts of the country.

The Great War of 1914-1918, however, changed the world forever. Developments made during the hostilities in road transport and aviation had a profound effect on the railways here and overseas. Not only did the railway suddenly have competition, but it was competition which was seen as full of glamour and excitement, something sadly lacking in a railway system which was struggling to recover from the effects of war. What the railways needed was a new image, one which would compete with the stylish touring cars and airliners favoured by the rich and famous and one which might put the railways back into the top league of ways to travel.



liners

Below: **LNER 'A4' 4492**
Dominion of New Zealand
approaches Harringay
with the Down 'Silver
Jubilee', the 5.30pm
Kings Cross to Newcastle,
in 1938. This magnifi-
cent sight was once a
daily occurrence on the
East Coast Main Line.

George Grigs/Rail Archive
 Stephenson.

That new image was eventually provided by streamlining, a design style which owed much to the vogue for art deco in the 1920s - Gresley's beautiful 'A1' 4-6-2s were probably the exemplar of this in railway terms. Using gentle curves and avoiding sharp angular shapes art deco spread to everything from ship design to household objects and everything about it suggested speed and modernity. The style also used

combinations of complimentary colours to provide an overall effect, a principle which had not as yet been tried in train liveries.

Streamlining potentially had other advantages, too. Designers were slowly beginning to realise that the performance of a mechanical object was as much governed by how little resistance it offered to the air through which it passed as to how big the power plant

was which was used to move it along.

In fact the first streamlined trains appeared for both of the reasons given. The German-built diesel-powered 'Schienenzeppelin' of 1930 was a single car which was streamlined to improve its performance and also to capture the attention of the public, which it certainly did, running in experimental service at up to 110mph, though its rear-mounted propeller »



'Princess Coronation'
6222 *Queen Mary* climbs
Shap with the Down
'Coronation Scot' from
Euston to Glasgow on
August 27 1937. This was
the LMS' answer to the
LNER's 'A4'.

James Clark/Rail Archive
Stephenson.



While streamlining wasn't the primary function of the 'Blue Pullman' DEMU, it certainly helped the train's appearance. The Down 'South Wales Pullman' passes St Mellons West near Cardiff on June 10 1964. Bob Tuck/Rail Archive Stephenson.

rendered it a hopelessly impractical design for fleet service. Even so, it led to the development of the famous 'Flying Hamburger' two-car sets, which commenced regular service in 1933. These eye-catching units featured a two-tone livery similar to the Pullman style with fully rounded ends and smooth sided coaches. One of these epochal trains reached 127mph in 1936 and in scheduled service could achieve average speeds of over 82mph.

It was these units which massively impressed the directors of the London and North Eastern Railway (LNER), so much so that the company asked for an evaluation of its performance on the London-Newcastle route. The best figures provided for the 'Flying Hamburger' showed, however, that lightweight steam hauled passenger trains could match the diesel's performance and be cheaper to acquire in the first instance.

DIFFERENT APPROACHES

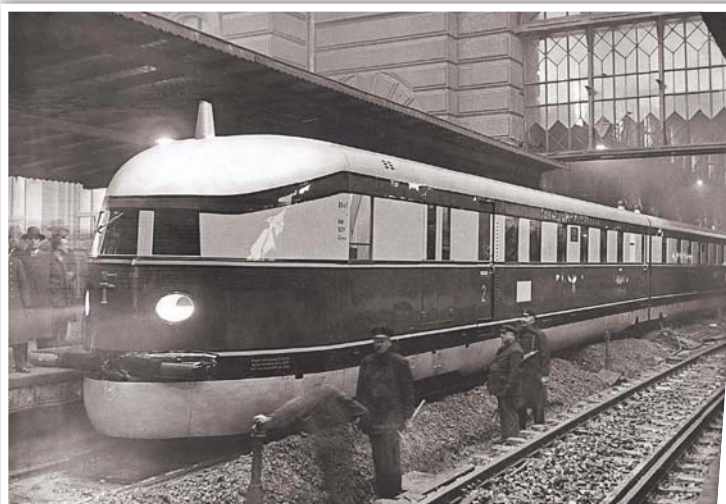
In the United States streamlining appeared in 1934 when the Union Pacific and

the Chicago, Burlington and Quincy Railroads both introduced diesel-powered streamliners. These used lightweight construction methods to achieve high power/weight ratios and could turn in average speeds of around 77mph. Other railroads followed but some refused to give up steam and began to apply lightweight streamlined casings to existing locomotives, mainly to improve their image, although there were noticeable improvements in haulage capacity for the streamlined engines as against their unmodified sisters.

The same year saw streamlining come to Britain, but with three major railways adopting completely different approaches to the idea. The Great Western Railway had, the previous year, commissioned a railcar which it intended to try out on services between Slough and Reading. This was a relatively short-distance service at moderate speeds and consequently the railcar was to be fitted with a solitary engine, developing only 130hp.

With such low power available every





The train that inspired the LNER 'A4': Germany's 'Flying Hamburger'. Deutsche Reichsbahn SVT 877 stands at the Lehrter Bahnhof, Berlin in 1933. Rail Archive Stephenson.



The GWR pioneers streamlining with diesel traction in Britain with its railcars. Railcar No 1, which had a single 130bhp engine, waits to leave Slough for Windsor on August 31 1935. A Coughton/Rail Archive Stephenson.

effort had to be made to save weight and also to provide a shape which would offer little wind resistance. Consequently a streamlined design was adopted in which both ends of the car were as aerodynamically efficient as possible, with even details such as steps and doors faired in. The railcar was a sensation with the public but in practice all the streamlining in the world didn't make up for its lack of power and subsequent versions were fitted with two engines. The company eventually owned a small fleet of these vehicles which were largely successful in introducing the public to streamlined diesel traction in this country.

For long-distance travel though most British railway designers still felt that the future was with steam and consequently both the London Midland & Scottish (LMS) and the LNER, which were engaged in a war for passengers on the important Anglo-Scottish route, set out to provide trains which would capture the public's imagination.

The LNER's contribution to this was the 'Silver Jubilee', a train of specially-liveried faired-in coaches pulled by a streamlined and improved version of Nigel Gresley's famous 'A3' class 'Pacifics', the 'A4'. The Bugatti-inspired streamlining was radically different to anything seen before, but under the casing was a locomotive that to all intents and purposes could be described as an 'A3 GT'. Initially turned out in a matching colour scheme the new 'A4s' could run at speeds of up to 110mph and sustain average speeds of almost 100mph. The new trains were a sensation and attracted a massive amount of publicity. Once again train travel had become glamorous. Not to be outdone the LMS came out with its own streamlined train in 1937. There the first five of the new 'Princess Coronation' 4-6-2s - better known by many enthusiasts as 'Duchesses' - appeared with a streamlined casing and were painted in a striking blue livery with silver stripes - stripes which were extended along a rake of specially adapted coaches. In this case, though, the streamlining was

largely there for visual purposes and did little to improve the performance of the locomotive. It was retained for a number of years but removed when the engines concerned were overhauled in later life.

SPEED WARS

There then followed a speed war in which the 'A4s' and 'Princess Coronations' were locked in combat, until the record was famously snatched by 'A4' 4468 Mallard in July 1938 with a speed of 126mph, thus sealing a place in history for the streamliners for ever. They certainly looked good, and the 'A4s' were efficient, but the reality was that at the speeds they typically ran at - up to about 80mph in normal operation - the streamlining made little difference to performance. Above those speeds though, the story becomes quite different. The Second World War put paid to any more streamlining, although Bulleid's allegedly mixed traffic 'Pacifics' of the period certainly evoked the look. The LNER's special stock was locked away for the duration and the locomotives allocated to more mundane duties and even after the conflict was over there was little money to invest in high-speed services as the country entered a period of austerity. Even in the USA where money was more plentiful the supply of cheap war surplus aircraft such as the ubiquitous Douglas Dakota meant that the railways gave up competing for long-distance traffic while in Europe the war-ravaged system took many years to rebuild.

BULLET TRAIN REVOLUTION

Japan led the post-war revolution in streamlined trains when it produced a series of inter-city EMUs, the front end of which had been designed using an aircraft fuselage as a reference. The Class 80s of 1950 kicked the series off but it was to be ten years later before the UK was to follow suit by reintroducing a form of streamlining on the 'Blue Pullmans', which in this case was largely there as part of a styling exercise, rather than as a serious attempt to improve performance. Throughout the 1960s and early 1970s

most new locomotives and multiple units paid no concession to streamlining or wind resistance and it was not until the advent of the Advanced Passenger Train that the matter was brought to the fore again. This project was led by scientists and broke a lot of new ground, leading to a prototype train which was very light and very fast, partly due to its aerodynamic design which had been closely based on the lessons learned in aircraft construction. Unfortunately the production trains hit all sorts of problems but some of the lessons learned were adopted by the designers of the High Speed Train, which although conventional in many ways was heavily streamlined at the front rear and sides, with a livery to match its up-to-date appearance.

BRITAIN ON FORM

As in the 1930s the streamlining of the High Speed Train captured the public's imagination and British Rail once again had a product which was seen as modern, up-to-date and fashionable. Ticket sales went up to an unheard of level and these trains still look stylish and modern even today, when they have already enjoyed around 40 years of front-line service - surely the mark of a design that got it right. Nowadays the streamlining of trains is an everyday feature of our lives but it continues to exert considerable influence on the minds of the public and the enthusiast. Amongst the younger modellers one of the most popular trains is the Virgin Class 390 'Pendolino', closely followed by the Hitachi Class 395 'Javelin', both of which use extensive streamlining in their styling. Even amongst the members of the general public the most memorable trains are likely to include *Mallard* and the HST, both of which are streamlined. For many the golden age of streamlining, though, was the 1930s when trains were just as glamorous and appealing as fashionable aircraft and motor cars. It's not surprising that this period in railway history is so fondly remembered by those who were there, and those who wish they had been. **END**

SHOWGUIDE

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.

JUNE 2014

14 ALRESFORD FESTIVAL OF TOY TRAINS

Hosts: Bob Leggett
Location: Perin's Community School, Alresford, Hampshire SO24 9BS
Times: 11am-5pm
Prices: Adults £5, children £3, family (2+2) £14
Website: www.alresford-toy-trains.org.uk
Contact: 01962 733475
Features: More than 20 layouts, over 80 sales tables, vintage car show, live music, short walk to/from the Watercress Line's 'War on the Line' event.

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
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
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
Features: 19 North American 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
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
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 East Coast layout.

14/15 DOULTING MODEL RAILWAY EXHIBITION

Hosts: Shepton and District Model Railway Society

Location: Doulting Village Hall, Near 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.cdsmc.co.uk
Features: Train rides, model railway layout and refreshments.

15 CORBY AND DISTRICT MRS 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.cdsmc.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
Contact: 01509 632323
Features: Over 50 layouts, trade support, demonstrations, refreshments and intensive train service linking with each exhibition site. Supported by Hornby Magazine. Parking available at Quorn and Woodhouse station.

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
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
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.

22 PORTHCAWL MODEL SHOW

Hosts: Porthcawl Railway Club
Location: Hi Tide Inn, Mackworth Street, Porthcawl CF36 5BT
Times: 10am-4pm
Prices: Adults £2.50, concessions £1.50, children £1.50, family (2+2) £6
Contact: 07815 669365
Features: Ten layouts, trade support, refreshments, parking and disabled access.

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
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
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
Contact: 01473 251017
Features: 10 layouts, trade support, refreshments and free vintage bus service linking with other exhibition sites.

28/29 BLUEBELL MODEL RAILWAY SHOW

Hosts: Bluebell Railway
Location: Sheffield Park and Horsted Keynes stations, East Sussex
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Access to model railway exhibits with a valid travel or platform ticket
Website: www.bluebell-railway.com
Features: Layouts, trade support, refreshments, parking and disabled access.

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
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

Contact: 07588 754959
Features: 45 layouts, trade support, DCC seminars, demonstrations, specialist societies, refreshments and disabled access.

29 LYMM HISTORIC TRANSPORT DAY MODEL RAILWAY EXHIBITION

Hosts: Warrington Model Railway Society in conjunction with New Mills and District Modellers
Location: The Village Hall, Pepper Street and the Bootroom, Golden Fleece Public House, Lymm, Cheshire
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £12 (includes admission to all attractions)
Website: www.lymmtransport.org.uk
Contact: 01925 754080
Features: Layouts, trade support and demonstrations plus historic vehicles on display throughout the village.

JULY 2014

5/6 BASILDON MODEL RAILWAY EXHIBITION

Hosts: Basildon Model Railway Club
Location: James Hornsby School, Leinster Road, Laindon, Essex ES15 5NX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £3, children £2, family £12
Website: www.basildon-mrc.org.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

5/6 GMES MODEL STEAM RALLY AND EXHIBITION

Hosts: Guildford Model Engineering Society
Location: Stoke Park, London Road, Guildford, Surrey GU1 1TU
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £8, concessions £7, children free
Website: www.gmes.org.uk
Features: Model railways, traction engines, boats, aero engines, miniature steam train rides, trade support, demonstrations, refreshments and parking.

5/6 MIDDLETON RAILWAY (LEEDS) MODEL RAILWAY EXHIBITION 2014

Hosts: Middleton Railway Trust
Location: Middleton Railway, The Station, Moor Road, Hunslet, Leeds LS10 2JQ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4 (£7), children £2 (£3), family £10 (£18) - prices in brackets include train rides
Website: www.middletonrailway.org.uk
Contact: 01274 613687
Features: 11 layouts, trade support, opportunities to drive a full size steam locomotive (£5 extra), refreshments and disabled access.

6 WHITWELL MRC MODEL RAILWAY SHOW

Hosts: Whitwell Model Railway Club
Location: The Marquee, Whitwell and Reepham Railway, Reepham, Norwich, Norfolk NR10 4GA
Times: 11am-4pm
Prices: £1 per person
Website: www.whitmodel.webs.com
Contact: 01603 871694
Features: Layouts, trade support and societies. Steam train rides available (fare payable).

12 NEW CROSS (LONDON) MODEL RAILWAY SHOW

Hosts: The London Theatre
Location: New Cross Chapel, 466 New Cross Road, London SE14 6TJ
Times: 10am-5pm
Prices: Adults £6 (£5), children £4 (£3) - advance ticket prices in brackets
Website: www.modelrailwayexhibition.com
Contact: 0208 694 1888
Features: 15 layouts, trade stands, talks, demonstrations, refreshments.

12 SHEREDES SCHOOL ANNUAL MODEL RAILWAY EXHIBITION

Hosts: Sheredes School Association
Location: Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY
Times: 10.30am-5pm
Prices: Adults £4.50, concessions £3.00, family (2+2) £12
Contact: 07866 641215
Features: 22 layouts, trade support, societies, refreshments and parking.

12 TCS SUMMER EXHIBITION 2014

Hosts: Train Collectors Society
Location: Weatherly Centre, Off Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB
Times: 10.30am-5pm
Prices: Adults £4.50, children £1.50, family £9
Website: www.traincollectors.co.uk
Contact: 0780 181 8764
Features: 20 layouts and displays, trade support, refreshments and parking.

12/13 HARTLEPOOL MODEL RAILWAY EXHIBITION

Hosts: Hartlepool Model Railway Group
Location: Hartlepool College of Further Education, Stockton Street, Hartlepool, TS24 7LB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £4, family (2+3) £18
Contact: 07956 063807
Features: 25 layouts, trade support, demonstrations, refreshments and disabled access.

13 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAY

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

19 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club
Location: Northampton High School, Newport Pagnell Road, Hardingstone, Northampton NN4 6UU
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, family £12
Website: www.ndmrc.org.uk
Contact: 01604 890275
Features: 20 layouts, trade support, demonstrations, societies, club stands, refreshments, parking and disabled access.

19/20 FESTIVAL OF MODEL TRAMWAYS 2014

Hosts: Manchester Museum of Transport
Location: Manchester Museum of Transport, Boyle Street, Cheetham Hill, Manchester M8 8UW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7.50, concessions £6.50, accompanied children under 16 free
Website: www.tramwayinfo.com/festival
Contact: 0208 948 0721
Features: 20 model tramways, trade support and demonstrations.

19/20 GRAVESEND CENTRAL MODEL RAILWAY SHOW

Hosts: Gravesend Railway Enthusiasts Society
Location: Old Town Hall, High Street, Gravesend, Kent DA11 0AZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1, family (2+2) £6
Website: www.gres.org.uk
Contact: 07821 254232
Features: Layouts, trade support, demonstrations and disabled access.

23 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small admission charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

26 BARNSTAPLE MODEL RAILWAY EXHIBITION

Hosts: Barnstaple Model Railway Club
Location: Christ Church, Bear Street, Barnstaple, Devon EX32 7BU
Times: 10am-4pm
Prices: Adults £3, concessions £2.50, accompanied children free
Contact: 01271 370654
Features: 12 layouts, trade support and disabled access. Parking available nearby.

26 BLACK HORSE MODEL RAILWAY DAY

Hosts: Black Horse Public House
Location: The Black Horse, Aylesbury Road, Great Missenden, Buckinghamshire HP16 9AX
Times: From midday
Prices: Free
Website: www.blackhorsegreatmissenden.com
Contact: 01494 862537
Features: Layouts, model displays, paintings, prints and children's layouts.

26 BRIDPORT MODEL RAILWAY EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: United Church Hall, East Street, Bridport, Dorset DT6 3LJ
Times: 10am-4.30pm
Prices: Adults £3, children £1
Contact: 01308 861754
Features: Layouts, trade support, refreshments and parking nearby.

26 BRIGHTON MODEL TRAIN AND TOY SHOW

Hosts: Sussex Vintage Model Railway Collectors
Location: Knoyle Hall, Knoyle Road, Preston Park, Brighton BN1 6RB
Times: 10am-4.30pm
Prices: Adults £3, concessions £2.50, accompanied children free
Website: www.sussex-transport.co.uk/svmrc
Contact: 01256 350764
Features: Vintage layouts, trade support and refreshments.

26 BUDE MODEL RAILWAY EXHIBITION AND PUBLIC OPEN RUNNING DAY

Hosts: North Cornwall and Devon Model Railway Club
Location: Parkhouse Centre, Bude, Cornwall EX23 8LD
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Contact: 01566 772667
Features: 24 layouts, trade support and refreshments.

26 PEVENSEY BAY MODEL RAILWAY EXHIBITION

Hosts: Pevensey Bay Model Railway Club
Location: Pevensey Memorial Hall, Church Lane, Pevensey, East Sussex BN24 5LD
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, children £1.50, family (2+2) £8
Website: www.pevenseybaymrc.co.uk
Contact: 01323 763590
Features: 14 layouts, trade support, refreshments, parking and disabled access.

26/27 NEW MILTON MODEL RAILWAY EXHIBITION

Hosts: South Coast Rails Model Railway Club
Location: Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £4, children £2.50, family (2+2) £12
Website: www.southcoastrailsmodelrailwayclub.co.uk
Contact: 07984 454787
Features: 17 layouts, trade support, refreshments, parking and disabled access.

26/27 ST JOHN'S CHARITY MODEL RAILWAY EXHIBITION

Hosts: St John's Primary School
Location: St John's Primary School, Trent Vale, Stoke on Trent ST4 6SB
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, children £3, family (2+2) £10
Contact: 07747 087050
Features: 17 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

30 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small admission charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

AUGUST 2014

2 EXMOOR RAIL 2014

Hosts: Exmoor Coast Railway Modellers
Location: The Minehead Eye, Mart Road, Minehead, Somerset TA24 5BJ
Times: 10am-4.30pm
Prices: Adults £3.50, children £1.50, family £8
Contact: 01643 706736
Features: 14 layouts, demonstrations, trade support, refreshments and disabled access. Venue is close to the West Somerset Railway.

2 WRECRAIL 2014

Hosts: The Wrecking Crew
Location: St Nicholas Church Hall, Rectory Lane, Little Bowden, Market Harborough, Leics LE16 8AS
Times: 10am-4pm
Prices: Adults £3, children free
Contact: rcoleman757@btinternet.com
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

2/3 CLEVELAND MODEL RAILWAY EXHIBITION

Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £3.50, children £3.50, family (2+2) £12.50
Website: www.cleveland-mrc.org.uk
Contact: 07864 880242
Features: 15 layouts, trade support, refreshments, parking and disabled access.

SHOW GUIDE

- 2/3 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS**
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation. In support of the West Somerset Railway's Steam Fayre and Vintage Vehicle Rally.
- 6 TAUNTON MODEL RAILWAY GROUP – OPEN DAY**
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small admission charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.
- 9 BEXHILL-ON-SEA MODEL RAILWAY EXHIBITION**
Hosts: Bexhill-on-Sea Model Railway Club
Location: St Peter's Community Centre, Church Street, Old Town, Bexhill-on-Sea TN40 2HE
Times: 10am-5pm
Prices: Adults £4, concessions £3.50, children £1.50, family (2+2) £9.50
Website: www.bexhillmrc.org.uk
Contact: 01424 843379
Features: Layouts, trade support, refreshments and disabled access. Parking available nearby.
- 9/10 LEYLAND MODEL RAILWAY EXHIBITION**
Hosts: Leyland Model Railway Club
Location: South Ribble Borough Council Civic Centre, West Paddock, Leyland PR25 1DH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3.50, family (2+2) £12.50
Website: www.leylandmrc.com
Contact: 07712 222462
Features: 12 layouts, trade support, refreshments, parking and disabled access.
- 9/10 RAILWELLS 2014**
Hosts: Wells Railway Fraternity
Location: Wells Town Hall, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10.30am-5pm
Prices: Adults £6, concessions £5, unaccompanied children £5, accompanied children £4
Website: www.railwells.com
Features: Layouts, trade support, demonstrations, displays and refreshments.
- 10 STOCKPORT STATION RAILSHOW 2014**
Hosts: Stockport Railway Station
Location: Stockport Railway Station, Grand Central Way, Stockport SK3 9HZ
Times: 10am-4pm
Prices: Free entry
Features: 'N' gauge layout based on Stockport viaduct and station, visiting locomotive in Platform 3a (subject to availability), trade support, railwayana, local rail partnerships and societies. All proceeds to local charity.
- 10 WEST WALES MODEL RAILWAY EXHIBITION**
Hosts: Aeron Valley Railway Society
Location: Llywyncelyn Memorial Hall, Llywyncelyn SA46 0HF
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, children £3, family (2+2) £8
Contact: 01545 571634
Features: Layouts, trade support, refreshments, parking and disabled access.
- 13 TAUNTON MODEL RAILWAY GROUP – OPEN DAY**
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small admission charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.
- 16 SILVERFOX DCC MRC MODEL RAILWAY EXHIBITION**
Hosts: Silverfox DCC MRC
Location: The Webber Independent School, Soskin Drive, Stantonbury Fields, Milton Keynes MK14 6DP
Times: 10am-4.30pm
Prices: Adults £4, children £2.50, family (2+2) £10
Website: www.silverfoxdcc.org
Contact: 01908 370713
Features: 19 layouts, trade support and outdoor train rides.
- 16/17 CARNFORTH MODEL RAILWAY WEEKEND**
Hosts: Carnforth Station Heritage Centre

- Location:** Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £2, children free
Contact: 07967 743126
Features: Layouts, trade support, parking and refreshments in the 'Brief Encounter' refreshment room.
- 16/17 MIDLAND RAILX**
Hosts: Midland Railway Trust
Location: Midland Railway – Butterley, Butterley Station, Ripley, Derbyshire DE5 3QZ
Times: TBC
Prices: TBC
Website: www.midlandrailx.co.uk
Features: Layouts, trade support, demonstrations, heritage steam and diesel hauled trains, parking and refreshments.
- 16/17 PICKERING MODEL RAILWAY EXHIBITION**
Hosts: Scarborough and District Railway Modellers
Location: Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3.50, children £2, family (2+3) £10
Website: www.sdrmmweb.co.uk
Contact: 07788 713874
Features: Ten layouts, trade support, demonstrations and refreshments. Exhibition is adjacent to NYMR station.
- 20 TAUNTON MODEL RAILWAY GROUP – OPEN DAY**
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small admission charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.
- 23/24 HAYLE MRC SUMMER EXHIBITION**
Hosts: Hayle Model Railway Club
Location: Hayle Daycare Centre, Commercial Road, Hayle, Cornwall TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £2, children £2, family £9
Website: www.haylemrc.org.uk
Features: Layouts, trade support, demonstrations and refreshments.
- 23/24 SEDGEMOOR RAIL 2014**
Hosts: Burnham and District Model Railway Club
Location: King Alfred School, Highbridge, Somerset TA9 3EE
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children (13+) £3
Contact: 01278 782121
Features: 12 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.
- 23-25 CHELMSFORD MRC AND MANGAPPS RAILWAY MUSEUM EXHIBITION**
Hosts: Chelmsford MRC and Mangapps Railway Museum
Location: Mangapps Railway Museum, Southminster Road, Burnham-on-Crouch, Essex CM0 8QG
Times: Sat 11.30am-5pm, Sun 11.30am-5pm, Mon 11.30am-5pm
Prices: Adults £8, concessions £7, children £3.50
Website: www.mangapps.co.uk
Contact: 01277 225206
Features: Layouts, railway museum exhibits, train rides, refreshments, parking and disabled access.
- 23-25 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAYS**
Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm, Mon 10.30am-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains formed from over 180 locomotives and in excess of 400 items of rolling stock on the club's extensive East Coast layout.
- 24 BROXBORNE MODEL RAILWAY EXHIBITION**
Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Broxbourne, Herts EN10 7AX
Times: 10am-5pm
Prices: Adults £2, children £1
Website: www.hoddesdonmrc.co.uk
Contact: 01707 898420
Features: Layouts, trade stands, children's rides, radio control boats in club pool and refreshments.

- 24/25 NEATH AUGUST BANK HOLIDAY MODEL RAILWAY SHOW**
Hosts: Cefn Coed Museum
Location: Cefn Coed Museum, Neath Road, Crynant, Neath SA10 8SN
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Free entry
Contact: 01639 750556
Features: Layouts, trade support, parking, tea room.
- 27 TAUNTON MODEL RAILWAY GROUP – OPEN DAY**
Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 11am-4pm
Prices: Small admission charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.
- 30 ASTOLAT MRC (GUILDFORD) OPEN DAY**
Hosts: Guildford's Astolat Model Railway Club
Location: Barge Building Shed, National Trust, Dapdune Wharf, Wharf Road, Guildford GU1 4RR
Times: 11am-4pm
Prices: Adults £3.50, children £2, family £10.50 (National Trust entry fees)
Website: www.astolatmrc.co.uk
Contact: 01483 722098
Features: Club layouts, club test track and members layouts.
- 30 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 £4
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: Chance to run your 'O' or 'OO' gauge models on the club's two large test tracks, friendly expert advice from club members, second hand sales and refreshments.
- 30/31 ANDOVER MODEL RAILWAY EXHIBITION**
Hosts: Andover Model Railway Club
Location: John Hanson School, Floral Way, Andover, Hampshire SP10 3PB *New Venue*
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children £1
Website: www.amrc.hampshire.org.uk
Features: 15 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.
- 30/31 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS**
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

SEPTEMBER 2014

- 6 MARKET RASEN MODEL RAILWAY EXHIBITION**
Hosts: Rotary Club of Market Rasen
Location: Festival Hall, Caistor Road, Market Rasen, Lincolnshire LN8 3HT
Times: 10.30am-4.30pm
Prices: Adults £3, children (under 13) £1.50, family (2+2) £7.50
Contact: 01673 842244
Features: Eight layouts, trade support, refreshments, parking and disabled access.
- 13 BURY ST EDMUNDS MODEL RAILWAY EXHIBITION**
Hosts: Bury St Edmunds Model Railway Club
Location: Village Hall, Risby, Bury St Edmunds, Suffolk IP28 6RT
Times: 10am-4pm
Prices: Adults £4.50, concessions £3.50, accompanied children £2.50
Website: www.burystedmundsmrc.com
Contact: 01359 250351
Features: 13 layouts, trade support, refreshments, parking 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: hornby.magazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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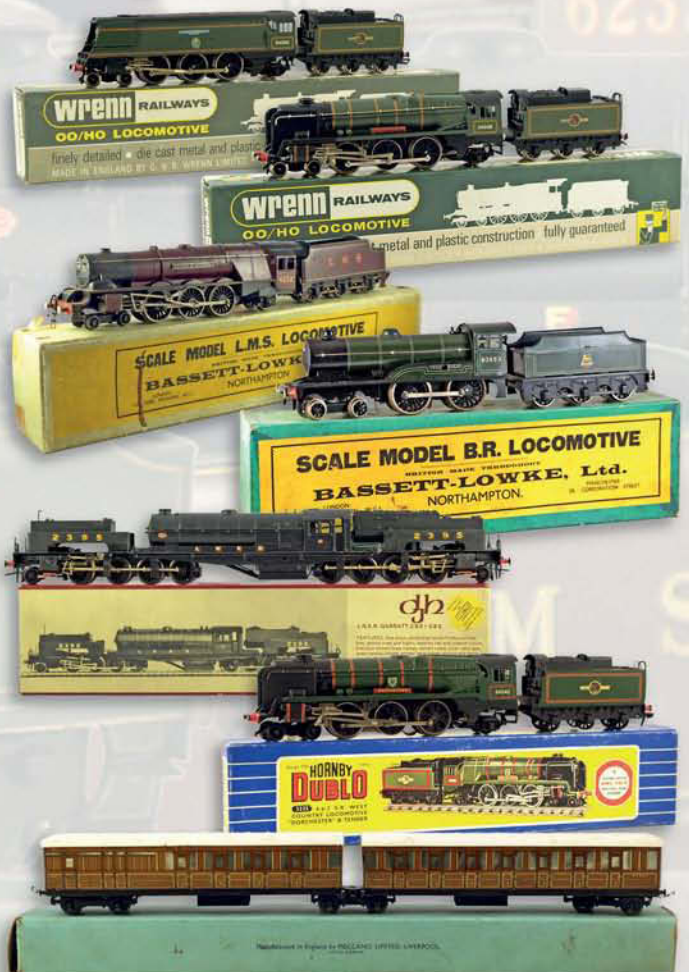
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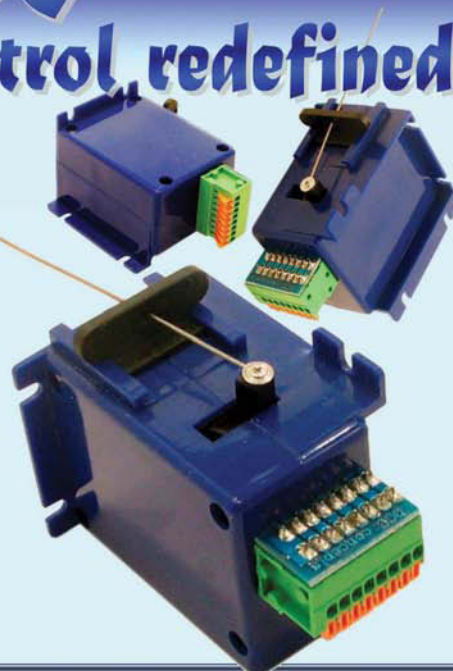
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 4S-018-003 88 in Southern Railway green
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 4S-018-005 30096 in BR black with late crest

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- 31-431 41708 BR black with early emblem (as preserved)
 31-430 1725 LMS black
 31-432 41661 BR black with late crest
ehattons.com/1f
DUE SEP/OCT

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- 3900 3965 LNER black with stepped tender
 3901 63954 early BR Black with stepped tender
 3902 63948 BR black with early crest, stepped tender
 3903 63952 BR black with late crest, stepped tender
 3910 3962 LNER black with flushed tender
 3911 63983 BR black with early crest, flushed tender
 3912 63975 BR black with late crest, flushed tender
 3913 63982 BR black with late crest, flushed tender
DUE 2015

Class 64xx Pannier 0-6-0 Pre-order for £69.66



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 31-636 6403 BR black with early emblem
 31-637 6400 BR black with late crest
ehattons.com/64xx

Class C Wainwright 0-6-0 Pre-order for £76.46



- 31-465 31579 BR black with late crest
 31-463 271 SECR plain green
 31-464 593 SR black with green lining
DUE JUL/AUG

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 2501 D2578 in BR green with wasp stripes (preserved)
 2502 D2582 in BR green with wasp stripes
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 2520 D2591 in BR green with wasp stripes
 2521 D2600 in BR green with wasp stripes
 2522 D2595 in BR blue with wasp stripes (preserved)
 2523 "Departmental 88" in BR green with wasp stripes
DUE 2015

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ehattons.com/wickham

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late crest - weathered (Bac) £93.46



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



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



31-727 Class 3700 City GWR 4-4-0 3439 "City Of London"
GWR Green Monogram (Bac) £106.21



R3006 Class 3800 2-8-0 3864 in BR weathered black early
emblem. (Hor) £106



31-626A Class 3F 0-6-0 43257 in BR black early
emblem (Bac) £76.46
31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC
On Board (Bac) £101.96



32-140 Class 4575 Prairie tank 2-6-2 4585 in BR lined
green early emblem (Bac) £72.21



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



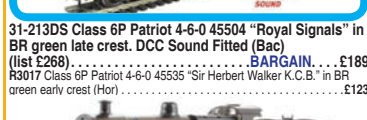
31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley
tender (Bac) £76.46



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



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



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



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in
BR green late crest. DCC Sound Fitted (Bac) £189
R3017 Class 6P Patriot 4-6-0 45535 "Sir Herbert Walker K.C.B." in BR
green early crest (Hor) £123



31-013 Class 7F S&DJR 2-8-0 53808 in BR black late crest
& Deeley tender (Bac) £110.46



32-859 Class 9F Standard 2-10-0 92233 BR black late
crest - weathered (Bac) £124.02
R3086 Class A1 "Flying Scotsman" in LNER Apple Green. Upgraded to
3-pole motor flywheel (Railroad range) (Hor) £76
32-550C Class A1 4-6-2 60163 "Tornado" in BR Express blue (Bac) £128.01



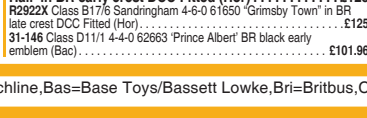
32-550B Class A1 4-6-2 60163 "Tornado" in BR lined
Brunswick green (Bac) (list £150.60) **BARGAIN**. ... £92



31-530 Class A2 4-6-2 526 "Sugar Palm" in LNER lined apple
green. (Bac) (list £149.95) **BARGAIN**. ... £89



31-529 Class A2 4-6-2 60534 "Irish Elegance" in BR lined green early
emblem (Bac) (list £149.95) **BARGAIN**. ... £92



31-964 Class A4 4-6-2 60004 "William Whitehead" BR lined green late
crest (Bac) £99

31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined
green early emblem (Bac) (list £129.40) **BARGAIN**. ... £92

31-715 Class B1 1123 in LNER lined green (Bac) £84.96

R2912X Class B17/2 Sandringham 4-6-0 61637 "Thorpe
Hall" in BR early crest DCC Fitted (Hor) £125

R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimsby Town" in BR
late crest DCC Fitted (Hor) £125

31-146 Class D11/1 4-4-0 62663 "Prince Albert" BR black early
emblem (Bac) £101.96



31-136DC Class D11/2 4-4-0 62677 "Edie Ochiltree" in BR
black late crest. DCC Fitted (Bac) £118.96



31-318 Class J11 Robinson (GCR 9J) 5317 in LNER
black (Bac) £76.46



31-319 Class J11 Robinson (GCR 9J) 5317 in LNER black (Bac) £76.46



31-320DC Class J11 Robinson (GCR 9J) 5317 in LNER black (Bac) £91.76



32-154A Class N 2-6-0 31404 in BR lined black late crest -
weathered (Bac) £106.21



31-005 Class O4 Robinson ROD 2-8-0 3547 in LNER black (Bac) £118



31-002 Class O4 Robinson ROD 2-8-0 63635 in BR black early
emblem. (Bac) (list £129.95) **BARGAIN**. ... £78



31-001Z Class O4 Robinson ROD 2-8-0 63743 (shed 9G) in
BR black late crest - weathered. Ltd Edition of 512 (Bac)
(list £148.72) **BARGAIN**. ... £79



31-564 Class V2 Gresley 2-6-2 60860 "Durham School" in
BR lined black early emblem (Bac) £94



32-261 Class WD Austerity 2-8-0 90441 in BR black early
emblem (Bac) £110.42



32-260DC Class WD Austerity 2-8-0 90448 in BR black with late crest.
DCC On Board (Bac) £125.29



31-979A Standard Class 3MT tank 82001 in BR black early emblem (Bac) £80.71



31-979 Standard Class 3MT tank 82001 in BR lined black early emblem (Bac) £78.42



32-360 Standard Class 4MT 2-6-4 tank 80121 in BR lined
black late crest (Bac) £84.96

R3016 Standard Class 4MT 4-6-0 75072 in BR black early emblem (Hor) £105

32-508 Standard Class 5MT 73049 in BR lined green late
crest & BR1 tender (Bac) (list £124.95) **BARGAIN**. ... £72

R3133 East Coast "Flying Scotsman" Train Pack Class 91
electric loco, DVT & 2 Mk4 coaches (Hor) £144

R3192 Class 8 4-6-2 71000 "Duke Of Gloucester" in BR
green late crest Special Edition train pack (Hor) £142

R3133 East Coast "Flying Scotsman" Train Pack Class 91
electric loco, DVT & 2 Mk4 coaches (Hor) £144

R3133 East Coast "Flying Scotsman" Train Pack Class 91
electric loco, DVT & 2 Mk4 coaches (Hor) £144

R3133 East Coast "Flying Scotsman" Train Pack Class 91
electric loco, DVT & 2 Mk4 coaches (Hor) £144

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R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99)BARGAIN . . .£57
R2963 Class 31/4 31439 diesel in Regional Railways "North Yorkshire Moors Railway" DCC Ready. (Hor)£109
3382 Class 33/0 D6579 in BR Blue full yellow ends (Hel) (list £28) BARGAIN . .£80



3433 Class 33/0 diesel 33002 "Sea King" in Engineers yellow & grey (as preserved at the South Devon Railway) (Hel) . .£95
3434 Class 33/0 diesel 33033 Railfreight Construction Sector Iple grey (Hel) . .£95
3432 Class 33/0 diesel 33059 in BR blue full yellow ends (Hel) . .£95
3431 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) . .£95



3410 Class 33/0 diesel D6507 in early BR green (Hel) .£95
3414 Class 33/0 diesel D6570 BR green full yellow ends and BR coach roundels (Hel)£95
3411 Class 33/0 diesel D6577 in early BR green (Hel) . .£95
V2112 Class 37 diesel 37426 Intercity Mainline "Y Lein Fach Vale of Rheidol" (Vi)£70



32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac)£97.71
32-480DS Class 40 D211 "Mauretania" in BR green indicator discs. DCC Sound on board (Bac)£208



32-481 Class 40 D369 BR green centre head code (Bac) .£81.56
4748 Class 47 Un-numbered BR green full yellow ends (Hel) (list £99)BARGAIN . .£60
31-656DC Class 47/0 D1677 "Thor" BR green full yellow ends. DCC On Board (Bac)£106.21
32-816 Class 47/3 47365 "Diamond Jubilee" BR Railfreight Distribution (Bac)£93.46
31-653 Class 47/7 47710 "Sir Walter Scott" in BR SootRail (Bac) . .£86.36



32-817 Class 47/7 47745 "Royal London Society For The Blind" in RES red & grey (Bac)£93.46
32-815 Class 47/8 47834 "Fire Fly" BR Intercity Swallow (Bac) . .£93.46



4D-003-007 Class 52 diesel D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) . .£119
4D-003-006 Class 52 diesel D1065 "Western Consort" in BR maroon small yellow panels (Dap)£119



32-526DS Class 55 Deltic 55018 "Ballymoss" in BR blue. DCC Sound (Bac)£180



32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as "pristine") (Bac) .£93.46



R3141 Class 60 diesel DB Schenker "Tata Steel" (Hor) .£120



32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac)£97.71



R3182 Class 66 diesel 66736 "Wolverhampton Wanderers" in GBRI (Hor)£57



32-736 Class 66 diesel 66846 in Colas Rail (Bac) . .£93.46
32-980 Class 66/9 66731 "InterhubGB" in GBRI Europorte (Bac) . .£93.46



R3183 Class 67 diesel loco 67002 in Arriva Trains Wales (Hor)£108



31-587DC Class 70 PowerHaul diesel 70004 in Freightliner - DCC On Board (Bac) . .£112.50
31-588 Class 70 PowerHaul diesel 70005 Freightliner - weathered (Bac) . .£130.01



31-995 Class D/16 LMS 10000 in BR Brunswick green lined orange & black (Bac) . .£99
31-996 Class D/16 LMS 10000 BR Brunswick green, part eggshell blue waistband (Bac)£99



4011 English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95)BARGAIN . .£89



MM7071 Irish Class 071/111 diesel loco 071 IE grey yellow end panels. Ltd production of 250 pieces (Mur) . .£135
MM0077 Irish Class 071/111 diesel loco in IE orange 077 (Mur) . .£125



MM0210 Irish Class 201 diesel 210 in CIE orange full yellow ends (Mur)£126



Electric locos



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 83058 in BR blue single pantograph. (Bac) (list £112.45)BARGAIN . .£80



R3149 Class 92 Co-Co electric loco DB Schenker (Hor) .£62
R3135 Class 92 electric loco 92032 in GBRI (Hor)£62



DMUs



R3047 Class 101 2 Car DMU in Strathclyde PTE orange (Hor)£88
31-325 Class 105 2 car Cravens DMU in BR blue yellow ends. Norwich / Lowestoft (Bac) (list £114.95)BARGAIN . .£70



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 "Chester" Manchester (Bac) (list £106.05)BARGAIN . .£58



32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95)BARGAIN . .£69
32-905 Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95)BARGAIN . .£59
32-912 Class 108 3 Car DMU BR blue full yellow ends (Bac) (list £169.95)BARGAIN . .£74
8993 Class 128 DPU BR Blue full yellow ends and Midland style fronts (Hel) £94
8991 Class 128 DPU BR Green small yellow panels and Midland style fronts (Hel)£94
8990 Class 128 DPU BR Green speed whiskers and Midland style fronts (Hel) .£94



8941 Class 128 DPU in Royal Mail red full yellow ends and flush fronts (Hel)£94



32-925 Class 150/1 2-car DMU in First North Western - Preston/ Blackpool (Bac) (list £105)BARGAIN . .£53
32-515A Derby Lightweight 2 Car DMU BR green half yellow ends (Bac) .£123.21



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac)£123.21



8705 Railbus W&M E79961 in green - gloss (Hel) (list £119.95)BARGAIN . .£69
8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95)BARGAIN . .£79
8710 Railbus W&M Laboratory 20 "Elliot" RTC red & blue (Modelzone Exclusive) (Hel)£97



8800 Railcar W79975 in BR light green speed whiskers & semi-gloss finish (Hel)£94



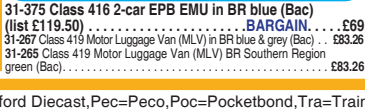
31-030 Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN .£109
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95)BARGAIN . .£127
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95)BARGAIN . .£127
R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor) £192



R3161A Class 401 2-BL 2-car EMU 2041 in SR green DCC ready (Hor)£99
R3162AX Class 401 2-BL 2-car EMU 2142 in BR green DCC Fitted (Hor) £114
R3162A Class 401 2-BL 2-car EMU 2142 in BR green DCC Ready (Hor) .£99



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £119.50)BARGAIN . .£69
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) .£83.26
31-265 Class 419 Motor Luggage Van (MLV) BR Southern Region green (Bac)£83.26



31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac)£83.26



R2946 Class 423 VEP 4 car EMU in BR Blue (Hor) (list £180.99)BARGAIN . .£118



R2988 Class 5BEL Pullman Brighton Belle 1967 2 Car Pack (2 x Drive MTR, Brake 3rd) (Hor) (list £184.49) BARGAIN . .£100



Track Maintenance vehicles

B859NRBG MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail blue/grey. Pristine (B859B) (Dap)£100



B859NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap)£118
B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue (Dap)£56
B800BRBlue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR blue (Dap)£52



B800BRGreen Non-motorised OO Track Cleaner motorised cleaning heads and vacuum BR green (Dap)£52

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) .£7



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



R1171 Flight Of The Mallard train set LNER Class A4 4-6-2 'Mallard' steam loco & 3 teak coaches (Hor) . .£144



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor)£120



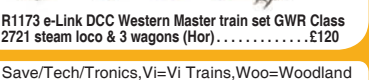
30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac)£89.24



30-125 St. Blazey Haulier set BR Blue Class 08 08839, 2 x China clay wagons & Brake van (Bac)£80.74



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor)£120



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R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) . . . £340



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) . . . £134

Coaches



R4174C LNER 61'6" sleeping car in LNER teal (Hor) . . . £59
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) . . . £40
R4572 LNER Thompson Teak effect Non-Corridor Composite (Lavatory) (Hor) . . . £45



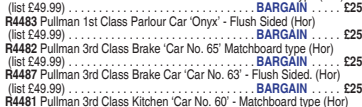
R4573 LNER Thompson Teak effect Non-Corridor Third Class. (Hor) (list £48.99) . . . BARGAIN . . . £32



R4475 Pullman 12-wheel 3rd Class Parlour Car 'Car No. 97' (Hor) (list £50.49) . . . BARGAIN . . . £29



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) . . . BARGAIN . . . £25
R4478 Pullman 1st Class Parlour Car 'Leona' - Matchboard type (Hor) (list £49.99) . . . BARGAIN . . . £25
R4483 Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99) . . . BARGAIN . . . £25
R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) . . . BARGAIN . . . £25
R4487 Pullman 3rd Class Brake Car 'Car No. 63' - Flush Sided (Hor) (list £49.99) . . . BARGAIN . . . £25
R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) . . . BARGAIN . . . £25
R4486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49) . . . BARGAIN . . . £25
R4429 Pullman 3rd Class Kitchen Car 'No 171' - steel sided (Hor) (list £49.99) . . . BARGAIN . . . £22
R4479 Pullman 3rd Class Parlour Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) . . . BARGAIN . . . £25



R4407A BR Hawksworth (Pre 1953) Composite coach in BR carmine & cream (Hor) (list £38.99) BARGAIN . . . £22
R4408A BR Hawksworth: (Pre 1953) 1st / 3rd Brake in BR Carmine & Cream (Hor) (list £40.25) . . . BARGAIN . . . £21
R4406A BR Hawksworth: (Pre 1953) Brake 3rd (Hor) (list £40.25) . . . BARGAIN . . . £21
39-227D BR Mk1 BSK Brake Composite Corridor Crimson & Cream (Bac) £22
39-252C BR Mk1 RFO Restaurant Car Crimson & Cream - Weathered (Bac) (list £29.75) . . . BARGAIN . . . £16
39-027H BR Mk1 SK Second Corridor (WR) Crimson & Cream - Weathered (Bac) . . . £29.71



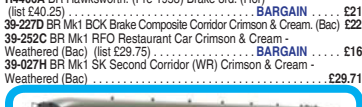
39-129C BR Mk1 CK Composite Corridor (WR) chocolate & cream - weathered (Bac) (list £34.95) BARGAIN . . . £18
39-154C BR Mk1 FK First Corridor (WR) chocolate & cream - weathered (Bac) (list £34.95) . . . BARGAIN . . . £18
39-079C BR Mk1 BSK Brake Second Corridor (WR) Chocolate & Cream - weathered (Bac) . . . £29.71
39-029E BR Mk1 SK Second Corridor chocolate & cream (Bac) . . . £28.01
39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac) £7
R4354 Mk1 SK corridor second BR chocolate & cream. New tooling for 2013 (Hor) . . . £17



R4407A BR Hawksworth (Pre 1953) Composite coach in BR carmine & cream (Hor) (list £38.99) BARGAIN . . . £22
R4409A BR Hawksworth (Post 1953) Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) . . . BARGAIN . . . £22
R4408A BR Hawksworth (Pre 1953) 1st Class Coach (Hor) (list £38.99) . . . BARGAIN . . . £21



R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) . . . BARGAIN . . . £22
R4409A BR Hawksworth (Post 1953) Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) . . . BARGAIN . . . £22
R4408A BR Hawksworth (Pre 1953) 1st Class Coach (Hor) (list £38.99) . . . BARGAIN . . . £21



R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) . . . BARGAIN . . . £22
R4409A BR Hawksworth (Post 1953) Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) . . . BARGAIN . . . £22
R4408A BR Hawksworth (Pre 1953) 1st Class Coach (Hor) (list £38.99) . . . BARGAIN . . . £21



R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) . . . BARGAIN . . . £22
R4409A BR Hawksworth (Post 1953) Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) . . . BARGAIN . . . £22
R4408A BR Hawksworth (Pre 1953) 1st Class Coach (Hor) (list £38.99) . . . BARGAIN . . . £21



39-500 Pack of 4 BR Mk1 SLF Sleeper Car in maroon (Bac) (list £155.80) . . . BARGAIN . . . £122
39-500 Single (Bac) . . . £33
39-502 BR Mk1 SLSTP Sleeper Car in maroon (Bac) . . . £33
39-502 Pack of 4 (Bac) (list £155.80) . . . BARGAIN . . . £122
R4566 BR (Ex LNER) 61'6" Corridor Brake Composite in maroon (Hor) . . . £44
R4569 BR (Ex LNER) 61'6" Corridor Buffet Car in maroon (Hor) . . . £44
R4413A BR Hawksworth: (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list £40.25) . . . BARGAIN . . . £21
R4411A BR Hawksworth: (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) . . . BARGAIN . . . £21.50
R4412A BR Hawksworth: (Post 1953) Composite in BR Maroon (Hor) (list £38.99) . . . BARGAIN . . . £22
39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) . . . £29.71
R4352 Mk1 BSK brake corridor second BR maroon. New tooling for 2013 (Hor) . . . £17
R4350 Mk1 CK corridor composite BR maroon. New tooling for 2013 (Hor) . . . £17
34-325C Parcel Van in BR maroon - weathered (Bac) . . . £21.21
34-654C Thompson 63ft full brake in BR maroon (Bac) . . . £23.76



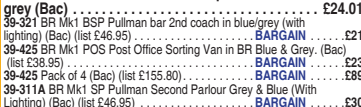
39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £46.95) BARGAIN . . . £21



39-175D BR Mk1 BG Full Brake Express Parcels blue & grey (Bac) . . . £24.01
39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £46.95) . . . BARGAIN . . . £21
39-425 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey (Bac) (list £38.95) . . . BARGAIN . . . £23
39-425 Pack of 4 (Bac) (list £155.80) . . . BARGAIN . . . £89
39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £46.95) . . . BARGAIN . . . £30
39-411 BR Mk2A BFK brake corridor 1st Intercity blue/grey (Bac) (list £28.35) . . . BARGAIN . . . £12
39-381 BR Mk2A BSO Brake 2nd Intercity blue/grey SC9424 (Bac) (list £25.95) . . . BARGAIN . . . £12
39-380A BR Mk2A BSO Brake Second Open Blue & Grey (Bac) (list £39.95) . . . BARGAIN . . . £18
39-340A BR Mk2A FK First Corridor Blue & Grey (Bac) (list £39.95) . . . BARGAIN . . . £18
39-400 BR Mk2S BFK brake corridor 1st blue grey 14033 (Bac) (list £25.95) . . . BARGAIN . . . £12
39-501 BR Mk1 SLF Sleeper Car in blue & grey (Bac) . . . £33
39-501 Pack of 4 (Bac) (list £155.80) . . . BARGAIN . . . £122
34-653B Thompson 63ft full brake BR blue - weathered (Bac) (list £28.95) . . . BARGAIN . . . £17



39-430 Pack of 4 BR Mk1 POS Post Office Sorting Van Royal Mail Letters Large Red. (Bac) (list £155.80) BARGAIN . . . £89
39-430 Single (Bac) (list £38.95) . . . BARGAIN . . . £25
39-435 BR Mk1 POS Post Office Sorting Van in Royal Mail Traveling Post Office Red. (Bac) (list £38.95) . . . BARGAIN . . . £25
39-435 Pack of 4 (Bac) (list £155.80) . . . BARGAIN . . . £89
R296 Track cleaning coach (Hor) . . . £22



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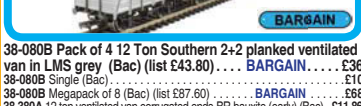
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39-435 Pack of 4 (Bac) (list £155.80) . . . BARGAIN . . . £89
R296 Track cleaning coach (Hor) . . . £22



38-450 Pack of 4 13 ton Hyfit steel open wagon in BR bauxite (early) (Bac) (list £39.80) . . . BARGAIN . . . £30
38-450 Single (Bac) . . . £9
38-450 Megapack of 8 (Bac) (list £79.60) . . . BARGAIN . . . £29
37-684 14 Ton tank wagon large filler in 'Esso' silver (Bac) . . . £12.71
37-685 14 Ton tank wagon large filler in Mex Lamp Oils (Bac) . . . £12.71



37-226F Pack of 4 16 ton steel mineral wagon top flap doors in BR bauxite (Bac) (list £47.80) BARGAIN . . . £34
37-226F Single (Bac) . . . £10.16
37-250H 16 ton steel mineral wagon without top flap doors BR grey (Bac) £29
R6368 20 ton brake van in BR brown (Hor) . . . £9
B1005 21 ton hopper wagon in BR (Dap) . . . £29



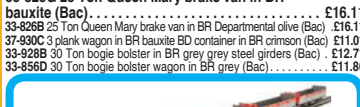
B1005W 21t hopper wagon in BR weathered. (Dap) . . . £10
37-502D 24 ton ore hopper wagon in BR grey (Bac) . . . £10.16



38-011B Pack of 4 24 Tonne glw MFA open box mineral wagon in EWS (ex-Loadhaul) (Bac) (list £59.80) . . . BARGAIN . . . £46
38-011B Single (Bac) . . . £12.71
38-011B Megapack of 8 (Bac) (list £119.60) . . . BARGAIN . . . £88
38-404 25 Ton Pill Box brake van in BR Departmental olive green (Bac) . . . £11



33-825G 25 Ton Queen Mary brake van in BR bauxite (Bac) . . . £16.11
33-826B 25 Ton Queen Mary brake van in BR Departmental olive (Bac) £16.11
37-930C 3 plank wagon in BR bauxite BD container in BR crimson (Bac) £11.01
33-928B 30 ton bogie bolster in BR grey grey steel girders (Bac) £12.71
33-856D 30 ton bogie bolster wagon in BR grey (Bac) . . . £11.86



38-041B Pack of 4 31 Tonne OBA open wagon in Railfreight (Bac) (list £77.80) . . . BARGAIN . . . £60
38-041B Single (Bac) . . . £16.53
38-041B Megapack of 8 (Bac) (list £155.60) . . . BARGAIN . . . £116



38-058 Pack of 4 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £87.80) . . . BARGAIN . . . £39
38-058 Single (Bac) (list £21.95) . . . BARGAIN . . . £11
38-058 Megapack of 8 (Bac) (list £175.60) . . . BARGAIN . . . £76



38-125A Pack of 4 35 Ton VBA box van sliding door in EWS (Bac) (list £78.80) . . . BARGAIN . . . £42
38-125A Single (Bac) (list £19.70) . . . BARGAIN . . . £11
38-125A Megapack of 8 (Bac) (list £157.60) . . . BARGAIN . . . £79
4F-040-009 4 plank wagon 'Cadbury' (Dap) . . . £9
4F-040-010 4 plank wagon 'Cadbury' - weathered (Dap) . . . £10



38-125A Pack of 4 35 Ton VBA box van sliding door in EWS (Bac) (list £78.80) . . . BARGAIN . . . £42
38-125A Single (Bac) (list £19.70) . . . BARGAIN . . . £11
38-125A Megapack of 8 (Bac) (list £157.60) . . . BARGAIN . . . £79
4F-040-009 4 plank wagon 'Cadbury' (Dap) . . . £9
4F-040-010 4 plank wagon 'Cadbury' - weathered (Dap) . . . £10



38-130A Pack of 4 40 Tonne YGH Sealion bogie hopper wagon in olive green - weathered (Bac) (list £131.80) . . . BARGAIN . . . £106
38-130A Single (Bac) . . . £28.01



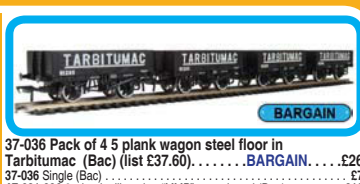
33-879A Pack of 4 45 Ton bogie well wagon in LNER grey boiler load (Bac) (list £59.80) . . . BARGAIN . . . £44
33-879A Single (Bac) . . . £12.71
33-879A Megapack of 8 (Bac) (list £119.60) . . . BARGAIN . . . £82
37-584 45 ton TTA tank in Ciba-Geigy (Bac) . . . £13.56
37-586 45 ton TTA tank in Fina (Bac) . . . £13.56
37-582C 45 ton TTA tank in Shell (Bac) . . . £13.56



38-020A Pack of 4 46 Tonne glw CEA covered hopper wagon in EWS - weathered (Bac) (list £73.80) . . . £58
38-020A Single (Bac) . . . £15.68
38-020A Megapack of 8 (Bac) (list £147.80) . . . BARGAIN . . . £110
38-080 5 plank china clay wagon hood in BR bauxite - weathered (Bac) £7.99



38-020A Pack of 4 46 Tonne glw CEA covered hopper wagon in EWS - weathered (Bac) (list £73.80) . . . £58
38-020A Single (Bac) . . . £15.68
38-020A Megapack of 8 (Bac) (list £147.80) . . . BARGAIN . . . £110
38-080 5 plank china clay wagon hood in BR bauxite - weathered (Bac) £7.99



37-036 Pack of 4 5 plank wagon steel floor in Tarbitumac (Bac) (list £37.60) . . . BARGAIN . . . £26
37-036 Single (Bac) . . . £7
4F-031-006 6 wheel milk tanker 'MMB' - weathered (Dap) . . . £12
4F-031-003 6 wheel milk tanker 'Unigate Dairies' (ex-B1009) (Dap) £13
4F-031-019 6 wheel milk tanker 'United Dairies' (Dap) . . . £11
37-081F 7 plank end door wagon in BR grey (Bac) . . . £10.63
37-112 7 plank fixed end wagon 'North Sea Coaling Co' (Bac) . . . £10.63
R6578 7-plank wagon Portenry Black Vein Colliery (Hor) . . . £7
37-158C 8 plank end door wagon in BR grey (Bac) . . . £11.01



38-159 Pack of 4 80 Tonne BDA bogie bolster wagon in Railfreight steel beam load. (Bac) (list £95) BARGAIN . . . £46
38-159 Single (Bac) (list £23.75) . . . BARGAIN . . . £12
38-159 Megapack of 8 (Bac) (list £190) . . . BARGAIN . . . £89



38-151B Pack of 4 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £87.20) BARGAIN . . . £49
38-151B Single (Bac) (list £21.80) . . . BARGAIN . . . £13
38-151B Megapack of 8 (Bac) (list £174.40) . . . BARGAIN . . . £96
38-351A BAA steel carrier steel coils in Railfreight Metals (Bac) . . . £22.06
R6639 BR 12 Ton Parcels Van SPV A. New tooling for 2013 (Hor) . . . £9
R6623 BR Horse Box (Ex GWR). (Hor) . . . £17
R6369 Breakdown crane in yellow (Hor) . . . £17



38-350A BZA steel carrier steel coils in EWS (Bac) £22.06



5105Hel Pack of 4 Cargowagon IPE/IGE557 bogie flat 4647 007 Corus Rail brandings (Hel) (list £132) . . . BARGAIN . . . £56
5105Hel Single (Hel) (list £33) . . . BARGAIN . . . £15
5107 Cargowagon IPE/IGE557 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) . . . £11.86



38-347 FNA nuclear flask wagon sloping floor & oval buffers in standard Bufft (Bac) (list £26.95) BARGAIN . . . £19
R6366 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) . . . £12



38-347 FNA nuclear flask wagon sloping floor & oval buffers in standard Bufft (Bac) (list £26.95) BARGAIN . . . £19
R6366 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) . . . £12



4F-060-008 Grampus wagon DB990488 in BR black - weathered (Dap) . . . £13



38-678 GWR Shunters Truck BR Black 'Loco Dept.' (Bac) £15.26
37-313 Intermodal bogie wagon 2 x 45ft containers in Mærsk (Bac) . . . £42.46
37-314 Intermodal bogie wagon 2 x 45ft containers in Salmarine (Bac) . . . £42.46



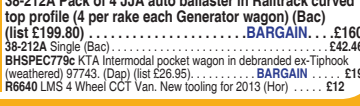
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BHspec856d IOA Network Rail bogie ballast wagon. 70 5992 033-3. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) . . . BARGAIN . . . £12
BHspec856b IOA Network Rail bogie ballast wagon. 70 5992 045-3. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN . . . £12
BHspec856a IOA Network Rail bogie ballast wagon. 70 5992 102-1. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN . . . £12
38-250 IPA twin double deck car transporter in 'STVA' red (Bac) . . . £42.46
38-250 Pack of 4 (Bac) (list £199.80) . . . BARGAIN . . . £160



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £199.80) . . . BARGAIN . . . £160
38-212A Single (Bac) . . . £42.46
BHSPCE779c KTA Intermodal pocket wagon in debranded ex-Tiphook (weathered) 97745. (Dap) (list £26.95) . . . BARGAIN . . . £19
R6640 LMS 4 Wheel CCT Van. New tooling for 2013 (Hor) . . . £12



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £199.80) . . . BARGAIN . . . £160
38-212A Single (Bac) . . . £42.46
BHSPCE779c KTA Intermodal pocket wagon in debranded ex-Tiphook (weathered) 97745. (Dap) (list £26.95) . . . BARGAIN . . . £19
R6640 LMS 4 Wheel CCT Van. New tooling for 2013 (Hor) . . . £12

Prices valid until 09/07/14

Orders received after this date for products that have increased in price will be given a refund



BARGAIN

38-240 Pack of 4 MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £100.80) £62
38-240 Single (Bac) (list £25.20) £16
38-240 Megapack of 8 (Bac) (list £201.60) £119
38-242 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27) £14
38-242 Pack of 4 (Bac) (list £108) £54
38-242 Megapack of 8 (Bac) (list £216) £104
B777h MBA Monsterbox #6 in EWS - 500199 (Dap) (list £19.95) BARGAIN £15
38-245 MOA Monsterbox low-sided bogie box wagon EWS (Bac) (list £26.45) £14
38-245 Pack of 4 (Bac) (list £105.80) £54
38-245 Megapack of 8 (Bac) (list £211.60) £100
38-300 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) £21.21
38-300 Pack of 4 (Bac) (list £99.80) £80



BARGAIN

38-301 Pack of 4 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £99.80) £80
38-301 Single (Bac) (list £21.21) £21.21
R6470 OTA Timber Carrier 112182. Pre-privatisation era (Hor) £14



38-185 Pack of 3 12 Ton ventilated vans in BR bauxite (late) - weathered (Bac) £33.96
37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) £38.21
37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) £38.21



37-096 Pack of 3 7 plank 'Coal trader' BR (P numbered) wagons - weathered (Bac) £27.16
37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) £36.51



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) £36.51



NEW

38-650 PCA Metalair Bulk Powder Wagon 'Blue Circle Cement' (Bac) NEW £14.41
38-652 PCA Metalair Bulk Powder Wagon Grey - weathered (Bac) NEW £15.26



BARGAIN

R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) £33
R6371 Single (Hor) £6
4F-039-001 Telescopic hood wagon Tiphook blue & grey #589.9 0615 (Dap) £21
R6622 ZFO/ZFP (Trout) Ballast Hopper. (Hor) £14

Analogue controllers

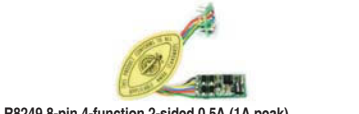
R8250 Standard Train Controller (an alternative to R965) Use R964 or P9200 transformer (Hor) £21

DCC decoders



EXCLUSIVE

DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £10
DCR-21PIN-Direct Box of 10 (Hat) £110
X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10
DCD27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 231 x 27w x 10d mm) (Gau) £16



R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £14
R8249 Box of 6 (Hor) £76
R8245 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter included) (Hor) £32

DCC accessory decoders

PC2 One Touch DCC Quad point controller x 4 (Tra) £32

DCC controllers

R8235 DCC Select Walkabout R8236 RJ12 connecting lead (Hor) £63



36-500 EZ Command DCC controller - boxed (Bac) £75.18

DCC accessories

R8241 Digital Power Track (Hor) £5
R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

Point motors

R8014 Mark 2 Point Motor (Hor) £7
TT300 Slow motion DCC point motor (Tra) £20



R8243 Surface Mounted point motor (Hor) £7

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £48

Lighting equipment

TSV203 Converted gas light (x4) 12V (Tra) £9.50
GM56 OO Buffer lights x2 (Gau) £10
AL1 Tail Lamp (Flashing) Modern Image (Tra) £13

Accessories

SFX10 Steam loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37

Spares

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2.30
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2.20
SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2
SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2
17KADEE NEM-362 Short Coupler - 7.11 mm (9/32") (w/o Draft Gear Boxes) (2 pair) (Kad) NEW £2.90
18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) NEW £2.90
19KADEE NEM-362 Long Coupler - 10.76 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) NEW £2.90
20KADEE NEM-362 Extra Long Coupler - 11.68 mm (29/64") (w/o Draft Gear Boxes) (2 pair) (Kad) NEW £2.90



TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) £21.75
R803 1 track cleaner (R800) accessory pack (Dap) £9
10KADEE Universal Metal Coupler and Insulated Draft Gear Box Metal Medium (9/32") Centerset Shank (10 pairs) (Kad) NEW £9.40
05KADEE Universal Metal Coupler and Insulated Draft Gear Box Metal Medium (9/32") Centerset Shank (2 pair) (Kad) NEW £2.40
11KADEE Universal Metal Coupler and Insulated Draft Gear Box Metal Medium (9/32") Centerset Shank (20 pairs) (Kad) NEW £16.50

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8264 14.1 mm 2 hole coach wheels (pack of 10) (Hor) £5
36-033 Brass turned coach disc wheels on 10 metal axles - Pack of 20 (Bac) £9.99
36-034 Brass turned wagon disc wheels on 10 metal axles - Pack of 20 (Bac) £9.99
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor) £5.50
36-005A Pair of BR Mk1 coach bogies. Identical to 36-005 (Bac) £5.05
36-008A Pair of Commonwealth coach bogies (Bac) £5.06

Man-made scenic structure - railway-related



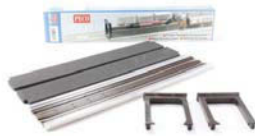
89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199
LK-55 76t Well type turntable (Pec) £39
ST-290 Brick platform (pack of 2) (Pec) £140
R083 Buffer Stop (Hor) £8
R083 Box of 6 (Hor) £8
R636 Double track level crossing (Hor) £18



R070 Electrically Operated Turntable (Hor) £59
44-186 Great Central Water Tower (96 x 40 x 74mm) (Bac) £23.76



44-195 Grounded Carriage (134 x 40 x 43mm) (Bac) £20.36



SL-43 Loco Lift and storage unit (Pec) £11
44-192 Platform Buffer (100 x 40 x 55mm) (Bac) £25.46
R514 Platform Canopy x 2 (Hor) £12
R8583 Platform No.3 - Single sided straight x 2 - Skaleade (Hor) £9
SL-40 Rail built buffer stop (Pec) £140

Signals

D51 One Touch DCC Signal Home (R/G) (Tra) £22

Buildings - general

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22
4L-001-002 Signal - Motorised, Square post GWR distant lower quadrant (ex-OOSIGN2) (Dap) £22
4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22
44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac) £33.96
44-135 1970's Detached House (105 x 85 x 89mm) (Bac) £21.21



EM6008A 3 house terrace (recolour) (Poc) £15
44-149 Ambulance Station (151 x 120 x 77mm) (Bac) £33.96
R8626 Country Fire Station - Skaleade (Hor) £24
44-102 Drive-through restaurant (Bac) (list £43.95) BARGAIN £19



44-223 Low Relief 3 storey Solicitors/Doctors (100 x 28 x 140mm) (Bac) £18.66
44-207 Low Relief Bank (175 x 28 x 117mm) (Bac) £24
44-215 Low Relief Cinema (160 x 56 x 231mm) (Bac) £33
44-236 Low Relief Railway Hotel 'The Caledonian' (118 x 40 x 138mm) (Bac) £21.21
44-219 Low Relief Stone Factory (256 x 26 x 140mm) (Bac) £33.96



44-094 Modern Town house under construction (Bac) (list £49.95) BARGAIN £24
44-159 Pendon Little Chapel Cottage (137 x 70 x 96mm) (Bac) £28.01
R8622 Terrace house (right hand) - Skaleade (Hor) £12

Man-made scenic structure - non-railway

44-517 Brute trolleys (pack of 4) (Bac) £8
OOF8 Chainlink Security Fence Barbed Wire Top Kit (240 x 25mm) (Anc) £12
LK-45 Flexible field fencing. Approx 1068mm (42in). 5 pieces (Pec) £2.50
44-512 Snack Bar (Bac) (list £14.95) BARGAIN £7
GM370 Tarmac road 80mm wide (1m) (Gau) £6.95

Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) £39



R9751 Hagley Footbridge (Hor) £25
44-152 Railway Road Over Bridge (102 x 184 x 86mm) (Bac) £38.21
44-093 Sheffield Park Footbridge (225 x 91 x 108mm) (Bac) £41.61

Minerals, Water & Rocks

GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau) £3

People - civil

36-050 Permanent Way Workers x 6 (Bac) £6.21
R561 Sitting People x 6 (Hor) £5
36-049 Trackside workers (x6) (Bac) £6.21
36-401 Transpotters/rail-enthusiasts (x6) (Bac) £6.21

Track - Code 100 Settrack

ST-245 Settrack curved double radius left handed point insulfrog (Pec) £12
ST-244 Settrack curved double radius right handed point insulfrog (Pec) £12
ST-201 Settrack double straight (Pec) £1.75
ST-221 Settrack No.1 radius double curve (Pec) £2.30
ST-241 Settrack No.2 radius left handed point insulfrog (Pec) £7.50
ST-240 Settrack No.2 radius right handed point insulfrog (Pec) £7.50
ST-225 Settrack No.2 radius standard curve (Pec) £1.80
ST-231 Settrack No.3 radius double curve (Pec) £2.25
ST-235 Settrack No.4 Radius Standard Curve. No "double" version produced - use 16 to form a circle (Pec) £2
ST-202 Settrack short straight (Pec) £1

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £64
SL-100 Single (Pec) £2.80
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £2.75
SL-102 Pack of 25 (Pec) £62
SL-E99 3 way medium radius point electrofrog (Pec) £22
SL-99 3 way medium radius point insulfrog (Pec) £22



SL-90 Double slip insulfrog (Pec) £28
SL-98 Large Y point (Pec) £10
SL-87 Left hand curved point (Pec) £10.50
SL-E87 Left hand curved point electrofrog (Pec) £11
SL-E90 Left hand large point electrofrog (Pec) £10
SL-89 Left hand large point insulfrog (Pec) £10
SL-96 Left hand medium point (Pec) £9
SL-E96 Left hand medium point electrofrog (Pec) £9
SL-92 Left hand small point (Pec) £8
SL-E92 Left hand small point electrofrog (Pec) £8
SL-94 Long crossing insulfrog (Pec) £8.50
SL-86 Right hand curved point (Pec) £10.50
SL-E86 Right hand curved point electrofrog (Pec) £11
SL-E88 Right hand large point electrofrog (Pec) £10
SL-88 Right hand large point insulfrog (Pec) £10



SL-95 Right hand medium point (Pec) £9
SL-E95 Right hand medium point electrofrog (Pec) £9
SL-91 Right hand small point (Pec) £8
SL-E91 Right hand small point electrofrog (Pec) £8
SL-80 Single slip insulfrog (Pec) £27
SL-97 Small Y point (Pec) £8
SL-E97 Small Y point electrofrog (Pec) £8.50

Track - Code 75 FineScale Streamline

SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track. (Pec) £3
SL-102F Pack of 25 (Pec) £64
SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £29.95
SL-100F Pack of 25 (Pec) £64
SL-E199 3 way finescale medium radius point electrofrog (Pec) £24
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec) £31
SL-E187 Finescale left hand curved point electrofrog (Pec) £11
SL-E189 Finescale left hand large point electrofrog (Pec) £10.50
SL-E196 Finescale left hand medium point electrofrog (Pec) £9.50
SL-E192 Finescale left hand small point electrofrog (Pec) £10
SL-E188 Finescale right hand curved point electrofrog (Pec) £11
SL-E188 Finescale right hand large point electrofrog (Pec) £10.50
SL-E195 Finescale right hand medium point electrofrog (Pec) £9.50
SL-E191 Finescale right hand small point electrofrog (Pec) £10
SL-E180 Finescale single slip electrofrog (code 75 rail) (Pec) £29
SL-180 Finescale single slip insulfrog (code 75 rail) (Pec) £32

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R605 1st radius double curve (8 make a circle) (Hor) £2.50
R605 Circle of 8 (Hor) £15
R607 2nd radius double curve track (8 make a circle) (Hor) £2.25
R607 Circle of 8 (Hor) £18



R609 3rd radius double curve track (8 make a circle) (Hor) £3
R609 Circle of 8 (Hor) £22
R601 Double Straight (Hor) £2.25
R601 Box of 24 (Hor) £49
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £21
R8226 Extension Pack F. Contains 1 x R8072, 1 x R8073, 2 x R600, 2 x R606, 1 x R8083 (Hor) £22
SL-190 Finescale double slip insulfrog (Pec) £34
R8074 Left hand curved point (Hor) £14.40
R8072 Left Hand Standard Point (Hor) £9
36-674 Left-hand curved point Radii 438mm Arcs 22.5 & 33.75 (same as Hornby R8074) (Bac) (list £13.70) BARGAIN £11
36-677 Left-Hand Point (same as Hornby R8077) (Bac) £11.65
36-672 Left-hand standard point (Bac) £7.52
SL-104F Length of steel-sleeper flexible track (Pec) £3.60
SL-104F Box of 25 (Pec) £56
R603 Long Straight (Hor) £3.25
R8206 Power track for analogue (non DCC) use only (Hor) £4.50
R8075 Right hand curved point (Hor) £14.40
36-675 Right Hand Curved Point Radii 438mm Arcs 22.5 & 33.75 (same as Hornby R8075) (Bac) £11.65
R615 Right hand diamond crossing (Hor) £10
R8073 Right Hand Standard Point (Hor) £9
36-673 Right-Hand Standard Point (Bac) £7.52
R600 Standard Straight (Hor) £2
R600 Box of 24 (Hor) £33
36-600 Straight Track 163mm (same as Hornby R600) (Bac) £1.11
36-600 Box of 12 (Bac) (list £15.60) BARGAIN £1.10
36-601 Straight track 335mm (same as Hornby R601) (Bac) £1.70
ST-280 Track Fixing Nails (Pec) £2
R617 Uncoupling Ramp (Hor) (same as Hornby R8076) (Bac) £3
36-676 Y Point Radii 852mm Arcs 11.25 (same as Hornby R8076) (Bac) £8.33

Track underlay

GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19



SL-50 Roll of foam track underlay sleeper indentation. Suitable for Settrack and Streamline 5m long (16' 4") (Pec) £8
R638 Roll of track foam underlay: 4880mm (16ft) (Hor) £9

Railway publications



R8148 Hornby 2014 Catalogue (60th Edition) (Hor) £8

Buses



24330 30' BET Style coach 'East Yorkshire' (EFE) NEW £24
35307EFE 36' BET 6 bay bus 'East Kent' (EFE) £24
30714 AEC Renown 'A1 Services' to Ardrossan (EFE) NEW £28
30713 AEC Renown 'Barton Transport' (EFE) £24

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
9am to 5pm Sun

NEW



23324 AEC RF coach "London Transport" (EFE) **NEW** £24
34110 AEC RT bus "London Country" (EFE) £24



BARGAIN

LLB-04 Albion Lowlander d/deck bus "Highland Omnibuses" (Bri) (list £33) £10
38402 Alexander Y Type Bristol bus "Manchester P.T.E." (EFE) £24
38702 Alexander Y Type bus "Eastern Counties" (EFE) £24



20139 Bedford OB coach "Seaview Services" (EFE) £24
B108A Bristol Lodekka LD1 Closed Platform Short Radiator "Bristol Omnibus Co." 418 to Bristol (circa 1957-1972) (Bas) £21
B108B Bristol Lodekka LD1 Open Platform Short Radiator "Bristol Omnibus Co." 233 to Chippenham (circa 1957-1973) (Bas) £21

NEW



B110A Bristol Lodekka LD1 SR Midland General (D8) (Bas) **NEW** £21
B110B Bristol Lodekka LD1 SR Notts & Derby (C8) (Bas) **NEW** £21
B109A Bristol Lodekka LD1 SR West Yorkshire Bradford #53 (circa 1956-1971) (Bas) £21
B109B Bristol Lodekka LD1 SR West Yorkshire Harrogate #53 (circa 1956-1971) (Bas) £21

NEW



38114 Bristol VRT bus "Ribble Motor Services" (EFE) **NEW** £26
OM41805B Crossley DD42, Lancaster City Transport, Marsh 2 dual destination (Cor) £28



EDB-14 Daimler Birmingham Standard bus No.12 to Harborne & Bartley Green "Schweppes & Black & White" (For) £34
EDH-13 Daimler Birmingham Standard Hull bus No.50 via Market Place "Hull Brewery & Littlewoods" (For) £34



OM41415A Daimler ROE Grimsby "Cleethorpes Transport, 8 Humberston" (Cor) £32
OM42519 East Lancs Millennium d/deck bus "Southdown PSV" (Cor) (list £27.99) **BARGAIN** £12
26327 Guy Arab II Utility bus "Stockport Corporation" (EFE) £26
12310 Harrington Grenadier "Birch Bros." (EFE) £24



BARGAIN

AN3-05 Leyland Atlantean - Northern (Bri) (list £33.99) **BARGAIN** £8
AN1-19 Leyland Atlantean Park Royal bodied "Southdown Coastliner (NBC)" (Bri) (list £32.99) **BARGAIN** £8
B006 Leyland Leopard Duple Dominant II coach "Crosville NBC - DE Cambria" (circa 1979-1968) (Bas) (list £1.55) **BARGAIN** £11.50
16134 Leyland PD2 Highbridge "Yorkshire Woollen" (EFE) £24
36005 Leyland RTL d/deck bus "Chieftain" to Eaglesham (EFE) **NEW** £26
18409 Leyland Tiger T58 - Type B - "County Motors" (EFE) £24
UK5013 Mercedes Citaro Rigid d/deck bus "Southampton UniLink" (Cre) (list £25) **BARGAIN** £8
UK5026 Mercedes-Benz Citaro - Arriva The Shires. (Cre) (list £39.99) **BARGAIN** £22
15717 Plaxton Panorama "Penine Motor Services" (EFE) £24



OM42415B Plaxton Panorama "Wallace Arnold, Scottish Highlands" dual destination (Cor) £28
OM46113B Plaxton Panther, Oxford Bus Company "London Victoria, Baker Street & Marble Arch X20" (Cor) £32
36705 Plaxton SLF Dart MkII single door "Penine" (EFE) £23



38901 RCL Routemaster coach "London Transport" (EFE) £24
31806 RMA Routemaster "Claydon Silverline" (EFE) £24
OM46018A Wright Eclipse "First Potteries, 25 Stoke Harshill via Keele University" dual destination (Cor) £28

NEW



OM46704B Wright Eclipse 2 "National Express West Midlands, 27 Dudley via Gornal Wood" **NEW** **TOOLING (Cor) NEW** £32
OM46704A Wright Eclipse 2 "National Express West Midlands, 27 Wolverhampton via Gornal Wood" **NEW** **TOOLING (Cor) NEW** £32
OM41229A Wright Gemini, Yellow Bus 1C Christchurch dual destination (Cor) £28

Cars



76ASL001 Armstrong Siddeley in Black (Oxf) £4.50

NEW



76ALL001 Austin Allegro estate in Citron Yellow (Oxf) **NEW** £4
76LRD001 Land Rover Defender 90 Station Wagon green white roof (Oxf) **NEW** £4.50

NEW



76DIS001 Land Rover Discovery 4 (Oxf) **NEW** £4.50
76FRE001 Land Rover Freelander 3 in red (Oxf) **NEW** £4.50
76MINGT001 Mini 1275GT Reynard in red (Oxf) £4

Cars - racing

76MCS001 Mini Cooper S MkII 1968 Monte Carlo Rally (Oxf) **NEW** £4

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
38801 AEC MkIII 3-axle Dropside "B.R.S. Derbyshire Group" (EFE) £22
DA71 AEC Monarch Artic low loader "Thomas Neild & Son" (circa 1937-1947) (Bas) £8.99
DA61 Albion HD57 Flatbed "BRS Scottish Parcels Group" load of long packing cases (circa 1958-1968) (Bas) £9
13502 Atkinson 4-axle Tanker "Bulwark" (EFE) £22
24107 Bedford TK Dropside "Crosville N.B.C." (EFE) £22



76TCAB004CC Coca Cola T Cab Box Trailer (Oxf) £19
76RDH001 Daimler Hearsie in black (Oxf) £4.50
A011B Dodge "Parrot Nose" Tipper dark blue/black (circa 1955-1965) (Bas) £7.49
A011A Dodge "Parrot Nose" Tipper in red/black (circa 1955-1965) (Bas) £7.49



DA20 Dodge Kew artie & empty pallet load "BRS - Guilford" (Bas) (list £9.99) **BARGAIN** £7
76FOW001 Fowler B6 road loco "Atlas Norman E Box" (Oxf) £13



DC187013 Guy Big J Tipper - Amey Roadstone (Cor) (list £11.50) **BARGAIN** £6
DA69 Karrier Bantam flatbed coal & coke load "S.B. Tawn & Son Solid Fuels" (circa 1964-1974) (Bas) £9.99



76KRS001 Konecranes Reach Stacker (for freight containers) in Konecranes blue. Fully "posable" (Oxf) £17



76SET16 Land Rover Transporter set transporter & 8 vehicles (Oxf) £40
DA56 Leyland Beaver flatbed & trailer "British Railways" (Bas) £12
76MAN02CT T MAN TGX XXL trailer "W H Malcolm" (Oxf) £9
76BMC001 Mobile Training Unit/car transporter "BMC" in blue (Oxf) £10
DC225005 Ruston Bucyrus 19 - Crane **NEW** **TOOLING (Cor)** £16
DC225007 Ruston Bucyrus 19 face shovel in Southern railways green (Cor) £17
76SC110001 Scania 110 Flatbed "BRS" (Oxf) £13
76SHL03TK Scania Highline Petrol Tanker "Eddie Stobart" (Oxf) £18
76SHL02TK Scania R Series Petrol Tanker W H Malcolm (Oxf) £18



76TCAB002 Scania T Topline Tipper "Tinnelly" (Oxf) £20
DA74 Trader Tipper "Thomas Neild & Son/Edward Beck & Son" (circa 1954-1964) (Bas) £7.99
76WM001 Whitty Mondial Ice Cream Van "Walls Ice Cream" (Oxf) £5

Military ground vehicles

NEW



76BF003 40mm Bofors Anti-Aircraft Gun as used the British Army/Navy 1937- late 1980s in desert light stone (Oxf) **NEW** £6.50
76AE008 AEC Matador Artillery Tractor British Army "Mickey Mouse" (Oxf) £10
76TIL007 Austin Tilly GHQ Land Forces (Oxf) **NEW** £4.75

NEW



76CMP004 Bedford CMP Truck 1st Canadian Army - UK 1944 CMP LAA Tractor (Oxf) **NEW** £8.95
76DSC001 Dingo Scout Car 50th Royal Tank Regiment 23rd Armoured Brigade Tunisia (Oxf) £4.95
76SET25 Military 3 piece set - Italy 1943, Matador, Tilly & MWD (Oxf) £17
76SET23 Military 3 Piece Set - Tilly, David Brown Tractor and Land Rover (Oxf) £11

Public Service vehicles

76F106002 Dennis F106 Rear Pump London Fire Brigade (Oxf) £10
76LRD005 Land Rover Discovery Mk3 Nottinghamshire F&R (Oxf) **NEW** £4.50

NEW



76MA001 Mercedes Sprinter 515 CDI Modern Ambulance - Welsh (no longer London) (Oxf) **NEW** £6.50
76SFE008 Scania CP31 Pump Ladder Merseyside Pink Fire & Rescue (Oxf) £12

N Gauge Steam locos



25-006-001 Class 14xx steam loco 1410 in GWR Shitbutton & autocooch 182 in chocolate & cream (Dap) £67
25-006-003 Class 14xx steam loco 1456 in BR early black & autocooch W198W in carmine & cream (Dap) £67
25-006-004 Class 14xx steam loco 1464 in BR early black & autocooch W191W in maroon (Dap) £67



372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) £93.46
372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra) £93.46
25-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) **NEW** £95
25-010-002D Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest. DCC fitted (Dap) **NEW** £111
25-010-000D Class 49xx Hall steam loco 4937 "Lanelay Hall" in GWR lined green. DCC fitted (Dap) £111
25-010-001D Class 49xx Hall steam loco 4951 "Pendelford Hall" BR lined green late crest. DCC fitted (Dap) £118

NEW



25-010-003 Class 49xx Hall steam loco 4958 "Priory Hall" in GWR lined green (Dap) **NEW** £95
25-010-003D Class 49xx Hall steam loco 4958 "Priory Hall" in GWR lined green. DCC fitted (Dap) **NEW** £111



372-753 Class 4MT Fairburn 2-6-4 tank 42267 in BR black late crest - weathered (Gra) £97.71



25-007-007 Class 57xx Pannier #4607 BR Black Early Crest (Dap) £61
25-007-009 Class 57xx Pannier #5724 GWR Green "GWR Lettering" (Dap) £61
25-007-008 Class 57xx Pannier #5764 GWR green "Great Western" lettering (Dap) £61
25-007-004 Class 57xx Pannier tank steam loco 9741 British Railways green (Dap) £61
25-001-001 Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shirbutton emblem (Dap) **NEW** £100
25-001-001D Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shirbutton emblem. DCC fitted (Dap) **NEW** £119

NEW



25-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) **NEW** £100
25-001-000D Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest. DCC fitted (Dap) **NEW** £119
372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** £111



372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75
ND129G Class A3 steam loco 2744 "Grand Parade" LNER apple green (Dap) £99



ND129D Class A3 steam loco 4472 "Flying Scotsman" LNER Green (Dap) £105
ND129H Class A3 steam loco 60094 "Colorado" BR lined green early crest (Dap) £99
ND129AD Class A3 steam loco and tender 60045 "Lernberg" in BR lined green late crest. DCC fitted (Dap) £122



25-008-002D Class A4 steam loco 4498 "Sir Nigel Gresley" in LNER blue double chimney (as preserved). DCC fitted (Dap) £122
ND128G Class A4 steam loco 60005 "Sir Charles Newton" in BR lined green late crest (Dap) £99
25-008-001 Class A4 steam loco 60012 "Commonwealth of Australia" in BR green early crest (Dap) £105
25-008-000D Class A4 steam loco 60019 "Bittern" in BR green late logo and double chimney. DCC fitted (Dap) £122
ND120F Class B1 4-6-0 61363 BR Lined Black early crest (Dap) £87



372-077 Class B1 61251 4-6-0 "Oliver Vary" BR black late crest (Gra) (list £121.95) **BARGAIN** £82
372-400 Class J39 0-6-0 1856 LNER Lined Black flat sided tender (Gra) £80.71



372-402 Class J39 0-6-0 64791 in BR black late crest & stepped tender (Gra) £80.71



372-425 Class WD Austerity 2-8-0 90732 "Vulcan" in BR black early emblem (Gra) (list £129.70) **BARGAIN** £79



372-728 Standard Class 5MT 4-6-0 73014 in BR Lined green late crest & BR1 tender (Gra) £99
372-725 Standard Class 5MT 4-6-0 73068 in BR lined green late crest & BR1C tender (Gra) £106.21



25-012-003 Terrier Tank loco 0-6-0T 32670 in BR lined black late crest (Dap) £56
25-012-001 Terrier Tank loco 0-6-0T 83 "Earwood" Improved Engine green (Dap) £56

Train packs



2D-012-007 Class 22 diesel loco in BR blue & 6 milk tankers - weathered (Dap) £142



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Diesel locos



371-020 Class 08 diesel shunter 13029 in BR black early emblem (Gra) £67.96
371-022 Class 08 diesel shunter D3729 BR green wasp stripes - weathered (Gra) £76.46



2D-012-003 Class 22 diesel loco D6319 in BR green small yellow panels (Dap) (list £136.89) BARGAIN £99
2D-012-002 Class 22 diesel loco D6320 in BR green small yellow panels (Dap) (list £136.89) BARGAIN £99



372-979 Class 24 diesel D5085 BR two-tone green (Gra) £84.96



371-080 Class 25/3 diesel 25279 BR blue (Gra) (list £94.05) BARGAIN £45



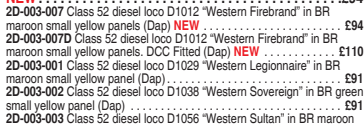
ND145F Class 26 diesel 26026 in BR blue snowploughs & headcode discs (Dap) £86
ND145A Class 26 diesel loco D5326 BR green (not blue as previously announced) (Dap) £85



ND205A Class 27 diesel D5356 in BR green and gangway doors (Dap) £93
2D-003-000 Class 52 diesel loco D1005 "Western Venture" in BR blue full yellow panel (Dap) £91



2D-003-011 Class 52 diesel loco D1009 "Western Invader" in BR Blue full yellow ends - weathered (Dap) NEW £94
2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) NEW £94
2D-003-000 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels, DCC fitted (Dap) NEW £110
2D-003-001 Class 52 diesel loco D1029 "Western Legionnaire" in BR maroon small yellow panel (Dap) £91
2D-003-002 Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel (Dap) £91
2D-003-003 Class 52 diesel loco D1058 "Western Sultan" in BR maroon full yellow panel (Dap) £91
2D-003-003D Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel, DCC fitted (Dap) £108
2D-003-004 Class 52 diesel loco D1058 "Western Nobleman" in BR blue full yellow ends (Dap) NEW £91
2D-003-004D Class 52 diesel loco D1058 "Western Nobleman" in BR blue full yellow ends, DCC fitted (Dap) NEW £108
2D-003-006 Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels (Dap) NEW £94
2D-003-006D Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels, DCC fitted (Dap) NEW £110
2D-003-005 Class 52 diesel loco D1072 "Western Glory" in BR blue full yellow ends (Dap) NEW £91
2D-004-008 Class 56 diesel 56056 in Construction (Doncaster built) (Dap) £101
2D-004-006 Class 56 diesel 56070 BR blue (Doncaster built) (Dap) £101



2D-003-011 Class 52 diesel loco D1009 "Western Invader" in BR Blue full yellow ends - weathered (Dap) NEW £94
2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) NEW £94
2D-003-000 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels, DCC fitted (Dap) NEW £110
2D-003-001 Class 52 diesel loco D1029 "Western Legionnaire" in BR maroon small yellow panel (Dap) £91
2D-003-002 Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel (Dap) £91
2D-003-003 Class 52 diesel loco D1058 "Western Sultan" in BR maroon full yellow panel (Dap) £91
2D-003-003D Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel, DCC fitted (Dap) £108
2D-003-004 Class 52 diesel loco D1058 "Western Nobleman" in BR blue full yellow ends (Dap) NEW £91
2D-003-004D Class 52 diesel loco D1058 "Western Nobleman" in BR blue full yellow ends, DCC fitted (Dap) NEW £108
2D-003-006 Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels (Dap) NEW £94
2D-003-006D Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels, DCC fitted (Dap) NEW £110
2D-003-005 Class 52 diesel loco D1072 "Western Glory" in BR blue full yellow ends (Dap) NEW £91
2D-004-008 Class 56 diesel 56056 in Construction (Doncaster built) (Dap) £101
2D-004-006 Class 56 diesel 56070 BR blue (Doncaster built) (Dap) £101



2D-004-007 Class 56 diesel 56090 in BR blue large loco (Doncaster built) (Dap) £101



2D-004-009 Class 56 diesel 56105 in Colas Rail freight (Doncaster built) (Dap) £101



371-655 Class 57/3 diesel 57605 "Totnes Castle" First Great Western (Gra) £93.46



ND103h Class 58 Diesel 58044 Triple Grey Unbranded (Dap) (list £123.10) BARGAIN £69



371-355 Class 60 diesel 60011 DB Schenker (Gra) £93.46
371-356 Class 60 diesel 60029 "Ben Nevis" Railfreight Metal sector (Gra) £93.46



371-384 Class 66 diesel 66209 EWS - weathered (Gra) £99.41
ND201D Class 66 diesel 66729 in GBFR Europorte "Derby County" (Dap) £69
371-396 Class 66/9 diesel 66731 "InterhubGB" in GBFR (Gra) £89.21



ND101h Class 67 Diesel 67002 EWS Livery (Dap) £93



371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) £106.21
371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) £106.21



ND099m Class 86 Bo-Bo Electric 86401 Network South East new style panto (Dap) (list £117.89) BARGAIN £59



ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) BARGAIN £67
ND099Q Class 86 electric Freightliner Power Haul new style panto (Dap) (list £117.89) BARGAIN £59



ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £99



371-777 Class 90 electric 90046 Freightliner (Gra) (list £100) BARGAIN £54



ND122G Class 43 HST Book Set in Cross Country Trains (Dap) £128
ND122L Class 43 HST Book Set in East Midlands Trains (Dap) £128



ND122a Class 43 HST Book Set in Grand Central Livery (new version one dummy power car) (Dap) £140
ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135
ND111e Class 43 HST twin pack Network Rail (NMT) 43014 & 43062 (Dap) £99



371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) BARGAIN £79

371-876 Class 108 2 car DMU in BR blue (Gra) £68



ND209C Class 122 Gloucester RCW "Bubblecar" single car DMU Route Learning Car in BR blue TDB975023/55001 (Dap) £97



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



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



371-740 Class 251 Blue Pullman 6 car Midland set in Nanking blue (Gra) £229.46
371-741 Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends (Gra) (list £269.95) BARGAIN £171



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £159.20) BARGAIN £99



372-676 Class 411 4 CEP 4 car EMU in BR green (Southern Region) yellow warning panels (Gra) £137.02



370-110 Depot Master train set Class 04 in BR Green & 3 wagons (Gra) £84.99



2P-011-002 Gresley Teak coach 3rd Class 60649. Light bar ready (Dap) £19
2P-011-001 Gresley Teak coach 3rd Class 60655. Light bar ready (Dap) £19
2P-011-003 Gresley Teak coach 3rd Class 60659. Light bar ready (Dap) £19
2P-011-201 Gresley Teak coach 5548. Light bar ready (Dap) £19
2P-011-301 Gresley Teak coach 9129. Light bar ready (Dap) £19
2P-011-101 Gresley Teak coach 1st Class 31863. Light bar ready (Dap) £19
374-818 Mk1 FO First Open (WR) Chocolate & Cream (Blue Riband) (Gra) £20.83
374-818 Mk1 FO First Open (WR) Chocolate & Cream (Blue Riband) (Gra) £20.83
374-804A Mk1 RFO Restaurant Car Chocolate & Cream (Gra) (list £17.40) BARGAIN £11
374-109 Mk1 RMB mini buffet car chocolate & cream (Blue Riband) (Gra) £20.83



374-831B Stanier Brake First BR Crimson & Cream (Gra) (list £24.50) BARGAIN £13
374-886 LMS 50ft Full Brake BR Crimson & Cream (Gra) £17.81
374-120 Mk1 RU restaurant car in crimson & cream (Gra) £20.83
374-060C Mk1 SK Second Corridor Crimson & Cream (Gra) NEW £20.83
374-010C Mk1 SO Second Open Crimson & Cream (Gra) NEW £20.83
374-841B Stanier Vestibule 2nd in BR Crimson & Cream (Gra) £20.83
374-851B Stanier Vestibule Composite BR Crimson & Cream (Gra) NEW £20.83



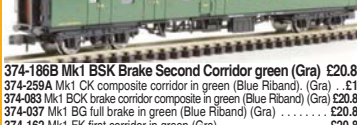
374-460 Bulleid 63ft Composite Corridor BR (SR) green (Gra) £20.83
374-430 Bulleid 63ft Second Brake Corridor Open BR (SR) green (Gra) £20.83



374-186B Mk1 BSK Brake Second Corridor green (Gra) £20.83
374-259A Mk1 CK composite corridor in green (Blue Riband) (Gra) £16
374-083 Mk1 BCK brake corridor composite in green (Blue Riband) (Gra) £20.83
374-037 Mk1 BG full brake in green (Blue Riband) (Gra) £20.83
374-162 Mk1 FK first corridor in green (Gra) £20.83



374-827A Stanier Brake Second BR Maroon (Gra) NEW £20.83
374-835B Stanier Third Corridor LMS Crimson Lake (Gra) £20.83
374-850B Stanier Vestibule Composite LMS Crimson Lake (Gra) NEW £20.83
374-271B Mk1 57ft suburban second compartment in maroon (Gra) £16.11
374-121 Mk1 RU restaurant car in maroon (Gra) £20.83
374-012C Mk1 SO Second Open Maroon Weathered (Gra) NEW £21.68
374-832 Stanier 1st class brake BR maroon M5062M (Gra) (list £19.75) BARGAIN £13



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374-835B Stanier Third Corridor LMS Crimson Lake (Gra) £20.83
374-850B Stanier Vestibule Composite LMS Crimson Lake (Gra) NEW £20.83
374-271B Mk1 57ft suburban second compartment in maroon (Gra) £16.11
374-121 Mk1 RU restaurant car in maroon (Gra) £20.83
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374-012C Mk1 SO Second Open Maroon Weathered (Gra) NEW £21.68
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374-200D Mk1 FP Pullman First Parlour Car "Opal" Umber & Cream (Gra) NEW £22.06
374-210D Mk1 SP Pullman Second Parlour Car "Car ? 351" Umber & Cream (Gra) NEW £22.06



374-928 Mk1 SLF Sleeping First Blue & Grey (Blue Riband) (Gra) NEW £22.06



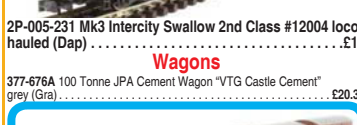
374-950 BR MK2A FK First Corridor Blue & Grey (Gra) £20.83
374-164 Mk1 FK first corridor in blue & grey (Gra) £20.83



CM002 Mk3 book set 4 coaches blue/grey buffers (Dap) £71
NC216A MkIII coach buffet in blue and grey (Dap) £19



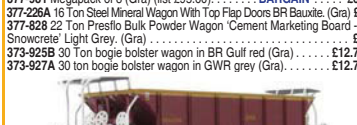
2P-005-231 Mk3 Intercity Swallow 2nd Class #12004 loco hauled (Dap) £19



377-676A 100 Tonne JPA Cement Wagon "VTG Castle Cement" grey (Gra) £20.36



377-981 Pack of 4 12 Ton Eastern Ventilated Van Corrugated Ends BR Late Bauxite (Gra) (list £47.80) £32
377-981 Single (Gra) £10.16
377-981 Megapack of 8 (Gra) (list £95.60) BARGAIN £60
377-226A 16 Ton Steel Mineral Wagon With Top Flap Doors BR Bauxite (Gra) £6
377-828 22 Ton Prestlo Bulk Powder Wagon "Cement Marketing Board - Snowcrete" Light Grey (Gra) £8
373-925B 30 Ton bogie bolster wagon in BR Gull red (Gra) £12.71
373-927A 30 Ton bogie bolster wagon in GWR grey (Gra) £12.71



377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16



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377-355 Intermodal Bogie Wagons With Two 45ft Containers "DHL" (Gra) £30
377-356 Intermodal Bogie Wagons With Two 45ft Containers "Samskip" (Gra) (list £36.95) BARGAIN £22



377-701 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £33.96
373-403C OAA 31 ton open plank wagon in Railfreight red & grey (Gra) £7.65
2F-027-004 Silver Bullet wagon Nacco # 33 80 7898 044 - weathered (Dap) £23



377-725 Pack of 4 SPA Wagon Steel Coil Wagon in Railfreight red (Gra) (list £63.40) BARGAIN £42
377-725 Single (Gra) (list £15.85) BARGAIN £11
377-725 Megapack of 8 (Gra) (list £126.80) BARGAIN £80
377-635 Triple pack 12 Ton BR plywood fruit van BR bauxite early - weathered (Gra) (list £35.95) BARGAIN £19



377-990 Triple pack 12 Ton ventilated vans BR bauxite early - weathered (Gra) (list £29.95) BARGAIN £19
373-665 Triple pack 14 Ton tank wagons - weathered (Gra) £30.56



377-990 Triple pack 12 Ton ventilated vans BR bauxite early - weathered (Gra) (list £29.95) BARGAIN £19
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373-665 Triple pack 14 Ton tank wagons - weathered (Gra) £30.56

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Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £2.70
SL-302 Pack of 25 (Pec) £53

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £52
SL-300 Single (Pec) £2.60

SL-E389 Left hand large point electrofrog (Pec) £9
SL-E389 Left hand medium point electrofrog (Pec) £8
SL-E389 Left hand medium point insulfrog (Pec) £8
SL-E388 Right hand large point electrofrog (Pec) £9
SL-E388 Right hand large point insulfrog (Pec) £9
SL-E389 Right hand medium point electrofrog (Pec) £8
SL-E389 Right hand medium point insulfrog (Pec) £8



SL-E397 Y point medium radius electrofrog (Pec) £8

Track - Code 55 Finescale Streamline

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver Flexible track (Pec) £2.80
SL-300F Pack of 30 (Pec) £88
SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3
SL-302F Pack of 30 (Pec) £78
SL-E399F 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £9.50
SL-E387F Finescale curved double radius right hand point electrofrog (Pec) £9.50
SL-E389F Finescale left hand large point electrofrog (Pec) £9.50
SL-E389F Finescale left hand medium point electrofrog (Pec) £8.50
SL-E389F 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-E389F Finescale right hand medium point electrofrog (Pec) £8.50
SL-E391F Finescale right hand small point electrofrog (Pec) £8
SL-E383F Finescale scissors crossover electrofrog (Pec) £52

Buses



NUT002 Guy Arab Utility London Transport (Oxf) NEW.. £5.50



NPP002 Plaxton Panorama Southdown (Oxf) NEW.. £5.50

Commercial vehicles

NFT005 Ford Transit Ford Transit Network Rail (Oxf) £4.45
NFT006 Ford Transit LWB High in white (Oxf) NEW £4.45



NTCAB001 Scania T Cab Curtainside "Stobart" (Oxf) £9



NSCA001 Scania Topline Curtainside "Stobart" (Oxf) £9

1:72 Scale

Military ground vehicles



A05701 D-Day Gun Emplacement (Air) NEW £15

O Gauge

Steam locos



BL99032D J39 0-6-0 Freight loco 1875 in LNER black (Bas) (list £589.99) £390
BL99031C J39 0-6-0 Freight loco 64616 in BR black late crest (Bas) (list £589.99) £390

Diesel locos



3103 Class 31 Brush diesel-electric in BR Blue logos under cabs - Ltd Ed (Hel) £445

Wagons



BL99077 12 Ton Ventilated Van in SR brown (Bas) (list £37.50) £25



7F-051-007 5-plank wagon "SR" (Dap) £35



7F-071-004W 7-plank wagon "Ammanford Colliery" - weathered (Dap) £35

Analogue controllers



DO Twin track O scale controller (Gau) £159.95

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £60
SL-700BH Single (Pec) £6
SL-E787BH Left hand O gauge curved turnout (Pec) £47



SL-E786BH Right hand O gauge curved turnout (Pec) £47
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £36
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec) £8.50
SL-E797BH Y point bullhead rail & electrofrog (Pec) £36

Cars



VA13400 BMW E30 325i Sport (M-Tech 1), Lachs Silver (Cor) NEW £19



VA12607A Ford Escort Mk2, 1.3 Ghia Astro Silver RHD (UK) (Cor) £20
VA13501 Mini 1275 GT, 1970 Scottish Rally, Paddy Hopkirk & Tony Nash - 2nd overall, 1st in class. NEW TOOLING (Cor) £23
VA13500 Mini 1275 GT, Bronze Yellow "Trevor" (Cor) £17

Commercial vehicles

43AT003 AFS Low Loader Taxi (Oxf) £17

G Scale

Steam locos



91404 Emily Steam loco (with moving eyes) (Thomas the Tank range) (Bac) £205
91401 Thomas the Tank Engine (with moving eyes) (Thomas the Tank range) (Bac) £160

Track & Points



16150 Left hand point, electrical switch, 22.5 degrees radius 3 (LGB) £78
10610 Straight track 1200mm long (LGB) £23
10610 Box of 6 (LGB) £124

Any or Multiple Scales

Analogue controllers

DS Double power controller brake simulator (Gau) £119
DF Double power unit feedback (Gau) £79



D Double track power controller (Gau) £69
Q Quadruple 4 circuit power controller (Gau) £125
W Walkabout circuit controller (Gau) £29

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau) £37

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11
PL-35 Capacitor Discharge Unit Mk2 (Pec) £12
PL-15 Twin Microswitch (Pec) £6

DCC decoders

36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £15.73
524-121 4-function 1.3A (2A peak) D13SR wired decoder (Size: 1.35" x 0.63" x 0.110" - very thin) x 10 (NCE) £114
524-125 4-function 1.3A (2A peak) D13SRJ decoder wiring harness (Size: 1.50" x 0.63" x 0.25") x 4 (NCE) £45
DCR-8PIN-2SAX 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11
DCR-8PIN-2SAX Box of 5 (Hat) £50
DCR-8PIN-2SAX Box of 10 (Hat) £99
DCR-8PIN-Harness 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £10
DCR-8PIN-Harness Box of 5 (Hat) £48
DCR-8PIN-Harness Box of 10 (Hat) £94
36-553 8-pin 3-function 1A decoder back EMF (Bac) £17.77

DCC accessory decoders

36-561 EZ Command Dymamis 4-output point decoder (similar to Hornby R8247) (Bac) £38.55

DCC controllers



50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509
36-507 EZ Command Dymamis system - Additional handset (Bac) £64.13
524-042 NCE Power Cab controller (NCE) £136
DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £199



DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369
DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99
DCC13 Wireless Walkaround unit for the Prodigy Advance 2 DCC system (DCC03) (Gau) £159

Point motors

PL-9 5 Mounting Plates for use PL-10E (Pec) £2.25
PL-10WE High performance turnout point motor extended pin (Pec) £6
PL-10 Point Motor (Switch Machine) (Pec) £4.50
PL-10 Bag of 6 (Pec) £26
PL-10E Point Motor Extended Pin (use PL-9) (Pec) £4.50
PL-10E Bag of 6 (Pec) £25



PM-2 Seep point motor (Gau) £3.50
PM-4 Seep point motor Self Latching Switch (Gau) £5
PM-1 Seep point motor accessory switch (Gau) £4



PL-11 Side mounted point motor (Pec) £7
PL-50 Turnout switch module (makes wiring points easy) (Pec) £14

Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) £2.50
PL-23 On-On Changeover Switch (style matches PL26 series) (Pec) £5.50
PL-26B Passing Contact Switch - Black Lever (Pec) £4.50
PL-26R Passing Contact Switch - Red Lever (Pec) £4.50
PL-26W Passing Contact Switch - White Lever (Pec) £4.50
PL-26Y Passing Contact Switch - Yellow Lever (Pec) £4.50
PL-27 Switch Console Unit (Pec) £3
PL-51 Turnout switch module add-on (makes wiring easy) (Pec) £5

Electronic components

PL-12 Motor Adaptor, fitted over-centre spring for other turnouts (Pec) £2.50



TLU Tension lock uncoupler (Gau) £9

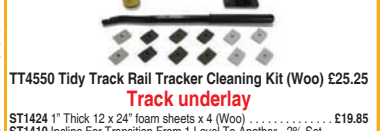


26211 Turntable Motorising Set (Exp) £21

Accessories

SL-14 Track Fixing Pins (Pec) £125

Spares



TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25.25

Track underlay

ST1424 1" Thick 12 x 24" foam sheets x 4 (Woo) £19.85
ST1410 Incline For Transition From 1 Level To Another - 2% Set Elevates Track 4" in 16" - 2.5" Wide - Pack of 8 (Woo) £15.40

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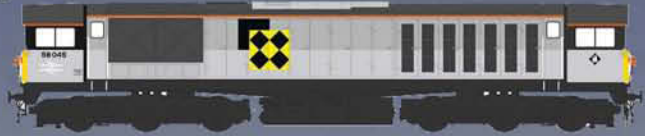
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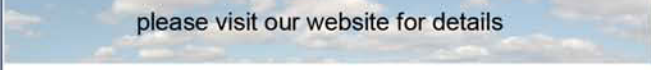
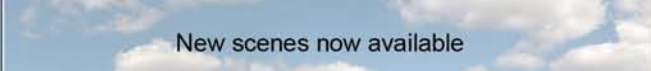
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371-511 101 3 Car DMU BR Blue & Grey.	£107.99	373-703A 12 Ton Ventilated Van Planked Sides, BR Bauxite Late.	£3.50	2D-007-000 Class 66 Diesel No. 66 709 "Sorrento" GWRH MSC.	£78.99	2F-014-002 Fruit D Wagon 2886 GWRH Brown, GW Lettering.	£11.99	
371-556 Class 158 2 Car Northern Mail.	£96.99	373-725C 10 Ton Insulated Van Planked Sides, BR White.	£3.00	2D-012-001D Class 22 Diesel No. 6318, BR Blue - DCC Fitted.	£135.99	2F-014-003 Fruit D Wagon No. W38107 BR Blue, grey roof.	£11.99	
371-557 Class 158 2 Car East Midlands Trains.	£96.99	373-726C 10 Ton Insulated Van Planked Sides, BR Late Bauxite.	£3.00	2D-012-002 Class 22 Diesel D6320 BR Green, small yellow ends.	£116.99	2F-014-005 Fruit D Wagon 2876 GWRH Shrubton emblem.	£11.99	
371-558 Class 158 2 Car DMU No. 158 871 ScotRail.	£104.99	373-727A 10 Ton Insulated Van Planked Sides, BR Light Blue.	£3.50	2D-012-003 Class 22 Diesel D6319 BR Gm, small yellow panels.	£116.99	2F-014-006 Fruit D Wagon 2894 GWRH Brown GW lettering.	£11.99	
371-557 Class 46 No. D186 BR Blue.	£77.99	373-751C 12 Ton Ventilated Van Plywood Sides, BR E/Bauxite.	£3.50	2D-012-003D Class 22 Diesel D6319 BR Gm, small yellow panels.	£116.99	2F-014-008 Fruit D Wagon W2036 BR Maroon w/grey roof.	£11.99	
371-535 Class 70 Diesel No. 70 006 Freightliner Powerhaul.	£102.99	373-752C 12 Ton Ventilated Van Plywood Sides, BR Late Bauxite.	£3.50	2D-012-004D Class 22 Diesel D6313 BR Green, DCC Fitted.	£135.99	2F-022-001 Ferry Wagon No. 2797 509 Cargowagon.	£16.00	
371-536 Class 70 Diesel No. 70 003 Freightliner Powerhaul.	£102.99	373-776D 45 Ton glw TTA Tank Wagon, "Esso".	£11.00	2D-012-005 Class 22 Diesel D6319 BR Gm, small yellow ends.	£116.99	2F-022-002 Ferry Wagon No. 2797 530 Cargowagon.	£16.00	
371-555 Class 57/6 Diesel No. 57 605 "Johannes Castle" First GW.	£92.99	373-777C 45 Ton glw TTA Tank Wagon, "Shell BP".	£11.00	2D-012-005D Class 22 Diesel D6319 BR Gm, small yellow ends.	£116.99	2F-022-003 Ferry Wagon No. 2797 532 Cargowagon.	£16.00	
371-700 Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" Silverlinc.	£134.99	373-785 46 Ton glw HAA Hopper Wagon Triple Pack, weathered.	£22.99	2D-012-007 Class 22 Diesel D6325 BR Blue, weathered.	£149.99	2F-022-004 Ferry Wagon No. 2797 627 Cargowagon.	£16.00	
371-702 Class 350/1 Desiro 4 Car EMU 350 101 London Midland.	£134.99	373-807B 24 Ton MFA Open Box Mineral Wagon, "EWS".	£10.00	2D-012-007D Class 22 Diesel D6325 BR Blue, weathered.	£149.99	2F-023-001 Siphon H Bogie Van No. 1424 GW Brown.	£12.50	
371-741 Midland Pullman 6 Car Unit, BR Blue with yellow ends.	£229.99	373-808C 46 Ton glw HAA Hopper Wagon 354776 BR weathered.	£11.99	2D-012-008 Class 22 Diesel D6319 BR Gm, small yellow ends.	£116.99	2F-023-002 Siphon H Bogie Van No. 1430 GWRH.	£12.50	
371-878 Class 108 2 Car DMU BR Blue.	£55.99	373-901C 46 Ton glw HAA Hopper Wagon 351154 EWS weathered.	£11.99	2D-012-009 Class 22 Diesel D6319 BR Gm, small yellow ends.	£116.99	2F-023-003 Siphon H Wagon W1428, BR Maroon.	£12.50	
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372-976 Class 24 Diesel No. 24 081, BR Blue, full yellow ends.	£83.99	373-925B 30 Ton Bogie Bolster Wagon, BR Gulf Red.	£14.00	2D-012-011 Class 22 Diesel D6319 BR Gm, small yellow ends.	£116.99	2F-023-007 Siphon H Wagon W1428, BR Maroon, weathered.	£13.50	
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372-077 B1 "Oliver Bun" BR Black L/C.	£96.99	373-950B HCA Hopper Wagon with dust cover, Transrail, weathered.	£11.00	2D-012-014 Class 22 Diesel D6319 BR Gm, small yellow ends.	£116.99	2F-024-005 Siphon G Wagon 1447, GWRH, weathered.	£13.50	
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372-185 N No. 5020 LMS Black.	£97.99	373-965 7 Plank End Door Wagon "Park Lane Wagon".	£7.50	2D-012-016 Class 22 Diesel D6319 BR Gm, small yellow ends.	£116.99	2F-024-009 Siphon G Wagon No. 1443 GWRH.	£12.50	
372-400 J39 No. 1856, LNER Black, Flat Sided Tender.	£73.99	373-967 7 Plank Wagon Coal Trader Triple Pack.	£22.99	2D-012-017 Class 22 Diesel D6319 BR Gm, small yellow ends.	£116.99	2F-024-011 Siphon G Wagon No. 1443 GWRH, weathered.	£13.50	
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Blue/Red	122	£18.99	085	£17.99	-	-	-	-
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Crm/Crm	80	£18.99	015	£18.99	2550	£18.99	160	£18.99
Green	108	£17.99	809	£18.99	017	£18.99	2554	£17.99
Maroon	808	£18.99	015	£18.99	2578	£18.99	-	-
Blue/Red	110	£17.99	811	£18.99	019	£18.99	2580	£17.99
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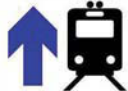
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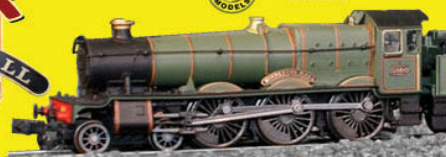
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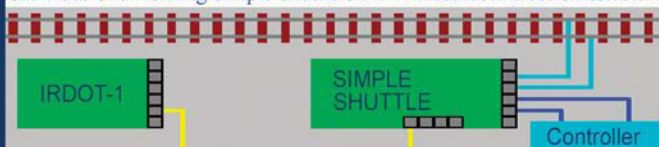
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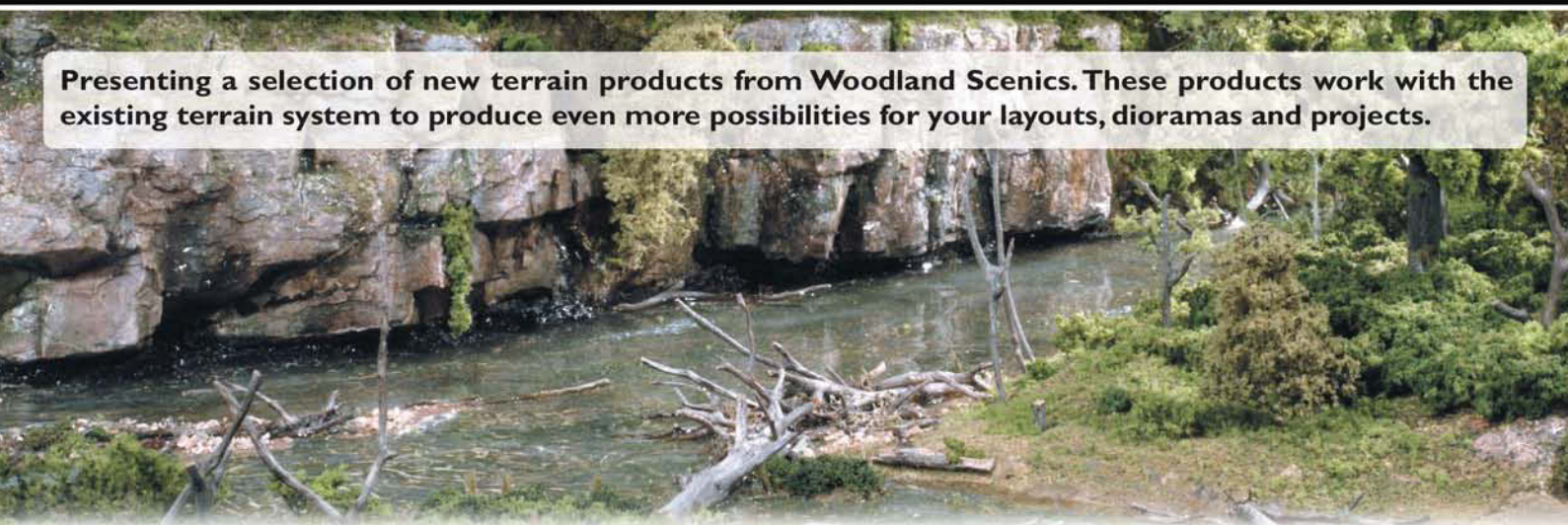


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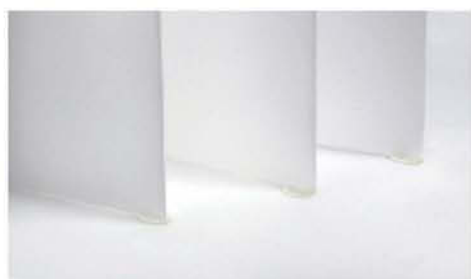
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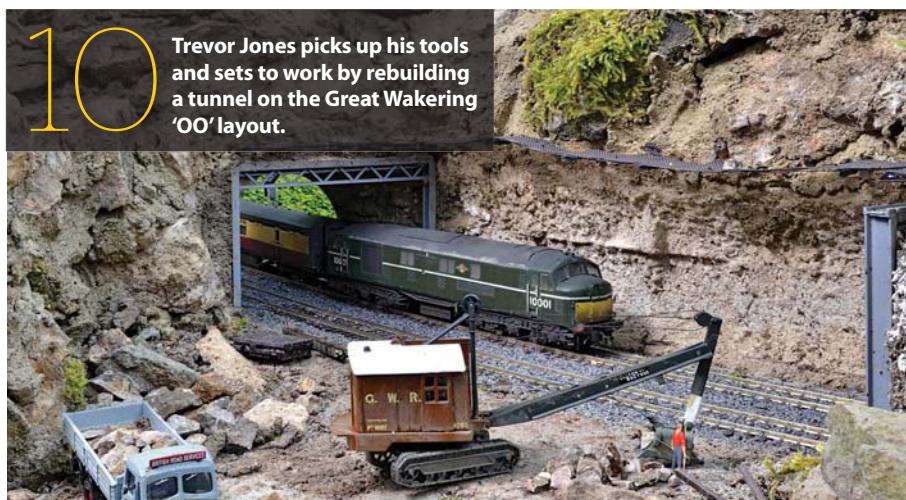
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The Iden Railway features Gauge 1 live steam operations on a large scale offering the opportunity to run scale length trains.



10

Trevor Jones picks up his tools and sets to work by rebuilding a tunnel on the Great Waking 'OO' layout.



S

UMMER IS A TIME TO ENJOY the great outdoors and while the weather in recent weeks hasn't been the greatest, garden railway modellers have still been making the most of the great British summer.

Every year we put together a special garden railway supplement for *Hornby Magazine* and each year it has been a real pleasure to discover how many modellers are building layouts outdoors. Many are long term modellers including both our resident photographer Trevor Jones and Don Neale, the owner of Kirtley Bank.

For Don the Kirtley Bank railway has been his life's work - 60 years have gone by since he started building this garden railway in 'O' gauge and it is still up and running. Similarly Trevor Jones' has spent three decades developing his 'OO' layout Great Waking and, as you can see in the feature on pages 10-13, it still continues to develop.

Garden railways are a wonderful pastime and one which won't be a flash in the pan. With time and dedication they can be built into long standing projects. Enjoy the supplement and we hope you are inspired to build your own project one day.

Mike Wild
Editor, *Hornby Magazine*



16

Don Neale's 'O' gauge Settle and Carlisle inspired garden railway started 60 years ago and it is still going strong.

FROM THE PUBLISHERS OF

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magazine

JULY 2014

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Steaming through the garden

STATISTICS

Owner:	Paul Abrams
Scale:	Gauge 1
Period:	Anything goes

Given enough space, many of us would love to build a long garden railway. **TREVOR JONES** visits the Iden Railway which does just that and attracts visitors from all over the world.

Photography, Trevor Jones.

GAUGE 1 starts in the workshop," Paul Abrams told me when I visited his garden layout. After all, until fairly recently nearly all locomotives were either scratch built or constructed from kits, as were coaches. However, commercially built stock has now become available.

Paul had built an 'OO' gauge layout prior to moving to his current home 12 years ago. He found a 150sq/ft level plot with a small building on it which he enlarged and rebuilt into the immaculate house and two bedroom guest house it is today. The choice of a level square plot was influenced by his wishes to construct his dream garden railway.

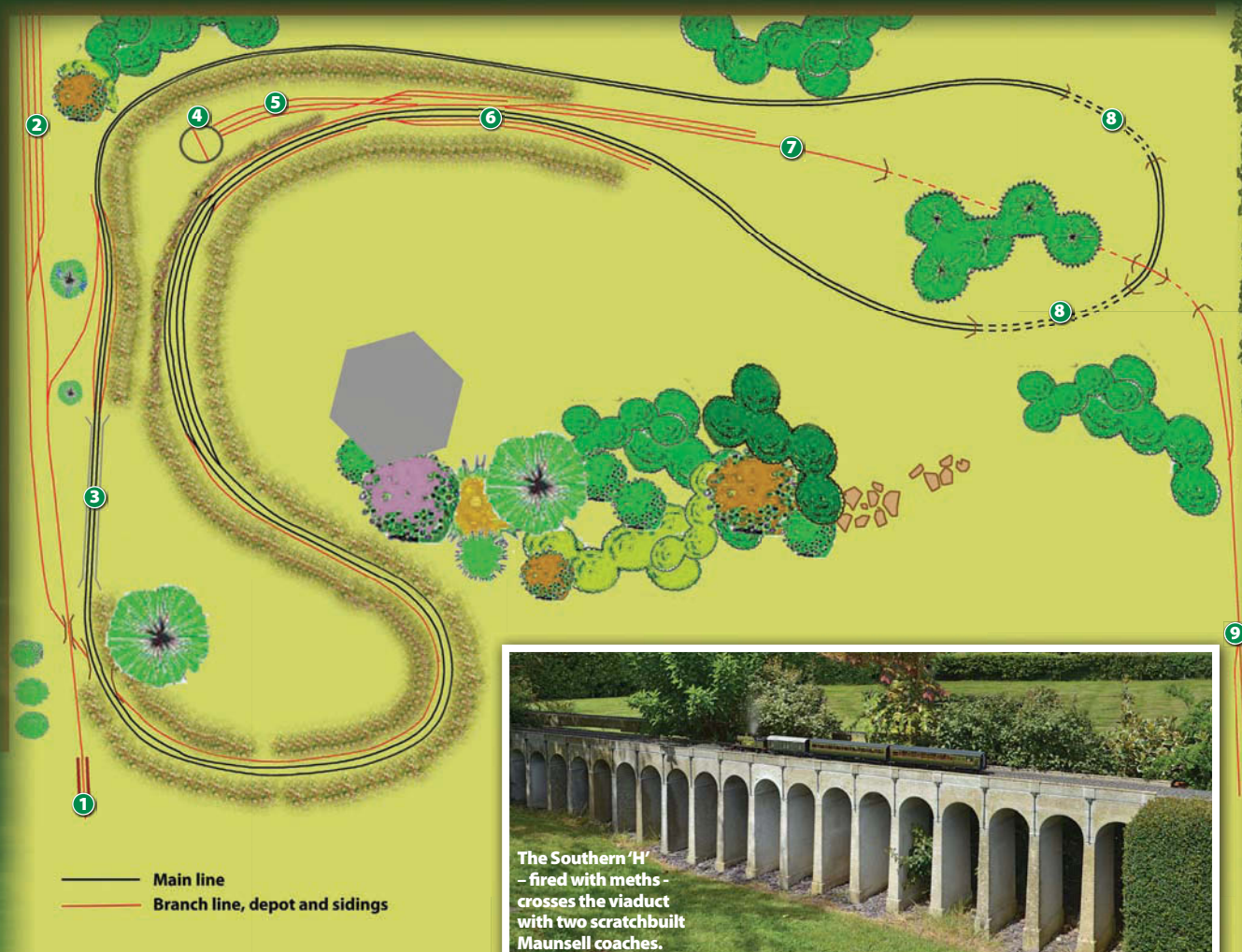
The aim of the Iden Railway has and always will be to provide a large running line for members of the Gauge 1 Association where they can operate their locomotive – part built or complete – with scale length trains on the extensive running lines. Its main feature is a double track main line plus there is a set of sidings which are used for raising steam. However, like all good railways this one is far from finished with a new branch line under construction to allow operation of electrically powered locomotives between a pair of termini.

David prepares his 'Coal Tank' – built from a Barratt kit – by topping up the water and meths for the fire. On top of the chimney is a fan to draw the fire through.



Gresley 'A3' 4-6-2
60103 Flying
Scotsman speeds
along the main line.
This locomotive is
built and operated
by an Association
member from
Holland.





The Southern 'H' - fired with meths - crosses the viaduct with two scratchbuilt Maunsell coaches.

KEY

- | | | |
|-------------------|-----------------------|--------------------|
| ① To stock shed | ④ Turntable | ⑦ New branch route |
| ② Branch line | ⑤ Preparation sidings | ⑧ Tunnel |
| ③ 18 arch viaduct | ⑥ Loops | ⑨ Branch terminus |





Looking across the main lines to the speedometer and a 'Black Five' passes on the back main line while a 'Merchant Navy' waits to be steamed in front.

The layout doesn't have a name and doesn't depict any particular era - Paul's inspiration was memories of live steam on the main line and Gauge 1 in his own backyard was the nearest he could get to this.

First phase

The main line, the first phase of the construction, is an L-shaped circuit running round two sides of the plot which fits into the garden beautifully with the track virtually hidden from the back door. Like the builders of real railways, Paul used excavations from the house construction to landscape the garden and create the scenery he had in mind.

Whilst many garden railways are constrained by space to be short routes Paul's is far more

than that - the sympathetic landscaping of the line whether elevated, at ground level or in tunnels has produced a layout which is a delight to behold, a real railway in miniature.

The trackbed is a 4in deep concrete base with a reinforcing rod throughout - effectively a concrete beam either at ground level or supported on hardwood timber uprights; when elevated these are hidden by a tightly clipped hedge of *Lonicera Nitida*. The track has been constructed in situ using sleepers cut from iroko or teak, the rail is brass, and the rail chairs - all 40,000 of them - originally were cast in resin by Paul himself. Ballast was laid and SBR adhesive poured over it to glue it in position.

Unfortunately, Paul's resin cast chairs only lasted four years before disintegrating



In the steaming area a Wainwright 'H' 0-4-4T is prepared for action alongside a 'Duchess' 4-6-2 and a newly built GWR '14XX' 0-4-2T.





Engine preparation makes for busy moments with locomotives coming off the branch line and a GWR 'King' 4-6-0 running on the main line.





under sunlight so they had to be replaced by a commercial product. At this stage the layout did not have any points or sidings. The development continued with station loops, a locomotive servicing depot, storage sidings and a branch line with a spur to the storage shed.

Signature feature

The main architectural feature on the layout is the 20ft long 18 arch viaduct on the northern boundary of the layout. Paul made the moulds for this and it was cast in concrete in three repeating parts - a column, an arch and a balustrade unit. The viaduct was then

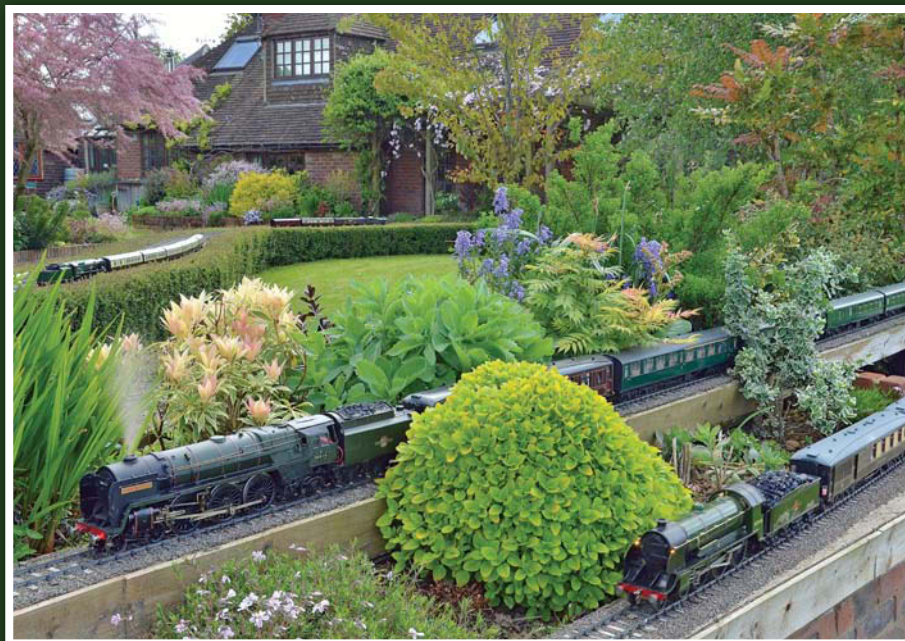
Above: A Stanier 'Duchess' 4-6-2 leads a rake of Bulleid stock along the main line. The imposing 20 arch viaduct fills the background.

Left: Association members Ian and Tony keep a watchful eye on a newly built GWR 'Hall' 4-6-0 as a BR 2-6-4T crosses the viaduct with Bulleid stock in tow.



Above: A BR 'Standard Four' 2-6-4T leads a rake of matching Bulleid BR green stock through the garden.

Below: A 'Britannia' 4-6-2 draws stock out from the storage shed on the branch line as a 'King Arthur' climbs the grade up to the branch after passing underneath the main circuits.



assembled from these castings to create the final and most impressive result - in Gauge 1 an 18 arch viaduct is a serious structure.

Local members of the Gauge 1 Association meet at Paul's on the first Wednesday of every month, and one never knows how many will turn up. Although visitors generally come from nearby, some have visited from Holland to run their locomotives on this beautiful railway. They arrive to steam up their locomotives, booking a time slot for running their stock, so the rolling stock can vary from radio controlled diesel and steam battery locomotives to the most recently constructed live steam locomotives being tested and run in before being painted.

The society owns a set of Bulleid coaches and wagons and recently acquired a set of BR Mk 1s which have been purchased through coffee money. Paul's own fleet consists of a South Eastern & Chatham Railway (SECR) 'D' 4-4-0, 'H' 0-4-4T and 'B4' 0-4-0T, powered by steam. The pride of his fleet though is a 'Rebuilt Merchant Navy' 4-6-2. This is another live steam model built from a kit. He constructed a full set of SECR 'birdcage' coaches and is currently in the middle of constructing a rake of Pullmans.

Maintaining the line

Because the track is not electrically live the main track maintenance involves pruning plants, trimming the box hedges and sweeping up large litter. His several tunnels constructed with concrete blockwork have removable doors to keep out animals and to stop the build-up of blown leaf litter. The long tunnels have manhole access from above in case of a major derailment and the need to extract locomotive and train. As with the real thing, from time to time a chair, sleeper or fishplate may have to be replaced and point lever mechanisms checked and overhauled. The ballast needs treating with SBR every few years as light appears to attack the glue.

Paul's greatest pleasure from the layout is meeting so many different enthusiasts on the open days and watching them and their stock in use on his layout. Of course his guesthouse attracts amongst his boarders many railway enthusiasts from around the world who often turn up with a locomotive to try. For the future, plans to alter the B&B to a self-catering apartment involve losing the track to the storage shed, so land purchased at the bottom of the garden which has a Nissen hut on it may see a new extension... ■

Tunnel REBUILD

To start the new garden railway season **TREVOR JONES** decided to replace a tunnel on his 'OO' gauge garden railway resulting in this brand new and more detailed scene.

Photography, Trevor Jones.

GREAT WAKERING Heights junction tunnel collapsed as track to the closed Barling Colliery was being removed. As regular readers of Hornby Magazine may recall, the line to the colliery was controversial when installed in 1880 as the rocky outcrop hosts the 12th century Waking Castle tower, a medieval defensive refuge, situated on the edge of the River Crouch as protection against Viking invaders.

When the Great Eastern Railway's east coast link to Kent was built in 1864 it wished to remove Great Waking Heights and the castle, but were compelled to tunnel under it by Lord Belton, the landowner. The junction to the colliery further weakened the rocky hill of Waking Heights.

The tunnel collapsed during removal of the junction - the intention was to fill in that section of the tunnel to protect the heights and the castle. The castle luckily survived the collapse and the rail authorities produced a plan to stabilise the main line tunnel entrances, so retaining the castle and the view of Great Waking Heights from across the river, which of course is now a national heritage site.

In reality

That is the premise behind the work being carried out on Great Waking heights outcrop and the tunnel. The truth is that the line to the mine was an extension planned in the 1980s, but it was a line too far! And the castle, well, that was a new introduction.

Stage one was to demolish the stonework on the east side, which included the tunnel mouth of the colliery line. Careful use of a mini-Kango hammer was used to split the stonework away, which then exposed the tunnel. This structure had been cast in concrete using ferro-cement, a boat building technique. A large diamond saw was used to cut through the tunnel with a small disc cutter finishing off the cutting. The casting was then lifted off giving access to the points and track. The H&M point motors, installed 20 years ago but never used, were removed and it was interesting that although corroded they still worked when tested.

Fortunately the length of track to be replaced was just under a yard. At the West tunnel portal the rails were cut through with a disc cutter while at the Eastern end the section to be replaced was conveniently at the joint between the points and the track spanning the river

The last of the debris is being cleared away by a mechanical digger still in GWR livery - a real contrast to pioneering diesel 10001 as it heads a passenger train.

REBUILDING GREAT WAKERING HEIGHTS TUNNEL



Great Waking Heights looks very overgrown at the end of the Winter. The uncompleted and unused line to the colliery is in the foreground.

2

The undergrowth, soil and east face of the rockwork has been removed. The tunnel casting has been marked with chalk where to be cut away.



**3**

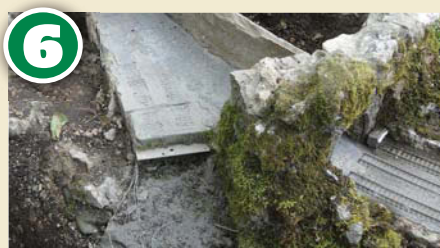
The final cutting was completed with a disc cutter and with the tunnel section now removed it exposes the junction trackwork.

4

The track being cut through at the Western tunnel portal.

5

Having pulled out the track pins the track is removed using a wallpaper scraper.

6

The trackbed cleaned up and ready for track laying – almost like the real thing.

7

As the first stage in cleaning up the old track for soldering, a piece of emery paper can be slid under the rails and used to clean the underside for attaching a copper paxolin sleeper. The side of the rail can quickly be cleaned with a small dentist's grinding bit ready for electrical bonding.

8



Having laid the inner track and partially fastened it down, the outer track is held in a parallel position with homemade plasticard guides. They have been notched out to locate over the rails and a large lump of Blu Tack holds them in place.

10



The remaining track pins are tapped fully home allowing electrical work to begin. Copper clad sleepers are soldered to the rails and the electrical bridge lead attached at one end.

13



The signal at the east tunnel portal is located and electrically connected.

16



The steel reinforcement for the inner tunnel portals has been made from plastic section. The railway has designed them so should the line be electrified they are capable of supporting overhead catenary.

17

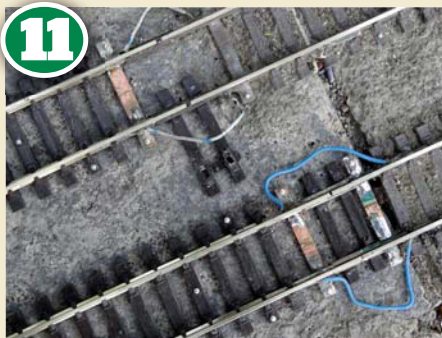


The ballast in place and SBR glue being dribbled into the ballast. SBR is necessary outside but can break down under sunlight and the ballast attacked by the growth of moss. In the light of experience I have now started applying moss killer in the autumn and every few years reapplying SBR. Time will tell if this will finally solve the problem of outside ballasting.



9

Having checked for clearances with an American 'Challenger' a small amount of tunnel wall needed to be chiselled away.



Electrical connections completed, the missing sleepers are slid under the fishplates - the ballast will glue them in place.

14



The castle located in the tufa mortar. The castle has still to be weathered and varnished to preserve the paint from fading.

18



A falling stone net being installed to protect the track using copper mesh which is soldered to rail sections embedded into the stone.

12



With the track protected with newspaper, reconstruction of the rockwork gets underway, and this may have to be done in several batches as sometimes one layer has to set to be stable enough to support the next.

15



The redundant signalbox has been located at the eastern tunnel entrance. The cable for the signal has been hidden under tufa, with a rock wrapped in cling film hiding the electrical connections for the signal. When the tufa has set, the rock can be lifted and the cling film removed leaving a perfect locating mould for the rock.

bridge. The stainless steel pins holding the track down were removed and the track and ballast removed with the aid of a wallpaper scraper.

With the track removed and the site cleaned up the tracklaying and rebuilding could commence. The first job was to clean the underside of the old rails ready for soldering the copper-clad strip I attach to each end of each section of track. The sides of the rail were also cleaned for soldering the electrical link.

The inside track was located by eye and cut to length, fishplates added and the track partially pinned down. I use homemade track gauges to ensure that the second track is exactly parallel to the other. This is then partially pinned down.

At this point a gauging exercise took place using a large American locomotive – the biggest to operate on the railway. It was found that the track alignment was slightly different owing to the removal of the points and the diamond crossing and a little of the remaining tunnel wall had to be chiselled away.

New rocks

The process of building up the rock structure then began. Newspaper was laid on the track for protection from falling wet mortar. If the rock is limestone use a strong mix of 3:1 cement with rendering sand; this mortar then matches in colour the indigenous rock. Use fingers rather than a trowel to point the joints - this produces a more natural rock-like appearance.

The east entrance to the tunnel has a signal positioned just before it. A large hole has to be drilled to take the column extension beneath the base and to have room for the cables to come back to the surface. I use a hot glue gun to hold it in place as in an emergency this can be dug out. My rubbercrete screed can easily be chiselled away to allow the cables to be hidden, again tacked in place with the glue gun. The electrical leads are soldered on to a copper-clad strip a couple of inches away so that the signal could be removed or changed more easily; this will later be covered by a rock.

To locate the castle and the redundant signalbox I used a cement, peat, sand mix which can easily be moulded into rock or ground shapes. Press any buildings firmly into the mix and then remove, leaving a locating shape so the building looks as though it is coming out of the ground. This mix quickly attracts moss which makes it look natural and can easily be chipped away to expose wires that may need altering in the future.

Safety net

Part of the tunnel re-instatement included a safety net to catch any falling loose rocks from landing on the railway tracks. This was constructed by drilling into the rock face and inserting sections of old rail used as girders. These were held in place by epoxy resin. A copper mesh was soldered onto this as was a strengthening cable linking the ends of each girder. This was then painted a dark grey.

To finish the tableau a digger lorry and workmen were strategically placed as if removing debris from the tunnel collapse. It goes to show that even in the garden, when plans change you can create something rather different and create a story in miniature about what's happened and why – which is all part of the joy of railway modelling, whether indoors or out. ■

A general view showing the whole of Great Waking Heights. 'Patriot' 4-6-0 45527 Southport is about to pass Ivatt '2MT' 2-6-0 46420 on a freight.



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Kirtley Bank

'O' gauge looks at its best outdoors, and **DON NEALE'S** beautiful Settle and Carlisle inspired garden railway is still running almost 60 years after construction started.

STATISTICS

Owner:	Don Neale
Scale:	'O'
Period:	LMS, 1930s

Photography, Trevor Jones.

WELL OVER 80 YEARS AGO my parents presented me with a four wheeled clockwork Hornby locomotive with a couple of wagons and oval of tinplate track all to that comfortable gauge of one and a quarter inches. I have stuck to 'O' gauge ever since. This little train set triggered off a love of steam railways that has stayed with me to this day.

Inspiration for Kirtley was, as you might have gathered from the viaduct, definitely the former Midland Railway Settle to Carlisle line. I live further south in the Shires and grew up in a world of mainly Johnson and Fowler engines with a smattering of Stanier designs entering on the scene. So my model line just had to be London Midland & Scottish Railway (Midlands Division) set in the late 1930s. It represented the last mile or two of an imaginary railway connecting Windermere (Bowness) with Arnside then via real lines to Carnforth and Hellfield.

Timetable running is often enjoyed with trains departing from my terminus to destinations such as Leeds, Bradford and Harrogate with even a (summertime only) service to St Pancras called the 'Fellsman'. There is also a night mail, through vehicles of which arrive on the shores of Windermere early in the morning. Locals run to Carnforth and Wennington while freight trains serve local quarries and carry necessities to the local populace.

My first outdoor model railway as such was begun in those make-do-and-mend years of the early 1940s in my parents' garden and later developed after my stint in the Royal Air Force.

It saw the beginning of a long-winded learning curve that covered such things as stud contact, the use of 24v power supply and eventually experiments with finescale rail and fittings.

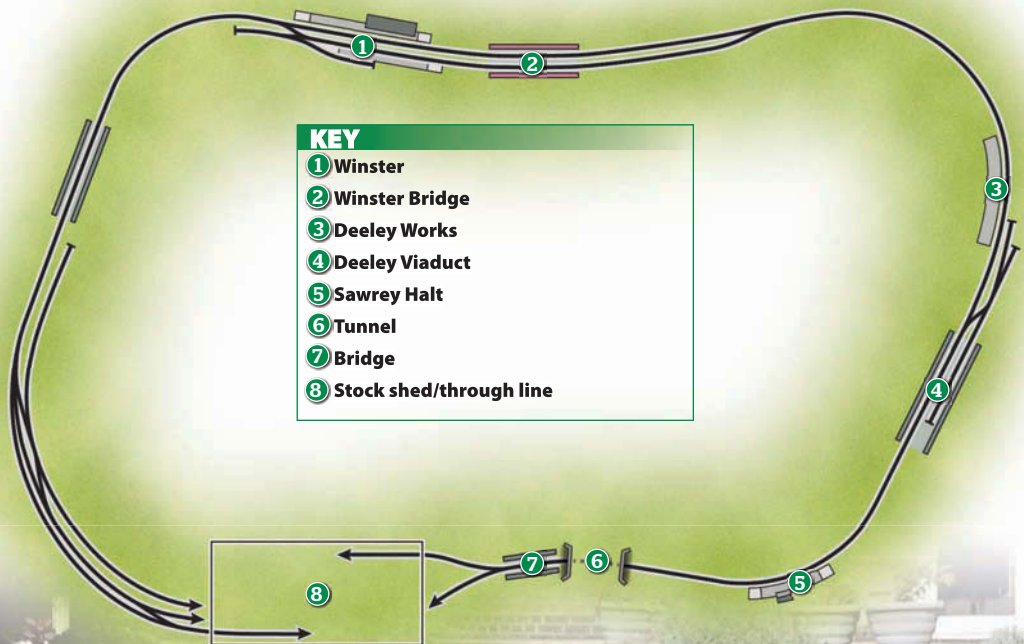
The second layout, the present Kirtley line, was launched in 1957 and my wife and I moved into a new bungalow complete with mortgage and an 80ft piece of ground covered with builders' rubble. This eventually became the home of my layout.

My wife Joan and I wanted a pleasant garden as a picture frame for my model railway. She is the garden buff and I act as model master. There was no way our sacred plot was going to be ruined by posts and timber boarding. A sunken lawn was arranged and either side a rockery was built up to be track level. Through the rocks were built in rock beds, ravines, tunnels and the trackbed itself, made of breeze blocks on rubble for drainage as suggested >>



Below: A Down Leeds express with through coach for Harrogate leading crosses Deeley viaduct with 'Compound' 1095 in charge. This locomotive was built in the early 1970s, but the blueprint was bought and card templates for various parts I remember cutting out about 1948.

Bottom left: A 'Black Five' runs off Deeley Viaduct and passes 'Jinty' 0-6-0T 7251 just completing a shunt at Deeley Works sidings. The little tank was the first locomotive I tackled at 'Kirtley Works' in 1971. My mentor at the time was Cyril King, fellow member of Leicester Model Railway Group and great garden railwayman.



by Ray Tustin in his book *Garden Railways*. Single track was decided upon as it would be more economical and no less a person than Edward Beal wrote that a given length of a single line looked far longer than the same length of multi track - a good excuse! The rockery stone came from nearby Groby in Leicestershire. It was originally bound for a major road scheme which became the M1. It found far better use when all 10 tons of it was dumped on the verge outside my home!

With a trackbed formed either side of the garden, bridging the gap was a problem. A multi-span girder bridge idea was abandoned (the Tay bridge came to mind!) and it was my Father-in-Law who said: "What about a 'young' Harringworth?" Now Harringworth is a 70 arch viaduct over the river Welland between Northamptonshire and Rutland - just a little bit over the top, I thought. My leanings were (and are) a little further to the north. I looked at the Settle and Carlisle line and a suitable structure was selected from the Eden Valley. Firstly piers then arches were cast in cement in a mould on which stonework had been gouged. The 13 arches were erected on a 45ft radius curve and the structure was opened in 1966. With a terrace built up at the house end of the garden, tracks were laid and continuous running commenced when required. A few years ago age caught up with the structure and using the original mould new sides were ground away and replaced by new sections and the old bridge looks as good as new.

Laying the line

On the grounds of economics, trackbuilding and laying came early on in the scheme of things. Rocket precision (later CCW) finescale bullhead rail and slide-on chairs were laid on western red cedar sleepers with steel pins. These do not split the wood and nor do they lift in hot dry weather. Creosote, if you can get it, prevents undue rusting and makes the track smell like the real thing.

The track was positioned and carefully ballasted. Alongside, the cess was of cement painted with bitumen and covered with coal dust. The ballast was fixed with yacht varnish and later PVA adhesive. This was attacked by frost and after a time the ballast was replaced with loose granite chippings. Occasional packing ensures a nice-running permanent way.

Stud contact electrical pick-up has proved very successful over the years especially with a 24v input. The Bonds and Leakey motors

come to no harm and track cleaning is almost non-existent. With finescale track section, the contact studs of wire are almost invisible. The system also allows all those steel wheels garnered over the years to be used, often skimming in my small lathe.

Building the trains

'Scratchbuilding' is a horrible term to describe what could be a really creative aspect of our hobby. Nevertheless that is the only way I was going to stock Kirtley Motive Power Depot and my rather humble efforts have produced a score of engines. Scrap metals have often joined more familiar sheet brass or nickel in their construction. I make my locomotives as heavy as I can and power them with motors such as Bonds or Leakey products. Often running takes place on a damp track and it is no use having at the head of a ten coach train

an engine that is going to slither all over the place.

Coaches are made mainly of wood with card embellishments but quite a few second-hand Exleys were acquired during the early 1950s and have long been refurbished and repainted. Bonds and Bassett Lowke bogies are now standard with steel scale size wheels. Glass windows are fitted throughout. Goods stock has been procured over the years and now consists of a number of die-cast kit-built products, wooden efforts from 'Kirtley Works' and about 50 old LMC bakelite wagons and vans all with steel wheels, better buffers and cast brake gear. Most have been painted and lettered either by hand or by using transfers. Freight stock is quite heavy and on one occasion a visiting green tank engine successfully walked away with well over 100 wagons in tow.

Hughes 'Dreadnought' 4-6-0 10460 on an Up Bradford (Forster Square) passes a '4F' on Winster girder bridge. This long lived structure was built from Woolworths brass curtain and valance rail with diagonals cut from old coarse-scale track. The parapet is mainly mesh from the local garden centre.



Stanier '8F' 2-8-0 8096 lifts a Down mixed freight through Winster station on the climb to Deeley.

Real-life scenery

Apart from the terminus area, scenery is at a premium relying heavily on plants and shrubs tended and encouraged by Joan to form a natural background. Signals are all placed correctly but do not work, and points are electrically operated from control panels in the terminus. The switchboards here house control units made by friends with knowledge of those cunning micro electrics. Making Kirtley and all that important (and ongoing) maintenance work has all been well and truly worthwhile.

Nothing is nicer than to step outside, switch through the continuous run link and just let that 'Jubilee' – hauled express (or a green 'un if your tastes run in that direction) take the strain of the day from your shoulders. Let it circumnavigate the line a few times. It is rewarding and beneficial to the soul. It is what we started to create all those years ago. And now we can enjoy it. ■



'Patriot' 4-6-0 5532 *Illustrious* hauls a set of old refurbished Exley coaches after passing through Sawrey Halt. Rockery plants border the track.



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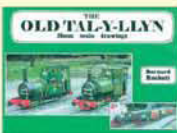
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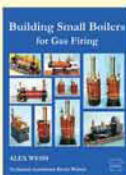
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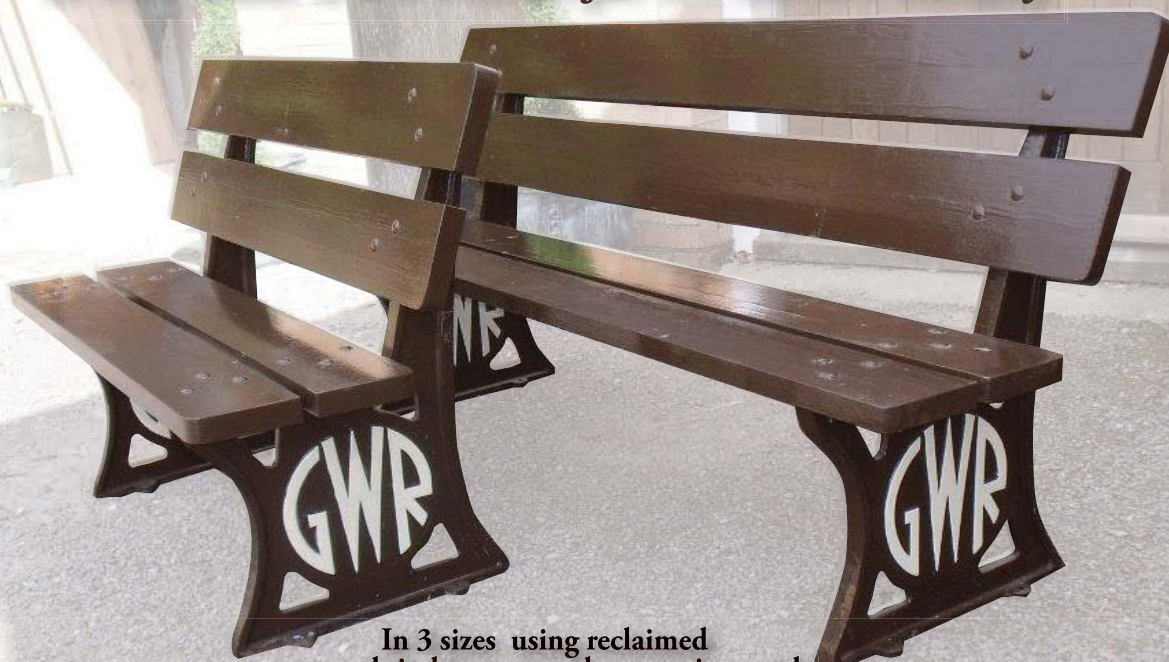
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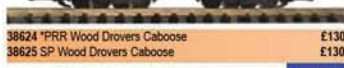
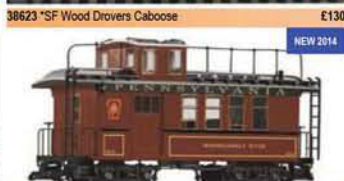
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