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MODEL GIVEAWAY! PART TWO

HORNBY magazine

Issue 88 October 2014

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KEY

REVIEWED...



- Hornby's new P2'2-8-2
- Hatton's BR Garratt
- Heljan's Class 128
- Dapol's milk tanker



HOW TO...



- Build an overbridge
- Run in new models
- Form passenger trains
- Digital control basics

PREVIEW



PLUS Full feature on Acton Parkway

UPDATE

- » EXCLUSIVE! HATTON'S 'OO' GWR 'KING' PROJECT
- » BACHMANN REVEALS 'OO' LNWR 'COAL TANK'



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PART TWO

Oakenshaw

West Yorkshire in the twilight of steam



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New from Hornby!

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In the early years of WWII, Southern Regions suffered considerable damage due to its proximity to the coast, including the loss of some 2-BIL units. The remaining units stayed in service and passed to the newly formed British Railways in 1948 where they were re-classified as Class 401 and continued in service on BR

Southern Region until all the units had been withdrawn.

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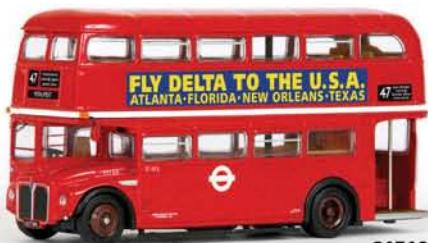
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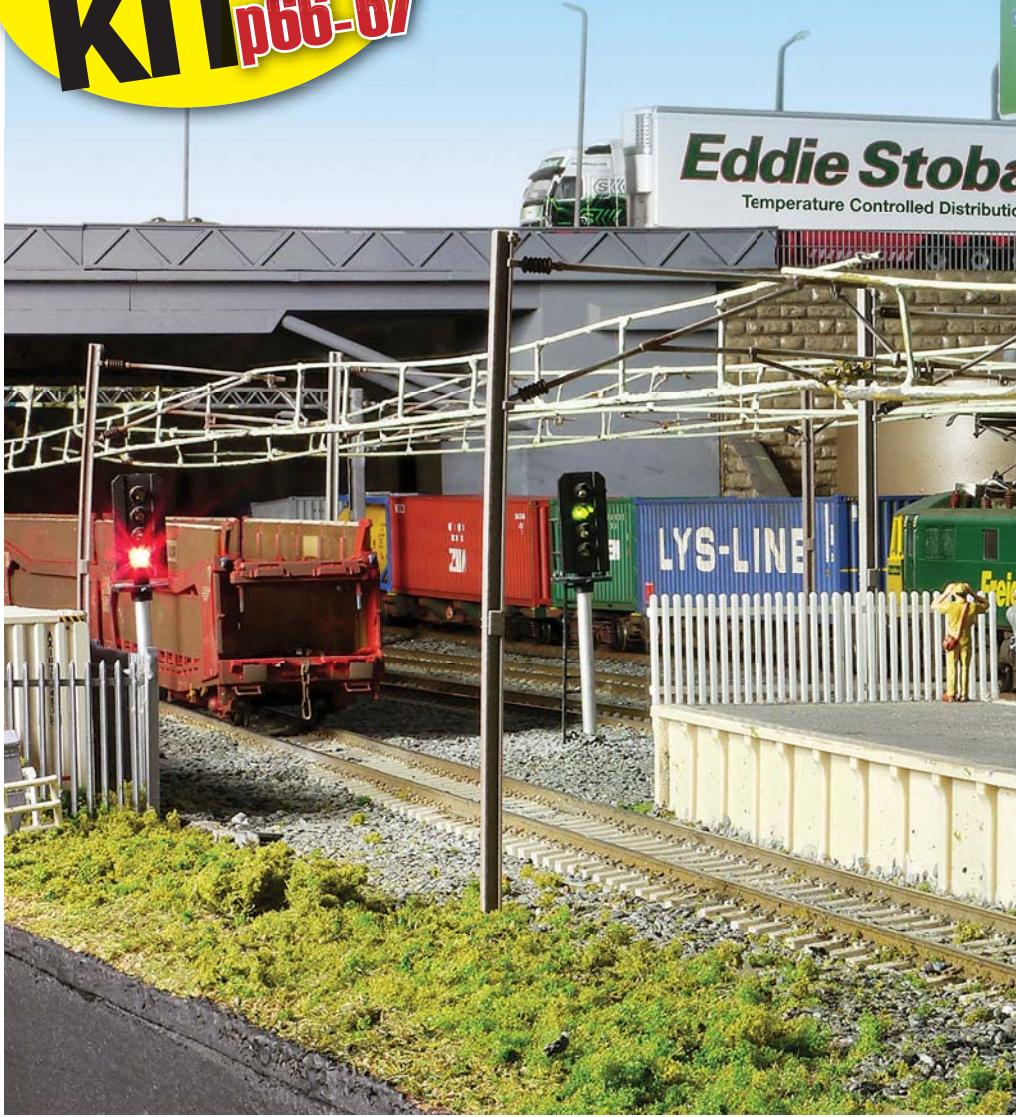
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OAKENSHAW

Redditch Model Railway Club looked to 1950s West Yorkshire for inspiration when planning this stunning 'OO' gauge exhibition layout.

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GREAT ELECTRIC TRAIN SHOW 2014

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£1,500 MODEL GIVEAWAY!

Your chance to win one of 16 prizes in our bumper prize draw.

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We showcase the latest new releases including the most recent 'OO' gauge LMS Beyer Garratt from Hatton's, Hornby's RailRoad 'P2' 2-8-2 for 'OO' and six-wheel milk tanker in 'O' from Dapol, colourful Class 128 diesel units from Heljan in 'OO' and a raft of new releases from Hornby.

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Welcome

THE EDITOR'S PAGE



THIS MONTH sees Kernow Model Rail Centre join forces with DJ Models to operate its 'crowd sourcing' operation to produce the 'OO' gauge Class 71 electric announced in July (HM87).

The 'crowd sourcing' route is controversial and not without risks – but it does open up new doors for model manufacturing and a new way of thinking. Throughout model railway history, except in a few isolated cases, manufacturers or individuals have taken on the costs of new projects, but those costs are immense and we should never underestimate the financial burden of producing new toolings.

'Crowd sourcing' changes that position as it puts would-be owners of a new product in the driving seat – they put their money up front, it's held in a secure account and used as required through the manufacturing process to fund drawing work, engineering prototypes, livery samples and everything in between.

In its original press release on the Class 71 DJ Models stated that 'crowd sourcing' of funds for the project would also speed its progress and that we could potentially see the first production models arriving with customers in 12 to 18 months time. In the world of model production that's fast!

Of course 'crowd sourcing' won't work for everything and there will always be plenty of room for the traditional method of model production. However, what it really opens up is opportunities to produce more esoteric locomotive designs which would potentially be a greater risk to a manufacturer without the certainty of support from the model community.

The Class 71 has to be a success for this method to work in the future – any problems during its production could make future 'crowd sourcing' projects fragile, as shown by the technology sector where products have either not been completed or not to the required standards. However, such is the promise of an 'OO' gauge Class 71 that myself and Mark have already placed our orders with KMRC as we want this model to succeed.

There are other models using similar schemes too with the Rapido Trains/

Locomotion Models APT-E (HM86) and the Bachmann/Locomotion Models Ivatt 'Atlantic' (HM87) requiring a £50 deposit up front, committing you to purchase of the product. The '71' is the first ready-to-run British outline locomotive to use 'crowd sourcing' in full.

August has been another busy month with two new tank engine projects revealed through Kernow Model Rail Centre and Bachmann with the GWR '1361' 0-6-0ST and LNWR 'Coal Tank' respectively. Plus, as this issue closed for press the first Hornby RailRoad models of the Gresley 'P2' 2-8-2 were beginning to reach the shops in small numbers.

This issue is packed full of news, features and new model reviews plus we've also put together a full preview to our Great Electric Train Show which takes place on October 11/12. We hope to see you there! Happy modelling!

Mike Wild
Editor

THIS MONTH

MODEL GIVEAWAY

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We've put together a huge model giveaway this month with 16 prizes with a total value of £1,500 to be won.

REVIEWS

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All the latest products including the first review of Hornby's 'P2' 2-8-2, Hatton's BR Garratt 2-6-0+0-6-2, Dapol's new milk tanker and much more.

HOW TO...

Our team has been hard at work putting together a series of step by step guides to help you get more from your layout. This month's features include running in, bridge building, train formations and more...

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The Great Electric Train Show is just a few weeks away. We preview this busy event.

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• Hatton's BR Garratt
• Heljan's Class 128
• Dapol's O' milk tanker

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> EXCLUSIVE! HATTON'S 'OO' GWR 'KING' PROJECT

> BACHMANN REVEALS 'OO' LNWR 'COAL TANK' TO

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PART TWO



OAKENSHAW

16 Modelling the North West in the 1950s and 1960s, Oakenshaw is the Redditch club's atmospheric take on Yorkshire in the days of steam.

UPDATE

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Three brand new models have been announced with Hatton's revealing plans for a GWR 'King' 4-6-0, Bachmann an LNWR 'Coal Tank' and Kernow a GWR '1361' 0-6-0ST... 'Coal Tank' and Kernow a GWR '1361' 0-6-0ST...

Bachmann reveals 'COAL TANK' PROJECT for 'OO'



ON August 30 Bachmann a new 'OO' gauge model of the Webb 'Coal Tank' 0-6-2T for release in 2016.

The London and North Western Railway 'Coal Tank' was introduced in 1881 with 300 being built by 1897. They were designed for heavy mineral trains in South Wales and Cumberland. One of the class, 1054, has been preserved and is now in the care of the Bahamas Locomotive Society. It is in working order at the Keighley and Worth Valley Railway.

Research and development of the 'Coal Tank' model has already been completed and tooling work is expected to start late this year. Production is

Second brake tender sample arrives

As this issue closed for press the second engineering prototype of *Hornby Magazine*'s ready-to-run 'OO' gauge diesel brake tender arrived. The sample is currently being evaluated by the *Hornby*

Magazine and Dapol teams.

This updated sample features brand new bogie toolings together with numerous improvements and adjustments to the body and an increase in weight to enhance

the models stability on the track.

On release the brake tender will be available with four different identities: B964038E in BR green (Cat No. HM010), B964064 in BR green with small yellow warning

panels (HM011), B964112 in BR green with small yellow warning panels (HM012) and BR blue with yellow panels (HM013).

Livery artwork is currently in preparation.



estimated to take 18 months.

On release the locomotive will be made available in three liveries: LNWR plain black as 1054 (Cat No. 35-050), LMS black as 7841 (35-051) and BR black as 58900 (35-052). The 'Coal Tank' will be offered DCC ready with a 6-pin decoder socket. Prices have yet to be confirmed.

Bachmann Public Relations Manager Dennis Lovett says: "We are grateful to the custodians of the sole remaining example, the Bahamas Locomotive Society, and to the Keighley and Worth Valley Railway for assistance in bringing this project to fruition." **• Visit www.bachmann.co.uk for more information.**



INVICTA CCT VANS ON THE WATER

Invicta Model Rail's new 'OO' gauge ready-to-run BR four-wheel Covered Carriage Truck (CCT) arrived with the Kent based shop in the first week of September.

The new release, which is available exclusively through Invicta, is being released in six liveries covering BR maroon, BR blue, BR Express Parcels, Railway Technical Centre red and blue, departmental yellow and Red Star parcels. Each vehicle is priced at £29.99 with the weathered Express Parcels vehicle priced at £31.99.

Orders are being taken now for the CCTs through www.invictamodelrail.com

Heljan Class 40 due October

The brand new 'O' gauge ready-to-run model of the English Electric Class 40 from Heljan is expected to arrive in the UK in early October. Priced at £649 each two main production models are being released together with a third exclusive to Tower Models.

The main production models will be finished in BR green with small yellow warning panels (Cat No. 4050) and BR blue with full yellow ends (4051). Each will be released without names or numbers and feature twin motors, working lights, fans



Heljan's 'O' gauge Class 40 is now expected to arrive in the shops during early October.

and sprung couplings and buffers. The body tooling models the disc headcode Class 40s only.

The Tower Models exclusive Class 40 will be finished in original BR

green without yellow warning panels (Cat No. 4052) and is available to order through www.tower-models.com **• Visit www.heljan.dk for more information.**

Class 68 gets laser treatment

Dapol's Class 68 diesel locomotive took another step closer to production in 'OO' and 'N' gauge during July when the company laser scanned the prototype at Direct Rail Services' (DRS) Carlisle Kingmoor Depot. 25 of the Vossloh diesel-electric locomotives are being built for DRS, with the first examples being tested ahead of squadron service.

Laser scanning has allowed Dapol to capture the complex curves and flowing lines of the prototype accurately, with all data now in China being translated into CAD files before tooling work can begin. Dapol hopes to have engineering samples of the new Class 68 for evaluation later this year.

• Visit www.dapol.co.uk for more information.



KMRC plans GWR '1361' 0-6-0ST for 'OO'



GWR 1361 class 0-6-0ST No 1365 on shed pilot duty at St Phillips Marsh in September 1961. A. Baldwyn/Rail Archive Stephenson.

KERNOW Model Rail Centre (KMRC) has announced the GWR '1361' 0-6-0ST as its next ready-to-run 'OO' gauge model, which will be made by DJ Models.

Built by the Great Western Railway at Swindon in 1910, five of the locomotives were built for use in docks and on lightly laid branch lines in the West Country. They were unusual for GWR tank engines in that they featured an outside cylinder arrangement and Allen valve gear.

In service for over 50 years, withdrawal began in 1961 and by the following year all were out of use. One locomotive, 1363, survives with the Great Western Society at Didcot and is currently under restoration.

The new toolings will cater for all

the variations that existed between the locomotives allowing KMRC to produce faithful models of all five including 1361 in BR black with late crests (Cat No. K2201), 1362 in BR black with early crests (K2202), 1363 in GWR green with 'shirtbutton' emblem (K2203), 1364 in Great Western green livery (K2204) and 1365 in weathered BR black with late crests (K2205).

All models will be DCC ready featuring 6-pin DCC decoder sockets with prices set at £124.99 for pristine models and £134.99 for weathered versions. A £10 discount per model is applied to pre-orders. A £5 donation from the sale of each model will be made to the Great Western Society's 1363 Restoration Team.

● Visit www.kernowmode.com for more information.



RAIL EXCLUSIVE CLASS 47s NEAR SELL-OUT

Pre-production livery samples of Rail Exclusive's forthcoming 'OO' gauge Class 47 diesel locomotives in Direct Rail Services (DRS) livery have arrived from ViTrains for evaluation. Rail Exclusive says models of 47813 *Solent* and 47853 *Rail Exclusive* in DRS blue livery have already sold out, while a small number of 'Northern Belle' umber and cream liveried twin-packs containing 47790 *Galloway Princess* and 47832 *Solway Princess* are still available.

These new exclusive models feature a revised cooler group, removal of the bodyside footsteps and water filler plates, factory-fitted stainless steel grilles and revised cab ends.

● For more information, visit www.railexclusive.com

ZIMO DCC SOUND DECODER OFFER

Zimo has launched a limited time offer on its large scale DCC sound decoder. Suitable for large 'O' gauge steam and twin-motored diesel locomotives, the MX695KV provides a 10watt audio output and can handle a 6amp current draw. Priced at £169, saving £37, the offer also includes a free 'stay alive' Goldcap unit and is available from Zimo stockists.

● Visit www.railexclusive.com for more details.

Hatton's to produce new 'OO'

EXCLUSIVE!

GWR 'KING'!

HATTON'S has revealed it is working with DJ Models to produce a brand new ready-to-run model of the GWR 'King' 4-6-0 for 'OO' gauge as a follow up to its highly popular LMS Beyer, Garratt 2-6-0+0-6-2.

The class of 30 'King' 4-6-0s were introduced in 1927 to a Collett design. All were constructed at Swindon Works and they were intended for the heaviest expresses on the Great Western Main Line from London to the West. The fleet survived in tact until the introduction of diesel hydraulics with the last being withdrawn in 1962. Three have been preserved including 6000 *King George V* which is part of the National Collection.

Hatton's new model is expected to be released in late 2015 or early 2016 with a specification which includes a tender mounted 21-pin DCC decoder and speaker enclosure, NEM coupling pockets, five-pole coreless motor, detail variations, close coupling between the locomotive

and tender and a detailing pack to include lamps and headcode reporting numbers.

Laser scanning is to be used in creation of the new 'King' and Hatton's has stated that it is aiming for "levels of detail only previously seen on high quality brass locomotives." In total 14 versions will be produced (see panel, right) covering GWR green, BR lined blue and BR lined green liveries and a range of locomotive names. These identities include models of all three preserved locomotives – 6000 *King George V*, 6023 *King Edward II* and 6024 *King Edward I*.

Detail variations in the tooling will cater for single and double chimney locomotives, original and modified steam pipes, lubricator position, lubricator covers, original and late style cylinder cover, tapered and parallel buffers and locomotives with and without cab roof vents.

The price for Hatton's 'King' has been set at £179 with a pre-order price of £169. Orders can be placed through www.ehattons.com

Hatton's has announced it is working with DJ Models to produce a brand new 'OO' gauge model of the GWR 'King' 4-6-0. In 1957 6000 *King George V* stands at Wolverhampton Stafford Road. www.railphotoprints.co.uk

THE DETAILS

| Locomotive | Livery | Chimney | Cat No. |
|------------------------------|---|---------|---------|
| 6000 <i>King George V</i> | GWR lined green, WR roundel | Single | HK01 |
| 6019 <i>King Henry V</i> | GWR lined green, GWR shield | Single | HK02 |
| 6021 <i>King Richard II</i> | GWR lined green, shirtbutton | Single | HK03 |
| 6029 <i>King Edward VIII</i> | GWR unlined green, GW crest | Single | HK04 |
| 6018 <i>King Henry VI</i> | GWR lined green, GW crest | Single | HK05 |
| 6001 <i>King Edward VII</i> | BR lined green, British Railways | Single | HK06 |
| 6027 <i>King Richard I</i> | BR lined green, British Railways | Single | HK07 |
| 6028 <i>King George VII</i> | BR lined blue, early crests | Single | HK08 |
| 6023 <i>King Edward II</i> | BR lined black, early crests (as preserved) | Single | HK09 |
| 6009 <i>King Charles II</i> | BR lined green, early crests | Single | HK10 |
| 6017 <i>King Edward IV</i> | BR lined green, late crests | Double | HK11 |
| 6026 <i>King John</i> | BR lined green, late crests | Double | HK12 |
| 6005 <i>King George II</i> | BR lined green, late crests (weathered) | Double | HK13 |
| 6024 <i>King Edward I</i> | BR lined green, late crests (as preserved) | Double | HK14 |



Full steam ahead for... SWINDON RAILWAY

THE SWINDON RAILWAY Festival hosted by STEAM – the Museum of the Great Western Railway returns on September 13/14 and is once again sponsored by *Hornby Magazine*.

This annual event has a Great Western Railway (GWR)/BR Western Region slant and this year is no exception with well known Western themed layouts including Dave Spencer's 'OO' gauge Penrhos (HM24), Horfield Group's 4mm scale Horfield (HM80) and John Greenwood's 2mm finescale Wenford Bridge Goods Depot.

The *Hornby Magazine* team will be there, together with recently refreshed North Cornwall Railway

inspired 'OO' gauge layout Ashland (HM51). This layout has been in storage for two years and has been refreshed with DCC control and sound fitted locomotives. Other highlights include Cliff Parsons' stunning LNER 'OO' gauge Gresley Beat and Pete Waterman with his Just Like The Real Thing 'O' gauge models.

A range of traders will be at the exhibition including Cheltenham Model Centre, Invicta Model Rail, Kernow Model Rail Centre, Ian Allan Bookshop, Lionheart Trains, Picture Pride Displays, Train-Tech, Squires Tools and many more. The *Hornby Magazine* stand will be there too with special show-only offers on subscriptions

THE DETAILS

| | |
|-----------------|---|
| Event: | Swindon Railway Festival |
| When: | September 13/14 |
| Where: | STEAM - the Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY |
| Times: | Sat 10am-5pm, Sun 10am-5pm |
| Website: | www.steam-museum.org.uk |
| Prices: | Adults £10, concessions £8.50, children £7.50, family (2+1) £25, family (2+2) £30 |

and a range of exclusive limited edition models and accessories.

Open from 10am both days, the ticket price also covers full access to the museum and its extensive collection of GWR locomotives, rolling stock and artefacts that

form the backdrop to the event and also includes a new exhibition, A Railway at War, looking at the role of the GWR and its staff during the First World War.

● For more information visit www.steam-museum.org.uk



Kernow oversees Class 71 'crowd sourcing'



Class 71 E5000 enters Broadstairs with a Charing Cross-Margate working in the summer of 1961. Through 'crowd sourcing' a 'OO' gauge model of the Class 71 will become a reality.

Gordon Edgar/www.railphotoprints.co.uk

KERNOW Model Rail Centre (KMRC) has reached agreement with DJ Models to operate a 'crowd sourcing' enterprise on its behalf to fund development work and production for the recently announced 'OO' gauge Class 71 electric locomotive (HM87). This is believed to be the first time a 'OO' gauge locomotive has been funded this way in the UK and will allow work to start almost immediately.

KMRC will be handling the administration, taking advanced

orders and releasing funds to DJ Models when required to further the project. All models will be charged in full when the order is placed with all monies securely held in a dedicated account. There will be an option to cancel at any time prior to receiving the finished product for a full refund. Should the project not proceed KMRC says all monies will be refunded in full.

Four exclusive models make up the initial batch of releases with each limited to just 300 examples as E5003 in BR green with small

yellow warning panel (Cat No. OO71001), E5004 in plain BR green (OO71002), 71009 in BR blue (OO71003) and 71013 in BR blue (OO71004). The specification calls for a heavy chassis, coreless motor, directional lighting, etched grilles, wire handrails, sprung and a 21-pin DCC decoder socket. Prices are set at £125 for each of these initial releases and will include a special launch certificate.

Visit www.kernowmodelrailcentre.com for more information about the Class 71 project.

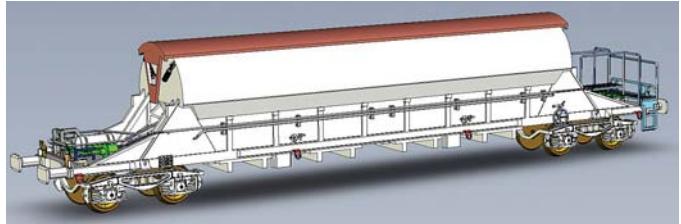
FESTIVAL

THE LAYOUTS

| Layout name | Scale | Layout name | Scale |
|---------------------|-------|----------------------|--------|
| Ashland | 'OO' | Horfield | 'OO' |
| Ashwood Basin | 'O' | Lelant | 'O' |
| Awdrey St Nicholas | 'OO' | Penrhos | 'OO' |
| Bont Faen | 'O' | Purgatory Peak | 'On30' |
| Broadwater Junction | 'N' | Runswick Bay | 'O' |
| Chesil Exchange | 'O' | Stamford East | 'N' |
| Coldrennick Road | 'O' | Tilsdown | 'O' |
| Dolgoch Diorama | 'OO9' | Wansbeck Road | 2mm |
| Fryupdale | 'EM' | Wenford Bridge Goods | 2mm |
| Gresley Beat | 'OO' | Yeoton Wharf | 3mm |
| Headingley Depot | 'OO' | | |
| Headingley Station | 'N' | | |



Kernow prepares new china clay wagons



Kernow Model Rail Centre has received the latest CAD/CAMs for its exclusive 'OO' gauge models of the PBA Tiger bogie china clay wagon. This is the latest model to be manufactured by DJ Models' facility in China, with the tooling owned by KMRC.

Sixteen versions of the PBAs will be produced, split between the English China Clay International white livery and Tiphook Rail blue livery, each with a choice of four

pristine and four weathered finishes.

The prototypes were built by Fauvel-Girel in 1982 for use on West Country china clay flows and could be seen operating to and from the Potteries as well as regular Speedlink forays to Scotland.

Prices are set at £44.99 each for pristine and £49.99 each for weathered versions, a £5 discount per model is available for pre-orders.

● Visit www.kernowmodelrailcentre.com for full details.

'N' SR vent van nears production

Engineering samples of Bachmann's new 'N' gauge 12ton SR ventilated van have arrived for evaluation. Two body types are being toolled to offer 2+2 and even planking styles, while the chassis will be available with or without tie-bar.

Three models will be available initially as 12ton SR vent van with even planking in SR brown (Cat No. 377-425), 12ton SR vent van with 2+2 planking in BR grey (377-426) and 12ton



SR vent van with 2+2 planking in BR bauxite (377-427).

Prices are set at £15.75 each with a release expected during January/February 2015.

● Visit www.bachmann.co.uk for more details.

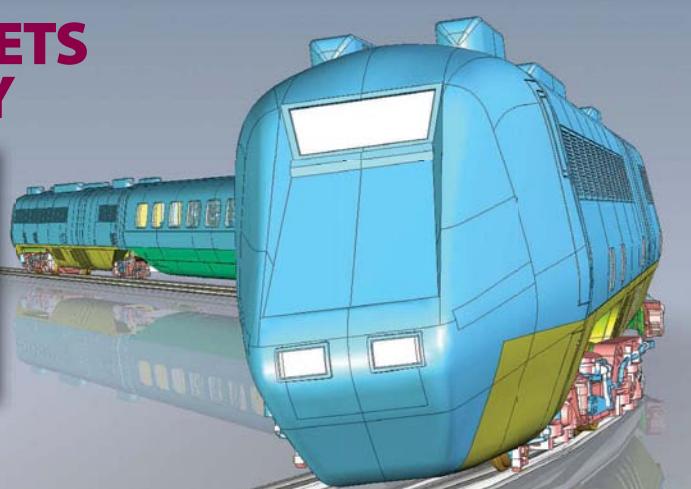
APT-E TOOLING GETS UNDERWAY

Rapido Trains expects to start tooling for its new 'OO' gauge model of the Advanced Passenger Train – Experimental (APT-E) in September – and an early sample could be on display at the Warley National Model Railway Exhibition in November, the company says.

The company has released images of the latest CAD/CAMs together with a 3D mock-up of the 'OO' model used to test tilt and curve capabilities for the new unit.



● Visit www.rapidotrains.com/uk for more information.



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| DCC CONTROL | ANALOGUE CONTROL | POINT CONTROL | TRACK | SCENICS | SCENICS |
|--|---|--|---|--|--|
| DIGITAL CONTROL SYSTEMS | | OO SCALE FLEXIBLE TRACK | | | |
|  |  |  |  |  |  |
| DCC CONTROL | ANALOGUE CONTROL | POINT CONTROL | TRACK | SCENICS | SCENICS |
| DCC01 Prodigy Express System £149.95 | GMC-DO Twin Track O Scale £159.95 GMC-DF Twin Track Feedback £99.95 | GMC-DS Twin Track Simulation £164.95 | POINT CONTROL STARTER SET GMC-PCSET Point Control Starter Set £49.95 Contains Mains Powered CDU, 3 x Point Motors, 3 x Reels of 10m Wire & 3 x Toggle Switches | STARTER PACK GM60 600mm Flexible Track (24) £59.95 GM90 900mm N/Silver Flexible Track (100) £299 GM91 900mm N/Silver Steel (100) £175 GM93 900mm N/Silver Blk Flexi Track (24) £79.95 GM94 900mm N/Silver Blk Flexi Track (24) £79.95 GM95 900mm Steel Flexible Track (24) £47.95 GM97 900mm N/Silver Blk Flexi Track (100) £299 GM19 Code 100 (OO) Rail Joiners (24) £2.45 | GM164 Light Green Lichen (80g) £4.75 GM165 Dark Green Lichen (80g) £4.75 GM166 Assorted Lichen (80g) £4.75 |
| DCC02 Prodigy Advance2 System £279.95 | GMC-Q Four Track £169.95 GMC-QZ Four Track Z Scale £179.95 | MAIN POWERED POINT CONTROL SYSTEM GMC-PCU1 Point Control Unit £114.95 GMC-PCU2 Slave Unit for PCU1 £52.95 | OO SCALE TRACK ACCESSORIES GM45 OO/HO Re-Railer £1.75 GM54 OO Buffer Stop £8.25 BPGM54 OO Buffer Stop (5 Pack) | FOLIAGE GM150 Fine Light Green Foliage (30g) £3.05 GM151 Fine Dark Green Foliage (30g) £3.05 GM152 Fine Mid Green Foliage (30g) £3.05 GM153 Fine Light Brown Foliage (30g) £3.05 GM154 Fine Brown Foliage (30g) £3.05 | |
| DCC03 Prodigy Advance2 Wireless System £479.95 | PANEL MOUNT CONTROLLERS | CAPACITOR DISCHARGE UNITS | OO SCALE TRACK ACCESSORIES GM54 OO Lit Buffer Stop £6.95 GM56 OO Buffer Stop Lights (Pack of 2) £4.45 GM13 Pair of Leads (Joiners/Bare Wire) £4.45 GM66 Hobby Type Track Pins 10mm £2.50 GM67 Extra Long Track Pins 15mm £2.50 | STANDARD TREES GM180 Plum Trees (3) £6.95 GM181 Plum Trees in Blossom (3) £6.95 GM182 Fruit Trees (3) £6.95 GM183 Apple Trees (3) £6.95 GM184 Birch Trees (3) £6.95 | |
| DECODERS | POINT MOTORS | UNCOUPLERS | OO SCALE FLEXIBLE TRACK GM92 730mm N/Silver Flexible Track (100) £199 GM96 730mm N/Silver Flexible Track (24) £49.95 GM18 Code 80 (N) Rail Joiners (24) £2.35 | GENERAL SCENIC MODELLING PRODUCTS GM45 OO/HO Mod Roc (2.75m) £4.45 GM54 OO Buffer Stop £5.75 | |
| DCC22 CLASSIC 2 Function Micro £24.95 | GMC-CDU Capacitor Discharge Unit £13.95 | GMC-PM1 Motor with Built-In Switch £5.25 | GM130 1/16 Cork Sheet 3' x 2' (60 x 90cm) £6.25 GM131 1/8 Cork Sheet 3' x 2' (60 x 90cm) £8.50 GM167 Balsa Bundle 50 x 76 x 228mm £1.75 GM168 Balsa Bundle 75 x 150 x 450mm £8.95 | VALUE TREES GM185 Weeping Willow Trees (3) £6.95 GM186 Poplar Trees (3) £6.95 GM187 Pine Trees (3) £8.50 GM188 Beech Trees (2) £7.50 | |
| DCC22 OMNI 21 & 8 Pin Decoder £18.95 | GMC-MCDU Mains Powered CDU £24.95 | GMC-PM2 Motor No Switch £4.95 | GRASS & GRAVEL MATS GM20 Spring Grass Mat 100cm x 75cm £7.95 GM21 Summer Grass Mat 100cm x 75cm £7.95 | GM189 Spring Tree Assortment (10) £9.95 | |
| DCC28 OMNI 6 Pin Decoder with Harness TBA | GMC-UD Twin Track Simulation £67.95 | GMC-PM4 Motor Latching Mechanism £6.25 | N SCALE FLEXIBLE TRACK GM92 730mm N/Silver Flexible Track (100) £199 GM96 730mm N/Silver Flexible Track (24) £49.95 GM18 Code 80 (N) Rail Joiners (24) £2.35 | GM22 Autumn Grass Mat 100cm x 75cm £7.95 GM23 Gravel Mat 100cm x 75cm £5.95 GM129 Summer Tree Assortment (10) £9.95 | |
| DCC29 OMNI Direct Plug Decoder TBA | GMC-UTS Three Track Controller Sim. £79.95 | UNCOUPLERS | N SCALE TRACK ACCESSORIES GM46 N Re-Railer £2.95 GM53 N Scale Buffer Stop TBA BPGM53 N Scale Buffer Stop (Pack of 5) | BULK TREES GM120 Mixed Trees (25) £19.95 GM121 Fir Trees (25) £19.95 GM122 Small Fir Trees (50) £29.95 GM123 Deciduous Trees (25) £19.95 GM125 Spruce Trees (25) £19.95 | |
| BPDC27 OMNI 21 & 8 Pin Decoder (5) £89.95 | GMC-UQ Four Track £84.95 | GMC-EM1 N Electro Magnetic Uncoupler £8.95 | N SCALE TRACK ACCESSORIES GM54 N Lit Buffer Stop on Track £8.95 GM58 N Buffer Stop Lights (Pack of 2) £9.95 GM17 Pair of Leads (N Joiner/Bare Wire) £3.25 | MEADOW MATS GM140 Meadow Mat - Spring 6mm Grass £8.75 GM141 Meadow Mat - Meadow 6mm Grass £8.75 GM142 Meadow Mat - Spring 12mm Grass £11.75 GM143 Meadow Mat-Meadow 12mm Grass £11.75 GM147 Meadow Mat - Beige 6mm Grass £8.75 GM148 Meadow Mat - Beige 12mm Grass £11.75 | |
| BPDC28 OMNI 6 Pin with Harness (5) TBA | GMC-HANDHELD CONTROLLERS | GMC-EM2 Coupling Adaptor Fret (20) £4.95 | OO SCALE FLEXIBLE TRACK GM92 730mm N/Silver Flexible Track (100) £199 GM96 730mm N/Silver Flexible Track (24) £49.95 GM18 Code 80 (N) Rail Joiners (24) £2.35 | MAKE YOUR OWN TREES GM195 Seafloor for Tree Making £20.50 GM196 Garden Flowers £3.55 GM197 Wild Flowers £3.55 | |
| BPDC29 OMNI Direct Plug Decoder (5) TBA | GMC-ACCESSORY Decoder 4 Accessories £59.95 | GMC-TLU OO Tension Lock Uncoupler £10.95 | OO GREY BALLASTED UNDERLAY SYSTEM GM114 OO/HO Granite Ballast (500g) £3.45 | FLOWERS GM139 Flowerbeds £11.95 | |
| DCC30 Accessory Decoder 4 Accessories £59.95 | GMC-WH Single Track £37.95 | TRACK | OO GREY BALLASTED UNDERLAY SYSTEM GM114 OO/HO Granite Ballast (500g) £3.45 | GM175 OO/HO Garden Flowers £9.25 GM176 OO/HO Water Plants £9.25 GM177 OO/HO Garden Plants £9.25 GM178 OO/HO Wild Flowers £9.25 | |
| DCC31 Accessory Decoder Kato Unit/track £15.95 | GMC-HH Single Track Feedback £39.95 | ELECTRONIC HIGH FREQUENCY TRACK CLEANERS FOR DC (ANALOGUE) USE ONLY | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GRASS TUFTS GM136 Spring Grass Tufts £10.95 GM137 Summer Grass Tufts £10.95 | |
| DCC ACCESSORIES | MAIN POWERED TRANSFORMERS | TRACK | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM138 Flowering Grass Tufts £11.95 | |
| DCC11 Prodigy Extension Plate £36.95 | GMC-100 Single Track O Scale £44.95 | WALL MOUNTED TRANSFORMERS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC12 Prodigy Adv2 Wireless Walkaround £174.95 | GMC-100LGB Single Track G Scale £54.95 | OPEN TRANSFORMERS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC14 Prodigy Adv2 Backlit Walkaround £125.95 | GMC-100 Single Track Simulation £42.95 | GMC-HF1 Single Track Unit £38.95 | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC40 Auto Reverse Module £13.95 | GMC-100LGB Single Track Feedback £54.95 | GMC-HF2 Double Track Unit £48.95 | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC49 Prodigy DCC Booster Unit 8 Amp £169.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC51 Prodigy Wireless Conversion Set £259.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC55 Prodigy Wired Computer Interface £52.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC60 Spann plug for Prodigy £3.25 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC61 Medium NEM 652 Socket (5) £7.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC62 Prodigy Universal Lead (2m) £4.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC63 Prodigy Adv Power Supply Unit £24.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC71 Prodigy Decoder Tester £9.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC72 to 8 21 Pin Adaptor £4.50 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| DCC73 25mm JST 9 Pin Short Harness (2) £4.25 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-COMBI Single Track Controller £39.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-100M Single Track £84.95 | GMC-100LGB Single Track Feedback £54.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-100M Single Track Z Scale £104.95 | GMC-100M Single Track O Scale £84.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-100M Single Track G Scale £99.95 | GMC-100M Single Track O Scale £84.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-10LGB Single Track G Scale Fan £164.95 | GMC-T1 Output 2 x 16v AC (1a) £20.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-P Single Track Simulation £99.95 | GMC-T1DC Output 2 x 12v DC (1a) £25.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-P Single Track Simulation £99.95 | GMC-T2 Output 1 x 16v AC (2.5a) £20.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-P Single Track Simulation £99.95 | GMC-T3 Output 1 x 16v AC (1.25a) £20.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-P Single Track Simulation £99.95 | GMC-T4 Output 1 x 24v AC (1a) £20.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-P Single Track Simulation £99.95 | GMC-T5 Output 1 x 24v AC (5a) £27.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-P Single Track Simulation £99.95 | GMC-T6 Output 1 x 24v AC (2.5a) £27.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-P Single Track Simulation £99.95 | GMTFK1 Fitting Kit for T1/T3/T4 £13.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-P Single Track Simulation £99.95 | GMTFK2 Fitting Kit for T2 £13.95 | AXLE-HUNG TRACK CLEANING PADS | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-D Twin Track £94.95 | GMC-S1 Super Shuttle Unit £32.95 | MODULES | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-D Twin Track £94.95 | GMC-S1LGB Super Shuttle Unit G Scale £44.95 | MODULES | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-D Twin Track Z Scale £109.95 | GMC-S2 Station Stop Unit £37.95 | MODULES | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
| GMC-D Twin Track Z Scale £109.95 | GMC-S2 Station Stop Unit £37.95 | MODULES | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
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| GMC-D Twin Track £94.95 | GMC-S2 Station Stop Unit £37.95 | MODULES | OO BROWN BALLASTED UNDERLAY SYSTEM GM117 OO/HO Granite Ballast (200g) £2.25 GM200 Flexible Ballasted Underlay (5m) £22.95 GM204 Point & Crossing Ballasting Kit £7.95 | GM139 Flowerbeds £11.95 | |
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| GMC-D Twin Track</b | | | | | |

Oakenshaw

Redditch Model Railway Club looked to West Yorkshire in the 1950s for its latest exhibition layout which, as **GUY CRADDOCK** explains, draws inspiration from across the region.

PHOTOGRAPHY, TREVOR JONES.

BACK IN 2010 we had just more or less finished our latest project Dagnell End (HM34) and we were starting to plan the next big club project - a West Midlands prototype location - and so our club members decided we needed a quick project to keep us occupied whilst we finished the research into the new one.

The club is fortunate to have a number of exhibition layouts, one of which was Gorcott, a Settle and Carlisle line based model. This was built in the mid 1990s and was never that successful as an exhibition layout even though it lasted over 15 years and was exhibited at 25 shows including some of the big national events. It travelled over 2,000 miles in the process in the back of hire vans. In hindsight we made the boards of too light a construction and the track radii on the curves into the fiddle yard from the main layout were too sharp. The last public showing was the York 2009 exhibition and after three days of running the layout it was apparent we needed to do something. That 'something' turned out to be dismantling it over the Christmas 2009 holiday period and thus Oakenshaw was born out of the salvaged parts.

We actually designed Oakenshaw to a degree as we have gone along, which is not best practice, as most readers will appreciate. We based the trackplan around the one for Gorcott, which is pure Midland Railway in configuration. Oakenshaw incorporates the station buildings, goods shed, signalbox and some of dry stone walls from Gorcott. Unfortunately most of the rest of the old layout ended up in the bin.

NEW SETTING

Oakenshaw is based on the Aire Valley line close to Keighley. The era is late 1950s and early 1960s just after these former Midland Railway lines in the area had moved into the short-lived North Eastern Region of British Railways. This meant the railway colours became blue and a creamy white and the station signs had orange backgrounds. This creates a slightly different setting for a former Midland Railway station and very much typifies the end of steam era on British Railways.

We have surrounded the railway with a typical mill town of stone buildings. Ideas for the buildings have been drawn from a wide area of Yorkshire with prototypes from places such as Holmfirth, Keighley, Shipley and Wakefield. The locomotives and rolling **»**



STATISTICS

| | |
|----------|--------------------------------|
| Owner: | Redditch MRC |
| Scale: | 'OO' |
| Length: | 18ft |
| Width: | 10ft |
| Track: | Peco code 75 |
| Control: | Analogue |
| Period: | BR Midland Region, 1950s/1960s |



Right: A 'Peak' diesel leads an express formed of Thompson stock across the viaduct.



Below: BR '9F' 2-10-0 92136 crosses the viaduct at Oakenshaw with a heavy through freight.



stock are very much what would have been seen in the area at the time. Inspiration for the layout also came from a weekend we spent in Holmfirth exhibiting Arrowmouth in October 2009 at the model railway show in that town. The opportunity was taken to photograph a number of suitable buildings which have provided ideas for the layout. A similar process took place when we exhibited Dagnell End at the Wakefield show in November 2009 where we found a suitable chapel to model for the layout.

Oakenshaw as a name is synonymous with railways in the Yorkshire area, with a number of places taking the name. Our Oakenshaw bears no resemblance to any of them and the name has more to do with the club tradition of naming our layouts after places in and around Redditch. Our real Oakenshaw is a housing estate in the club's home town!

As with any project you need targets or goals and thanks to Paul Jones, the exhibition manager of the Warley show, we had one. He agreed to allow us to exhibit the layout unseen at this year's event on November 22/23 meaning we had four years to complete Oakenshaw and the target has

certainly focused our minds. Unlike Dagnell End (which was the subject of a similar deadline) this time we will be able to first exhibit the layout at our own club show on September 21/22 which will allow us to iron out any problems at our home exhibition.

The scale is 4mm:1ft using 'OO' gauge track. Being a club layout it was thought the use of any of the finer scales would present problems with members having to convert any existing stock. The key to the package we have created with Oakenshaw are the correctly formed and weathered trains for the era portrayed. This does not mean detailed locomotives pulling out of the box ready-to-run stock and a huge amount of effort has been made to ensure that every item of stock, be it a brake van, parcels van, box van or carriage, has a similar style to its appearance including weathering. Equally trains have been formed correctly for the period using prototype images for inspiration.

It seems strange with manufacturers now making it even easier with the variety available that there are still exhibition layouts where there is little regard shown for the stock running round the layout.

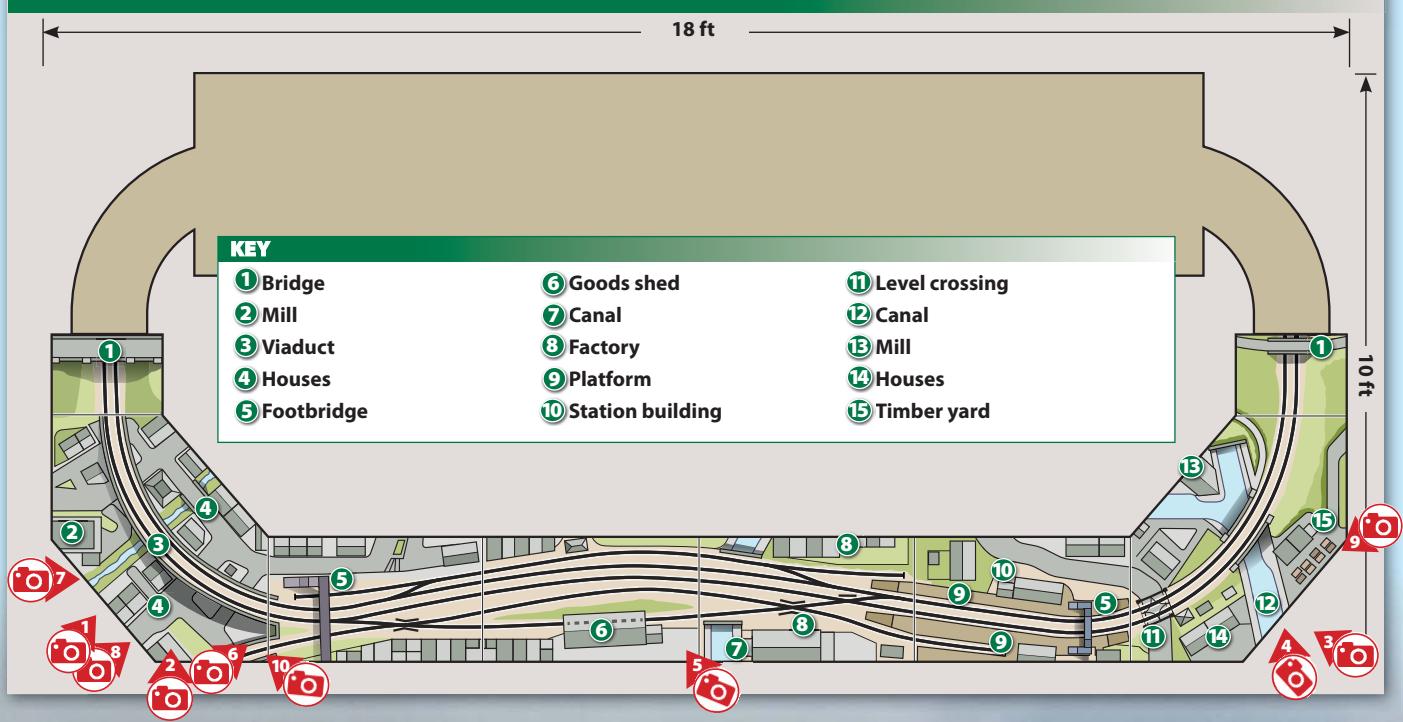
THE FOUNDATIONS

The baseboards are of a conventional solid top construction of plywood and chipboard. A chipboard sub-base which carries the track has been added three and half inches above the solid top. The result is a very firm and solid base for the railway. We make a simple jig out of a large flat piece of wood with battens around to get the corner joints square and built to a consistent size. The boards are joined together using pattern makers' dowels for alignment, which are incorporated in a metal rectangular plate. There are two of these in the ends of each board and the plates also incorporate a hole for a nut and bolt as well as the dowel. The dowels allow the layout to be assembled very quickly at shows with the track correctly aligned every time.

The entire track on the front of the layout on the scenic section is Peco code 75 laid on cork and then ballasted with fine granite chippings using diluted PVA glue in the conventional manner. The sleepers on the track immediately each side of the baseboard joint have been replaced with a copper-clad strip and the rail soldered to it for added strength. Once the track »

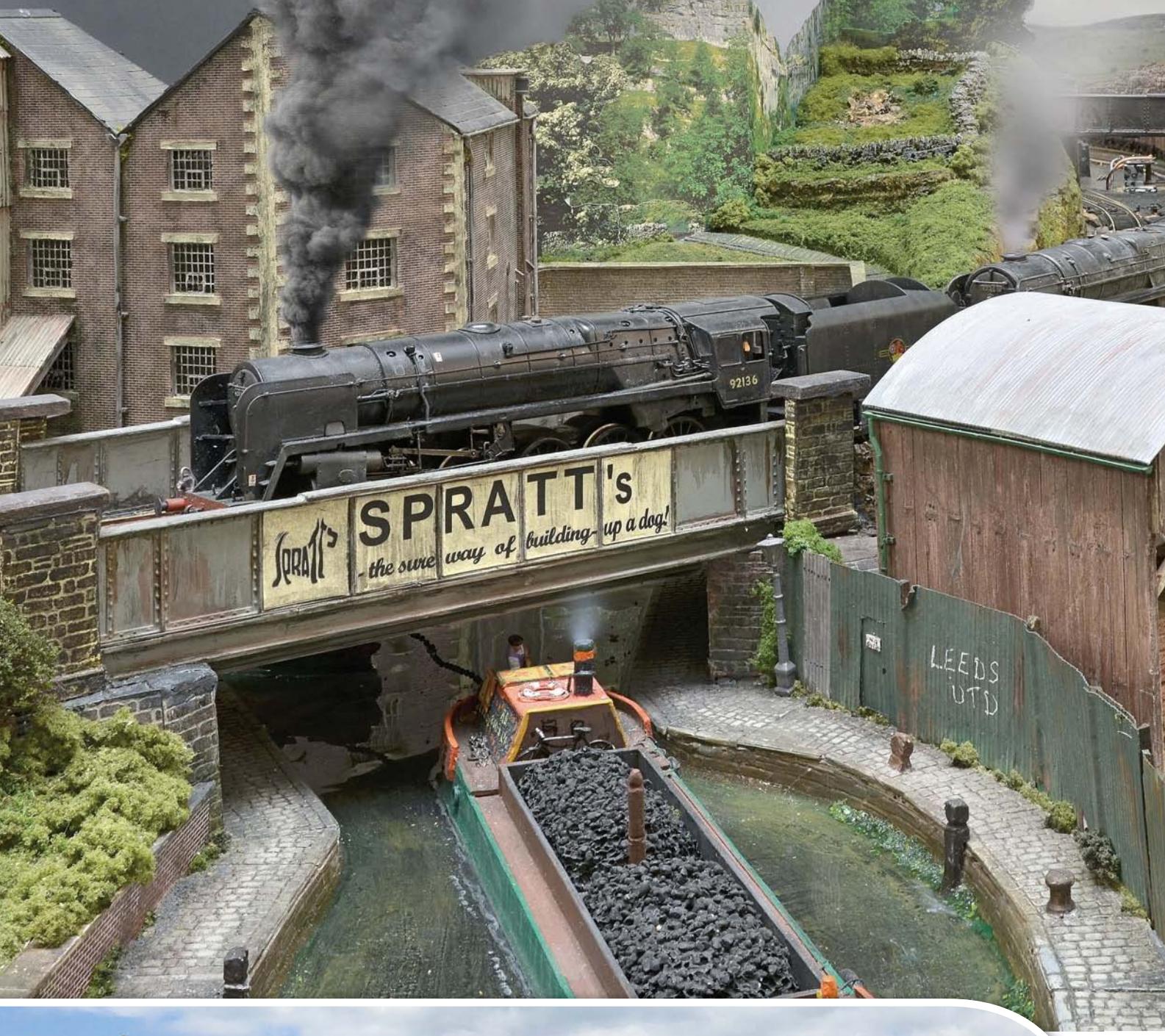


OAKENSHAW TRACK DIAGRAM (NOT TO SCALE)



Barges traverse the canal as a pair of heavy freights, led by an '8F' 2-8-0 and '9F' 2-10-0, cross above.







•O4 Above: A pair of '9Fs' crosses the canal at Oakenshaw with a van train.

•O5 Left: A '4F' 0-6-0 leads a pick up goods through Oakenshaw as a Fowler '4P' 2-6-4T enters the station with a stopping train.

•O6 Right: A Stanier 'Jubilee' moves onto the curved viaduct with its through express.

was laid the rail sides were painted a rust colour and the whole formation has since been toned down using a variety of watered down acrylic colours.

During tracklaying a number of permanent magnets were installed under the track to operate automatic couplings on the trains. We have experimented with a number of coupling types including the Kadee coupling system. Kadee produces a large range of couplings, many of which simply plug into the coupling pockets on the latest ready-to-run stock. The permanent magnets we have used are a mixture of the Kadee standard permanent magnets and some we made up out of the magnets from door catches. The latter works as well as the Kadee version on totally straight track but on curves we have found it is better to use Kadee's own products. We also found that the Kadee coupler height gauge is a very good investment. Using the height gauge we made a simple coupling tester mounted on a short piece of timber at the end of a piece of track so the heights of couplings on all locomotives and rolling stock can be checked before use.

The fiddle yard used on this layout is the same one used behind Dagnell End and Chilcompton. We spent some time a few years ago creating this fiddle yard and it is made up of three 4ft x 3ft boards that pack face to face for transport and when set up provide a 16 road fiddle yard in a 12ft x 3ft area. This cuts down the use of storage space in the club room and also the cost of construction. This means that to build Oakenshaw it just required a new scenic front to the standard fiddle yard. The big disadvantage is we restrict the length of the layout to around 18ft and need to have common track centres for the joining of the main layout to fiddle yard.

BUILDINGS AND STRUCTURES

Every building on the layout is scratchbuilt. The smaller buildings are based around a thick card structure that is covered

in various plasticards. Virtually all of the windows we use either come from the plastic Dornaplas range made by Springside or from the Brassmasters range of etched brass windows and doors, the latter designed for use with the Scalescenes card kits. We have found the shop fronts and factory windows particularly good. There are a few bits from the Langley range, though we tend to use more of their white metal fittings.

The larger buildings have MDF as the bases and pieces of balsa as strengtheners. The art of scratchbuilding is very much getting the base structure right and the finishing of them such as weathering and details such as drainpipes. Within the club we are lucky to have a few members who are good at the skilled bits and a much larger nucleus of willing less skilled people to do the easier parts of construction. A number of those initially nervous members have developed their skills and confidence with practice. We always say to anyone not to be afraid of having a go as we only use card as a basis which we manage to get for nothing. After all, it can easily be scrapped and started again if construction doesn't go right.

The actual station buildings and goods shed are based on drawings of buildings in the David Jenkinson book *Rails Across the Fells* while the signalboxes are based on standard Midland Railway drawings. The main 'box on the layout is based on Dent on the Settle and Carlisle line and the smaller crossing 'box on the one at Oddingley in Worcestershire which is still in use today. These have been built using the same methods as the rest of the buildings.

At both ends of the layout bridges play an important part in setting the scene. The biggest is the five arch viaduct over the town. This has a chipboard track base with the remainder of the structure being constructed using a fairly thick plasticard which started life as a temporary shop sign. In the best endeavours of model railways we rescued it from the bin and ➤



HOW IT WAS DONE

Signals

We were determined to have working signals on the layout and started by using Model Signal Engineering components to assemble a variety of signal types representing both Midland Railway lower quadrant and LMS/BR upper quadrant or a mixture of the two. All are worked using small servo motors mounted under the baseboards to control the signal arm movement.



A 'WD' 2-8-0 and 'Jubilee' 4-6-0 cross on the approach to Oakenshaw.



made use of it! The bridge that provides the scenic break is totally made of this plastic. Again, like the rest of the other buildings they are covered in various plasticards to create the final stone finish.

SCENERY

Whilst much of the layout is covered in either buildings or the railway we were keen to have some greenery on the layout. The scenery is supported on expanded polystyrene covered with plaster bandage with additional Polyfilla. When this is dry, the ground is painted using mixtures of green and brown poster paints. The scenic ground cover is then built up using chopped

foam compounds or scenic foliage to give the ground cover some depth. This is added in several layers over a period of days.

Something that has become a signature feature on our layouts is that of Rose Bay Willow Herb, which was very prolific on railway embankments. Each plant is individually made around a bristle from a broom. Coloured pieces of foam from the Green Scene range are stuck on and once dry parts are highlighted with poster paint and each one is individually 'planted' on the layout.

Salvaged from the Gorcott layout are the stone walls. We pioneered the construction method on Gorcott and have

used it on our other layouts including Arrowmouth. It has provoked much questioning at shows over the years.

There are several commercially produced wall sections on the market but when about 20ft was required for Gorcott, it would have worked out rather expensive. We therefore had to find some way of making them. After some thought and experimentation we hit upon the idea of using cork tiles. These were broken up into small random stones

of a suitable size and then individually horizontally laid to make up the wall. The tops were made from more suitably shaped tile pieces laid vertically. Once assembly was finished the whole wall was spray



painted with grey car undercoat paint as a base colour and then weathered.

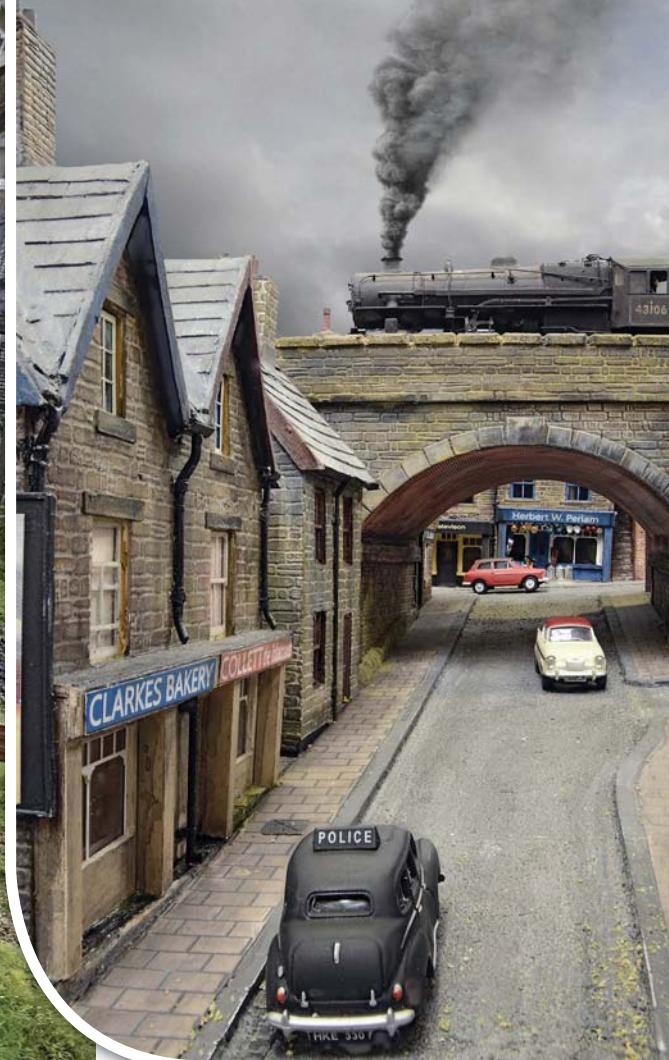
We have experimented with a number of different methods of creating water features on our layouts. On Oakenshaw we required a number of sections of canal and a small stream. This time we used the Woodlands Scenics water in a bottle, which is basically a resin that you pour into the area you want the water and leave it overnight to set. It took a bit of experimenting and we started with one of the sections of canal. The base was created and painted with suitable acrylic colours and the water is poured. Of course, you have to ensure the whole area is sealed, otherwise - as

with our first attempt - some of the water escapes and ends up in a pool on the floor!

THE TRAINS

As with all of our club exhibition layouts all of the locomotives and trains are owned by the members. We have found this encourages members to want to provide stock for exhibition layouts and develop their own collections. All the locomotives and rolling stock used on the layout are a mixture of ready-to-run and kit built items, all suitably detailed and weathered to portray the era and location of the layout.

Being a Midland Region layout the locomotive fleet is drawn from the former ➤



 Ivatt '4MT' 2-6-0 43106 fills the air with thick black smoke as it works hard through the mill town of Oakenshaw.

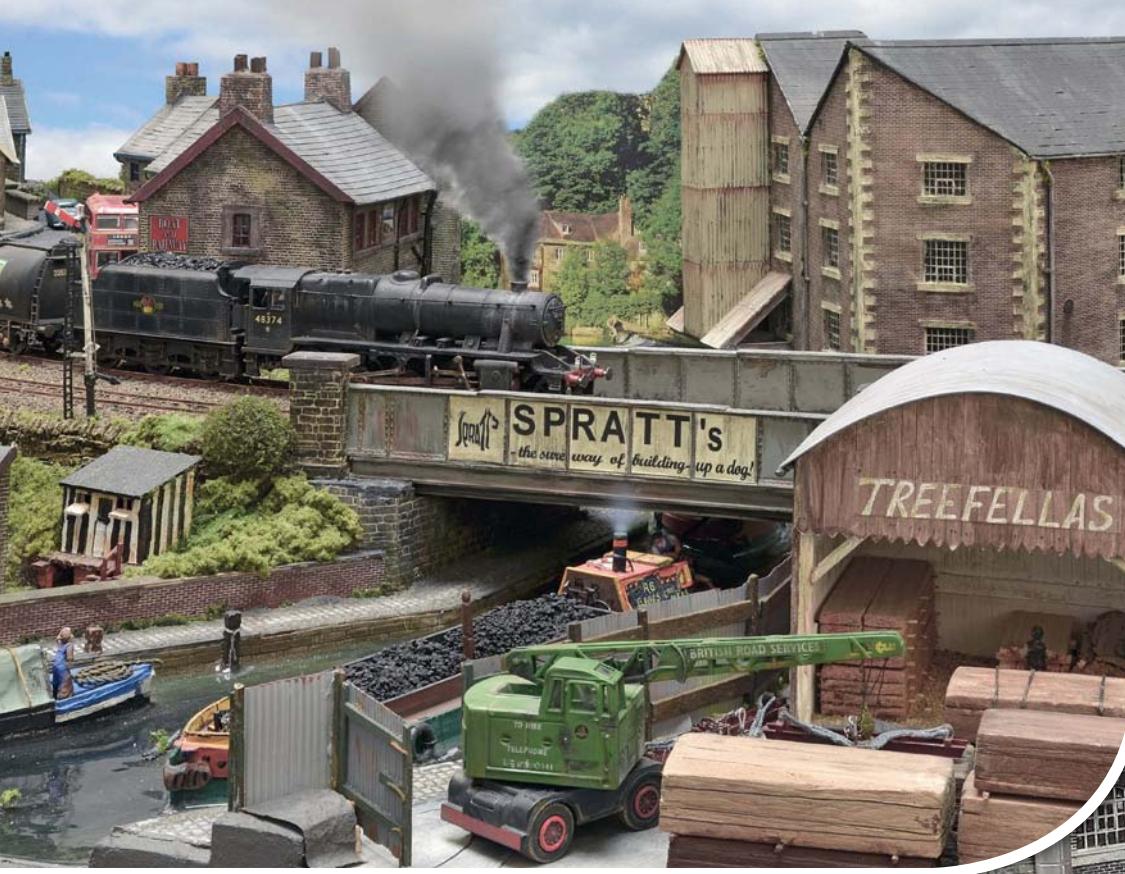
HOW IT WAS DONE

The backdrop

The backscenes provoke a fair amount of comment at exhibitions, as they are semi three-dimensional. This gives a very effective sense of depth without taking too much space. The pictures are taken from old calendars that we have collected over the years and downloaded pictures from the internet. Many hours were spent finding the right perspective and building the cuttings up to form a picture. The pictures are mounted on card and using two or three layers of these pictures with card spacers between them. Once these are made up careful painting of is done using poster paints to remove modern-looking items such as cars and so on. Before they are installed each section is matt varnished to remove the shine.

Electrics

Point control is via H&M point motors. Our club was fortunate in the 1970s to purchase vast numbers of these motors and we have found ways of making them more reliable, such as removing the wiper contact switch. The layout is wired for conventional analogue control via two control panels, one each for the Up and Down lines. Despite using Digital Command Control (DCC) for Dagnall End we received resistance from a couple of members to using it for this layout even though our next two layout projects will definitely be DCC.



'O'9 The timber yard of Treefellas dominates the scene as a Stanier '8F' leads a block oil train through Oakenshaw.

'O'10 A Midland '3F' 0-6-0 has charge of a milk train which includes vans from the Southern Region.

LMS roster with passenger traffic handled by the likes of 'Patriot', 'Royal Scot' and 'Jubilee' 4-6-0s working alongside Fowler and Stanier 2-6-4Ts too. 'Pacifics' are used sparingly on Oakenshaw as these were more common on major routes such as the West Coast Main Line, but we do have a couple of BR Standard 'Pacifics' on the roster including a 'Clan' 4-6-2.

On the freight side there is a wide variety of motive power spanning from Midland Railway designs right through to 'modern' – for the 1950s at least – BR Standard freight locomotives. These include Midland '3F' and '4F' 0-6-0s, the Ivatt '4MT' 2-6-0s, '8F' and 'WD' 2-8-0s and the essential BR '9F' 2-10-0s. A small number of diesels are also on the fleet for Oakenshaw including a Class 24 and 45 together with a Class 110 'Calder Valley' three-car DMU.

The formations vary from through express trains to short stopping trains while freight traffic is representative of the era with slow mineral trains running side by side with pick up goods, van trains and even milk trains. We also have a rake of 45ton TTA tankers representing one of the new block oil wagon flows which were introduced in the early 1960s.

MORE TO COME...

Whilst Oakenshaw is complete enough to exhibit we plan to continue to add detail to the layout. We also need to continue to perfect the layout's operation. Not wanting to lose the momentum in getting the layout ready for the Warley National Model Railway Exhibition, we have already started on our next project which is something totally different. The new layout is called Smallwood and is a 1970s set end to end layout, to be followed by the big West Midlands prototype layout, to be set in the same period. We hope to bring you the full story on both these layouts in future issues of *Hornby Magazine* too. Watch this space... **HMI**





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RAILWAY



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HORNBY
magazine

GREAT ELECTRIC

TRAIN SHOW

OCTOBER 11/12 2014

2014 PREVIEW

27 layouts from 'N' to Gauge 3 are taking part in the Great Electric Train Show including the Southampton Model Railway Society's stunning 'O' gauge layout Casterbridge. A BR '4MT' 2-6-0 leads a goods through the station while a '5MT' 4-6-0 waits to depart.

Trevor Jones/Hornby Magazine

With just a few weeks to go until the *Hornby Magazine* Great Electric Train Show opens its doors, **MIKE WILD** previews this event and gives a full run down of the exhibits, demonstrators and traders booked to take part.



27

LAYOUTS, 30 trade stands, seven demonstrators and the stunning collection of the Heritage Motor Centre –

Hornby Magazine's Great Electric Train Show is one of the modelling events of the year. This year the exhibition takes place on the weekend of October 11/12 and our team has been busy assembling an impressive line of exhibits to build on the success of last year's first Great Electric Train Show. We've also extended the floor space available to the show allowing more exhibits and a new dedicated Skills Zone to be introduced.

The venue for the event – the Heritage Motor Centre located near Gaydon in Warwickshire – has first class facilities and is within easy reach of Birmingham, Coventry, Leamington, Warwick, Banbury and the whole M40 corridor as it is just off Junction 12 of this major motorway. If you are travelling by public transport a free bus service will be operating between Leamington



Titheridge Junction from Bradford MRC is making its second ever outing at the Great Electric Train Show. Modelled in 'N' gauge it captures a slice of the Western Region in the 1970s. [Mike Wild/Hornby Magazine](#).



railway station and the entrance to the show.

The Heritage Motor Centre offers a superb, modern, fresh and inviting atmosphere, and entry to the Great Electric Train Show includes complete freedom of the museum too which has huge displays of British cars, both road and race. There is onsite catering too and the museum and conference areas are fully accessible for disabled visitors.

THE LAYOUTS

This year's layout line-up covers a wide range of scales from 'N' gauge right through to Gauge 3. In total 27 layouts have been confirmed for the show and these include magazine favourites, high profile exhibition layouts and new layouts which haven't been seen in the region before. Topping the billing are the Southampton Model Railway Society's giant 'O' gauge continuous run layout Casterbridge (HM66), High Wycombe and District Model Railway Society's impressive 38ft long 'OO' gauge layout Hinton Parva (HM9) and the Horfield Model Railway Group's Horfield (HM80), but that's just the tip of the iceberg.

For modern traction fans we have Halifax MRC's Acton Parkway (see pages 50-57) and John Polley's widely recognised London Underground layout Abbey Road (HM39) while the BR blue era is represented in 'N' gauge by Geoff Buttler's Mytholm (HM77) and Bradford MRC's recently completed Titheridge Junction (HM83).

The BR steam and transition era is represented with a strong list of layouts including Bob Vaughan's delightful and compact Condicote (HM7), Duxbury from the Leamington and Warwick Model Railway Society (HM71), Peter Midwinter's Glen Gillie and Loch Inch (HM71), Peter Crichton's Holcombe Brook and Tottington (HM65), Crawley Model Railway Society's Wellbridge (HM12) and many more.

The ever popular Thornbury Hill by the Thornbury Hill Model Railway Group (HM63) will also be at the show and we've lined up a superb Triang Minic Motorways display via David Lyon. For younger visitors Anthony Clifton will be bringing Wheeler's Lane to the show, which is operated by push buttons. More 'N' gauge layouts have been confirmed »



John Polley's ever popular Abbey Road will be representing London Underground operations.
Trevor Jones/Hornby Magazine.

SKILLS ZONE EXHIBITORS

| Name | Display |
|-------------------------|-------------------------------|
| Tim Shackleton | Weathering |
| Mick Bonwick | Weathering |
| Paul Chetter | DCC sound |
| Tim Horn | Laser cut baseboards |
| Hatton's Model Railways | 3D printing |
| 82G MRG | 'O'gauge locomotive clinic |
| DEMU | Diesel and electric modelling |

for the event, with Broadwater Junction from the Warley Model Railway club joining Gary Atkinson's Woodhead (HM87).

The weekend also represents the debut showing for *Hornby Magazine*'s new Southern Region layout Twelve Trees Junction. This layout has been built over the last 12 months and is now nearing completion – its 34ft length making it the largest layout we've ever exhibited to



Layouts large and small are booked for the Great Electric Train Show. This is Hinton Parva, one of the big layouts, which is 38ft long! BR '8P' 71000 Duke of Gloucester races through the station with a TPO working as a '2P' 4-4-0 waits to depart with a stopping train. Chris Nevard/Hornby Magazine.

date. In a change to our plans, the Operation Build It! layout will now be a static display alongside Twelve Trees Junction as it is currently at the centre of a new project which will be making its debut at the Warley National Model Railway Exhibition in November.

For a full list of all the confirmed layouts for the Great Electric Train Show see Table 1.

THE SKILLS ZONE

New for the 2014 event is a dedicated Skills Zone. Building on the success and response to our demonstrators at the first Great Electric Train Show, this year we have seven dedicated demonstration stands in a special Skills Zone – and Greenscene and Ceynix Trees will be providing static grass and tree making demonstrations on their trade stands too.

For the Skills Zone we've collected together well known names from the magazine and the trade with a wide range of talents for show visitors to sample. Weathering experts Tim Shackleton and Mick Bonwick, both respected names in model railway weathering, will be on hand to discuss and demonstrate techniques

»



TABLE 1 – THE LAYOUTS

| Name | Scale | Period | Exhibitor |
|-------------------------------|---------|----------------|-------------------------------|
| Abbey Road | 'OO' | 1990s-2000s | John Polley |
| Acton Parkway | 'OO' | 2000s | Halifax MRC |
| Broadwater Junction | 'N' | 1950s-1960s | Warley MRC |
| Casterbridge | 'O' | 1950s-1960s | Southampton MRS |
| Condicote | 'OO' | 1950s | Bob Vaughan |
| Connaught Road | 'OO' | 1960s | Ralph Williams |
| Crewlisle | 'OO' | 1950s-1980s | Peter Goodman |
| Duxbury | 'OO' | 1960s | Leamington and Warwick MRS |
| Glen Gillie and Loch Inch | 'OO' | 1950s-1960s | Peter Midwinter |
| Hinton Parva | 'OO' | 1950s-1960s | High Wycombe and District MRS |
| Holcombe Brook and Tottington | 'OO' | 1960s | Peter Crichton |
| Horfield | 'OO' | 1950s-1960s | Horfield MRG |
| Knight's Hill | 'OO' | 1960s | Malcolm Briggs |
| Llangenydd | 'OO' | 1950s | Ken Jones |
| Minic Motorways | 'OO' | Vintage layout | Dave Lyon |
| Mullicombe | 'OO' | 1970s | Justin Adams |
| Mytholm | 'N' | 1970s-1980s | Geoff Butler |
| Operation Build It! | 'OO' | 1950s-1960s | <i>Hornby Magazine</i> |
| Pixash Lane | 'OO' | 1960s | Chris Hopper |
| Snug End | 'OO' | 1960s | Graham Gatehouse |
| Thornbury Hill | 4mm | 1950s-1960s | Thornbury Hill MRG |
| Titheridge Junction | 'N' | 1970s-1980s | Bradford MRC |
| Twelve Trees Junction | 'OO' | 1950s-1960s | <i>Hornby Magazine</i> |
| Warton Road | Gauge 3 | Preservation | John Witts |
| Wellbridge | 4mm | 1950s-1960s | Crawley MRS |
| Wheelers Lane | 'OO' | Mixed | Anthony Clifton |
| Woodhead | 'N' | 1950s-1980s | Gary Atkinson |



The Great Western Main Line is the subject of Horfield, modelled in 'OO' scale by the Horfield Model Railway Group. Trevor Jones/ *Hornby Magazine*.



Crawley MRS will be exhibiting Wellbridge – its 4mm scale Southern Region layout. Chris Nevard/*Hornby Magazine*.



Geoff Buttler's Mytholm represents West Yorkshire in the BR blue era.
Mike Wild/Hornby Magazine.

TABLE 2 TRADERS

- ADM Turntables
- Aspire Gifts and Models
- Bachmann
- Ceynix Railway Trees
- Cheltenham Model Centre
- DC Kits/D&E Videos
- DCC Supplies
- Digitrains
- Don Bishop Photography
- Eileen's Emporium
- Ellis Clark Trains
- Golden Age Models
- Greenscene
- Grimy Times
- H&A Models
- Hornby Magazine
- Leamington and Warwick MRS
- Lord and Butler
- Modellers Mecca
- Modelmania
- P&D Marsh
- Phoenix Precision Paints
- Roger Carpenter Photographs
- Skytrex Ltd
- Steve Currin Books
- Ten Commandments
- Tootally Thomas
- TTC Diecast
- Wealistic Models
- WM Collectables

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Hornby Magazine's new Southern Region layout Twelve Trees Junction is set to make its debut at the Great Electric Train Show. A Bulleid 'Q1' 0-6-0 leads a breakdown train through the station.
Mike Wild/Hornby Magazine.



THE HERITAGE MOTOR CENTRE

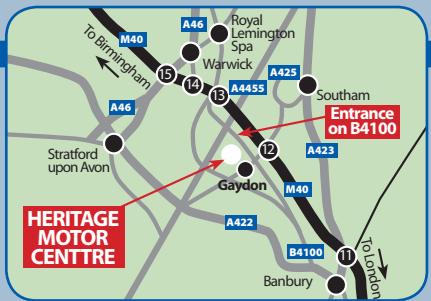
The Heritage Motor Centre – the venue for the *Hornby Magazine* Great Electric Train Show – is home to the world's largest collection of British cars and is located in a purpose built art deco building in the Warwickshire countryside. The museum is located just off junction 12 of the M40.

The centre opened in 1993 and was redeveloped as it is today in 2006 thanks to a Heritage Lottery grant of £1.3 million which allowed the museum to offer a much broader experience to visitors. The site includes a collection of more than 300 vehicles, archives and a vehicle restoration workshop.

The vehicle collection, which is entirely focused on British built cars, includes marques such as Austin, Morris, Mini, MG, Wolseley, Triumph, Aston Martin, Bentley and Morgan as well as British built cars from Vauxhall, Ford, Toyota and Honda. It includes road and race cars and up to 160 vehicles from the collection are usually on display – including the first Mini and E-Type Jaguar.

This year's exhibitions include 21 years of the Heritage Motor Centre and Aston Martin – a century of craftsmanship.

● www.heritage-motor-centre.co.uk has full details of the current museum and temporary exhibitions.



BY ROAD

The Heritage Motor Centre is located off Junction 12 of the M40 on the B4100 just outside the village of Gaydon. The museum is signposted from the motorway and ample free parking is available on site. Stewards will be there to assist with parking and spaces are available for disabled visitors. The postcode for satellite navigation devices is CV35 0BJ.

BY RAIL

Leamington Spa is the nearest station to the venue and is served by Chiltern Railways, CrossCountry and London Midland services from locations including London, Birmingham, Manchester, Bournemouth, Stratford, Worcester, Coventry, Oxford, Newcastle, Leeds and Southampton amongst others.

A complementary bus service will be available from Leamington Spa station to the Great Electric Train Show running on a regular basis on Saturday October 11 only.

for giving your models a realistic finish while DCC sound expert Paul Chetter will be on hand with his latest projects from the magazine and more.

Added to this we are proud to announce that Hatton's Model Railways will be putting on a demonstration of 3D printing technology in the Skills Zone while bespoke laser cut baseboard manufacturer Tim Horn will be showcasing his products and their assembly.

Not content with that, we have also lined up Diesel Electric Modellers United to promote diesel modelling together with the 82G Model Railway Group's 'Loco Clinic' dedicated to 'O' gauge modelling.

THE TRADE

Like the rest of the show, the list of traders for this year has continued to grow with new additions too including Golden Age Models, Modellers Mecca and more. Bachmann is a supporter of the Great Electric Train Show and will be at the event with a display of its latest products while offering the chance for readers to ask questions of the team first hand. Dapol's Head of Technical Operations Andy Forty will be on hand at the DCC Supplies stand to talk to visitors about Dapol's spares and repairs.

As well as this a wide range of trade stands including Cheltenham Model Centre, DC Kits, Ten Commandments, Lord and Butler, Grimy Times, H&A Models, Skytrex, Digitrains and Steve Currin Books and many more will be at the Great Electric Train Show. For a full list of trade stands see Table 2.

| THE DETAILS | |
|------------------------|--|
| Exhibition: | The Great Electric Train Show |
| Where: | Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ |
| When: | October 11/12 2014 |
| Times: | Sat 10am-5pm, Sun 10am-4pm |
| Prices: | Daily advanced tickets: Adults/concessions £9, Children £7 (order by October 3) On the day: Adults £12, concessions £10, children £8 (under 5 free), Family (2+3) £34. Admission includes freedom of the Heritage Motor Centre. |
| Ticket hotline: | 01780 480404 |
| Website: | www.greatelectrictrainshow.com |

FINAL COUNTDOWN...

As this issue goes on sale there are just four weeks to go until the Great Electric Train Show and we can't wait to open the doors. The stage is set for what looks to be another excellent weekend of railway modelling plus we're all excited to see all the highlight layouts from the pages of the magazine in the flesh as well as debuting our own new project. See you there! [H&M](#)



BUILDING BRIDGES

The arch bridge is the perfect means of disguising the end of a scenic area. **NIGEL BURKIN** shows how he built a simple plastic kit for a brick arch bridge to disguise the end of a small scenic diorama.

BRIDGES and tunnels are favourite ways of concealing the change from scenic layout to off-stage areas such as fiddle yards. I opted for this time-honoured method for a small scenic diorama which features a single track main line running diagonally across a small baseboard, terminating against the backdrop where a bridge would provide the perfect view block.

A Wills Scenic Series kit for a simple single track arch bridge (Cat No. SS53) was the perfect

solution and a kit I am familiar with because it shares many common components with kit SS52 for brick retaining arches featured previously in *Hornby Magazine* (HM79).

The techniques used to build the bridge kit are similar, but not entirely the same. There are some important considerations to allow for including the width of the bridge, what will be crossing the bridge and how it is blended into the surrounding landscape. A kit of this nature should be assembled on a flat surface using an engineer's square to be

confident of a model that is true and level.

Three different adhesives and fillers were used to complete the kit. The main plastic sections were assembled together with 'Plastic Weld', a liquid solvent cement which does as the name suggests. When applied in sparing amounts along the join between two plastic parts, it softens the plastic so it literally sticks to itself becoming welded together. The bottle is supported in a simple stand to prevent it from tipping over and making a mess of the table top and damaging kit parts.

Redevelopment of a small scenic diorama for photographing locomotives and stock includes a simple brick arch bridge to disguise the point at which the track representing the main line would disappear from view. A farm road crosses the bridge detailed with textured surface and grasses.



TOOLS

- » Xuron Sprue cutters (optional)
- » Tweezers
- » Modelling knife and spare blades
- » Heavy duty knife, such as a Stanley knife
- » Steel ruler
- » Self-healing cutting mat
- » No. 1 paint brush for applying solvent cement
- » A selection of needle files for fine sanding
- » Micro brushes (optional)
- » Grade 600 wet and dry paper for cleaning kit parts or sanding boards in suitable grades
- » An accurate square (engineer's square)
- » Miniature spirit level

Avoid using too much solvent during kit construction because when styrene plastic, the most common plastic used in model kits, is flooded with solvent, it can become so soft that it will warp out of shape altogether. Softened plastic will take finger prints with ease and moulded detail can be lost through excess solvent application.

I find having a bottle of CA (Cyanoacrylate Adhesive) glue – or superglue if you prefer – to hand very useful for securing awkward pieces or to stick parts together which need an almost

instant bond, assisted with a CA glue accelerator. During the construction of the arch bridge, CA glue was used to tack the inner arch brick sheet to hold it in place before applying solvent cement.

Filler has a role to play too and that was applied along the join between the arch top brick and the arches to make a clean join. It can be used to reduce the definition of the brick work to give impression of repointed masonry to add variation to the model too. My preferred filler for plastic kit construction and remedial work is 'Squadron', commonly used in the scale and military modelling community.

PREPARATION

It is good practice to read through the instructions and undertake a dry run of the kit components before starting assembly with solvent cement. Examine where parts fit together and against moulded spigots. Look at how parts will need to be prepared to ensure that brick courses line up with each other. Clean up the edges of parts with wet and dry paper and look for moulding flash which will prevent parts from seating together correctly. The components moulded to the arch panels are not required for this model and should be carefully snipped away and the point at which the sprue joined the arch cleaned of any tags.

If you are new to kit construction of this kind, start by building up the pilasters, the short brick columns positioned at the end of the bridge parapets and the wing walls, to get a feel for things. Look at the brick courses carefully and ensure they line up during assembly.

Next, decide how wide the bridge is intended to be and cut the arch top infill from a piece of embossed brick card to the required width. Ensure that the brickwork will run across the arch correctly with the long side of the bricks at right angles to the arch (horizontal at the base of the arch) when it is assembled. Once the width of the bridge has been determined from the arch infill piece, the arch sides can be cut to size from the pair of brick sections provided in the kit.

Each moulded part is composed of thick sections making the construction stronger and less likely to warp. However, this presents you with the task of chamfering the edges of the arch sides down to match the brick arch pieces so the brick courses will line up without a distinct and unsightly edge at the corner. The easiest way of doing this is to pare down the edge of the arch sides evenly using a craft knife, file and finishing it with wet and dry paper. The same is done where the sides meet the arch

top infill piece. Finally, with the width of the bridge established, a bridge deck comprising of a strip of 60 thou plain styrene card may be cut to fit the bridge during construction. Allow for the roadway on either side of the bridge when measuring the length of the bridge deck.

INTO THE LANDSCAPE

Before fitting a bridge model permanently to a layout complete the tracklaying, painting and ballasting first, ensuring that the track passes through the centre of the arch. I could see some unrealistic gaps between the hard landscaping and the bridge when finishing the scene which had to be filled with scenery material to disguise them.

I used Woodland Scenics poly fibre and fine turf in green to create simple bushes which could be teased out and inserted into gaps between the hard shell and the bridge to create a seamless appearance. It was allowed to 'grow' over the capping of the wing walls to soften the outline of the structure. Along the base of the structure, grasses were applied to hide the gap between rail ballast and the lower edge of the brick work. The bridge must appear as if it has good solid foundations!

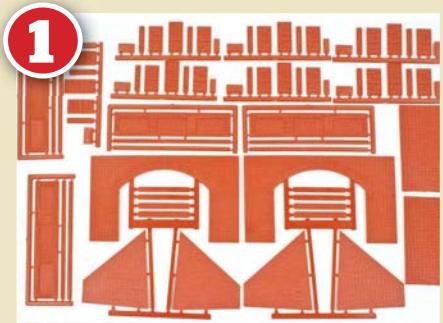
I finished the road to look like an unpaved farm lane by mixing silver sand in brown acrylic wall paint before applying it to the bridge deck. The effect of a slightly overgrown farm lane was enhanced with a smattering of static grass which was allowed to take root along the bottom of the pilasters and parapet walling!

One of the reasons why I had to take a little more care to blend the bridge into the landscape is that I made it removable. It is not glued to the diorama in any way. There is little actual contact between the hard shell and the structure which allows me to pull it off the layout and replace it with a different design of the same overall dimensions depending on the models I wish to photograph. The scenic treatment has to be applied to hide this gap, yet allow for the replacement of the model without too much disruption. Flexible scenery material such as Poly Fibre, foliage mat and Woodland Scenics 'Flowering Foliage' can be pushed aside and easily teased back into place during this operation.

To further complete the diorama and the brick arch bridge's place on it, I will complete the basic scenery together with weeds, bushes and shrubs over the rest of the diorama. Details will include a signal, fencing along the edges of the farm lane and a couple of trees, features that will be described in future articles. **HM**



STEP BY STEP ASSEMBLING AND INSTALLING AN OVERBRIDGE

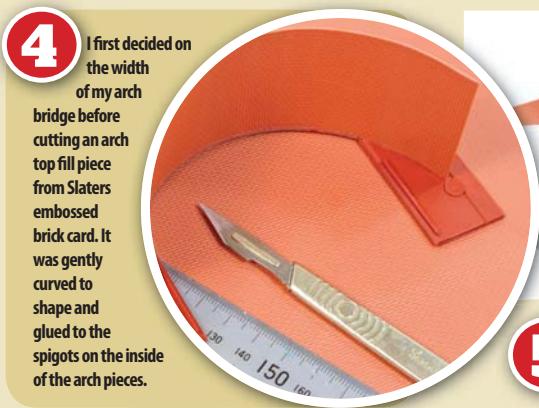


For around £12 the kit offers a large number of well defined and cleanly moulded components, enough to complete one arch bridge to cross a single line or narrow road. Four wing wall pieces are provided so both sides of the bridge can be detailed.



One feature of plastic kits in the Wills Scenic Series is the clean mouldings with excellent detail definition including brick courses on the brick arch kit. Once painted, the mortar lines will be easy to pick out with a thinned paint mix.

1 Xuron sprue cutters snip parts easily and neatly from the sprue, but if you don't have a pair of these then a sharp craft knife can be used too. Clean up the point on the mouldings where sprues were joined using wet and dry paper. The reveals and crown mouldings shown in this picture are not required.



4 I first decided on the width of my arch bridge before cutting an arch top fill piece from Slaters embossed brick card. It was gently curved to shape and glued to the spigots on the inside of the arch pieces.



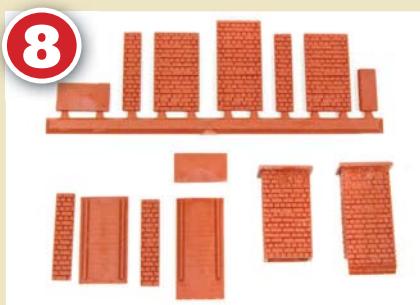
5 Brick courses on the arch top infill piece are aligned so they run at right angles to the arch. The assembly was left to harden before adding the second arch moulding.



6 Arch sides are cut to size from the supplied brick panels and chamfered to match the arch mouldings. Care is taken to line up brick courses accurately and a square is used to ensure assembly is level and true.



Whilst the arch assembly hardens and solvent cement finally evaporates away, assemble the parapet mouldings off the model. They consist of two sides glued back to back with a capping of brick.



8 Assembly of the pilasters, which are neatly moulded with brick courses to the corners, is shown in this picture. Line up brick courses carefully for a neat finish. There is a neat capping stone to be applied to each pilaster.



9 Pilasters and parapet walling is added to the arch structure before the bridge deck of 60 thou styrene is fitted. Again, use a square to keep everything true!

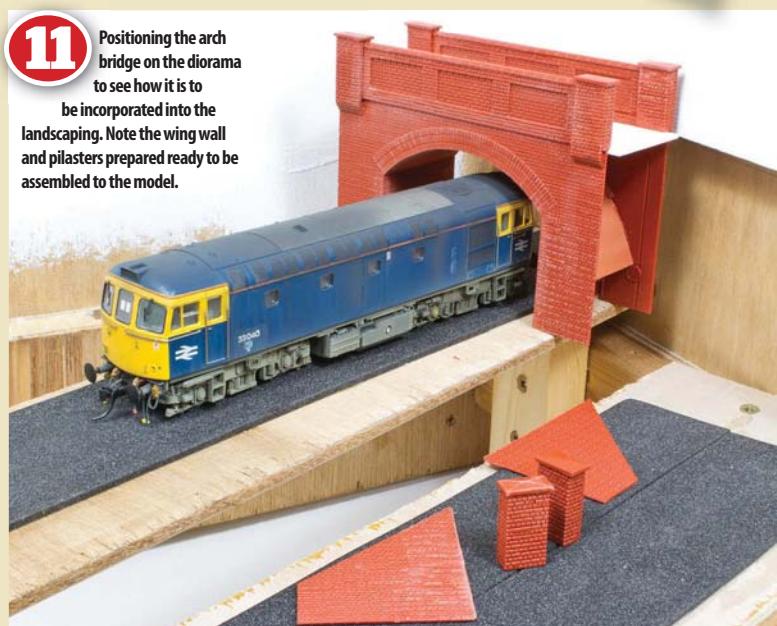


10

The core structure is finished ready for test fitting to the diorama (or layout). Wing walls are assembled to it once the position of the bridge has been determined satisfactorily.

11

Positioning the arch bridge on the diorama to see how it is to be incorporated into the landscaping. Note the wing wall and pilasters prepared ready to be assembled to the model.



SCENIC MATERIALS

- Woodland Scenics materials including poly fibre, fine turf and scenic cement
- Landscaping materials including plaster cloth
- Plastic mesh and cardboard for landscape
- Static grass
- Fine silver sand
- Brown acrylic wall paint from a DIY or hardware shop



Once happy with the fit, landscaping was started using card and plastic mesh to support a hard shell of plaster cloth. Note how the mesh is cut to meet the wing walls.



Cheap masking tape is applied to the plastic mesh to prevent plaster from dripping through the supporting mesh structure.



Plaster cloth is applied in small pieces until the landscape becomes hard and strong enough to accept scenery. The small gap between the hard shell and the bridge wing walls is deliberate.

WHAT WE USED

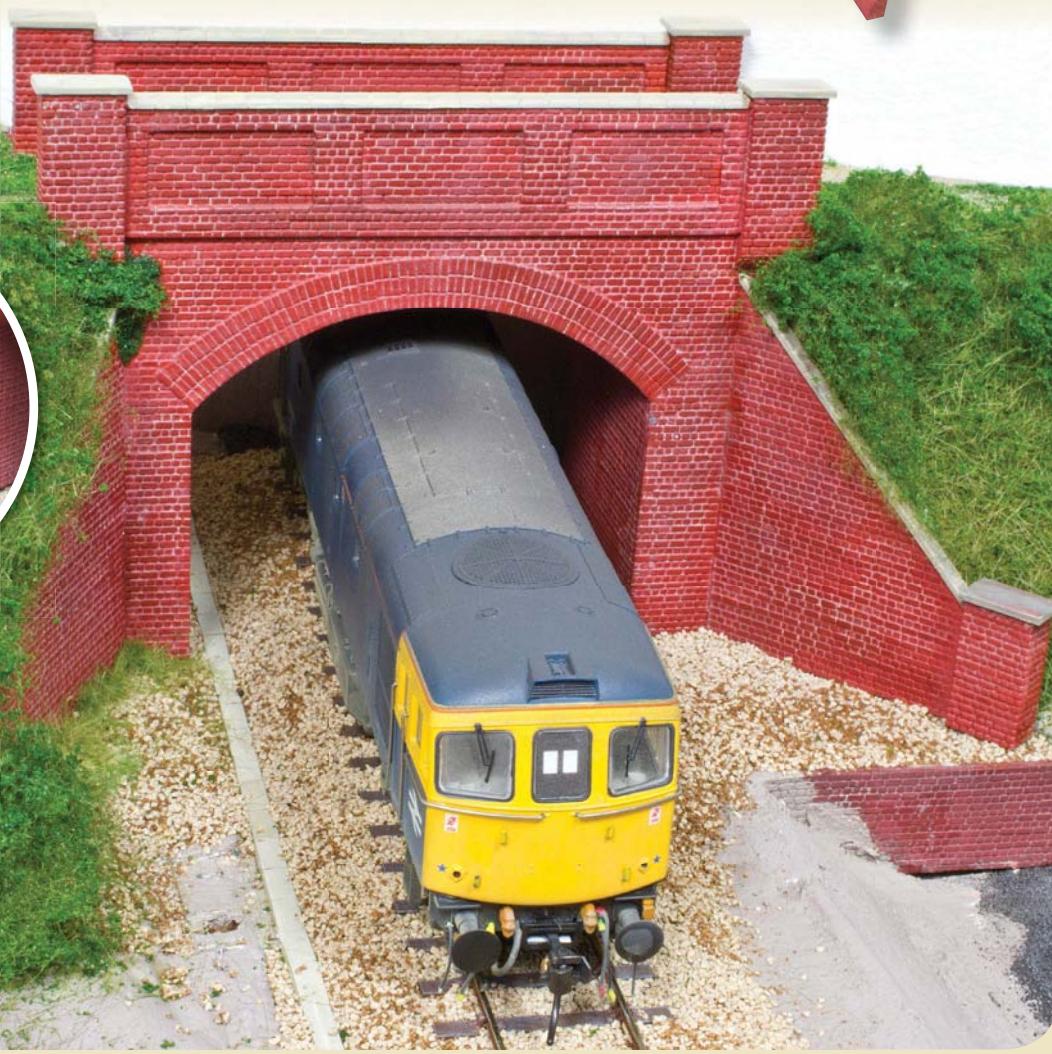
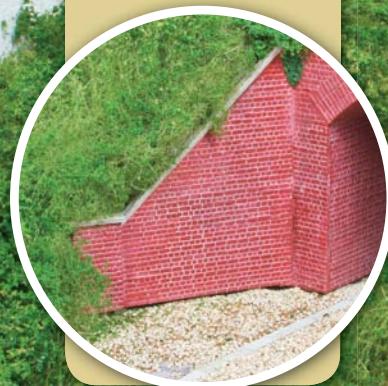
- CA glue (superglue)
- Putty style filler
- Solvent cement
- Off-cuts of plain 40thou styrene card
- 60thou plain styrene card for the bridge deck
- Railmatch Acrylic paint colours: light and dark brick and mortar colours
- Anita Décor brick and stone mortar
- Embossed brick sheet



In the meantime, the arch bridge assembly is painted using a mixture of light and dark brick red and beige for the mortar which is thinned 20:1 with thinners so it flows easily into the brick courses.



Creating the link between nature and the man-made structure is achieved by hiding or filling unrealistic gaps between the bridge and the landscape with scenery material and ballast. Scenery consists of static grasses and poly fibre bushes with foliage of fine turf.



The project is completed with the bridge carefully blended into the surrounding scenery including some 'growth' over the left wing wall. An interesting little twist is that this bridge can be removed for further work and repairs if desired and made possible by the way in which the scenery was applied.

RUNNING IN

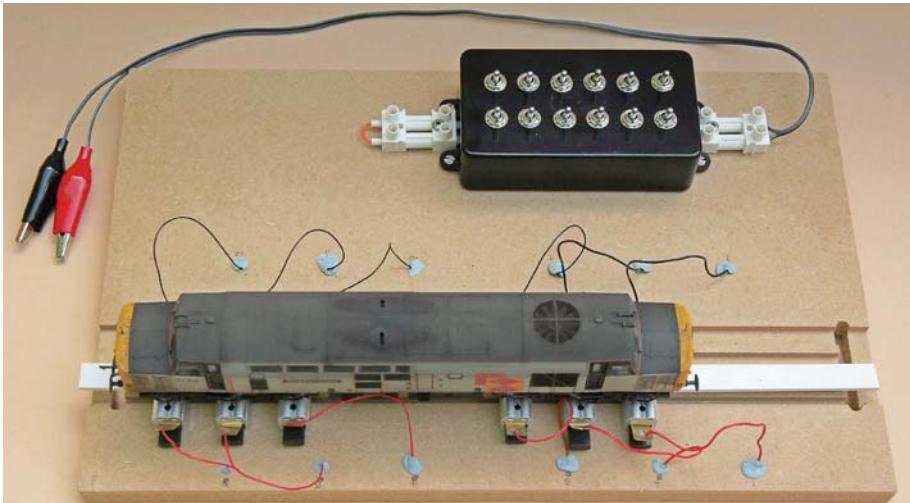


EVERY MODELLER gets a big hit from the moment they finally fight their way through the packaging and the eagerly awaited locomotive is there in front of them. I first experienced it getting on for 60 years ago and it's still a source of great joy today.

It's always tempting to put your brand-new locomotive on the track, couple it up to some suitable stock and send it on its way with no further attention. If it's to give off its best in performance, however, the model should really be properly prepared for service on your layout. With the current emphasis on electronics it's easy to forget that mechanical technologies still predominate in our hobby. With that comes the need for a film of efficient, effective lubricant to minimise wear on moving parts – and above all a proper period of running in.

Applied systematically, this process will enable the mechanical and electrical components to bed in properly, so the model visibly runs better. It also allows you to identify any minor glitches, the kind of things that digital technology can never fully iron out.

Even with today's high-quality models the difference a good running-in session – and proper lubrication – can make is remarkable. Engines run more smoothly, they start and stop better, they are quieter, they seem healthier all round. It's well worth doing, as I hope you will see.



Chris Walsh (producer of the Activity Media DVDs) has developed a design for a switchable rolling road. Each individual roller can be activated or isolated to check that pick-ups are working as they should. Here a Bachmann Class 37 is being set up ready for an extended running in session. The rollers are from the Bachrus range. **Mick Bonwick**.

ROAD TESTING

Having given the locomotive or multiple unit a quick visual checkover to see that all's well, a couple of minutes on the track will be sufficient for you to admire its looks and its capabilities and identify any major problems – engines that 'limp' badly, that run much better in one direction than the other, or make strange

noises and refuse to negotiate pointwork that has never been a problem before.

As a case in point, straight out of the box one engine unit on my Heljan 'Garratt' delivered a colossal 'thump' when running in reverse. A quick inspection revealed a coupling rod boss catching on a cab step that had become bent inwards in transit. A quick tweak and

Model locomotives work best with a period of running in. **TIM SHACKLETON** explores ways of making your models run better, right out of the box.

| ROLLING ROAD MANUFACTURERS | | |
|----------------------------|---------------|--|
| NAME | TELEPHONE | WEBSITE |
| DCC Concepts | | www.dccconcepts.com |
| Bachrus | | www.bachrus.com |
| Direct Train Spares | 01282 438083 | www.directtrainspares-burnley.co.uk |
| Hornby | 01843 233500 | www.hornby.com |
| Buffers Model Railways | 01297 35557 | www.buffersmodelrailways.com |
| Wealistic Models | 0118 961 6471 | |



Even the very best models benefit from systematic running in. This Hatton's/Heljan Garratt is positioned on a set of DCC Concepts rollers for running in – the lack of support to the bogie wheels isn't a problem, but all driven wheels need to be supported during this process.

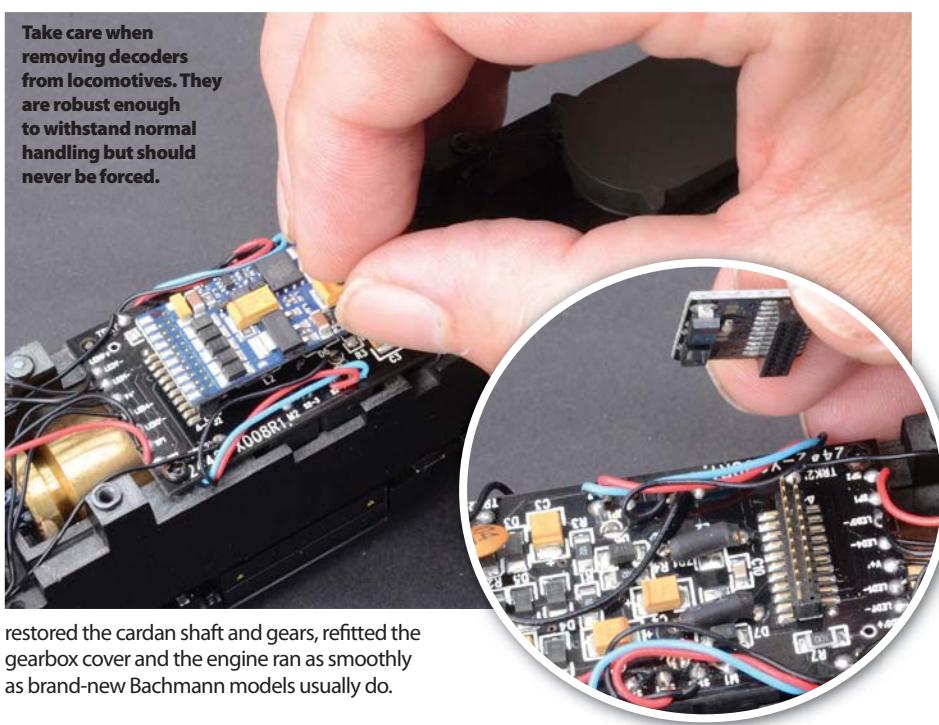
the problem was resolved, never to return.

Not long before, I'd bought a second-hand Hornby 2-6-4T whose pony truck derailed at every opportunity. Running bunker-first, though, there was no problem. A quick check with a back-to-back gauge (one of the most essential items in any modeller's tool kit) revealed the front wheels were out of gauge by more than a millimetre. All that was needed was to grip them between finger and thumb and pull them out a touch – another check with the back-to-back, and everything was fine.

A brand-new Bachmann Class 66, however, had a different and more complex problem. It ran in a very laboured way and although the motor was whirring away quite noisily, I could see that only one set of bogie wheels was turning – the other was basically being dragged along. Years ago I'd had exactly the same issue with an American model shipped over from the States and when I took the body off, I could see the cause at once – somewhere along the production line the boxed locomotive had taken an almighty shunt, and the plastic gear-tower cover clips had popped out. The component was rattling around inside the model and the cardan shaft carrying the worm gear had become dislodged.

Once the cardan shaft was realigned, with the gears meshed and the cover clipped back into place, the model ran perfectly. Thus forewarned, I took the body off my '66' and found exactly the same thing had happened. I

Take care when removing decoders from locomotives. They are robust enough to withstand normal handling but should never be forced.

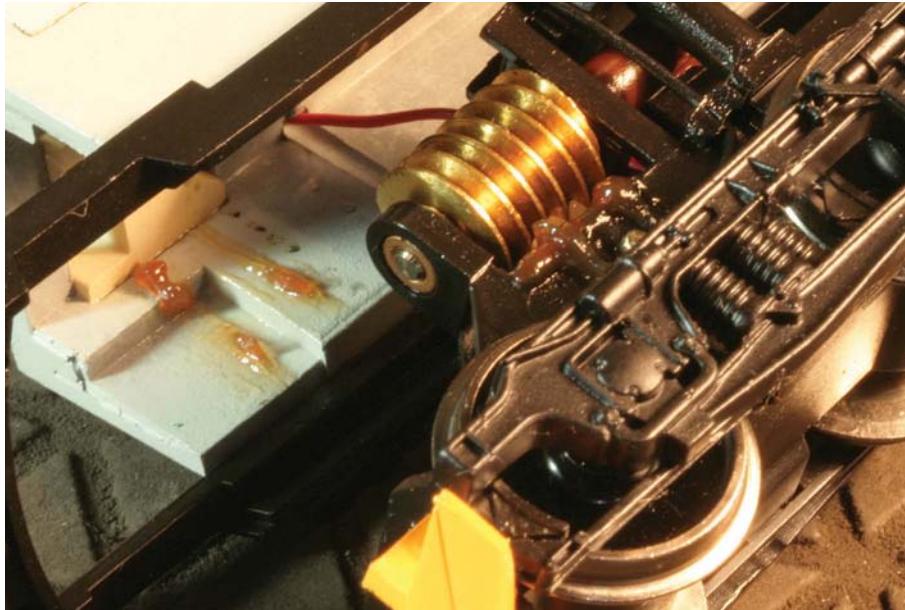


restored the cardan shaft and gears, refitted the gearbox cover and the engine ran as smoothly as brand-new Bachmann models usually do.

REPAIR OR RETURN?

I always try and sort such things out myself but sometimes there are problems that can't be resolved and perhaps shouldn't be. If you get a poor runner, and you don't have a workshop full

The 21-pin decoder has been removed and is being replaced by a blanking plug so the locomotive will operate happily on straight DC during the running in process. This avoids any risk of damage to the delicate onboard electronics.



Left: It's incredible how much lubricant some Chinese factories seem to daub on to ready to run mechanisms. It is quite unnecessary. Over lubrication causes problems rather than solving them. **Mick Bonwick.**

Right: A wide variety of rolling road designs are available to assist with running in. This system supporting a Hornby Class 56 is supplied in the UK by **Realistic Models**.

of tools and a lifetime of modelling experience to help you put things right, the model needs to go back to the shop for replacement. This is where buying over the counter will score hands-down over buying online – you may have got your model £5 cheaper than at the local model shop but they're not having to contact the dealer, arrange for the model to be returned and then waiting anxiously to see if they have another one in the same livery that works as it should.

A RUNNING ROUTINE

If you have a continuous run layout you can set your new model off round the circuit and leave it running at medium speed for as long as you like – perhaps overnight. However I feel you really ought to be there for at least the first half hour or so – it is not unknown for a locomotive that was initially smooth-running to slowly start to bind up and eventually overheat. In the worst case scenario, you can burn out the motor.

For maximum effectiveness you also need to vary the speed. My routine involves a half-hour spell at medium speed running forwards, followed by another half hour in reverse. After a five minute break (checking that the model feels cool – if it's hot to the touch then it's a sign that something might be wrong) I then crank the controller up to about 75-80% of maximum speed and do the same, forward and reverse. Finally the locomotive gets half an hour each way at a slow, steady plod. I never run a brand new model either flat out or at shunting speeds.

Once the initial running in period has been completed I let the model sit there to cool off and get its breath back. I always find that after a couple of hours' rest everything seems to have settled down and – after a check on the lubrication – the model is ready to enter service on your layout.

If you don't have a continuous run layout then the next best option is a rolling road. The system I use is the American Bachrus design which consists of matched pairs of free running rollers that clip on to a section of track and can be spaced out according to the wheelbase (and gauge) of the model involved. The two rollers on either side are insulated from one another so current can flow from the track and through to the locomotive's driving wheels. Most other designs of rolling road work on the same principle – there's not a lot to choose between

them in terms of their mechanical function but some definitely seem to be more stable than others. As ever, you get what you pay for.

I have six sets of Bachrus rollers and they will take anything I care to park on them. They are available for gauges from 'N' to 'G' and usually they stand on the test track beside my workbench. A Garratt or a Class 40 can simply sit there with its leading wheels hanging in space, but all driven wheels need to be supported at all times. Once set up I put the model on the rollers, check the wheels are sitting comfortably and then open up the controller. Following the procedure outlined above, I can then get on with things at my workbench while the model on the rolling road gradually runs itself in. I prefer to be there – the amount of time I spend in my railway room means this isn't normally an issue – because mishaps can and do happen. For reasons I've never understood, a locomotive once spontaneously shot off the rolling road and on to the workbench, and I've also had kitbuilt models begin to struggle as unforeseen mechanical problems started to make themselves manifest. These things are always frustrating but I feel it's best they emerge now rather than later, so they can be ironed out early on.

This running in process needn't be confined to brand new models. I find second-hand models often benefit from the treatment, especially if they've not seen much layout use. It's always a good idea to clean up and re-lubricate such models at the same time.

DCC ISSUES

My local model shop makes a tidy income out of replacing decoders that have been burnt out when over-excited owners have put their new locomotive on the track for the first time and plunged straight into an operating session.

The harsh truth is that you should never run a Digital Command Control (DCC) fitted model (especially one with a sound chip or smoke unit) without having run it first on pure DC. This does mean having access to an analogue controller, but the vast majority of models with factory fitted DCC come with the chip set so it will also operate under DC control. This should – in theory at least – allow the process of running in to take place without any further adjustment. However it is best practice to isolate the decoder first and run in the model as if it were a straight

DC model. Tight spots can and sometimes do spell disaster – they cause sudden spikes of current that can destroy a sensitive decoder.

A modeller I know ignored this wisdom, and sound-fitted a BR '4MT' only to find that – though pre-owned – it had never been run before and it had a horrendous tight spot at about 50% of maximum speed! The decoder and speaker were removed in order to return it to DC mode (the sound decoder in this case wouldn't operate on DC) to try and get rid of the problem before reinstalling sound.

Fortunately the decoder wasn't damaged, but another friend wasn't so lucky. He'd attempted to replace the modest factory-fitted speaker supplied with the model – a Class 08, as I recall – with something with a bit more power. The decoder and speakers proved to be incompatible, an impressive cloud of smoke appeared when he tried to run the model, and the decoder is now only good for movement.

If you are planning to add a decoder whether it is a motor control or sound decoder to a locomotive yourself our advice is to carry out a running in procedure under analogue control first to check that all is well.

Sticky revolving fan mechanisms are another notorious source of difficulty. On straight DC this is an irritation rather than a genuine problem but with DCC you could be in trouble. Rather than risk a surge damaging your decoder, I'd suggest disconnecting the fans – on the real thing, they don't operate continuously in any case.

So the message is clear – always run in a model on straight DC, whether it comes DCC fitted or not. I suggest you give them between four and eight hours running before a chip is installed. You don't have to do any of this, of course, but the consequences can be expensive.

It is surprisingly simple to do. All DCC fitted models come with a blanking plate in the box. I remove the body, unplug the decoder and insert the blanking plate. The decoder isn't refitted until the locomotive is fully run in. There is no need to physically remove the decoder (unless it's a 21-pin version, of course). If it's an awkward shape or won't sit comfortably on top of the chassis, then make up a temporary support from styrene sheet to keep the metal bits and electronics apart. Then put the model on your rolling road or run it round your circuit as before.



OIL TO THE GOOD

Before or after running in (the choice is yours) you need to think about lubrication. Today's models come ready lubricated, often excessively so, and this can cause problems with oil and grease leaking out all over the track and especially the bodywork. Since running in may cause tiny particles of metal or plastic to flake off gears, brushes and suchlike, I'd suggest an oil change is sometimes a good idea.

Ready-to-run locomotives often suffer from lubricant seeping out of the mechanism. If you simply wipe it off the bodysides it will just come back and ruin the paint finish so we need to get to the heart of the problem. The first step is to give the body a thorough wash in household cleaner, followed by an invigorating bath in a dilute solution of ordinary vinegar. The acetic acid will help neutralize the chemicals that are causing the problem.

While the bodyshell's soaking, we can partially dismantle the chassis to see where the problem lies. It's usually pretty obvious and the ironic thing is that with modern lubricants you simply don't need this quantity of grease. A tiny spot is perfectly adequate. I blast the geartrains with an isopropyl alcohol-based electronic cleaning solvent, before picking away at the grease with a wooden cocktail stick. It's amazing how much gunk these solutions

can dislodge – and unlike WD-40 they don't damage plastics. Anything that remains can be gradually removed with a stiff brush dipped in the cleaning solvent. If you want to get serious, you could decant the cleaning fluid into an airbrush and crank up the pressure.

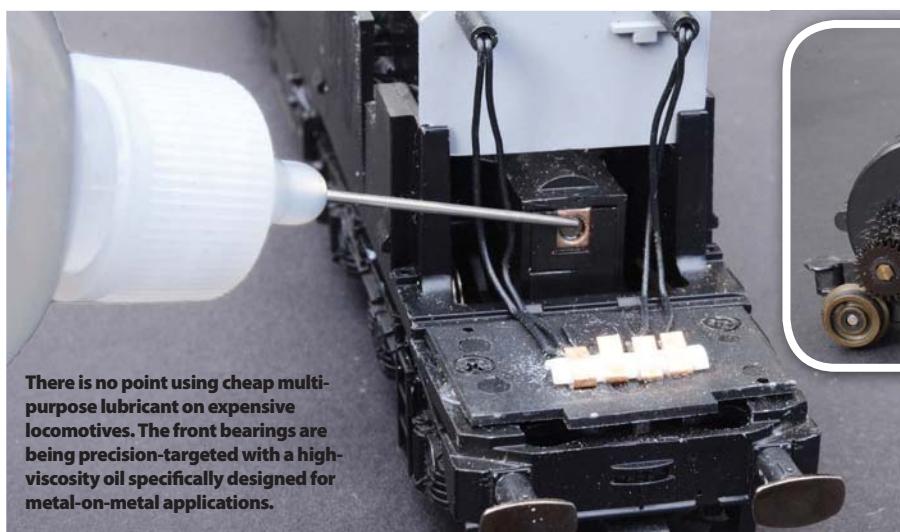
When it comes to relubricating, I've for many years relied exclusively on Nye lubricants in all my modelling applications – gummed-up 'pancake' motors, dust-attracting mechanisms and oil-soaked bodyshells are very much a thing of the past for me. Compared with equivalent lubricants available through the hobby market, the difference Nye products make is remarkable in my view. A tiny amount is all you ever need. But even with these high-quality lubricants you still need to run in your mechanisms properly – once everything is sweet then a touch or two of the appropriate compound will keep things silky-smooth almost indefinitely. The Nye Lubricating Kit costs about ten times as much as the usual modeller's oils, but you'll rarely find a better illustration of the connection between value, performance and long-term benefit.

CONCLUSION

Proper, systematic running in has been a feature of my modus operandi for so long that I can't imagine not doing it. I will concede that some locomotives perform so well out of the box that, without using oscilloscopes and suchlike, it's difficult to see what improvement running in makes – although I'm sure it does.

However a great many more – and in some cases another example of the same model – derive considerable benefit from the process and the difference is usually obvious. Slight hesitations are ironed out, noise levels diminish, and locomotives become so much more controllable.

So, running in your models gives you a chance to identify problems, improve running and reduce the risk of damage to them – I don't think there's an argument against. **EDM**



There is no point using cheap multi-purpose lubricant on expensive locomotives. The front bearings are being precision-targeted with a high-viscosity oil specifically designed for metal-on-metal applications.



Even elderly 'pancake' motors can benefit significantly from careful running-in and lubrication. The caked on grease on these Lima motor bogies will be washed off and replaced with a low-drag oil with a very light viscosity.

Secondary **PASSENGER**

The bread and butter passenger operations of the railway were secondary passenger workings that transported millions of passengers every year to and from work, towns and cities and everything in between. **MARK CHIVERS** puts together a selection of secondary passenger formations which you can replicate with ready-to-run rolling stock.



HAVING previously focussed on branch line passenger train formations (HM84), attention now turns to secondary passenger operations of the 1950s and 1960s, which whilst not as glamorous as express passenger services were a vital link for millions.

Secondary passenger trains encompassed branch line, main line suburban, long distance and cross-country stopping services. Many would start and terminate at major stations such as Birmingham, Cardiff, Glasgow, Leeds, Manchester, York and the London termini but there were many that purely provided a connection to and from express and other passenger services at main line stations across the network. Inevitably, many disappeared after the Beeching Report of 1963.

In steam days, secondary passenger services were identified by a single oil lamp positioned uppermost on the locomotive smokebox door. The Southern Region opted for a single white disc at the same position for its locomotives. Early diesel locomotive types would also display a single disc headcode at the uppermost point of the cab front, while later introductions featured four-digit headcode boxes to display the train reporting number. Again, the Southern Region continued to be slightly different,

opting for a two-digit headcode display for its multiple unit and diesel locomotive fleet.

Not surprisingly, a wide variety of 'OO' gauge motive power and rolling stock is available from the main model railway manufacturers to enable typical secondary passenger services from all regions of British Railways to be covered and there are plenty more locomotives in the pipeline, including Bachmann's forthcoming LMS Stanier 2-6-0, GWR '64XX' 0-6-0PT and LBSCR 'E4' 0-6-2T, Hornby's Peppercorn 'K1' 2-6-0, Holden 'D16/3' 4-4-0 and 2-HAL Electric Multiple Unit (EMU) as well as Kernow Model Rail Centre's LSWR Adams 'O2' 0-4-4T, all of which are currently in development.

Our focus this time features Bachmann's GWR 'Manor' 4-6-0, GWR 'Hall' 4-6-0, BR '4MT' 2-6-4T, BR '4MT' 2-6-0, LMS '4F' 0-6-0, Gresley 'K3' 2-6-0, Class 42 'Warship', Class 47, Class 101, Class 105 and Class 416 multiple units, Dapol's Class 22 Bo-Bo, Heljan's Class 35 'Hymek', Class 26 and Class 27 Bo-Bos, Kernow Model Rail Centre's Class 205 '2H' DEMU and Hornby's Maunsell 'Schools' 4-4-0, LMS 'Black Five' 4-6-0, Thompson 'B1' 4-6-0, BR '4MT' 4-6-0, Gresley 'B17' 4-6-0, Thompson 'L1' 2-6-4T, Class 31 A1A-A1A and 2-BIL EMU.

To complement these, suitable coaching stock for each region of British Railways is also readily available in 'OO' gauge including Bachmann's

comprehensive BR Mk 1 range, 63ft Bulleid, 60ft Collett and recently introduced LMS 57ft 'Porthole' types together with Hornby's prolific selection of Maunsell, Hawksworth, Stanier Period III, Gresley 61ft 6in and non-corridor Gresley and Thompson coaches. Hornby's new range of BR Mk 1 coaches provides a very useful and cost effective way to supplement the Bachmann range of Mk 1s, while Dapol's version of the Stanier Period III Composite (CK) coach is a useful model for supplementing a rake of Hornby's finer detailed models.

Still at the development stage are Bachmann's new 'OO' gauge LNER Thompson coaches, South Eastern and Chatham Railway 60ft 'Birdcage' stock, Southern Railway Parcels and Miscellaneous Van (PMV) and BR Mk 1 Covered Carriage Truck (CCT), the latter being a special commission for retailer Invicta Model Railways. Another retailer commission, Kernow Model Rail Centre's 'OO' gauge LSWR push-pull gate stock, is also still at the development stage.

The list below is not exhaustive and represents a snapshot example of secondary train formations from the 1950s and 1960s era, researched from prototypical operations that can be created off-the-shelf with readily available products. In certain cases you may have to customise or refine one or two livery elements to match with other British Railways era stock. **HM**

A pair of 2-BIL EMUs pass Twelve Trees Junction carriage sidings heading south from the capital forming a stopping train. Secondary passenger workings like this were bread and butter work for the railway.



WESTERN



Bachmann GWR 'Hall' 4-6-0 BR lined green with late crests (32-006), BR chocolate and cream Bachmann Mk 1 BSK, 60ft Collett SK, 2 BR Mk 1 CKs, SK, BSK (39-079A/34-052A/39-129A/39-129B/39-029E/39-079B).

LOCATION: Teignmouth – 1959, Up local



SOUTHERN



Bachmann BR '4MT' 2-6-0 BR lined black with late crests (32-951), BR green Bachmann Mk 1 BSK, SK, CK, RMB, CK, SO, BSK (39-078D/39-028E/39-128B/39-262A/39-128C/39-053E/39-078E).

LOCATION: Southampton Central – 1962, Portsmouth to Cardiff



Hornby Maunsell 'Schools' 4-4-0 BR lined green with late crests (R2743), BR green Bachmann Mk 1 BSK, CK, BSK (39-078D/39-128C/39-078E).

LOCATION: Guildford - 1961, Redhill to Reading



Bachmann GWR 'Hall' 4-6-0 BR lined green with late crests (32-006), BR green Bachmann Bulleid BSK, CK, BSK (34-504A/34-554/34-504B).

LOCATION: Basingstoke – 1961, Bournemouth to Reading



Hornby Class 405 2-BIL EMU + 2-BIL EMU BR green (R3162/R3162A).

LOCATION: Aldershot - 1962, Guildford to Ascot



Bachmann/Kernow Model Rail Centre Class 205 2-H Diesel-Electric Multiple Unit BR green (31-235Z).

LOCATION: Ore – 1965, Ashford to Hastings



Bachmann GWR 'Modified Hall' 4-6-0 BR lined green with late crests (31-780), BR maroon Hornby Mk 1 CCT van, Hawksworth SK, Hawksworth BCK, Bachmann Mk 1 BG (R6314**/R4410A/R4413A/39-176D).
LOCATION: Westbury – 1963, Reading to Westbury



Dapol Class 22 BR green (4D-012-000), BR green Bachmann Bulleid BSK, SK, SK, CK, BSK (34-504A/34-529A/34-529B/34-554/34-504B).
LOCATION: Barnstaple Junction – 1964, Barnstaple Junction to Exeter Central



Heljan Class 35 'Hymek' BR green with small yellow panels (3517), BR maroon Bachmann Mk 1 BSK, CK, SK, SK, BSK (39-076E/39-126E/39-026F/39-026G/39-076F).
LOCATION: Braunton – 1968, Exeter St Davids to Ilfracombe

Bachmann Class 42 'Warship' BR blue (32-056DC), BR blue/grey Bachmann Mk 1 BCK, SK, SK, BG (39-225C/39-025D/39-025F/39-175C).
LOCATION: Dawlish – 1968, Exeter St Davids to Newton Abbot



| COACH DESIGNATIONS | |
|--------------------|-----------------------------|
| BCK | Brake Corridor Composite |
| BG | Gangway Brake |
| BS | Brake Second |
| BSK | Brake Corridor Second |
| BSO | Open Brake Second |
| C | Composite |
| CK | Corridor Composite |
| CL | Lavatory Composite |
| FK | Corridor First |
| FO | Open First |
| RB | Restaurant Buffet |
| RMB | Restaurant Miniature Buffet |
| S | Second |
| SK | Corridor Second |
| SO | Open Second |
| TSO | Tourist Open Second |

| 'OO' READY-TO-RUN COACHING STOCK | | |
|---------------------------------------|------------------|---------------------------------------|
| CARRIAGE TYPE | MANUFACTURER | VEHICLES |
| BR Mk 1 corridor stock | Bachmann | BSK, BG, BCK, CK, FK, SK, SO, RMB, RB |
| BR Mk 1 corridor stock | Hornby | BSK, CK, SK, SO, TSO |
| BR Mk 1 corridor stock | Replica Railways | BG |
| BR Mk 1 57ft suburban stock | Bachmann | BS, C, S, SO |
| BR Mk 1 64ft suburban stock | Replica Railways | BS, C, S, SO |
| GWR Collett corridor stock | Bachmann | BCK, CK, SK |
| GWR Hawksworth corridor stock | Hornby | BCK, BG, BSK, CK, FK, SK |
| SR Bulleid corridor stock | Bachmann | BSK, CK, SK, SO |
| SR Maunsell corridor stock | Hornby | BCK, BSK, CK, FK, SK, SO |
| LMS Stanier non corridor stock | Dapol | BS, C |
| LMS Stanier Period III corridor stock | Hornby | BSK, FK, SK |
| LMS Stanier Period III corridor stock | Dapol | CK |
| LMS Stanier Porthole corridor stock | Bachmann | BFK, BSK, CK, FK, SK, SO |
| LNER Gresley Corridor stock | Hornby | BCK, BG, FK, SK, RB |
| LNER Thompson corridor stock | Bachmann | BCK, BSK, CK, FK, SK |
| LNER Gresley non-corridor stock | Hornby | BS, CL, S |
| LNER Thompson non-corridor stock | Hornby | BS, CL, S |

MIDLAND



Bachmann LMS '4F' BR black with late crests (31-882), BR maroon Stanier Period III Hornby BSK, Hornby SK, Hornby BSK (R4236A/R4235Bv/R4236B).
LOCATION: Bath Green Park – 1962, Templecombe to Bath Green Park



Hornby LMS '4P' 2-6-4T BR lined black with late crests (32-877/R2529), BR maroon Bachmann Mk 1 suburban BS, S, S (34-626/34-602A/34-603A).
LOCATION: Hesketh Bank - 1964, Preston to Southport

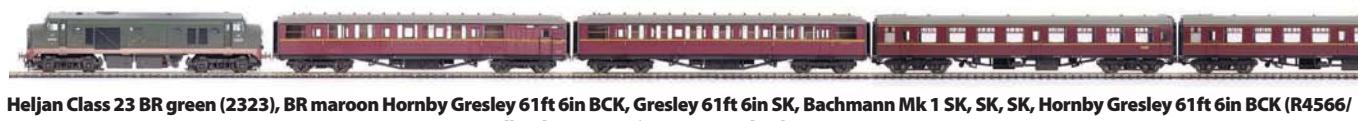
EASTERN



Hornby/Bachmann Thompson 'B1' 4-6-0 BR lined black with late crests (R3000/31-716), BR maroon Bachmann Mk 1 BSK, SO, FK, SO, SO, BSK (39-076A/39-051/39-151/39-051A/39-051B/39-076G).
LOCATION: Finsbury Park - 1962, Down local



Bachmann Gresley 'K3' 2-6-0 BR lined black with early crests (32-276), BR carmine and cream Hornby Gresley 61ft 6in BCK, SK, SK, Bachmann Mk 1 CK, Hornby Gresley 61ft 6in FK, SK, Bachmann Mk 1 BSK (R4178B/R4180A/39-127B/R4179A/R4180/39-077D).
LOCATION: Bishops Stortford – 1957, London Liverpool St to Cambridge



Heljan Class 23 BR green (2323), BR maroon Hornby Gresley 61ft 6in BCK, Gresley 61ft 6in SK, Bachmann Mk 1 SK, SK, SK, Hornby Gresley 61ft 6in BCK (R4566/ R4568/39-026H/39-026H/39-026H/R4566).
LOCATION: Belle Isle – 1961, King's Cross suburban



Bachmann Derby Lightweight two-car DMU BR green with small yellow panels (32-515A).

LOCATION: Long Melford - 1967, Cambridge to Sudbury

SCOTTISH



Bachmann Fairburn 2-6-4T BR lined black with late crests (32-877), BR maroon Bachmann Mk 1 BG, BR crimson Hornby Maunsell 'BY' van, BR maroon Hornby Stanier Period III SK, BR maroon Hornby Stanier Period III BSK (39-176D/R4347C/R4235B/R4236B).
LOCATION: Gatehouse-on-Fleet – 1963, Stranraer to Dumfries



Bachmann BR '4MT' 2-6-4T BR lined black with late crests (32-360), BR crimson Hornby Gresley non-corridor BS, BR crimson Thompson non-corridor CL+BS (R4522/R4575/R4577).
LOCATION: Dunkeld – 1960, Blair Atholl to Perth



Heljan Class 27 BR green with small yellow panels (2708), BR maroon Bachmann Mk 1 BSK, RMB, SK, CK, BG (39-076A/39-261/39-026E/39-126C/39-176D).
LOCATION: Rannoch – 1967, Mallaig to Glasgow



Hornby/Bachmann BR '4MT' 4-6-0 BR lined green with late crests (R3016/31-119), BR maroon Bachmann Mk 1 SK, BSK, CK, SK (34-528A/34-503A/34-553A/34-527A).
LOCATION: Barmouth – 1966, Local service from Pwllheli



Bachmann Fairburn 2-6-4T BR lined black with late crests (32-877/R2529), BR maroon Hornby Stanier Period III BSK, Dapol 57ft non-corridor C, BS (R4236B/4P-010-06/4P-010-005).
LOCATION: Bolton – 1960, Local train



Bachmann Class 101 two-car Diesel Multiple Unit (DMU) BR green with 'speed whiskers' (32-285).
LOCATION: Chee Tor - 1963, Millers Dale to Buxton



Hornby Thompson 'L1' 2-6-4T BR lined black with early crests (R2913), BR crimson Bachmann Mk 1 suburban BS, S, S, S, BS (34-626/34-605/34-605A/34-606A/34-628A).
LOCATION: Rickmansworth – 1956, Aylesbury to London Marylebone



| USEFUL LINKS | |
|---------------------------------|--|
| Bachmann | www.bachmann.co.uk |
| Dapol | www.dapol.co.uk |
| Heljan | www.heljan.dk |
| Hornby | www.hornby.com |
| Invicta Model Rail | www.invictamodelrail.com |
| Kernow Model Rail Centre | www.kernowmodelrailcentre.com |



Hornby LMS 'Black Five' 4-6-0 BR lined black with late crests (R2857), BR maroon Stanier Period 3 Hornby BSK, Hornby SK, Hornby BSK (R4236A/R4235B/R4236B).
LOCATION: Lanark – 1963, Carstairs to Lanark



Heljan Class 26 BR green with small yellow panels (2607), BR maroon Bachmann Mk 1 BSK, CK, SK, BSK (39-076C/39-126C/39-026E/39-076D).
LOCATION: Heriot – 1965, Hawick to Edinburgh

NOTES

- * A ready-to-run version of the SR PMV is also currently under development from Bachmann.
- ** A new ready-to-run model of the Mk 1 CCT is also under development by Invicta Model Rail.

Be careful with SMOKE UNITS!

I WAS BURSTING with excitement and interest over your upgrading of a Hornby Duke of Gloucester model with smoke plus sound and lights.

Smoke is something I've wanted to see more of in the model railway press for some time and I would welcome your step by step guidance on further conversions to Hornby and Bachmann locomotives. A word of caution needs to be passed around your readers regarding the heat given off by Seuthe and other smoke units.

Plastic chimneys can start to melt if smoke units are left on for more than 30 seconds or so.

I've had some really bad experiences of fitting these units to my locomotives, needing to run them at a scale 100mph to see the smoke emitting from the chimney. The worst example was when an 'A4' double chimney started to melt and became misshaped.

Spares are not available from the manufacturer



and I couldn't find any supplier who sold white metal alternatives. In the end I had to plead with the manufacturer to let me have a replacement part, or write off an expensive model.

I think using a plastic chimney on *Duke of Gloucester* will end in disaster. If you check out www.youchoos.co.uk you will see it recommends using a replacement metal chimney in most

cases. I've bought some of its locomotives with smoke, lights and sound fitted by someone who knows what he is doing, with DCC control. Highly recommended and as realistic as you can get in model form.

Mike Auerswald, Newton-le-Willows.

Hi Mike, thank you for your feedback and you are quite right that the Seuthe smoke generators do get hot in use. However, Paul Chetter's installations have a cut off time built into the DCC decoder which automatically switches off the smoke generator after a certain period of time. In our experience the only problem we have had with heat from the smoke generators is when they are left on with no smoke fluid in them. So far our Duke of Gloucester model has run for some 30 hours (not continuous) without any distortion to the chimney. We did have to replace the chimney on a smoke generator fitted 'A4' though after that got too hot due to a lack of fluid in the smoke generator – Ed.



DCC desperately needs integration

It strikes me that Digital Command Control is rather similar to the two-rail debate in the early 1960s. Now we are all keen on DCC and know how to use it, put chips in models and convert analogue ones. However there is an elephant in the room - ancillary controls. Not one of the big names offers an integrated system of point motors, signals and control panels.

I decided to go DCC a couple of years ago and the locomotives are all sorted. It's now time to convert the layout itself to digital operation. I bought ESU Switchpilots, Dapol signals and I already had Peco point motors and Gaugemaster controllers. I've had to flit from one instruction booklet to the next, and the signals don't work

with DCC, but that crucial information is contained in the instructions rather than on the packaging! Thankfully Train-Tech produces a conversion unit but that's yet more expense that could have been avoided.

Other people I know have got as far as me and abandoned the whole thing. I think there's a real need for an article from someone who knows what they are doing to interpret the impenetrable ESU Switchpilot manual and then using everyday off the shelf equipment to get a layout working on an all-digital basis. There are a lot of people keen to get on with this but don't because it's not easy - and stick with analogue.

Alan France, by e-mail.

Are all models limited editions these days?

I was interested to read Martyn Gibbon's letter concerning dedicated articles in Hornby Magazine (HM86) about limited edition models.

It prompted me to ask myself what exactly is the definition of a limited edition and wonder how exactly does he define a collector's limited edition model? Apart from the pure actual fixed number produced, obviously, that is. By that very basic number definition, it seems to me that nearly all current models from the major model railway manufacturers are technically limited editions nowadays, even if they don't have a little certificate with the number on.

No longer are the same models continuously available through retailers for years, as they once were in my young days, with the current collectors paying premium prices for the odd factory colour variations or slight

differences in the base plate pressings and so on.

My personal pet gripe is what I call the 'no edition model', and more specifically the lamentable lack of any ready-to-run 'OO' gauge London Underground trains. I find it curious that this huge comprehensive railway system with all its history is still almost completely ignored by the major manufacturers, but not by modellers, model railway magazines, or Heljan in Denmark.

Hopefully, fairly soon, its Metropolitan Railway Bo-Bo will be available. There will be several livery variations apparently, but these models will no doubt all be limited to a relatively small fixed number, whether the manufacturer calls them limited editions or not and no doubt the most popular liveries will quickly sell out. I'd buy a ready-to-run London Transport

In Brief...

■ Thank you Dave Jones, at long last someone is going to make a 'Q6' 0-8-0! I have been hoping someone would bite the bullet and give us North Eastern modellers the 'must have' engine that lasted until the end of steam in the North East. I'll be having at least two!

Phil Mead, Hitchin, Herts.

■ I congratulate you, most sincerely, on the photographs in the Belmont Road article (HM86). I fully appreciate all the design effort, hard work and skill on the part of Colin Snowden, but, even so, Trevor Jones' photographs are quite exceptional. Who would guess, for example, from the images on p16-25, that the subject was a mere 4ft x 2ft 6in in size if the whole scene on pages 20/21 had not been included?

The model and the pictures capture the very essence of a significant part of our industrial heritage and I suggest that in work such as this Messrs Snowden and Jones raise railway modelling to an art form in its own right.

David Miller, Devon.

'Q38' train tomorrow if I could, and I suspect that so would quite a few others. However, I won't hold my breath in anticipation, and the kit makers are likely to have to keep us going for a while yet. My thanks to them.

Ted Marston, Cornwall.

Building appeal

One of the reasons I buy *Hornby Magazine* is because of John Wiffen's kits, many of which I've gone on to construct. I thought you might be interested in the garage that I have recently constructed as part of my current layout. I rarely build a model from the magazine immediately on receiving it, but file them until needed - like the garage from the HM23.

Ian Lamb, by e-mail.



Acton Parkway

The West Coast Main Line remains a thrilling spectacle to observe in the modern era, and **NATHAN BRIDGE** and the Halifax Model Railway Club set out to recreate the present day scene in miniature, with impressive results.

PHOTOGRAPHY, DEREK SHORE.

ACTON PARKWAY came about from a desire from younger members of the Halifax Model Railway Club for a new present day layout to reflect their interests and the current railway scene. A proposal for a West Coast Main Line (WCML) based layout was put to the committee, which gave its approval for a new project to debut at the club's September 2013 exhibition.

As some of the members have had an interest in the WCML for many years, spending many a happy hour at Acton Bridge between Crewe and Warrington watching the trains go by, it was decided that this section of Britain's busiest main line would be a suitable case for treatment, and as a consequence a track plan very loosely based on Acton Bridge was drawn up. Where we diverge from reality is that the station was to be located on the edge of a fictional town as Acton Bridge is a rural location. We thought that by making it an urban setting it would have greater potential to develop the scenic setting. As the layout is set on the WCML the trains that are to be seen reflect those that run on the real railway. The passenger trains vary from Class 390 and Class 350 Electric Multiple Units (EMUs) to Class 220/221 Voyager Diesel-Electric Multiple Units, and Class 150/153s. Freight traffic is well catered for with intermodal, coal, steel, motor vehicles and many traffics to be seen, as well as a varied selection of engineering trains. These trains reflect what can be seen during an average day's trainspotting and give a true flavour of the WCML.

CONSTRUCTION

As we believe presentation is one of the more important aspects of railway modelling at exhibitions and also at home, it was decided to have the baseboards built in a box format as having the lighting pelmets integral with the layout makes for easier assembly and makes a much stronger structure.

A decision was made to have three 4ft x 20in baseboards built and these were crafted for us by our good friend Neale Burrows who has built similar baseboards for a number of other local modellers. Once the boards had been delivered they were mated with a fiddle yard that had once been part of a previous club layout. »



STATISTICS

| | |
|----------|------------------------------------|
| Owner: | Halifax Model Railway Club |
| Scale: | 'OO' |
| Length: | 18ft |
| Width: | 8ft |
| Track: | Peco code 100 |
| Control: | DCC, Lenz 100 |
| Period: | 2000 to date, West Coast Main Line |



 Above: 57307 drags a failed Virgin Pendolino through Acton Parkway on its way to Longsight depot to be repaired. The Class 57 was purchased in this livery from a local retailer who has had it decaled to promote the action against cable theft campaign by Network Rail.

 Below: An EWS liveried Class 66 waits in the goods loop as a Class 60 thunders through at the north end of Acton Parkway station.

SEE IT AT...

- > SHIPLEY MRS - SEPTEMBER 20/21.
- > HORNBY MAGAZINE GREAT ELECTRIC TRAIN SHOW, OCTOBER 11/12
- > PENNINE MRS, JANUARY 17/18 2015.

The overall size of the layout is 18ft x 8ft and is made up of a 12ft scenic section with the rest being fiddle yard and curves, all of which are aligned with pattern makers' dowels, and then bolted together.

The track height of the layout is 4ft from the ground, which is higher than the usual exhibition layout and combined with the box format gives an ideal viewing height for the layout for all bar the youngest viewers and to date we have had no negative comments about this.

The baseboards themselves are made

from 9mm MDF framed with 3in x 1in timber, while the backscene, ends and integral lighting pelmets are of 6mm MDF. The fiddle yard and return curves are of 1/2in chipboard framed with 2in x 1in timber and although a little on the heavy side have stood the test of time.

Peco code 100 track is used throughout the layout and is ballasted with Woodland Scenics fine ballast as this always looks better than that which is generally sold as being for 4mm scale. All the track has been painted and weathered which improves the



look of the permanent way considerably. The points are live frog and are operated using Peco point motors with added accessory switches. A Lenz 100 Digital Command Control (DCC) system is used to operate the layout as we have successfully used this system on a number of previous layouts, the extra cost of using DCC being offset by the ease with which the layout is wired, and the fact that we can run sound equipped trains. The points are controlled by Lenz LS150 accessory decoders which are programmed to operate the Peco

point motors, these being operated from the Lenz handset. Working colour light signals have also been installed and are a mixture of Train Tech and CR Signals and are also operated from the Lenz handsets.

THE SCENIC SETTING

One of the group members has always found the scenic side of layout building the most enjoyable aspect of the hobby as this is where the layout builder can put their own sense of creativity into practice. The scenery also brings the

layout to life and gives it atmosphere and a true sense of purpose.

The station building is a plastic kit which was bought from a club stand at a local exhibition as it looked right for a 1960s BR rebuilt station and the platforms are built from Peco concrete platform sides with plasticard platform surfaces cut to suit. The waiting shelters were scratchbuilt and other platform furniture is from a variety of commercial sources. The catenary is made up from Dapol masts and a gantry from an etched brass kit and scratchbuilt wires. »



A busy scene at Acton Parkway as a northbound Colas Rail coal train led by a Class 66 passes a stationary '350' heading for Birmingham Snow Hill.



The buildings behind the station are a mixture of scratchbuilt and modified kits or ready to plant and have been sourced from a number of suppliers including Unit Models, Bachmann, Scenecraft and Knightwing.

The aim is to represent a small commercial development on the edge of town complete with its own fast food outlet. A road bridge carries the town's bypass at one end of the layout, while at the other a pair of tunnel mouths sourced from the Hornby Skaledale range run into the fiddle yard. The roads are heavily populated – just like the real thing – with a range of vehicles from the increasing variety we are lucky to have available.

THE TRAINS

The West Coast Main Line sees a massive variety of motive power and we have tried to reflect this on the layout with diesel classes 20, 37, 47, 56, 57, 60, 66, 67, 70 and electric classes 86, 90 and 92. These all appear on the layout, some of them in considerable numbers. Many of these locomotives are in their proprietary paint schemes but a fair number have been repainted into some of the many variations that are to be seen on »



•O4 Above: The local police have been called to the local burger bar after a disturbance has left the place in uproar.

•O5 Right: A London Midland Desiro EMU stands at Acton station before departing on its way to Birmingham, as a northbound oil train disappears under the road bridge at the north end of the station.



•O6 Above: An overall picture of the layout which shows how much can be achieved in a relatively compact space. The scenic area is 12ft long and 20in wide.



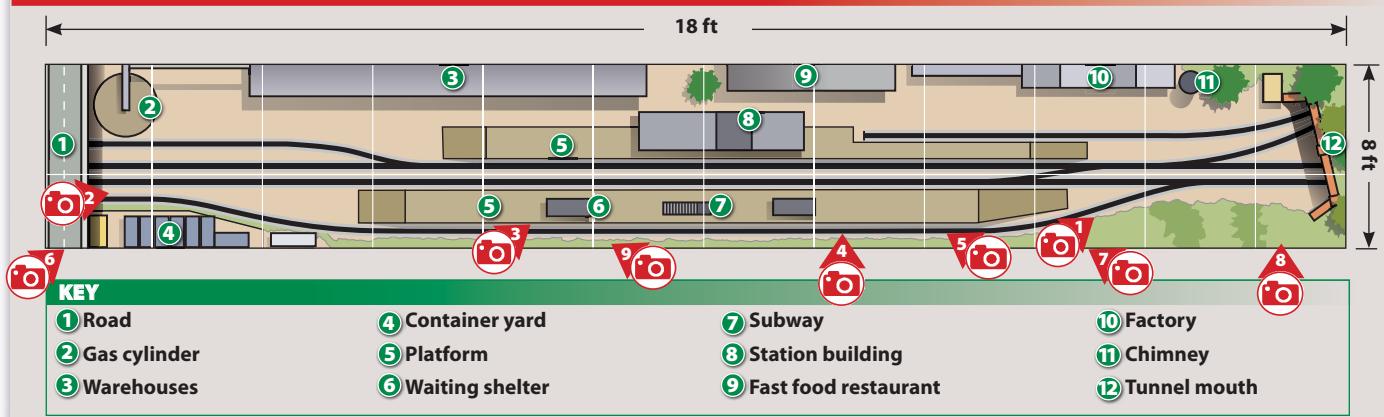
•O7 Right: A Virgin Class 390 Pendolino heads South at speed as it heads towards the capital.



8 Network Rail engineers are checking signalling equipment as a Freightliner coal train trundles north.



ACTON PARKWAY TRACK DIAGRAM (NOT TO SCALE)



the railway today, some examples being a Colas Rail Class 56, Class 90s in Direct Rail Services and DB Schenker liveries and a Harry Needle Railroad Company Class 20. All the locomotives, passenger stock, and rolling stock have been weathered by Mathew Moore, who has also done some of the repaints. All motive power has been fitted with DCC chips and many are also sound fitted which adds greatly

to the atmosphere and adds realism.

The multiple units seen on the layout represent the bulk of the passenger stock and include Virgin's impressive Pendolino tilting trains and classes 350, 158, 153, 150 and 142. All of the trains are from the main manufacturers and many have been detailed at one end only whilst retaining the standard coupling as there is no operational need for automatic

uncoupling. There is a single piece of departmental stock in the form of a Britannia Pacific tamper in Balfour Beatty livery.

The hauled coaching stock comprises the Virgin 'Pretendolino' Mk 3 set and a rake of 'Northern Belle' coaches, this being a fortunate purchase from one of the internet auction sites.

All the wagons on the layout have been weathered much more heavily than the

 A Lindsey oil refinery to Preston
Docks bitumen train
trundles North through
platform 4 as an EWS
Class 92 heads south with
a Coatbridge to Crewe
intermodal.



motive power to reflect the condition in which much of today's rolling stock is to be seen – pristine wagons are definitely a rarity!

FUTURE DEVELOPMENTS

As a group we feel that we have achieved much of what we set out to do, but we have found that the Dapol catenary masts, while very nice and easy to fit, were not rigid enough to support the wires that we

have used, and we plan to change these for some scratchbuilt catenary gantries which should be much stronger. The other niggle involves the baseboards, where the supporting arms for the pelmet intrude beyond the back scene into the layout and we plan that any future baseboards will be built to an amended design.

There are plans afoot to extend the layout by approximately 8ft as this will

enable us to run realistically long freight trains and to add pointwork that has had to be omitted due to the size constraints of the current layout in a bid to make Acton Parkway even more interesting to operate.

Halifax Model Railway Club's support has been vital and the layout has had a very favourable reception on the exhibition circuit. We look forward to attending many more exhibitions in the future. [HOME](#)



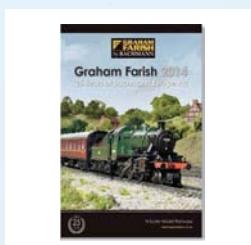


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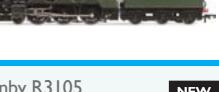
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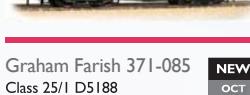
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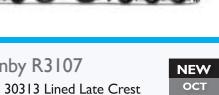
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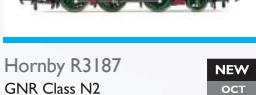


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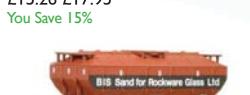
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Wheal Annah

In the third part of *Hornby Magazine*'s latest project layout build, **NIGEL BURKIN** ballasts and paints the track, decides where the buildings will go, and starts the landscaping process.

**PART
THREE**



AT LAST, track laying and wiring is finished – it's time to jump into scenery modelling! But, before enthusiastically breaking out the ballast, glue and styrene card, consider that all new layouts and particularly one designed for slow speed shunting operations must be thoroughly tested for snags and track faults before ballasting and scenery work.

As far as possible, every locomotive, wagon and coach must be run over the layout to find problems with the track, particularly at rail joints and turnouts. It is easier to fix dry solder joints, wiring faults and misaligned rail joiners when you haven't got scenery in the way. Having completed some fairly intensive testing which revealed several small technical problems, the layout progressed to landscaping and lineside infrastructure modelling. Progress has not necessarily followed as clear a linear path as my articles suggest. As glue and paint is left to dry on one part, work is completed elsewhere, sometimes at the workbench.

There is nothing wrong with this approach – it makes good use of modelling time – but in this phase of construction the following tasks were completed in a logical order:

- Mock-ups of works buildings
- Positioning of the buildings determined
- Painting and ballasting track
- Installing styrene card 'paving' on sidings next to works buildings
- Modelling neglected track on one siding
- Construction of station platform
- Construction of overbridge at one end of the layout
- Creation of basic landforms
- Painting other ground and roads
- Cutting to size and fitting layout fascia and backdrops

MAKING MOCK-UPS

One important consideration was how I could fill my limited area of bare baseboard without making the layout look overcrowded and allowing some good angles for photography.

To help, I assembled card mock-ups of the clay works buildings from sketches and photographs to see how the larger buildings would fit without overwhelming the layout. Any rigid card will do for this job. Cereal boxes, shoeboxes and similar card containers were dismembered to make up the basic outline of the buildings stuck together with adhesive tape. I must confess that I have chafed at the time spent working on mock-ups – why not jump straight into building the models themselves?

Well, for modellers unaccustomed to working in a particular scale, mock-ups help with composition and balance. They are used to determine the best position of the buildings in relation to other features and to verify the size of the buildings in relation to the rest of the layout. Whilst playing with the mock-ups, I worked out the positions of platforms, paved track, roads, bridges and landscaping to build up a picture of how the layout will develop.

I then placed the card buildings to one side and took one last look at the bare baseboard top to see if anything had been missed before

STEP BY STEP STARTING THE SCENIC DETAILING



Wheal Annah has moved on leaps and bounds with the start of scenic ground cover adding ballast and basic landforms to the layout. Even the china clay works buildings have been mocked up.

turning my attention to the track once again. One of the key scenic elements of a run-down china clay branch and sidings is making smoothly laid track which will support good operations in 'N' gauge look anything other than it is. Clearly, the main track and loop must appear reasonably maintained, whilst the works sidings must look less cared for. One of the tracks is to look very run down with overgrown track and part buried sleepers – the ballast, scanty as it was, being long absorbed by clay spillage and dirt build up. Such effects will provide visual aids as to the status of the various tracks.

GETTING THE TRACK RIGHT

Before starting work on ballast and paved track, I painted the sleepers with a dirty brown colour and applied rust shades to the side of the rails. A mixture of two favourite colours was used on Wheal Annah: 'frame dirt' for the sleepers and brown rust or 'rusty rails' colour for the rail edges. Both colours were blended in places to avoid uniformity of colour. The rail tops were cleaned of paint before it dried »



1

At 40in long, the scenic part of the layout is compact. This top down view shows that the track formation is angled across the width of the baseboard to provide as much length to the main track and passing loop as possible.

2

All of the stock likely to be used on the layout was tested to find faults and snags before progressing to ballasting and scenery work.



3

A simple method of making concrete paving is to cut it from styrene sheet. Whilst straight sidings are easy to do, those with curves are not as straightforward to complete. A paper template is made by tracing the track formation onto paper using crayon.



4

The paved track sections are carefully test fitted to check flange clearances and achieve a neat join between pieces. It is numbered for identification before being placed to one side to allow the track and rails to be painted.

too hard for solvent to cut through it.

Dry-brush weathering of the sleepers with light grey paint to make them look bleached and dusty-dry was a job left until the layout had reached the point where detailing and accents are applied. Subtle effects can be lost during the less delicate stage of landscaping and applying ground cover.

An important feature of china clay works, and many other industrial facilities, are paved sidings adjacent to or running into works buildings allowing transit sheds to be used by road as well as rail vehicles. Paved track can be used to distinguish clay works sidings from the main track and loop, creating further visual interest. Complex track formations are tricky to pave without making a cutting template so the track formation is traced on to paper using crayon and the resulting paper template used to cut 20 thou styrene sheet to make paving sections of required shape. Straight sidings are easier to model with paving: the styrene pieces are carefully measured and cut with a steel rule.

Paving was fitted to the track using cyanoacrylate adhesive (superglue) allowing enough room for wheel flanges to pass between the pieces applied between the rails and the rails themselves.

The layout starts to take on a modelled appearance with ballasting – a layout of this size being finished comfortably in a couple of days. Ballasting is rewarding as it covers the joins and patches in track underlay and fills in gaps too – the first signs of the layout starting to look like a real railway. Fine grey ballast by Woodland Scenics was used on the main tracks. It was highlighted with a pinch of light grey here and there to mimic the different shades of ballast observed in photographs of Cornish branch lines.

To apply it to the layout a small quantity is first poured into a plastic container to mix different shades to the right proportions. Ballast is applied to the track in manageable quantities using a teaspoon and brushed evenly over the track using a flat paintbrush. Finishing work involves

brushing ballast carefully between the sleepers and avoiding the working parts of the turnouts using a small paintbrush. At the same time, ballast 'shoulders' were created along the edge of the underlay foam, hiding it completely.

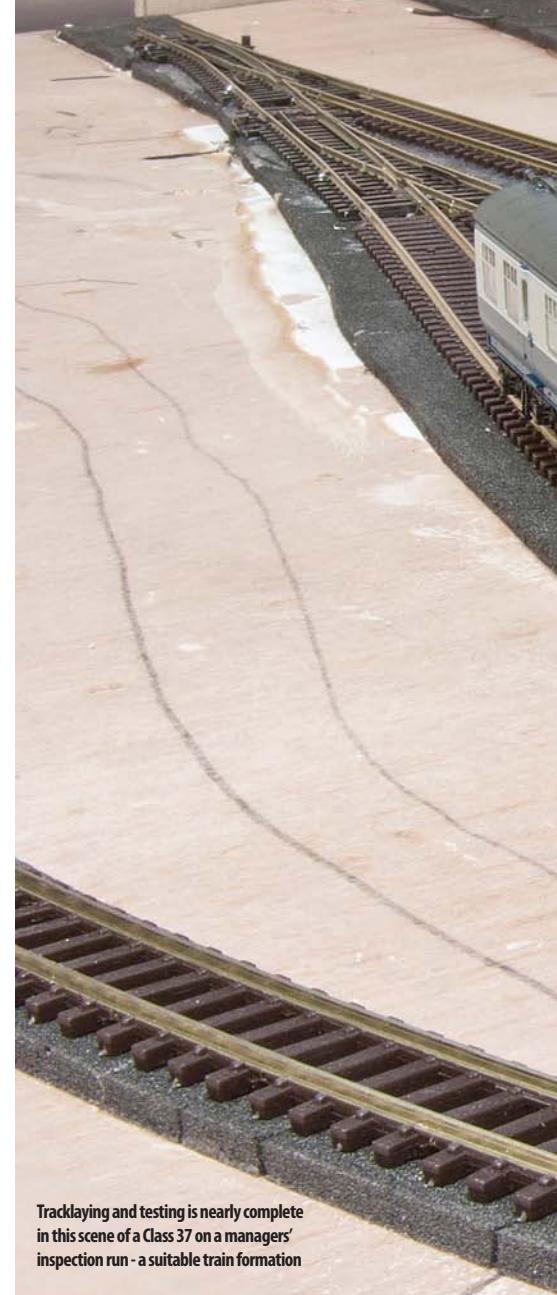
Scenic Cement by Woodland Scenics was used to glue the ballast in place and was introduced from the side using a simple plastic pipette a small quantity at a time. When ballasting, you will know when you have applied enough cement when the ballast turns white in appearance as the cement soaks through. The layout was left alone for several days to dry before working on adjacent areas of the layout. I used the time to assemble building mock-ups at the workbench.

THE OVERTROWN TRACK

Sleepers buried in years of accumulated clay spillage and dirt will make a length of track appear particularly neglected and this is the appearance I wished to model on one siding which serves an old china clay works. Trains would run on an intermittent basis with one or two wagons for loading. Such lightly used sidings rarely saw more than scant maintenance and nature soon takes hold!

DAS modelling clay was worked between the sleepers of the neglected line as well as on the track's sides. The sleepers were not completely buried but finished with the modelling clay levelled with the top of the sleepers. Once hardened, it was painted in a light soil colour. When vegetation is added to the layout, this length of track will be infested with grass and weeds as far as is practicable in 'N' gauge without risking contamination of locomotive mechanisms with scenery materials.

The modelling clay was also used to create a road crossing with grooves cut into the modelling clay applied between the rails to make flange clearances. I plan to fit working gates to the crossing to make an interesting operational feature. Having to open and close the gates serves to slow operations down in a realistic manner. >>



Tracklaying and testing is nearly complete in this scene of a Class 37 on a managers' inspection run - a suitable train formation

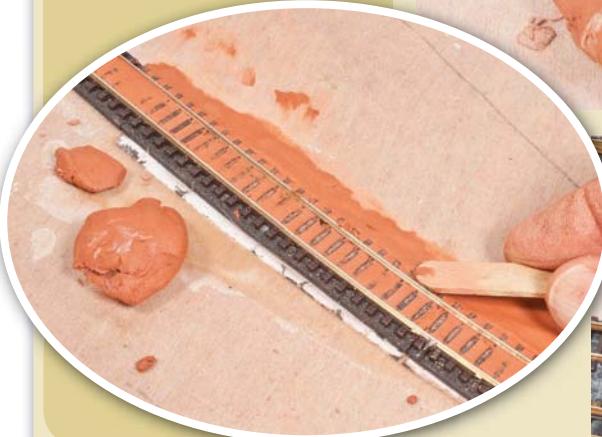
STEP BY STEP STARTING THE SCENIC DETAILING

5

Poor or non-existent maintenance of little-used sidings can be represented by burying the track in DAS modelling clay, level with the sleeper tops, creating the appearance of years of clay spillage and neglect.

6

Care is taken to keep the inside edge of the rails free of modelling clay, though it can easily be removed if required.



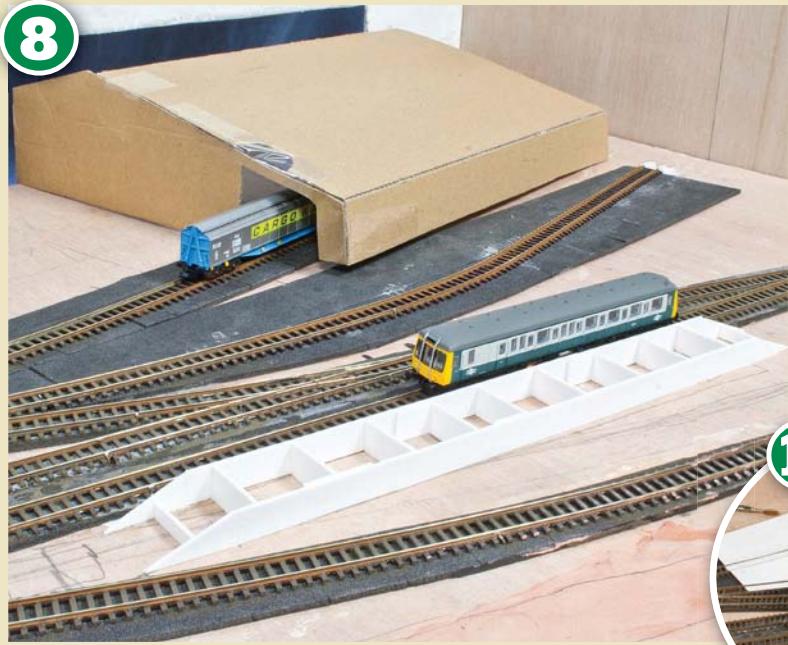
7

Track to be ballasted is first painted to remove the shine from the sleepers and the sides of the rails. Applying rust and grime colours to the rails enhances the appearance of the layout and makes the track look more realistic.





8



Looking across the layout, a basic mock-up of the loading shed has been fabricated and placed on the layout. The paved track sections remain to be fitted whilst the size and position of the buildings is finalised. In the meantime, the single platform of the halt was in the process of being built from styrene card.

9

With such a compact layout, composition is an important factor. Note how the proposed works buildings of Wheal Annah are angled in relation to the back of the layout to make them appear more interesting (albeit more complex to build!).

10



Cyano-acrylate is used to attach the concrete paving and a variety of earth and concrete colours used to paint in the roads and neglected track.

LANDSCAPING

A start was made on hard landscaping by making up several embankments using the card lattice method. Strips of card are woven and glued together and covered in masking tape. A thin layer of plaster cloth is placed over the masking tape to make a hard shell. The masking tape prevents moisture from the plaster cloth from softening the supporting card lattice. One embankment forms part of a shallow cutting at the front of the layout whilst the other was built as part of the road and overbridge at the right hand side of the layout.

In preparation for further landscaping, the backdrop boards were cut from hardboard and clamped into place whilst the building mock-ups were positioned. The backdrop boards were not secured at this stage so they could be painted in comfort at the workbench. With the position of the various buildings determined, the backscene can be pencilled in and painted. I am sure that at least one conical spoil tip and a couple of distant clay dries chimney stacks will be included in the painted detail.

Bit by bit, Wheal Annah is really taking shape and next issue we look at how to build the clay works buildings using plain and embossed styrene card – a challenge that's not nearly as daunting as one might imagine! 

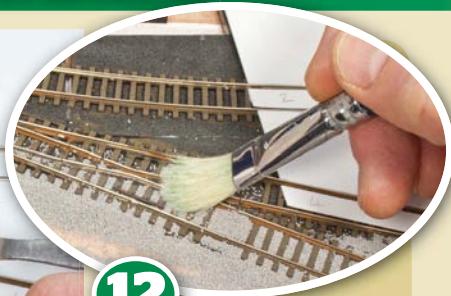
STEP BY STEP STARTING THE SCENIC DETAILING

11



Ballasting commences once all track painting and detailing is finished. It is applied in manageable quantities using a teaspoon.

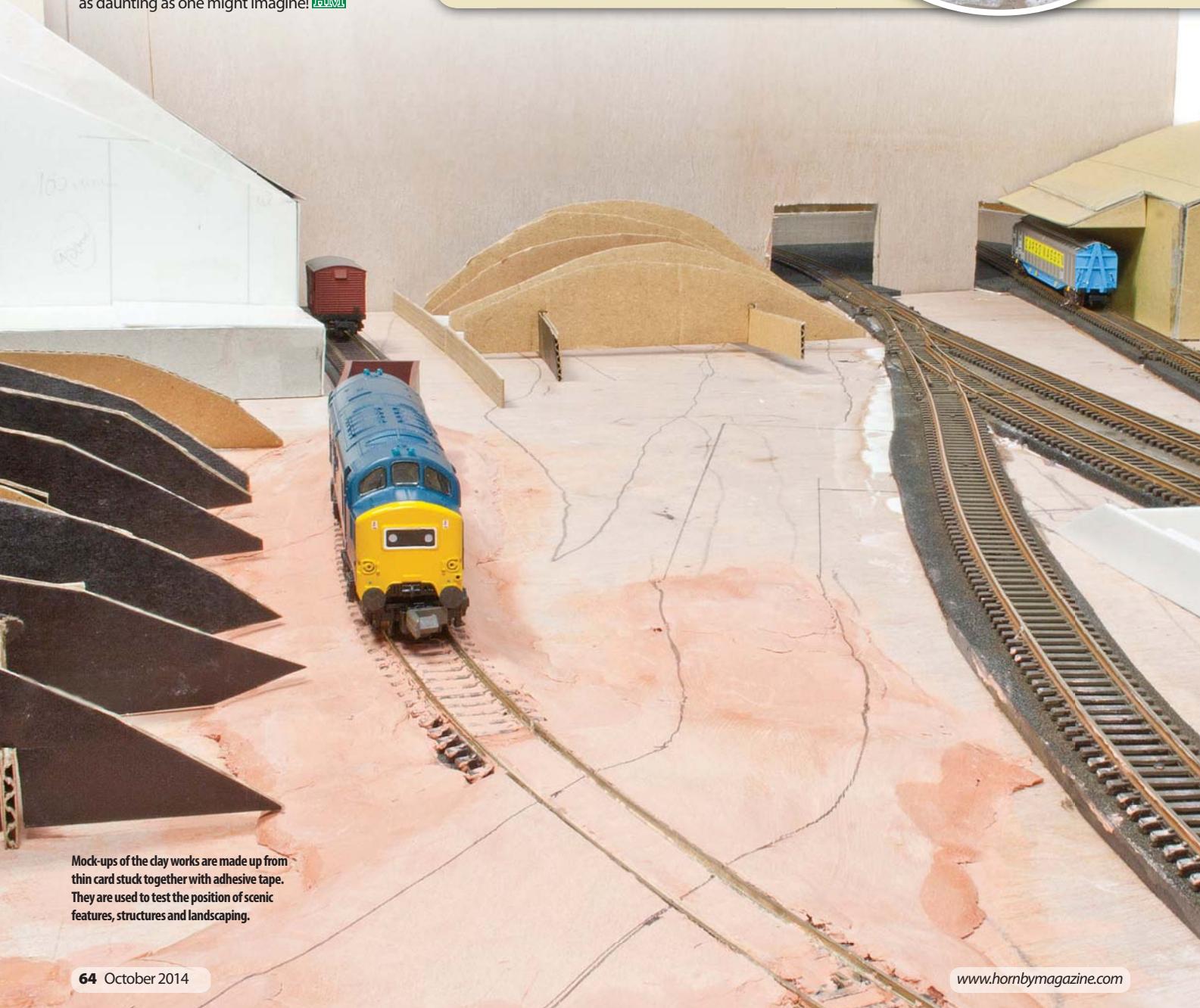
12



A flat brush was used to spread ballast evenly over the track before it was carefully teased into its final position using a smaller brush.

13

The ballast was glued using Scenic Cement by Woodland Scenics, applied gradually with a small plastic pipette until it has soaked through all of the ballast.



Mock-ups of the clay works are made up from thin card stuck together with adhesive tape. They are used to test the position of scenic features, structures and landscaping.



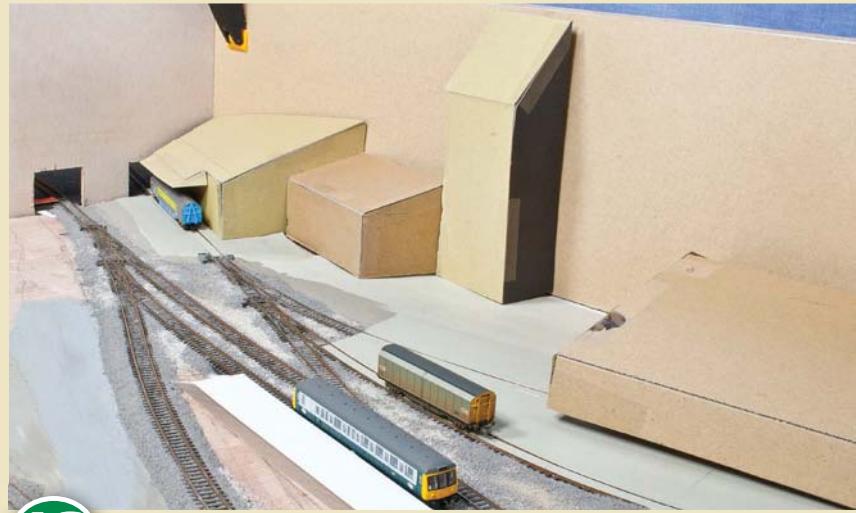
14

It can take several days for the ballast to harden sufficiently to allow scenery work to continue. I used the time to cut a fascia from fibreboard to fit along the front of the layout.



15

Work on basic landscaping commenced by making a low cutting at the front of the layout to visually separate the nearest siding from the rest of the layout. The frame consists of strips of card woven together and glued with hot glue. A covering of masking tape was applied next, followed by a hard shell of plaster cloth.



16

Slow, steady progress has been made as seen in this photograph of the left side of the layout showing building mock-ups, back drop boards and some hard landscaping in place.



17

The station platform was made up of styrene card, whilst the adjacent concrete paving has been painted a beige colour to represent old concrete.

How to build the... **WORKSHOP**

In the second of an exclusive series of three **FREE** kits to assemble a factory complex in 'OO' scale, **JOHN WIFFEN** explains how to build the workshop in this detailed step-by-step guide.

EVERY FACTORY needs a workshop and this second component of our new factory complex kit produced exclusively for *Hornby Magazine* by Scalescenes.com offers just that. The completed building is finished in matching brick to complement the first building released in HM87.

All of the buildings for this new series have been designed to work together with the factory warehouse kit released for the Operation Build It series with HM81.

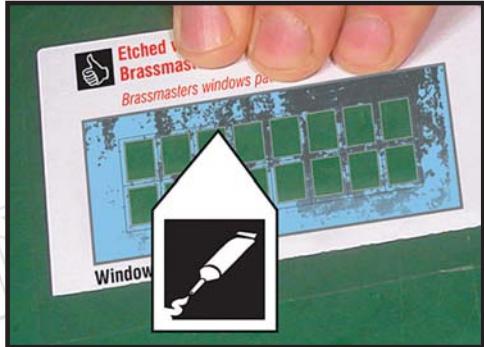
Together they offer a four building factory complex with the potential for two rail served areas. Equally you might decide that one should be served by road, but that is the beauty of this kit – its versatility.

The Scalescenes website is an ever growing source of buildings and the website – www.scalescenes.com is always worth a visit. All of the kits can be downloaded and printed at home using a desktop printer and built in the same manner as the kits produced for *Hornby Magazine*.

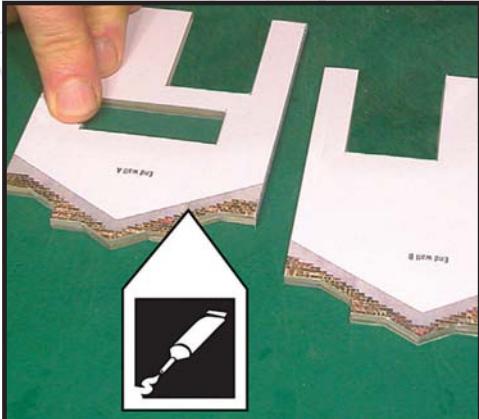


TOOLS

- » Steel ruler
- » Modelling knife
- » Tweezers
- » Glue stick
- » 'All purpose' clear or PVA adhesive
- » CA or 'super glue'
- » Matt spray varnish
- » Felt tip pens
- » Cutting mat or sheet of thick card
- » Damp cloth
- » Fine sand paper
- » Small right angled square or block



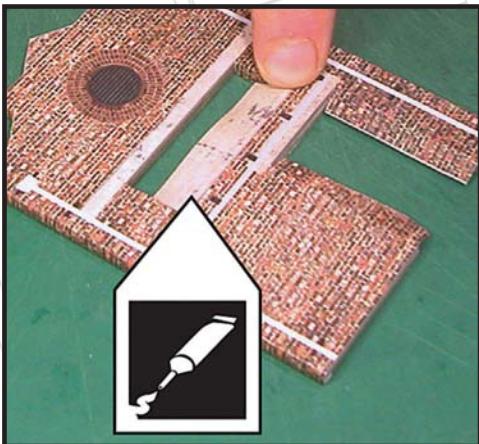
1 Glue the sheets to heavy, medium or light weight card as labelled. With a sharp blade, carefully cut out the window openings on the *Window overlay*. Apply a very thin even coat of glue to the back of the overlay and very carefully position it over a sheet of clear film. Allow glue to set and then cut out.



2 Squarely glue the two *End wall A* sections together back to back (printed sides out). Repeat for the two *End wall B* sections. Apply weight to ensure good adhesion.



3 Wrap and glue the *End wall A* and *End wall B* cover layers tightly around the corresponding base layers. Leave the doorway flaps unglued at this stage.



4 Glue the *Window sill* into position along the bottom edge of the window opening. Flip the wall over (print down) and apply a thin bead of glue along the sill flap and fold tightly around the card.

ASSEMBLY

| | |
|--|--|
| | Spot or thin bead of glue |
| | Coat well with glue stick |
| | Cut along line |
| | Fold along line |
| | Lightly score and fold along line |
| | Apply weight |
| | Assembly tip |
| | Roll and glue edge |
| | Wrap and glue printed sheet around edge |
| | Printed sheet around edge |
| | Glue printed sheet to: 00 approx 200gsm N approx 80gsm |
| | Glue printed sheet to: 00 approx 1mm N approx 200gsm |
| | Glue printed sheet to: 00 approx 2mm N approx 1mm |

OPTIONAL SIGNS

- Cut out the signs as required. Run a felt tip pen around the sides to remove the paper's white edge. Carefully apply glue to the back and position.

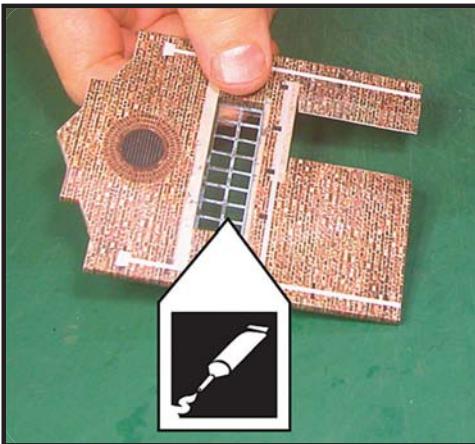


Together the collection of buildings make up into a substantial factory setting, perfect as a corner filler or even a micro layout in its own right.

**STEP
- BY -
STEP**

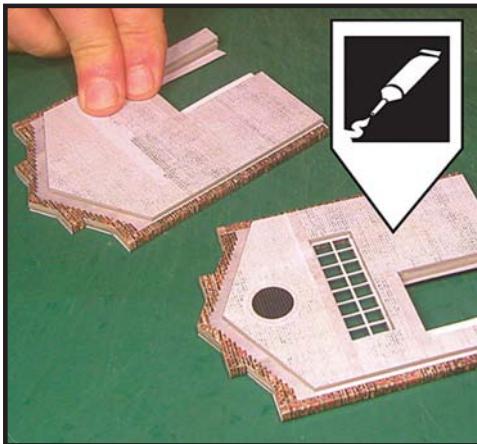
MORE TIPS ONLINE
FOR CONSTRUCTION TIPS
GO TO: SCALESCEENES.COM/CONSTRUCTION-TIPS-PAGE

STEP BY STEP **BUILDING YOUR FREE FACTORY WORKSHOP**



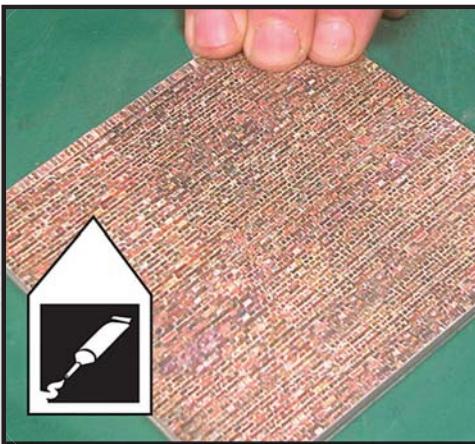
5

Apply a thin bead of glue around the window opening and squarely position the *Window overlay*. Turn the wall over and check the window is sitting squarely within the opening.



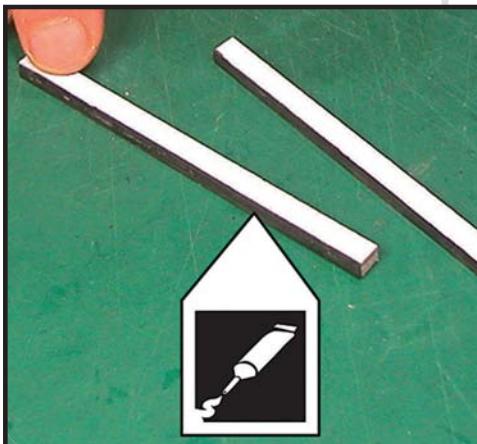
6

Using the doorways as a guide, squarely glue the *Internal end wall A* and *B* into position. Apply weight or clamp to ensure good adhesion.



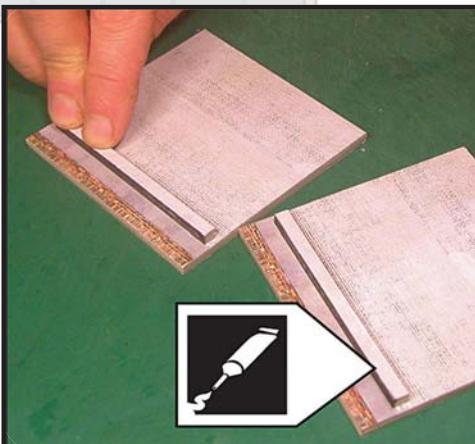
7

Squarely glue the *Side walls* and *Internal side walls* together back to back (printed sides out). Apply weight or clamp to ensure good adhesion.



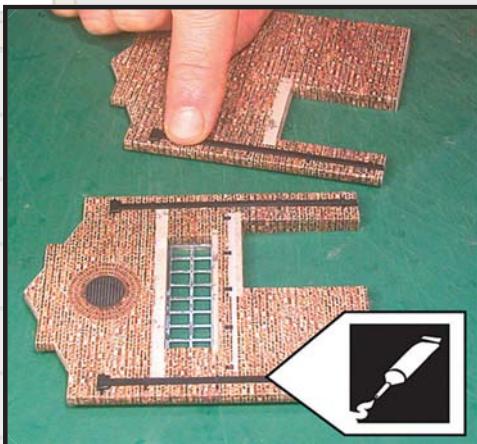
8

Squarely glue the two *Side wall ledges* together into blocks of two.



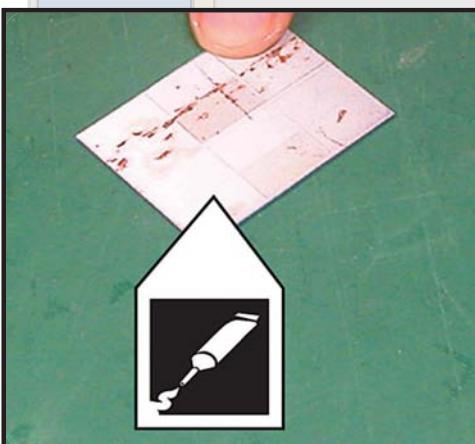
9

Squarely glue *Side wall ledges* into position.



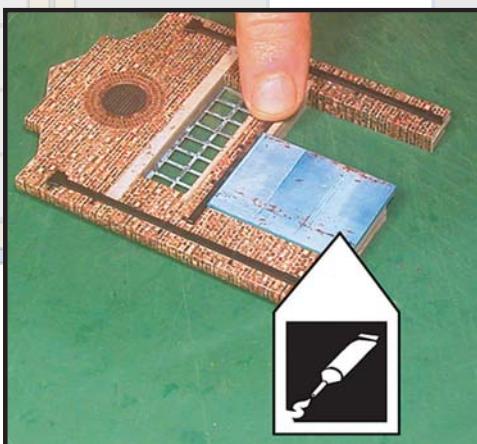
10

Test fit and glue the *Downpipes* into position.



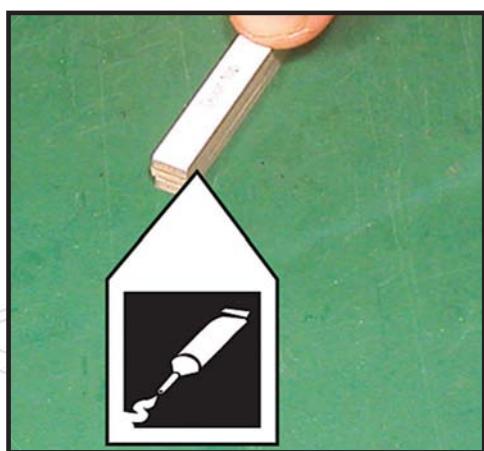
11

Place the *Door A* (front) print side down. Squarely glue the *Door A* (back) over the top.

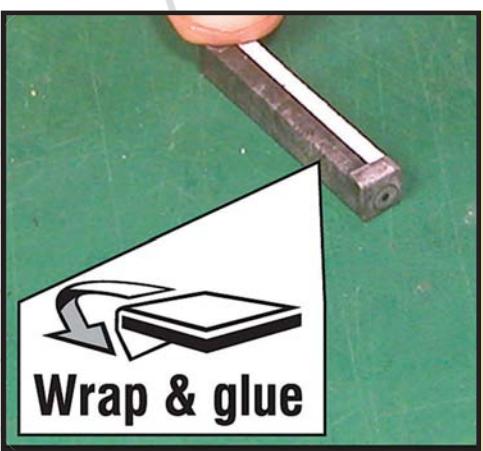


12

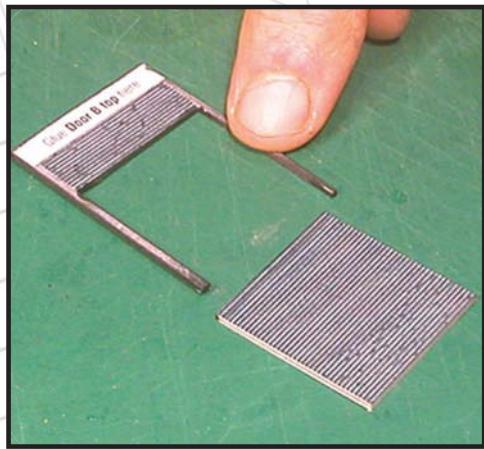
Squarely glue *Door A* into position. Carefully glue the *Door A* rail along the top edge of the door.

**13**

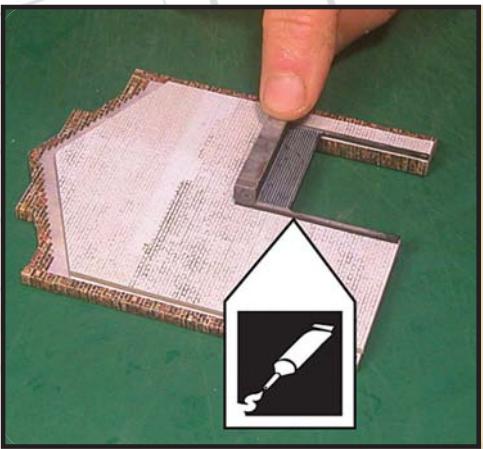
Squarely glue the *Door B top base layers* together into a block of three.

**14**

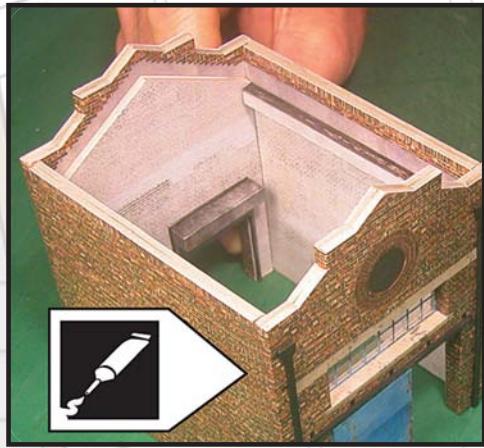
Glue the block into the centre of the *Door top B cover layer*. Apply thin beads of glue to the overhanging flaps and gently fold them tightly around the edge.

**15**

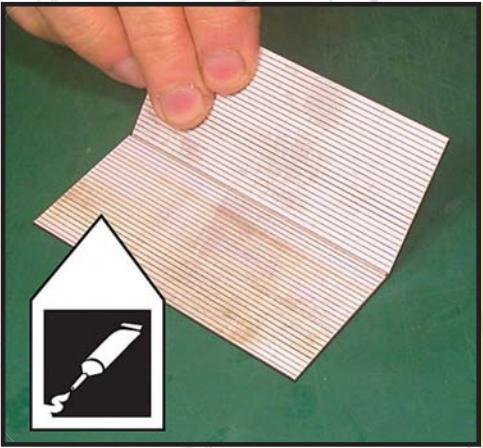
If you wish to model the door in an open position, simply cut away the section of door not required.

**16**

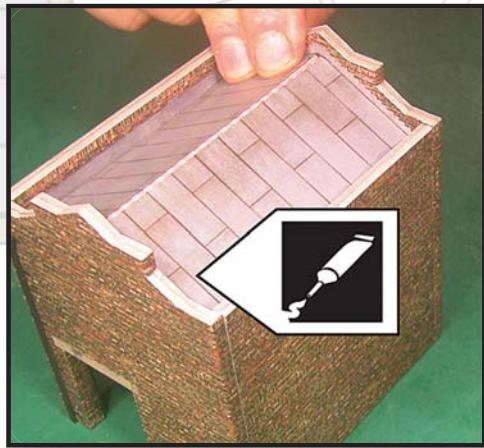
Test fit and glue the door into position on the internal side of the doorway. Glue *Door top B* into position over the door back.

**17**

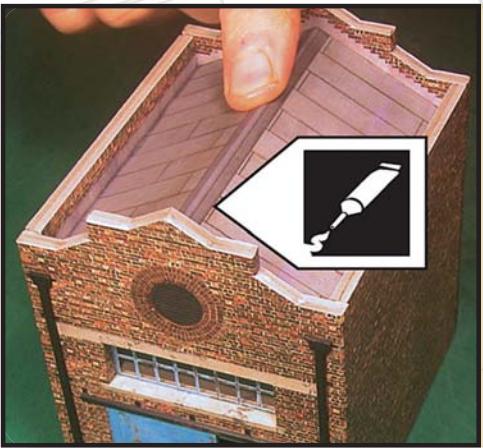
Sitting the structure on a level surface, test fit and glue the side and end walls together. Use a small square or block to ensure the walls are perpendicular.

**18**

Lightly score along the red dotted line and cut out the *Roof*. Introduce a slight angle along the score line. Place the *Roof* printed side down. Apply a thin even coat of glue to the *Roof undersides* and position squarely.

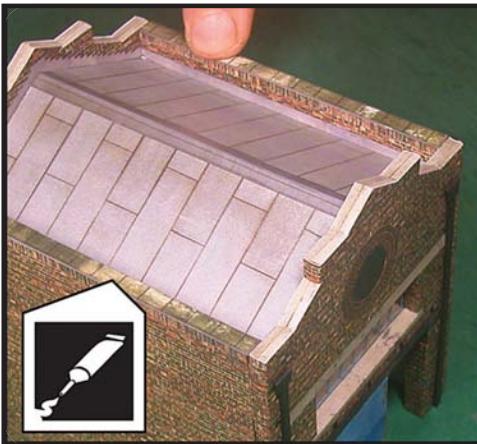
**19**

Apply a thin bead of glue along the top edge of the *Internal end walls* and squarely place the *Roof* into position.

**20**

Test fit and glue *Roof ridge cap* along the top of the roof.

STEP BY STEP **BUILDING YOUR FREE FACTORY WORKSHOP**



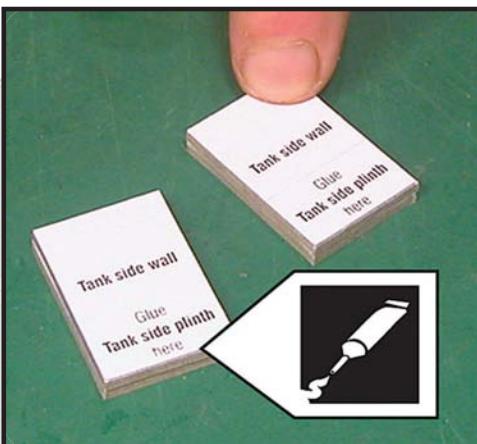
21

Test fit and glue the *Side wall coping* into position.



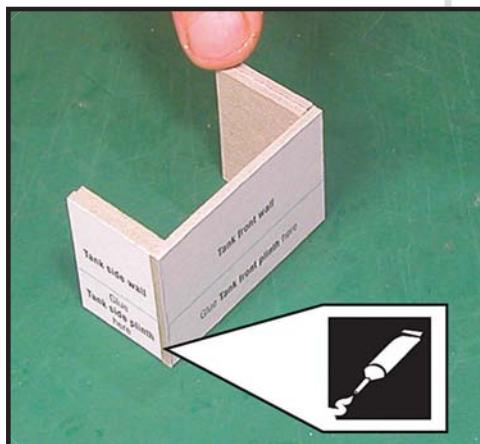
22

Test fit and glue the *End wall coping* into position.



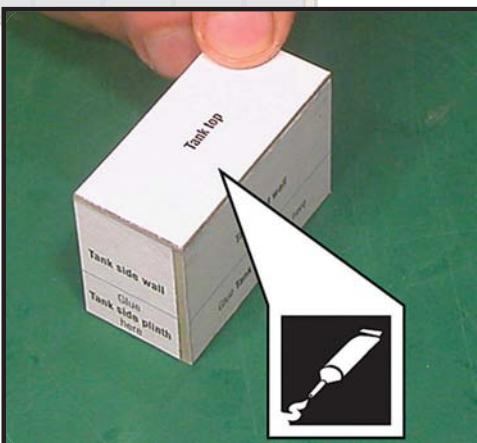
23

Squarely glue the two *Tank side walls* together into two blocks of two.



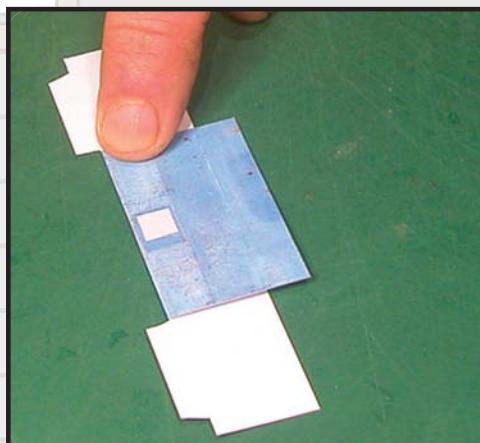
24

Sitting the structure on a level surface, glue the *Tank front wall* in front of the two side wall blocks. Use a small square or block to ensure the walls are perpendicular.



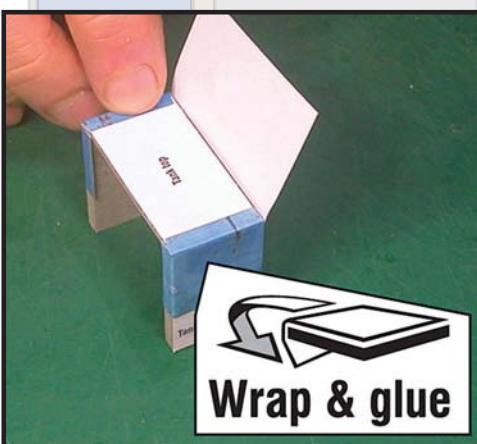
25

Glue the *Tank top* squarely over the walls.



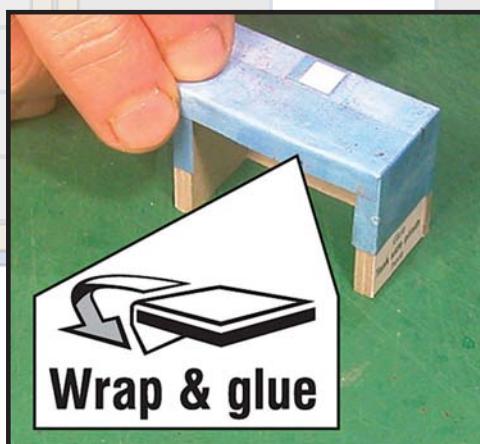
26

Fold down the centre of the *Tank cover* layers.



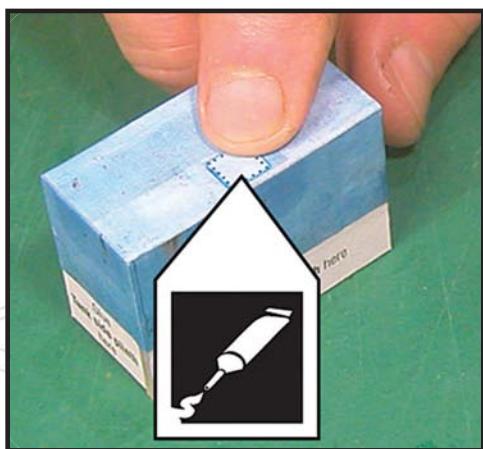
27

Test fit and glue *Tank cover* layer sides and front around the box.



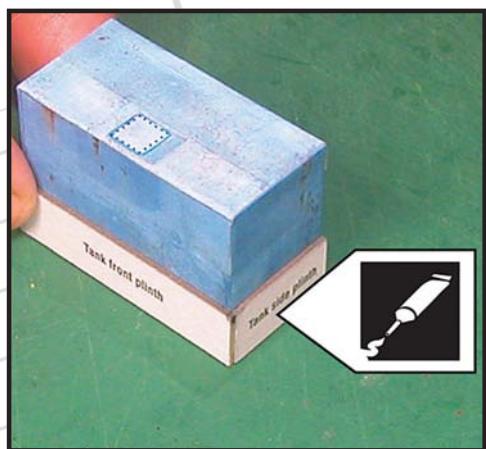
28

Glue the remaining flap down over the top of the tank.



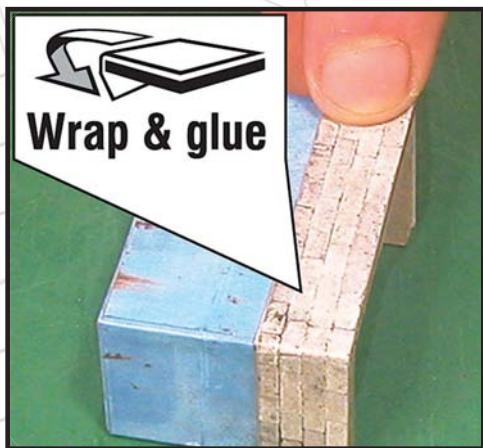
29

Glue the *Tank access hatch* into position.



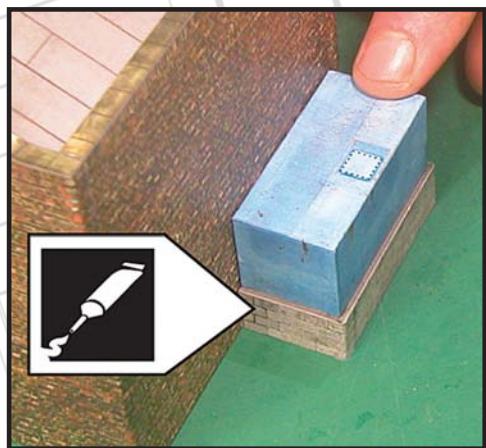
30

Test fit and glue the *Tank front and side plinths* around the base of the structure.



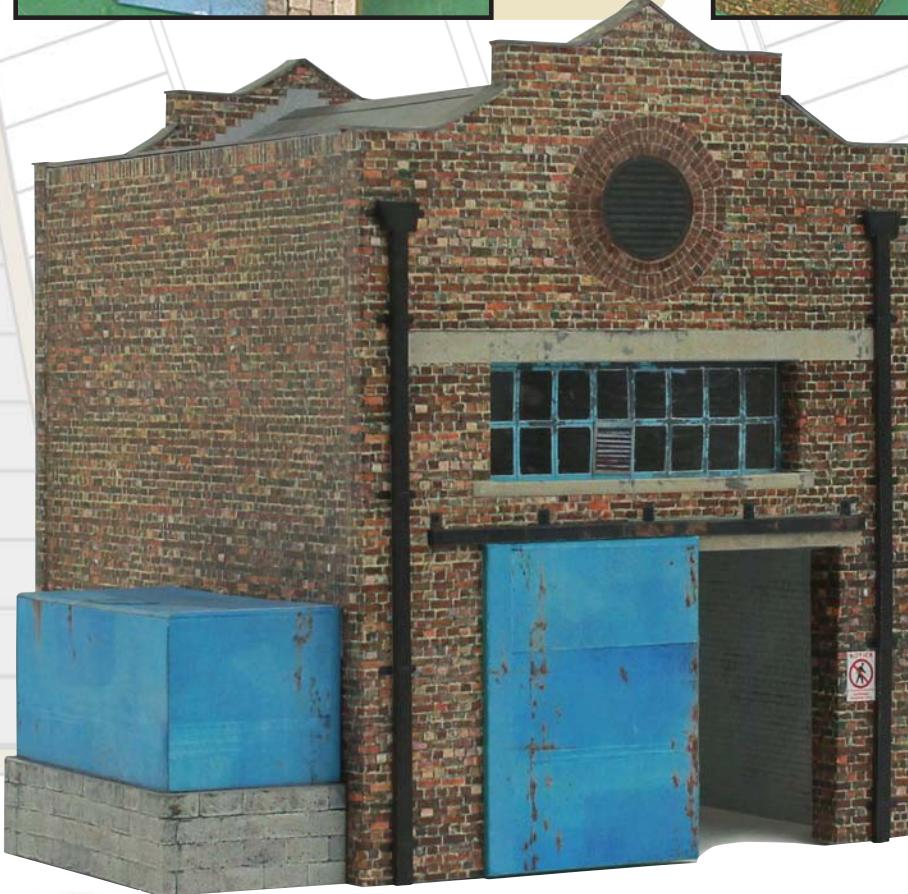
31

Wrap and glue the *Tank Plinth cover layer* around the plinth base layers.



32

Glue the completed tank into position against one of the walls.

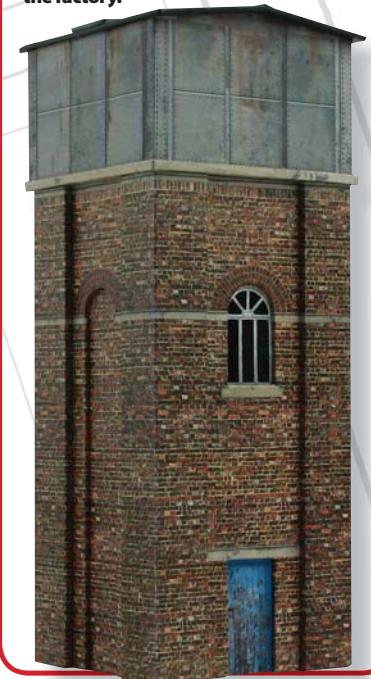


33

If you haven't done so already, apply several light coats of artist's matt spray varnish to the entire model to protect the printed surface. Use small tabs of post it notes to mask off the windows (matt spray can add an unwanted frosting to the glazing).

NEXT MONTH

FREE with the next issue of *Hornby Magazine* is the third and final component of the factory complex – a watertower designed to go with the boiler house and workshop. Don't miss out on the final component of the factory.



WIN! £1,500 MODEL GIVEAWAY!

There are 16 chances to win with our latest exclusive competition

HORNBY MAGAZINE has brought together this amazing collection of prizes worth over £1,500 in total and split into 16 separate prizes – all of which we are giving away through this exclusive competition.

Prizes have been donated by Hornby, Dapol, Hornby Magazine, DCC Concepts, Gaugemaster, the Warley National Model Railway Club, Heljan and Bachmann and range from locomotives and rolling stock through to scenic materials, road vehicles and even tickets to events.

To enter the competition all you have to do is answer the question below and send your answer to *Hornby Magazine* by October 25 2014.



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HELJAN

WIN! One of 16 prizes from our £1,500 model giveaway!

All you have to do to stand a chance of winning one of these fantastic prizes is to answer this question:

WHAT SCALE IS 'OO' MODELLED TO?
a. 4mm:1ft b. 2mm:1ft c. 7mm:1ft

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 Hornby Model Giveaway 2014', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to competitions@keypublishing.com with 'Hornby Magazine

Hornby Model Giveaway 2014' in the subject field.

RULES: Strictly no multiple entries. The winners will be the first 16 correct answers 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 HM90. The closing date for entries is October 25 2014 and winners will be notified by October 30 2014 – usually within a week. No purchase necessary.

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



THE PRIZES ARE:

First prize: Hornby Magazine/Hornby limited edition 'B17' 4-6-0 61662 *Manchester United* plus a Hornby Duke of Gloucester train pack
Total value: £290

Second prize: Hornby Magazine/Bachmann limited edition Class 66 66745 *Modern Railways – the first 50 years* plus a Dapol MRA set in Network Rail yellow
Total value: £270

Third prize: Dapol 'Western' D1002 *Western Explorer* in BR green
Total value: £140

Fourth prize: Hornby four-car 'Javelin' EMU 395004 *Sir Chris Hoy*
Total value: £165

Fifth prize: Hornby 'Northern Belle' train pack featuring 47790 and three Mk 2d carriages in Northern Belle livery
Total value: £140

Sixth prize: Heljan Class 128 DMU, 55991 in Royal Mail Letters red
Total value: £120

Seventh prize: Bachmann GWR '57XX' 0-6-0PT 8709 in GWR green plus a GWR shunters' truck
Total value: £90

Eighth prize: Five pack of DCC Concepts 8-pin Nano Zen decoders
Total value: £130

Ninth prize: Five pack of DCC Concepts 21-pin/8-pin Zen decoders
Total value: £115

Tenth prize: Collection of Hornby Skaledale town and village buildings
Total value: £100

Eleventh prize: Gaugemaster scenic accessories including Noch grass mats and static grass starter set
Total value: £50

Twelfth prize: Selection of steam era road vehicles
Total value: £50

Thirteenth prize: Selection of modern era road vehicles
Total value: £50

Fourteenth prize: Family ticket to the Warley National Model Railway Exhibition
Total value: £35

Fifteenth prize: Subscription to *Hornby Magazine*
Total value: £40

Sixteenth prize: Subscription to *Hornby Magazine*
Total value: £40

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BR Garratts dock with Hatton's



THE 'OO' GAUGE ready-to-run model of the LMS Beyer Garratt 2-6-0+0-6-2 produced for Hatton's by Heljan is one of the most talked about new products of the year so far and now the BR versions are available too. The first round of releases

concentrated on the LMS liveried models which featured static bunkers (HM82). However, the second tooling has now been produced which caters for the distinctive oscillating bunker which was added to all but two of the fleet from 1931 offering an easier means of accessing the 10ton coal supply available to the firemen.

Amongst Hatton's collection of BR liveried models, which includes both light and heavily weathered versions, is the subject of our review – 47975 in BR black with early crests on the cab sides. The front two thirds is essentially the same as the LMS fixed bunker version with the major differences being in the rear section where a fine

job has been made of replicating the oscillating bunker design.

Detail in this area includes separately fitted handrails, neatly moulded loading panel detail and an equally well finished water tank underneath which has detail differences including the lack of a fire iron tunnel.

Livery application, while naturally

Tim Horn produces
**CURVED
 BASEBOARDS**



| THE DETAILS | |
|----------------------|--|
| Manufacturer: | www.ehattons.com |
| Cat No: | 266209 |
| Description: | Beyer Garratt 2-6-0+0-6-2 47975, BR black |
| Scale: | 'OO' |
| Price: | £199.00 |
| Era: | 4 |
| DCC: | DCC ready, 8-pin socket |
| Couplings: | Small tension locks in NEM pockets |



simple, is achieved to a high standard with the BR numbers being printed neatly on the BR black base colour. Other details include a fully finished builder's plate and neatly printed cabside crests.

On the track our sample proved to be a good runner. A tight spot at low speed was removed through running in and the model settled

down to be a strong, smooth and quiet performer handling a 50 wagon train more than comfortably. Other tests have shown that these mighty models are capable of moving a 100 wagon freight!

As with previous releases 47975 is fitted with an 8-pin DCC decoder socket together with a factory installed speaker for those

wishing to add sound. Working directional oil lamps are also fitted at each end and these have a rather nice yellow glow to them.

Release of the BR liveried Garratts is great news for London Midland Region modellers and these must have models are available now exclusively through www.ehattons.com. (MW)

Tim Horn's lightweight, portable baseboard kits have been justly praised in *Hornby Magazine* because they combine affordability with simple slot-and-tab assembly and can be had in all shapes and sizes up to a maximum of 4ft x 3ft.

Recent developments have included curved boards and bespoke fiddle yards but Tim is happy to work closely with layout builders to deliver exactly what is required.

Boards can be cut in any thickness of MDF up to 9mm – high-grade

laminated birch ply can be used if preferred, but the cost is higher. The use of laser cutters ensures great accuracy of fit – important when designing the underpinnings for modular layouts that need to be set up to close tolerances.

The boards are supplied as kits of parts and no special tools or woodworking skills are required to build them. Using these easy-to-assemble components, building the baseboards for a typical layout is a comfortable evening's work.

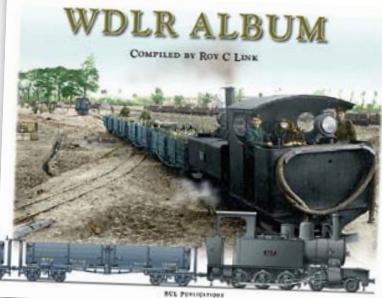
Excellent all round. (TS)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.timhorn.co.uk |
| Description: | Curved baseboard kits |
| Scale: | Any |
| Price: | £POA |

RECOMMENDED READING

WDLR ALBUM



| | |
|-------------------|--|
| Author: | Roy C. Link |
| Publisher: | RCL Books |
| Website: | www.greystarpublications.com/ngi |
| ISBN: | 978-0-9565157-2-8 |
| Price: | £31.95 |
| Spec: | Hardback, 256 pages |

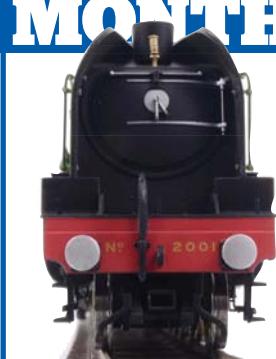
BACHMANN'S announcement of a WW1-era Baldwin 4-6-0T in '009' (HM87) and a range of War Department wagons to accompany it came only a week or two before the publication of this remarkable book, a unique record of British narrow-gauge light railways on the Western Front.

With over 250 beautifully-printed photographs and a wealth of modeller-friendly drawings and diagrams, this 256-page book describes a unique period in history.

No previous railway system had ever been organised on such a scale, with such urgency and at such short notice. The War Department light railways were very much a product of their era, immediately following on from the development of small internal-combustion locomotives and directly preceding the arrival of all-wheel drive and the 'cross-country' pneumatic tyre that rendered such railways obsolete almost overnight.

Compiled and designed by narrow-gauge legend Roy Link, this landscape-format hardback is both a definitive historical account and an endless source of inspiration for the growing number of modellers beguiled by this fascinating era. (TS)

NEXT MONTH



Hornby's 'P2' 2-8-2 gets a full review as a follow up to our brief overview of the RailRoad model on pages 78-79. Don't miss our detailed look at this eagerly awaited new release...

Hornby 'P2' debuts for RailRoad

The first of three versions of Hornby's new 'P2' 2-8-2 have arrived. **MIKE WILD** provides an overview of the RailRoad version which is set to conquer the budget locomotive market.

THE EYE CATCHING and impressive Gresley 'P2' 2-8-2 from Hornby made its debut in late August when the RailRoad version of this eagerly awaited new locomotive began arriving in UK shops.

For review we were able to acquire a new RailRoad model (R3171). This uses the same body tooling as the main range model (R3207), but features reduced decoration and we hope to be able to put together a full review of the fully detailed 'P2' model for the next issue of the magazine.

The 'P2' is an impressive product and Hornby has done an excellent job in recreating the powerful lines of these 1934 introduced locomotives. The distinctive smokebox and smoke deflectors of the design have been captured superbly while the long boiler, wide firebox and Gresley cab are all excellent too.

The buffers are fixed, but produced to a high standard, and an additional detailing pack contains front steps, cylinder drain cocks and bufferbeam pipes for fitment after purchase.

With the RailRoad model the clear difference is in the livery – on this model you won't find full lining on the cabside, frames, tender or wheels. These areas are left plain and this is where Hornby saves money to reduce the price of the 'P2' to just over £80 in this case.

However, on the plus side the mechanism inside is superb. It is fitted with an 8-pin decoder socket in the locomotive body and features a three-pole motor. Straight from the box our sample operated smoothly and quietly throughout the speed range and after running in we subjected it to a 10 coach load which it handled with absolute ease.

It might not have the finesse in the decoration stakes as the soon to be released full version, but the RailRoad model of the 'P2'

is a great looking locomotive which performs even better than it looks. If you are on a budget this is a perfect means of owning a large locomotive, and we can't wait to see the high detail version which is due in September. Watch this space. (MW)



Forces vehicles from Oxford

New to the Oxford Diecast military range are a Royal Navy Bedford OX dropside lorry and RAF Commer Commando crewbus.

The 1939 Bedford OX is a short wheelbase version of the OY, finished in Royal Navy black while the distinctive one-and-a-half-decker crewbus is finished in RAF grey.

Both enjoy a quality gloss paint finish and crisply printed details. (MC)



Ballast starter kit from Ontracks

Ontracks has released a ballast starter kit which contains a 230g pack of Busch mixed brown stone ballast, a Proses 'OO' gauge ballast spreading tool and a bottle of Busch scenery adhesive.

The kit has been designed to make realistic ballasting a simple task and this combination of tools and materials certainly helps.

An 'N' gauge version of the kit is also available. (MC)

| THE DETAILS | |
|----------------------|--|
| Manufacturer: | www.oxforddiecast.co.uk |
| Cat No: | 76BD009 |
| Description: | Royal Navy Bedford OX lorry |
| Price: | £10.95 |
| Cat No: | 76COM001 |
| Description: | RAF Commer Commando crewbus |
| Price: | £14.95 |
| Scale: | 'OO' |

| THE DETAILS | |
|---------------------|--|
| Supplier: | www.ontracks.co.uk |
| Cat No: | GV7127 |
| Description: | Mixed brown ballasting starter kit |
| Price: | £20.48 |
| Scale: | 'OO' |
| Era: | N/A |





THE DETAILS

| | |
|----------------------|---|
| Manufacturer: | www.hornby.com |
| Cat No: | R3171 |
| Description: | Gresley 'P2' 2-8-2 2001 Cock O' The North, LNER apple green |
| Scale: | 'OO' |
| Price: | £82.99 |
| Era: | 3 |
| DCC: | DCC ready, 8-pin socket |
| Couplings: | Small tension locks in NEM pockets |

FIRST REVIEW



Ex-Virgin Mk 3s from Hornby



De-branded Virgin Trains livery forms the basis of Hornby's latest 'OO' gauge Mk 3 releases with four coaches appearing - a Mk 3 Trailer Guard Standard (TGS), First Open

(FO), Standard Open (TSO) and Restaurant First Modular (RFM). With their weathered finish these vehicles are great additions to the Hornby range. (MC)

THE DETAILS

| | |
|----------------------|---|
| Manufacturer: | www.hornby.com |
| Cat No: | R4543 - Ex-Virgin Mk 3 First Open 11021 - weathered |
| Cat No: | R4544 - Ex-Virgin Mk 3 Standard Open 12045 - weathered |
| Cat No: | R4545 - Ex-Virgin Mk 3 Buffet 10245 - weathered |
| Cat No: | R4546 - Ex-Virgin Mk 3 Trailer Guard Standard 44088 - weathered |
| Scale: | 'OO' |
| Price: | £28.49 |
| Era: | 9 |
| Couplings: | Medium tension locks |

Pipework in the pipeline

Simpasture Gate Miniatures has been working on a new modular pipework system suitable for 'OO' and 'O' gauges which includes a diverse range of cast white metal parts such as T-pieces, valve bodies, support foots, elbow joints, hand wheels, ladders and more. A range of vertical and horizontal storage tanks will also be available, as well as pump units.

Designed to connect to 1mm and 2mm diameter metal rod or alloy armature wire, the fittings supplied for review were cleanly cast with very little flash evident and fitted snugly to the rods.

Perfect for use within fuel depots, locomotive fuelling points, cement works, or even cameo scenes such as roadworks where exposed pipes may feature. (MC)



THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.simpasturegate miniatures.co.uk |
| Description: | Modular pipework system |
| Scale: | 'OO'/'O' |
| Price: | From £2.20 per pack |
| Era: | Any |

Fourth variation for Heljan

Class 128

Royal Mail livery for Heljan's latest parcels railcar tooling.



HELJAN has released a new version of its highly regarded Gloucester Class 128 parcels railcar, this time offering the vehicle without

headcode boxes but retaining the gangway connections.

This new issue, which is being released with four identities, is the fourth to be produced by Heljan on the '128' bodyshell – previous

versions covering the original split headcode Western Region vehicles, Midland Region centre headcode vehicles and flush fronted former Midland vehicles with the headcode panels removed.

The level of detail incorporated into the Class 128 is outstanding and ranges from full relief underframe fittings including engines, gearboxes, battery boxes and more, a fully detailed body

Trio of trucks

B-T Models has added more new liveries to its range of 'OO' scale, 1:76, lorries including a Commer bulk tipper in National Coal Board livery, a Leyland Octopus in British Road Services livery and an AEC Mammoth Major fuel tanker in Charringtons livery.

Decoration is up to B-T Models' usual standard



with good colour density. Neat touches include wing mirrors, windscreen wipers and radiators picked out in silver and wheels on the AEC and Leyland

models are highlighted in red whilst on the Commer they are black. These are superb value products which are available now. (MC)

| THE DETAILS | |
|---------------------|--|
| Supplier: | www.ayrey.co.uk |
| Cat No: | DA 76 |
| Description: | Commer Bulk Tipper, National Coal Board |
| Price: | £7.99 |
| Cat No: | DA78 |
| Description: | Leyland Octopus, BRS Sheffield |
| Cat No: | DA89 |
| Description: | AEC Mammoth Major Tanker, Charringtons |
| Price: | £8.99 |
| Scale: | 'OO' |
| Era: | 5/6 |

A kit car park for your layout

This latest downloadable kit from modelrailwayscenery.com builds into a neat model of a pay and display car park.

It follows the same format as previous kits consisting of three sheets of A4 printed details which contain four ticket machines, 'Pay Here' signs, height restriction barrier, pavement sections and two sheets of weathered asphalt parking bays.

The small cardboard parts can be quite fiddly to build but with care the completed kit does look good and can be further customised.

This is a useful addition to the range which offers plenty of potential for adapting to your layouts needs. (MC)



| THE DETAILS | |
|----------------------|--|
| Manufacturer: | www.modelrailwayscenery.com |
| Description: | Pay and Display Car Park |
| Scale: | 'OO' |
| Price: | £2.29 |
| Era: | 8/9 |





THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.heljan.dk |
| Cat No: | 8921 |
| Description: | Class 128 55992, Royal Mail Letters red |
| Cat No: | 8923 |
| Description: | Class 128 55991, Royal Mail Letters red |
| Scale: | 'OO' |
| Price: | £119.95 each |
| Era: | 8 |
| DCC: | DCC ready, 21-pin socket |
| Couplings: | Small tension locks in NEM pockets |

Full relief underframe detail makes a huge difference to the Class 128 model and really brings this area to life.

with recessed doors and etched grab handles, and a fully factory detailed bufferbeam at each end. The overall shape and style of the '128's is captured faithfully too. Add to this a heavy die-cast

chassis with massive haulage capacity (though it will rarely if ever be needed), a 21-pin DCC decoder socket, directional and cab lights plus ample space for a speaker for sound installation and the '128'

represents an impressive package. The Royal Mail Letters red livery on our samples of 55991 and 55992 is reproduced to Heljan's usual high standard with excellent printing of lettering,

logos, lining and other details. This superb new version of the Class 128 is already in the shops and with the standard of its production and decoration is sure to be popular. (MW)

More village buildings from Skaledale

A village hall, butcher's, dentist's and barber's are amongst the latest releases from Hornby's 'OO' scale Skaledale range of cast resin buildings. Each model is fully finished and ready for use on the layout and features fully glazed windows with separately fitted metal frames and printed name transfers.

The village hall is decorated in a vivid turquoise, light blue and pistachio colour scheme and would be perfect to finish off a village green or playing fields cameo whilst Andrew James' Family Butchers features a realistically weathered brick and tile finish. The interior is also represented too. The dentist takes on a timber clad finish with a tiled roof while the barber's is the smallest in this collection of new productions and



features a red brick finish complete with a modern shop window and roof window. Fine additions to the range and perfect to bring any street scene to life. (MC)



THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R9767 |
| Description: | Butchers (129mm x 75mm) |
| Price: | £27.99 |
| Cat No: | R9781 |
| Description: | Village Hall (107mm x 226mm) |
| Price: | £29.99 |
| Cat No: | R9763 |
| Description: | Barbers (54mm x 91mm) |
| Price: | £22.99 |
| Cat No: | R9772 |
| Description: | Dentist (114mm x 135mm) |
| Price: | £29.99 |
| Scale: | 'OO' |

Dapol launches 'O' gauge Milk tanks

ANNOUNCED in 2012, Dapol's newly tooled 'O' gauge model of the 3,000 gallon six-wheel milk tank wagon has arrived.

For many years milk traffic was important to the railway and regularly operated to passenger schedules reflecting the perishable nature of the cargo and the importance placed on it by the railway.

This latest release from Dapol is available in six variants including United Dairies, Express Dairies, CWS, Milk Marketing Board, United Creameries and St Ivel. Our review sample was finished in Milk Marketing Board blue with white lettering.

Straight from the box the model feels substantial and whilst appearing to be based on a London Midland & Scottish Railway (LMS) type, Dapol has created a generic design of milk tanker encompassing detail elements from a number of other designs and railway companies.

That aside, the level of detail is good, the model featuring a plastic tank barrel with discharge valves at each end, plastic side ladders leading to a flip-top filler, tank

saddles, tank straps, tank end supports and bracing, lamp irons, vacuum pipes, crisp rivet and spring detail, brake levers, brake shoes and LMS design axleboxes.

Decoration on our sample is fairly limited, but application is up to the standards we've come to expect from Dapol with good colour density on the tank barrel, crisply printed Milk Marketing Board lettering and neatly printed Milk logos, although the plain black chassis does look stark and lacks details such as builder's plates or wagon numbers.

Running qualities are aided by finely profiled metal wheels with brass bearing pockets fitted to the outer axleboxes while the centre ones feature a slotted opening which offers a form of compensation, aiding movement through points and curves. The chassis is also fitted with sprung screw link couplings and sprung buffers.

For the price and given its generic design, the model wasn't quite what we were expecting, but given the popularity of modelling milk traffic it is sure to prove another popular addition to the 'O' gauge range of ready-to-run models. (MC)



Skaledale goes 'UTTERLY BUTTERLEY'!

| THE DETAILS | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R9778 - Butterley station |
| Price: | £47.99 |
| Cat No: | R9779 - Butterley waiting room |
| Price: | £14.99 |
| Cat No: | R9777 - Weighbridge office |
| Price: | £17.99 |
| Cat No: | R9782 - Utility lamp huts x 2 |
| Price: | £9.99 |
| Cat No: | R9785 - Crossing hut |
| Price: | £9.99 |
| Scale: | 'OO' |
| Era: | 0 |

Hornby's Skaledale range continues to expand with these latest releases, based on buildings at the Midland Railway - Butterley.

The centrepiece is an impressive 'OO' scale resin cast model of Butterley station building, meticulously painted

in a weathered stone finish. Attention to detail is good with the model featuring a host of hand painted and separately applied elements including metal window frames, chalk boards, poster boards with posters, station name boards, fire buckets and drainpipes, plus the roof and chimney detail is also nicely finished too.

To complement the station building a matching waiting room, weighbridge office, crossing hut and set of two utility huts is also available.

The overall finish on each, as we've come to expect from Hornby, is excellent although on our sample of the station building, the glazing on the wind/rain shelter was slightly askew.

However, this is an impressive set of buildings and straight from the box you have the making of an instant and impressive station scene. (MC)





THE DETAILS

| | |
|---------------|--|
| Manufacturer: | www.dapol.co.uk |
| Cat No: | 7F-031-003 |
| Description: | 6 Wheel Milk Tanker – Milk Marketing Board |
| Scale: | 'O' |
| Price: | £74.50 |
| Era: | 4/5 |



From a distance the milk tanker looks good, but are the compromises too far for some modellers?

RECOMMENDED READING

GREEN DIESEL ERA

Author: Derek Huntriss

Publisher: Rail Publishing

Website: www.capitaltransport.com

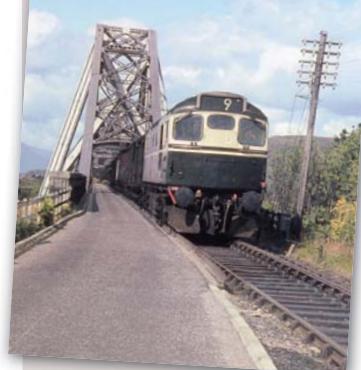
ISBN: 978-1-8541-4381-5

Price: £19.95

Spec: Hardback, 112 pages

Green Diesel Era

Derek Huntriss



DIESEL locomotives started to appear on Britain's railways in large numbers from the late 1950s and this latest hardback book from Derek Huntriss aims to portray a selection of them in its 112 pages.

Green Diesel Era charts the progress of diesel locomotives following the 1955 Modernisation Plan with a good selection of pictures covering all major first generation diesel locomotive types together with diesel shunters and Diesel Multiple Units.

Whilst it promises plenty of green diesels, a few appear in different colours too including blue and maroon 'Westerns' and blue English Electric Class 50s as well as an English Electric Class 20 in pink primer!

Reproduction quality is good with most photographs appearing crisp and clear, whilst the accompanying captions and text are informative and interesting. This fascinating book provides much inspiration for modellers who may wish to seek train formation details during the green diesel era. (MC)



New 'OO' British Railways lorries

This latest selection of 'OO' gauge die-cast railway vehicles from B-T Models includes a Karrer Bantam with box van trailer, Karrer Bantam with dropside trailer both in British Railways red and cream together with a Leyland FG van in BR Rail Express Parcels livery.

Each model is up to the standard we've come to expect from BT-Models, particularly in terms of decoration, and these new releases are perfect for station yards or forecourts. (MC)

THE DETAILS

| | | | |
|--------------------|---|--------------------|---------------------------------|
| Supplier: | www.ayrey.co.uk | Scale: | 'OO' |
| Cat No: | DA77 | Price: | £9.99 |
| Description | Karrer Bantam with box van, British Railways | Era: | 4/5 |
| Cat No: | DA82 L | Description | Leyland FG van, Express Parcels |
| Description | Karrer Bantam with dropside trailer, British Railways | Scale: | 'OO' |
| | | Price: | £7.99 |
| | | Era: | 6/7 |

Hornby's

'Northern Belle'



THE DISTINCTIVE livery of the 'Northern Belle' luxury train features in this latest train pack from Hornby containing a Class 47 and three Mk 2d coaches.

The train is operated by Belmond, which also runs the British Pullman and Venice Simplon Orient Express and features air-conditioned Mk 2d coaches in Pullman-inspired colours hauled by Direct Rail Services' Class 47 locomotives.

Hornby's latest release contains 47790 *Galloway Princess* in

Northern Belle umber and cream, which uses the former Lima tooling for the Brush Type 4, together with three coaches comprising First Opens (FO) 3247 *Chatsworth*, 3267 *Belvoir* and Mk 2d Brake Second Open Car No 17167.

The impressive finish immediately strikes you on opening the box, each element of the set decorated to the high standards we've come to expect from Hornby with a satin finish and crisply printed lettering, lining and Pullman crests, particularly on the coaches. The Class 47 correctly features the gold DRS 'compass' logo and black-

backed Pullman crest on each side as well as crisply printed name and number plates. The locomotive also features the upgrades from its previous Blue Pullman release including revised motor bogie with traction tyres, 8-pin DCC socket and NEM coupling pockets with small tension locks. The body is easily removed to access the DCC socket.

However, there are a number of detail and decoration issues with this pack including the use of an incorrect Class 47 body type, as 47790 has flush cab fronts rather than the recessed panels as modelled, an extra line

appearing under the 'Northern Belle' logo on the locomotive and slight misplacement of lining around the coach doors.

Tooling limitations also mean the oval door windows are not represented, and neither are the modifications to the brake vehicle, although a silver bar has been printed along the glazing to represent the new hopper-style windows.

This is an attractive train pack which delivers a fair representation of a contemporary luxury train and will certainly brighten up any layout. (MC)

Weathered CDAs from Hornby



A triple pack of factory weathered 'OO' gauge CDA china clay hopper wagons is now available, hot on the heels of the single vehicle which arrived during July (HM87).

This pack includes three consecutively numbered wagons as 375042, 375043 and 375044,

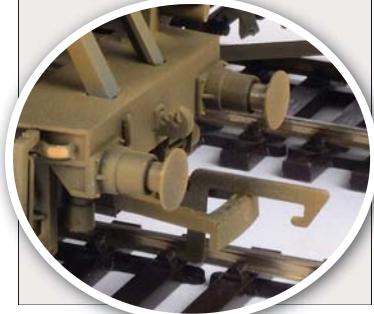
each featuring a subtly different weathered finish. The ECC International blue and silver livery is neatly applied with legible printing and small details, particularly on the weathered solebar.

Two elements of weathering are applied with a gentle dusting

of white on the canopy and a heavier dirt finish on the hopper and underframe. The weathering is particularly effective as it highlights some of the hidden detail including the ripples in the canopies and differs slightly between each model. (MC)

THE DETAILS

| | |
|---------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R6649 |
| Description: | ECC CDA hopper wagon triple pack (weathered) |
| Scale: | 'OO' |
| Price: | £51.99 |
| Era: | 8 |
| Couplings: | Small tension locks in NEM pockets |





Lovely Lodekkas



New from B-T Models is this pair of Bristol Lodekka LD6G double-deck buses finished in the blue and cream livery of Midland General and Notts and Derby Traction Co.

Decoration is generally good, although one of our samples had skewed destination blinds. However, company logos and registration plates are well applied and small details such as radiators, lights and windows picked out in appropriate colours. (MC)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R3134 |
| Description: | 'Northern Belle' Train Pack |
| Scale: | 'OO' |
| Price: | £142.99 |
| Era: | 9 |
| Couplings: | Tension locks |

QUICK REVIEWS

Schuco WWT5

New to the Schuco range of 'HO' scale die-cast model vehicles is this Volkswagen T5 van in plain white suitable for the post 2003 period. Whilst based on a left-hand drive prototype, the vehicle features a fully moulded interior including driver and passenger seats as well as rear seating, too. This van will make a great addition to a modern day layout. (MC)



THE DETAILS

| | |
|---------------------|--|
| Supplier: | www.ayrey.co.uk |
| Cat No: | SHU25979 |
| Description: | WWT5 van, white |
| Scale: | 'HO' |
| Price: | £8.99 |
| Era: | 9 |

More four-planks

Hornby's 'OO' gauge four-plank wagon release receives its latest outing in the black livery of Brookes Limited of Halifax. It is finished as wagon number 12 and the plain black livery sits well on the wagon. Decoration is evenly applied with crisp legible printing including tare details and builders plates. (MC)



THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R6665 |
| Description: | Four plank wagon – Brookes Ltd |
| Price: | £10.25 |
| Scale: | 'OO' |
| Era: | 3-5 |

Tulips from Busch



THE DETAILS

| | |
|---------------------|--|
| Supplier: | www.ayrey.co.uk |
| Cat No: | 1206 |
| Description: | 120 Tulips |
| Scale: | 'HO' |
| Price: | £10.25 |
| Era: | Any |

If you're looking to add some subtle colour to your layout, these 'HO' scale, 1:87, tulips from Busch should do the trick. The pack comprises ten green plastic sprues of tulip stalks and bases together with yellow, orange, pink, red and white plastic coloured tulip heads

Hornby

'Schools' is back

Full marks for the latest BR black version for 'OO'.



Locomotive shed and lean to for 'OO'

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R9780 |
| Description: | Locomotive shed (336mm x 170mm) |
| Cat No: | R9788 |
| Description: | Locomotive shed lean to (139mm x 21mm) |
| Scale: | 'OO' |
| Price: | £59.99 (R9780), £10.99 (R9788) |
| Era: | 8/9 |

New to the Hornby Skaledale range and forming part of its Midland Railway – Butterley inspired collection is this two road locomotive shed (Cat No. R9780) and lean to (R9788).

Both are based on structures at the preserved Midland Railway.

The external finish on both the shed and lean to meets the expectations we have for Hornby Skaledale products with crisply painted bricks, mortar and grey roof panelling. Etched window frames cover clear glazing, but the internal walls

of the shed – which are clearly seen through the door openings – are left in plain resin with no moulded detail or paint finish.

This area would benefit from attention from modellers after purchase.

On the up side the roller shutter

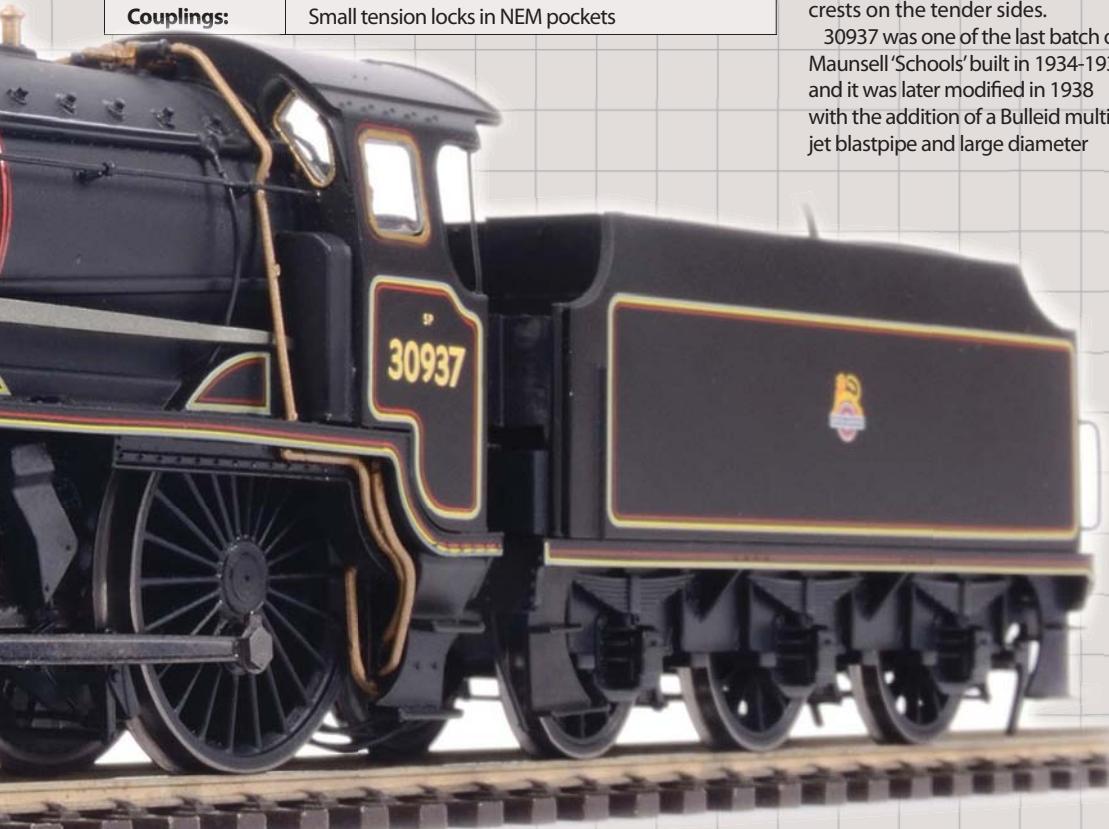
doors are supplied separately with the model – two in the closed position and two open – and these can be fitted in any combination.

For those looking for new accommodation for their locomotive fleet, this combination could be just the thing. (MW)



These new models are perfect for a preserved railway scene.

| THE DETAILS | |
|----------------------|---|
| Manufacturer: | www.hornby.com |
| Cat No: | R3194 |
| Description: | 'Schools' 4-4-0 30937 <i>Epsom</i> , BR lined black |
| Scale: | 'OO' |
| Price: | £133.99 |
| Era: | 4 |
| DCC: | DCC ready, 8-pin socket |
| Couplings: | Small tension locks in NEM pockets |



HORNBY'S sublime model of the Southern Railway 'Schools' 4-4-0 is back with this new release modelling Bricklayer's Arms (73B) allocated 30937 *Epsom* in BR lined black with small early crests on the tender sides.

30937 was one of the last batch of Maunsell 'Schools' built in 1934-1935 and it was later modified in 1938 with the addition of a Bulleid multi-jet blastpipe and large diameter

chimney – the condition in which Hornby has modelled the 4-4-0.

On arrival our sample had suffered a minor shunt in transit dislodging a buffer, but this took a matter of moments to refit to the front bufferbeam making the model complete again and ready for action. From the box our sample ran quietly throughout the speed range and its smooth running characteristics improved with running in. We then subjected it to load tests with a rake of six Mk 1 carriages which it handled comfortably.

The model itself uses the tooling introduced in 2009 (HM20) by Hornby featuring a high fidelity body and chassis together with a brand new locomotive drive chassis. The standard of detail is excellent and coupled with Hornby's high quality livery decoration makes this an eye-catching locomotive, and particularly with full three colour BR mixed traffic lining on the tender.

The addition of 30937 *Epsom* is great news for those modelling the Southern Region in the 1950s and if that wasn't enough a second 'Schools' as 30915 *Brighton* (Cat No. R3208) is due to be released in September with a white cab roof to reflect its condition when used on the Royal Train in June 1953 – check out www.hornby.com for more information. (MW)

Mk 3 family gains interior lighting



Hornby's Mk 3 carriages have received interior lights for the first time with the release of a batch of BR blue and grey liveried, Eastern Region numbered vehicles suitable for use with HST power cars.

The lights operate on both analogue and digital control straight from box without modification and neatly Hornby has also incorporated a capacitor in the circuit which

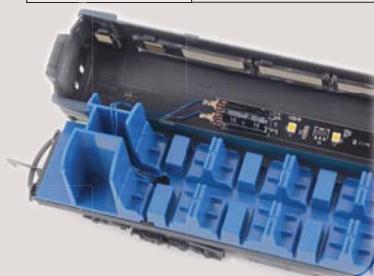
means the lights fade out when the power goes off.

Power collection is through one bogie only, and it doesn't appear to affect operation in the slightest, no doubt assisted by the on board capacitor which will bridge small interruptions in the power supply. Also of note on the bogies is that Hornby has gone back to large tension locks for these vehicles – a backward step.

The exterior finish of these

new releases matches what we expect from Hornby with crisp edges between all colours and neat printing of the Inter-City 125 logos and vehicle numbers. The first batch of releases are all Standard class open vehicles – E42123, E42124, E42125 and E42126 – but Hornby is also due to release the Mk 3 Buffet and Trailer Guard Standard in matching BR blue and grey livery with interior lights. (MW)

| THE DETAILS | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R4634, R4634A, R4364B, R4364C |
| Description: | BR Mk 3 Standard Open, BR blue and grey, with lights |
| Scale: | 'OO' |
| Price: | £35.49 each |
| Era: | 7 |



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BACHMANN

GRAHAM FARISH

| | | | | | | | |
|-----------|---|---------|----------|---|---|----------|---|
| R1177 | Gloucester City Pullman Electric Train Set | £140.00 | 30-042 | Digital Starter Train Set | £ | 370-080 | 'Countryside Coal' Digital Train Set |
| R3017 | BR Patriot Class Sir Herbert K.C.B. BR Green (Late) #45535 | £123.00 | 30-048 | 'The Highlander' Digital Sound Train Set | £ | 370-500 | Cumbrian Mountain Express Collectable Train Pack |
| R3019 | BR (Late) Grange Class 'Paviland Grange' #6485 - Weathered | £112.95 | 30-053 | Torbay Express Train Set | £ | 370-015B | Class 08 #00856 BR Blue with Wasp Stripes |
| R3020 | LMS 2-6-4T Fowler 4P Class LMS Red #2308 | £100.95 | 30-170 | Thames Clyde Express' Electric Train Set | £ | 371-019 | Class 08 #00897 EWS - Weathered |
| R3103 | BR Class A4 'Bittern' #60019 BR Green Double Tender - SE | £131.95 | 30-575 | The Railway Children Collectable Train Pack | £ | 371-085 | Class 25/1 #D5188 BR Green |
| R3105 | GWR Castle Class 'Wellington' GWR Green Hawksworth Tender | £122.95 | 31-029 | Class 166 Networker 3 Car DMU #166204 Thames Trains | £ | 371-087 | Class 25/2 #25234 BR Blue |
| R3118 | BR Castle Class 'Penrice Castle' #7023 BR Green | £125.95 | 31-119 | BR Standard Class 4MT #75035 BR Black Late Crest - Weathered | £ | 371-110 | Class 31 #D5563 BR Green - Directional Lighting |
| R3185 | South Eastern 'Sir Chris Hoy' Class 395 Javelin Train Pack | £134.50 | 31-129A | 3000 Class (ROD) 2-8-0 #3028 GWR Green | £ | 371-111 | Class 31 #D5596 BR Green Small Yellow Panels - Directional Lighting |
| R3187 | GNR 0-6-2T N2 Class #1744 | £78.95 | 31-137 | Class D11/2 #6385 Luckie Mucklebackit LNER Black | £ | 371-112 | Class 31 #31173 BR Blue - Directional Lighting |
| R3204 | LSWR 0-4-4T M7 Class - NRM | £113.95 | 31-138 | Class D11/2 'Haystoun of Bucklaw' #62682 BR Black Early Emblem | £ | 371-165 | Class 37/4 #37407 'Loch Long' BR Blue Large Logo |
| R3205 | BR 4-6-0 'Rood Ashton Hall' 4900 Class | £104.95 | 31-167DC | L&YR 2-4-2 Tank #50795 BR Lined Black E/E - Weathered | £ | 371-168 | Class 37/5 #37506 Railfreight Red Stripe |
| R3207 | LNER 2-8-2P2 Class 'Cock O' The North' | £122.99 | 31-187 | Jubilee Class 'Nelson' #5564 LMS Crimson with Stanier Tender | £ | 371-169 | Class 37/4 #37409 DRS |
| R3221 | LMS 'Duchess of Sutherland' and Support Coach Train Pack | £148.95 | 31-214 | Patriot Class 4-6-0 'Giggleswick' #45538 BR Green Early Emblem | £ | 371-286 | Class 55 'Kings Own Yorkshire Light Infantry' #D9002 BR Green SYP |
| R3222 | GWR Green 2-8-0 42XX Class Locomotive | £104.95 | 31-268 | Class 419 MLV Network South East | £ | 371-287 | Class 55 'Prince of Wales' Own Regiment of Yorkshire' #55005 Blue |
| R3224 | BR Black 2-8-0 52XX Class Locomotive | £104.95 | 31-318 | Robinson Class J11 (GCR 9) #5317 LNER Black 0-6-0 | £ | 371-330 | Class 150/1 #150128 First Great Western |
| R3225 | GWR Green 2-8-2 72XX Class Locomotive | £113.95 | 31-320DC | Robinson Class J11 (GCR 9) #64325 BR Black Late Crest | £ | 371-384 | Class 66 #66209 EWS - Weathered |
| R3227 | BR Black 2-8-0 Class 01 Locomotive 63663 | £114.95 | 31-344 | Class 04 #D2322 Llyod NCB Industrial Yellow - Weathered | £ | 371-396 | Class 66 (Low Emission Variant) InterbusGB #6731 GBRT |
| R3230 | LNER 0-6-0 15 Class Locomotive - Pre 1948 | £95.95 | 31-365 | Class 03 #03170 BR Blue Wasp Stripes & Air Tanks - Weathered | £ | 371-454 | Class 37 #D6827 BR Green Centre Headcode - Weathered |
| R3231 | BR 0-6-0 J15 Class Locomotive - Early BR | £95.95 | 31-431 | Midland Class 1F #41708 BR Black Early Emblem (Preserved) | £ | 371-558 | Class 158 2 Car DMU #158871 ScotRail |
| R3232 | BR 0-6-0 15 Class Locomotive - Late BR | £95.95 | 31-441DC | Ivatt Class 2MT 2-6-2 Tank #41291 BR Lined Black Late Crest | £ | 371-604 | Class 42 'Warship' 'Ourslaught' #D832 BR Green |
| R3233 | LNER 4-4-0 D16/3 Class - Pre 1948 Locomotive | £95.95 | 31-463 | C Class 0-6-0 #271 SECR Plain Green | £ | 371-635 | Class 70 Powerhall #70006 Freightliner |
| R3234 | BR 4-4-0 D16/3 Class - Early BR Locomotive | £95.95 | 31-465 | C Class 0-6-0 #31579 BR Black Late Crest | £ | 371-656 | Class 57 #57312 Network Rail Yellow |
| R3235 | BR 4-4-0 D16/3 Class - Early BR (1948) Locomotive | £95.95 | 31-517DS | Class 158 2 Car DMU #158849 Regional Railways "SOUND" | £ | 371-657 | Class 57 'Pride of Crewe' #57309 DRS Compass Livery |
| R3236 | BR 4-6-2 'Duke of Gloucester' Class 8 - Late BR 1960 | £109.95 | 31-614 | Class V3 Tank #67609 BR Lined Black Late Crest Cranked Pipes | £ | 371-752 | Class 87 'Royal Sovereign' #87002 BR Blue |
| R3237 | GWR 4-6-0 'Caerphilly Castle' Castle Class - NRM | £128.95 | 31-635 | Class 64xx 0-6-0 Pannier Tank #6407 GWR Green | £ | 371-880 | Class 108 2 Car DMU BR Green Small Yellow Panel |
| R3238 | SR 0-6-0 7000 Class Locomotive - 1920s-1930s | £95.95 | 31-637 | Class 64xx 0-6-0 Pannier Tank #6400 BR Lined Green Late Crest | £ | 371-987 | Class 64xx 0-6-0 Pannier Tank #6400 BR Lined Green Late Crest |
| R3239 | BR 0-6-0 700 Class - Late BR Locomotive | £95.95 | 31-656DC | Class 47 #D1677 'Thor' BR Green Yellow Ends | £ | 372-030 | Castle Class Earl of Dunraven #5044 GWR Lined Green |
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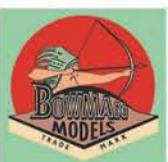
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Many believe that having a short layout, a few sidings, a couple of small diesel and steam locomotives and a DMU means that DCC is overly complicated for such a modest set-up.

However, that is far from the truth as DCC will allow the maximum use of the track and motive power available. The multi-model capabilities of DCC can be used on all layouts and especially of the size that many of us have room for at home.

The basic premise of DCC is that all of the track carries full power all of the time and the track also carries command signals so that each on-board decoder can be individually addressed

by the controller. There are many advantages to this method of control including reduced wiring, no need for isolating sections, a more or less constant 16 volt power supply to the track – this on its own is a great advantage over DC 0-12 volt operation – smooth and jerk free speed control and simple control of inertia and momentum effects through decoder tuning and much more.

TAMING OF THE SHREW

A highlight of DCC is its ability to tame otherwise lively locomotives and bring them into line with higher end products. One of these is the Hornby 0-4-0 chassis which has been used for many years in 0-4-0 saddle tanks and diesels. It has been updated with a new motor and improved reliability in recent years and in its latest incarnation is included inside the new Hornby RailRoad Bagnall 0-4-0 diesel shunter (HM87).

This budget locomotive comes in at just £29.99 at full retail price and makes it an ideal starter locomotive and with

digital control its lively, toy-like running characteristics can be turned into something approaching scale speed, acceleration and braking with smooth, slow speed running.

0-4-0 locomotives only have the use of four wheels for electrical connections between track and motor, so the more reliable those connections are, the better. The constant full voltage track power provided by DCC helps in this regard whereas the variable 0-12 volts of analogue control can lead to the potential for stalling or rough running.

Adding some 'inertia' by increasing the value in CV3 will reduce the tendency to accelerate rapidly, whilst increasing the value in CV4 will prevent it 'stopping on a sixpence'. Lowering the values in CVs 5 and 6, if the decoder supports this, will reduce the top speed to something approaching scale prototypical speeds – all of these changes can be instigated in a few minutes too through a DCC handset.

Smooth starting can be achieved by setting CV2 to the lowest value at which the model

WHAT WE USED

| PRODUCT | SUPPLIER | PRICE |
|----------------------------------|--|-----------------|
| Hornby Bagnall 0-4-0 Shunter | www.hornby.com | £29.99 |
| Zimo MX645 Sound Decoder | www.digitrains.co.uk | £83.00 |
| Two Zimo 15 x 12 LS Cube Speaker | www.digitrains.co.uk | £7.00 |
| Zimo 15 x 12 Cube Speaker | www.digitrains.co.uk | £7.00 |
| Zimo 18 x 13 'Dumbo' Speaker | www.railexclusive.com | £8.50 |
| Zimo 143,000µF Golmrund | www.railexclusive.com | £22.00* |
| Six 2.7V 1F Super Caps | www.rs-components.com | £6.00 |
| Various electrolytic capacitors | www.maplins.co.uk | £1.00 (or less) |

*These are currently being offered free to purchasers of selected Zimo decoders.

The Hornby 0-4-0 chassis family has many variations and with DCC the lively chassis in these locomotives can be tamed for prototypical operation.



will begin to move. If your decoder supports Back EMF sampling, this can be adjusted to help iron out any fluctuations in speed which can give a juddering gait. For more on Configuration Variable tuning see HM82.

DCC ON DC

Decoders give the motor high power in short bursts, power on, power off. This is called Pulse Width Modulation (PWM). The amount of time the power is on relative to the time it is off is called the 'duty cycle' which determines how much power the motor receives in a given time. This in turn regulates the speed at which the motor turns. As the duration of power on becomes longer, the faster the motor will turn. Manipulation of the PWM digital operation forms the basis of the motor control features in DCC decoders.

Many DCC equipped models can happily operate on analogue (DC) powered track. A common notion is that when on analogue, the decoder passively allows the DC power

to drive the motor. This is not the case - the decoder still operates the motor using PWM which leads to superior control aspects.

Several decoders, including those by Zimo, capitalise on this by providing for DC operation with exactly the same Back EMF regulation and Momentum options as with DCC control. Models equipped with these decoders will have the same superb running characteristics under analogue or digital control and can be configured for best operation to suit personal tastes.

The key to reliable running is a constant electrical supply. This starts with correctly and evenly laid track, adequately provided with power inputs and maintained in a clean, film-free condition. Wheels and pick ups should be maintained in a spotless condition.

Nothing I say next undermines that premise, but by adding a small on-board electrical storage facility, small interruptions in track supply can be bridged. This is particularly important for 0-4-0 designs.

'STAY ALIVE'

DCC brings with it the ability to add external capacitors to provide a 'stay alive' capability. Do not confuse these with the small capacitors, usually round flat and orange, fitted to minimise radio interference. Since DCC decoders provide superior suppression they can safely be dispensed with.

The free space available limits the size of capacitor which can be accommodated. But there are various types which can store different amounts of energy for a given size.

Broadly they fall into two categories - inexpensive but bulky simple electrolytic capacitors able to provide enough energy to bridge a speck of dirt and very compact, high capacity but more expensive 'Goldcap' or 'Supercap' types which may power a motor for several tens of seconds. A third type, Tantalum, offers an alternative which due to their flat shape might be more suitable in some circumstances.

Selecting the correct type will depend upon the proposed use. The 'stay alive' panel will help you choose.

A MODEL FAMILY?

The Hornby Bagnall shunter is the latest model based on a chassis that has been in production for a very long time. It's ideal for this feature as it is a simple design which can benefit greatly from DCC installation, even if operated with DC, and what you see here can easily be adapted to any of Hornby's entry level 0-4-0 shunter family, including the 0-4-0ST steam locomotive.

The components and sub-assemblies clip together; the uncluttered free space makes installation very straightforward, diesels especially so, and the results of installing a DCC decoder into these inexpensive locomotives speak for themselves. Much improved performance, refined speed control and smoothing of power supply through the introduction of 'stay alive' capacitors.

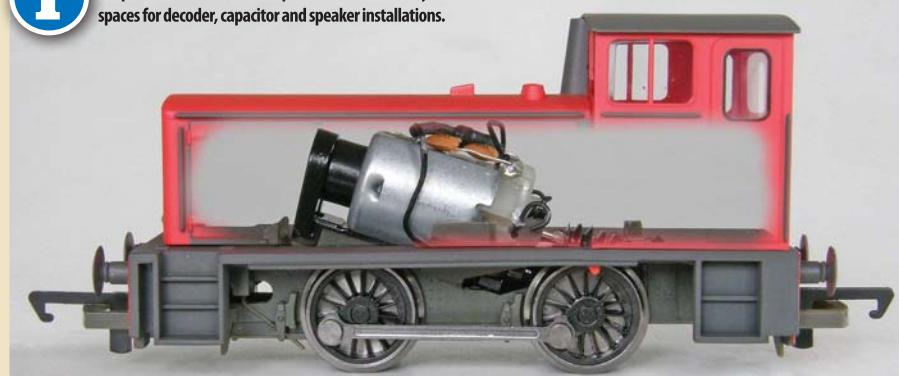
These models do not have DCC sockets, so direct wiring is needed, but that needn't be as difficult as you might first think. The basic requirement is to cut the connections between track and motor and connect the decoder's track and motor wires appropriately. You will need a basic knowledge of soldering, but beyond that all is very simple.

The Step By Step Guide will show you how and by following this guide you will be able to achieve the same high levels of performance from this budget 0-4-0 as you can from top of the line express locomotives.

STEP BY STEP **INSTALLING DCC AND 'STAY ALIVE'**

1

Despite its small size, the simple internals leave very usable spaces for decoder, capacitor and speaker installations.



2



No tools required - well almost. The components and sub-assemblies clip together without screws. To remove the body, first push the tabs arrowed green to release the front of the cab which then arcs backwards to release the rear locating lugs, arrowed yellow.

'STAY ALIVE' CAPACITORS...

STAY ALIVE capacitors are a great addition to DCC decoders and allow small amounts of electrical energy to be stored to bridge temporary spots of dirt on the track. They minimise the chances of a motor stalling and will also keep lights and sound on during temporary power interruptions.

'Stay alive' capacitors are particularly helpful on locomotives with short wheelbases and limited wheels such as 0-4-0 and 0-6-0 tank locomotives, diesel shunters and steam locomotives which only pick up from the driving wheels.

A range of decoders with 'stay alive' capacitors are available – some are supplied as complete kits with a decoder such as those from DCC Concepts whereas others are supplied separately including



From the left, items one to five are simple electrolytic capacitors of various values, six is a single 'Gold Cap' and the final item is a Zimo unit with seven 'Gold Caps' wired in series.

those for Zimo and ESU decoders.

Capacitors are polarity sensitive and must be wired in the correct way to avoid risk of explosion. There are two ways to visually determine the correct polarity. The leads or 'legs' are of unequal length. The negative lead is the

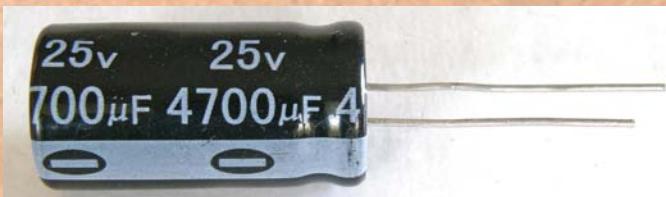
shorter of the two. Secondly along the capacitor body there is a full length stripe in a contrasting colour containing a 'minus' sign. The leg nearest to this is the negative leg.

The physical size of capacitors varies with capacitance and voltage. For a given capacitance, lower

voltage usually results in a smaller size. The typical amount of stored energy will be a few hundred microFarads (one millionths of a Farad) and will only run the motor in the order of tenths of a second.

'Goldcaps', on the other hand, can store lots of energy. They are typically rated at 1 Farad, sufficient to turn the motor for up to a minute more. There are drawbacks, however. They are usually very low voltage, around 2.5-2.7V is common. This is safety critical. Push too high a voltage and the likely outcome is a very energetic bang; enough to cause serious damage.

The normal solution to this is to wire up several individual 'Goldcaps' in series. This adds the voltages together but reduces total capacitance. As six or more will be needed there is an increase in costs plus the need for additional space.

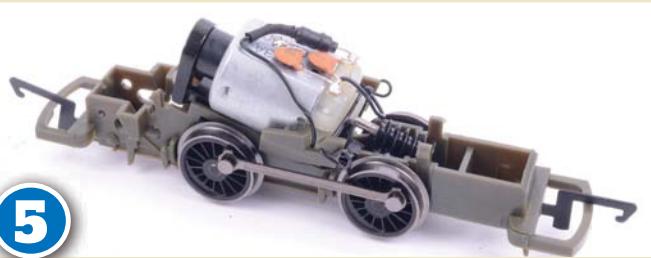
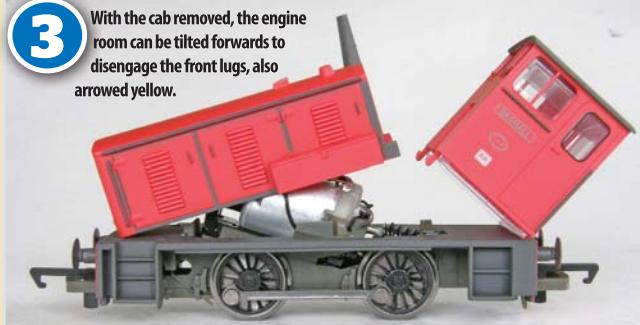


Above: Here's the essential information you can derive from each capacitor: The working voltage – 25V. If too low you risk explosion. If too high it is safe but less efficient. The capacitance – 4700 microFarads, or 0.0047 farad. This figure shows the maximum storage, the 'µ' is a Greek letter used to denote 'micro' or 'one millionth part'. The F is the symbol for the farad, the unit of capacitance. The larger this figure, the more energy may be stored.

Above right: This 'Supercap' shows that it is a 2.7V maximum with a capacitance of 1 farad. In the group photograph, above, the physical size is almost identical to the 220µF one to its left, yet its capacitance is 4,500 times greater. 'Supercap' indeed!



3 With the cab removed, the engine room can be tilted forwards to disengage the front lugs, also arrowed yellow.

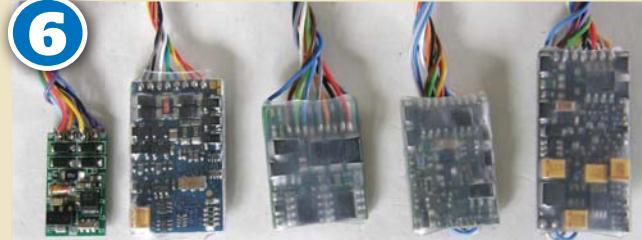


5

This is the chassis which forms the basis for all the models pictured in the opening photograph (and many more). Note that there are small but useable spaces between the frames. The orange suppression capacitors can cause problems for motor control and programming with some decoders. They are not required with DCC and add clutter, so I removed them at the same time as disconnecting the track pick up wires from the motor.



4 That's all the work needed to commence the installation, but if you wish to separate footplate casting from chassis, ease out the tabs arrowed in green.



6 Decoder options from the left. Hornby 8-pin, ESU Lokpilot, Zimo MX634, Zimo MX633 and Zimo MX645 sound decoder. Any of these, and many others, will fit and operate the motor successfully. Each of the Zimo decoders has on-board management of external capacitors, and wires provided for simple connection to them. No additional hardware is required.

WHAT YOU NEED TO KNOW

CALCULATING CAPACITANCE

THE FORMULA FOR CALCULATING THE CAPACITANCE OF MULTIPLE CAPACITORS IS AS FOLLOWS:

The product of the individual capacitances = $1 \times 1 \times 1 \times 1 \times 1 = 1$
The sum of the individual capacitances $1 + 1 + 1 + 1 + 1 = 6$

This gives a total capacitance of 0.166666F or $166,666\mu\text{F}$

This is still a great deal of energy which if uncontrolled can lead to runaways. A simple CV change can restrict how far a locomotive can travel without receiving a DCC signal before stopping automatically – this is decoder dependent and will require checking your manual.



The advantage of building your own modules, whether Supercaps or otherwise, is the ability to spread the individual capacitors out to make use of divided spaces which would preclude larger single units or fixed-shape modules. This is one I made to fit into a brass locomotive with several small but interlinked spaces. Lots of insulation was needed for this installation to avoid contact between the capacitor connections and the metal bodyshell of the locomotive.



On the left is a Zimo energy storage module with seven 'Goldcaps' pre-configured as a 17.5V, 143,000µF unit. On the right is a module of six 2.7V, 1µF 'Supercaps', which I created by soldering their legs together in series, i.e. the positive of one to the negative of the next and so on. This adds the voltages together, totalling 16.2V. Ideal for the Zimo MX633. The total capacitance, however, is reduced.

Also consider that if the locomotive loses its DCC signals, it will not be possible to tell it to stop, even if there is no power to the track. This can result in runaways and a locomotive can travel a long distance in a minute. High specification decoders have features to prevent this from happening.

Unlike other solutions, Zimo use a feature called 'Smart Stop' in conjunction with their on-board energy storage management. It works like this:

As the locomotive slows down, eventually to a halt, the decoder constantly monitors the presence

of DCC power. If, as the wheels are about to stop, it detects a loss of track power, it will prevent the motor from stopping completely and use any stored energy to continue to turn the motor, illuminate any lights and maintain any sounds if present.

The decoder keeps monitoring and as soon as it detects track power, it will stop the motor. This movement may be imperceptibly small and happens at very slow speed. The result of this hunting for clean track means that the locomotive will always be able to move again when requested as it is not sitting on 'dead' or dirty track.

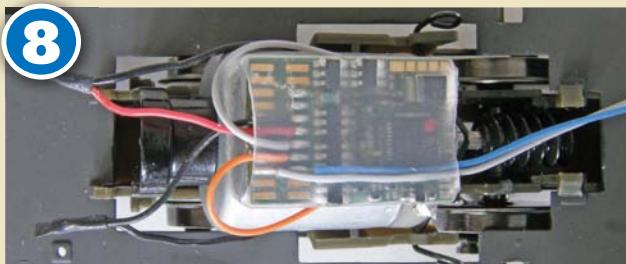
STEP BY STEP **INSTALLING DCC AND 'STAY ALIVE'**

7

I selected the MX633 since, untypically, the voltage to any capacitors is capped at 16V and is independent of track voltage. The importance of this you will see later. I removed any wires which would not be needed to illustrate that direct wiring can be very straightforward. Only four connections are absolutely required, but here I retained the 'stay alive' blue and light grey wires.



8



The black decoder wire was connected to the left track pick up and the red to the right. I soldered the orange and grey wires to the motor terminals. Check the direction of travel before further work. If the controller says 'forward' but the model reverses, swap over the orange and grey wires.



9

It pays to 'dry run' each part of your installation as you proceed. Here I checked that the engine room cover could be replaced without damaging the decoder. Note that the decoder comes pre-insulated in a thick shrink wrap. Remember to fully insulate any wires or components before performing any 'quick tests'. Shorting is the most frequent decoder killer.

10



After trying various configurations I found that three 220µF electrolytic capacitors would comfortably fit in the engine room ahead of the motor.

11

I soldered each negative leg together and each positive leg together, ensuring an insulating air gap in between. This



is called Parallel Wiring and results in the capacitance of each is added to the others, giving 660µF. To complete the circuit, connect the grey wire to the negative leads and the blue wire to the positive.



12

I discovered that a 4700µF capacitor would fit inside the cab, seen here through the glazing unit. This stores 21 times more energy than the previous solution, and although large does not protrude above the base of the cab windows.



13

In contrast, the circular format of the Zimo Golmrud storage module would be highly visible in the cab of the Bagnall.

15



This venerable saddle tank has quite a different body style, and the chassis – identical to that in the Bagnall 0-4-0 diesel – faces the opposite direction. Additionally, the motor connections are not soldered to the track pick ups. Nevertheless, DCC and 'stay alive' are still possible.

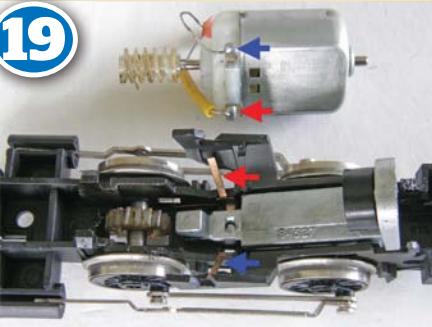
14

My home made energy module is compact enough to sit below window level. A false floor and driving desk could be fabricated to obscure it completely. Note that these 'Supercaps' are wired in series or daisy chain fashion to achieve 16V.

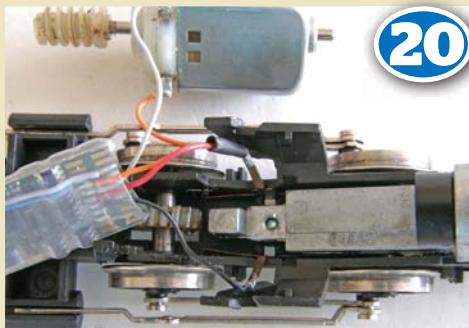


16

Though not clearly visible, the mounting lugs are located where the red arrows are pointing. Disengage these to remove the superstructure.

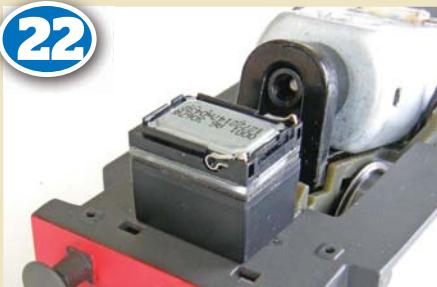


I found that by staggering one of the three capacitors the assembly could be fitted inside the tank and smokebox with plenty of clearance over the gears.



I soldered the black decoder wire directly to the left-hand pick up and red to the right, whilst the orange and grey were attached to the motor as before. I removed the suppression capacitor as space is at a premium in this model.

Step 21: This is how the installed items will look when fitted. The capacitors need to be insulated prior to the body being reunited with the chassis, a simple push fit, but keep an eye on the motor locating spring which protrudes a little at each side.



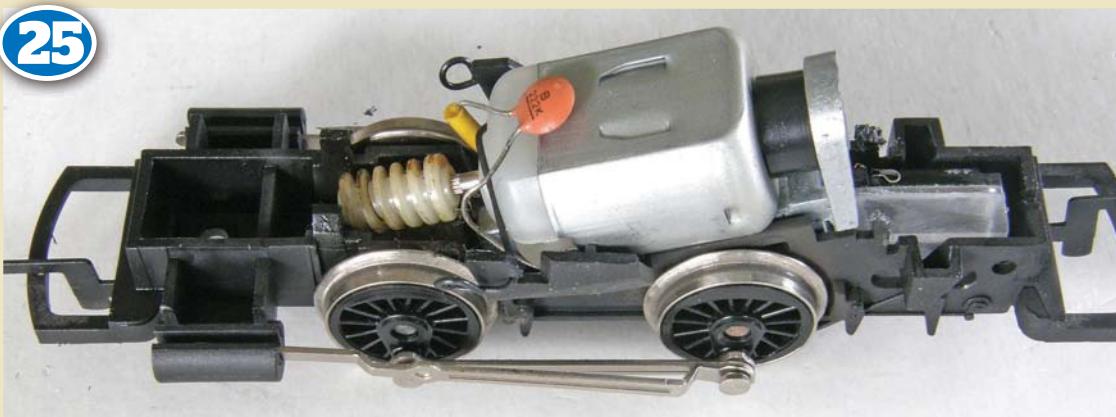
Returning to the Bagnall 0-4-0 diesel, it is also possible to install digital sound in this locomotive too. Substitute a Zimo MX645 sound decoder for the MX633 previously installed in Step 7 and fit one of the following speaker suggestions. Here's a single ZIMO 15mm x 12mm 'deep' cube speaker which fits comfortably.



This shows a pair of 15mm x 12mm LS (low profile) cube speakers back to back. These are a snug fit in the engine room moulding ahead of the motor. Wired in parallel, the impedance is reduced to 4 Ohms. This is fine for the MX645, but please check that this is okay for any other sound decoder.



Finally, an 18mm x 15mm 'Dumbo' speaker fitted into a styrene sheet fabricated enclosure designed to utilise the whole space available. Of the three alternatives, the paired speakers were marginally the loudest whilst the 'Dumbo' was almost as loud, but had a deeper growl. This is the one I finally settled upon.



And for the Caledonian 'Pug' 0-4-0ST a speaker can be installed in the spaces in the chassis frames. I've used a translucent version of the low profile 15 x 12mm cube speaker in this shot for clarity, but the normal black cube speaker fits in the same way. The enclosure walls are quite thick so can stand a little 'adjustment' with a small file if required.

Snug End

Prompted by a competition in *Hornby Magazine*, **GRAHAM GATEHOUSE** built a fabulous shunting layout in just three square feet in 'OO' scale. It was harder than he thought but, as he explains, the result is great fun.

SNUG END started after *Hornby Magazine* ran a competition to build a diorama in just three square feet back in summer 2012. When I built my first shunting puzzle layout it took up four square feet and I felt that I could, with careful planning, get it down to the competition's requirements. However, this was much, much harder than I thought. I spent four or five months drawing and redrawing my concept.

I wanted a diesel refuelling point, a

main line to the rest of the world and a headshunt able to take a Class 25 and three wagons. And it had to have a backscene based on an urban setting.

The sticking point was the front siding and then one day the penny dropped – this time I used a 'Y' point rather than the conventional right or left handed turnouts and curved the track so the result is an 'S' shape. I moved stock round on the drawing and it seemed to work, so the next stage was to build it.

I wrote down all the sizes of the materials, »



STATISTICS

| | |
|-----------------|---------------------------------------|
| Owner: | Graham Gatehouse |
| Scale: | 'OO' |
| Length: | 3ft 10in |
| Width: | 9 1/2in |
| Track: | Hand built points and SMP plain track |
| Control: | Analogue or DCC |
| Period: | 1960s, North West |

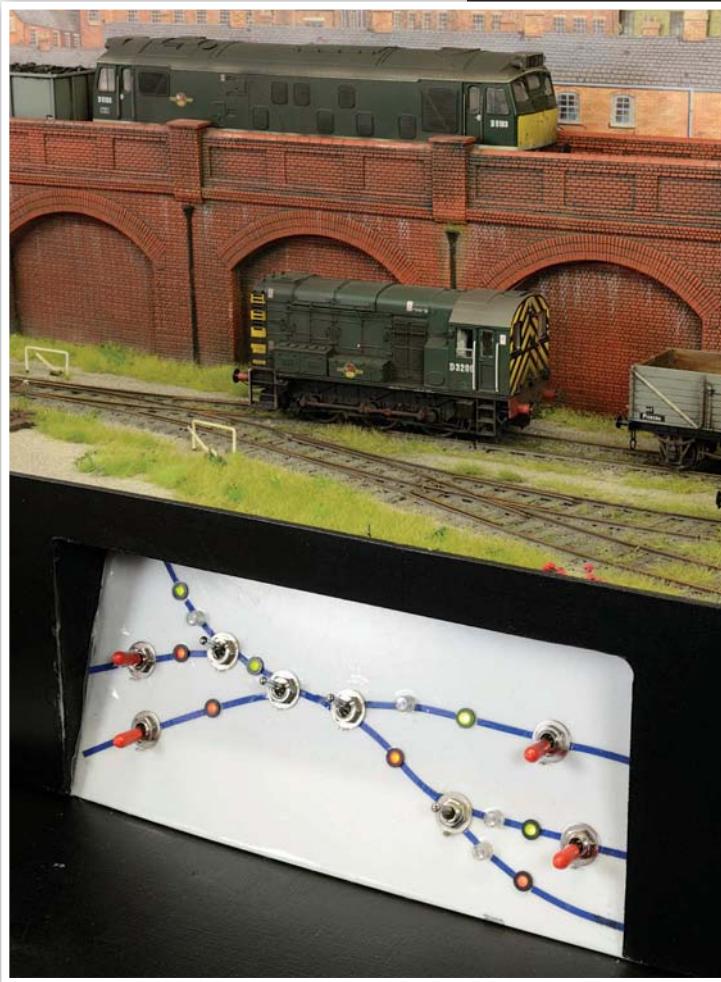


Right: The wheels of a Class 20 squeal as it rounds the curve under the bridge into Snug End yard.



Below: A Class 25 rumbles along the high level line with a short goods as a Class 08 shunts the yard below at Snug End.





Left: A simple analogue control panel takes care of point control. Point motors are DCC Concepts Cobalts.

Right: A simple card system is used to create the shunting puzzles for Snug End. In total there are over 6,000 puzzle possibilities!

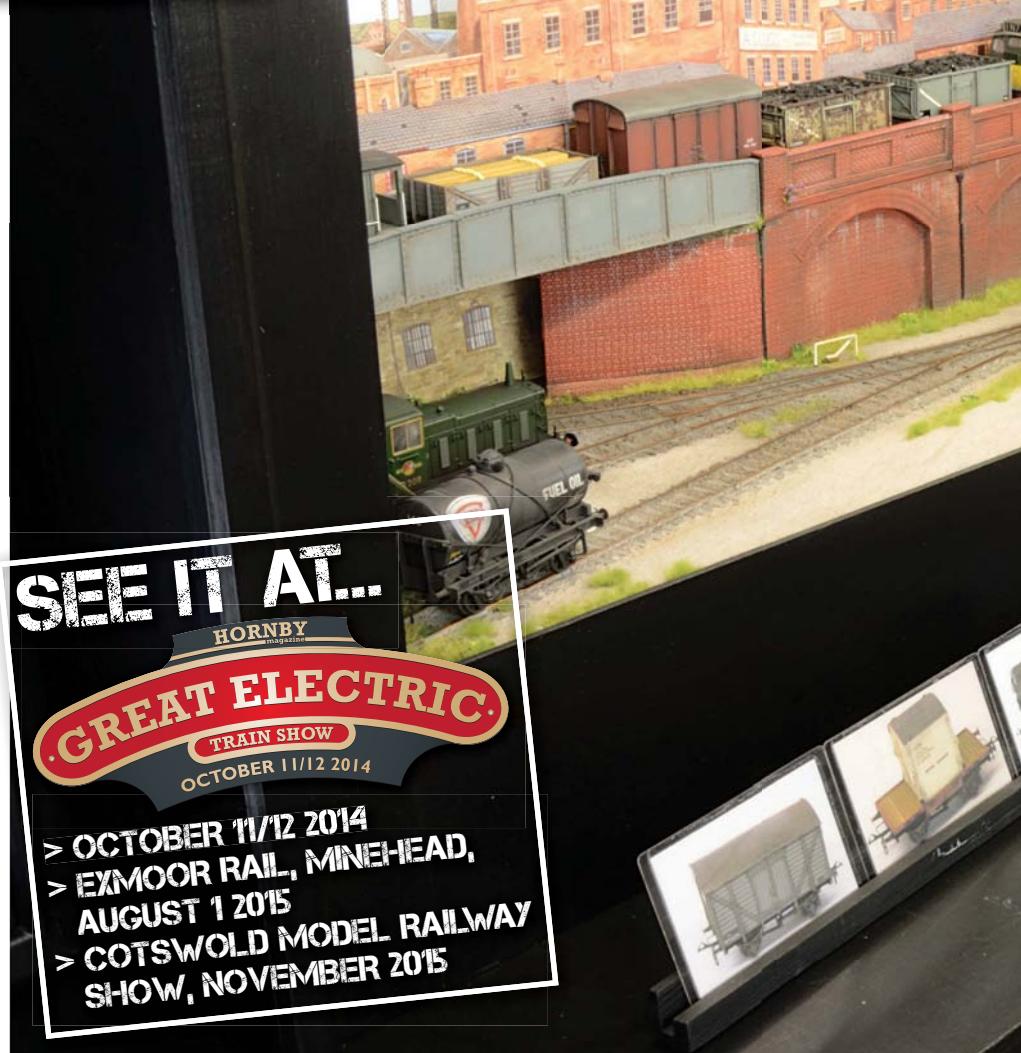
Below: Graham takes control of Snug End with an NCE DCC controller.

sizes for the baseboard and lighting box and went to my local building supplies company and asked if they could cut it. The man who did the cutting was out, but that afternoon he called to say that he had cut the wood. At this point my stomach turned over as being on a pension money is not as free as it once was. He laughed and said he had cut it all from off-cuts and that the whole lot would cost just £9.

A PUZZLING BACKGROUND

I'm sometimes asked why I build these shunting puzzle layouts. Well, in the late 1980s I built a layout in a child's lunchbox following a challenge from a friend. The baseboard was an A5 paper sized continuous run layout with a siding with 10mm gauge handbuilt track and a Springside Horwich Works locomotive to 7mm:1ft scale scale, giving 18in gauge track. After being told that a layout needed scenery by my challenger I came back three weeks later with a picture cut from a calendar for a backscene, a pond, tree and ground works done. I won the 10p bet for a coffee from the vending machine!

Like many I was inspired by Alan Wright and his Inglenook Sidings layout, which became renowned as a shunting puzzle. The classic puzzle layout has three sidings which hold five, three and three wagons respectively, with a headshunt long enough for a small locomotive and three wagons. It all seemed too simple but one day I drew out a track plan for the Inglenook full size and played trains on it using post-it »







notes on the wagons and scraps of paper to dictate the order of the wagons. The post-its were numbered 1-8 and the paper scraps the same. I shuffled the papers and the first five that came out I tried to make up the train in that order. It was surprisingly hard – what a reality check!

It has been calculated that there are 6,720 different shunting orders possible with the 5-3-3 Inglenook setup, so although these layouts are small, they are certainly not simple!

I built a 4ft x 1ft Inglenook style layout in 2012, built mainly from scraps. The wagons all had the couplings modified with a staple soldered onto the dropper so that when it is attracted by a magnet it lifts, allowing remote uncoupling. Built in four weeks it travelled to exhibitions around the country as an attraction for the public to operate. The youngest to succeed was an eight-year-old girl and the oldest an 80-year-old lady. Oddly many men are reluctant to have a go... perhaps they've failed to complete these challenges before.

SNUG END'S CONSTRUCTION

Back to Snug End (the real location is in the USA and I vowed to use this wonderful name one day on a layout). After coming up with the track plan I used SMP track parts and the usual mix of gauges and templates to ensure it was identical.

The baseboard was built, cork laid, magnet positions marked for Sprat & Winkle magnets and the track glued down. And I made a fairly big error – I hadn't fitted the magnets! I then spent all the afternoon trying and eventually succeeding in lifting the track, fitting the magnets and relaying the track.

When it came to the scenery I had taken so long at the planning stage that the diorama competition had finished and I did not want to rush it. A trawl through my unmade kits drawer came up with three boxes of Will's brick retaining arches. A piece of track laid on some stock boxes with bits of the arches leaning on them would add

height. The coach park in Windsor is on the old goods sidings with the passenger line running in on a whole series of arches just like the Will's moulding. A Peco bridge to go over the main line exiting to a fiddle yard would complete the main structures.

I wanted grubby brickwork and at an exhibition found an aerosol can of Executive Rail Grey in enamel. One of the spare bits from the Wills kits was used as a test piece and a quick blast of spray and immediately wiped off gave me the finish I wanted. Everything except the brickwork was masked or covered over and each section sprayed and wiped off, leaving the colour in the mortar joints and creating shadows in the corners. If it would not all wipe off the brick surface, white spirit on a rag was used. This will take the colour out of the plastic if you're not careful so you have to work very fast. To help age the brickwork, white and green Derwent colour pencils were used, the white for the lime scale leaking out and the green to indicate a damp area.

After painting the track and rail sides, ballasting was done and held in place with a PVA water mix. The ground cover was done by sifting firebox ash onto PVA. Grass was next done with static grass and clumps, some of which were homemade.

The weighbridge and office were another Will's kit and painted with the Executive Rail Grey being wiped off at once - no other paint was used except for the steel plating which was covered in metallic black and then polished.

The backscene is made up from Peco Town Scene Backscene papers in both 4mm:1ft and 2mm:1ft scales stuck to thin card and cut up to get rows of cottages and other buildings and then stuck on the backscene board which had been painted blue. Each piece was stuck on, in a decoupage manner, to create depth - the cutting out and placement took almost a month to get the right feel. The layout sits on a universal 5ft x 2ft 6in x 4ft high stand for an exhibition but at home sits on wood between two fitted bedside cabinets in the spare bedroom. »





 6 Left: Brick retaining arches support the high level line above the yard. A Class 08 passes the weighbridge office while shunting.

 7 Above: A Class 03 sits in the fuelling siding.

 8 Above right: A small diesel fuelling point fills one corner of Snug End.

 9 A Class 24 draws a set of wagons out of the sidings.



PLAYING TRAINS

To operate the layout I take digital photographs of each wagon, which are then laminated to make something the size of a playing card. The eight cards are shuffled and the first five placed on a simple rack. The train is then assembled in the long siding in that order.

My twist on the puzzle is to bring in a five wagon train with brake van leaving the brake van under the bridge and using the Class 08 to release the main line locomotive. This goes to refuel while the Class 08 and brake van solve the puzzle. It's rather like a sliding block puzzle and as long as wagons are placed in the right position on the long siding when you start it's great fun.

Operating DCC sound models on a shunting layout is hard work with all the buttons to press and they are changed from

time to time with DC versions that give a rest from sound allowing total concentration on operation. All stock is weathered and has the couplings altered. The Spratt and Winkle coupling I use is the AC3/3 for 3 or 4mm width delayed uncoupling. These are operating on curves of less than 2ft radius.

As I live in a flat and finish one or two layouts a year they must be small. An 'O' gauge layout is on the cards for the near future and using 7mm Spratt & Winkle I can get 99% coupling and uncoupling on 2ft radius curves using 2ft 6in radius points and an 0-4-0 locomotive. A compact 'O' gauge layout is definitely possible if I can design it to fit in 7ft 6in long space. Or perhaps I might opt for a Great Western Railway branch line terminus inspired by Hemyock using features from the other stations on the Culm Valley Line and a 'Z' style layout for shunting.

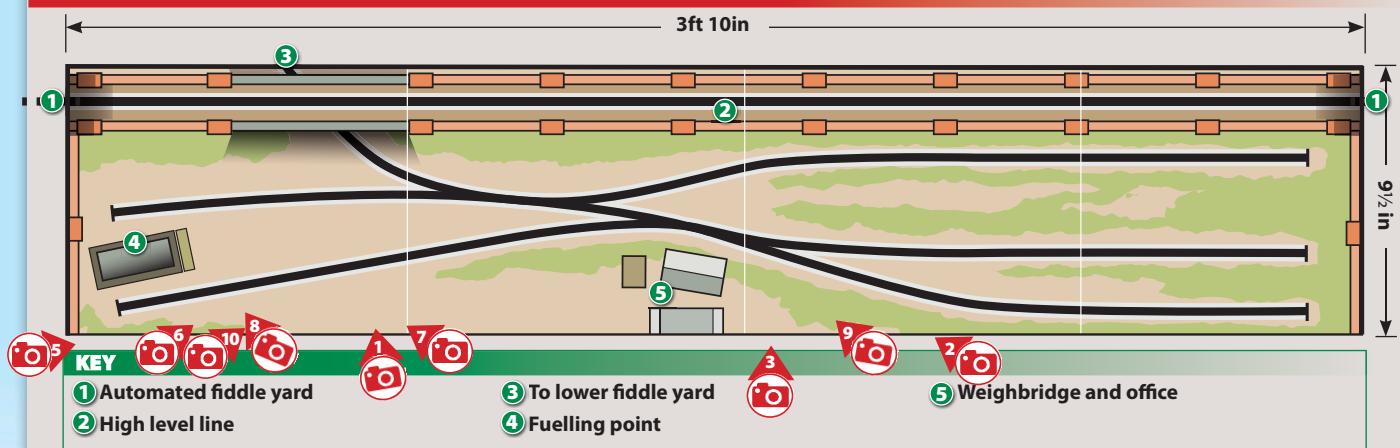
Before that, however, I must finish 1441 The Brewery (41in x 14in). This is yet another shunting layout but with seven positions on the layout in which to leave wagons.

The sidings are at both ends of the layout in a 'Z' style but no run-round loop, so two locomotives are required to shunt each train leading inevitably to DCC operation. By the time this issue of *Hornby Magazine* reaches the shelves it will either have appeared or be about to at its first exhibition so the pressure is on!

So there you have it – in three square feet you can create an interesting and atmospheric little layout. Of course, it doesn't have the glamour of the main line expresses, but I bet you'll have just as much fun running the trains on something like this as a much bigger layout... **HORNBY**



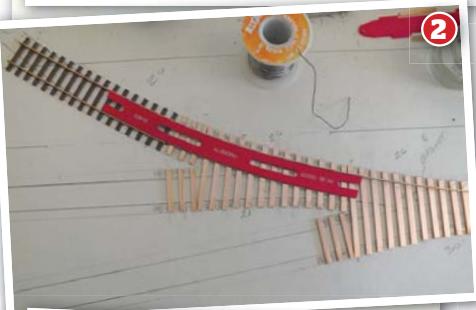
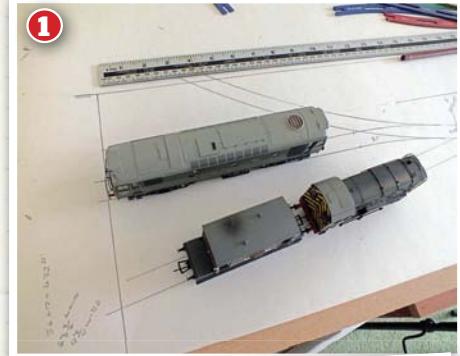
SNUG END TRACK DIAGRAM (NOT TO SCALE)



⑩ A Class 20 slows for a signal check on the high level line as a Class 08 draws wagons into the headshunt in the yard below.



THE BUILD



① At the start of construction the trackplan was drawn out on paper to ensure everything would fit as planned.

② Pointwork was hand built to suit the layout and combined with SMP plain track.

③ The high level line was mocked up with stock boxes once the lower level track was complete.

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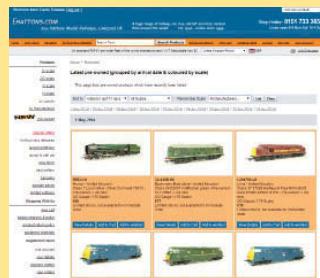
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Mr H Moorhouse, Lincoln



This month's **OXFORD** New Releases



1:72



DH82A Tiger Moth - K2585
32 Squadron, CFS
72TM005 1:72

1:76



Bedford OX Lorry -
Royal Navy
76BD009 1:76



Commer Commando - RAF
76COM001 1:76
NEW Tooling!



Scania CombiTrailer &
Container - Eddie Stobart
SHL01CT 1:76
NEW Tooling!

Scania Topline Drawbar
Unit - Eddie Stobart
76DBU001 1:76
NEW Tooling!



Austin Allegro Estate
1300 - Harvest Gold
76ALL003 1:76

Morris Marina 1.8 Super -
Black Tulip
76MAR003 1:76

Bentley Mk VI - Black
76BN6003 1:76

Jaguar F Type -
Polaris White
76FTYP002 1:76

Land Rover Discovery 4 -
Santorini Black
76DIS002 1:76



Atkinson 8 Wheel
Flatbed Lorry - Chivers
76ATKL002 1:76
NEW Tooling!



Bedford OW Platform
Lorry - LMS
76BD0010 1:76



Dennis Light Four New
World - British Railways
76DL4004 1:76



Whitby Mondial Ice
Cream Van - Dimascio's
76WM002 1:76



Land Rover Series II LWB
Hard Top - Hoveringham
76LAN2005 1:76



Land Rover LWB Station
Wagon - PO Telephones
76LAN2006 1:76
NEW Tooling!



Land Rover Defender - BR
76DEF007 1:76

1:148



Bedford OWB - Brown
NOWB002 1:148



Scammell Scarab
Van Trailer - Royal Navy
NRAB010 1:148



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Trailer - RAF
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Nevis Junction Depot

The Scottish depot plank has gained a name, but progress has been slower than planned. **MARK CHIVERS** updates the latest on his new 'OO' project layout.

EVERY LAYOUT has to have a name and being set on the Scottish Region at a junction location I couldn't think of anything better than Nevis Junction Depot. In construction terms, however, the main goal of late has been the installation of point motors which included a double slip and three way point. Using Peco point motors with extended pins (Cat No. PL10E), I had just a couple of issues along the way including two motors that refused to throw the points sufficiently in one direction no matter how much I tweaked them. After much muttering to myself, I tried rotating the motors 180 degrees, which, of course, fixed the problem and they've been working fine ever since!

I also suffered a couple of damaged points along the way. I've been recycling track from previous projects and some pieces are in better condition than others. Sadly, whilst installing the motors I managed to lose a couple of point springs on the beige carpet of the railway room. Ultimately, it has meant lifting the track in the affected areas, replacing the points, relaying the track and then re-weathering it in situ. It wasn't just the points that decided to play up, though, as my trusty Hornby DCC point decoders also struggled in the reliability stakes and I took the decision to replace them with Train-Tech DCC Quad point decoders (PC2), each capable of handling four points.

With all the points working at last, attention turned to operation of the layout and particularly where on the layout I'd like to be able to uncouple vehicles. I am planning to standardise the coupling types using Kadee couplings on wagons and some coaching stock. I've also decided to utilise the Kadee magnetic delayed action uncoupler at key locations on the layout to make shunting operations look and work as well as possible.

The magnets effectively force the Kadee couplings apart as they pass over it. At this point you can reverse the locomotive and leave the wagons where they are or shunt them to where you wish to leave them before heading in the opposite direction, thanks to the magnetic delayed action. Four of these have now been installed, and whilst they are perhaps slightly more obtrusive than other options, they will work just fine for my needs. For a more detailed look at Kadee couplings and their abilities, check

out Nigel Burkin's features in HM76-HM79.

The next stage was signalling. I've salvaged the signalbox and a Roger Murray built three-aspect with position light signal from my previous layout for reuse. The signalbox is based on a Highland Railway prototype and shouldn't look out of place adjacent to the entrance and exit road to the depot. The three aspect signal has been installed on the exit road near the fiddle yard entrance, which has yet to be built. Again, I've opted for a Train-Tech signal control module (SC-2) to operate this signal using DCC commands. It was easy to install and works a treat using two DCC addresses to

control the four options I wanted, namely red, red with position light on, amber and green.

Ballasting is now underway using a blend of 2mm scale light red and grey ballast. I also have a stock of dark red ballast, which I am peppering into the mix occasionally to judge how it looks and achieve the Scottish effect I'm after.

Finally for the moment, the depot inspection shed needs to be raised slightly as it is currently sitting too low on the layout and some of the Class 37s just catch the edge of the door with their air horns. This should be a simple task to fix as I had planned to install a concrete apron around the depot area in any case.

A Class 26 draws a pair of 'Mermaid' ballast tipplers into Nevis Junction Depot past the newly installed signal. This is controlled by a Train-Tech signal decoder.



Our workshop has been a busy place with projects for the Yearbook and Great Electric Train Show.



MIKE WILD

Hornby Magazine's editor is busily working on Twelve Trees Junction and a new project for this year's Yearbook. The workshop is full and bursting!



MARK CHIVERS

Hornby Magazine's assistant editor has been getting stuck in on ballasting his own project as well as helping get Ashland ready for the Swindon Railway Festival.



1



2



3

THE DETAILS

| | |
|----------|---|
| Name: | Nevis Junction Depot |
| Scale: | 'OO' |
| Length: | 10ft |
| Width: | 18in |
| Track: | Peco code 100 |
| Control: | DCC, Bachmann Dynamis/ Hornby RailMaster |
| Period: | 1980s-1990s, BR Scottish Region |

1 The Highland Railway style signalbox was reclaimed from a previous layout and suits this new setting perfectly.

2 The two sidings to the rear can be used for locomotives or rolling stock. Train-Tech bufferstop lights complete each siding. The nearest track is a headshunt for access to the stock sidings.

3 Nevis Junction Depot is coming together. The diesel fuelling point will be bedded in soon adding extra interest in the centre of the two board layout.



Cathedrals of STEAM

One of the most recognisable features of the steam age railway was the roundhouse, a distinctive circular building used for the storage and maintenance of locomotives.

EVAN GREEN-HUGHES traces the history of these atmospheric structures.



Four J27 0-6-0s gather around the turntable inside Sunderland roundhouse on the night of August 28 1967.

Brian Stephenson.

If you speak to anyone who was trainspotting in the final days of steam the conversation eventually will turn to the subject of 'shed bashing'. We all chanced our luck in those pre-health and safety days on a Sunday and tried to bunk the local sheds to try and find those elusive locomotives which we needed to underline in our Ian Allan ABC books.

In my neck of the woods it seemed easy to get round the ex Lancashire and Yorkshire 'straight' sheds such as Mirfield and Low Moor where there were lots of engines parked inside side by side and in long lines, but the sheds we all wanted to do - Leeds Holbeck, York and so on - were almost impossible to get round because they were much bigger. Even worse, they were roundhouses where there was plenty of space between the engines and where there were no obvious corners in which to hide from the shed foreman.

Some idea of the size of these roundhouses can be gained by looking at the Great Hall of the National Railway Museum which was originally York shed and which was a roundhouse featuring two internal turntables (one has since been removed). In those days it was a dark and dingy place which had a floor covered in piles of ash and puddles in equal measure. There were holes in the roof cladding and the walls were covered in inches of soot and muck that accumulated over many years. It was a magical place, but it was very much of its time and I doubt anyone would put up with working in a place like that today.

The idea of storing locomotives on tracks radiating from a turntable can be traced back to almost the first days of the railways. The earliest locomotives which hauled coal and minerals in the North East were equally at home plodding along either forwards or backwards but as routes became longer and designs more advanced it became necessary to provide a way of turning the engine so that it faced the direction of travel. As is well known this was accomplished by the provision of a turntable.

At the same time it was necessary to provide some form of depot in which the engines could be stored and serviced and before long the opportunity was taken to



Condensing '57XX' 0-6-0PT 9700 stands inside Old Oak Common's double roundhouse on August 12 1956. J.F. Davies/Rail Archive Stephenson.

enclose a turntable and the tracks radiating from it and so the roundhouse was born.

FIRST OF ITS KIND

It is generally accepted that the first application of this principle in the UK was in 1839 when the North Midland Railway built its celebrated roundhouse at Derby. This structure was engineered by Robert Stephenson at a cost of £62,000. It had 16 equal brick sides which supported a timber roof while inside was a circular colonnade of cast iron columns which supported an elaborate truss system. The turntable provided was minuscule by later standards, at only 36ft long, and it served 16 bays which each could hold one or two locomotives.

Remarkably this structure still survives, having been part of Derby Works for many years. It eventually fell out of use and in 2006 was bought by Derby College for £1, and restored at a cost of more than £30m to become part of the city's campus.

Another early roundhouse which still survives is that of the Leeds and Thirsk Railway at Leeds and which was built in 1847. Designed by Thomas Grainger this 20 bay structure is also of brick construction and differed from that at Derby in that the central 46ft 6in turntable was situated in an open well at the centre of the building. The roof trusses which radiate from the centre are 55ft long and are made from a single piece of timber, and each bay had its own set of heavy wooden doors. Although this building is not exactly round as the individual external wall sections run in straight lines, it is much nearer to a round shape than the earlier Derby building.

As might have been expected, the increasing size of locomotives meant that this roundhouse was soon too small to accommodate all but the smallest and it was therefore replaced by a new building at Neville Hill in 1904. Remarkably it too has survived to this day, having been occupied by various motor businesses, and is now a listed building. It can be found alongside the A58, Wellington Road, just south of the River Aire.

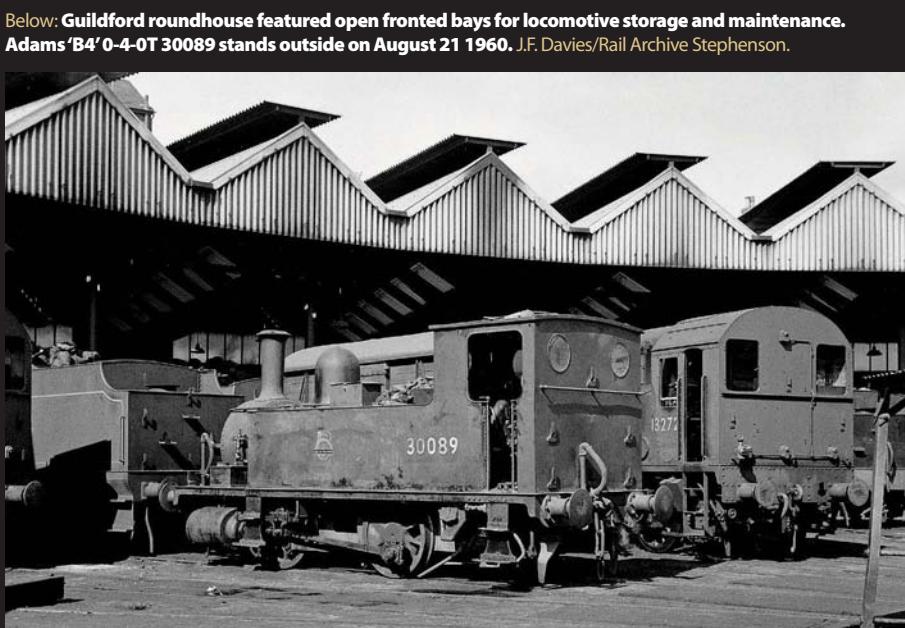
Also built the same year and still in existence for non-railway purposes is the London and Birmingham Railway's roundhouse at Chalk Farm in London. Known originally as the 'Great Circular Engine House' this structure used 24 cast iron supports to support the central roof structure of curved ribs around an all-enclosed turntable. This yellow brick building, which is 157ft across, is almost circular in shape and each bay is slightly narrower than the Leeds structure. As with its Northern cousin this building soon fell out of use due to the ever-increasing size of locomotives and since 1860 has been used for other purposes. It served as a warehouse until the 1930s and lay derelict for 25 years until being converted into an arts venue. »



Caledonian Railway 'Pug' 0-4-0ST 16010 moves off the open turntable inside Inverness roundhouse in 1949. W.J. Verden Anderson/Rail Archive Stephenson.



Above: GWR 'Castle' 4-6-0 4090 *Dorchester Castle* stands beneath the smoke hoods inside Swindon roundhouse on April 7 1957. Bob Tuck/Rail Archive Stephenson.



THE SHEDS GROW

As roundhouses expanded in size it became more common for them to be accommodated in a square building with the space at each corner being used for storage. Within 30 years of the first roundhouses large structures such as that which now forms the National Railway Museum's Great Hall had been constructed.

These were often expanded to accommodate more than one turntable and to provide stalls where more than one locomotive could be stabled and consequently they were very big buildings indeed. Most featured cast iron ribbed roofs of one form or another and used principles very similar to those being employed on contemporary stations. The York structure dates originally from 1877 and shows just how far the concept had advanced in just a few short years.

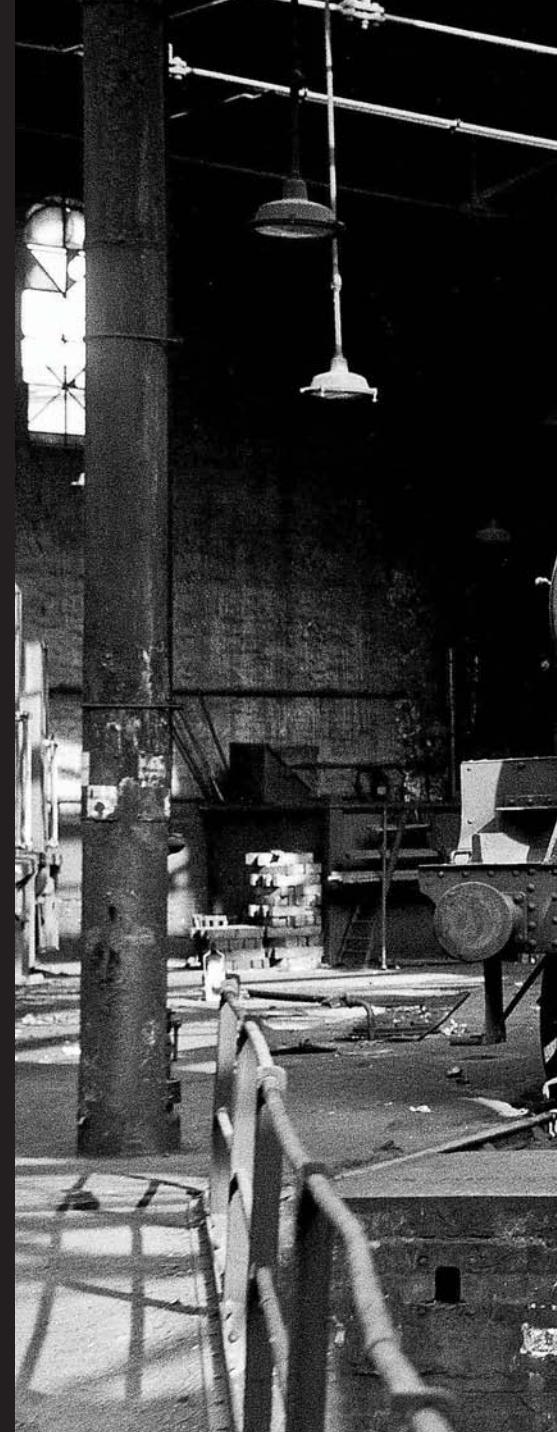
The roundhouse principle was enthusiastically adopted all over the world but in Europe it was more common to have a 'half roundhouse' arrangement in which the turntable was outside the building.

which only ranged round about half of the circle. Quite often the buildings were set back from the turntable allowing for locomotives to be stored in the open air as well as within the buildings. St Blazey in Cornwall is an example of this type which still survives, complete with turntable for turning steam locomotives though the buildings are no longer in railway use.

The half roundhouse was less common in the UK but there was a particularly neat one designed to accommodate only industrial-sized locomotives, and which was part of the MoD facility at Shoeburyness in Essex. Each of the identical stalls at this installation had its own wooden door and was only long enough to accommodate a small engine. Surrounded by typically well-kept manicured lawns this installation must surely rank as one of the most beautiful in the country.

UNIQUE ATMOSPHERE

For those wishing to see what a roundhouse really was like in the steam era there is only one place in the country to go, and that is Barrow Hill at Staveley



in Derbyshire. Here there is a building erected in 1866 when the Midland Railway signed a 100-year agreement to work the railways at the adjacent Staveley Works. This building cost £16,445 and comprised 24 roads each of which is up to 80ft long, easily big enough to cope with the larger engines of the period.

The size of this shed was one of the reasons why the roundhouse stayed in use for the next 121 years, finally closing in 1991 as Britain's last roundhouse depot. Designed to accommodate 24 steam locomotives, the depot's allocation peaked at 90 in the 1920s and included examples of most of the Midland Railway's tank and tender 0-6-0s.

Unlike all the other roundhouses mentioned above, though, Barrow Hill was to enjoy a second life as a railway shed after it passed into the control of preservationists in 1996 since when it has been transformed from a derelict vandalised wreck of a building to a thriving restoration and stabling centre for both steam and diesel locomotives.

Shafts of light dart through the roof of Holbeck roundhouse in 1963 highlighting Stanier 'Jubilee' 4-6-0 45675 *Hardy* and '8F' 2-8-0 48454. Kenneth Field/Rail Archive Stephenson.



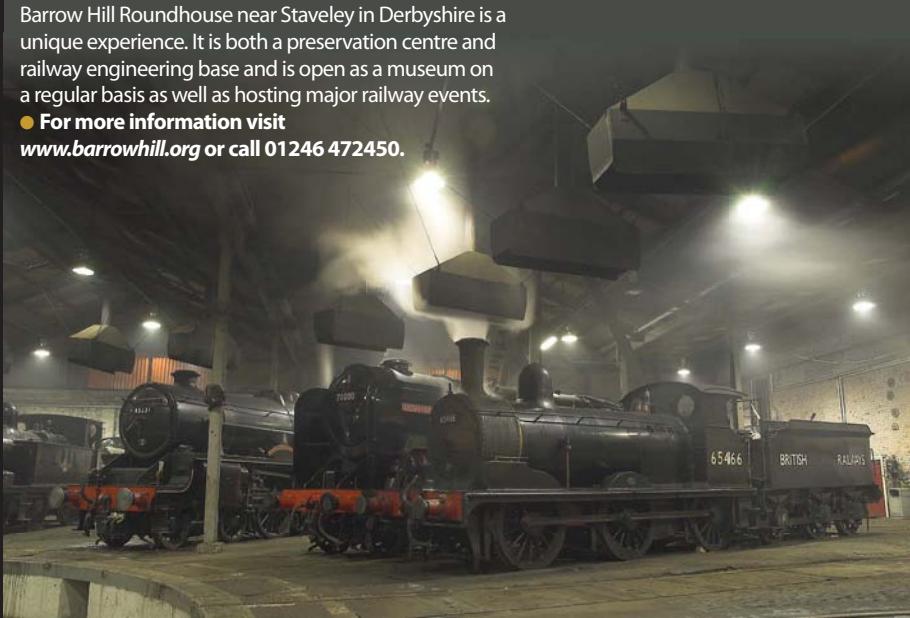
To the eternal gratitude of enthusiasts Barrow Hill has not followed the example of the National Railway Museum and, although re-roofed, has not been cleaned and 'sterilised' so that it does not bear any resemblance to a working railway building. Barrow Hill retains all the atmosphere of steam days and, as such, is the only authentic roundhouse which still survives in this country.

Although the roundhouse was an integral part of the railway's operation for more than 100 years the advent of double-ended diesels meant that many of their facilities were no longer required. Many were replaced with diesel depots while others were merely demolished and the sites used for other purposes. Those of us who saw them will vividly remember their size and unforgettable atmosphere but for those who did not then a visit to Barrow Hill will give a flavour of what you missed. Perhaps the only thing missing is a grumpy shed foreman with the athletic prowess of an Olympic sprinter to really bring back the memories of the old days! 

WORTH THE TRIP...

Barrow Hill Roundhouse near Staveley in Derbyshire is a unique experience. It is both a preservation centre and railway engineering base and is open as a museum on a regular basis as well as hosting major railway events.

- For more information visit www.barrowhill.org or call 01246 472450.



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.

SEPTEMBER 2014

13 BISHOP'S STORTFORD MODEL RAILWAY EXHIBITION

Hosts: Bishop's Stortford Railway Society
Location: Birchwood High School, Parsonage Lane, Bishop's Stortford, Hertfordshire CM23 5BD
Times: 10.30am-4.30pm
Prices: Adults £5, children £3, family (2+2) £14
Website: www.tinyurl.com/bsralsoc
Contact: 07925 581351
Features: 18 layouts, trade support, displays, 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.

13 GILLINGHAM MODEL RAILWAY EXHIBITION

Hosts: Shaftesbury and Gillingham Railway Society
Location: Gillingham Primary School, School Road, Gillingham, Dorset SP8 4QR
Times: 10am-4.30pm
Prices: Adults £4, children £2, family £10
Contact: 01747 830615
Features: Ten layouts, trade support, refreshments, parking and disabled access.

13 OLNEY MODEL RAILWAY EXHIBITION

Hosts: Olney Model Railway Club
Location: Carlton House Club, 38 High Street, Olney, Buckinghamshire MK46 4BB
Times: 10.30am-4.30pm
Prices: Adults £2.50, concessions £2, children £2, family £6
Website: www.olneymrc.org.uk
Contact: 01234 241686
Features: Layouts, trade support, societies and refreshments.

13/14 ELLESMORE MODEL RAILWAY EXHIBITION

Hosts: Ellesmere Model Railway Club
Location: Town Hall, Willow Street, Ellesmere, Shropshire SY12 0AL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, concessions £1.50, children £1.50, family £7.50
Website: www.ellesmere-modelrailwayclub.weebly.com
Contact: 01691 623102
Features: Layouts, trade support, demos, refreshments, outdoor train rides and disabled access.

13/14 GLOSSOP MODEL RAILWAY EXHIBITION

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

13/14 INTERNATIONAL GAUGE SHOW 2014

Hosts: Meridiene Exhibitions
Location: Warwickshire Exhibition Centre, Nr Leamington Spa, Warwickshire CV31 1XN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9.50 (£8.50), concessions £8.50 (£7.50), children £4.50 (£3.50) – advance ticket prices in brackets

Website: www.ngaugeshow.co.uk

Contact: 01926 614101

Features: Up to 30 N' gauge layouts, trade stands, demonstrations, refreshments and parking.

13/14 MID SUFFOLK LIGHT RAILWAY STEAM GALA AND MODEL RAILWAY SHOW

Hosts: Mid Suffolk Light Railway
Location: Brockford Station, Wetheringsett, Stowmarket, IP14 5PW
Times: Sat 11am-5pm, Sun 11am-5pm
Prices: Adults £6, concessions £4.50, children £3, family £15
Website: www.mslr.org.uk
Contact: 01986 798019
Features: Layouts, trade support, refreshments and parking.

DON'T MISS...

13/14 SWINDON RAILWAY FESTIVAL

Hosts: STEAM – Museum of the Great Western Railway
Location: STEAM, Fire Fly Avenue, Swindon, Wiltshire SN2 2EY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £10, concessions £8.50, children £7.50, family (2+1) £25 / (2+2) £30
Website: www.steam-museum.org.uk
Contact: 01793 466637
Features: Layouts including *Hornby Magazine*'s 'OO' gauge layout Ashland, trade support, demonstrations, traction engine display, museum exhibits, refreshments and disabled access.

14 MIDLANDS MODEL RAILWAY CLUB (IRELAND) MODEL RAILWAY EXHIBITION

Hosts: Midlands Model Railway Club
Location: Killleshin Hotel, Dublin Road, Portlaoise, Co Laois, Ireland
Times: 11am-5pm
Prices: Adults £5, concessions £2.50, children £2.50, family £10
Website: www.mmmrc.club
Contact: +353 86 1616 414
Features: Layouts, trade support, refreshments, parking and disabled access.

20 BRAMBLETON MODEL RAILWAY CLUB OPEN DAY

Hosts: Brambleton Model Railway Club
Location: Highfield Oval, Ambrose Lane, Harpenden, Hertfordshire
Times: 2pm-5.30pm
Prices: Adults £2, concessions £1.50, children £1.50
Website: www.brambleton.co.uk
Contact: 01763 261250
Features: Club outdoor 'O' and 16mm garden layouts in operation, refreshments and parking.

20 CULM VALLEY MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £3.50, children £1.50
Website: www.cvmrc.co.uk
Contact: 01884 840369
Features: 16 layouts, trade support, refreshments, parking and disabled access.

20 HOLY INNOCENTS' CHURCH MODEL RAILWAY SHOW

Hosts: Holy Innocents' Church
Location: Holy Innocents' Church, Foulsham, Norfolk (satnav NR20 5RZ)
Times: 10.30am-4.30pm
Prices: Adults £3, children £1

Contact: 01328 829324

Features: Layout running day, railway films and refreshments

20 HUDDERSFIELD RAILWAY MODELLERS OPEN DAY

Hosts: Huddersfield Railway Modellers
Location: The Club Rooms Stonefield Mill at Union Mills, Tanyard Road, Milnsbridge, Huddersfield HD3 4ND
Times: 10am-4pm
Prices: Free
Website: www.huddsrailwaymodellers.org
Contact: 07950 425782
Features: Seven layouts, demonstrations and light refreshments.

20 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: Emmanuel Christian Centre, Netherstowe, Lichfield, Staffordshire WS13 6TS
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Website: www.tvmrs.org.uk
Contact: 07810 701366
Features: Layouts, trade support, refreshments, parking and disabled access.

20 LUDLOW MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club
Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times: 10am-4.30pm
Prices: Adults £2.50, concessions £2, children £1.50
Contact: 01588 672145
Features: 20 layouts, trade support, displays, refreshments and disabled access.

20 OXFORD MODEL RAILWAY EXHIBITION

Hosts: Oxford and District Model Railway Club
Location: United Reformed Church Halls, Collinwood Road, Headington, Oxford OX3 8HH
Times: 10.30am-4.30pm
Prices: Adults £5, accompanied children free
Website: www.oxfordmrc.org.uk
Features: Layouts, trade support, refreshments and disabled access.

20 SHENFIELD MODEL RAILWAY EXHIBITION

Hosts: Mid Essex Model Railway Club
Location: Shenfield High School, Oliver Road, Shenfield, Essex CM15 8RY
Times: 10am-5pm
Prices: Adults £5, children £3
Contact: 01277 216098
Features: 26 layouts, trade support, displays, societies and refreshments.

20/21 BEXLEYHEATH MODEL RAILWAY EXHIBITION

Hosts: Erith Model Railway Society
Location: Huxtable and Scout Halls, St Martin's Church, Erith Road, Bexleyheath, Kent DA7 6LE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £2.50, family (2+3) £13
Contact: 07736 560956
Features: Layouts, trade support, refreshments and parking.

20/21 BLACKPOOL AND NORTH FYLDE MODEL RAILWAY EXHIBITION

Hosts: Blackpool and North Fylde Model Railway Club
Location: Fleetwood High School, Broadway, Fleetwood, Lancashire FY8 8HE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4.50, children £2.50, family (2+2) £12
Website: www.blackpoolandnorthfylde.mrc.co.uk
Contact: 01253 823951

Features: 20 layouts, trade support, refreshments, parking and disabled access.

20/21 COVENTRY MODEL RAILWAY CLUB OPEN WEEKEND

Hosts: Coventry Model Railway Club
Location: Unit 3, Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £2, accompanied children free
Features: Club layouts on display.

20/21 EUROTACK 2014 EUROPEAN MODEL RAILWAY SHOW

Hosts: Solent Model Railway Group
Location: Blightmont Army Reserve Centre, Millbrook, Southampton SO15 0AJ
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2.50, family (2+2) £12.50
Website: www.solentmodelrailwaygroup.webs.com
Contact: 023 8039 2735
Features: Layouts, trade support, displays, demonstrations, societies, refreshments, parking and disabled access.

20/21 RAILWAY ENTHUSIASTS' CLUB MODEL RAILWAY EXHIBITION

Hosts: Railway Enthusiasts' Club
Location: Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA
Times: Sat 10.30am-5.30pm, Sun 10am-5pm
Prices: Adults £7, children £3
Website: www.rec-farnborough.org.uk
Contact: 01252 542574
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

20/21 REDDITCH MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Grove Street, Redditch B98 8HB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £3, children £4.50, family (2+2) £14
Website: www.redditch-mrc.com
Contact: 01527 540289
Features: 15 layouts, trade support, demonstrations and refreshments.

20/21 SHIPLEY MODEL RAILWAY EXHIBITION

Hosts: Shipley Model Railway Society
Location: Baildon Recreation Centre, Green Lane, Shipley BD17 5JH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5.50, children £2.40, family (2+3) £11
Website: www.shipleymrs.org.uk
Contact: 01274 593031
Features: 14 layouts, trade support, refreshments and parking.

20/21 YORK AND DISTRICT MODEL RAILWAY SHOW

Hosts: Railscene Today
Location: New Earswick Folk Hall, Hawthorn Terrace, New Earswick, York, North Yorkshire YO32 4AQ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, children £2, family £9
Contact: 07733 899526
Features: Layouts, trade support, refreshments and parking.

21 CHICHESTER STEAM ON SUNDAY - OPEN AFTERNOON

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

21 NEEDHAM MARKET MODEL RAILWAY EXHIBITION

Hosts: One Model Railway Club
Location: Needham Market Community Centre, School Street, Needham Market, Ipswich, Suffolk IP6 8BB
Times: 11am-4pm
Prices: Adults £3, concessions £2.50, children £2.50, family (2+2) £8
Website: www.onemrc.org.uk
Contact: 07900 983508
Features: 13 layouts, trade support, societies, refreshments and parking.

27 CHIPHENHAM MODEL RAILWAY SHOW

Hosts: Bentley Model Railway Group
Location: Sheldon School Sports Hall, Hardenhuish Lane, Chippenham, Wiltshire SN14 6HJ
Times: 10am-5.30pm
Prices: Adults £4.50, children £3
Website: www.chippenhammrs.org.uk
Contact: 01249 463365
Features: 15 layouts, trade support, refreshments, parking.

27 CLEVELAND MODEL RAILWAY CLUB - OPEN DAY

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

27 ENFIELD MODEL RAILWAY EXHIBITION

Hosts: Enfield Whitewebbs Railway Modellers
Location: Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW
Times: 10.30am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Contact: 020 8508 1938
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

27 IPSWICH RAILWAY MODELLERS ASSOCIATION (IRMA) OPEN DAY

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

27 LODDON VALE MRC AUTUMN SHOW

Hosts: Loddon Vale Model Railway Club
Location: St Peter's Church Hall, Church Rd, Earley RG6 1EY
Times: 10am-4.30pm
Prices: Adults £3, children £2, family £7
Website: www.lvmrc.co.uk
Contact: 0118 988 2035
Features: Ten layouts, trade support and refreshments.

27 PLYMSTOCK MODEL RAILWAY SHOW

Hosts: Plymouth 'G' Scale Group
Location: Plymstock Community Centre, Memory Lane, Plymouth, Devon PL9 9GH
Times: 10am-4pm
Prices: Adults £2, concessions £1.50, children 75p
Contact: 01752 361687
Features: Layouts, trade support, refreshments, parking and disabled access.

27 SMALL AND DELIGHTFUL RAILWAY GROUP OPEN DAY AND EXHIBITION

Hosts: Small and Delightful Railway Group
Location: Meadow Hall, Ham Lane, Compton Dundon, Street, Somerset TA11 6PQ
Times: 10.30am-4pm
Prices: Adults £4, children £1, family £9
Contact: 01458 830542
Features: 18 layouts, trade support and refreshments.

27/28 BARROW HILL LIVE!

Hosts: Barrow Hill Roundhouse Centre
Location: Barrow Hill Roundhouse Centre, Chesterfield, Derbyshire S43 2PR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £13, children £7, family £33
Website: www.barrowhill.org
Features: Layouts, trade support, preserved steam and diesel locomotives, refreshments and parking.

27/28 BOSTON MODEL RAILWAY EXHIBITION

Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Stickney, Boston, Lincolnshire PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, concessions £2, children £1, family £7
Contact: 07958 137122
Features: Nine layouts, trade support, refreshments, parking and disabled access.

27/28 ELSECAR GARDEN RAILWAY EXHIBITION

Hosts: Yorkshire Group of 16mm Narrow Gauge Modellers
Location: Elsecar Heritage Centre, Elsecar, Barnsley, South Yorkshire

Times: Sat 10am-4.30pm, Sun 10am-4pm

Prices: Adults £4

Contact: davidjhferndale@blueyonder.co.uk

Features: Layouts, trade support, displays and demonstrations.

27/28 HALIFAX MODEL RAILWAY EXHIBITION

Hosts: Halifax Model Railway Club
Location: North Bridge Leisure Centre, North Bridge, Halifax, West Yorkshire HX3 6TE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, accompanied children free, unaccompanied children £3
Website: www.halifaxmrc.co.uk
Contact: 01422 371489
Features: 19 layouts, trade support, parking and disabled access.

27/28 N GAUGE SOCIETY YORKSHIRE AREA GROUP OPEN WEEKEND

Hosts: N Gauge Society Yorkshire Area Group
Location: Heworth Community Centre, Applecroft Road, York YO31 0HG
Times: Sat 11am-5pm, Sun 10.30am-3.30pm
Prices: Adults £6, concessions £4.50, children £3, family £15
Website: www.yorkshirengauge.org.uk
Features: Meet group members, N Gauge Society shop.

27/28 SCALEFORUM 2014

Hosts: Scalefour Society
Location: Stoke Mandeville Stadium, Stadium Approach, Mandeville Road, Aylesbury, Buckinghamshire HP21 9PP
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Society members £5, non-members £8, accompanied children and partners free
Website: www.scalefour.org
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

27/28 STAPLEHURST MODEL RAILWAY EXHIBITION

Hosts: The Staplehurst Society
Location: Staplehurst Village Centre, High Street, Staplehurst, Tonbridge, Kent TN12 0BJ
Times: Sat 11am-5pm, Sun 10am-4pm
Prices: Adults £2.50, children £1
Contact: 01580 891390
Features: Layouts and trade support.

27/28 WORTHING MRC 50TH ANNIVERSARY MODEL RAILWAY EXHIBITION

Hosts: Worthing Model Railway Club
Location: Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Contact: 01903 764294
Features: 17 layouts, trade support, refreshments, parking and disabled access.

28 BANRAIL 2014

Hosts: Banbury and District Model Railway Club
Location: Banbury Academy Sports Hall, Banbury School, Ruskin Road, Banbury, Oxfordshire OX16 9HY
Times: 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.bdmrc.co.uk
Contact: 01295 250463
Features: 15 layouts, trade support, societies, refreshments and parking.

OCTOBER 2014

3-5 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Fri 10.30am-5pm, Sat 10.30am-5pm, Sun 10.30am-5pm
Prices: Adults £1.50, children 75p

Website: www.bathgreenpark.co.uk

Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

4 BROADLAND MODEL RAILWAY CLUB EXHIBITION

Hosts: Broadland Model Railway Club
Location: Jubilee Centre, Norwich Road, Aylsham Norfolk NR11 6JG
Times: 10.15am-4.30pm
Prices: Adults £4, concessions £3, children £3
Contact: 01493 700226

SHOW GUIDE

Features: 16 layouts, trade support, demo, refreshments, disabled access and parking nearby.

4 BEACONSFIELD MODEL RAILWAY EXHIBITION

Hosts: Beaconsfield and District Model Railway Club
Location: Beaconsfield School, Watlington Road, Beaconsfield (old town), Buckinghamshire HP9 1SJ
Times: 10.30am-5pm
Prices: Adults £4.50, children £2
Website: www.beaconsfieldmrc.org
Contact: 01753 643724
Features: 16 layouts, trade support, refreshments and parking.

4 DAVENTRY MODEL RAILWAY EXHIBITION

Hosts: Daventry Model Railway Club
Location: Parker E-Act Academy, Ashby Road, Daventry NN11 0QF
Times: 10am-5pm
Prices: Adults £4.50, concessions £3.50, children £2.50, family (2+2) £10
Website: www.daventrymrc.org
Contact: 07773 275428
Features: 15 layouts, trade support, demonstrations, refreshments and parking.

4 RISBOROUGH AND DISTRICT MRC - OPEN DAY

Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough, Bucks HP27 9AX
Times: 11am-4pm
Prices: Free
Website: www.rdmrc.org.uk
Contact: 01844 275748
Features: Informal event with current club projects on display.

4 SUDBURY MODEL RAILWAY EXHIBITION

Hosts: Sudbury Model Railway Club
Location: St Peters Church, Market Hill, Sudbury, Suffolk CO10 2EA
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £2
Website: www.sudburrymrc.org.uk
Contact: 01787 371758
Features: 16 layouts, trade support and refreshments.

4 TELFORD RAILWAY MODELLERS GROUP ANNUAL EXHIBITION

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

4 TRAINS IN HAYNES 2014

Hosts: Haynes Village Hall
Location: Haynes Village Hall, Northwood End Road, Haynes, Bedford MK45 3QB
Times: 10.30am-4.30pm
Prices: Adults £3.50, children £1.50, family £10
Contact: 01234 381564
Features: Ten layouts, toy exhibition, refreshments, parking and disabled access.

4 YEALMPTON MODEL RAILWAY EXHIBITION

Hosts: Plym Valley Railway Association
Location: Yealmpton Community Centre, Stray Park, Yealmpton, Plymouth PL8 2HF
Times: 10am-4.30pm
Prices: Adults £2, concessions £1.50, children 75p, family (2+2) £5
Website: www.plymraail.co.uk
Contact: 01752 880668
Features: Layouts, trade support, parking, disabled access.

4/5 DORKING MODEL RAILWAY EXHIBITION

Hosts: Dorking and District Model Railway Club
Location: Oddfellows Hall, 270 High Street, Dorking, Surrey RH4 1QT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, concessions £2, children £1, family £7
Contact: 01737 762620
Features: Layouts, trade support and refreshments.

4/5 FAREHAM RAILEX

Hosts: Fareham and District Model Railway Club
Location: 1000 Lakeside, North Harbour, Cosham, Hampshire PO6 3EN

Times: Sat 10am-5.30pm, Sun 10am-4.30pm
Prices: Adults £5, accompanied children free

Website: www.fareham-mrc.org.uk
Features: 20 layouts, trade support, demonstrations, refreshments and parking. Free heritage bus service from Cosham station.

4/5 FOLKESTONE MODEL RAILWAY EXHIBITION

Hosts: Folkestone Hythe and District Model Railway Club
Location: Leas Cliff Hall, The Leas, Folkestone, Kent CT20 2DZ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5.50, concessions £4.50, children £2.50, family £13
Website: www.folkestone-mrc.com
Features: More than 20 layouts, trade support, societies, parking and refreshments.

4/5 MICKLEOVER 50TH ANNIVERSARY MODEL RAILWAY EXHIBITION

Hosts: Mickleover Model Railway Group
Location: Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby DE3 0DA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3, concessions £2, children £2, family £8
Website: www.mmrug.org.uk
Contact: 01332 512580
Features: Layouts, trade support, refreshments and parking.

5 LANGFORD MODEL TRANSPORT EXHIBITION

Hosts: Chelmsford and District MRC
Location: Museum of Power, Langford, Maldon, Essex CM9 6QA
Times: 10.30am-4pm
Prices: Museum admission charges apply
Website: www.museumofpower.org.uk
Contact: enquiries@museumofpower.org.uk
Features: Model railways, boats, ride on trains, and working industrial engines, refreshments and parking.

5 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: Featuring O'gauge trains formed from over 180 locomotives and in excess of 400 items of rolling stock on the club's extensive East Coast Main Line layout.

5 WYRE FOREST MRC OPEN DAY

Hosts: Wyre Forest Model Railway Club
Location: First Floor, 101 Comberton Hill, Kidderminster DY10 1QH
Times: 11am-4pm
Prices: Free
Website: www.wyreforestmrc.com
Contact: 01902 843760
Features: Club layouts in operation and under construction.

11 SHIREHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Shirehampton Model Railway Club
Location: Public Hall, Station Road, Shirehampton, Bristol BS11 9TX
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, children £1.50, family £7
Contact: 0117 9094915
Features: Layouts, trade support, refreshments and disabled access.

11 WATFORD MODEL RAILWAY EXHIBITION

Hosts: South West Herts Model Railway Society and Christ Church, Watford
Location: Christ Church, St Albans Road, Watford, Herts WD24 5BD
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free, unaccompanied children £2
Website: www.southwesthertsmrs.org.uk
Contact: 01707 873729
Features: Eight layouts, trade support, DCC demonstration, refreshments and disabled access.

DON'T MISS...

11/12 GREAT ELECTRIC TRAIN SHOW

Hosts: Hornby Magazine
Location: Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Advance tickets - Adults £9, children £7
Website: www.greatelectrictrainshow.com
Contact: 01780 755131
Features: Over 25 layouts, 30 trade stands, skills zone, refreshments, free parking and disabled access. Ticket price includes freedom of the Heritage Motor Centre Museum for the day. See preview on pages 28-33 for full details.

11/12 CORBY MODEL RAILWAY EXHIBITION

Hosts: Corby and District Model Railway Club
Location: SS. Peter and Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH
Times: Sat 10.30am-5pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £13
Website: www.cdmrs.co.uk
Features: Layouts, trade support, demonstrations and refreshments.

11/12 DUNDEE HOBBIES EXTRAVAGANZA

Hosts: Dundee Model Railway Club
Location: Dundee International Sports Complex, Mains Loan, Dundee DD4 7AA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3.50, children £3, family £11
Website: www.dundemrc.talktalk.net
Contact: 01382 644342
Features: 17 layouts, trade support, societies, model boats, slot cars, planes, refreshments and disabled access.

11/12 SHILDON MODEL RAILWAY EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, the National Railway Museum at Shildon, County Durham DL41 2RE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Free
Website: www.shildonmrc.com
Features: 20 layouts, trade support, displays, steam locomotive rides, museum exhibits, refreshments and disabled access.

11/12 WILMINGTON CHARITY MODEL RAILWAY EXHIBITION

Hosts: St Michael and All Angels Church and Erith Model Railway Society
Location: St Michael's Church Hall, 2 High Road, Wilmington, Dartford, Kent DA2 7EG
Times: 10am-5pm
Prices: Adults £3.50, concessions £3, children £3, family (2+2) £10
Website: www.stmichaelswilmington.org.uk/railwayexhibition
Contact: 01322 220561
Features: 15 layouts, trade support, refreshments and disabled access.

16-19 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, near Leamington Spa CV31 1XN
Times: Thu 10am-5pm, Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10 (£9), concessions £9 (£8), children £5.50 (£5) - advance prices in brackets
Website: www.midlandsmodelengineering.co.uk
Contact: 01926 614101
Features: Models, displays, demonstrations, trade support, societies, parking and refreshments.

PLANNING AN EXHIBITION?

● Is your club or society planning a model railway exhibition? *Hornby Magazine's Show Guide* is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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31-089 3214 in GWR green with shirtbutton monogram

Class 5 L&YR 2-4-2T
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31-168 10713 in LMS crimson
31-169 50795 in BR lined black with early emblem

Class 3F Fowler Jinty 0-6-0 tank
Pre-order for £62.86



32-227B 7341 in LMS black
32-235 47673 in BR black with late crest - weathered £69.99

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32-880 2278 in LMS black - weathered £93.50
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(Prices estimated - we will notify you if price rises & offer option to cancel)

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31-204 5530 "Sir Frank Ree" in LMS crimson

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31-528A 60529 "Pearl Driver" in BR lined green with late crest
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266203 Beyer Garratt 2-6-0 0-6-2 4994 LMS revolving coal bunker 1932-39. Pristine (Hel) £199
266204 Beyer Garratt 2-6-0 0-6-2 7983 LMS revolving coal bunker 1938-48. Pristine (Hel) £199
R3064 BR Smokey Joe (Hor) £26



EXCLUSIVE

31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) £118.96
31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) £135.96
31-933 Class 1000 Midland Compound 4-4-0 41157 BR lined black late crest (Bac) £118.96



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



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £93.46



BARGAIN

31-128 Class 3000 GWR ROD 2-8-0 3036 in BR black early emblem - weathered (Bac) (list £139.95) **BARGAIN** £82



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

R3006 Class 3800 2-8-0 3804 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



R3167 Class 4000 4-6-0 Star 4061 'Glastonbury Abbey' in BR green early emblem & 4000 gallon tender. DCC Ready (Hor) £108



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

BARGAIN



31-167DC Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) (list £115.45) **BARGAIN** £89



R3019 Class 6800 Grange 4-6-0 6845 "Paviland Grange" in BR green late crest - heavily weathered (Hor) £123



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



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



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) £79



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



31-985 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) **BARGAIN** £92



R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) £86



31-715 Class B1 1123 in LNER lined green (Bac) £84.96



R2922X Class B1/6 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



31-319 Class J11 Robinson (GCR 9J) 64311 in BR black early emblem (Bac) £76.46



31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest. DCC Fitted (Bac) £91.76



R3190 Class L1 2-6-4 67777 in BR black early emblem (Hor) £104



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac) £106.21

31-005 Class Q4 Robinson ROD 2-8-0 3547 in LNER black (Bac) £118

31-002 Class Q4 Robinson ROD 2-8-0 63635 in BR black early emblem. (Bac) (list £129.95) **BARGAIN** £78

31-012 Class Q4 Robinson ROD 2-8-0 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) **BARGAIN** £119

NEW



R3194 Class V Schools 4-4-0 30937 "Epsom" in BR black early emblem (Hor) **NEW** £112



31-564 Class V2 Gresley 2-6-2 60860 "Durham School" in BR lined black early emblem (Bac) £94

31-565 Class V2 Gresley 2-6-2 60862 in BR lined green late crest and double chimney (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 90446 in BR black with late crest. DCC On Board (Bac) £125.29



R2940 Industrial 0-4-0T 4 in Trewavas Aggregates Ltd red (Railroad Range) (Hor) £21



31-979A Standard Class 3MT tank 82001 in BR black early emblem - weathered (Bac) £80.71



32-508 Standard Class 5MT 73049 BR lined green late crest & BR1 tender (Bac) £106.21



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 BR lined green late crest & BR1 tender (Bac) £106.21



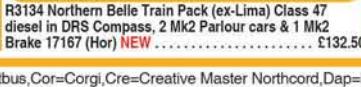
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) £106.21



Train packs



25-204 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) **NEW** £212.46



R2669 Class 08 diesel shunter in BR red, 2 x open Wagons and 1 x box van (Hor) £42.50

3134 Northern Belle Train Pack (ex-Lima) Class 47 diesel in DRS Compass, 2 MK2 Parlour cars & 1 MK2 Brake 17167 (Hor) **NEW** £132.50

32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac) £89.21

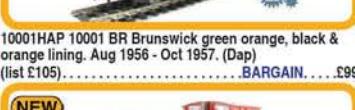


R3093 Tornado Pullman Pack Special Edition (modified Railroad) Class A1 4-6-2 60163 Tornado & 3 x R223 style Pullman coaches (Hor) £132

Diesel locos



EXCLUSIVE



NEW



NEW



NEW



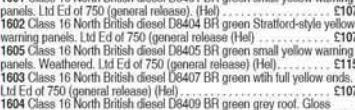
NEW



EXCLUSIVE



NEW



NEW



NEW



NEW



NEW



NEW



NEW



NEW



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36-151 Plasser OWB10 crane. Self propelled track maintenance vehicle (motorised) (Bac) **£42.46**



36-165A Plasser Tamper track maintenance machine (motorised) (Bac) **£59.46**



31-577A Windhoff MPV Multi-Purpose master and slave units in Railtrack - weathered (Bac) **£126.61**

Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) **£7**

Train sets - analogue



R1071 Eurostar Complete Train Set power car, dummy, 2 coaches & track (Hor) **£168**



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) **£120**



30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) **£89.24**

30-160 Rural Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) **£84.99**



30-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shirbutton green and GWR Toad brake van & shunters truck in GWR grey (Bac) **£84.96**

Train sets - DCC



30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 3500 controller (Bac) **£127.49**



R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) **£120**



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) **£140**



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) **£134**

Coaches

R4518A Greeley (Non Vestibule) suburban 3rd class brake LNER teak (Hor) **£39**

R4174C LNER 61'6" sleeping car in LNER teak (Hor) **£59**



39-500 Pack of 4 BR Mk1 SLF Sleeper Car in maroon (Bac) (list £155.80) **BARGAIN** **£122**

39-500 Simple (Bac) **BARGAIN** **£33**

39-502 Pack of 4 BR Mk1 SLSTP Sleeper Car in maroon (Bac) (list £155.80) **BARGAIN** **£120**

39-502 Simple (Bac) **BARGAIN** **£33**

39-776 LMS 50ft full brake in BR maroon (Hor) **BARGAIN** **£47**

39-775 LMS 50ft Inspection Saloon in BR maroon (Bac) **NEW** **£50.96**

39-775 LMS 50ft Inspection Saloon in LMS lined maroon (Bac) **NEW** **£50.96**

4P-010-009 RTR 80ft Stanier corridor composite LMS lined maroon (Dap) **NEW** **£13**

39-320A BR Mk1 BSP Pullman 2nd 'The Hadrian Bar' (with lighting) (Bac) **£39.91**

39-225C BR Mk1 BSK Brake Composite Corridor Blue & Grey (Bac) **£28.01**

39-320A BR Mk1 BSK Brake Composite Corridor Blue & Grey (Bac) **£24.01**

39-175D BR Mk1 BG Full Brake Express Parcels blue & grey (Bac) **£24.01**

39-777 LMS 50ft Inspection Saloon BR blue & grey (Bac) **NEW** **£50.96**

39-075D BR Mk1 BSK Brake Second Corridor Blue & Grey (Bac) **£28.01**

39-482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) **BARGAIN** **£25**

39-487 Pullman 3rd Class Brake Car 'No. 03' - Flush Sided (Hor) (list £49.99) **BARGAIN** **£25**

39-481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) **BARGAIN** **£25**

39-486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49) **BARGAIN** **£25**

39-429 Pullman 3rd Class Kitchen car 'No 171' - steel sided (Hor) (list £49.99) **BARGAIN** **£22**

39-479 Pullman 3rd Class Parlour Car 'No. 34' - Matchboard type (Hor) (list £49.99) **BARGAIN** **£25**

39-079C BR Mk1 BSK Brake Second Corridor (WR) Chocolate & Cream - weathered (Bac) **£29.71**

39-154C BR Mk1 FK First Corridor (WR) chocolate & cream - weathered (Bac) (list £34.95) **BARGAIN** **£18**

39-263 BR Mk1 RMB miniature buffet car in (BR)WR chocolate/cream (Bac) **£23**

39-300C BR Mk1 SK Pullman Second Kitchen in Umber & Cream Car (35" With Lighting) (Bac) **£39.91**

39-029E BR Mk1 SK Second Corridor chocolate & cream (Bac) **£28.01**

39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream - weathered (Bac) **£28.01**

39-501 Pack of 4 BR Mk1 SLF Sleeper Car in blue & grey (Bac) (list £155.80) **BARGAIN** **£89**

39-501 Single (Bac) (list £28.95) **BARGAIN** **£23**

39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £46.95) **BARGAIN** **£23**

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) **BARGAIN** **£12**

34-652B Thompson 63ft full brake BR blue - weathered (Bac) (list £28.95) **BARGAIN** **£17**

39-502 Pack of 4 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey (Bac) (list £155.80) **BARGAIN** **£89**

39-425 Single (Bac) (list £28.95) **BARGAIN** **£23**

39-503 BR Mk1 GUV Royal Mail (Bac) **£28.01**

39-275 BR Mk1 GUV Royal Mail (Bac) **£28.01**

39-430 Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Letters Large Red. (Bac) (list £155.80) **BARGAIN** **£89**

39-430 Single (Bac) (list £38.95) **BARGAIN** **£25**

39-435 Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red. (Bac) (list £155.80) **BARGAIN** **£89**

39-435 Single (Bac) (list £38.95) **BARGAIN** **£25**

39-436 BR Mk1 SK corridor second in BR chocolate & cream. New tooling for 2013 (Hor) **£17**

R4404A BR Hawksworth (Pre 1953): Gangway Passenger Brake BR carriage & cream (Hor) **£30**

R4406A BR Hawksworth: (Pre 1953) 1/3 Brake in BR Carriage & Cream (Hor) (list £40.25) **BARGAIN** **£21**

R4406A BR Hawksworth: (Pre 1953) Brake 3rd (Hor) **BARGAIN** **£21**

39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) **£33.96**

39-450 LMS 57 ft Porthole Corridor 3rd in BR crimson & cream (Bac) **£33.96**

39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac) **£33.96**

39-465 LMS 60 ft Porthole Open Vostobile 1st BR crimson & cream (Bac) **£33.96**

39-475 BR Mk1 RFO Restaurant Car Crimson & Cream - Weathered (Bac) **£25.29**

39-27H BR Mk1 SK Second Corridor (WR) crimson & cream - weathered (Bac) **£29.71**

39-185 BR Mk1 BG Full Brake in Departmental Olive Green (Bac) **£24.10**

C1028 57 ft Stanier corridor LMS lined maroon 5566. Plastic kit (Dap) **£24.10**

R4566 BR (Ex LNER) 61' 6" Corridor Brake Composite in maroon (Hor) **£11**

R4569 BR (Ex LNER) 61' 6" Corridor Buffet Car in maroon (Hor) **£44**

R4567 BR (Ex LNER) 61' 6" Corridor 1st Class (Hor) **£38**

R4568 BR (Ex LNER) 61' 6" Corridor 3rd Class (Hor) **£38**

R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) **£11**

R4499 BR Hawksworth (Post 1953) Gangway Passenger Brake BR Maroon (Hor) **£11**

R4499 BR Hawksworth (Post 1953) 1/3 Brake in BR Maroon (Hor) **£11**

R4499 BR Hawksworth (Post 1953) Brake 3rd in BR Maroon (Hor) **£11**

39-381 BR MK2A BSO brake open 2nd InterCity blue/grey SC9424 (Bac) (list £25.95) **BARGAIN** **£12**

R4634C BR InterCity blue & grey MK3 TS second class lights (Hor) **£32.90**

R4634A BR InterCity blue & grey MK3 TS second class lights (Hor) **£32.90**

R4634B BR InterCity blue & grey MK3 TS second class lights (Hor) **£32.90**

39-382 BR MK2A BSO brake open 2nd InterCity blue/grey SC9425 (Bac) (list £25.95) **BARGAIN** **£12**

39-382 BR MK2A BSO brake open 2nd InterCity blue/grey SC9426 (Bac) (list £25.95) **BARGAIN** **£12**

R4636A 20 Ton brake van in BR brown (Hor) **£6**

4F-038-003 20T Steel Mineral BR B16783 (Dap) **£10**

4F-034-013 21T Hopper Sykes (Dap) **£11**

4F-034-014 21T Hopper Sykes - weathered (Dap) **£11**

37-5020 24 Ton ore hopper wagon in BR grey (Bac) **£10.16**

NEW



R4641 Network Rail MK3 TF measurement coach (Hor) **NEW** **£26.40**

R4637 Network Rail MK3 TGS measurement coach (Hor) **NEW** **£26.40**

R4452 Hitachi Class 395 Standard Open Coach (Hor) **£28**

R4453 Hitachi Class 395 Standard Open Coach (Hor) **£28**

R4638 Midland Mainline MK3 TF first class (Hor) **NEW** **£26.40**

R4638A Midland Mainline MK3 TF first class (Hor) **£26.40**

R4639 Midland Mainline MK3 TS 2nd class (Hor) **NEW** **£26.40**

R4639A Midland Mainline MK3 TS second class (Hor) **£26.40**

R4639B Midland Mainline MK3 TS second class (Hor) **£26.40**

R4376 Midland Mainline MK3 Ariva Cross Country trailer guards standard coach TGS (Hor) **£22**

R4545 MK3 Ex Virgin Buffet - weathered. Withdrawn from 2012 range (Hor) **£27.50**

R2955DVT Mk3 DVT 62126 in Virgin Trains 'Prestonpoldino' (unboxed) (Hor) **£45**

Wagons

38-576 10 Ton Fish van BR Bauxite (Early) (Bac) **£11.88**

38-577 10 Ton Fish van BR Bauxite (Late) (Bac) **£11.88**

38-575 10 Ton Fish van LNER Ovado (Bac) **£11.88**

38-191B 10 Ton insulated van in BR White (Bac) **£11.88**

BARGAIN

38-113A Pack of 4 100 ton TEA bogie tank wagon in Esso grey (Bac) (list £130) **BARGAIN** **£72**

38-113A Single (Bac) (list £32.50) **BARGAIN** **£19**

38-113A Megapack of 8 (Bac) (list £260) **BARGAIN** **£139**

NEW

38-113A Pack of 4 100 ton TEA bogie tank wagon in Esso grey (Bac) (list £130) **BARGAIN** **£72**

38-113A Single (Bac) (list £32.50) **BARGAIN** **£19**

38-113A Megapack of 8 (Bac) (list £260) **BARGAIN** **£139**

BARGAIN

38-6647 12 Ton ex-fish Barrier Van (Hor) **NEW** **£9.20**

37-706 12 ton LMS cattle wagon in NE bauxite (Bac) **£13.56**

37-707 12 ton LMS cattle wagon in NE grey (Bac) **£13.56**

38-476 12 ton non-ventilated van corrugated ends BR bauxite (late) (Bac) **£11.88**

38-476 Megapack of 4 (Bac) (list £55.80) **BARGAIN** **£42**

37-903A 12 ton planked shock absorbing van corrugated ends BR bauxite (Bac) (list £10.95) **BARGAIN** **£7**

37-902A 12 Ton planked shock absorbing van in BR Bauxite (early) (Bac) **£7**

37-902A Pack of 4 (Bac) (list £43.80) **BARGAIN** **£26**

37-902A Megapack of 8 (Bac) (list £87.60) **BARGAIN** **£48**

38-170C 12 Ton plywood ventilated van in BR Bauxite (early) (Bac) **£11.88**

BARGAIN

38-380A 12 ton ventilated van corrugated ends in BR bauxite (early) (Bac) (list £13.95) **BARGAIN** **£10**

38-380A Pack of 4 (Bac) (list £55.80) **BARGAIN** **£37**

38-380A Megapack of 8 (Bac) (list £111.60) **BARGAIN** **£93**

BARGAIN

38-376 Pack of 4 12 Ton ventilated van planked ends in BR bauxite (early) (Bac) (list £15.80) **BARGAIN** **£40**

38-376 Single (Bac) **£10.50**

38-376 Megapack of 8 (Bac) (list £111.60) **BARGAIN** **£78**

37-708 12 ton LMS cattle wagon in LMS bauxite (Bac) **£13.56**

BARGAIN

38-325 Pack of 4 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £58) **BARGAIN** **£42**

38-325 Single (Bac) **£11**

38-325 Megapack of 8 (Bac) (list £116) **BARGAIN** **£82**

BARGAIN

38-327 Pack of 4 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) (list £58) **BARGAIN** **£42**

38-327 Single (Bac) **£11**

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Prices valid until 08/10/14

Orders received after this date for products that have increased in price will be given a refund



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
38-403 25 Ton Pill Box brake van in SR brown grey roof & red ends (Bac) ... £14
33-8250 25 Ton Queen Mary brake van in BR bauxite (Bac) ... £16.11
33-8268 25 Ton Queen Mary brake van in BR Departmental olive (Bac) ... £16.11
37-279 25 ton steel tippler wagon in BR bauxite (Bac) ... £10.16
37-279 25 ton steel tippler wagon in BR bauxite (Bac) ... £10.16
33-9289 30 Ton bogie bolster in BR grey (grey steel girders) (Bac) ... £12.71
33-9298 30 Ton bogie bolster in BR grey Steel Pipes (Bac) ... £12.71
33-8560 30 Ton bogie bolster wagon in BR grey (Bac) ... £11.86
38-0418 31 Tonne OBA open wagon in Railfreight (Bac) ... £16.53
38-0418 Pack of 4 (Bac) (list £77.80) ... BARGAIN ... £60
38-0418 Megapack of 8 (Bac) (list £155.60) ... BARGAIN ... £116
38-057 31 tonne OCA dropside open wagon EWS (Bac) (list £16.50) ... BARGAIN ... £11
38-057 Pack of 4 (Bac) (list £66) ... BARGAIN ... £39



33-083 5 plank china clay wagon without hood in BR bauxite (Bac) (list £9.35) ... BARGAIN ... £7.50
33-083 Pack of 4 (Bac) (list £37.40) ... BARGAIN ... £30
33-083 Megapack of 8 (Bac) (list £74.80) ... BARGAIN ... £58



37-036 Pack of 4 5 plank wagon steel floor in Tarbitumac (Bac) (list £37.60) ... BARGAIN ... £26
37-036 Single (Bac) ... £7
37-061C 5 plank wagon wooden floor in BR grey (Bac) ... £10.16
B500MULTI 5 x Cattle Wagon Multipack (Dap) ... £16
4F-031-013 6 Wheel Milk Tank Unigate Silver 70346 (Dap) ... £37



4F-031-014 6 Wheel Milk Tank Unigate Silver 70346 - weathered (Dap) ... BARGAIN ... £14

4F-031-003 6 wheel milk tanker "Unigate Dairies" (ex-B1009) (Dap) ... £13

37-112 7 plank fixed end wagon "North Sea Coating" (Bac) ... £10.63

37-188 7 plank wagon color rails "Moy" - weathered (Bac) ... £12.33

37-158C 8 plank end door wagon in BR grey (Bac) ... £11.01

37-713 8 Ton ale wagon in BR bauxite (Bac) ... £13.56

37-711C 8 Ton cattle wagon in GWR dark grey (Bac) ... £13.56

38-351A BAA steel carrier steel coils in Railfreight Metals (Bac) ... £22.06



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



38-120B Pack of 4 35 Ton VAA box with sliding door in Railfreight red & grey - weathered (Bac) (list £95.80) ... BARGAIN ... £72

38-120B Single (Bac) ... £20.36

38-126A 35 Ton VBB box with sliding door in BR bauxite - weathered (Bac) (list £23.95) ... BARGAIN ... £20.36

38-126A Pack of 4 (Bac) (list £95.80) ... BARGAIN ... £72

38-126A Megapack of 8 (Bac) (list £191.60) ... BARGAIN ... £136

R6665 4 plank wagon Brookes Limited Halifax (Hor) ... NEW ... £9.50



R6656 4 plank wagon 'Ellis & Everard' (Hor) ... NEW ... £9.50



R6623 BR Horse Box (Ex GWR) (Hor) ... £17

R6612 BR Shark Brake Van No.1 (Hor) ... £13.95

R6668 4 plank wagon 'Penwylt Silica Works' (Hor) ... NEW ... £9.50



R6650 BR trout hopper wagon (Hor) ... £15.70

38-350A BZA steel carrier steel coils in EWS (Bac) ... £22.06

5107 Cargowagon IPE/GE557 bogie flat 4747 028 in weathered Cargowagon (Hel) (list £38) ... BARGAIN ... £17

5107 Pack of 4 (Hel) (list £152) ... BARGAIN ... £62

R6644 4 plank wagon in Shell black (Bac) ... £44

38-130A Pack of 4 40 Tonne YGH Sealion bogie hopper wagon in olive green - weathered (Bac) (list £131.80) ... BARGAIN ... £102

38-130A Single (Bac) ... £28

38-130A Megapack of 8 (Bac) (list £263.60) ... BARGAIN ... £194



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

37-582C 45 Ton TTA tank in Shell black (Bac) - weathered (Bac) ... £13.56

38-020A 46 Tonne glw CEA covered hopper wagon EWS - weathered (Bac) ... £15.68

38-020A Pack of 4 (Bac) (list £73.80) ... BARGAIN ... £58

38-020A Megapack of 8 (Bac) (list £147.60) ... BARGAIN ... £110

37-603A 46 Tonne glw VCA sliding wall van in EWS - weathered (Bac) ... £17.85

37-603A Pack of 4 (Bac) (list £84) ... BARGAIN ... £64

37-603A Megapack of 8 (Bac) (list £168) ... BARGAIN ... £122

38-005C 46 Tonne HSA hopper wagon in BR bauxite - weathered (Bac) ... £15.61



33-084 5 plank china clay wagon hood in BR bauxite - weathered (Bac) (list £12.65) ... BARGAIN ... £10

33-084 Pack of 4 (Bac) (list £50.60) ... BARGAIN ... £38

33-084 Megapack of 8 (Bac) (list £101.20) ... BARGAIN ... £74

33-085 5 plank china clay wagon hood in BR bauxite TOPS panel - weathered (Bac) (list £12.65) ... BARGAIN ... £10

33-085 Pack of 4 (Bac) (list £50.60) ... BARGAIN ... £38

33-085 Megapack of 8 (Bac) (list £101.20) ... BARGAIN ... £74



33-346A 5 plank china clay wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10) ... BARGAIN ... £18

38-346A Pack of 4 (Bac) (list £20.40) ... BARGAIN ... £68

38-346A Megapack of 8 (Bac) (list £40.80) ... BARGAIN ... £130

4F-014-004 Fruitt Van D2010 in BR maroon - weathered (Dap) ... £15

R6366 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) ... £15.26

38-678 GWR Shunters Truck BR Black Loco Dept. (Bac) ... £15.26



R6673 Hornby 2014 Open Wagon (21T) (Hor) NEW ... £10.10



BHSpes856d IOA Network Rail bogie ballast wagon. 70 5992 033-3. Hatton's Limited edition of 500.

Pristine (Dap) (list £19.95) ... BARGAIN ... £12



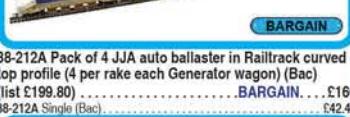
BHSpes856b IOA Network Rail bogie ballast wagon. 70 5992 045-3. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN ... £12



BHSpes856c IOA Network Rail bogie ballast wagon. 70 5992 077-1. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN ... £12



BHSpes856a IOA Network Rail bogie ballast wagon. 70 5992 102-1. Hatton's Limited edition of 500. Pristine (Dap) (list £19.95) BARGAIN ... £12



38-301 Pack of 4 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £99.80) ... BARGAIN ... £60



38-301 Single (Bac) (list £24.95) ... BARGAIN ... £16



38-301 Megapack of 8 (Bac) (list £199.60) ... BARGAIN ... £114



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per pack each Generator wagon) (Bac) (list £199.80) ... BARGAIN ... £160



38-210A Pack of 4 JJA auto ballaster outer generator in Railtrack (Bac) (list £199.80) ... BARGAIN ... £160



38-210A Single (Bac) ... £42.46

38-210A Megapack of 8 (Bac) (list £399.60) ... BARGAIN ... £310



38-200A Pack of 4 JPA bogie cement hopper "VTG - Lafarge Cement" (Bac) (list £143.80) ... BARGAIN ... £112

38-200A Single (Bac) ... £30.56

38-200A Megapack of 8 (Bac) (list £287.60) ... BARGAIN ... £24.46



38-200A Megapack of 8 (Bac) (list £287.60) ... BARGAIN ... £24.46



38-220A KTA intermodal pocket wagon in blue (pristine), 84 70 4907 015-3 (Dap) (list £24.95) ... BARGAIN ... £19

BHSpesC79c KTA intermodal pocket wagon in blue (pristine), 84 70 4907 017-14 (Dap) (list £24.95) ... BARGAIN ... £19

BHSpesC79c KTA intermodal pocket wagon in debranded ex-Tipper (weathered) 97743, (Dap) (list £26.95) ... BARGAIN ... £26.95

R6660 Lime wagon Old Fadnor (Hor) ... NEW ... £9.50

R6440 LMS 4 Wheel CCT Van, New tooling for 2013 (Hor) ... £12



38-240 Pack of 4 MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £10.80) ... BARGAIN ... £62

38-240 Single (Bac) (list £25.20) ... BARGAIN ... £16

38-240 Megapack of 8 (Bac) (list £201.60) ... BARGAIN ... £119



38-242 Pack of 4 MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £10.80) ... BARGAIN ... £54

38-242 Single (Bac) (list £27) ... BARGAIN ... £14

38-242 Megapack of 8 (Bac) (list £216) ... BARGAIN ... £104



38-245 Pack of 4 MOA Monsterbox low-sided bogie box wagon in EWS (Bac) (list £105.80) ... BARGAIN ... £54

38-245 Single (Bac) (list £24.45) ... BARGAIN ... £14

38-245 Megapack of 8 (Bac) (list £211.60) ... BARGAIN ... £100



38-248 Pack of 4 MOA Monsterbox low-sided bogie box wagon in EWS - weathered (HO Scale) (Gol) (list £34) ... BARGAIN ... £23

4F-039-001 Telescopic hood wagon in Tipper blue & grey #589 091 5 (Dap) ... BARGAIN ... £21

R6622 ZFO/ZFP (Trout) Ballast Hopper (Hor) ... £14

Containers & Loads

36-127 2 x 20ft Intermodal containers in Cosco (Bac) £11

NEW



44-552 Ballast loads for 4-wheel wagons x 4 (Bac) **NEW** £6.76

44-551 Coal loads for 4-wheel wagons x 4 (Bac) **NEW** £6.76

44-545 Tarpaulin Covered Wagon Loads x 4 (Bac) £5.06

Analogue controllers

36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.54

R2520 Standard Train Controller (an alternative to R905). Use R904 or R2520 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) £57

DCR-21PIN-Direct Box of 10 (Hat) £10

DCC accessory decoders

PC2 One Touch DCC Quad Point Controller x 4 (Tra) £32

DCC controllers

R8235 DCC Select Walkabout FB236 RU12 connecting lead (Hor) £63



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68



36-500 EZ Command DCC controller - boxed (Bac) £75.18

DCC accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) £3

R8241 Digital Power Track (Hor) £5

Point motors

R8015 Adaptor Base & Housing for R8014 (Hor) £4

R8114 24V 2 Point Motor (Hor) £7

TT300 Slow motion DCC point motor (Tra) £20



R8243 Surface Mounted point motor (Hor) £7

Switches & Levers

R047 'On-Off' lever frame switch (Hor) £9

Electronic components

R8211 Rolling road for all types of steam loco (utilises live rollers) (Hor) £48

Lighting equipment

R8952 Bulbs for Skale Lighting system (x 4) (Hor) £5

CL22 Coach Lighting Effect - Warm White/Flickering Tail (Tra) £21

TSV203 Converted gas light 12V (x4) (Tra) £9.50

GM56 OO Buffer lights x 2 (Gau) £10

CL1 Standard Coach Lighting Strips - Cool White (Tra) £17

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

AL1 Tall Lamp (Flashing) Modern Image (Tra) £13

Accessories

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

R207 Track fixing pins (Hor) £2

Spares

R8099 Coupling bar assemblies (Pack 10) (Hor) £5

SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2.30

SL-111 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) £2.20

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for more details

NEW

B111A Bristol Lodekka LR Open Door Crosville

(K20) (BAS) **NEW**

£21

B111B Bristol Lodekka SR Closed Door Crosville (C84) (BAS) **NEW** £21
32204EFE Bristol RELH coach "Mansfield/Midland General" (EFE) £20
38114 Bristol VRT bus "Bibble Motor Services" (EFE) £26
38113 Bristol VRT bus "Southdown" (EFE) **NEW** £26
38112 Bristol VRT bus "Western National" (EFE) **NEW** £26
OM41605A Crosville D42, Lancaster City Transport, Bus Station W/ destination (Cor) £28
NDB-06 Daimler Birmingham City Transport 3225 bus No.24 to Warwick Tilston (Buses & Hercules Cycles) (For) £34
E08-14 Daimler Birmingham Standard bus No.12 to Harborne & Bartley Green "Schwepes & Black & White" (For) £34
28007 Daimler DMS 1 Door "Boxeybus" (EFE) £34
E19**NEW**OM42521A Dennis Trident East Lancs "Preston Bus, 8 Bus Station" (Cor) **NEW**

£32

B017bs Ford R Series Duplo Dominant II Smiths Happyway Sponsors (BAS) £15
26328 Guy Arab II Utility bus "London Transport" in WWII grey (EFE) £26
12120 Harrington Cavalier Coach "Timpsons & Sons" (EFE) £26
AH-1 Leyland Atlantic London Links" (BAS) (list £33.99) **BARGAIN** £8
AH-22 Leyland Atlantic "B" (BAS) (list £33.99) **BARGAIN** £8
AH-18 Leyland Atlantic Park Royal bodied - British & Hove (NBO) (BAS) (list £22.99) **BARGAIN** £8
B020 Leyland Leopard Duplo Dominant II British Coachways (circa 1980-1981) (BAS) £16
B006 Leyland Leopard Duplo Dominant II coach "Crosville NBC" - DE Cumbria (circa 1970-1986) (BAS) (list £16.99) **BARGAIN** £11.50
17230 Leyland National MK1 long coach "Eastern National Citybus" to Debenham (EFE) £26
36005 Leyland RTL d/deck bus "Chieftain" to Eaglesham (EFE) £26

18409 Leyland Tiger TS8 - Type B - "County Motors" (EFE) £24

BARGAIN

£24

UK5013 Mercedes Citaro Rigid sidecoach bus "Southampton Uni-Link" (Cor) (list £25) **BARGAIN**

£27

38501 Open Top Routemaster bus "East Yorkshire" (EFE) £27
OM44118B Optare Solo Southern Vectis, 25 Newport (Cor) **NEW** £30**NEW**OM44118A Optare Solo Southern Vectis, 32 Cowes and Gurnard (Cor) **NEW**

£30

15171 Plaxton Panorama "Penine Motor Services" (EFE) £24
26265 Plaxton Paramount 3500 "East Kent" (EFE) £24
36702 Plaxton SLF Dart Mdi "First Western National" (EFE) £21
36707 Plaxton SLF Dart Mdi single door "Bus Eireann" (EFE) £26

31512 RM Routemaster d/deck "London Transport - Fly Delta To The USA" (EFE) £26

BARGAIN

£16

OM46302A RM Routemaster d/deck "Route K2 Kingston Shoppers Express NEW TOOL" (First Issue) (Cor) (list £30.99) **BARGAIN** £16

BARGAIN

£16

31909 RM Routemaster d/deck bus "London Country N.B.C." (EFE) £24

N6108 Scania Metropolitan "Greater Manchester" (BAS) (list £30.99) **BARGAIN** £18

76WFA001 Weymann Fanfare 1950s coach "South Wales" (Oxf) £13

BARGAIN

£13

OM46702A Wright Eclipse 2 "Bus Eireann 215 Blaney" NEW TOOLING (Cor) £32

OM46705A Wright Eclipse 2 "National Express Dundee, 28 Douglas via Arbroath Road" NEW TOOLING (Cor) **NEW** £32

BARGAIN

£32

OM46705B Wright Eclipse 2 "National Express Dundee, 29 Charleston via City Centre" NEW TOOLING (Cor) **NEW** £32

29806 Wright SLF Dennis Lance "Badgerline" to Kingsmead Square (EFE) £26

**Car**76AL003 Austin Allegro in Harvest Gold (Oxf) **NEW** £4.75
76B1603 Bentley MKVI in black (Oxf) **NEW** £4.45

44-53 Blister of 8 cars to fit PA1 car transporter wagon, 2 needed for each 38-250 (Bac) £10.16

76SET18 Jaguar 5 piece set - XJ, XJR, XF, XK, F (Oxf) £4.75
76TFY002 Jaguar F type in white (Oxf) £4.50

76SET17B Land Rover 5 piece set (Oxf) £19

76LRD001 Land Rover Defender 90 Station Wagon green white roof (Oxf) £4.50

76DIS002 Land Rover Discovery 4 Santorini black (Oxf) **NEW** £4.75

76LAN2006 Land Rover Series II LWB Hard Top Horningdon (Oxf) £4.95

76LAN2006 Land Rover Series II LWB Station Wagon Post Office Telephones (Oxf) **NEW** £4.95

76LAN2002 Land Rover Series II Station Wagon in Bronze green (Oxf) £4.75

76MAR003 Morris Marina Black Tulip (Oxf) **NEW** £4.45

76RR001 Range Rover Evogue (Oxf) £4.50



Commercial vehicles

L14 2 forklift trucks - 1 red, 1 yellow (BAS) £7
38801 AEC Midiff 3-dole Dropside, B.R.S Derbyshire Group DA25 Albion CX5 Flatbed & crates - B.R.S Airedale (BAS) (list £9.99) **BARGAIN** £7
13502 Atkinson 4-axle Tanker "Bulwark" (EFE) £22
76ATK002 Atkinson 8 Wheel Flatbed "Chivers" (Oxf) **NEW** £1276BD010 Bedford OW Platform "LMS" (Oxf) **NEW** £9

76BD013 Bedford OX Booking Office Billy Smarts (Oxf) £11

76BD016 Bedford OY 3-Ton GS (General Service) British Rail (Oxf) £9

DG226000 Colles Argo 6 Ton Crane - Yellow (Cor) (list £18.99) **BARGAIN** £7

76DAF02CT DAF 105 D-TEC Combi trailer "Bulmers Transport" (Oxf) £16

1971 DODGE "Porky Nose" Tipper dark blue/black (circa 1955-1965) (BAS) £7.99

A013A DODGE "Porky Nose" Tipper dark blue/black (circa 1940) £10

1978 DODGE "Porky Nose" Tipper dark blue/black (circa 1940) £10

1978305 Ford Thames E176 dropside crated load in "G.W. Walker & Sons - Fruitt & Veg" (Poc) (list £7.99) **BARGAIN** £7

76BD008 GWR Bedford OX Flatbed Trailer (Oxf) £10

D477 Kanner Bantam Artic Van British Railways Fleet No.41260 M (circa 1953-1963) (BAS) £9.99

76BD009 Leyland DAF Flatbed & Drawbar trailer green/red (circa 1940) £10

76DEF008 Land Rover Defender Network Rail (Oxf) **NEW** £4.7576D88 Leyland FG Van - Mothers Pide bread (BAS) (list £9.99) **BARGAIN** £4.50

76D89 Leyland Octopus British Rail Services Fleet Fleet No.1 (BAS) £8.99

76D90 Leyland Terrier Dropside British Rail (circa 1970-1980) (BAS) **NEW** £1776D91 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £7.9976D92 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D93 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D94 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D95 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D96 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D97 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D98 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D99 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D100 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D101 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D102 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D103 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D104 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D105 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D106 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D107 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D108 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D109 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D110 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D111 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D112 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D113 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D114 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D115 Leyland Terrier 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**NEW** £1676D166 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D167 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D168 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D169 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D170 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D171 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D172 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D173 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D174 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D175 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D176 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D177 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D178 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £1676D179 Leyland Terrier Flatbed British Rail (circa 1968-1979) (BAS) **NEW** £16

76D180 Leyland Terrier Flatbed British Rail (circa

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ND205C Class 27 diesel 27008 in BR blue plated gangway doors (Dap) £86
ND205CD Class 27 diesel 27008 BR blue plated gangway doors, DCC fitted (Dap) £106
ND205DD Class 27 diesel 27032 BR blue plated gangway doors, DCC fitted (Dap) £103
2D-003-008 Class 52 diesel loco D1000 "Western Enterprise" in BR maroon - weathered (Dap) £94
2D-003-008D Class 52 diesel loco D1000 "Western Enterprise" in BR maroon - weathered, DCC fitted (Dap) **NEW** £110



2D-003-011 Class 52 diesel loco D1009 "Western Invader" in BR Blue full yellow ends - weathered (Dap) £94
2D-003-011 Class 52 diesel loco D1029 "Western Legionnaire" in BR maroon small yellow panel (Dap) £91
2D-003-022 Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel (Dap) £91
2D-003-022 Class 52 diesel loco D1038 "Western Sovereign" in BR green small yellow panel, DCC fitted (Dap) £108
2D-003-023 Class 52 diesel loco D1045 "Western Viscount" in BR maroon full yellow ends - weathered (Dap) £94
2D-003-023D Class 52 diesel loco D1056 "Western Sultan" in BR maroon full yellow panel, DCC fitted (Dap) £108
2D-003-010 Class 52 diesel loco D1062 "Western Courier" in BR Blue full yellow ends - weathered (Dap) £94
2D-003-010D Class 52 diesel loco D1062 "Western Courier" in BR Blue full yellow ends - weathered, DCC Fitted (Dap) £110



371-286 Class 55 diesel "Deltic" D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46
371-285 Class 55 diesel "Deltic" D9007 'Pinza' in BR green (Gra) £93.46
2D-004-008 Class 55 diesel 56005 in Construction (Doncaster built) (Dap) £101
2D-004-008 Class 55 diesel 56070 in BR blue (Doncaster built) (Dap) £101
2D-004-060 Class 55 diesel 56070 in BR blue (Doncaster built) - DCC fitted (Dap) **NEW** £116
2D-004-055 Class 55 diesel 56089 in EWS (Doncaster built) (Dap) £101
2D-004-055D Class 55 diesel 56089 EWS (Doncaster built) - DCC fitted (Dap) **NEW** £116



2D-004-007 Class 56 diesel 56090 in BR blue large logo (Doncaster built) (Dap) £101
2D-004-009 Class 56 diesel 56105 in Colas Rail freight (Doncaster built) (Dap) £101
2D-004-009D Class 56 diesel 56105 in Colas Rail freight (Doncaster built) - DCC fitted (Dap) £116



371-655 Class 57/3 diesel 57605 'Tolnes Castle' First Great Western (Gra) £93.46



371-355 Class 60 diesel 60011 in DB Schenker (Gra) £93.46



371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41

371-396 Class 66/9 diesel 66731 InterhubGB in GBRI (Gra) £89.21



ND101f Class 67 diesel 67024 EWS (Dap) £84

371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) £106.21



371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) £106.21

Electric locos

ND099n Class 86 Bo-Bo Electric 86261 EWS new style (list £117.89) **BARGAIN** £89
ND099m Class 86 Bo-Bo Electric 86401 Network South East new style (list £117.89) **BARGAIN** £89
ND099k Class 86 Bo-Bo Electric 86415 Triple Grey 'Distribution Sector' new style pantograph (list £117.89) **BARGAIN** £89
ND099Q Class 86 electric Freightliner Power Haul new style pantograph (list £117.89) **BARGAIN** £89

HSTs



ND122G Class 43 HST Book Set in Cross Country Trains (Dap) £134



ND122L Class 43 HST Book Set in East Midlands Trains (Dap) £134



ND122J Class 43 HST Book Set in Virgin Trains 43004 & 43104 (Dap) £135

ND111e Class 43 HST twin pack Network Rail (NMT) 43014 + 43022 (Dap) £109

DMUs



371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) **BARGAIN** £79

371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96



EMUs



ND112A Class 156 2 car EMU 156468 Northern Rail (Dap) £94

371-558 Class 158 2 car EMU 158871 ScotRail (Gra) £103.66



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 Nanking blue (Gra) £229.46



EMUs



371-741 Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) **BARGAIN** £171

EMUs



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

Train sets - analogue



NDIESEL1 Train set Class 73 JB electro-diesel in BR blue, 2 x VTG ferrymans, Gaugemaster Combi & oval of track (Dap) £104

Train sets - DCC

Train sets - DCC



NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Coaches

2P-011-202 Gresley Teak Brake coach 5523 Light bar ready (Dap) £19

2P-011-201 Gresley Teak Brake coach 5548 Light bar ready (Dap) £19

2P-011-101 Gresley Teak coach 1 Class 31683 Light bar ready (Dap) £19

2P-011-003 Gresley Teak coach 3rd Class 60693 Light bar ready (Dap) £19

374-220 Mk1 Fk Pullman First Kitchen Car 'Hawk' Umber & Cream (Gra) £22.06

374-200D Mk1 Fp Pullman First Parlour Car 'Owl' Umber & Cream (Gra) £22.06

374-230 Mk1 Sk1 MK1 Second Kitchen Car 'Car 335' Umber & Cream (Gra) £22.06

374-210 Mk1 Sp Pullman Second Parlour Car 'Car 351' Umber & Cream (Gra) £22.06

374-060C Mk1 Sk2 Second Corridor Crimson & Cream (Gra) £20.83

374-060 Mk1 Bk2 Second Corridor Crimson & Cream (Gra) £20.83

374-010C Mk1 SO Second Open Crimson & Cream (Gra) £20.83

374-430 Bulleid 8ft Second Brake Corridor Open BR (SR) green (Gra) £20.83

374-440 Bulleid 6ft 3in Second Corridor BR (SR) green (Gra) £20.83

374-083 Mk1 Bk2 Corridor composite in green (Blue Riband) (Gra) £20.83

NEW



374-041 Mk1 BG Full Brake Departmental van in Olive green (Gra) **NEW** £20.83

374-885 LMS 50ft Full Brake crimson lake (Gra) £17.81

NEW



374-036A Mk1 BG Full Brake Maroon - weathered (Gra) **NEW** £21.68

374-816 Mk1 FO First Open Maroon (Blue Riband) (Gra) £20.83

NEW



374-061C Mk1 SK Second Corridor BR Maroon Weathered (Gra) £21.68

374-926 Mk1 SLF Sleeping First Maroon (Blue Riband) (Gra) £22.06

374-925 Mk1 SLSTP Sleeping Second Maroon (Blue Riband) (Gra) £22.06

374-012C Mk1 SO Second Open Maroon Weathered (Gra) £21.68

374-827A Stanier Brake Second BR Maroon (Gra) £20.83

374-835B Stanier Third Corridor LMS Crimson Lake (Gra) £20.83

374-680 BR MK2A BSO Brake Second Open Blue & Grey (Gra) £20.83

2P-005-011 Mk 3 Blue Grey Buffet # 10229 Loco Hauled (Dap) £19



NEW



374-039A Mk1 BG Full Brake blue & grey (Gra) **NEW** £20.83



Wagons

373-727A 10 ton insulated van planked sides in BR Light Blue (Gra) £10.16



377-985 12 Ton Eastern Ventilated Fruit van BR Bauxite (Early) (Gra) (list £11.95) **BARGAIN** £7

377-854 13 Ton High Sided Steel Open Wagon (Smooth Sides/Wood Door) LNER Grey (Gra) £7

EMUs



377-753 12 Ton Steel Mineral Wagon BR Bauxite (Gra) **£4.46**

377-252A 16 Ton Steel Mineral Wagon BR Olive Green, (Gra) £6

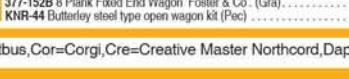
2P-038-015 20 Ton Steel Mineral GWR 33250 (Dap) **NEW** £11

2P-038-038-016 20 Ton Steel Mineral GWR 33250 - weathered (Dap) **NEW** £11

2P-038-021 20 Ton Steel Mineral Marriott (Dap) **NEW** £11

2P-038-022 20 Ton Steel Mineral Marriott - weathered (Dap) **NEW** £11

EMUs



377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16

373-509-46 Tonne gvw HEA Hopper Wagon BR Bauxite - Weathered (Gra) **NEW** £9.78

373-508-46 Tonne gvw HEA Hopper Wagon BR Coal Sector Grey (Gra) **NEW** £9.93

373-510-46 Tonne gvw Nuclear Flask Barrier Wagon (Gra) **NEW** £8.93

KNR-41 7 Ton plank coal wagon kit (Pec) £6

377-152B 8 Plank Fixed End Wagon 'Foster & Co' (Gra) £6

KNR-44 Butterley steel type open wagon kit (Pec) £6

Train sets - analogue

370-110 Depot Master train set Class 04 in BR Green & Wagons (Gra) £84.99

370-280 Regional Commuter Train Set Class 101 Regional Railways (Gra) £97.74

Train sets - analogue

377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16

373-509-46 Tonne gvw HEA Hopper Wagon BR Bauxite - Weathered (Gra) **NEW** £9.78

373-508-46 Tonne gvw HEA Hopper Wagon BR Coal Sector Grey (Gra) **NEW** £9.93

373-510-46 Tonne gvw Nuclear Flask Barrier Wagon (Gra) **NEW** £8.93

KNR-41 7 Ton plank coal wagon kit (Pec) £6

KNR-44 Butterley steel type open wagon kit (Pec) £6

Train sets - analogue

377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16

373-509-46 Tonne gvw HEA Hopper Wagon BR Bauxite - Weathered (Gra) **NEW** £9.78

373-508-46 Tonne gvw HEA Hopper Wagon BR Coal Sector Grey (Gra) **NEW** £9.93

373-510-46 Tonne gvw Nuclear Flask Barrier Wagon (Gra) **NEW** £8.93

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373-509-46 Tonne gvw HEA Hopper Wagon BR Bauxite - Weathered (Gra) **NEW** £9.78

373-508-46 Tonne gvw HEA Hopper Wagon BR Coal Sector Grey (Gra) **NEW** £9.93

373-510-46 Tonne gvw Nuclear Flask Barrier Wagon (Gra) **NEW** £8.93

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373-509-46 Tonne gvw HEA Hopper Wagon BR Bauxite - Weathered (Gra) **NEW** £9.78

373-508-46 Tonne gvw HEA Hopper Wagon BR Coal Sector Grey (Gra) **NEW** £9.93

373-510-46 Tonne gvw Nuclear Flask Barrier Wagon (Gra) **NEW** £8.93

KNR-41 7 Ton plank coal wagon kit (Pec) £6

KNR-44 Butterley steel type open wagon kit (Pec) £6

Train sets - analogue

377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16

373-509-46 Tonne gvw HEA Hopper Wagon BR Bauxite - Weathered (Gra) **NEW** £9.78

373-508-46 Tonne gvw HEA Hopper Wagon BR Coal Sector Grey (Gra) **NEW** £9.93

373-510-46 Tonne gvw Nuclear Flask Barrier Wagon (Gra) **NEW** £8.93

KNR-41 7 Ton plank coal wagon kit (Pec) £6

KNR-44 Butterley steel type open wagon kit (Pec) £6

Train sets - analogue

377-002A 40 Tonne Seacow (Ex Sealion) YGA Bogie Hopper Wagon EWS (Gra) £16

373-509-46 Tonne gvw HEA Hopper Wagon BR Bauxite - Weathered (Gra) **NEW** £9.78

373-508-46 Tonne gvw



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42-222 Low Relief Newsagents (36 x 11 x 57mm) (Gra) **NEW** £11.86

NEW



42-224 Low Relief Town Garage (44 x 10 x 54mm) (Gra) **NEW** £12.71

42-110 Nissan Hut (20 x 20 x 43mm) (Gra) £11
42-081 Portable Offices (66 x 28 x 39mm) (Gra) £16.96
42-125 Rural Workers Cottages (72mm x 43mm x 65mm) (Gra) £21.21
42-131 Static Caravan (80 x 25 x 18mm) (Gra) £16.96
PN8200 WWTB Boxes x 2 (Type 22 & 26) (Met) **NEW** £4.99

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50
ST-19 N Setrack No. 4 radius double curve (Pec) £11
ST-17 N Setrack No3 radius double curve (8 form a circle) 28.5mm/1.75" radius (Pec) £1.75
ST-12 No. 1 radius double curve (Pec) £1.00
ST-3 No. 1 radius single curve (Pec) £1.25
ST-15 No. 2 radius double curve (Pec) £1.25
ST-6 Setrack left hand point insulfrug (Pec) £8
ST-5 Setrack right hand point insulfrug (Pec) £8
ST-2 Short straight (Pec) £0.80
ST-1 Standard straight track (Pec) £1



ST-300 Starter Track Set (Pec) £42

Track - Code 80 Streamline

SL-302 1 yard (91.5cm) length of Concrete Sleeper 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-387 Left hand curve point electrofrug (Pec) £9
SL-389 Left hand large point electrofrug (Pec) £8
SL-396 Left hand medium point electrofrug (Pec) £8
SL-388 Right hand large point electrofrug (Pec) £9
SL-395 Right hand medium point electrofrug (Pec) £8
SL-395 Right hand medium point insulfrug (Pec) £8

Track - Code 55 Finescale Streamline

SL-300F 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec) £2.90
SL-300F Pack of 30 (Pec) £68
SL-339F 3-way finescale turnout (Pec) £26
SL-367F Finescale no. 4 radius double curve left hand point electrofrug (Pec) £9.50
SL-367F Finescale no. 4 radius double curve right hand point electrofrug (Pec) £9.50
SL-389F Finescale double slip electrofrug (Pec) £31
SL-389F Finescale left hand large point electrofrug (Pec) £9.50
SL-389F Finescale left hand medium point electrofrug (Pec) £8.50
SL-392F Finescale left hand small point electrofrug (Pec) £8
SL-388F Finescale right hand large point electrofrug (Pec) £9.50
SL-395F Finescale right hand medium point electrofrug (Pec) £8.50
SL-391F Finescale right hand small point electrofrug (Pec) £8
SL-383F Finescale scissors crossover electrofrug (Pec) £8
SL-380F Finescale single slip electrofrug (Pec) £8
SL-397F Finescale Y Point Electrofrug (Pec) £10

Track underlay

SL-350 Roll of Underlay (5 Metres) (Pec) £5

Railway publications

NEW



379-014 Graham Farish 2014 25th Anniversary Catalogue (Gra) **NEW** £5.74

NB002bs Duple Dominant II Coach 'Green Line' (Circa 1977 - 1992) (Bas) **NEW** £7.99
NB001bs Duple Dominant II Coach 'National Travel East' (Circa 1978 - 1993) (Bas) **NEW** £7.99
NSET02 Five Piece Bus Set (Oxf) £25



NPP002 Plaxton Panorama Southdown (Oxf) £5.50

NRT003 RT Bus in Bradford (Oxf) £5

Cars

MNM003 Austin Mini in Almond Green Old English White (Oxf) £3

Commercial vehicles

NSCA002 Scania Highline Fridge 'Eddie Stobart' (Oxf) £10
NTCAB001 Scania T Cab Curtainside 'Stobart' (Oxf) £9

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43ASV001 Austin Seven RN Van in Primrose (Oxf) £12

NEW



VA09517 Ford Escort Mk1 RS2000, Vista Orange (Cor) **NEW** £19

Military ground vehicles

NEW



NOWB002 Bedford OWB in 'Ministry of Supply' brown (Oxf) **NEW** £4.50

NRAB011 Scammell Scarab Flatbed Trailer RAF (Oxf) **NEW** £5.95

NEW



NRAB010 Scammell Scarab Van Trailer Royal Navy (Oxf) **NEW** £5.95

Public Service vehicles

NB002 Bedford J1 Lomas Birmingham Ambulance (Oxf) £4.75

O Gauge

Steam locos



BARGAIN

BL99032C J39 0-6-0 Freight loco 1586 in LNER black (Bas) (list £589.99) **BARGAIN** £390



BARGAIN

BL99031B J39 0-6-0 Freight loco 64781 in BR black late crest (Bas) (list £589.99) **BARGAIN** £390

Wagons



BARGAIN

BL99076 12 Ton Ventilated Van in LMS grey (Bas) (list £37.50) **BARGAIN** £25



BARGAIN

BL99039 20 Ton Brake Van BR brown working rear light (Bas) (list £65.50) **BARGAIN** £36



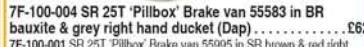
BARGAIN

BL99071 3 Plank Wagon in LMS grey (Bas) (list £35.50) **BARGAIN** £20



BARGAIN

BL99066 3 Plank Wagon in SR brown (Bas) (list £35.50) **BARGAIN** £24



BARGAIN

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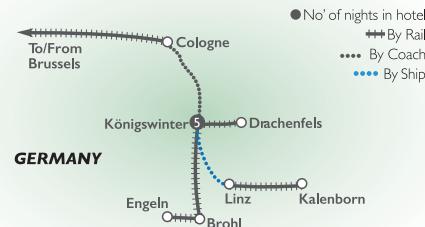
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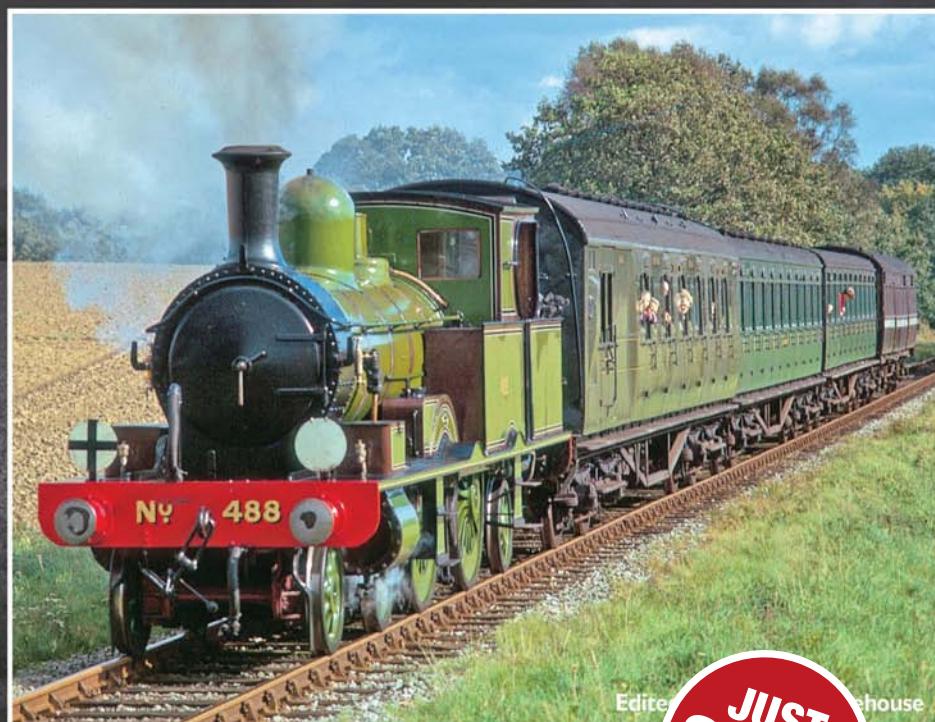
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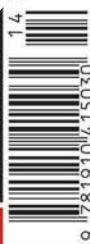


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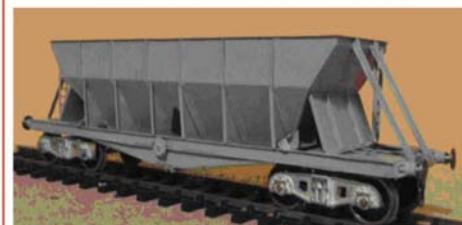
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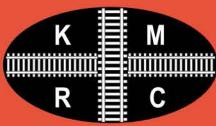
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|-------|-----------------------|-------|-------|-----------------------|-------|----------|--------------------|--------|
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| R8014 | Point Motor | £3.65 | R8014 | Point Motor | £3.65 | 32-118 | Class 08 Haversham | £61.15 |
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| 31-086 | Earl Class BR Black | £98.50 | 31-087DC | Earl Class GWR Green | £110.95 | 31-087DC | Earl Class GWR Green | £110.95 |
| 31-087DC | Earl Class GWR Green | £110.95 | 31-881 | Class 4F BR Early | £76.45 | 31-881 | Class 4F BR Early | £76.45 |
| 31-881 | Class 4F BR Early | £76.45 | 31-882 | Class 4F BR Late Crest | £76.45 | 31-882 | Class 4F BR Late Crest | £76.45 |
| 31-882 | Class 4F BR Late Crest | £76.45 | 32-203A | Class 8750 BR Black | £68.65 | 32-203A | Class 8750 BR Black | £68.65 |
| 32-203A | Class 8750 BR Black | £68.65 | 32-261 | WD Austerity | £110.40 | 32-261 | WD Austerity | £110.40 |
| 32-261 | WD Austerity | £110.40 | 32-260DC | WD Austerity | £125.29 | 32-260DC | WD Austerity | £125.29 |

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|------|---------------------------|--------|----------|-------------------------|---------|----------|-------------------------|---------|
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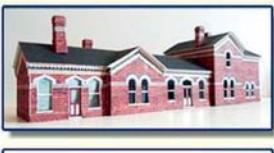
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| ZS004 | LNER J94 Austerity (and similar small NE locos) | ZS016 | West Country (and other SR 3-cylinder) |
| ZS005 | GNR/LNER A3 'Flying Scotsman' (also A1, A2, etc.) | ZS017 | L&Y tank (and similar) |
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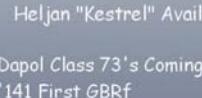
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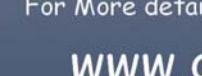
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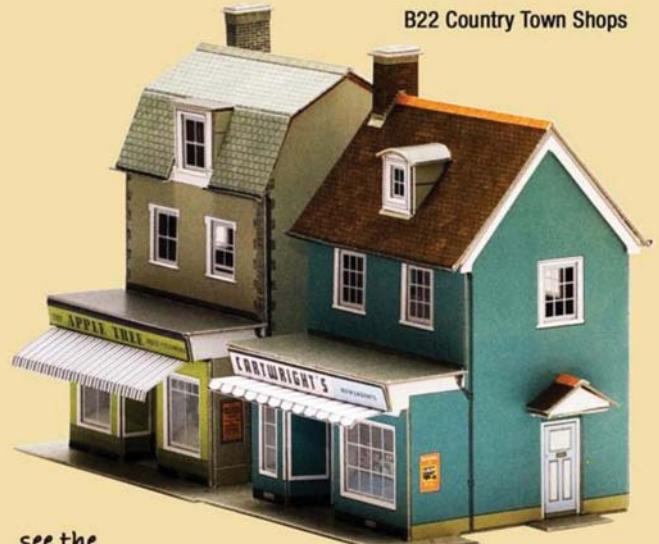
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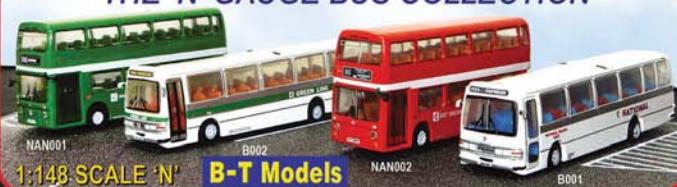
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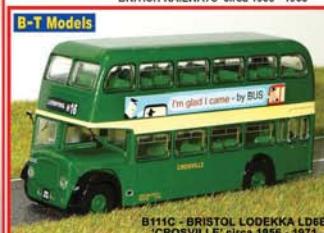
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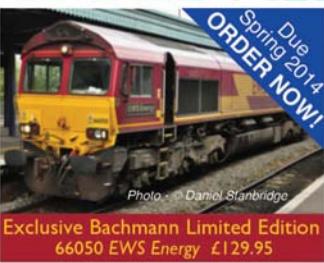
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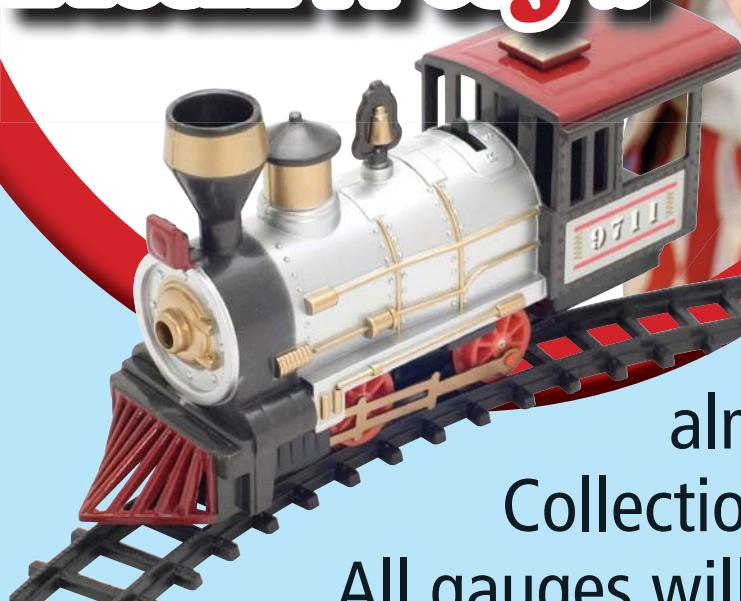
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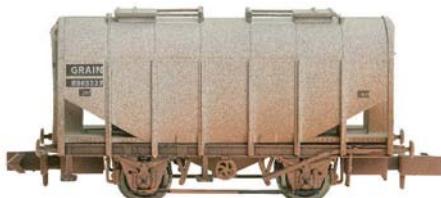
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- 2D-018-002D - Hymek D7026 BR Blue FYP Powered Weathered DCC
- 2D-018-003 - Hymek D7013 Two Tone Green Powered
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- 2D-018-004 - Hymek D7024 Two Tone Green Powered
- 2D-018-004D - Hymek D7024 Two Tone Green Powered DCC
- 2D-018-005 - Hymek D7072 Two Tone Green Dummy
- 2D-018-006 - Hymek D7035 BR Blue FYP Dummy
- 2S-015-003 - Ivatt 2-6-2T BR Late Crest 41231 Non-Fitted
- 2S-015-004 - Ivatt 2-6-2T BR Early Crest Weathered 4110 Non-Fitted
- 2S-016-001 - M7 0-6-0 SR Livery
- 2S-016-002 - M7 0-6-0 Locomotive BR Early Crest
- 2F-031-005 - 6 Wheel Milk Tanker West Park Dairy
- 2F-031-007 - 6 Wheel Milk Tanker Milk Marketing Board
- 2F-031-008 - 6 Wheel Milk Tanker Express Dairy (Silver)
- 2F-031-009 - 6 Wheel Milk Tanker CWS Green

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4F-033-104 - 24T Hopper - BISC

4F-033-105 - 24T Hopper - BISC Weathered



4F-080-005 - 8 Plank - S R 9329

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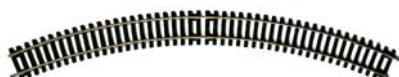
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36-610

Short Straight Track 38mm

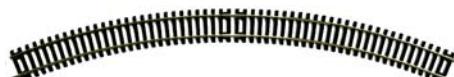
36-883

Buffer stop



36-607

Double Curve 2nd Radius 438mm Arc 45°



36-609

Double Curve 3rd Radius 505mm Arc 45°



36-608

Single Curve 3rd Radius
505mm Arc 22.5°

36-628

Single Curve Large Radius
852mm Arc 11.25°

36-606

Single Curve 2nd Radius
438mm Arc 22.5°

36-643

Half Curve 2nd Radius
438mm Arc 11.25°



36-872

Left-Hand
Digital Point

36-873

Right-Hand
Digital Point

36-874

Left-Hand Curved Point 438mm
Arcs 22.5° & 33.75°

36-875

Right-Hand Curved Point 438mm
Arcs 22.5° & 33.75°



36-876

Y Point Radius 852mm Arc 11.25°

36-877

Left-Hand Point 852mm Arc 11.25°

36-878

Right-Hand Point 852mm Arc 11.25°

Also Available: **NEW 36-621**

Flexi Track 914mm