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magazine

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- Bachmann 150 ● Hornby Mk 2e
- PLUS** Reality Check: Stanier's 'Duchess'



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HORNBY magazine

January 2015

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WELCOME

THE EDITOR'S PAGE



THE WARLEY National Model Railway Exhibition is always a fantastic weekend for the hobby and this year it was even more rewarding with three manufacturers stepping up to announce

new products for 'OO' gauge. In fact November represented one of the most thrilling months for new models with nine new rolling stock projects being revealed - and all within a week too.

Leading the charge, and in defiance of previous expectations, Hornby stepped up and revealed five new models at the NEC on November 22/23 with announcements covering the Adams '0415' 4-4-2T and Class 71 Bo-Bo electric as well as new wagons and carriages.

Meanwhile Kernow showed its cards with plans for a GWR steam railmotor and the Class 116-118 Diesel Multiple Unit family while Heljan announced its plans for the GWR '47XX' 2-8-0 for 'OO'. Add to this Hatton's launching its

project to produce a brand new model of the GWR '14XX' 0-4-2T and November was certainly a month to remember.

However, it didn't stop there. At Warley all the manufacturers had exciting new samples on display with highlights including Rapido Trains' Advanced Passenger Train - Experimental in hand decorated form, Hornby's delightful 'J15' 0-6-0, Bachmann's 'E4' 0-6-2T, Dapol's 'O' gauge 'Terrier' and Heljan's Class 05 shunter.

That though really is the tip of the iceberg as there are more than 40 new locomotive projects in various stages of design and production for 'OO' gauge alone ranging from the tiny Wickham trolley right through to the Brighton 'Atlantic', Crosti '9F' and NBL 'Warship'.

Back to this issue and we've brought together another packed reviews section featuring the very latest releases including Bachmann's sublime 'N' gauge model of the Stanier 'Duchess', the retooled Class 150/1 in 'OO', Hornby's new Mk 2e stock and the same manufacturer's Twin Track Sound Peppercorn 'A1'. Of course that isn't all and the pages are full to bursting with over 20 newly released products joining the 40 plus featured in our news section.

Free with every copy too is our second annual DVD compiled by *Hornby Magazine* photographer Trevor Jones and bringing you even more material than last year. In total we've put together more than 45 minutes of content featuring favourite layouts big and small, highlights from the reviews section and a special 'driver's eye view' feature from the *Hornby Magazine* Great Electric Train Show.

As this issue closed for press there were just a few days to go until Hornby released its annual catalogue on December 17. We can't wait to see what is in store for the year ahead from Britain's biggest model manufacturer. Watch this space as we'll be bringing you the full story on all the new announcements in the next issue.

All that remains is to wish all of our readers a Merry Christmas and Happy New Year! See you in 2015.

Mike Wild
Mike Wild
Editor

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REVIEWS

74 A packed reviews section is lead by Bachmann's new 'N' gauge Stanier 'Duchess' 4-6-2 and Hornby's Mk 2e carriages.

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42 Continuing our series on fiddle yards, we show you how to build a simple cassette system for 'OO' with our step-by-step guide.

REVEALED

Hornby surprises by revealing a 'OO' gauge LSWR Adams '0415' 4-4-2T and Class 71 electric locomotive from its 2015 catalogue at the NEC.

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- Farish 'Duchess'
- TTS Hornby 'A1'
- Bachmann 150
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BRAY DOWN

Main line MASTERPIECE

Recalling the days of steam on BR's Eastern Region in 'OO' gauge at Haddon Bank.

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8 Kernow Model Rail Centre unveils its plans for a GWR steam railmotor and BR Western Region suburban DMUs for 'OO', amongst an impressive range of announcements this month.

Warley presents a stunning showcase of new model announcements and samples. Get the full story on all the latest products in Update on pages 8-17.

LAYOUTS

Re-live the days of steam on BR's Eastern Region with this stunning layout from Chelmsford Model Railway Club.

UPDATE

8 Kernow Model Rail Centre unveils its plans for a GWR steam railmotor and BR Western Region suburban DMUs for 'OO', amongst an impressive range of announcements this month.

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Hornby reveals

5 NEW PROJECTS AT WARLEY!

On show at Warley for its launch was a first rapid prototype of Hornby's newly announced Adams '0415' 4-4-2T for 'OO' gauge. Drawing work started with laser scanning of the preserved Adams Radial at the Bluebell Railway.



IN A SURPRISE MOVE, Margate based manufacturer Hornby revealed five new 'OO' gauge locomotive and rolling stock projects at the Warley National Model Railway Exhibition in Birmingham on November 22.

Headlining the new announcements are ready-to-run models of the London & South Western Railway (LSWR) Adams '0415' 4-4-2T and the equally requested BR Class 71 Bo-Bo third-rail and overhead electric locomotive.

At the NEC Hornby revealed that these were the first locomotives it was producing using laser scanning with the '0415' scanned at its Bluebell Railway base and the National Railway Museum's Class 71 at Barrow Hill

Roundhouse, near Chesterfield.

The '0415' is expected to be released in BR lined black with early crests as 30584 and with late crests as 30582 and its announcement comes directly after Oxford Rail launched its business in early November with plans to produce the same locomotive (HM90). The retail price for the Hornby 'Radial tank' is set at £119.99 and release is planned for the fourth quarter of 2015 with the first test shots from the new drawings being shown on the Hornby stand at Warley.

The Class 71 is at an earlier stage of development with the Hornby team currently developing the Computer Aided Design drawings before starting tooling work.

Hornby is the second manufacturer to announce plans

to produce the Class 71 for 'OO' gauge with DJ Models launching a crowd sourcing initiative in July (HM87) to promote production of its own version. This model is also being produced with laser scanning of E5001 at Barrow Hill.

Alongside the '0415' and Class 71 Hornby also revealed at the NEC that it is producing a new range of London Midland & Scottish Railway (LMS) non-corridor stock for 'OO' covering the Brake Second, Second and Composite together with newly tooled models of the BR 20ton hopper and LMS horsebox, all for release in 2015. Prices for the 20ton hopper and horsebox have been announced at £14.99 and £19.99 respectively with prices for the LMS carriages yet to be revealed.

On display on the Hornby

stand was the first 3D printed rapid prototype of the recently announced GWR 'King' 4-6-0 (HM89) which is to be released in GWR and BR liveries as well as with Hornby's new Twin Track Sound DCC decoder.

Another highlight of the Hornby display was the first chance to see samples of the eagerly awaited LNER 'J15' 0-6-0 in LNER and BR colour scheme. Joining the 'J15' were decorated samples of the LNER 'K1' 2-6-0, SR '700' 0-6-0 and BR Crosti '9F' 2-10-0. The LNER 'D16/3' 4-4-0 was also shown in undecorated form.

Meanwhile the Twin Track Sound diesel sounds made their debut as a pre-production sample with a Class 37 operating on the Hornby display layout. Release is anticipated in January 2015 for the TTS Class 37.

Left: A rapid prototype of Hornby's new 'OO' gauge GWR 'King' 4-6-0 was shown at the NEC.



Right: Hornby's 'J15' 0-6-0 broke cover for the first time with decorated samples including BR black liveried 65445.



Also newly announced by Hornby at Warley is the BR Class 71 Bo-Bo electric. It has been laser scanned using the NRM's preserved Class 71. This is a rendered image from the first CAD drawing file for the model.



The impressive and much wanted Peppercorn 'K1' 2-6-0 was shown in full lined black livery on the Hornby stand.



A decorated sample of the Crosti '9F' 2-10-0 caused plenty of interest.



Newly announced for 2015 by Hornby is the BR 20ton hopper...



... together with an LMS horsebox...



... and LMS non-corridor carriages, all in 'OO' scale.

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2015 RANGE LAUNCH

Hornby has revealed that its new 2015 catalogue will be launched on December 17 revealing the full range of new products in store for the coming year. Don't miss the next issue of Hornby Magazine which comes with an exclusive 24-page Hornby Product Guide by the Hornby Magazine team.

Hornby reveals updated release dates

In November Hornby released a full list of expected release dates for locomotives, rolling stock and buildings which will now reach the shops in 2015. The list affects the newly tooled models of the GWR 'Hall' 4-6-0, LNER 'J15' 0-6-0, LNER 'K1' 2-6-0, SR '700' 0-6-0 and Crosti '9F' 2-10-0 as well as new versions

of the LNER 'B17' 4-6-0, SR 'West Country' 4-6-2, GWR '42XX' and '5205' 2-8-0Ts and more. Diesel models affected include the Class 31, 43, 50, 56, 60 and Twin Track Sound Class 37. Table 1 lists the new tooling models and their current expected release dates – visit www.hornby.com for the full list.

HORNBY RELEASE DATES FOR NEWLY TOOLED MODELS

CLASS	IDENTITY	CAT NO.	EXPECTED RELEASE DATE
GWR 'Hall' 4-6-0	4901 <i>Adderley Hall</i>	R3170	February 14 2015
GWR 'Hall' 4-6-0	4965 <i>Rood Ashton Hall</i>	R3205	February 21 2015
LNER 'K1' 2-6-0	62015	R3242	February 24 2015
LNER 'K1' 2-6-0	62024	R3243	February 24 2015
LNER 'K1' 2-6-0	62027	R3243A	February 24 2015
LNER 'J15' 0-6-0	7524	R3230	March 5 2015
LNER 'J15' 0-6-0	65356	R3231	March 5 2015
LNER 'J15' 0-6-0	65445	R3232	March 5 2015
SR '700' 0-6-0	695	R3238	March 22 2015
SR '700' 0-6-0	30315	R3239	March 22 2015
SR '700' 0-6-0	30693	R3240	March 22 2015
LNER 'D16/3' 4-4-0	8825	R3233	May 20 2015
LNER 'D16/3' 4-4-0	62530	R3234	May 20 2015
LNER 'D16/3' 4-4-0	2524	R3235	May 20 2015
BR Crosti '9F' 2-10-0	92027	R3273	May 25 2015
BR Crosti '9F' 2-10-0	92023	R3274	May 25 2015

Heljan plans 'NIGHT OWL' for 'OO'

DANISH manufacturer Heljan is continuing its foray into British steam traction with announcement of its plans to produce the GWR '47XX' 2-8-0 for release in 2016.

The 'Night Owl' will be Heljan's fifth steam locomotive following on from Hatton's

Garratt and in production models of the LNER 'O2' 2-8-0, GWR '1366' 0-6-0PT and '1361' 0-6-0ST.

The '47XX' 2-8-0s were introduced in 1919 with nine built to the Churchward design by 1923. As 2-8-0s they were designed for mixed traffic duties and featured large

diameter driving wheels for their type and earned the 'Night Owl' name because much of their work was on overnight fast freight.

The whole fleet passed into BR ownership, but none were saved for preservation. However, the Great Western Society 47XX Project is working

to build a brand new '47XX' at Didcot Railway Centre and the Heljan model is being supported by the society.

Details of livery variations, numbers and pricing had yet to be announced by Heljan as this issue closed for press.

● Visit www.heljan.dk for more information.



'Tangos', '05s' and 'Mets' go on show at Warley

Heljan debuted the latest pre-production samples of its forthcoming 'OO' gauge models for the LNER 'O2' 2-8-0, Hunslet Class 05 diesel shunter and Metropolitan Railway Bo-Bo electric locomotive at the recent Warley National Model Railway Exhibition.

All are slated for release in 2015 with the Hunslet diesel shunter being the most advanced, having reached the decorated sample stage in mid November. The samples of the 'O2' were still subject to further modification including correction of the rear driving wheel orientation while the second engineering prototype of the Metropolitan Bo-Bo electric



The Gresley 'O2' is looking good as it nears production.

exhibited a high level of detail.

Prices are set at £129.95 for the Hunslet Class 05, £139.95 for the Metropolitan Bo-Bo and £184.95 for the LNER 'O2' 2-8-0.

● Visit www.heljan.dk for more information.



The Met Bo-Bo is set to have high appeal.



The Hunslet Class 05 is next to be released from Heljan.



Class 60 heads Heljan 'O' gauge display

Heljan's forthcoming 'O' gauge model of the Class 60 heavy freight diesel locomotive was the headline item in its display of new products for 7mm:1ft scale alongside decorated samples of its BR Mk 1 GUV and BG parcels vans and recently announced 'Dogfish' and 'Catfish' ballast hoppers.

The Class 60 was shown in hand decorated form with three samples on display covering EWS, Loadhaul and Railfreight triple grey liveries. The model exhibited a high level of detail throughout and is slated for release in the first half of 2015 with a retail price of £625.

The Mk 1 GUV and BG 57ft parcels

vans are next to be released with all expected to arrive in the final weeks of 2014 and the first weeks of 2015. Liveries on the GUVs include BR blue, Southern Region green and parcels red with a retail price of £325 per vehicle while the BG will be available in carmine and cream, blue and grey, chocolate and cream and more for the same price per vehicle.

The 'Dogfish' and 'Catfish' wagons are expected to be released during 2015 with the price set at £99.95 per vehicle. Liveries will include BR black, olive green and engineers' grey and yellow.

● Visit www.heljan.dk.



Fourth variant announced for GNR 'Atlantic'

Locomotion Models has announced that it will be producing a fourth version of its soon to be released GNR 'C1' 4-4-2 for 'OO' scale in weathered British Railways black livery as 62822.

Locomotion revealed the GNR 'Atlantic' model in July (HM87) and on release it will also be available in GNR green as 251, LNER green as 3251 and in pristine British Railways

black as 62822. All versions are available to pre-order through www.locomotionmodels.com with a £50 deposit.



Rapido progress on APT-E

Canadian manufacturer Rapido Trains had an early test sample of its forthcoming 'OO' gauge Advanced Passenger Train – Experimental (APT-E) on display at the Warley exhibition. This first shot from the tooling was hand-decorated in the distinctive silver and blue livery of the prototype.

Produced in conjunction with Locomotionmodels.com and the National Railway Museum, the four-vehicle sets will comprise two power cars each fitted with a 5-pole skew-wound motor and two trailer cars.

An intricate moulding of the

trailer car interior instrumentation was also on display to demonstrate the levels of detail that Rapido are aiming to achieve with this model.

The APT-E is priced at £225 for DCC ready models and £325 fitted with DCC sound and it can be ordered directly through www.locomotionmodels.com



Heljan shows L&B 2-6-2T tools

Heljan showed the first components of its first 'OO9' scale locomotive – the Lynton and Barnstaple Railway Manning Wardle 2-6-2T. The model is to be released in 2015 as Yeo, Exe and Taw and will cost £189.95.

● Visit www.heljan.dk for



Kernow announces SUBURBAN DMUS...

KERNOW Model Rail Centre is to produce a range of 'OO' gauge BR Western Region suburban Diesel Multiple Units (DMU) after a surprise announcement was made at the Warley National Model Railway Exhibition on November 22/23.

Models planned include the Class 116, 117 and 118 series of high-density DMUs. Designed for suburban use on the Western

Region, they appeared extensively across that territory as well as on other regions too. Although prices have yet to be confirmed development work is now underway following the laser-scanning of a three-car Class 117.

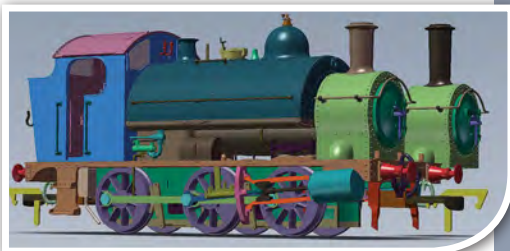
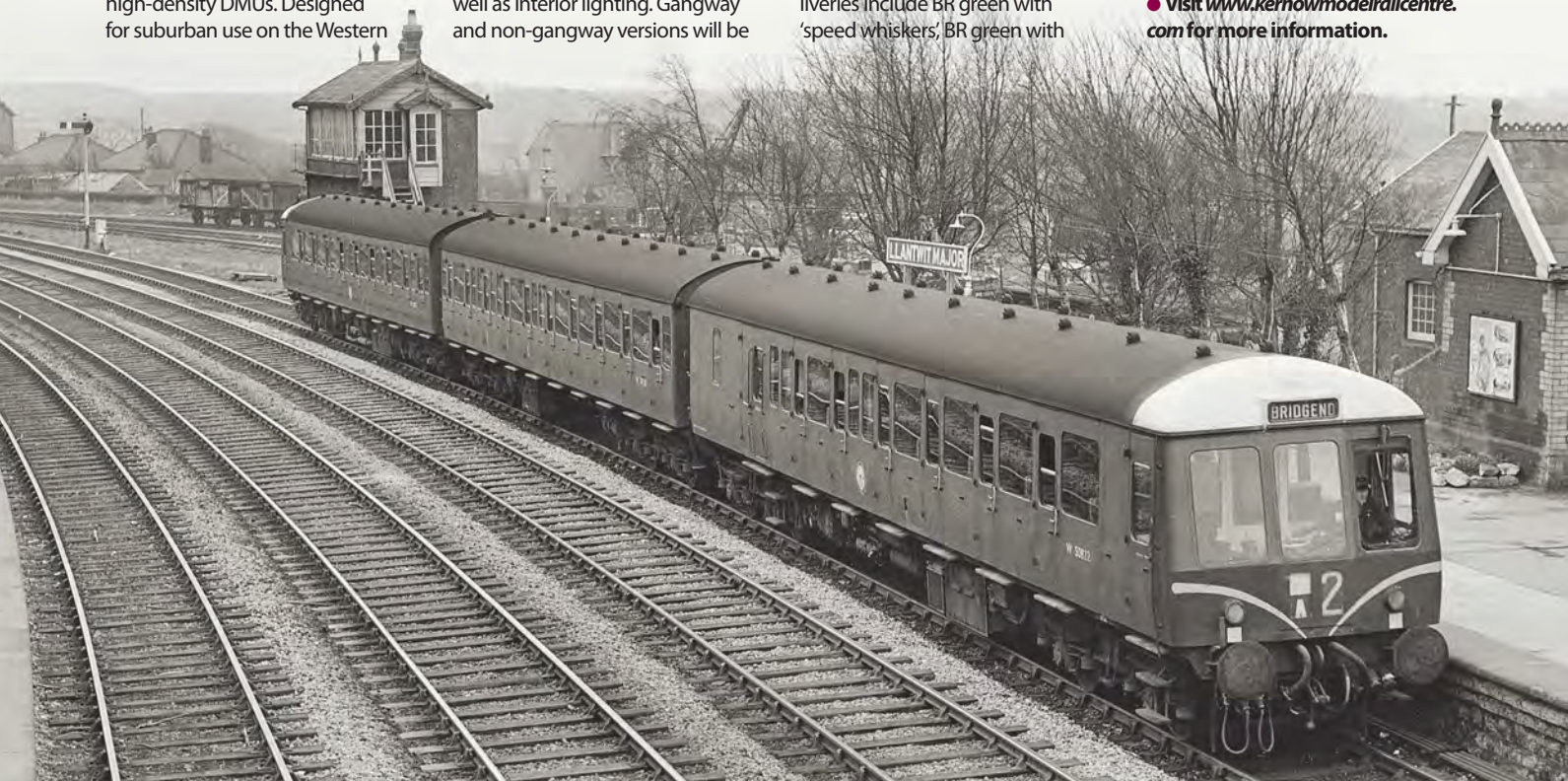
All models will feature directional lighting, headlights and illuminated headcodes where applicable, as well as interior lighting. Gangway and non-gangway versions will be

catered for and the use of slides in the tooling will allow for most detail variations of each class to be covered. A single 21-pin DCC decoder socket will be provided for the full formation with the motor designed not to intrude into the passenger area of the powered car.

The DMUs will be available as two and three car units. Proposed liveries include BR green with 'speed whiskers', BR green with

small yellow panels, BR blue with full yellow ends, BR white and blue, BR blue and grey, Network SouthEast, Regional Railways, GW150 chocolate and cream and British Telecom advertising yellow. The liveries that receive the most pre-orders during the CAD development process will form the basis of the initial batch of models.

● Visit www.kernowmodelrailcentre.com for more information.



GWR '1361' CAD/CAM

Kernow Model Rail Centre has released the first images of its 'OO' gauge GWR '1361' Class 0-6-0ST with the model currently at the drawing stage. The new model will cater for variations within the class and options for different chimneys as well as featuring daylight between the boiler and underframe.

Produced with help from the Great Western Society at Didcot, five versions are currently planned in GWR green and BR black. The retail price is set at £124.99 for pristine models and £134.99 for weathered versions, with a discount for pre-orders.

● Visit www.kernowmodelrailcentre.com.

D600 'Warship' moves forward

The long planned 'OO' gauge D600 'Warship' diesel locomotive by Kernow Model Rail Centre has progressed with the appearance of early CAD/CAM images.

Produced in conjunction with DJ Models, the drawings will be reviewed by KMRC and revisions made as required. The tooling will cater for headcode disc and headcode box variants as well as original louvres and the later style side grilles.

Five models are planned across BR plain green, BR green with small yellow panels and BR blue with full yellow end liveries.

Just 750 of each model will be produced with prices set at £149.99 each, with a discount available for pre-orders. A delivery date has yet to be confirmed.

● Visit www.kernowmodelrailcentre.com for more information.



Kernow Model Rail Centre is producing the Class 116-118 DMU family for 'OO' gauge with brand new tooling. In 1964 a Class 116 arrives at Llantwit Major with a service for Bridgend. **Hugh Ballantyne** www.railphotoprints.co.uk



... and a GWR steam railmotor!

Kernow Model Rail Centre also took the opportunity to unveil its plans to produce an exclusive 'OO' gauge model of the Great Western Railway (GWR) steam railmotor at Warley, drawing on the popularity of the sole preserved example.

The GWR introduced the steam railmotors in the 1900s as a direct response to the threat from urban tramways throughout its territory. By the time production was complete in 1908 around 100 were in service. Steam railmotor

No 93 survives in working order having been extensively rebuilt by the Great Western Society and makes occasional appearances on the rail network including the Looe-Liskeard branch in Cornwall and the Brentford branch in London.

Produced in association with the Great Western Society the models will be DCC ready featuring a 21-pin DCC decoder socket, working directional oil lamps and interior lights. Five versions will be produced initially - 93 in as

preserved GWR crimson lake (Cat No. K2301), 97 in simplified GWR chocolate and cream (K2302), 63 in GWR lined brown (K2303), 85 in GWR lined crimson lake (K2304) and 61 in GWR fully lined chocolate and cream (K2305).

Working in conjunction with DJ Models, the prototype is due to be laser scanned at Didcot Railway Centre. Prices are set at £159.99 per model with a £10 discount available for pre-orders.

● Visit www.kernowmodelrailcentre.com for more information.



The Great Western Society's rebuilt steam railmotor No 93 runs along the Looe branch on November 18 2012. Kernow Model Rail Centre is producing an exclusive model of the GWR steam railmotor for 'OO' gauge. **John Vaughan**/www.railphotoprints.co.uk

More 'Mermaids' set sail

Flangeway Models had samples of the next batch of its exclusive 'OO' gauge ZJV ballast tippler wagons on display at Warley. Four versions are expected to arrive in the New Year, three in engineers olive green livery and three in weathered engineers black livery. Priced at £18.95 for the olive green wagons and £19.95 for

the weathered black versions, they are expected to arrive in January.

Flangeway has also revealed that its next exclusive 'OO' gauge departmental wagon project will be a 'Salmon' bogie rail wagon produced by Dapol.

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



First Great Western Class 143 'Pacer' skips forward

Realtrack Models has received samples of its forthcoming 'OO' gauge Class 143 'Pacer' in First Great Western livery.

Two versions will be available in this livery initially as 143618 featuring Paignton and Exmouth destinations and 143619 featuring Bristol Temple Meads and Severn Beach destinations.



Prices are set at £120 for DCC ready models with delivery anticipated during the first

quarter of 2015. Meanwhile, the first batch of Arriva Trains Wales liveried 'OO' gauge Class

143s is due in early 2015.

● Visit www.realtrackmodels.co.uk for more information.

Hatton's launches AUTOTANK PROJECT!

TWO MONTHS after it announced a new 'OO' gauge model of the GWR

'King' 4-6-0 Hatton's has revealed that it has set up a second Great Western Railway (GWR) project with DJ Models to produce the Collett '14XX' 0-4-2T.

The new model is expected to be released in late 2015/early 2016 and will be priced at £99 with 16 versions covering the '14XX', '48XX' and '58XX' variants.

The Collett '14XX's were introduced from 1932 and all were built at Swindon. They were originally numbered in the '48XX' series, but were renumbered to the '14XX' series in 1946. A standout feature of the design was its ability to work with the GWR's autocarriages which allowed for push-pull operations on branch lines.

The specification drawn up for Hatton's new model is comprehensive and in its press release Hatton's claims the '14XX' will "set new standards for a ready to run small locomotive." Included in the specification is a 6-pin DCC socket, provision for a speaker to be installed under the coal bunker, blackened wheels, five-pole motor, fully detailed and painted cab interior, separately fitted etched brass cabside numberplates and separately fitted BR smokebox numberplates, all wheel pick-up, prototypical gap between the frames with cosmetic inside motion, detail variations for top feed fitment, removable cabside doors and more.

Liveries will cover Great Western 'shirtbutton' and GWR logos, British Railways lettering, early and late crests plus models with pristine, light and heavy weathered finishes – see panel for the full list of models.

● Visit www.ehattons.com for more information.



HATTON'S 'OO' GAUGE '14XX' 0-4-2TS

IDENTITY	LIVERY	CAT NO.
'48XX' 4825	Great Western unlined green	H1401
'58XX' 5814	Great Western unlined green, light weathering	H1402
'48XX' 4871	GWR unlined green, 'shirtbutton' crest, light weathering	H1403
'58XX' 5808	GWR unlined green, 'shirtbutton' crest	H1404
'48XX' 4807	GWR black, light weathering	H1405
'14XX' 1420	GWR unlined green	H1406
'58XX' 5802	GWR unlined green, light weathering	H1407
'58XX' 5816	BR lined black, British Railways lettering	H1408
'14XX' 1470	BR lined black, early crests	H1409
'58XX' 5819	BR black, early crests	H1410
'58XX' 5801	BR green, GWR lettering, light weathering	H1411
'14XX' 1474	BR black, early crests, heavy weathering	H1412
'14XX' 1444	BR lined green, early crests	H1413
'14XX' 1450	BR lined green, late crests	H1414
'14XX' 1432	BR lined green, late crests, heavily weathered	H1415
'14XX' 1409	BR green, late crests	H1416

N Gauge Society Collett BG

The N Gauge Society's new 'N' gauge Collett BG was on display at the Warley National Model Railway Exhibition. Manufactured for the society by Dapol, decorated samples of the model were available to view and will

appear in GWR lined chocolate and cream, GWR unlined chocolate, BR lined crimson and cream, BR unlined crimson, BR lined maroon, BR blue and departmental olive green. With minor corrections having been identified

on these samples, the N Gauge Society anticipates delivery of production models for members during the first quarter of 2015.

● Visit www.ngauesociety.com for more information.

'64XX' and 'E4' headline Bachmann 'OO' news

Pre-production decorated samples of the 'OO' gauge GWR '64XX' 0-6-0PT and LBSCR 'E4' 0-6-2T headlined on the Bachmann stand at the Warley exhibition in November alongside the first shots of the Southern Railway PMV van and first decorated BR Tube wagons.

The '64XX' and 'E4' have been delayed due to tooling modifications, but the two models are now scheduled for release in the Spring with the GWR 'Pannier' expected to arrive first.

The '64XX' is to be released in GWR green as 6407 (Cat No. 31-635), BR black with early crests as 6417 (31-636) and BR lined green with late crests as 6412 (31-637). The 'E4' meanwhile is being released in LBSCR umber as 579 (35-075), Southern Railway olive green as 473 (35-076), BR black with early crests as 32556 (35-077) and BR lined black



with late crests as 32470 (35-078). Both models will feature a 6-pin DCC decoder socket. Prices are £81.95 for the '64XX' and £99.95 for the 'E4'.

The Southern Railway four wheel van is to be released in both PMV (with end doors) and PLV (without end doors) formats in Southern and BR liveries and while a price of £24.95 has been set the release date is to be confirmed.

The BR 22ton Tube wagon is scheduled for release in March/April 2015 and will cost £24.95. Liveries will cover BR bauxite with TOPS numbers and weathering (38-750), early BR bauxite (38-751) and late BR bauxite (38-752).

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



New 'OO' Bachmann models were on show including the 'E4' (top left), '64XX' (above), SR PMV (left) and BR Tube wagon (below).



Bachmann showcases latest 'N' gauge samples

The Bachmann stand at the Warley exhibition featured the latest decorated samples highlighting soon to be released models of the Peppercorn 'A2', Fowler '4F' and Class 47/7 variant for 'N' gauge.

The Peppercorn 'A2' is next to arrive from Bachmann in 2mm scale with four versions expected to reach the shops during December covering LNER and BR period liveries. Identities chosen are 525 *AH Peppercorn*, 60537 *Bachelors Button*, 60527 *Sun Chariot* and 60532 *Blue Peter*. All will have a 6-pin decoder socket and are priced at £149.95 each.

The Fowler '4F' is expected to arrive in the shops in February/March as 3851 and 43875 with Johnson tenders and as 43924 with a Fowler tender. The models are priced at £99.95 and feature a locomotive drive mechanism and tender mounted 6-pin decoder socket.

The 'N' gauge Class 47/7 is scheduled for release in April/May as

47701 *Saint Andrew* in BR blue, 47711 *Greyfriars Bobby* in BR large logo blue, 47710 *Sir Walter Scott* in ScotRail livery and as 47715 *Haymarket* in Network SouthEast colours. All will feature 6-pin decoder sockets.

Completing the line up of new samples for 'N' gauge were factory decorated Southern Railway 12ton box vans. Four versions are to be released in March/April covering Southern Railway brown, BR grey and bauxite and GWR grey liveries.

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



Bachmann's 'N' gauge 'A2' (above), '4F' (left) and Class 47/7 (below).



Dapol decorated 'TERRIER' DEBUTS



DAPOL UNVEILED the first pre-production decorated sample of its soon to be released 'O' gauge Stroudley 'Terrier' 0-6-0T at the Warley National Model Railway Exhibition alongside engineering prototypes for its latest 'OO' and 'N' gauge models.

On show at the NEC was Stroudley 'improved engine green' liveried 'A1' 0-6-0T *Brighton* which showed a high level of decoration. The first of the 'Terriers' are currently expected to arrive in the first quarter of 2015 with a retail price of £199.95 for the standard version and £399.95 for a factory DCC sound fitted version.

Also on show at the NEC were pre-production samples of both versions of the 'OO' gauge Class 73. Dapol reported that decorated samples of the new '73' were expected in December, moving the project a step closer to completion.



In 'N' gauge the Dapol GWR 'Grange' 4-6-0 made its debut as a first shot engineering

prototype alongside decorated samples of the new range of Maunsell carriages for 'N'.

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



Hatton's commissions 10 LIMITED HUNSLETS



TEN LIMITED edition 'OO' gauge Hunslet 'Austerity' 0-6-0STs have been commissioned by Hattons using DJ Models currently in development

new tooling for the versatile saddle tank. Models chosen have been drawn from industrial and BR sectors and will feature detail differences appropriate to the locomotive include chimney type, buffers and smokebox door style. They will feature the same specification as DJ Models' main range of Hunslets including a 6-pin DCC decoder socket and five-pole motor. The price will be £99 per locomotive. See panel for the full list of 'Austerities' planned by Hatton's.

● Visit www.ehattons.com/j94 for more information.

HATTONS 'OO' GAUGE HUNSLET 'AUSTERITY' 0-6-0STs

IDENTITY	LIVERY	CAT NO.
<i>Robert</i>	NCB bold colliery green	J9401
71515	Mech Navvies maroon	J9402
68012	BR black, late crests, weathered	J9403
1763	NCB Peckfield Colliery lined maroon, weathered	J9404
<i>Hurricane</i>	NCB Bickershaw Colliery lined green, weathered	J9405
8	NCB Mountain Ash Colliery lined green, weathered	J9406
4	NCB Backworth Colliery lined black	J9407
<i>98 Royal Engineer</i>	Army Green	J9408
7	NCB Littleton Colliery lined blue, weathered	J9409
15	Wemyss Private Railway lined brown	J9410

'N' GAUGE 390 SHIFTS TO RAPIDO

The 'N' gauge Pendolino project (HM89), launched by Ben Ando and Mike Hale, is now 'live' following agreement to change to Canadian manufacturer Rapido Trains to produce the planned 'N' gauge model of the Virgin Trains Class 390 Electric Multiple Unit (EMU). Originally production was to be managed by DJ Models.

The Pendolino is being produced via a crowd sourcing initiative and requires potential customers to pledge the price

of their chosen model upfront. Rapido Trains has agreed to fund production of 200 units which it will sell internationally, while the funding of the remaining 800 units will be funded through the crowd funding Kickstarter scheme.

Incorporating powered driving cars at each end, directional lighting and pick ups on all wheels, pledge prices are set at £255 for a nine car formation and £195 for a shorter five car variant comprising one of

each vehicle type. Extra sets of two trailer cars are priced at £30 to enable an 11-car Pendolino to be modelled.

If the funding targets are reached, laser-scanning of the prototype will take place early in 2015 with production of the models anticipated to take approximately 12 months. Pledges need to be made by 10pm on Sunday January 18 2015.

● For more information visit www.ngaugependolino.com

IN BRIEF

■ For information regarding the Lincs Autocoupler coupling system featured in in HM90, please email richard_syms@btinternet.com and not the address published.

■ Bob Treacher, proprietor of Alton Model Centre in Hampshire has announced his retirement. Open seven days a week for the last 19 years, Bob is well known amongst his customers for closing just one day each year, on Christmas Day!

Bratchell launches Southern '455'



Bratchell Models' latest ready to assemble Electric Multiple Unit (EMU) is Southern liveried Class 455 455819. The four-car unit is supplied ready to assemble with pre-painted bodysells and ends together with flush glazing as a four-car unit for £239 with an add on pack for wheels, bearing and couplings available for an additional £64. A ready to motorise version is available for a further £64.

● Visit www.bratchellmodels.com for more information.

This month's **OXFORD** New Releases

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Grumman Avenger - GHW Bush
VT51 USS Jacinto 1943
AC046 1:72

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Jaguar V12 -
Light Blue
JAGV12001 1:43

NEW
Tooling!

1:76

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Maidstone & District
76LRT004 1:76

Healey Tickford - Black
HT002 1:43

Lotus Elan +2 -
Black/Silver
LE004 1:43



BMC Car Transporter & Two
Minis - BMC Competitions Dept
76BMC003 1:76



Burrell Showmans Loco -
Dragon Anderton & Rowland
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Scania Horsebox - Police
76SCA02HB 1:76



Land Rover Defender - AA
76DEF009 1:76



Land Rover Discovery 4 -
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Mini Coupé -
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76MC002 1:76



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76MINGT002 1:76



Scania 420 8-Wheel
Crane Lorry - D R Macleod
76SCL001 1:76

NEW
tooling!



Atkinson 8-Wheel
Flatbed Lorry - Chivers
76ATKL002 1:76



ERF LV Flatbed -
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NEW
tooling!



Scania 110 Flatbed - BRS
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Mobile Canteen - NFS
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Foden F6 Dropside -
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Scania T Cab Tipper -
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Foden F6 Round Tanker -
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NF6002 1:148



Guy Arab Utility - Midland
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Haddon Bank

Chelmsford MRC stayed close to home with their Eastern Region exhibition layout – but as **MIKE BRANGHAM** reveals, it has travelled far and wide over the years, and continues to develop.

PHOTOGRAPHY, TREVOR JONES.



STATISTICS

Owner:	Chelmsford and District MRC
Scale:	'OO'
Length:	17ft
Width:	12ft
Track:	Handbuilt and SMP code 75
Control:	Analogue, Gaugemaster handheld units
Period:	1945-1965



English Electric's prototype *Deltic* thunders along the main with an express and passes an English Electric Type 3. On the branch an Ivatt '2MT' 2-6-2T leads a set of milk tankers.



The high and low level goods yards are operated automatically through infra-red sensors making for an impressive spectacle to onlookers at the exhibitions.

BACK IN THE MID 1990s Chelmsford and District Model Railway Club members began discussing the construction of a prestigious 'OO' gauge layout. It became known as Project 2000, the idea being to have it built and ready for exhibition at the Club Show in 2000.

In the end it wasn't ready until 2001, but it achieved our aims. It was to be portable, based on the Eastern Region and set from the end of the Second World War to the mid 1960s, allowing us to showcase everything from the last days of the London and North Eastern Railway (LNER) to the changeover to diesels, with the odd British Railways London Midland Region interloper too. It uses analogue control and on club nights acts as a test track for members' rolling stock with a definite 'anything goes' policy. The club owns the layout and all accessories, with members providing the rolling stock.

Naming of the layout was initially put to all members, resulting in names from the sublime to the ridiculous. However a large number of the original handbuilt points, in particular the three-way point, were made by Alan Haddon who passed away before completion, so the layout was named in his memory. There is still one of his points in the fiddle yard.

CONSTRUCTION

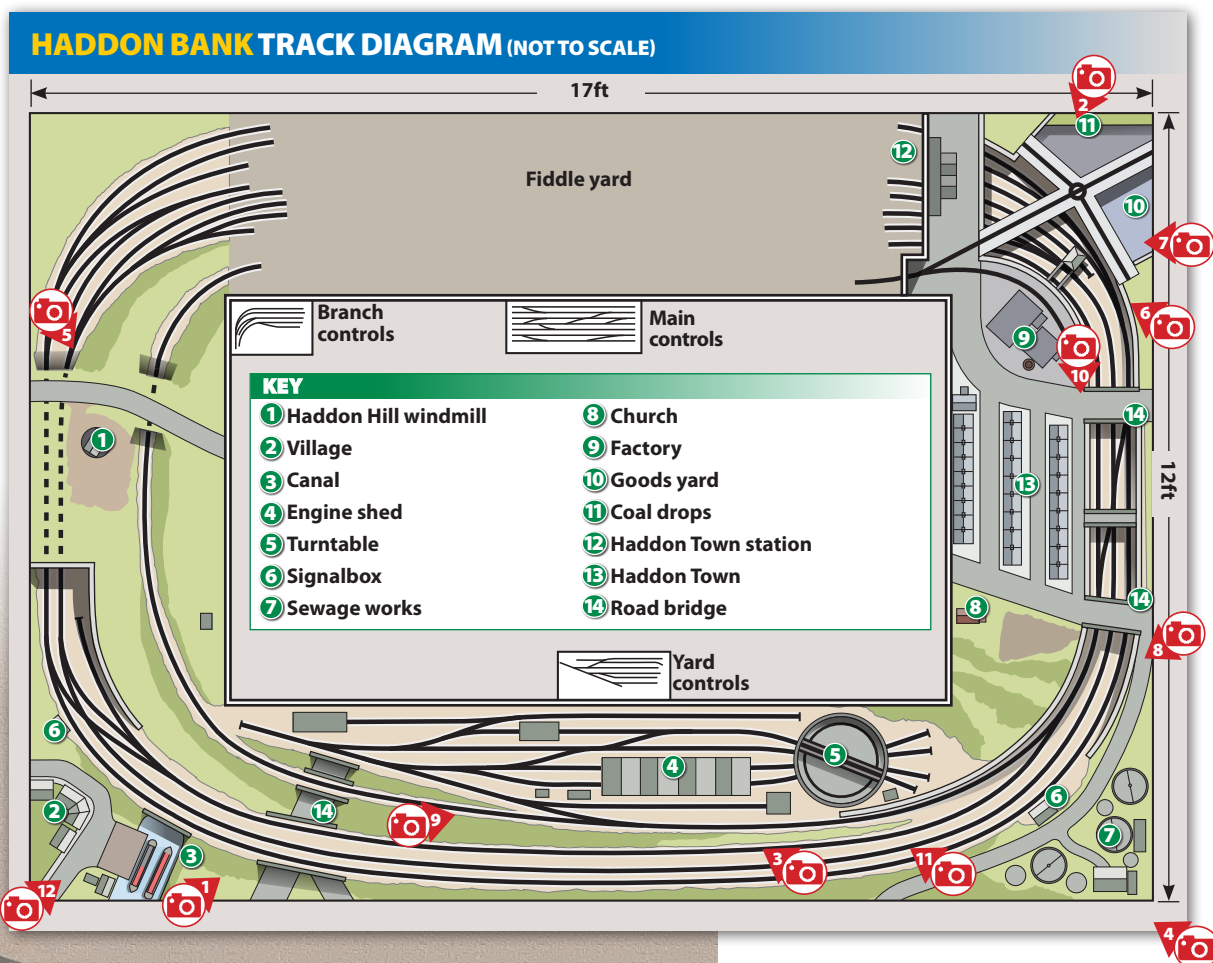
A scale cardboard model was constructed utilising the agreed trackplan for Up and Down main line, branch line and locomotive depot. Baseboards are of conventional box construction, with 10 4ft x 3ft and two 3ft x 3ft boards giving a layout size of 17ft x 12ft. The original plan was 18ft x 12ft but it would not fit in the clubroom of the time. Alternate boards have folding legs with dowels keeping things aligned and latches securing the boards together. Electrics travel between boards and control panels connect using 'D' plugs. Initially the area shown on the trackplan containing the factory, coal drops and goods yard did not exist, the »





 **Left:** A '9F' draws into the goods loop with a long cement working while the shed is kept busy preparing and turning its allocation. The Class 02 shunter has arrived with supplies for the diesel fuelling point.

 **Below:** Haddon Bank occupies a 17ft x 12ft space and cleverly the fiddle yard exit on the right has been made scenic to suggest a station approach.



station building being rotated 90 degrees and forming part of what is now the road bridge.

The fiddle yard has been altered from the original to five tracks each side of a central bi-directional road to enable trains to be reversed. The branch, being bi-directional, has its own yard. Some fiddle yard tracks are split into two with isolating sections, enabling two short trains to be stored thus increasing the range of stock presented to the viewing public. Over the years visitors at shows have been keen to see the fiddle yard so it has been given a facelift with some mild scenic effects allowing the layout to be viewed from all sides.

At the outset the fiddle yard was laid with handbuilt track, as were the turnouts. When it was redesigned it was replaced with SMP code 75 and most of the points with Peco code 75. The scenic side was already laid with SMP, all stuck down with double sided carpet tape. As the track had sleepers of the correct section the initial layer of ballast stuck as well, making what can be an onerous task rather easier.

Point operation was by H&M motors fitted with microswitches for polarity changing and Light Emitting Diodes showing route setting. It is all worked from a central control panel on the fiddle yard side, with one operator for the Up and one for the Down side together with a third panel for the branch. Apart from the Locomotive yard all are now operated by Tortoise motors as the H&Ms, apart from being noisy, distorted the points and could not be adjusted.

The locomotive yard is accessed via the branch and depicts a two-road shed >>



Above: The derelict windmill is undergoing repairs as an Ivatt '4MT' tackles the gradient of the branch.



Right: At the station throat a Gresley 'K3' 2-6-0 simmers under the signalbox as a Riddles '9F' 2-10-0 passes with a heavy goods.

capable of holding two 'Pacifics' on each line, a single diesel road, coaling road with tower and powered turntable. This is central to the layout at exhibitions and can contain 10 locomotives. All the points in the yard are hand-built in situ. It has its own control panel and operator.

Control is by Gaugemaster handheld units, replacing the original homemade variety and a very complicated wiring system allows partial cab control. Diode matrices allow for route setting in the fiddle yard and the crossovers on the main lines. The line feeding the Original Widget Factory, the coal drops and low-level goods yard is fully automated using Infra Red Detection of Trains (IRDOT) technology so that the train shuttles between the factory and the other spur. There is also a working wagon hoist connecting the high level line to the low level goods yard.

Buildings are a mixture of ready made, kits and scratchbuilt. The factory is from a Kibri kit while the sewage farm with working filter beds are scratchbuilt. The Northlight engine shed is adapted from a Wills kit and the small old Great Eastern Railway (GER) shed is scratchbuilt, as is the GER type station building, the Gricers Arms pub and the coaling stage. Houses are adapted Hornby. Scenery is made from the usual chicken wire and plaster bandage with scatter and grasses placed where required.

There are a few cameo scenes which attract attention at exhibitions. One is at the canal where someone has fallen in; there's a wedding at the tin chapel and two small boys accosted by the locomotive yard Foreman by the turntable. There are allotments and a dog walker on the common while a pillbox and bomb damaged house help set the era. »







Left: Parcels are loaded beneath the high level coal drops at Haddon Town.

Right: An Ivatt '4MT' 2-6-0 has charge of a short local working as it passes the sewage works. In the background the shed is busy while a Cravens DMU and '9F' await clear signals.

Below: The shed is full of atmosphere and can host everything from small tank engines through to heavy freight engines and 'Pacifics'.





A TRIP AROUND HADDON BANK

A trip round the layout leaving the station on the Up (clockwise) line takes you past the Original Widget Factory. The founder of the company, Ebenezer Widget, built this in the early 1800s in our fictional timeline. At the Great Exhibition in 1851 Queen Victoria was heard to say, "If we had not had a widget or two the Empire could have been lost."

Through the cutting below Haddon Town we travel into a rural area with the locomotive yard on our right, over the road by the Gricers Arms and the canal. The line then swings right and goes under Haddon Hill with its windmill, which is being restored. This shows how quick the transition from urban to rural was 40 years ago.

Signalling is mainly semaphore and non-working. There is however one signal, on the Down Main which is activated when a train leaves the goods loop and at the same time the main line is isolated to avoid a collision. Two aspect colour light signals are used on the Up Main on the approach to Haddon Hill tunnel, the Down Main and the goods loop. The one on the Up Main is activated by a passing train, changing to danger and clearing »

"Over the years visitors at exhibitions have been keen to see the fiddle yard."

MIKE BRANGHAM



10 Just like the real railway that on Haddon Bank drops below the level of Haddon Town on the approaches to the station.

when the next train leaves the fiddle yard. Exit from the goods loop to the Up Main, crossing the Down Main, is guarded by another two aspect signal, as is the exit from the tunnel on the Down Main. These are activated in conjunction with the complex of points at this spot when the route is set.

All rolling stock for exhibitions is tested before the event to ensure smooth running. Anything not up to standard does not go. The layout can accommodate passenger trains up to 12 coaches and goods trains of similar length, which are suitable for

the period. There is no timetable or set sequence, the idea being to keep the viewing public entertained with trains running. Usually it would be two circuits and then a change, each main line operator deciding the sequence. Judging by the numbers viewing at shows this works.

LESSONS LEARNED

Many lessons were learned during the construction of Haddon Bank. Quite a few members working on the layout at the outset gained experience in many areas by

tackling projects they thought were outside their capabilities and proving themselves wrong. Another lesson that comes to mind is that we were too keen to have things running, so as soon as a few baseboards could be joined together track was laid. It would have been much better to wait until all the boards had been made, set up and any adjustments made. Also on the scenic boards the joined ends should have been profiled rather than having the shaped pieces stuck on top. Initially all boards were paired and joined by end boards for transportation. These were very heavy so now each board has its own transit frame.

Haddon Bank has now been exhibited for 14 years and to list the venues would take a feature by itself. We have been to most shows from Norwich to Folkestone, from Hertfordshire to Canterbury and Surrey, those held on the outskirts of East and South London, Alexandra Palace, and Warley at the NEC, with a forthcoming visit to Wakefield in November.

It would be nice to name all those who have been and are connected with the layout but this would mean a very long list. They know who they are and we are grateful for their past and present efforts.

Such a large and complex layout is always in need of maintenance, repair, refurbishment and improvement. The development, we are sure, will continue. www.hornbymagazine.com

● For more information on the club and its other layouts visit www.chelmsford-and-district-mrc.webs.com



11 A Holden 'B12' 4-6-0 is turned for its next duty at Haddon Bank shed.

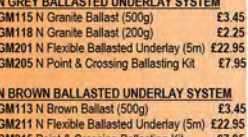


With a rake of empty wagons behind a Robinson '04' 2-8-0 works hard on the main line as a Cravens DMU descends the gradient from the branch.



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WEATHERING WITH A BUDGET AIRBRUSH

With an entry level airbrush costing less than many wagons, **TIM SHACKLETON** assesses the possibilities of the budget options and shows how to get the best out of them.



How many people start weathering with some ready to run wagons, a cheap airbrush and a couple of cans of propellant. Most quickly move on, but it's surprising what you can achieve with a little care. This is very much how I started back in the early 1980s.

THE BADGER 250 basic spray gun is pretty much the same model with which I first began airbrush weathering 30-odd years ago. I hadn't a clue what I was doing and I pretty soon wrecked it – largely on account of not knowing how to clean it properly – but I managed to produce some reasonable work before gravitating on to a Badger 200 single action airbrush and beyond.

Many people buy a budget airbrush like this because they hope it can perform like something costing ten times as much (it won't), because they don't aspire to anything more technically advanced, they feel they couldn't handle a double-

action airbrush, or they're unable to spend any more. But most, I suspect, sit in their packaging unused which is a shame as the only way to learn how to airbrush your models is to airbrush your models.

You can't, to be brutally honest, use airbrushes like this to achieve much detail or finesse in your weathering. Nor can they offer anything more than a fraction of the effects that are possible with more sophisticated designs but they do work and – provided you realise their limitations – do the basic things quite well. If you want to put a quick waft of weathering or tone down your models, they definitely have possibilities.

I thought it would be interesting for this project to see what can be achieved with

a basic design such as the Badger 250. I'm cheating slightly by using a compressor rather than propellant cans that many beginners opt for. The latter are cheaper to acquire initially than a compressor but over time they are an incredibly expensive and inefficient way of buying thin air. They're convenient to use but the pressure is anything but even, tending to be excessive with a fresh can and insufficient with an almost empty one. A 500mm can from the well-known brands costs nearly £10 and doesn't give you much spraying time. I feel that a compressor will quickly pay for itself and allow you unlimited supplies of (almost) free air with which to experiment and, even more importantly, give your airbrush a thorough cleaning. »



STEP BY STEP GETTING THE BEST FROM A BUDGET AIRBRUSH

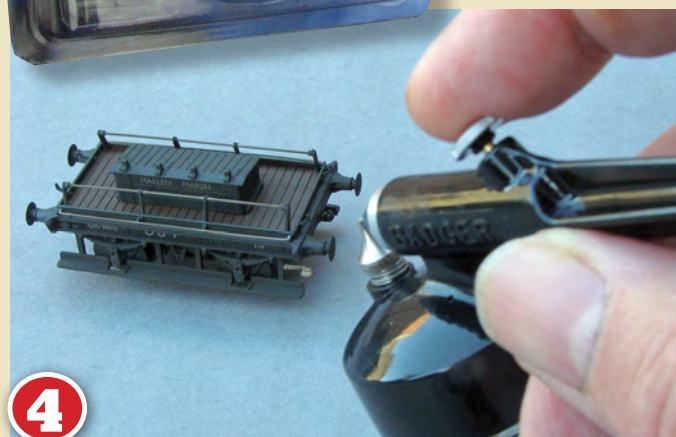
1 The Badger 250 comes in a blister pack that includes a vinyl air hose and a regulator cap for use with cans of propellant. Similar designs – aimed at the entry-level market – are available from Humbrol and Revell. Although it's difficult to make direct comparisons, the Badger 250 has a paint nozzle diameter of 0.7mm whereas on most quality double action airbrushes it's about 0.3mm. This suggests we're not going to get a great deal of subtlety out of it due to the comparatively large nozzle size.



2 To use my airbrush with a compressor I had to fit an adapter, available as a spare. Not all air hoses use the same thread size, so check before ordering. Before spraying any paint I've half filled the screw fit paint jar with white spirit to get the hang of things before getting down to business. I found a working pressure of between 20-25psi gave the best results. To achieve this figure at the paint tip you'll need to adjust the compressor so the dial reads about 30-32psi. If you're using cans, you don't have this sort of control.



3 This kind of airbrush is very simple in design, but a limited amount of control is still possible. Turning the paint tip clockwise as far as it will go and spraying at low pressure gives the kind of fine mist we want in weathering, although precise targeting isn't really possible. Turning it up so it's right in the air stream yields a wider, more full-blooded spray pattern that would be good for painting coach roofs, scenic work and ground cover.



4 Now to get down to business. To tone down the colours of this Hornby GWR shunters' truck I mixed some Revell Matt Black and Humbrol Matt Leather diluted to a milky consistency with white spirit. I then sprayed the mixture lightly over the whole of the wagon from a distance of about six inches. To create a realistic effect you need far less paint than you might imagine.



Once the paint was touch dry I lightly brushed tiny quantities of beige-coloured weathering powder on to the planked floor and steps to represent worn wood. Having dipped a fine pointed paintbrush in white spirit I picked up some of the weathering mix on the tip and touched it on to the inner sides of the wagon so it flashed along the plank lines.



6 Clean the airbrush thoroughly as soon as you've finished weathering. Wipe the paint jar clean, fill it with thinners and spray this out through the nozzle until the fluid runs clean. Use a second jarful of thinners if necessary, then gently run a length of 0.7mm soft brass wire through the paint tip to clear any remaining particles of paint. To get the most from it, your airbrush should be as clean as a new pin at all times. The second you start to neglect it, it will start playing up.



7 If you don't have a spray booth it's a good idea to wear a respirator mask when using any kind of airbrush indoors. With such limited control over delivery and direction, the spray from the budget airbrush spreads outwards over a wide area and will rapidly fill a room with fumes.



8



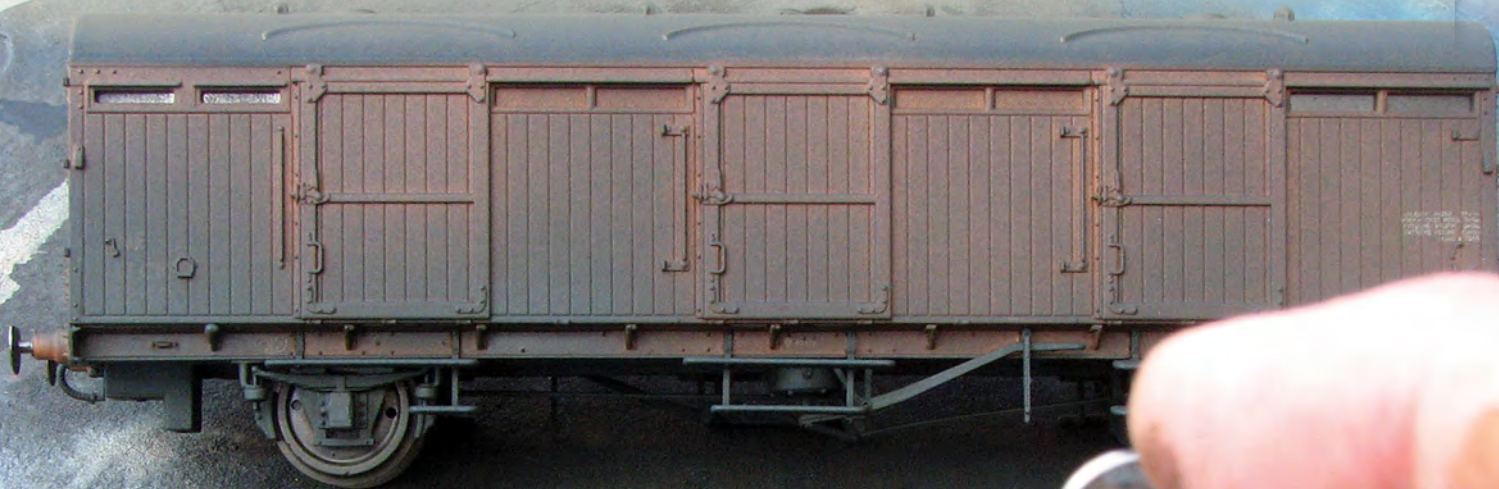
I turned the paint tip anti-clockwise to increase the paint flow so I could tone down the white roof of this Hornby CCT. I sprayed along a straight edge – a length of thick card – to prevent overspray landing on the sides. Masking off areas you don't want to weather is important because you have less control over paint delivery with such an airbrush. If you spray from more than six inches away, you get a horrible spatter effect and if you come in closer, the paint runs.

TIP

Take time to practise with your airbrush. Building up your knowledge of how your airbrush works will be repaid with better end results. For example, we discovered that the airbrush used here didn't operate properly when pointed downwards.

9

These airbrushes work best when held level with the model you're spraying – even with a full colour cup, they don't seem to like being pointed downwards at any kind of angle. I've turned the paint tip back to its minimum setting so I can put a thin mist of grey-brown weathering – mixed from the same two colours, Revell Matt Black (8) and Humbrol Matt Leather (62) – on the sides of the CCT. It shouldn't be too patchy but neither do we want a totally uniform finish. Note the unpainted areas to the left of the doors where the airbrush can't reach behind the handrail.



10

I've mixed up a browner colour – still using the same two paint colours – to represent underframe grime with its accumulation of oxidised brake block dust. With the airbrush held level, tilting the model back enables me to reach the underframe details, allowing a little colour to creep up the bodysides and blend with the darker shade that's already there.

STEP BY STEP GETTING THE BEST FROM A BUDGET AIRBRUSH

TIP

A compressor is an essential component for airbrush work if you plan on doing more than a handful of projects. While a compressor isn't a cheap item, it will repay its price in its effectiveness. The little Neo Air compressor - see right - is a great introductory product.

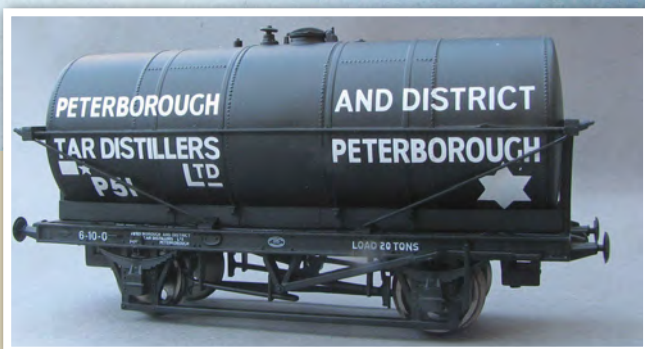
11

Using a fine paintbrush I've run a wash of very thin dark brown paint along all the plank lines and around the doors to create false shadows and emphasise the relief detail. Dip your brush in the colour and then just touch it into the corners - the wash will flash along the corners by capillary action. This tightens up the airbrushed weathering and gets rid of any paint shadows.



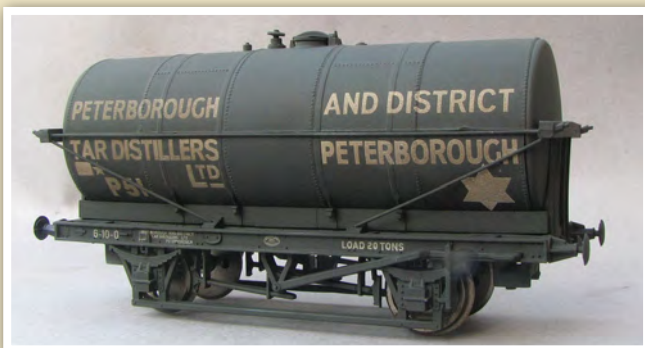
12

A basic airbrush is perfectly capable of simple repaints such as these Hornby RailRoad Mk 1 coaches, reliveried from chocolate and cream into corporate blue/grey using masking tape and lining transfers. However the finish isn't as smooth as you'd get with a more advanced airbrush.



13

Some of the earliest wagons I ever weathered were these ex-Airfix 20ton tank wagons and the latest Hornby version shows how far modern printing technology has improved things. For an in service tar wagon, though, this immaculate finish seems a little unlikely.

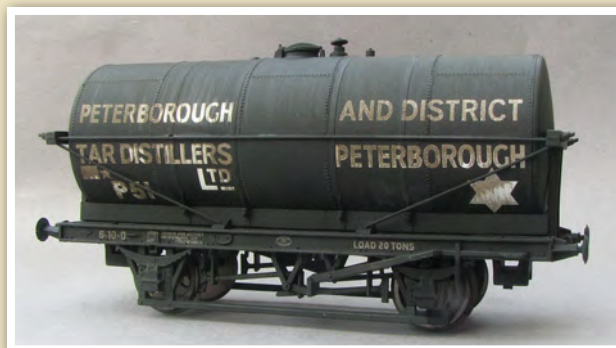


14

I've lightly sprayed the whole wagon - underframe included - with a paint solution made up of roughly 90% Matt Black and 10% Matt Leather. The lettering should remain clearly visible, but toned down to a more realistic level. Again, I find a spraying distance of about six inches works best with this type of airbrush.

15

I allowed the paint to set for about half an hour and then, dipping a half-inch flat brush in neat white spirit and dabbing it almost dry, gently brushed downwards to create a prototypically streaked effect. Beware of overdoing this - in all kinds of weathering, less is usually more!



Airbrush and compressor kits



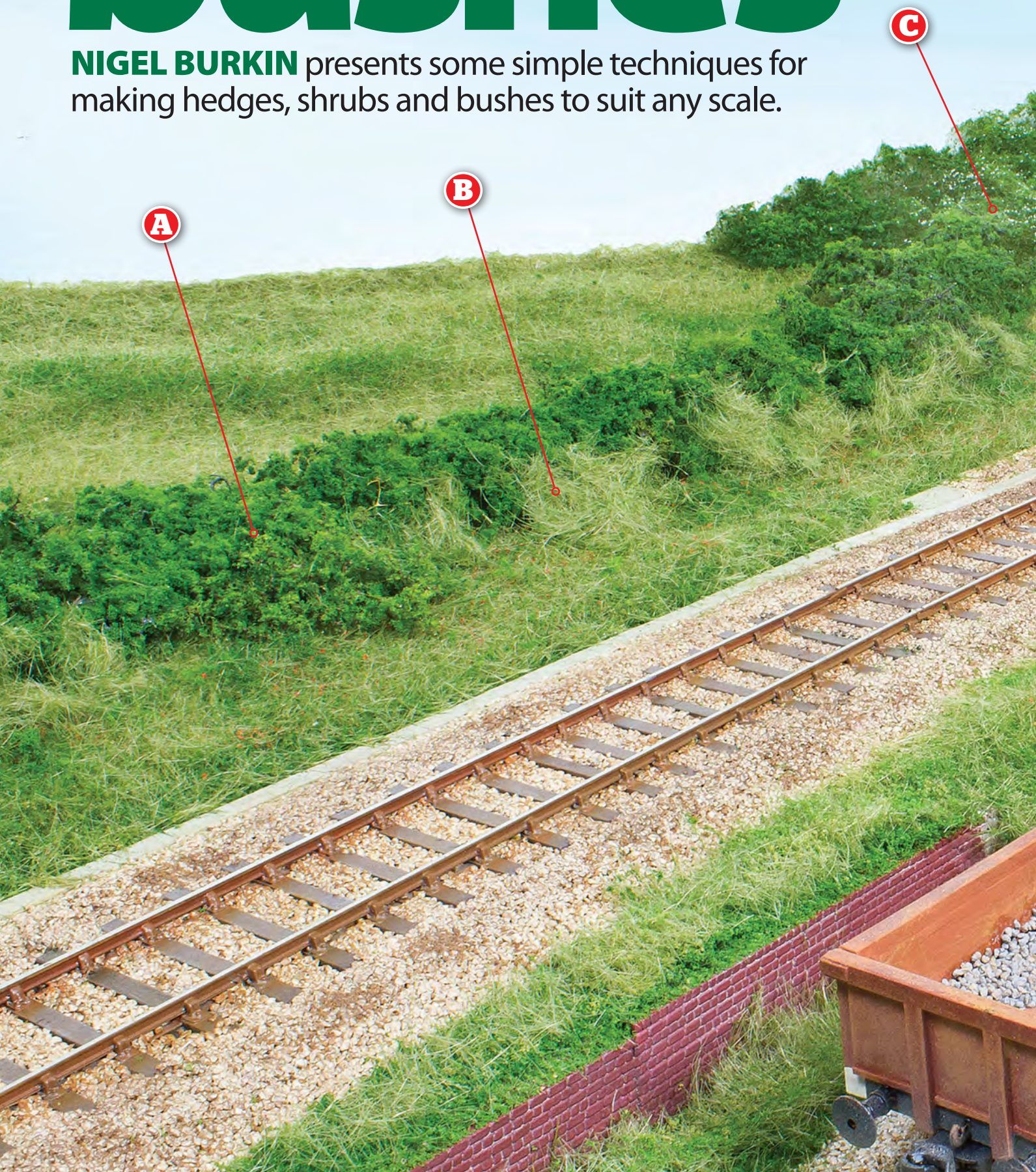
Most modellers quickly realise the limitations of a simple airbrush, and want to move on to something more sophisticated. Beware, however, of tempting airbrush/compressor sets offered on the internet, which are often too good to be true – especially anything with a price tag under £100. Retailers such as The Airbrush Company or Eileen's Emporium are happy to give advice on what to buy. This is one popular option – the Iwata Neo CN airbrush with matching NeoAir compressor, currently retailing at around the £140 mark. For its compact size the NeoAir compressor is impressively capable.

Eileen's also offers the Neo CN with the reliable Aireco AS18-2 compressor for just £115. By paying more you could have the AS18-2 with the futuristic trigger-operated Iwata Neo TRN – another tried-and-tested combination. There are two versions of this airbrush – the TRN-1 with gravity feed and 0.3mm tip, and the side-feed TRN-2 with its big colour cup and 0.5mm nozzle. Both offer excellent control over fine detail spraying.



Brilliant bushes

NIGEL BURKIN presents some simple techniques for making hedges, shrubs and bushes to suit any scale.



The hedgerows and bushes 'growing' vigorously on this small diorama were planted using a mixture of Woodland Scenics poly fibre, offcuts of sea foam trees, foliage material and colour-fast ground foam scatter (A). Grasses grow up along the margins of the hedgerow (B). White flowers can be used to represent spring flowering hawthorn bushes (C) and the gap between the bridge wing walls and landscaping is filled with poly fibre bushes (D). The hard edges of retaining walls and other structures are softened using the same materials (E).

Back to BASICS



BUSHES AND HEDGES are simple to make using basic scenery materials and items found around the house. They are an integral part of creating a landscape representing any part of the UK including buddleia, brambles and hedging hawthorn common to the lineside together with gorse and whin found in northern Scotland. The scenic opportunities are endless - bushes and hedges can be combined with small trees and grasses to build up mixed hedgerows growing adjacent to the railway. I would advise the use of photographs to verify foliage colours and flowering for a given month of the year.

A wide range of materials may be used in bush and shrub making. One of my favourites is Woodland Scenics poly fibre which is teased out with fingers and covered in foliage. Look for household materials that can be adapted such as scrubbing pads and rubberised horsehair. Be sure that any material you plan to use is colour-fast and that you can replicate the technique. Make bushes and shrubs at the workbench, leaving them to dry in a safe place before adding them to the layout. Use plastic food trays to catch spilled scenery material and protect worktops with newspaper. Keep notes on the techniques and materials you used to make a particularly successful scene so you can replicate them at a later date.

Adhesives for successful shrubbery and bushes are basically the same ones you would use for tree making and other landscape modelling methods. Scenic glues from various suppliers and clear drying PVA are ideal for applying bushes to the layout. Blow a little ground foam onto the base of the hedge or bush after planting to cover excess glue. Foliage materials consisting of ground foam, leaves or similar materials can be applied securely using a spray adhesive. One of the photographs shows hairspray being used to soak poly fibre before sprinkling on fine turf material as foliage. Matte Medium can be used to the same end, as can dilute PVA glue. Test your chosen adhesive first to see that it dries clear and does not form unsightly glue spots in the branches.

Flowers are a great addition to any bush or shrub depending on the season being represented on the layout. The key to flowers is not to over do it. Sprinkle them sparingly onto the foliage whilst the adhesive is still wet. A delicate appearance is the desired result.

There are a number of ways to enhance the appearance of bushes on the layout. For example, if you sprinkle white flower scatter onto the bushes you can create flowering hawthorn or rowans. Gorse bushes, meanwhile, can be made with dark green foliage material and yellow flowers. Consider too what else is around them: small trees and tufts of grass and weeds are often found in and at the bases of hedgerows while rubberised horsehair is ideal for creating long trailing brambles. Don't be afraid to experiment and work with a mixture of different techniques – and remember, there are no hard and fast rules to making bushes and shrubs! **HOME**

USEFUL LINKS

Woodland Scenics	www.bachmann.co.uk
The Model Tree Shop	www.themodeltreeshop.co.uk
Noch	www.gaugemaster.com
International Models	www.internationalmodels.net

STEP BY STEP MAKING SHRUBS AND BUSHES



1 A favourite material for bush making is Woodland Scenics Poly Fibre, which can be teased out by hand to make trailing plants and bushes. Drape it over structures to blend them into the surrounding landscape.



2 Foliage is added to fibre bushes using finely ground foam scatter such as Woodland Scenics fine or coarse turf, Model Tree Shop scatter or Noch leaves. Hairspray, scenic glue or matte medium will all secure foliage and flowers.



3 Apply your preferred foliage to the bush over a clean container so spilled foliage can be recovered and reused.



4 The finished poly fibre bushes can be treated with a different shade of foliage material to add contrast and be sprinkled with flowers such as the white scatter in Woodland Scenics T48 flowers to create flowering hawthorn.



5 Seamoss tree armatures can be cut into pieces to make small trees and hedgerows. The armatures are first soaked in matte medium to stiffen them, painted and then coated in ground foam scatter. They are snipped into sections and applied to the layout with scenery or PVA glue.

TIP

Choose your colours carefully. Pick lighter shades and blend them together for the best results, particularly if you are working in small scales such as 'OO' and 'N'.



Back to BASICS

6



Foliage net such as Woodland Scenics foliage can be used to make shrubs and bushes. Tease it out and apply to the layout. It is flexible and can be used to fill gaps between structures and scenery.

7

To apply bushes to the layout, place a spot of scenery glue onto a pot lid and gently dip the shrub or bush material into it to pick up just enough to secure it.



8

Bushes made from poly fibre are shown being teased into the small gap between the bridge wing walls and the adjacent embankment with the help of tweezers.



9

The hard edges of retaining walls and other manmade features are softened and merged with the surrounding scenery using Woodland Scenics foliage material.

6 BUSH MAKING TECHNIQUES

1

Woodland Scenics poly fibre bushes:

tease out the poly fibre until it is thin and 'hazy' in appearance. Apply spray adhesive and add foliage material which could be ground foam scatter, leaves and flowers.

2

Seamoss tree armatures:

when planting sea foam trees on the layout, there is always the need to trim them to fit. Use the offcuts to create bushes and hedgerows, adding more foliage to thicken them up if necessary. Unused seamoss trees could be cut into pieces to achieve the same effect.

3

Foliage net:

Woodland Scenics offers a very useful foliage net material in several useful colours including autumn shades. It is usually teased out and applied to tree armatures. It can be used as ground cover, shrubs and bushes, especially when softening the hard edge of structures. It also makes great trailing plants and shrubs.

4

Teased out rubberised horsehair:

An old fashioned material which still has validity and can be purchased today. It is teased out, painted and treated with a coarse ground foam scatter such as Woodland Scenics coarse turf. The long strands of hair make a great representation of brambles.

5

Scrubbing pads:

a useful household item which can be teased out but with difficulty in some instances but makes good dense bushes and hedgerows. Choose carefully – whilst it might be green in colour, it might not be the ideal green! Apply spray adhesive and foliage material as before.

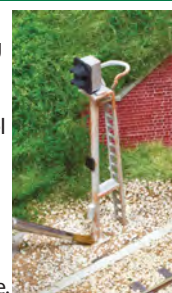
6

Clump foliage material:

one of the products offered by Woodland Scenics is clump foliage in various colours. Whilst this product is intended for tree making, the hard clumps of material also work well as bushes and shrubs.

NEXT MONTH

Nigel Burkin continues his quest for detail by building a Knightwing colour light signal. However, not content with a static model he shows how this simple plastic and metal kit can be adapted and enhanced with the addition of LED lights to create a fully working signal in 'OO' scale.



STORAGE YARD DESIGN

THE CASSETTE SYSTEM

Storage yards come in all shapes and sizes. One of the latest to be built for a Hornby Magazine layout is a cassette system for Twelve Trees Junction. **MIKE WILD** explains how it was done in detail.



THERE are a number of options when it comes to storage yard design, and amongst the most flexible is the cassette system. Often seen as the preserve of exhibition layouts, cassettes have great value for home layouts too and particularly where multi-track entrances are required to and from an off scene area in a restricted space.

Following our survey of storage yard designs (HM90) we are focusing on the cassette system – and specifically that which has been designed and built to operate our new Southern Region exhibition layout Twelve Trees Junction. The cassette system was chosen for its flexibility, relatively low

cost and simplicity to build. The original plan for Twelve Trees had been to create two dumbbell fiddle yards which would have been impressive but very costly to build and complex to make operational due to the double junction at the centre of the layout.

Requiring a simple method of delivering trains to the scenic section and with a high degree of flexibility the storage yards were redesigned to suit cassette operation which resulted in three 9ft long areas. The basis for each of these is a pair of 4ft x 2ft solid top baseboards made from 9mm plywood for the surface and 69mm x 18mm timber for the frame. Added to this pair of boards is a single 1ft extension – this is necessary to accommodate the longest trains on the layout.

CASSETTE DESIGN

The design of the cassettes for Twelve Trees has also been kept as simple as possible. They consist of 60mm wide strips of 18mm thick plywood to which a pair of plastic sides is fitted using screws and PVA glue. This basic form creates a rigid base suitable for handling long trains on with the plastic sides adding to the strength of the plywood and also stopping trains from falling off the cassettes when they are moved in the fiddle yard.

The 18mm timber was sourced from a local DIY store which happily cut two 8ft x 4ft sheets into 60mm strips for us for a small charge. This reduced our need to cut the sheets in our workshop and also made best use of the DIY store's equipment. The plastic for the cassette sides was sourced through the internet and

A cassette system might not be the most straightforward to build, but it is highly flexible. This is one of the yards for Twelve Trees Junction which has three departure lines and one arrival line, all of which can be operated independently thanks to the cassette system.



bought in bulk – two packs of 25 straight strips 3metres long measuring 35mm x 2mm. The material we used is designed primarily for use in double glazing, but was reasonably priced and easy to acquire in large quantities.

Assembly requires PVA glue, a 3mm drill bit to make pilot holes through the plastic and a couple of boxes of 4 x 1/2 screws to secure the plastic sides to the timber base.

Allied to the cassettes is a section of 18mm thick plywood we call the 'landing pad' screwed and glued to the first 12in of each fiddle yard area. This creates a higher level (matched to the scenic boards at the baseboard joint) which equals the profile of the cassette bases. The length of this was determined to allow the tracks to be spread on entry to the fiddle yard

to accommodate the width of the cassettes.

Whereas in many cases aluminium angle has been used to form cassettes, in this design we opted to make use of Peco code 75 track throughout. The problem came in how to align and supply power to the track. Having assessed options including dowel fittings combined with plug in terminal blocks and brass rod and tube methods, we went back to basics and considered how model railway track had been designed for set track systems. The end result is a very basic system which consists of code 75 rail joiners soldered to the end of the rails as they come off the 'landing pad'. The cassette rail ends are bare and simply slide into the rail joiners as required to provide instant alignment of the rails and power connection. So far this method »

TOOLS

- » Tri-square
- » Pencil
- » Tape measure
- » Handsaw
- » Craft knife
- » Steel ruler
- » Screw driver
- » Electric drill
- » 3mm drill bit

has proved to be highly reliable through Twelve Trees' first two exhibition appearances – that's a total of 32 hours of intensive operation to date.

CASSETTES IN OPERATION

For maximum flexibility we have designed six main types of cassettes for operation of Twelve Trees: 75½in long cassettes capable of holding a seven carriage train, 46in long cassettes capable of holding a four carriage train and three lengths of locomotive cassettes (9in, 12in and 17in) to cover the spectrum of engines in use on the layout. In addition to these there are also three bespoke 86in long cassettes specifically designed for operation of a pair of 4-CEP EMUs in multiple on the layout.

The creation of separate locomotive cassettes has made operation much less demanding as it means that only the locomotive cassettes have to be turned. Taking a locomotive hauled train as an example, on arrival at the fiddle yard it will run out of the scenic section and into a long seven carriage cassette which, at one end, will be coupled to a locomotive cassette. The driver stops the train with the locomotive on the separate cassette, uncouples it from the train and then separates the two cassettes. The much shorter locomotive cassette is lifted, turned and placed at the front of the storage area out of the way. Now the main cassette can be separated from the 'landing pad', lifted and moved to the front of the storage area. With the train having couplings on both ends (or in the case of a goods train requiring the brake van to be swapped from one end to the other) it can either be held while other trains are despatched or lifted into place and joined to another locomotive cassette ready to leave the fiddle yard again. This means that different locomotives can be used with the same passenger or goods formations leading to greater variety in train flow.

The addition of shorter 46in long cassettes for four carriage trains has increased flexibility further as it allows short passenger trains, whether locomotive hauled or multiple units, to operate in between the longer trains more fluidly. Equally these new additions to the system have allowed the branch bay platform to be used more thoroughly.

Developing a cassette system takes time and practice. With Twelve Trees Junction we learnt a lot from the layout's debut at the Great Electric Train Show and with that experience we have been able to introduce the shorter train cassettes and a larger number of locomotive cassettes to improve the layout's operation. The end result is a layout that runs well and has a great deal of flexibility in how it operates – just what a cassette system storage yard should do. **EHM**

WHAT WE USED

MATERIAL	SOURCE
18mm plywood, 8ft x 4ft sheets	DIY stores
35mm x 2mm, 3m long plastic strip	Internet wholesaler
4 x ½ screws	DIY stores
Peco code 75 track (SL-100F)	Model shops
Peco code 75 rail joiners (SL-110)	Model shops
Peco track pins (ST-280)	Model shops
Copper-clad strip (4ZC101B)	C&L Finescale

STEP BY STEP BUILDING A CASSETTE SYSTEM



1

The starting point for any cassette system is a smooth and level baseboard long enough to accommodate the longest trains for the layout. Twelve Trees has three 9ft long storage yard areas which can hold a locomotive and a seven carriage train. In order to match the height of the cassettes a 1ft long piece of 18mm deep plywood has been screwed on top of the baseboard surface at one end – the 'landing pad'.



The raw materials for our cassette design consist of strips of 18mm thick plywood and 35mm x 2mm plastic strip for the sides. The wooden strips were cut by a local DIY store into 60mm widths, 8ft long and the plastic strip was sourced from an internet wholesale site.

5

Holding the strip of 18mm plywood firmly, it is cut to length with a handsaw. Using a handsaw offers much greater control over the cut and allows for a straighter more accurate finish with less damage to the plywood surface than would result by using power tools for this job.



6

Having cut a set of four 46in long mid length cassettes and four 17in long locomotive cassettes to size all edges were cleaned up with sandpaper. They are now ready for assembly.



7

Next the plastic strip to form the sides needs to be cut to length. Mark it appropriately with a straight line using a pen to draw on the plastic.



8

Using a sharp craft knife make several light passes across the plastic until the blade breaks through the other side. Use a steel ruler to make the cut and don't be tempted to try and cut through it in one pass – it simply won't work!



2

The 'landing pad' sees the tracks spread to allow sufficient space for cassettes to be positioned on adjacent lines – the exact spread will depend on the width of your cassettes. At the end copper-clad sleepers replace the final plastic sleeper on the track and these are pinned to the baseboard. To make the join between the layout and cassettes standard Peco code 75 rail joiners have been soldered to the rails and copper-clad strips. Don't forget to cut through the copper surface on the cladding strips (but not the middle board), otherwise short circuits will result.



4

For Twelve Trees Junction we have six main types of cassette: 86in long cassettes for pairs of 4-CEPs, 75½in long main cassettes which can hold a seven carriage train, 46in long cassettes which can hold a four carriage train and locomotive cassettes. Locomotive cassettes are split into three types: 17in long for double headed diesels and long steam engines, 12in long for standard tender engines and 9in long for tank engines and small diesels. The first step is to mark the length of the cassette using a square and tape measure. Here we are making a 46in long cassette for cutting.

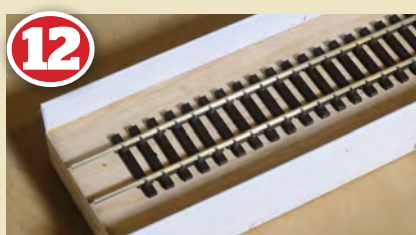


With all the components cut to size the cassette is ready to assemble. The next step is to run a bead of PVA glue along the edge of the cassette base to help secure the plastic strip to it.

10 To secure the plastic strip firmly to the side of the timber short screws are used. With two people working on this project a production line can be established with one drilling 3mm diameter pilot holes through the plastic and the other fitting the screws.



Once assembled the bare cassettes will look like this. The depth of the plastic used here is just enough to catch a train should it be knocked in movement around the storage yard but not so high that it prevents access for assembling trains at the start of exhibitions and running sessions. All three cassettes shown here are locomotive cassettes of different lengths.



Having built the cassettes they now need a means of receiving trains. Other designs have featured aluminium angle set at the same gauge as the track, but for ease of construction and operation, we elected to lay Peco code 75 track on our cassettes. The first two sleepers are removed at each end of the cassette and the track is then pinned to the 18mm plywood.



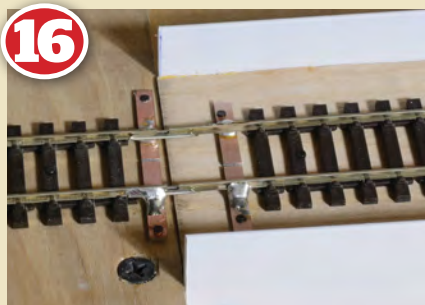
13 At the other end of the cassette the sleeper web is cut before the track is pinned. Once laid the track can then be cut precisely to length using a mini drill with a cutting disc. Once cut slide the previous cut sleepers out from under the rails completing the track laying phase.



To hold the rails securely in place at each end of the cassette a strip of copper-clad board is pinned to the cassette base. This is cut to length, the copper cut through on both sides in the centre (but not the central insulated core) and then pre-drilled with 1.5mm diameter holes to accept a pair of track pins. The process is repeated at the other end on the main cassettes, but not for the locomotive cassettes as these require a different method...



To allow the locomotive cassettes to be connected to the main cassettes a pair of rail joiners is added at one end only as well as the copper-clad strip as in Step 14. This means that on arrival a locomotive can be detached from its train on a cassette, turned and reconnected to the 'landing pad' at the other end of the yard and, in turn, to another train.



Securing the rails to the cassettes means soldering them to the copper-clad strip. To do this successfully we connected each set of rails to the rail joiners on the 'landing pad' during soldering to ensure they remained in gauge and at the correct height. Make sure you don't solder the rails to the rail joiners here though.



Having soldered the rails to the cladding strip, pull the cassette back and the rails will stay firmly fixed in place. This fixing point makes it a simple procedure to rejoin the cassette to the 'landing pad' in operation.



At the opposite end of the locomotive cassettes rail joiners and rails are soldered to the copper-clad strip to make a firm joint. It is now just a case of building more – lots more – as in total we have 30 locomotive cassettes, 17 seven carriage cassettes, six four carriage cassettes and three eight carriage cassettes.



In use the cassettes for Twelve Trees allow different combinations of locomotive cassette and main cassette to be joined together. By having separate locomotive cassettes it reduces the need for stock handling as all passenger and goods formations have couplings at both ends meaning that they never need to be turned.

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00 Stone / PO235 / £10.75
N Stone / PN135 / £8.25

MINI KIT

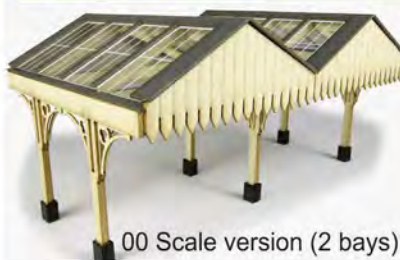


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Two stairways that disappear in to an imaginary subway.

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00 Scale version (2 bays)

N Scale version (4 bays)



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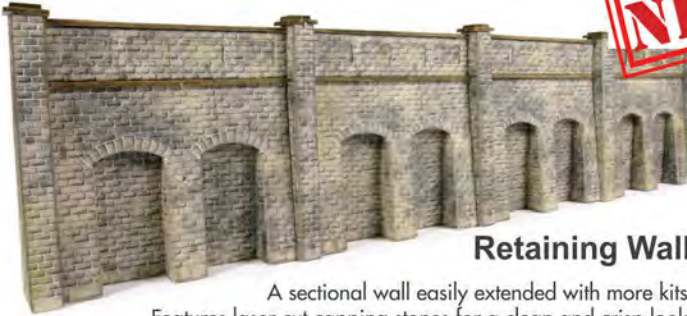
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Note: Two tapered walls kits are needed to make a ramp for either side of the bridge as shown here.

NEW!

RAILWAY



Railway Bridge

Designed to be used with the retaining walls. Can be made double or single track over the top.

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TOWN & COUNTRY



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MINI KIT



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Pack contains three table with umbrellas. Note: Umbrella poles not included. Made from paper clips. Only in 00.
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RAILWAY

Footbridge

A covered bridge detailed inside and out. Includes extra lower steps for non platform height.

00 / PO236 / £10.35
N / PN136 / £9.50



Span 170mm.



Easily add on extra kits to extend the bridge over more tracks.

Visiting Skipton? You will find the full range of Metcalfe kits at Craven Model Centre, Mount Pleasant, Skipton High Street, BD23 1JZ

Crewless models look like runaways

AS A LONG time subscriber to *Hornby Magazine* and over 50 years in railway modelling, I find that a lot of railway locomotives on some layouts are running without any footplate crew driving them – and to my mind that always makes the trains look like they are running away.

One could say that traincrews are sold separately to buy and fit to your locomotives yourself. Bachmann, for example, sells traincrew packs with two drivers and two fireman in it for £7.30. As I have a stable of 32 locomotives at the moment, and to purchase a driver and fireman for each of these would cost more

than £100 – the price of a model – to man each locomotive using the Bachmann packs. Could the manufacturers include these figures in their locomotive and multiple unit packaging as an offer of goodwill to offset some of the rising prices we are seeing at the moment?

Mal Guthrie, by e-mail.



Beware of model railway fire risk

My layout is housed in the attic of my house and is Digital Command Control (DCC) operated. Last week I was running the layout when there was a crackling noise and I turned to see a new DCC accessory decoder unit on fire. I was able to cut the power to the unit and then cover it with a fire blanket. The fire was extinguished but there was a lot of smoke and the unit remained hot for quite a while. It was scary and could have had very serious consequences

especially as the problem was between me and the attic exit.

I do not know the cause and the unit is with the manufacturer, but after I dealt with the incident it made me think. Model railway operation is fun but increasingly the electronics are complex, the power circuit is constantly live and the voltages are higher with DCC. It therefore follows that the risk of electronic malfunction has increased. Fires can be initiated at low voltages, while

capacitors for point solenoids operate at much higher voltages.

So if there is a fire on your layout have you considered the following?

- Can you get out quickly especially if your layout is in the loft or a garage?
- Can the power to the whole layout be cut by throwing one switch or pulling one plug?
- Can you control a small fire if it is safe to do so? Do you have a fire blanket or fire extinguisher in easy reach?

Have a look around your layout

room for fuel sources too. I was shocked to see that the unit that was on fire on my layout was near a bottle of flammable track cleaner and a small pile of waste materials. In fact there was bonfire material all over the place – there isn't now!

Equipment fails no matter how up to date the units are. Our layouts are, by their nature, a good fuel source. So have a safety review and then get back to enjoying your hobby – it could save your home if not your life.

Adrian Swenson, by e-mail.

A locomotive crew can make all the difference to the appearance of a model. The driver of a Johnson '1P' 0-4-4T can clearly be seen in the doorway as it crosses Topley Dale viaduct.



Quick notes...

■ I am writing in reply to John Stubbington's problem in HM90. It's always a problem when that vital part or screw jumps out of your hand and vanishes into the lost world of screws. The screw that John has lost - part number X9935 - has a shoulder on it to allow the drawbar to move freely and to hold the drawbar to the frame. Hornby has now at long last started to sell spare parts but only limited items.

The screw that John wants is available from East Kent models at around £2.00 plus postage. He may want to order more than one to carry as a spare because this screw also fits other Hornby models under another number. I recommend them very highly, and they can be contacted by e-mail at eastkentmodels@hotmail.com

Malc Hurst, Cornwall.

■ I read Nigel Burkin's article in this month's magazine with interest. I thought you may be interested in a variation I use on his method of building construction. Nigel laminates two layers of the building for strength and to combat warping and uses solvent to glue these layers together.

I also laminate my buildings and I use double sided tape to stick the layers together which can be obtained from stationers or Hobbycraft. I cannot claim any credit for this method as it is described in a book on buildings by Ken Ball. It can be a bit nerve-racking when you are about to stick two layers together. It is important to get the layers aligned exactly where they need to be before you gently press them together as they will not come apart afterwards.

David Ellis, by e-mail.

■ I've always wanted the prototype *Deltic* for my layout and I tried to purchase the National Railway Museum model without success. What disappoints me is that it seems that a large quantity of the models have come up for sale on internet auction sites at ridiculous prices. I get the impression that some people purchased the model for the sole purpose to sell on for profit. I'm sure that if larger numbers had been made it would be a good seller and at the same time cut out the profiteering that prevents genuine modellers from running these exquisite locomotives.

Keith Barber, Wolverhampton.

Stamford East brings back memories

I particularly enjoyed the Stamford East feature (HM90) and not only through the eyes of a modeller, but as a former school boy at Stamford school (1956-1966).

In my school holidays I worked as a furniture remover for Oates Removals based at the Old Stamford East station. The large vans loaded and un-loaded on the station forecourt exactly as depicted on Lutterworth

Railway Society's layout. It brought back many memories.

I'm sure many enthusiasts know that the ECML was originally planned to pass through Stamford, but Lord Burghley MP vigorously opposed the idea, and it was re-routed via Peterborough. Lord Burghley also insisted when Stamford did get a station, a tunnel should be built under the town to avoid

spoiling the town's heritage.

I am not sorry the ECML was re-routed as I lived only a mile from Greatford crossing where I spent many hours watching 'A4s' whistle past. Also at the time we could catch a stopping train to London from Essendine. Happy times indeed.

Great magazine, keep up the good work!

Harvey Clegg, Suffolk

Stamford EAST

Stamford East was a pretty station that closed in 1957. **JOHN HARRATT** and fellow members of the Lutterworth Railway Society decided to recreate it in 'OO' gauge, to brilliant effect.

PHOTOGRAPHY, MIKE WILD.

THREE MEMBERS of Lutterworth Railway Society in 1996 started to look at various railway locations to try and decide what would make an interesting layout for them to build. We could not agree amongst ourselves the type or size of layout we should build because we each had our own ideas. It was our President Paul Kendall about a year later who

suggested we look at Stamford East. When we looked in detail at this pretty station we found that it was possible to run a local passenger service, pick up goods and transfer freight, as well as undertaking a good deal of shunting. If we then based the time period around 1940-1945 we could run both pre-nationalisation and early modern BR trains as we had both locomotives available. We all concluded that it would be an interesting project

to build and operate and consequently would also appeal to visitors. So the Stamford East project got the go ahead. Before starting we had to agree some working parameters which were that Stamford East would be a 'OO' gauge reproduction layout using 4 x 18 boards made from plywood, with trains running on code 75 ballast rail and analogue control with working semaphore signals. We then started to build the layout. **B**

STATISTICS
Owner: LWS
Scale: OO
Length: 100ft
Width: 18in
Track: 7ft
Code: 75
Control: Analogue
Period: 1940-45



MAKE FIDDLE YARDS SCENIC!

I enjoyed your feature on fiddle yards in HM90 and I have an idea too. We have a scenic fiddle yard layout - Shunting Plank - which is a great use of space. I think that home based models lose too much layout when they have half of it bare. A feature on prototype train stabling such as marshalling yards or carriage sidings would be of interest. Then stock could be on scene with no modelling space wasted.

Kim Palmer, by e-mail.

In the second instalment of this slice of steam era Wiltshire, **GRAEME DAVIES** explains how the layout operates and what trains run to create such an authentic scene.

PHOTOGRAPHY, MIKE WILD

Bray Down **PART TWO**

HANNEY JUNCTION

HAVING drawn inspiration from Pendon for the scenery on Bray Down I wanted to ensure that the track looked as good as possible. Most off the shelf 'OO' gauge track is really made for 'HO' scale (3.5mm:1ft) and I have never been satisfied with the look of readily available track or points to represent the UK sleeper spacing and width.

In the non scenic sections I used Peco code 100 points and flexible track for speed of construction and robustness. However, to achieve the flowing feel to the track that I desired and fit the somewhat complex four track junction which features on one side of the layout within the available space, I concluded very early on that I would need to scratchbuild the pointwork.

All of it has been built using SMP code 75 bullhead rail and SMP copper-clad sleeper strip - be sure to use the point sleeper copper clad strip rather than the running line copper-clad strip as the point timbers were wider than running line timbers in the real thing. The point crossings were fabricated using a simple card jig to ensure consistent crossing angles. The rest was built using track gauges, straight edges and extensive testing. All pointwork was built in situ which ensured that everything fitted in.

Although the points were built in place while they were being constructed, the sleepers were held in place by strips of Sellotape laid upside down - and the sleepers then placed on top. Strips of masking tape on the edges of the sleepers held the whole in place. This allowed the whole assembly to be removed so that any flux from the solder joints could be washed off with soapy water. Be sure to put pins in the baseboard at strategic places so you can replace the points in their exact positions.

Once dry the whole assembly was given a coat of bauxite car primer. When this was itself dry, the track was overpainted, using a 1in brush, with various shades of brown and black acrylic or emulsion paint. Brushing vertically ensures good coverage of the sleepers and a light swish along the rail edges tones down the bauxite to a pleasing semblance of old rusty rail side. Often »

 In a busy moment a 'Castle' 4-6-0 leads an express on the main line overtaking a '63XX' 2-6-0 with loaded coal for London. In the foreground a long rake of empty mineral wagons weaves out of the loop onto the main at Hanney Junction.



STATISTICS

Owner:	Graeme Davies
Scale:	'OO'
Length:	22ft
Width:	9ft
Track:	SMP code 75 with handbuilt points
Control:	Analogue
Period:	1950s/1960, BR Western Region





A 'Castle' thunders over the road bridge with a Pullman train while life below continues at its steady pace.



these are modelled with 'neat' rust but they soon tone down to a dirty brown colour.

For the plain track I opted for SMP Scaleway readymade code 75 track for the running lines. Although this is more expensive than the Peco equivalent I feel that its appearance is superior and justifies the expense.

Woodland Scenics medium grey blend and fine grey mixed together forms the ballast on the main line while the branch uses Woodland Scenics medium grey

medium grey mixed with dark dirt acquired from a local breeze block manufacturer to represent the older dirtier appearance of branch lines. All was glued in place using the time-honoured solution of PVA glue and water – an exercise requiring extreme patience which I quickly found I don't have!

CONTROL OPTIONS

I have always used analogue DC control. I like the idea of Digital Command Control (DCC) sound but the cost of converting all

my locomotives precludes such a change at the moment. Longer term, I may well convert part of the layout to be DCC/DC controllable to allow a gradual change to sound. However, as you may expect with an analogue layout, there are reels and reels of wire underneath it. At present the controllers are a mix of H&M Duette units and Gaugemaster twin units. Both makes have provided trouble free control for many years.

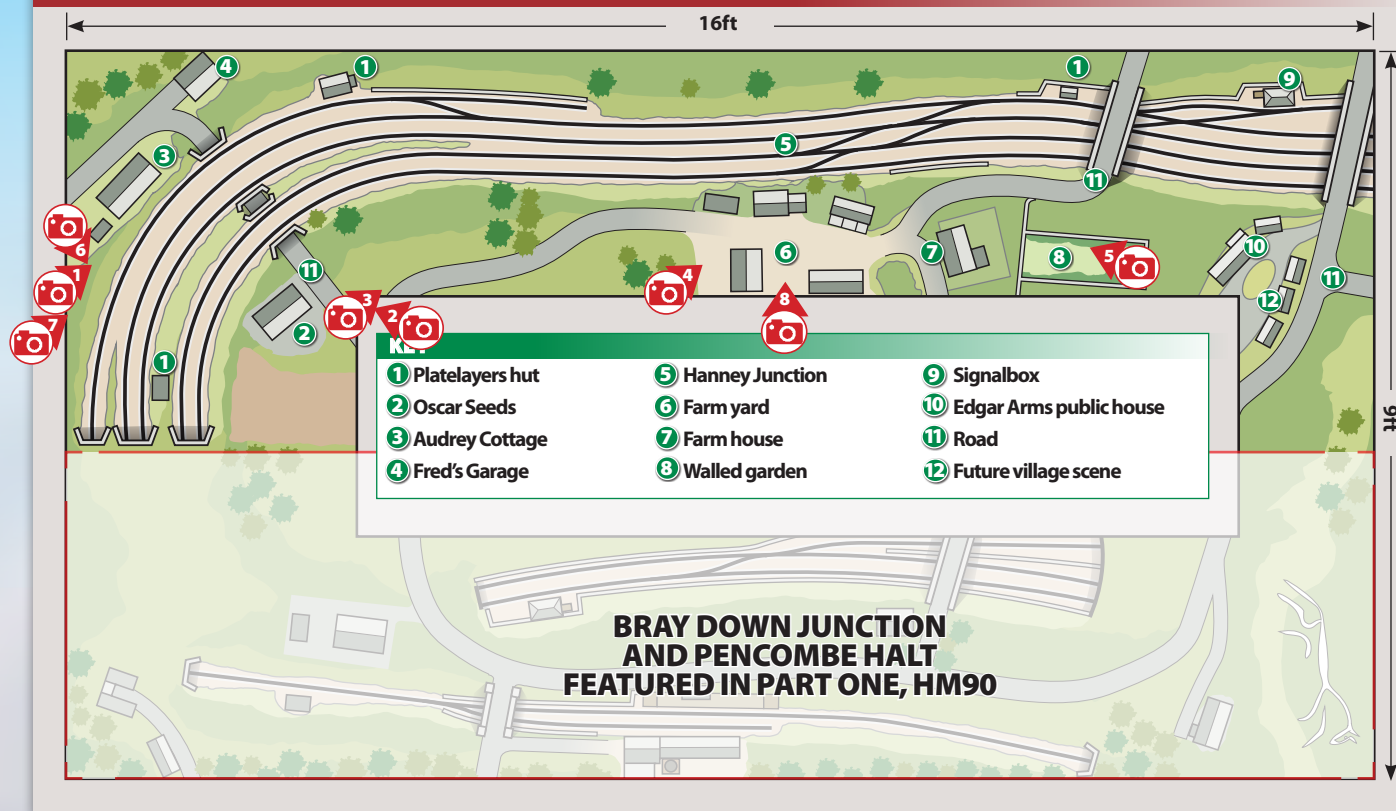
High on the to do list is the construction of signals. Once these have been constructed and a suitable operating mechanism designed, these will be electrically interlocked with the points. If the correct signals are not set, then the track's electrical connections will not be made – so the trains will not run. This approach has been taken by a fellow modeller Allen Jackson to very good effect – so I'm sure I'll be calling on his expertise in due course.

To supply trains to the scenic areas there are three storage yards on Bray Down. One feeds the branch line and is formed of a traverser underneath the farm scene while the outer double track main line features a large fan of sidings underneath Pencombe Halt. The inner double track main line is housed in an extension to the garage which has, to its outer extremes, the double track main lines of the outer lines and the gradient from Hanney Junction to Pencombe.

The trains within the storage sidings in the »



BRAY DOWN (HANNEY JUNCTION) TRACK DIAGRAM (NOT TO SCALE)



 Representing the Southern Region a Bulleid 'Merchant Navy' leads a uniform rake of green stock through the Wiltshire countryside.





The farm yard is disturbed as a 2H Diesel Electric Multiple Unit opens up as it crosses Hanney Junction heading for the Bray Down branch.

security camera at each end of the exit for the sidings to provide a visual aid in understanding what is happening. These won't be sufficiently accurate to stop trains by (there is a slight delay) but it does mean that you will see if a train is moving or stopped which will help coupled with the LED and ammeter indicators. It is a bit belt and braces but anything to avoid human error in these hidden sidings is worthwhile.

OPERATION

There are three operator areas – one for the outer main lines and storage sidings, another for the inner main lines, storage sidings, branch line traverser and the branch itself to the handover point to Bray Down, and the final one covers Bray Down station, Pencombe Halt and the single line to the handover point to the second position. It may sound complex but it works very well in practice.

Main line trains take priority but the branch trains must make use of the main lines between Hanney Junction and Bray Down Junction to allow trains to travel between Bray Down and the

extension are all visible so they are parked by eye. A simple vertical marker is inserted next to the track where the front of the engine should stop to avoid fouling any points. This vertical marker has a number attached corresponding with the number on the track diagram control panel. However, this approach won't work for the storage sidings under the branch line as these are hidden.

To overcome this, I added a dead section to each siding around 15in long and 1ft from the exit point. A switch allows you to decide if a train will stop in this section or not. If a train is to run through for an additional circuit the switch is left on. If the train is to stop it is switched off. When you wish the train to leave the siding, the switch is turned on.

The longer term aim is to fit a small



Sample running session at Bray Down

OUTER MAIN LINES		
LOCOMOTIVE	LENGTH	DESCRIPTION
Heading to London		
GWR '28XX' 2-8-0	56 wagons	Empty coal
SR 'West Country' 4-6-2	10 carriages	Express passenger
BR '9F' 2-10-0	30 wagons	Partially fitted freight
GWR 'Grange' 4-6-0	Seven carriages	Intermediate passenger
GWR 'Manor' 4-6-0	Six carriages	Intermediate passenger
GWR '28XX' 2-8-0	20 wagons	Mixed freight

OUTER MAIN LINES		
LOCOMOTIVE	LENGTH	DESCRIPTION
Heading to London		
GWR 'Castle' 4-6-0	11 carriages	Express passenger
SR 'Schools' 4-4-0	Six carriages	Relief
LMS '4MT' 2-6-0	Six carriages	Parcels
BR '4MT' 2-6-0	18 wagons	Mixed freight
BR '3MT' 2-6-2T	Six carriages	Intermediate passenger

INNER MAIN LINES		
LOCOMOTIVE	LENGTH	DESCRIPTION
Heading from London		
GWR 'Castle' 4-6-0	11 carriages	Express passenger
SR 'Schools' 4-4-0	Six carriages	Relief
LMS '4MT' 2-6-0	Six carriages	Parcels
BR '4MT' 2-6-0	18 wagons	Mixed freight
BR '3MT' 2-6-2T	Six carriages	Intermediate passenger
Blue Pullman	Six carriages	Pullman
GWR '63XX' 2-6-0	24 wagons	Loaded coal

INNER MAIN LINES		
LOCOMOTIVE	LENGTH	DESCRIPTION
Heading from London		
GWR '45XX' 2-6-2T	Two carriages	Local passenger
GWR '57XX' 0-6-0PT	Seven wagons	Pick up goods
GWR '56XX' 0-6-2T	Five wagons	Engineers
GWR 'Hall' 4-6-0	10 carriages	Parcels
BR '4MT' 2-6-0	19 wagons	Loaded coal
Blue Pullman	Six carriages	Pullman
GWR '63XX' 2-6-0	24 wagons	Loaded coal

 **At Hanney Junction a BR '9F' 2-10-0 has charge of a long mixed goods as it passes an ex-GWR '5205' 2-8-0T which has been held at the junction.**

other parts of the branch line's 'world'.

Bray Down station is located in another room to the main layout and bell codes are used to communicate between the station operator and operator 2 (for the inner main lines). Operator 2 also needs to verbally communicate with Operator 1 (for the outer main lines) to ensure that no trains are currently en route towards the junction – before attempting to cross the main lines. Unlike the main lines, the branch line is operated to a strict sequence – whilst the trains are typical of a Western Region branch, the frequency of trains is more akin to a small town, but that is hardly unusual in railway modelling and all, I would suggest, part of the appeal.

Hanney Junction is wired in such a way that if a branch train does start to cross the junction and a main line train is en route around the outer tracks, the main line train will run into a dead section before it reaches the junction thereby averting a collision.

Trains travelling between Bray Down station and Hanney Junction pass from one operator to another within a handover section in the extension. The handover section is controlled by Operator 2 – the Bray Down operator can simply leave a train running towards the junction until it stops in the dead handover section. Operator 2 then throws a switch to drive the train onwards to the junction. To help the Bray Down operator observe what is happening at the handover point in the extension – which is 26ft away! – a Wi-Fi camera is installed and linked wirelessly to a tablet computer.

ROLLING STOCK

I have far more rolling stock than I can fit on the layout, so I have various running ➤





Above: Three tunnel entrances line the base of Pencombe hill as two double track lines converge at Hanney Junction. BR '9F' 92124 is at the head of a long mixed goods bound for the west.

options - primarily diesel, diesel and steam, Western Region and Southern Region steam, or just Western Region steam by itself. With the exception of the Blue Pullman and a couple of prototype diesels, all locomotive classes used would have run in 1960 and were allocated to WR/SR sheds. Having this flexibility provides variety.

You will notice from the pictures that the engines don't currently have reporting numbers, headboards or lamps and a couple do not have correct running numbers for locomotives based on the WR. The train consists are a work in progress - these omissions will be addressed once I've decided upon their makeup and the locomotive choices are finalised.

A typical operating session might see a '28XX' or '9F' heading to London with an empty coal train, an express passenger train of BR Mk 1s and Maunsell stock behind a 'Pacific', 'Grange' or 'King Arthur', a choice of shorter six or seven coach secondary passenger trains and a mixed goods. From London a 'Castle' is invariably on the express, with smaller BR or ex Great Western/Southern Railway types hauling relief trains, and a 'Prairie' tank or 'Mogul' hauling a freight train.

There is a good variety of locomotives, coaches and wagons reflecting the eclectic mixture of types which could often be seen where Western and Southern Region metals met, and this keeps things interesting for operators and visitors watching the trains go by. The pictures showcase some but not nearly all of the permutations.

After perusing numerous colour albums the overriding appearance of railways in the late 1950s and early 1960s is of neglect. As such, I am very firmly in the weathering camp. I believe that applying weathering adds a touch of authenticity and individuality to the models. My aim is to show locomotives, carriages and wagons in a state that I would consider representative of a typical working railway. Weathering tends to be 'as I feel' rather than being an attempt to exactly match a particular image. The weathering

of the rolling stock is very much a work in progress - I'd estimate that around 50% of the weathering is now complete. Having said that, as my abilities have improved over time I can see me revisiting some of the earlier attempts in due course!

This isn't to say that every item of stock will be weathered - the real railway did have locomotives just out of the paint shops and I will have a couple like that too. Coaches will have weathered roof, ends and underframes and the less glamorous ones will also have weathered sides. The more prestigious sets of coaches will be left clean, as they would be after being sent through the washing plant.

Wagons tend to have some form of weathering applied - varying from very grimy to fairly new but still showing the signs of being used. Again, the odd one will be left relatively untouched to represent a newly painted vehicle.

Right: Detailed gardens bring the areas away from the railway to life. An ex-GWR '28XX' 2-8-0 is creeping through the goods loop to Hanney Junction.



THE FUTURE

For the future, I plan to finalise train formations so locomotives can be fitted with correct lamps and headcodes. Some locomotives will be renumbered too, and I plan to complete the weathering. Signalling has already been mentioned, as has the need to replace some of the ready-to-plant structures, but by and large the layout is approaching completion. Perhaps the big job is to restore and fettle up Bray Down. The infrastructure has been done, but the buildings and scenery need a lot of tender loving care.

For a layout of this size, it's inevitable that a lot of help has been needed, and so I'd like to place on record my sincere thanks to Fred Ashley, Chris Dawson, Allen Jackson, Malcolm Genner and Dave Greenly, in addition to Pete Ball, who joins us to help turn what would otherwise be a static exhibit into a living model railway. **190M**



Above: The farm alongside Hanney Junction is currently established with Scenecraft buildings, but it is the scene in which they sit which really brings the farm to life.





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Wheal Annah

With scenic work well underway, **NIGEL BURKIN** turns his attention to providing a small fleet of Western Region locomotives for the project layout.

PART SIX

AS THE FUN of adding the small details to Wheal Annah gets under way, my attention has turned to another area of layout building which can be very enjoyable and extremely rewarding - tinkering with locomotives and rolling stock.

A small fleet of Western Region locomotives suitable for 1970s operation has been pulled together; all new models which have yet to see layout service of any kind. The choice of traction was aided by reference photographs of 'Westerns', Class 22s and Class 25s taken in Cornwall during that period. No more than two locomotives will work on the scenic section at any one time and only at busy times - 'busy' having a quite different meaning in china clay country compared to main line operations.

The locomotive fleet covers about seven years of the 1970s including the transition between four digit locomotive numbers and the Total Operations Processing System scheme. At the same time, the use of four character train reporting headcodes on the locomotives was discontinued and blinds were set to 0000 before being replaced by 'domino' dots. Locomotives were (on the whole) painted rail blue with full yellow ends and long wheelbase air braked stock was in the process of being introduced.

Sitting on my workbench for an invariably satisfying session of testing, decoder installation and tinkering is an interesting selection of Dapol and Graham Farish locomotives. Starting with Dapol, there is Class 52 D1072 *Western Glory* and Dapol Class 22 D6318 representing the early 1970s prior to the introduction of Class 25s and a Class 122 bubble car Diesel Multiple Unit. Representing the Graham Farish range is Class 42 'Warship' D827 *Kelly*, Poole-designed but recently produced Class 25/3 25279 and a Class 04 shunter which is not strictly accurate for the location but included to broaden the locomotive types for test shunting on the layout.

RUNNING IN

Trouble free operation of any layout, especially at exhibitions, stands or falls on the performance of locomotives and rolling stock. Despite the

technological advances in 'N' gauge, poor preparation and maintenance will always reduce the level of performance possible from these models and ultimately personal enjoyment of the hobby. Finer mechanisms and lack of weight means that even small amounts of tarnish, dirt and dust can have a detrimental effect on performance.

Wheal Annah is a layout which places particularly harsh demands on the locomotives to be employed on it on a regular basis. There are no long main line runs to ease models into their role. With its diminutive size, Wheal Annah cannot afford to host a model that is less than perfect and by its very nature the layout does not have a large stable of locomotives it can call upon should one or two fall by the wayside at an exhibition.

Shunting moves have to be precise for the operation of an automatic uncoupling system and to ensure wagons are placed in short sidings precisely where they are needed. There is little room for error if the impression of a well-run railway is to be upheld. The short 49in long main line run of Wheal Annah with its high density of points demands a good standard of preparation and maintenance to obtain the best from its small locomotive fleet.

A new locomotive is always a treat, especially if it is a new version which has been long in development. Resist the temptation to drop it straight onto the layout at the head of your heaviest train. 'N' gauge mechanisms, like those on all model locomotives, will last longer and perform better after a period of light operation to bed in the mechanism.

Read the enclosed instruction leaflet to see how the body is removed and if there is anything you should be aware of including the need to lubricate the drive gears before operation and how long the model needs for running in. Follow up by inspecting the model for damage or missing parts. Look in the box for parts that are supplied for you to attach before running the model.

I find that the one way to achieve a smooth operating locomotive is to run it for a couple of hours at half speed on a layout, test track or rolling road. As advised in the Graham Farish

"Wheal Annah cannot afford to host a model that isn't perfect."

NIGEL BURKIN



instruction leaflets, a short running in session will do much to avoid reliability problems in the future. A short layout such as Wheal Annah is of little use for this, so I use a rolling road.

Rolling roads may seem expensive but are precision engineered and invaluable things to have on the workbench. I have used 'N' gauge Bachus 'Saddles' and the DCC Concepts rolling road which has adapters for use with 9mm gauge models. They are the perfect static testbed to run in new models, identify unusual noises from the mechanism and misaligned wheels. Problem models should be returned to the retailer immediately for attention under the terms of the warranty if there is any problem with a new locomotive. Always keep receipts and packaging just in case you have to return a model for attention.

Used models purchased from any source should be treated in the same manner as a new one. No matter what the seller has to say about it, its history is probably unknown and it is safe to assume that lubricant may have dried in storage. It is likely that the model has not been used for a considerable time. Examine it for dirt, dust, fluff and pet hairs. Clean the wheels and current pick ups and examine the model for anything that will affect its performance such as a damaged coupling.

Speaking of scheduled maintenance, the continued good operation of a layout will depend on ensuring that models are properly lubricated and cleaned and my demands on the locomotives of Wheal



Annah will ensure I will be taking time to inspect and clean where appropriate before the layout goes out to a show.

SCHEDULED MAINTENANCE

A day or two before packing the layout for an exhibition, I will look over the locomotive fleet to see if it is up to a weekend of intense operation. Things I look for include missing parts, misaligned couplings, missing couplings, loose parts and dirt. Is the model correctly lubricated? Does it run smoothly on a short test track with all lighting operational?

The following tasks are completed before a model is passed for a weekend of playing trains:

- Clean the wheels – dirt prevents good current collection and causes intermittent running. Use a little Isopropyl Alcohol (IPA) applied to a cloth to remove light dirt from the wheels. A fibre pencil may also be used to clean stubborn dirt from wheels whilst they are rotating. Apply power to one set of wheels and gently abrade the dirt away.
- Clean and adjust current collection pick ups. Dirt and fluff collects between wheels and pick ups on locomotives with back of wheel wiper pick ups. Models with end of axle (stub axle) current collection also pick up fluff which can cause a break in the connection.
- Lubrication. Look over the model to see that the gears are properly lubricated. They should appear shiny but not flooded with oil or over greased. Choose an appropriate lubricant for gears, steam locomotive valve gear and axle

bearings and apply very sparingly! Use a pin or the tip of an old scalpel blade to apply tiny amounts of oil. Ensure your choice of lubricants is safe to use on plastic models such as the Hob-e-Lube range. 'N' gauge models only need a very light lubricating oil for most applications.

- Dust the model. Dust collected in corners of detail and on the roof of your locomotive is unsightly and should be lightly dusted away with a soft make-up brush.
- Repair physical damage. It is amazing what falls off the model in storage and transit. For example, the Class 52 model featured in this article has a loose nameplate which had to be reattached neatly. Look in your storage boxes and on the layout for missing parts – they rarely go far!
- Correct misaligned couplings. A shunting layout relies on good couplings as much as smooth running mechanisms. If they are misaligned, damaged or missing there's little chance that accurate shunting will be possible.
- Examine the mechanism. Look for fluff and hairs together with any metallic objects that the motor's magnet may have attracted. Remove with tweezers.
- Internal contacts. Many 'N' gauge models rely on contacts between the chassis and the body instead of connecting wires. The same arrangement exists for the contact between bogies and chassis. Contact strips may cease to touch each other or become contaminated with dirt or lubricant, causing lighting to fail or the model to behave

erratically. Clean with a soft cloth and IPA. Adjust them as necessary with tweezers.

I can spend hours at the workbench preparing locomotives for service - looking for burrs on gears, wobbly wheels and removing excess lubricating oil and grease.

When the models were running satisfactorily, a decoder was fitted because Wheal Annah is wired for Digital Command Control (DCC) operation.

For some models such as the Dapol models and the Graham Farish Class 42, a six-pin NEM-651 decoder is plugged into the interface socket – a five minute job. The older Class 25/3 model is more challenging and will be described in a separate project on how to convert older split chassis designs for DCC operation. In the meantime, the models can be weathered, fitted with nameplates and renumbered if required.

WHAT'S NEXT?

The layout may be nearing completion but there is plenty to do still. A collection of off-the-shelf rolling stock including clay hood wagons, 12ton vans and tank wagons has been collected together and each one has to be equipped with an alternative coupling system to the standard 'N' gauge Rapido coupling which is less than ideal for shunting. Numerous challenges remain to be resolved, including uncoupling magnets and choice of coupling system. At least the locomotives are now ready for service, and the operating fun can begin! [FROM](#)

STEP BY STEP PREPARING 'N' GAUGE LOCOMOTIVES FOR SERVICE

1 From the Dapol stable comes 'Western' D1072, Class 22 D6318 and a Class 122 DMU. All feature modern electronics and drives with DCC interface sockets and working lights.



2

Manufacturers are dear about the importance of lubricating models. Choose lubricants which are safe for use on plastic models and apply only sparingly. The HL653 Ultra-Lite and HL654 Lite oils by Hob-E-Lube are ideal for 'N' gauge models including the valve gear and axle bearings of steam locomotives.



3



Apply lubricants sparingly using a pin or the tip of an old scalpel blade. This model has been placed on a workbench mat suitable for resting models on during maintenance work.

4

Class 42 D827 is mounted on the Bachrus rolling road saddles which sit on a length of 'N' gauge track. They are adjustable to a number of similar gauges and could be used on 2mm finescale track too.



5



It's tight, but the Graham Farish Class 04 just manages to sit on the saddles for an hour of running in time. The real challenge with small locomotives is good current collection from something which weighs so little. A decoder has to be squeezed in that small locomotive body too.

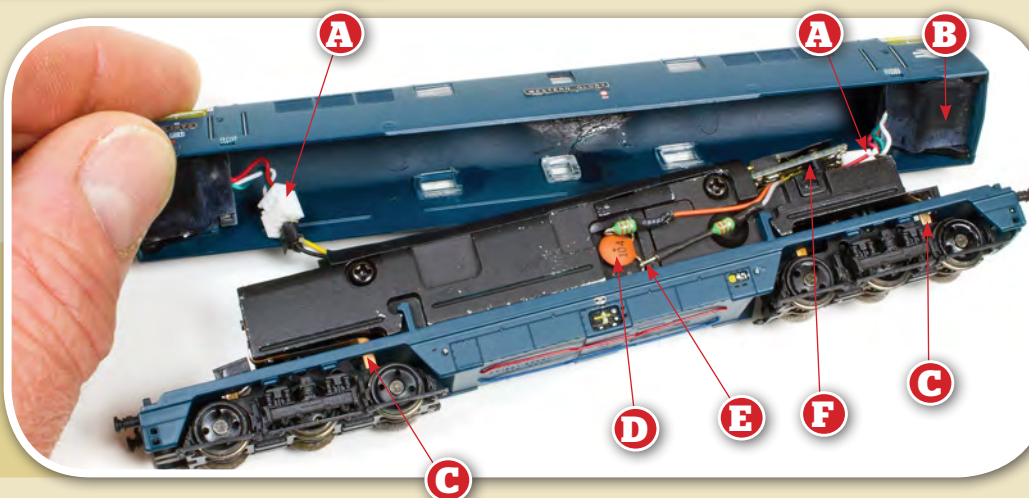
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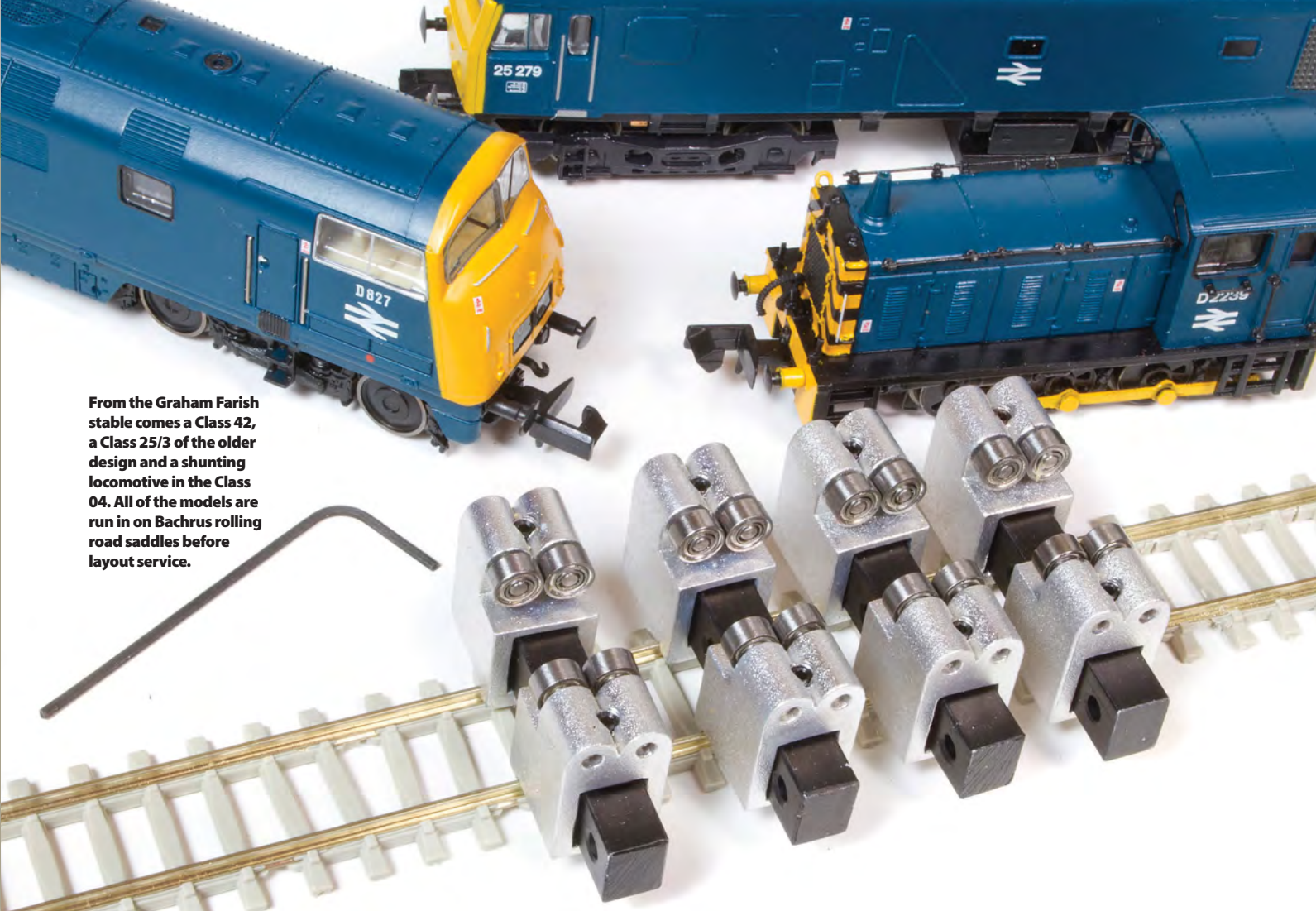


Most 'N' gauge locomotive bodies can be separated from the chassis by simply releasing small body clips with a fingernail and pulling them apart gently.

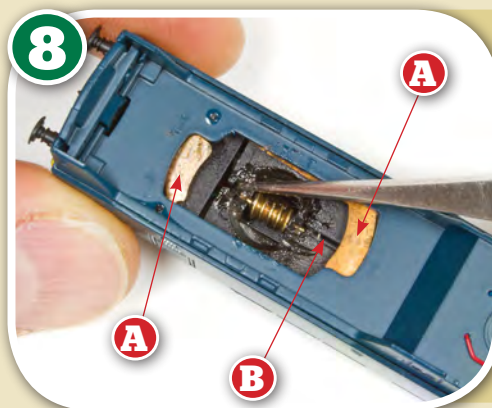
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The Dapol 'Western' is fairly typical of up to date 'N' gauge locomotives. When removing the body, be alert to any connecting wires (A) and lighting boards (B). Other features include the bogie to chassis contacts (C), TV interference suppression capacitor (D), motor contacts (E) and the circuit board with NEM-651 DCC interface socket (F).

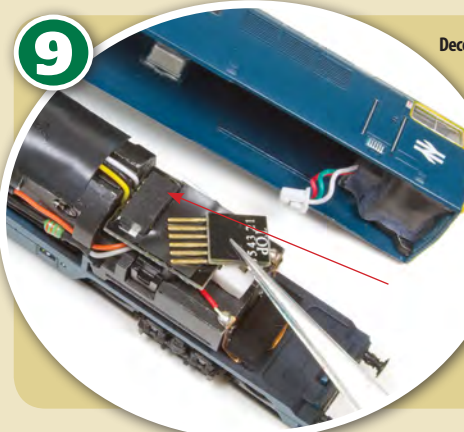




From the Graham Farish stable comes a Class 42, a Class 25/3 of the older design and a shunting locomotive in the Class 04. All of the models are run in on Bachrus rolling road saddles before layout service.



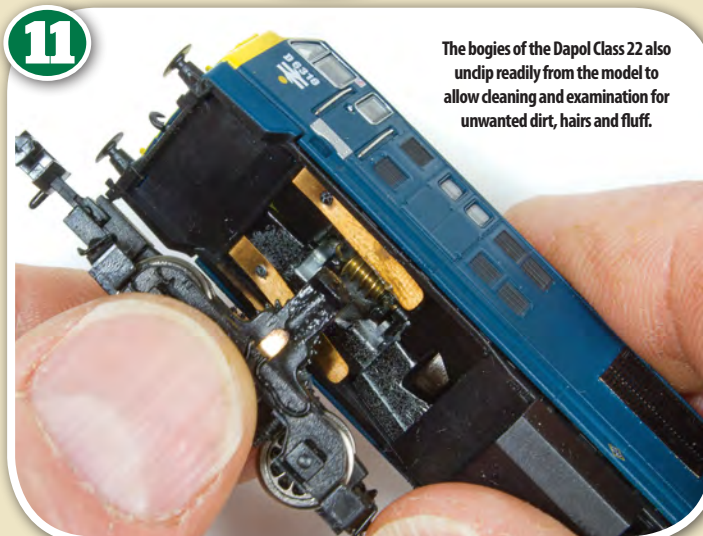
The bogies of the Class 52 undip straight from the model allowing cleaning of contacts (A) and maintenance of gears and drive shaft (B). When new, the model should be checked for correct lubrication, which is a little too heavy in this case. Excess is carefully removed and the remainder carefully redistributed.



Decoder installation is simple thanks to a 6-pin DCC socket. The plug allowing analogue operation is removed from the socket with tweezers, noting which socket accepts pin No. 1 of the decoder.



10 A 6-pin NEM-651 decoder plugs straight in its place. This is a Digitrax DZ126IN decoder.



The bogies of the Dapol Class 22 also undip readily from the model to allow cleaning and examination for unwanted dirt, hairs and fluff.

STEP BY STEP PREPARING 'N' GAUGE LOCOMOTIVES FOR SERVICE

12 Note the bogie to chassis contact strips and the driveshaft together with its gear. This part of the mechanism needs careful lubrication for good operation.



14 A dose up of the Digitrax decoder fitted to the Dapol Class 22. Undertake checks and test running of a new model before fitting a decoder.



13 A view of the Class 22 chassis including the circuit board, DCC socket and lighting circuits.



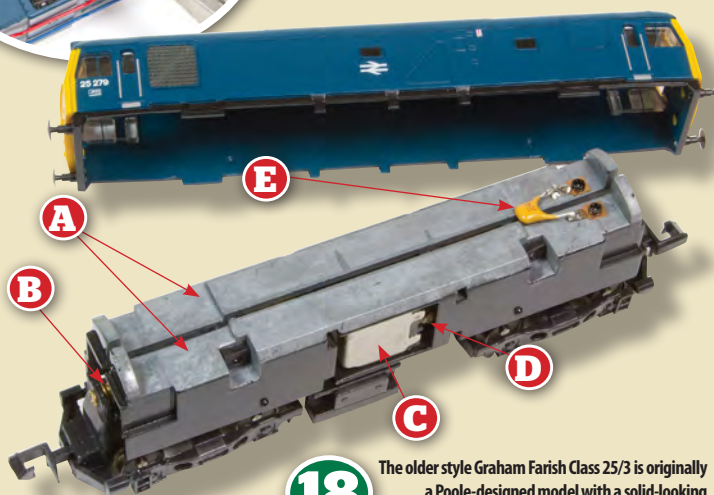
15 Physical damage should be attended to before models are taken out with an exhibition layout. The nameplates were poorly fitted to the Class 52 Western locomotive and were easily taken off for straightening and refitting.



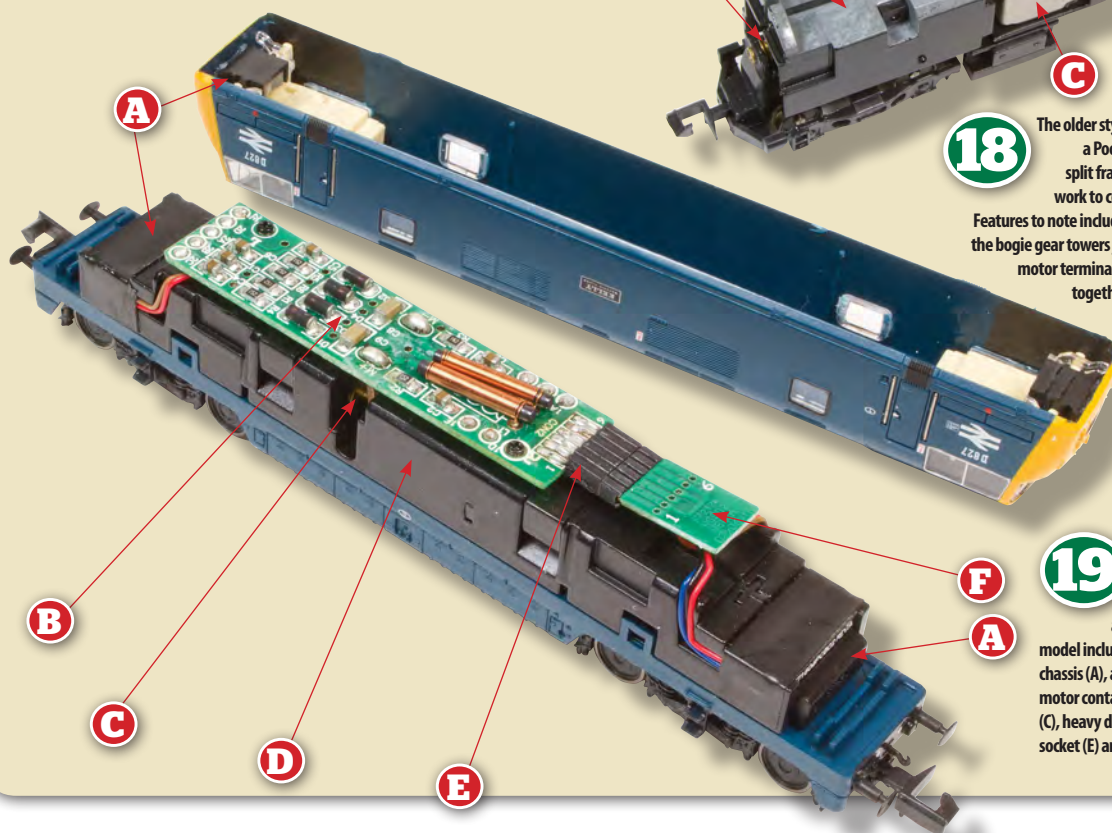
16 The plates were refitted using a tiny amount of matt varnish as an adhesive. Many 'N' gauge models come with nameplates supplied separately for the modeller to fit and varnish is the least hazardous material to use as glue.



17 After the varnish has dried, a light rub with burnishing paper will bring out the shine of etched metal nameplates.



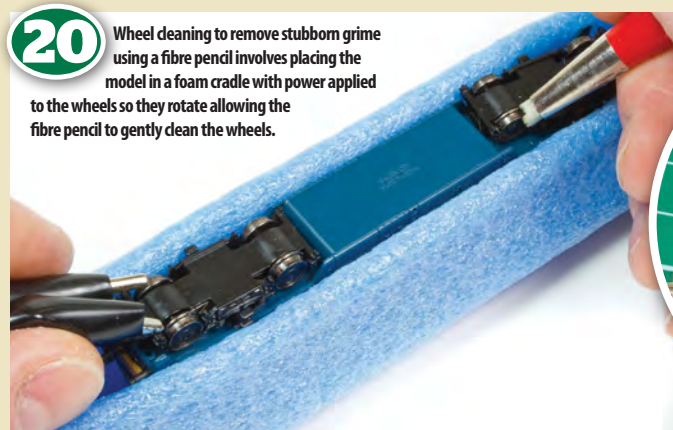
18 The older style Graham Farish Class 25/3 is originally a Poole-designed model with a solid-looking split frame chassis. It runs well, but needs some work to convert it to DCC for use on Wheal Annah. Features to note include the die-cast chassis frames (A), one of the bogie gear towers just visible at one end (B), the motor (C), motor terminals and contact with the chassis frame (D) together with the TV interference suppression capacitor (E). Note the lack of a circuit board and lights.



19 The Graham Farish Class 42 is more up to date with DCC interface socket, working lights and more advanced electronics. Details of this model include the lighting circuits fitted to the chassis (A), advanced circuit board (B), sprung motor contacts isolated from the chassis frames (C), heavy die-cast chassis (D), 6-pin DCC interface socket (E) and analogue plug (F).



One of the objectives of building Wheel Annah is to assess how well current 'N' gauge equipment will perform on a compact shunting layout after minimal preparation. One of the small fleet of models chosen for the project is an old style Graham Farish Class 25/3 which features in today's Graham Farish catalogue.



20 Wheel cleaning to remove stubborn grime using a fibre pencil involves placing the model in a foam cradle with power applied to the wheels so they rotate allowing the fibre pencil to gently clean the wheels.



21 Another wheel cleaning technique involves placing a paper towel lightly soaked in IPA on a piece of track. The model is held with one bogie on the towel and one on the track to collect current so the wheels rotate to gently remove the dirt from one bogie at a time.



On the rollers is D827 Kelly. Using a rolling road is a convenient way to bed in a new model if you don't have a continuous run layout.

British Pullmans

Pullmans were amongst the most glamorous trains ever to run and they came in a range of formations over the years. **MARK CHIVERS** looks at some of the options.





Hornby's 12-wheel Pullman carriages are stunning vehicles which are perfect for recreating the 'Bournemouth Belle' Pullman train. A Bulleid 'Merchant Navy' was regular motive power for this train.

PULLMAN trains have always had that air of glamour about them. The luxurious interiors, fine dining and dedicated service was unlike anything else on the railway and a train formed of these majestic vehicles was always guaranteed to turn heads as it made its way to its destination.

Model railway manufacturers have tended to opt for glamorous models in their ranges featuring locomotives such as LNER 'A4'

4-6-2 *Mallard* for the same reason and as a result have also developed models of the eye-catching Pullman cars for them to haul.

Hornby has been particularly prolific with its range of 'OO' gauge Pullman car releases featuring six different K class eight wheel types covering the Parlour First, Parlour Third/Second, Kitchen First, Kitchen Third/Second, Parlour Brake Third/Second and Pullman Bar Car together with five different H class 12 wheel types including Parlour First, Parlour Third, Kitchen First, Kitchen Third and Brake Parlour Third as well as a model of the 'Devon Belle' observation car. Matchboard and smooth sided variants have been tooled by Hornby, as appropriate, too. In addition, the company has also produced a delightful model of the five car 'Brighton Belle' Electric Multiple Unit (EMU).

Bachmann has included Pullman cars in its range of ready-to-run models, opting for those based on the standard BR Mk 1 coach design and built by Metropolitan Cammell featuring five different vehicles including Kitchen First, Parlour First, Kitchen Second, Parlour Second and Pullman Bar Second as well as a stunning model of the 'Blue Pullman' six car Diesel Electric Multiple Unit (DEMU). As we've come to expect, the models in both manufacturers' ranges are highly detailed with separately applied fittings, flush glazing, moulded interiors and table lamps that light up.

For those who really like something special, Golden Age Models produces a range of extremely finely detailed Pullman cars which are hand assembled from brass and metal components which includes eight and twelve wheel types as well as vehicles not available in the Bachmann and Hornby ranges offering extra scope to create realistic train formations, such as the Southern Railway's 'Golden Arrow'.

The train formations listed below focus on Pullman trains operating between 1947 and 1970 and aim to be representative of actual formations although they are not always completely accurate due to the many variations within the Pullman fleet and the limitations of models currently available ready-to-run. As such, an element of compromise and modeller's licence has been employed. For example, the 'Devon Belle' formation to Ilfracombe listed below featured a Guard's Parlour First (*Minerva*) which isn't available in the ready-to-run ranges, although Hornby has produced a model of *Minerva* for the 'Devon Belle' train pack and that has been used to illustrate the formation.

Each Pullman train formation featured multiple kitchen cars which were positioned strategically with accompanying parlours allowing stewards to work from a particular kitchen in each direction whilst serving meals, and where possible we have included that information. If you don't have the space to operate a full length Pullman formation, we've included a selection of the shorter portions which formed the full train such as the Harrogate to Leeds section of the 'Yorkshire Pullman' and the Exeter to Plymouth section of the 'Devon Belle'.

In BR days, many of the Pullman services were focussed on the Eastern and Southern Regions with most operating predominantly between London and destinations in Yorkshire and London and the South Coast. A small number operated on the Western and London Midland Regions, such as the 'South Wales Pullman' and Midland 'Blue Pullman' service.

In steam days these prestigious trains would be hauled by crack express engines ranging from former Great Western Railway 'Castle' 4-6-0s on the Western, Southern Railway 'Merchant Navy', 'West Country', 'Battle of Britain' and British Railways Standard 'Britannia' class locomotives on the Southern as well as ex-London and North Eastern Railway 'A1', 'A2', 'A3' and 'A4' locomotives on the East Coast Main Line. As the transition from steam to diesel gathered pace, so these prestigious trains were hauled by the new breed of locomotive such as Class 40, Class 47 and Class 55 'Deltics' together with Class 25 and Class 37s appearing at the head of the West Yorkshire portions. Prototype diesels also appeared at the head of Pullman trains including *Falcon*, *Lion* and *DP2*. The 'Brighton Belle' EMUs operated non-stop between London Victoria and Brighton while the Midland 'Blue Pullmans' operated between London St Pancras and Manchester.

When the new BR Mk 1 Pullman cars were introduced in the early 1960s on services out of London King's Cross, a number of the older traditional Pullman Brake Parlour Seconds were retained and utilised at each end of the train formations until eventually being withdrawn and replaced by a BR Mk 1 Gangway Brake vehicle. Pullman trains can still be seen on the rail network today with the Belmond British Pullman running regular scheduled dining services.

The following list of Pullman train formations is not exhaustive and allows a representation of these luxury dining trains to be modelled using ready-to-run rolling stock, researched from prototypical operations.



Brush prototype D0280 *Falcon* rounds the curve on the approach to Topley Pike crossing with a Pullman train formed of steel panelled and BR Mk 1 stock. All are available ready-to-run from Heljan, Hornby and Bachmann respectively.

WESTERN REGION



Hornby GWR 'Castle' 4-6-0 BR green livery (R2849), Brake Parlour Third, Kitchen Third, Parlour Third, Bar Car, Kitchen First, Parlour First, Kitchen First, Brake Parlour Third. ● 'South Wales Pullman' – 1955 **LOCATION:** London Paddington-Swansea



Hornby BR 'Britannia' 4-6-2 BR green livery (R3294), Brake Parlour Second, Kitchen Second, Parlour Second, Bar Car, Kitchen First, Parlour First, Kitchen First, Brake Parlour Second. ● 'South Wales Pullman' – 1961 **LOCATION:** Swansea-London Paddington

SOUTHERN REGION



Hornby Bulleid 'West Country' 4-6-2 SR livery (R2219), Guard Parlour First, Kitchen First, Kitchen First, Parlour Third, Kitchen Third, Kitchen Third, Brake Parlour Third, Observation Car 14. ● 'Devon Belle' – 1947 **LOCATION:** Exeter Central-Ilfracombe portion



Hornby BR 'Britannia' Class 4-6-2 BR green livery with Golden Arrow regalia (R3096), Parlour First, Kitchen First, Parlour First, Bar Car, Parlour First, Kitchen First, Parlour Second, Guard Parlour Second, Van C. ● 'Golden Arrow' – 1952 **LOCATION:** London Victoria-Dover Marine



Hornby Bulleid 'Merchant Navy' 4-6-2 BR green livery (R2967), Brake Parlour Third, Parlour Third, Kitchen First, Parlour First, Kitchen First, Kitchen Third, Parlour Third, Kitchen Third, Brake Parlour Third (12 wheel variants). 'Bournemouth Belle' – 1957 **LOCATION:** London Waterloo-Bournemouth



Hornby Bulleid 'Battle of Britain' 4-6-2 BR green livery (R2709), BR Mk 1 BG, Parlour Second, Parlour Second, Kitchen First, Parlour First, Kitchen First, Parlour First, Parlour Second, Kitchen Second, Brake Parlour Second. ● 'Bournemouth Belle' – 1967 **LOCATION:** London Waterloo-Bournemouth



Bachmann Class 47 BR two tone green (32-804), Parlour Second, Kitchen Second, Parlour Second, Parlour First, Kitchen First, Parlour First, Kitchen First, Parlour Second, Brake Parlour Second, BR Mk 1 BG (maroon). ● 'Bournemouth Belle' – 1967 **LOCATION:** Bournemouth-London Waterloo (final run)

LONDON MIDLAND REGION





Hornby Bulleid 'West Country' 4-6-2 BR green livery (R2568), Brake Parlour Third, Kitchen Third, Kitchen First, Brake Parlour Third. ● 'Devon Belle' – 1949 **LOCATION:** Exeter Central-Plymouth



Hornby Brighton Belle (5-BEL) five car EMU (R3184) - Driving Motor Brake Parlour Second, Trailer Parlour First with Kitchen, Trailer Parlour First with Kitchen, Trailer Parlour Second, Driving Motor Brake Parlour Second. ● 'Brighton Belle' – 1960 **LOCATION:** Brighton-London Victoria



Bachmann 'Midland Pullman' six car DEMU (31-255DC) - Driving Motor Brake First, Kitchen First, Parlour First, Parlour First, Kitchen First, Driving Motor Brake First (Nanking Blue). ● 'Midland Pullman' – 1960 **LOCATION:** Manchester-London St Pancras

PULLMAN HEADBOARD AND ROOFBOARD SUPPLIERS

247 Developments	www.247developments.co.uk
CGW Nameplates	www.cgwnameplates.co.uk
Fox Transfers	www.fox-transfers.co.uk
Modelmaster Decals	www.modelmasterdecals.com
Pacific Models	www.pacificmodels.co.uk
Precision Labels and Decals	www.precisionlabels.com
Sankey Scenics	www.sankeyscenics.co.uk

'OO' SUITABLE READY-TO-RUN STEAM LOCOMOTIVES

CLASS	MANUFACTURER
GWR 'Castle' 4-6-0	Hornby
SR 'Battle of Britain' 4-6-2	Hornby
SR 'King Arthur' 4-6-0	Hornby
SR 'Merchant Navy' 4-6-2	Hornby
SR 'West Country' 4-6-2	Hornby
LNER 'A1' 4-6-2	Bachmann
LNER 'A2' 4-6-2	Bachmann
LNER 'A3' 4-6-2	Hornby
LNER 'A4' 4-6-2	Hornby
BR 'Britannia' 4-6-2	Hornby

EASTERN REGION



Bachmann Peppercorn 'A1' 4-6-2 BR green livery (32-551DS), Brake Parlour Third, Kitchen Third, Parlour Third, Parlour First, Kitchen First, Parlour Third, Kitchen Third, Brake Parlour Third. ● 'Queen of Scots' – 1951 **LOCATION:** Leeds-Glasgow portion



Hornby Gresley 'A3' 4-6-2 BR green livery (R3202), Brake Parlour Second, Kitchen Second, Kitchen First, Kitchen First, Parlour Second, Parlour First, Kitchen Second, Kitchen Second, Parlour First, Kitchen First, Brake Parlour Second. ● 'Yorkshire Pullman' – 1959 **LOCATION:** King's Cross-Leeds/Harrogate/Bradford/Hull



Heljan D0280 Falcon (HJ5303), Pullman Brake Parlour Second, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Parlour First, BR Mk 1 Pullman Kitchen Second, Pullman Brake Parlour Second. ● 'Master Cutler' – 1962 **LOCATION:** Sheffield Victoria-London King's Cross



Bachmann Class 40 BR green (32-481), Pullman Brake Parlour Second, BR Mk 1 Pullman Kitchen Second, BR Mk 1 Pullman Parlour Second, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Parlour First, BR Mk 1 Pullman Kitchen Second, Pullman Parlour Brake Second. ● 'Queen of Scots' – 1962 **LOCATION:** London King's Cross-Glasgow



Bachmann Class 55 BR two tone green (32-529A), BR Mk 1 BG (maroon), BR Mk 1 Pullman Parlour Second, BR Mk 1 Pullman Kitchen Second, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Parlour First, BR Mk 1 Pullman Kitchen Second, Pullman Brake Parlour Second. ● 'Harrogate Sunday Pullman' – 1965 **LOCATION:** London King's Cross-Harrogate



Bachmann Class 47 BR two-tone green (32-804), BR Mk 1 BG (maroon), BR Mk 1 Pullman Parlour Second, BR Mk 1 Pullman Kitchen Second, BR Mk 1 Pullman Parlour First, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Parlour First, BR Mk 1 Pullman Kitchen Second, Pullman Brake Parlour Second. ● 'White Rose Pullman' – 1965 **LOCATION:** London King's Cross-Harrogate/ Bradford Exchange



Bachmann Class 55 BR two tone green livery (32-529), BR Mk 1 Pullman Kitchen Second, BR Mk 1 Pullman Parlour First, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Second Bar Kitchen Hadrian's Bar, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Parlour First, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Kitchen Second, Pullman Brake Parlour Second. ● 'Tees-Tyne' Pullman – 1966 **LOCATION:** London King's Cross-Newcastle



Heljan DP2 BR green (HJ4011), BR Mk 1 Pullman Parlour First, BR Mk 1 Pullman Kitchen First, BR Mk 1 Pullman Kitchen Second, BR Mk 1 BG (maroon). ● 'White Rose Pullman' – 1967 **LOCATION:** Leeds-Bradford portion



Bachmann Class 40 BR green with small yellow panel (32-481), BR Mk 1 Pullman Parlour Second, BR Mk 1 Pullman Parlour Second, BR Mk 1 Pullman Kitchen Second, BR Mk 1 Pullman Kitchen First (grey/blue), BR Mk 1 BG (maroon). ● 'Yorkshire Pullman' – 1968 **LOCATION:** Harrogate-Leeds portion



Bachmann Class 55 BR blue (32-531DC), BR Mk 1 Pullman Parlour Second, BR Mk 1 Pullman Kitchen Second, BR Mk 1 Pullman Kitchen Second (grey/blue), BR Mk 1 Pullman Parlour First (grey/blue), BR Mk 1 Pullman Kitchen First (grey/blue), BR Mk 1 BG (blue/grey), BR Mk 1 Pullman Kitchen First (grey/blue), BR Mk 1 Pullman Parlour First (grey/blue), BR Mk 1 Pullman Parlour Second, BR Mk 1 Pullman Kitchen Second. ● 'Yorkshire Pullman' – 1970 **LOCATION:** London King's Cross-Leeds/



USEFUL LINKS

Bachmann	www.bachmann.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Golden Age Models	www.goldenagemodels.net

'OO' SUITABLE READY-TO-RUN DIESEL LOCOMOTIVES

CLASS	MANUFACTURER
DP2	Heljan
Falcon	Heljan
Lion	Heljan
Class 25	Bachmann
Class 37	Bachmann
Class 40	Bachmann
Class 42	Bachmann
Class 45	Bachmann
Class 46	Bachmann
Class 47	Bachmann
Class 55	Bachmann

'OO' READY-TO-RUN PULLMAN CARRIAGES

CLASS	MANUFACTURER
BR Mk 1 Pullman Kitchen First Car	Bachmann
BR Mk 1 Pullman Parlour First Car	Bachmann
BR Mk 1 Pullman Kitchen Second Car	Bachmann
BR Mk 1 Pullman Parlour Second Car	Bachmann
BR Mk 1 Pullman Bar Second Car	Bachmann
Pullman 'H' 12 wheel Parlour First Car	Hornby
Pullman 'H' 12 wheel Kitchen First Car	Hornby
Pullman 'H' 12 wheel Parlour Third Car	Hornby
Pullman 'H' 12 wheel Kitchen Third Car	Hornby
Pullman 'H' 12 wheel Brake Third Car	Hornby
Pullman 'K' Parlour First Car	Hornby
Pullman 'K' Kitchen First Car	Hornby
Pullman 'K' Kitchen Third/Second Car	Hornby
Pullman 'K' Parlour Third/Second Car	Hornby
Pullman 'K' Brake Parlour Third/Second Car	Hornby
Pullman Bar Car	Hornby
Pullman Devon Belle Observation Car	Hornby

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Stanier's **MIGHTY 'DUCHESS'** arrives for 'N'

Bachmann's Graham Farish range extends with the arrival of what is arguably Britain's finest 'Pacific' design. **MIKE WILD** runs the rule over this new model to see if it meets the standards of the real locomotives.



THERE ARE ONLY a few steam locomotives which can rival the majestic and imposing power of Stanier's 'Duchess' class 'Pacific' and its status is legendary amongst all

London Midland & Scottish Railway (LMS) and London Midland Region enthusiasts.

Models of the 'Duchess' – or 'Princess Coronation' – class have been plentiful over the years across the board from 'N' to 'O' gauge, but until recently the only option for the smaller scale was to use the now old and outdated version produced in Graham Farish's former Poole factory.

However, Bachmann has changed fortunes for 'N' gauge and the 'Duchess' with this new model which has the potential to rival even its 'OO' gauge counterparts in the detail

and performance stakes. It is quite simply outstanding. For more on the history of the 'Duchess' class see Reality Check on pages 76-79.

THE MODEL

Six models are set for release in Bachmann's first wave of new generation 'N' gauge 'Duchess' models with our review sample being BR lined maroon 46245 *City of London* – a splendid livery too for these fine machines. 46245 is to be joined by 46229 *Duchess of Hamilton* (Cat No. 372-181) and 46235 *City of Birmingham* (372-182) in BR lined green, 46240 *City of Coventry* in red lined BR maroon (372-183), 46236 *City of Bradford* in unlined BR black (372-185) and 46226 *Duchess of Norfolk* in BR lined blue (372-186). Unusually there is no pre-nationalisation version on the cards in this first round.

The model itself is stunning with the new Bachmann model focused on locomotives with streamlining removed or built originally without it.

The 'Duchess' is an incredibly powerful looking locomotive. Its high shouldered firebox, wide boiler and long running plate all add to its looks and Bachmann has dealt with these features superbly in replicating Stanier's design in 'N' gauge.

However, beauty isn't just skin deep with this model as Bachmann has invested much time and energy into ensuring all of the details which go into creating the 'Duchess' are just so. The front features the stepped frame arrangement of the design together with the prominent panelling over the middle cylinder casings. Below this the bufferbeam is fitted with correct pattern oval buffers and a vacuum brake pipe – a pack of additional detailing parts includes front steps, dummy coupling hooks and more.

Moving up, the smokebox captures the 'face' of the 'Duchess' superbly and includes a neatly produced numberplate and Camden (1B) shedplate on the lower quarter. Atop the smokebox is a neatly produced double





THE DETAILS

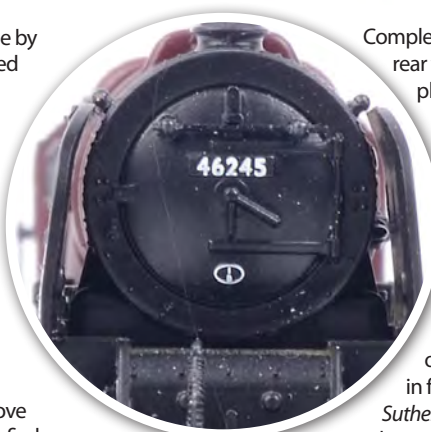
Manufacturer:	www.bachmann.co.uk
Cat No:	371-184
Description:	Stanier 'Duchess' 4-6-2 46245 City of London, BR lined maroon
Scale:	'N'
Price:	£149.95
Era:	5
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets



chimney flanked either side by correctly shaped and angled smoke deflectors.

Moving along the boiler you will find the top feed, low profile dome and boiler bands all represented together with separately fitted handrails and nameplates. Also impressive is the attention to detail and fine finishing of the 'Duchesses' valve gear. Above the rear driving wheels the firebox features neatly moulded washout plugs together with an AWS box on 46245. Below the frames the firebox extends above the rear pony truck, which is necessarily free to allow the model to negotiate model curves.

The cab is finished to a high standard and features flush glazing where appropriate and a fully detailed and partially painted interior. The Stanier tender is excellent and is of welded design giving it a smooth finish throughout.



Complementing this is a detailed rear with ladder and pipework plus a finely finished chassis.

PERFORMANCE

If there is one thing which is critical for a 'Pacific' both in model and real form, it's power. The 'Princess Coronations' put in outstanding performances on the main line – and in fact 46233 *Duchess of Sutherland* continues to do so on the main line today – and the Farish 'Duchess' is no weak link either.

Straight from the box our sample ran silently and effortlessly throughout the speed range and following running in for half an hour in each direction it was subjected to its first loaded runs. These started with a rake of eight Stanier coaches which ultimately we increased to 16 – more than enough for any layout and a higher load than most of the real locomotives would be expected to handle on a daily basis. However,

should you wish to model one of the lengthy West Coast Main Line 'sleeper' trains then you can rest assured this model has the power needed.

Throughout all our tests the 'Duchess' was near silent in its operation – and with the motor being located in the boiler it has left the tender body clear for installation of a DCC decoder. Inside is a 6-pin socket with ample space to accommodate the vast majority of commercially available decoders.

OVERALL

British 'N' gauge has been crying out for a brand new 'Duchess', not least because of the high number of LMS designed locomotives which have been made available for the scale by Bachmann including the 'Black Five', 'Royal Scot', 'Jubilee', Fairburn 2-6-4T and 'Jinty' 0-6-0T.

The 'Duchesses' majestic lines have been captured supremely well while its performance and haulage are second to none in the steam sector. With all this in mind to us Bachmann has crafted what could easily be described as the best mass market ready-to-run model of Stanier's finest design. A tribute indeed to a fantastic locomotive. (MW)

Stanier's 'Duchess'

Although eclipsed in the public's imagination by engines from rival railways the LMS 'Duchesses' were the most powerful passenger locomotives of their time and given other circumstances might have even held the world steam speed record, as **EVAN GREEN-HUGHES** explains.

In spectacular style
'Princess Coronation' 46236
City of Bradford storms up
Shap with the Down 'Royal
Scot' in the early 1950s.
W.J. Verden Anderson/Rail
Archive Stephenson.





The impressive lines of the Stanier 'Pacific' are shown by 46245 *City of London* at London Paddington following arrival with an Ian Allan special from Doncaster in the early 1960s. Brian Stephenson.

BY THE MID 1930s Britain had entered a new era of optimism and progress, finally shaking off some of the financial restrictions arising from the First World War and the Great Depression. In the world of design Art Deco was all the rage; new clothing fashions proliferated and at last many more people had the money to enjoy travel. The mood of the nation had been matched by the railways, with the London and North Eastern Railway (LNER) seizing the initiative by the introduction of its stunning streamlined 'A4' 4-6-2s and matching 'Silver Jubilee' coaches between London and Scotland in 1935. The following year it was announced that a second streamlined train would come into service, which would cut the King's Cross to Edinburgh journey to only six hours.

This second announcement seems to have propelled its great rival, the London Midland & Scottish Railway (LMS), into action for in November of 1936 a special test run was carried out using one of Stanier's latest 'Pacifics', 'Princess Royal' 4-6-2 6201 *Princess Elizabeth*, which ran non-stop between Euston and Glasgow to a sub six hour time despite the more difficult route and without the benefit of the LNER's corridor tenders.

Experience gained during these runs suggested that if feats of this nature were to be attempted on a more regular basis then certain modifications would be required to the motive power. With an eye on a timetabled six hour service from 1937 the railway's management therefore authorised work to commence on the design and construction of five new 'Pacifics'. Initially these were planned to be slightly improved versions of the 'Princess Royals' but as time went on so many upgrades were to be included that the design ended up radically different from what had gone before.

A GIANT TAKES SHAPE

The drawing office at Derby was instructed to scheme out the biggest boiler possible for the loading gauge and it was found that by redesigning the corners of the firebox that the diameter could be increased to a maximum of 6ft 5½in. A proposal to shorten the wheelbase was also accepted and this was duly trimmed from 63ft 10in on the 'Princess Royals' to 62ft 10in by making the coupled wheelbase 14ft 3in equally divided.

Far more importantly from an operating point of view, the complex valve gear of the 'Princess Royals' which saw two external and two internal sets of Walschaerts motion was replaced with outside valve gear linked to the piston valves on the inside cylinders. The cylinders were moved forward to rest between the bogie wheels, which in turn allowed the frames to be made more rigid at this point, which was a traditional area of weakness on the earlier design.

By this stage it had been decided that streamlining would be added to the final design, not because there was any real hope that this would provide a mechanical advantage but rather to attract the attention of the public and therefore to promote the railway's prestige service. The final change was to increase the size of the driving wheels to 6ft 9in.

During the period of final design and construction Stanier was, in fact, absent most of the time as he had been seconded to India as part of a two-man investigation team and the work was actually carried out by R A Riddles and Chief Locomotive Draughtsman T F Coleman. Wind tunnel tests on the shape of the proposed streamline casing were carried out at Derby before the final shape was agreed on, which turned out to be more bulbous and rounded than that used by Gresley on the 'A4s'. Stanier for his part was never convinced by the need for streamlining, later describing it as a 'carapace'. »

Carrying the imposing streamlined casing of the Stanier 'Duchess' class, 6227 *Duchess of Devonshire* stands at Polmadie shed on August 29 1928.

Gordon Hepburn/Rail Archive Stephenson.



When the five locomotives emerged from Crewe works they were certainly eye-catching. Painted in Caledonian Railway blue with silver lines in a livery which was extended to the matching coaches the 'Princess Coronations' were a publicist's dream and attracted a great deal of attention. With the completion of the first engine, 6220 *Coronation*, and with an eye on the subsequent newspaper coverage, the LMS then embarked on an unofficial speed competition with the LNER. During a run for invited guests on June 29 1937 instructions were given to go for a speed record between Whitmore and Crewe but this almost went very wrong when the driver misjudged the approach to Crewe station, taking crossovers at 57mph rather than the 20mph stipulated. Fortunately the train did not derail, but it did achieve 114mph, just taking the speed record. This did not stand for long as it was soon eclipsed by the LNER, which had a much more suitable length of track for record breaking. The 'Princess Coronations' were easily the most powerful locomotives of the LMS and were immediately put to use on the heaviest passenger trains. Following the successful introduction of these engines on a six and a half hour Anglo-Scottish service, rather than the hoped for six hours, five more were ordered and these emerged the following year. These were similar to the first batch but were this time painted in Crimson Lake livery with gold stripes and again were to have been provided with matching coaching sets although in the event the war prevented this happening. A further batch emerged the same year but this time these were built without the streamlined casing.

If the potential of the 'Princess Coronations' – or 'Duchesses' as they increasingly became known – was in doubt, then on February 12 1939 6234 *Duchess of Abercorn* provided stunning confirmation. After being modified with double blastpipe following an earlier unsuccessful trial run it hauled 607tons from Crewe to Glasgow and back, and on the return recorded an indicated 3,350hp

in the cylinders and 2,511hp at the drawbar – the highest figure ever recorded in a British passenger steam locomotive and one which in later years proved beyond all of the diesels bar the 'Deltics'.

To further promote the LMS in 1939 newly built 6229 *Duchess of Hamilton*, swapped identities with 6220 *Coronation* and was sent on a promotional tour of the USA, the two later returning to their original numbers and names.

A FLEET DEVELOPS

More streamliners followed during the Second World War years, initially emerging in black and with no advantage accruing from the streamlining it has to be asked why the LMS perpetuated it, particularly in wartime when maintenance was more difficult. Two more batches of non streamlined engines were built in 1944 and 1946, taking the fleet to 36 – but in truth this was still nowhere near enough for the LMS to guarantee the availability of one on the heaviest trains and so ambitions to accelerate services were largely unfulfilled.

The following year two more 'Pacifics' were required by the LMS and Stanier's successor H.G. Ivatt decided to incorporate some improvements to the existing 'Duchess' design in an effort to increase availability and reduce maintenance costs. It was the intention to compare these engines to diesel-electric prototypes 10000/10001, which were then under construction. Changes included the use of roller bearings and manganese steel liners on the axles, a redesign of the rear main frames and a new design of trailing truck. A redesigned ashpan made the locomotive easier to work, as did a wheel type reversing lever set at 90 degrees to the driver and which was later to be adopted on the BR 'Standard' classes. Due to the changes at the rear these two locomotives had shorter side sheets to the cab than the standard models.

'DUCHESS' DEFROCKED

As with all locomotives there were several changes made to the 'Duchesses' during their service life. Single chimneys were

FACTS AND FIGURES

LMS 'DUCHESS' CLASS 'PACIFICS'	
Designer:	Sir William Stanier
Built:	1937-1948
Builder:	Crewe Works
Purpose:	Express Passenger
Wheel arrangement:	4-6-2
Weight (locomotive):	108tons 2cwt (streamlined) 105tons 5cwt (non streamlined)
Weight (tender):	56tons 7cwt
Front bogie wheel diameter:	3ft
Driving wheel diameter:	6ft 9in
Trailing wheel diameter:	3ft 9in
Wheelbase (including tender):	62ft 11in
Boiler diameter:	6ft 5½in (max)
Boiler pressure:	250psi
Cylinders:	Four, 16½in x 28in
Tractive effort:	40,285lbs
Total in class:	38
Coal capacity:	10tons
Water capacity:	4,000gallons

fitted to 6220-6234 when built but following the record setting trials with 6234 in 1939 double chimneys were used thereafter, and the earlier engines were converted to match. In December 1945 the decision was taken to remove the streamlined casing from engines that had it fitted, while those that were non streamlined were to be fitted with smoke deflectors. Removal of the

'Duchess' 6233 *Duchess of Sutherland*, in as built condition, approaches Calthwaite, south of Carlisle with the Up 'Mid-day Scot' in 1939. Ted Smith/Rail

Archive Stephenson.



streamlined casings began with 6235 *City of Birmingham* in April 1946 and by the time of nationalisation in 1948 only 6243 *City of Lancaster* remained in original form. For many years afterwards those engines previously streamlined could easily be identified by the slope on the top of the smokebox forward of the chimney although this feature disappeared over a period as parts were replaced and updated. Enthusiasts readily called them 'semis', referring to the semi streamlined shape.

Following nationalisation 27 of the class received the proposed British Railways express locomotive blue livery while BR lined green was introduced in 1951 with 46232 *Duchess of Montrose* and eventually spread to the whole class. Locomotives allocated to the London Midland Region began to be painted in BR red after that, with 16 eventually carrying the livery. The final livery alteration came in September 1964 when cab sides acquired a yellow diagonal stripe, denoting that the class was not to work south of Crewe under the electrified wires.

Withdrawals commenced in December 1962 with 46231 *Duchess of Atholl* and 46232 *Duchess of Montrose* and the whole class had gone by the end of 1964, their duties taken over by 25KV electrics south of Crewe and by diesels to the north. Consideration was given to using them on other routes such as Edinburgh to Aberdeen which remained for the time being a steam stronghold, but with plenty of 'A4s' released by dieselisation of the East Coast Main Line this ambition came to nothing.

PRESERVATION BECKONS

1964 was not to be the end for the 'Duchesses' as three survived into preservation. 46229 *Duchess of Hamilton* was bought by the Butlin's holiday chain in April 1964 and was placed on exhibition at Minehead. It spent 11 years there before

BUILD DATA (all built at Crewe)				
Built	LMS number	BR number	Notes	Original livery
1937	6220-6224	46220-46224	Streamlined	Blue with silver lines
1938	6225-6229	46225-46229	Streamlined	Crimson lake with gold lines
1938	6230-6233	46230-46233	Non streamlined	Crimson lake
1938	6234-6239	46234-46239	Streamlined	Crimson lake
1940	6240-6244	46240-46244	Streamlined	Crimson lake
1943	6245-6248	46245-46248	Streamlined	Unlined black
1944	6249-6252	46249-46252	Non streamlined	Unlined black
1946	6253-6255	46253-46255	Non streamlined	Lined black
947	6256-6257	46256-46257	Improved Ivatt design	Crimson lake

being retrieved so that it could be housed in the National Railway Museum. Restored to working order it was on the main line from 1980-1985 and again from 1989-1996, claiming a host of preservation era records in the process before being placed on static display at York. In 2009 it was restored to its original streamlined appearance by the addition of a replica streamlined cowl and is currently on display in the Great Hall.

Butlin's also bought 46223 *Duchess of Sutherland*, this time for display at Heads of Ayr and it arrived at its new home in October 1964. For some years after that it was housed at Bressingham Steam Centre but in 1996 became the property of the Princess Royal Class Locomotive Trust, based at the Midland Railway - Butterley. It has worked almost continuously on the main line since 2001 and achieved fame when it worked the Royal Train in 2005. It remains an outstandingly reliable and powerful performer on the main line.

The third engine to be saved is 46235 *City of Birmingham* which has spent its entire preservation career on display in Birmingham, and is currently in the Thinktank museum. Although there have been several attempts to rescue it for active

service so far these have been unsuccessful and it seems unlikely to move soon if ever.

ALL THINGS CONSIDERED

The 'Duchesses' were hugely successful engines and many argue that they were mechanically better laid out than their Gresley competitors. Certainly their valve gear was less prone to trouble and in their final form they were easier to maintain. Providing almost 5,000lbs tractive effort more than an 'A4' they were also superior in performance: *Duchess of Abercorn's* record still stands and many believe that given a stretch of track such as Stoke Bank *Mallard's* speed record of 126mph could be eclipsed by the sheer power of the Stanier design.

We will never know the answer to that question but at least we can still hear, and travel behind, one of these fine machines on the main line. Every type of locomotive has its admirers, but the 'Duchesses' hold a special place in the hearts of rail enthusiasts all over the world for their combination of power, speed and muscular elegance. Were they, as *Hornby Magazine's* sub-editor Andrew Roden claimed in a book Britain's 'ultimate steam locomotives?' They are certainly a strong contender for the title. **EHM**



Twin Track Sound *Tornado* WHISTLES IN

HORNBY'S POPULAR 'OO' gauge Peppercorn 'A1' 4-6-2 60163 *Tornado* is now available in BR lined blue with early crests, fitted with the company's new Twin Track Sound (TTS) Digital Command Control (DCC) decoder.

Where this model differs from previous releases is the fitment of Hornby's new TTS DCC sound decoder. The TTS sound chip has been designed to offer plenty of play value with a choice of five whistle sounds, shovelling of coal, safety valve and injector sounds,

brake noise, wheel slip, coupling clanks and even the sound of a fireman's breakfast sizzling on a shovel. The sounds are recorded from the prototype, so they couldn't be more authentic.

Straight from the box the model ran well. Pressing F1 activates the steam exhaust sounds which certainly gave the locomotive presence on the layout and a sense of purpose. Notching up the speed steps increases the 'chuff' rate of the model. Whilst at lower speed

the 'chuff' to wheel revolution ratio is acceptable, as the model accelerates the 'chuffs' don't really match with the wheel revolutions as they might with a more expensive DCC sound decoder. That said, the sounds that do emanate are excellent recordings with no audible distortion from any of the function keys, with the distinctive chime whistle sounding particularly good. The volume of each sound, to our ears, was a little loud straight from

the box but with a few CV changes these levels were easily reduced and once running with a load the locomotive sounded impressive.

Incidentally, whilst running you can only play one function at a time over the exhaust 'chuff'. A detailed manual is supplied featuring programmable CVs and useful notes to enhance the operation of the locomotive in TTS mode. It is also worth noting that whilst this



'N' gauge Class 57 lands from Grafar

The latest model to arrive for review from Bachmann's Graham Farish 'N' gauge range is this new tooling for the Class 57/3 diesel locomotive featuring the distinctive Dellner coupling, finished in Direct Rail Services (DRS) blue livery.

The Class 57/3s were rebuilt from Class 47 locomotives by Brush Traction in 2002 for use as 'Thunderbird' rescue locomotives for Virgin West Coast operations. They were fitted with Dellner retractable couplings from late

2003, offering an easier connection when coupling to the fleet of Class 390 Pendolino Electric Multiple Units. Direct Rail Services (DRS) has since acquired many of the former Virgin Trains fleet.

This latest variant of the Class 57

model is DCC ready and uses the same chassis as previous models of the type, featuring a 6-pin DCC decoder socket and directional lighting provided by tiny LEDs.

The body is where the model differs from previous releases,



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3245TTS
Description:	BR Peppercorn 'A1' 60163 <i>Tornado</i> with TTS Sound, BR lined blue livery
Scale:	'OO'
Price:	£154.99
Era:	9
DCC:	DCC sound fitted, 8-pin decoder socket
Couplings:	Small tension locks in NEM pockets

model will operate on DC as well as DCC, the sound functions will not operate when running on DC.

Whilst Hornby's Twin Track Sound may not have all the refinements of a high-end DCC sound decoder, it does serve its purpose incredibly

well. This decoder has been designed to offer maximum play value to a price point and the fact it adds around £25 to the cost of a model and still provides 18 sound functions with adjustable volumes and CVs is superb.

Retailing at just over £150 this is a great value package. (MC)



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-657
Description:	Class 57 57309 <i>Pride of Crewe</i> – Direct Rail Services
Scale:	'N'
Price:	£109.95
Era:	9
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

particularly with the portrayal of the Dellner coupling and associated recess in the cab front. The Dellner coupling unit itself is nicely moulded and looks the part. The detailed roof area is also crisply moulded and features etched metal radiator grilles. A separate pack of bufferbeam pipework and coupling hooks is supplied for customer fitting.

Application of the DRS blue

livery elements is nothing short of superb with good colour density throughout. The distinctive bodyside logos are crisply printed with a good representation of the colour transition. Numbering, lettering, lining and *Pride of Crewe* nameplates are also crisply printed too.

Perfect for modellers of the contemporary scene in 'N' gauge. (MC)

Arriva Class 67 67003 from Hornby



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3268
Scale:	'OO'
Price:	£139.99
Era:	9

Arriva Trains Wales Mk 3 opens



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4635/R4635A/R4635B
Scale:	'OO'
Price:	£28.49 each
Era:	9

771 Sir Sagramore arrives in 'OO'



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3010
Scale:	'OO'
Price:	£149.99
Era:	3

De Havilland Dragon Rapide



THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	72DR006
Scale:	1:72
Price:	£32.95
Era:	3

WEATHERED FINISH FOR BACHMANN 'JUBILEE'

BACHMANN'S attractive 'OO' gauge model of the three-cylinder Stanier 'Jubilee' 4-6-0 is back and this time it has been issued with a weathered finish as 45606 *Falkland Islands*.

The former Crewe North and Camden allocated 4-6-0 is paired with a Stanier 4,000 gallon welded tender and it also comes with a comprehensive pack of additional details such as bufferbeam fittings, steps, brake rigging and etched metal replacement nameplates.

Presentation is excellent with the BR lined green livery – which features large early crests on the tender sides – being reproduced to a high standard. The weathering is good for a factory finish too, but consists of general dirt, making this a good basis for further hand finishing to take it to the next level.

On the track our sample proved to be another excellent example of the Bachmann '6P' and during testing we subjected it to an eight coach train of Mk 1s which it handled comfortably on our level test track. The 'Jubilee' is also now

fitted with a 21-pin decoder socket located in the tender. This offers ample space for a decoder and speaker for sound installations.

This new issue of the Bachmann 'Jubilee' is great news for London Midland Region modellers and a great mid-range express engine. It's also a perfect locomotive to run with Bachmann's recently introduced Stanier 'Porthole' carriages too... (MW)



Illuminated Mk 1s

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4609/R4609A (BSK), R4607 (CK)
Description:	BR (SR) Mk 1s (with lights), BR(S) green
Scale:	'OO'
Price:	£36.50
Era:	4/5
DCC:	Suitable for use with DCC and DC
Couplings:	Small tension locks in NEM pockets

Hornby's range of BR Mk 1 coaches continues to expand with the release of these illuminated vehicles featuring factory fitted LED lighting in the roof. New for review are two versions of the Brake Corridor Second (BSK) and a Corridor Composite (CK), all decorated in neatly applied BR (SR) green livery. The BSKs are finished as S34239 and S34240, both featuring set number 869 printed on the vestibule ends,

while the CK is finished as S15027.

As identified on the release of the Corridor Second (HM90), the LED lighting strips don't illuminate the coaches to their full extent. That said, the light emitted by the LEDs is warm and pleasant and looks impressive within a rake of similarly illuminated vehicles. (MC)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-189
Description:	Stanier 'Jubilee' 4-6-0 45606 <i>Falkland Islands</i> , BR lined green
Scale:	'OO'
Price:	£139.95
Era:	4
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets



Skaledale Trackside range

Hornby's Trackside range of Skaledale buildings expands with these latest releases including a signalbox, lamp huts, holiday coach access steps and a pair of derelict coaches.

Each model is neatly cast in resin and hand decorated, the signalbox appearing particularly impressive with its removable roof and separate set of moulded steps, decorated in



Midland Railway colours. The fine metal frames are painted and glazed.

The holiday coach access steps are designed for use with Hornby's 'OO' gauge BR Mk 1 Camping Coach (Cat No. R4604), also available now. The set of two lineside lamp huts complement the series of buildings based on Butterley station while the

pair of derelict coaches have been nicely moulded and would benefit from extra weathering and detailing. (MC)



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R9762 (steps), R9776 (signalbox), R9783 (lamp huts), R9790 (derelict carriages)
Description:	Holiday coach access steps (166mm x 49mm), Signalbox (138mm x 53mm), lamp huts (21mm x 27mm and 18mm x 21mm), derelict carriages (86mm x 34mm)
Price:	£12.99 (steps), £10.99 (signalbox), £9.99 (lamp huts), £14.99 (derelict carriages)

ERF LV tractor and trailer

Oxford Diecast has expanded its 1:76 ('OO' scale) Haulage collection with this new tooling for the ERF LV cab. The LV was introduced in 1962 at the Earl's Court Commercial

Motor Show and it continued in production until 1974.

Oxford's first issue of the LV cab is turned out in plain red with a twin axle flatbed trailer. It features 1970 registration plates making it an ideal road feature on a BR

blue era layout. The quality of the moulding is excellent and matches the standards



THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76LV001
Description:	ERF LV tractor and trailer, red
Scale:	'OO'
Price:	£13.95
Era:	6

we expect from Oxford including a neatly moulded single piece windscreen, separately fitted wing mirrors and a fully detailed chassis. With its plain red livery

this model is ripe for further detailing and customisation making it a valuable model for railway modellers. Excellent and available now. (MW)

RETOOLED

CLASS 150 from Bachmann



BACHMANN'S newly retooled 'OO' gauge Class 150/1 two-car Diesel Multiple Unit (DMU) has arrived in the form of 150128 in First Great Western (FGW) livery.

Whilst the Class 150 has been available in the Bachmann range previously, the interior of the motorised vehicle was completely obscured by the chassis block.

This revised version of the model addresses this issue and results in a more aesthetically pleasing version of these long standing Sprinter units.

The major difference with this latest release, then, is the motorised vehicle which now contains interior moulded detail for the first time, although this only extends to two thirds of the vehicle as the rear third still retains part of the chassis.

However, this is not as obtrusive as the previous models as Bachmann has cleverly printed the seat edges onto the grey chassis block which gives the impression of seating being featured throughout, a neat touch.

With both vehicles of the two car unit now featuring interior detail, Bachmann has also taken the opportunity to install interior lighting. Whilst it doesn't light the

entire motorised vehicle due to the chassis, the LED lighting is pleasant and effective and makes a big difference to this model. As a result of the new lighting, Bachmann has now added pick-ups and lighting circuit to the trailer car too.

The Class 150 was already a well detailed model and that remains the case, our sample being finished in FGW's plain blue livery with pink

New Scania crane lorry from Oxford

Painted in the bright blue and yellow livery of D R Macleod from Stornoway in Scotland is this newly-tooled Scania crane lorry in 'OO' gauge from Oxford. Featuring wing mirrors, two orange beacons, four cab mounted spotlights and substantial orange crane at the front of the flatbed it also features plenty of crisply printed lettering, telephone numbers, number plates, lights and a pair of neatly printed horse logos on the cab. The chassis and flatbed trailer is also particularly well detailed. (MC)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76SCL001
Description:	Scania crane lorry – D R Macleod
Scale:	'OO'
Price:	£15.95
Era:	9





THE DETAILS

Manufacturer:	<i>www.bachmann.co.uk</i>
Cat No:	32-927
Description:	Class 150/1 DMU 150128 First Great Western livery
Scale:	'OO'
Price:	£149.95
Era:	9
DCC:	DCC ready, 21 pin socket



doors and black roof to match the prototype. Application of the livery is up to Bachmann's usual high standard and features an array of crisply printed small labels, data panels, bicycle logos, door push button signage, warning signs, First Great Western logos, website addresses and more. Destination blinds are also displayed on each cab end, set for Gloucester and Frome.

Small elements such as the entrance door treads have been painted yellow while the bogie steps beneath each cab have been picked out in white. The highly effective glazing also features less of a tint for this release, which is good now that both vehicles feature detailed moulded interiors and interior lighting.

A standout feature of this model is the incredibly intricate

underframe area which features plenty of exquisite engine detail picked out in appropriate colours.

Performance of this latest model was exemplary, the newly tooled chassis demonstrating excellent running qualities straight from the box. Fitted with a 21-pin DCC decoder socket, the fuel tank doubles as a DCC speaker enclosure should you wish to install

DCC sound. Directional head and tail lights are fitted and operate together with the new interior lighting on both DC and DCC. Both lighting circuits operate by selecting function F0 when running on DCC.

It is encouraging to see Bachmann continue to upgrade models in its range with this latest release of the well-travelled 150/1, which should prove popular. (MC)

Executive livery for Hornby HST Mk 3s

Hornby's latest 'OO' gauge Mk 3 coach releases are finished in BR's InterCity Executive dark and light grey colours. This livery was progressively introduced following the relaunch of the InterCity sector in 1983. Seven reliveried models have been released including two Trailer Firsts (TF), four Trailer Seconds (TS) and a Trailer Restaurant Unclassified

Buffet (TRUB), although the vent detail is missing from the roof of the buffet car. Each features removable buffers to accurately portray HST stock, tinted flush glazing, silvered window frames, silvered window push bars, yellow step board safety stripes and white corridor ends, making these vehicles useful additions to the Mk 3 range. (MC)

THE DETAILS

Manufacturer:	<i>www.hornby.com</i>
Cat No:	R4631/4631A
Description:	BR Mk 3 Trailer First InterCity Executive livery 41023/41024
Cat No:	R4632/4632A/4632B/4632C
Description:	BR Mk 3 Trailer Standard InterCity Executive livery 42096/42033/42034/42035
Cat No:	R4592
Description:	BR Mk 3 Trailer Restaurant Unclassified Buffet InterCity Executive livery 40355
Price:	£28.49
Scale:	'OO'
Era:	8
Couplings:	Large clip-fit tension locks



NEW

BR MK 2E COACHES



Railway Children TRAIN PACK

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	30-575
Description:	The Railway Children Train Pack
Scale:	'OO'
Price:	£129.95
Era:	n/a
DCC:	DCC ready, 8-pin socket





HORNBY'S EAGERLY awaited newly tooled 'OO' gauge BR Mk 2e coaches have arrived.

This new range of Mk 2e stock, which were built by BR between 1972 and 1974, is made up of the Open First (FO), Brake Open Standard (BSO) and Open Standard (SO) with a model of each type available in Hornby's RailRoad and main ranges.

First impressions are good. The models are neatly moulded and feature smoked tinted glazing. Underframe detail is also nicely rendered with finely moulded air conditioning fans and equipment but, although the tumblehome on both sides of the coach should end flush, the models display a millimetre or so of visible underframe. Neat crisply moulded B4 bogies simply clip fit to the underframe and feature small tension lock couplings in NEM pockets.

Interiors are nicely moulded and accurately portray 2+1 seating with tables in the First Class and 2+2 seating with tables in the Standard Class. Handrails and grab handles are moulded, in keeping with other recent releases from Hornby.

All vehicles feature a pleasant BR blue and grey finish with crisply printed Inter-City logos and numbers. There does, however, appear to be a slight misalignment of the grey band around the windows on all versions.

Our review samples featured one of each coach type from both the RailRoad and main range. The main range models feature enhanced decoration which includes end data panels, electrification warning flashes, white vestibule ends, red bogie spring detail, no smoking signs printed on the inside of the glazing and a separate pack of cosmetic buckeye couplings, while all correctly feature the white line separating the grey stripe as well as frosted toilet windows.

Hornby's newly-tooled BR Mk 2e coaches fill another important gap in the market and are far, far better models than their predecessors in the Hornby range. Plus, they offer value for money too and will allow impressive train formations to be created from the 1970s until the early 2000s. (MC)

■ As this issue closed for press Hornby released its Intercity liveried Mk 2e stock as well as BR blue and grey versions fitted with interior lighting.

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	RailRoad range: R4622 (Open Standard W5860), R4623 (Open First W3244), R4624 (Brake Open Standard M9501) Standard range: R4613 (Open Standard W5871), R4614 (Open First W3228), R4615 (Brake Open Standard M9505)
Description:	BR Mk 2e Open First, Open Standard and Brake Open Standard
Price:	£22.99 (RailRoad), £24.99 (standard)
Scale:	'OO'
Era:	7/8
Couplings:	Small tension locks in NEM pockets

THE ENDEARING CLASSIC 1970 film *The Railway Children* forms the subject of this new 'OO' gauge train pack from Bachmann. Starring Jenny Agutter, Bernard Cribbins, Iain Cuthbertson, Dinah Sheridan and Sally Thomsett, the story follows three children who move to the country with their mother following the disappearance of their father. The fictional railway line of the Great North and South Railway (GNSR) soon becomes the focus of their adventures and was filmed on the Keighley and Worth Valley Railway in West Yorkshire. Bachmann announced a series of

new train packs and sets earlier this year, each containing items exclusive to the respective packs and this new release doesn't disappoint. The pack contains a model of Bachmann's '57XX' 0-6-0PT finished in GNSR brown livery with ornate lettering and lining as carried by the prototype in the film. Also included is a pair of ex London Midland & Scottish Railway 57ft Period 1 panelled Brake Third and Composite coaches finished in the fictional GNSR livery of red and white together with a set of



The brown livery of the 'Pannier' is superbly reproduced.

coach end boards printed with GNSR lettering. To complete the package a superb Scenecraft cast resin model of Oakworth station is also included.

This new train pack from Bachmann will delight modellers and fans of the original film alike and no doubt inspire models of this fictional line. Beautifully packaged with colourful artwork and still images from the original 1970 film on the box outer and black and white images on the box inlay tray, its arrival is perfectly timed for Christmas. (MC)

NEW

'T9s'

THE RELEASE of new models from Hornby continues with this pair of Drummond 'T9' 4-4-0 locomotives in Southern Railway (SR) plain black with eight wheel 'watercart' tender and BR lined black with six wheel tender.

Designed by Dugald Drummond for use on express passenger trains, the 'T9s' were introduced 1899. In total 66 were built, with the last remaining in service until 1963.

Since its initial release in 2008 (HM18), the model has undergone a number of modifications to correct assembly and detail issues. Whilst these were subsequently fixed on later models of the locomotives, both of our samples appear to have reverted to featuring the incorrect forward facing injector pipework between the driving wheels on the locomotive.

That said, body style differences between the two locomotives are well represented, with the BR liveried model featuring the wider cab and revised wheel splasher arrangement of the later batch of locomotives.

Finished as 708 in SR plain black with 'sunshine' lettering and 30313 in BR lined black liveries, decoration is up to Hornby's usual high standard, with both models displaying a high quality paint finish and crisply printed lettering, numbers and, in the case of the BR liveried model, lining and late crests. The models also feature separately fitted handrails and sprung metal buffers together with exquisitely finished cab interiors and external pipework picked out in appropriate colours.

Haulage capacity on both is good, helped by a pair of traction tyre fitted driving wheels. Straight from the box both models ran smoothly throughout the speed range and feature an 8-pin DCC decoder socket in the permanently coupled tender. Packaging for the 'T9' has also been improved to Hornby's latest design which allows the model to remain permanently coupled when stored and saves the fiddly task of unplugging the connector between locomotive and tender. A separate pack of brake rods and pipes is also supplied. (MC)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3108
Description:	Drummond 'T9' 4-4-0 708 Southern black livery.
Cat No:	R3107
Description:	Drummond 'T9' 4-4-0 30313 BR black with late crests.
Scale:	'OO'
Price:	£119.99/£109.99
Era:	3/5 respectively
DCC:	DCC ready, 8-pin socket



Motorsport Classics

The latest addition to the Oxford Commercials 'OO' gauge range is this impressive BMC motorsport set, comprising a BMC transporter and two classic Mini Coopers in the team's distinctive bright red and white colours. BMC's small Competitions Department, based at Abingdon in Oxfordshire, was formed in the mid 1950s and turned BMC road cars into motorsport race-winning cars.

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76BMC003
Description:	BMC Car Transporter and two Minis – BMC Competitions Dept.
Scale:	'OO'
Price:	£18.95
Era:	5/6



The BMC transporter is registered as BMC 34 and features a cream interior, black seating and a partition between the driver's cab and the car carrying section. A neat provision on this model is the opening rear door which allows you to park the two Minis inside the transporter.

Decoration is up to Oxford Diecast's exacting standard with crisply printed, legible lettering and logos together with much use of chrome and silver-effect finish to top the models off.

A stunning release of a head-turning prototype. (MC)



Industrial signage

THE DETAILS

Manufacturer:	www.sankeyscenics.co.uk
Cat No:	FACT4 1/ FACT4 2/ WUS4 (1)
Description:	Factory and Industry signage 1 and 2/ Warehouse and Industrial Unit signs
Scale:	'OO'
Price:	£3.75 per pack
Era:	3-6 / 8-9

New from Sankey Scenics are these packs of 'OO' gauge industrial signage, suitable for steam and modern era modellers.

The packs of factory and industry signage reflect the industries and works that you might observe along the lineside up to the 1960s and would look perfectly at home on a mill, foundry or factory. In addition to the company names, a good selection of general signage is also included which would suit almost any application to a lineside

industrial setting such as lorry turning, no smoking and no trespassing signs.

The warehouse and industrial unit signs are aimed at modern era modellers and reflect the nature of businesses often based on the lineside in more recent years such as couriers, plant hire, office suppliers and logistics companies. Industrial unit numbers,



CCTV signs and headroom signage for car parks are also included together with modern health and safety warning signs and 'To Let' signage so commonly observed

on or near industrial parks.

Each 'OO' gauge pack is priced at £3.75 and is printed on A4 sheets of quality card - 'N' gauge versions are coming soon. (MC)

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Bulleid 'Merchant' MAKEOVER

Just because a model isn't new and doesn't have a decoder socket doesn't mean it can't be fitted with digital control and sound. **MIKE WILD** tackles a 12 year old Hornby 'Merchant Navy' and installs a LokSound decoder to give it a new lease of life.

IF YOU HAVE ALREADY made the move into Digital Command Control (DCC) then there is a high chance that you will have models in your collection designed before the introduction of DCC ready models with factory fitted sockets.

Today this is much less of a problem as almost all new releases in 'OO' gauge now feature a decoder socket and many locomotives which previously weren't DCC ready have been upgraded to feature a socket too. These come in 6-pin, 8-pin and 21-pin configurations – one of the reasons for this being that different locomotives have varying amounts of space inside to accommodate a decoder socket.

However, there are still a large number of locomotives available either second-hand or more than likely already in your own collection which don't have any socket. The subject of this project – Hornby Bulleid 'Merchant Navy' 4-6-2 35025 *Brocklebank Line* – is just that for us. It has been around for a long time, the best part of 12 years, and it has sat languishing in the stock drawers having last seen service

when we had Bay Street Shed on the exhibition circuit. Since our migration to digital control for *Hornby Magazine's* exhibition layouts it hasn't been touched, but with the recent launch of Twelve Trees Junction we decided it would be a worthy subject both as a project and as an addition to the fleet for the layout.

It has no decoder socket so there is only one way forward to install DCC sound and that is by hardwiring the decoder using a soldering iron. It also means you will need a couple of extras to complete the job including fine multi-core decoder wire and heat shrink tubing to protect the joints in the installation.

For this project we are using the South West Digital recording for the Bulleid 'Pacifics' which is suggested by the manufacturer for use with the rebuilt 'West Country', 'Battle of Britain' and 'Merchant Navy'. The decoder is supplied factory fitted with an 8-pin harness and plug together with a 4ohm 1.5watt speaker which is 23mm in diameter. Whilst this speaker offers a good tonal range, from previous experience we knew we could get more from this sound file by upgrading the speaker.

The speaker is an essential component of a successful sound installation – choosing the right one is important for many factors and it is essential to check that the resistance value of your chosen speaker will work with your decoder. LokSound V4.0 decoders require a minimum resistance value of 4ohm, but will comfortably work with speakers with greater resistance, within reason. However, the higher the resistance value the lower the overall volume in return.

To upgrade the speaker for the LokSound decoder we elected to use a 28mm QSI 8ohm 2watt high bass square speaker. These speakers have proved to be excellent quality in our installations so far and provide a comprehensive sound range which allows for more of the bass sounds of the locomotive to come through.

The installation for the 'Merchant Navy' took no more than an hour to complete and the result is a model which sounds as good as it looks and, once cleaned up after its period in store, runs beautifully too through the advanced control of DCC. **FROM**



STEP BY STEP INSTALLING DCC SOUND IN A HORNBY 'MERCHANT NAVY'

1

The candidate for this installation is Hornby Bulleid 'Merchant Navy' 35025 *Brocklebank Line*. It is by no means the newest model being the best part of 12 years old, but that doesn't mean it can't be brought right up to date with DCC control. The methods shown in this feature are equally appropriate for installing a motor control decoder (excluding the speaker) as they are DCC sound. The decoder of choice here is South West Digital's Bulleid three-cylinder recording on a LokSound V4.0 8-pin decoder.



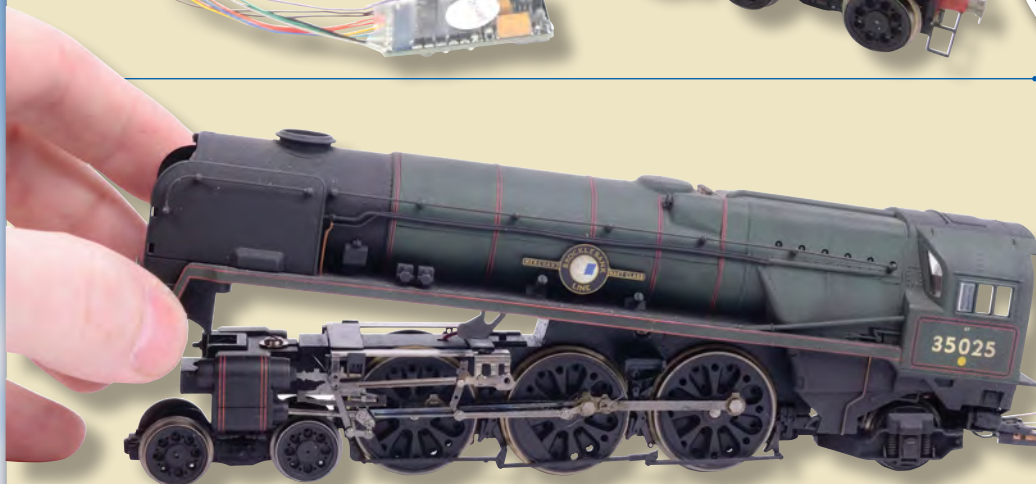
2



The first step in the process is dismantling. Always ensure you remember, or keep notes, of where each screw came from. It is also worth keeping a small container to hand to keep small components safe during work. To remove the locomotive body a single screw is located under the front bogie. Release this and the body will slip off.

3

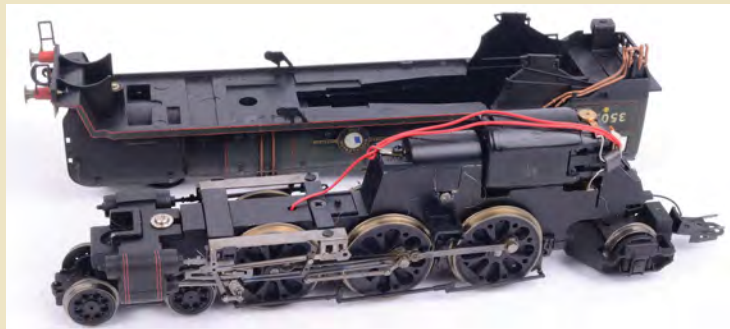
To remove the body lift it from the front in an arcing movement until the rear lugs disengage. Do this carefully to avoid damaging any of the plastic fittings on the model.



Fully fitted with DCC sound and ready for service, 'Merchant Navy' 35025 *Brocklebank Line* has been returned to service. Its lack of decoder socket, in the end, proved no problem.



STEP BY STEP INSTALLING DCC SOUND IN A HORNBY 'MERCHANT NAVY'



4 With the body removed the basic nature of the chassis is clear to see. There is no decoder socket and virtually no room for one either so this project will need careful planning for either a motor control or sound decoder installation.



5 Faced with a lack of space in the locomotive and no socket the best place to turn is the tender. The 'Merchant Navy' tender body is secured by two crosshead screws located behind and above the middle wheels.



6 With the tender body removed we are confronted with a large weight. On first glance this looks to be a problem, particularly for inclusion of a speaker, as it occupies a large amount of space.

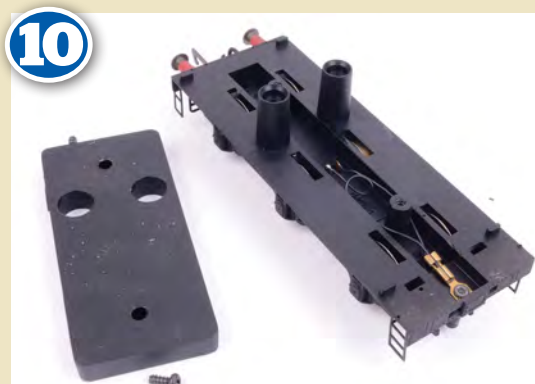


7 However, on inspecting the tender body it appeared that I had been here before with a drill and the space below the coal is the perfect place for a speaker to be installed. What's more - a decoder can be accommodated behind the supporting lugs too.

8 A quality speaker makes all the difference to the end result of a sound installation and we had already planned on using a QSI 28mm square speaker with this model as we'd previously had good success with them. The speaker is a near perfect fit in the space below the coal load. If you have a solid coal load you will need to create holes in it to allow sound to escape from the speaker, covering it with either a false base with holes or a coal load.



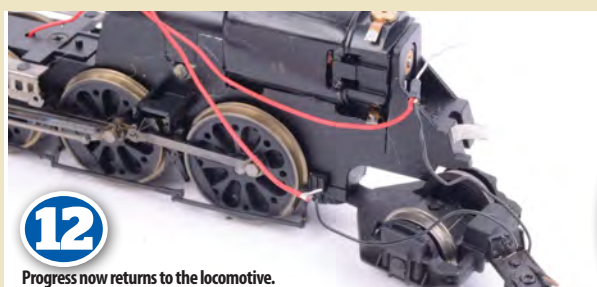
The LokSound V4.0 decoder didn't quite fit between the lugs and the tender rear initially. Pairing away at the support lugs carefully opened out the space by the extra 1.5mm required to fit the decoder in. Here the decoder, still attached to its supplied 23mm speaker, and new QSI speaker are loosely positioned for testing.



To follow the hardwiring installation through we need to provide a means of bringing four wires through (two from the pick-ups, two from the motor) from the locomotive. To do this first remove the tender weight temporarily.



11 With the tender weight removed two 2mm diameter holes were drilled at the front of the tender chassis to allow the wires to be routed through. Choose your location carefully to avoid conflicts with other wires. Once the holes were drilled the tender weight was reinstated.



12 Progress now returns to the locomotive. The most important step in a hardwired DCC installation is to permanently separate the pick-up wires and motor connections. You need a clear head here to ensure that you get all the wires in the right place in the end. Work methodically on one route at a time until all are complete. First we cut the suppressor from the motor and then the wires from the motor. This then left the pick-up wires free.



13 New connections were then made to the motor using fine multi-core decoder wire. We used black wire throughout the installation and while this makes it more difficult to install, the end result is much neater.

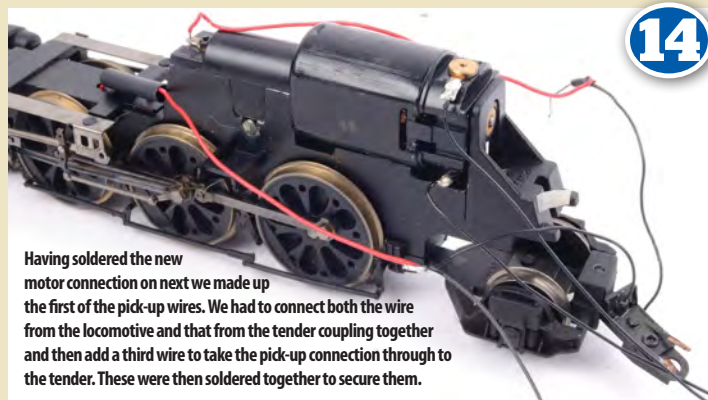
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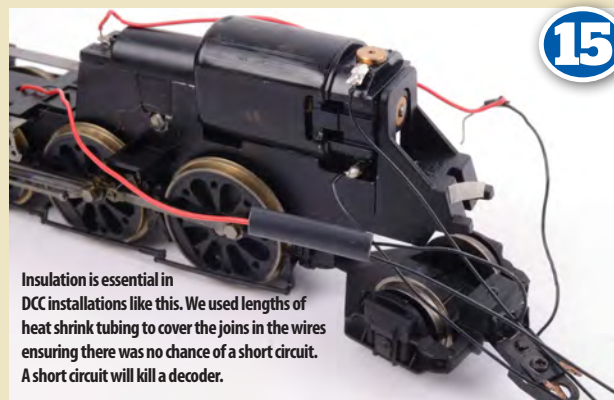
Secondhand Hornby 'Merchant Navy'

www.ehattons.com



14

Having soldered the new motor connection on next we made up the first of the pick-up wires. We had to connect both the wire from the locomotive and that from the tender coupling together and then add a third wire to take the pick-up connection through to the tender. These were then soldered together to secure them.



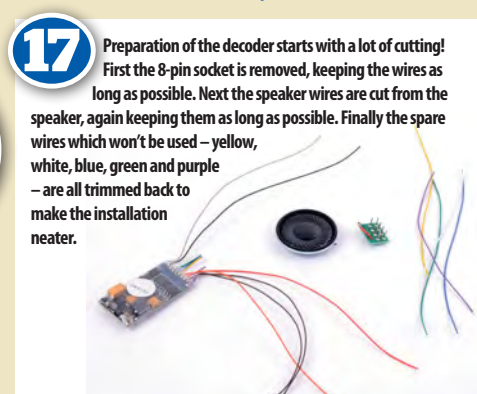
15

Insulation is essential in DCC installations like this. We used lengths of heat shrink tubing to cover the joins in the wires ensuring there was no chance of a short circuit. A short circuit will kill a decoder.



16

The process was then repeated for the other pick-up wire and all wires were then neatly routed round the motor ready for the next step – attaching them to the decoder.



17

Preparation of the decoder starts with a lot of cutting! First the 8-pin socket is removed, keeping the wires as long as possible. Next the speaker wires are cut from the speaker, again keeping them as long as possible. Finally the spare wires which won't be used – yellow, white, blue, green and purple – are all trimmed back to make the installation neater.



18

Using the freshly cut brown speaker wires, strip the insulation from the last 5mm of the wire and solder them to the contacts on the new speaker. To keep these wires safe in the final installation heat shrink tubing was again put over the connections and shrunk with heat from the side of a soldering iron.



19

With the speaker wires attached the speaker is glued in place against the shoulders of the tender coal space with contact adhesive. To get the best from a speaker the front and rear need to be separated from each other so that sounds from the rear don't interfere with those from the front. A useful medium for this is Blu-Tack, which can be pressed into openings to seal the speaker as shown here.



20

Now the four wires from the locomotive can be fed through the new holes in the tender chassis and connected to the decoder. Work on them one by one so that you don't mix up which wire does what, especially if they are all the same colour as here. We started with the motor connections (orange and grey on the decoder) and then followed with the pick-up connections (red and black). The red and black connections were then fully insulated prior to a quick test to check whether the direction of travel was correct. It wasn't so we swapped the positions of the orange and grey decoder wires which corrected the fault.



21

To complete the installation the metal tender weight was covered with insulating tape and then each wire connection was fixed on top with a new piece of insulation tape in between ensuring that no two wires could touch each other. This method keeps the wires to a low profile, saving space inside the tender.



WHAT WE USED

PRODUCT	CAT NO.	PRICE
Hornby 'Merchant Navy' 4-6-2	Various	£100-£125
SWD Bulleid LokSound 8-pin decoder	55468	£96
QSI 28mm square speaker	HB0785	£6.25
TCS 30awg black decoder wire	1216	£3.81

22

The final part of the installation is to reassemble the locomotive taking care to route the wires between the locomotive and tender correctly so that they don't snag or pull. Finally, place the locomotive on your layout and test it. From the factory the decoder will be set to address 3.



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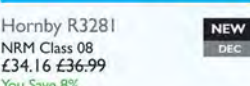
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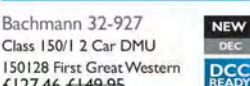
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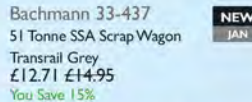
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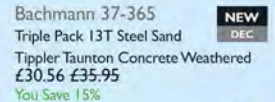
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**LIVE
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INFO**

Chillingbourne

Inspired by his father's small layouts, **CHRIS WHITE** set out to create a 1950s layout set in Kent as a special gift to his Dad. The result is a stunning layout which evokes the period beautifully.

PHOTOGRAPHY, TREVOR JONES.

CHILLINGBOURNE is an 'OO' finescale model built with some input by my brother Nick and later additions by my father. It is set in Southern England during the early British Railways period (1948-1960) and is operated as a Digital Command Control and analogue system by a Tech 6 Gaugemaster

DCC 75 controller. Chillingbourne consists of a 4ft scenic section with 3ft rotating fiddle yards at either end.

The layout came about by chance. I had bought a Wills wayside station kit for another project and was working on it when it occurred to me it could form the basis of a small layout for my Father's rapidly approaching 60th birthday. He

has always loved railways and model building as had his father before him. Living as they did beside the ex-London Chatham and Dover Railway main line, as a child it was natural to be influenced by the magic of steam and occasionally for Christmas Grandfather would provide a new layout for father to fuel this passion.

Years passed for father and finding »



STATISTICS

Owner:	Chris White
Scale:	4mm finescale
Length:	10ft
Width:	2ft
Track:	SMP and Peco code 75
Control:	DCC, Gaugemaster DCC 75
Period:	BR Southern Region, 1948-1960



Right: Wainwright 'O1' class 0-6-0 31048 enters Chillingbourne with a passenger working.



Below: A Wainwright 'H' 0-4-4T enters with a push-pull working. Note: These images feature digitally adjusted backgrounds.



himself a working single parent bringing up two sons, there was very little time or finances to pursue his interest. Despite this, one Christmas he somehow managed to build both of us a layout without our knowledge. As he wanted them to be a surprise, construction took place on the dining room table after we had completed our homework and gone to bed. My layout was a model of Swanage in 'OO' gauge and my younger brother Nick's an 'N' gauge two level figure of eight. In later years he did admit the scenery was the most troublesome as the mess made cutting and shaping the polystyrene had to be cleaned up each night without using a Hoover, for fear of waking us up. The layouts were hidden away in our small garden shed under covers by morning.

THE LAYOUT TAKES SHAPE

And so I started Chillingbourne by seeing how little track I could fit on the 4ft baseboard to provide a trackplan for an interesting operation without overcrowding. I wanted it to be simple so decided on one siding into a small goods yard and a run-round loop for the single track branch. As my father had lived all his life in Kent a location on the Southern Region was the only real option.

The layout had to be light and portable as its home was in a 11ft long spare bedroom which was occasionally still required for its original purpose. Therefore a fixed layout was not viable due to the limited time scale and space available. Also to allow for research and planning using

scale drawings for an actual location would have taken too much time to allow for its construction as well.

I had just three months to construct the fiddle yard, trestles, wiring and electrics into an operational diorama. The design incorporates one fiddle yard that has two entry roads. This is a space saving way of providing a complete run-round loop. As it appears today it has had quite a bit of detail added in the five intervening years!

Amongst these additions are boundary fencing to the front of the board, people, livestock, lights, signal cabin and signal to name but a few. These small additions have enhanced the layout considerably and hopefully capture your interest when looking at



An 'R1' 0-6-0T pauses in the goods loop as a 'B4' 0-4-0T shunts the yard.





'R1'0-6-OT 31010 waits in the goods loop for the arrival of a 'C' class to clear the single line.



it even when trains are not running.

It was planned to be a home layout, easy to set up and move but as soon as it was completed an invitation was received to exhibit at a local show due to a cancellation. A dimmable lighting board was quickly built for this event to represent different times of the day and can be easily adjusted to suit lighting levels in exhibitions. However this version proved too low as it produced a narrow letterbox effect for viewing, causing taller people to stoop. This was easily rectified by inserting sections in to the uprights. We reduced the direct glare of the lights to the operators by fitting an angled deflector to the lighting board.

CONSTRUCTION

The baseboards for the fiddle yards are 3in x 1in timber with 6mm MDF top; the turntables are 6mm MDF with 2in x 1in sides to give the rigidity and to protect the stock. I would not normally use MDF due to its weight but for the decks and turntables it works well due to its smooth surface which reduces friction when turning.

The scenic board has a 2in x 1in frame with a 50mm structural insulation top made by a company called Knauf. This is not a standard insulation foam but lighter and much stronger. The baseboards are located with brass dowels fitted into 12mm MDF endplates on each board which give a strong flat surface and when secured by bolts and wing nuts make a very neat track joint.

As the track plans were very simple it ran first time. The wiring is basic as this is all that's required for a single locomotive in steam. After building the scenic baseboard I fitted 3mm plywood to the end and the rear »

of this for protection and cosmetic finish and at this point glued, with wallpaper paste, sections of International Models 'Hills and Dales' backscene sheets to them to make sure that the later ground cover colours would be matched to it.

Contours were made with more of the insulation board foam, utilising the offcuts shaped with an old bread knife and sanded smooth and then glued to the base with PVA. Once dry, small squares of newspaper were glued to the surface with neat PVA, similar to papier-mâché, after the backscene was masked to protect it. This was then painted with brown

emulsion. The track was laid traditionally on a cork base. SMP straight track lengths were used on the scenic section with Peco code 75 points. The points themselves are mechanically operated via a 'wire in tube method' and can be operated from the front at home and from the rear at exhibition.

The signal is from MSE parts with a repeater lower down the post due to the low road bridge obscuring the view from a distance. It operates using a servo system from Minx Micro drives with adjustable 'bounce' of the signal arm.

After researching and seeing the results of using teddybear fur for longer grass

I decided to use this medium. The end product speaks for itself with comments from the public enquiring what it is at every show. The bushes and small trees are simple seamoss and the brambles and wild roses are made from rubberised horsehair, green tea leaves and pink scatter. The scratchbuilt tree in the corner has been modified with a white metal trunk with seamoss branches. Buildings and structures are from the Wills/Ratio range and are slightly modified to give an individual appearance.

The platform lamps are painted DCC Concepts, tapered post gas lamps that are not quite prototype but close enough.





Right: in a busy scene an 'O1' 0-6-0 shunts the yard while passenger and goods trains pass in the loop.



A Bulleid 'Q1' 0-6-0 shuffles through the loop while running round its engineer's train as a 'P' 0-6-0T shunts the yard.



Lineside fencing is 60 x 60thou plastic strip painted a concrete colour and the fence wire is elasticised nylon. Between the concrete posts I decided upon 0.5mm painted brass rods to represent the tension angle iron that kept the prototype wire evenly spaced.

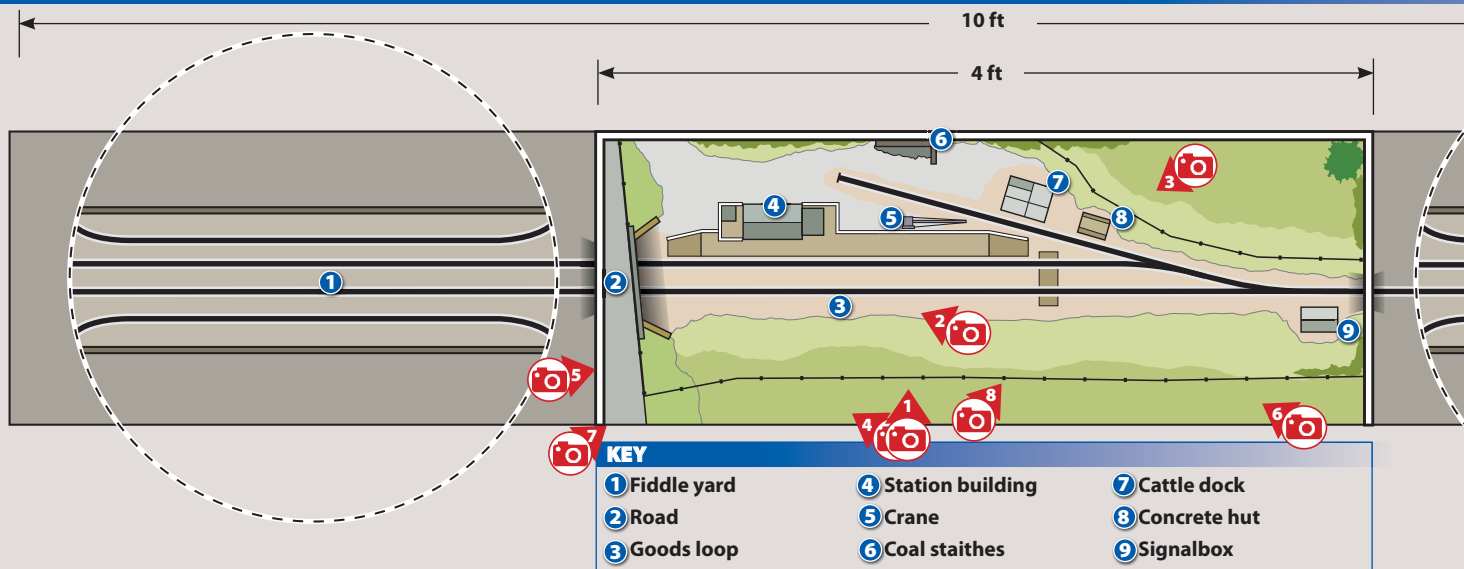
THE TRAINS

Most of the stock is now kit built with some ready-to-run wagons and coaches, detailed with passengers inside and lightly weathered. Due to the size of the layout the trains are limited to two coaches.

Rolling stock is fitted with three link or Sprat and Winkle type couplings. Magnetic bars are fitted under the track at relevant places to provide automatic uncoupling and shunting using the Sprat and Winkles. As ever, providing they are kept in good condition it means the appearance of the 'hand of God' is very rare.

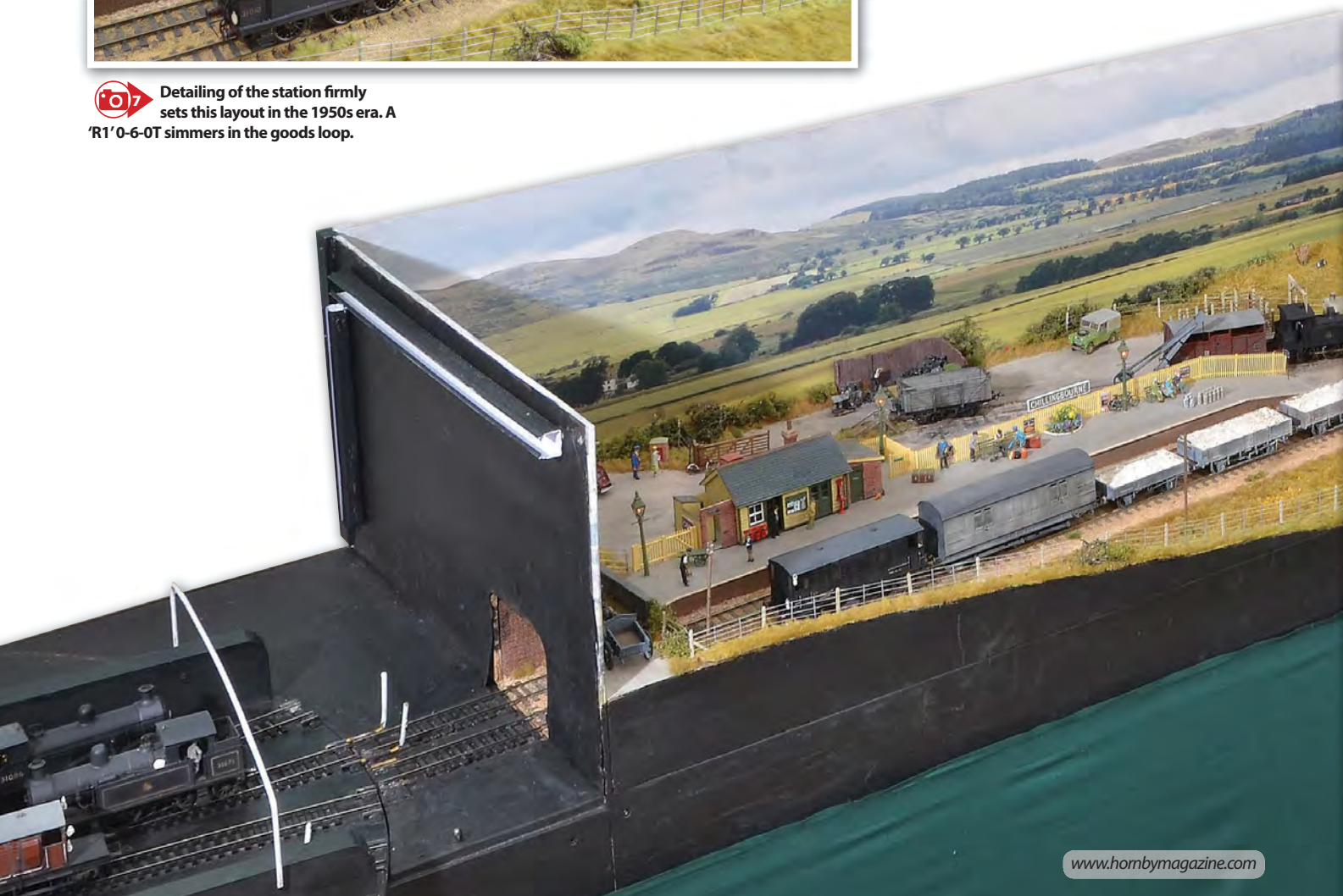
Small locomotives, including a range of 0-6-0s, are used as motive power on the branch. A variety of pre-grouping classes can be regularly seen in service as this was the norm for the period in the >>

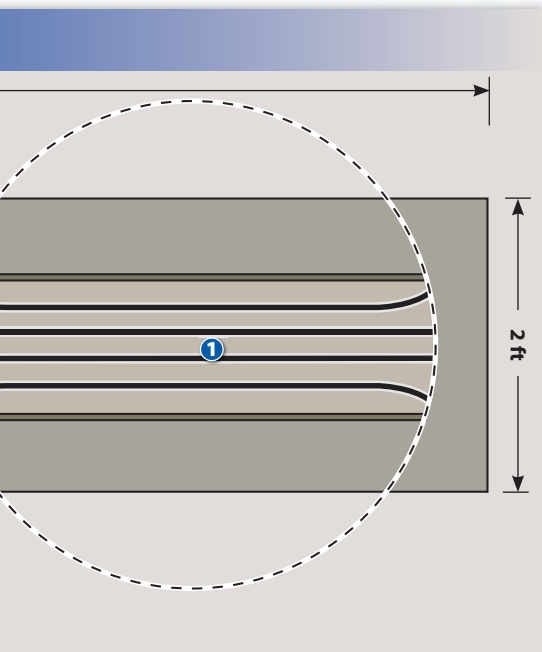
CHILLINGBOURNE TRACK DIAGRAM (NOT TO SCALE)



 Detailing of the station firmly sets this layout in the 1950s era. A 'R1' 0-6-0T simmers in the goods loop.

depicted area. These were built from several manufacturers kits including South Eastern Finecast, Roxey Mouldings, Marc Models and Branchlines and the locomotives are complimented by equally vintage rolling stock. The passenger service normally comprises of push-pull stock with an ex-South Eastern and Chatham Railway 'H' 0-4-4T or 'R' 0-6-0T, or a single Maunsell or 'birdcage' coach and luggage van/horsebox. A small colliery is imagined off





Wainwright 'J' 0-6-4T 31596 coasts into Chillingbourne with a set of 'Birdcage' stock.

scene so coal wagons regularly appear pulled in to the station by a small tank engine to be taken on their onward journey by 'C', 'O1' or 'Q1' 0-6-0s.

LESS IS MORE

I have learnt many techniques in building the layout particularly the grass. However I have come to realise that less is more. Rather than squeezing more points and sidings in you need to look at the prototype and with

the available space, see what is appropriate for it. It is my personal opinion that this makes a diorama/layout look more realistic.

Seeing my father's face when Nick and I handed over the controller was the most rewarding part of this whole project because he was so genuinely surprised by the unexpected gift. He absolutely deserved it given how much effort he went to for us as children and it's nice thinking that we've returned the favour in a way. [FROM](#)



STAFF PROJECTS

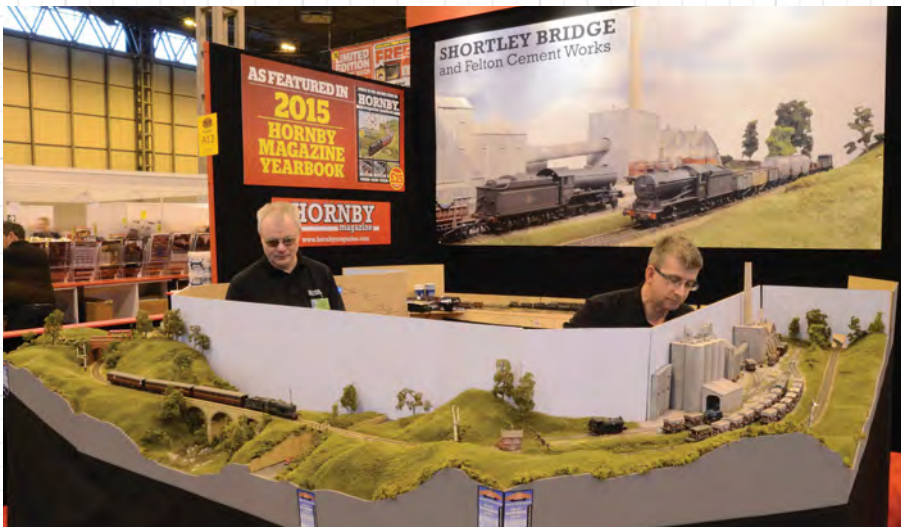
Under the radar

(almost)

The Warley National Model Railway Exhibition marked the debut for *Hornby Magazine's* very latest layout – Shortley Bridge and Felton Cement Works.

MIKE WILD reveals how it was built and prepared for its maiden voyage.

Below: The changes to the Operation Build It! terminus station have taken this from a once compact 6ft x 2ft station into a 12ft x 12ft continuous run layout.



Shortley Bridge features a three-arch viaduct at the centre of the country scenic section. Built to single track width it uses the Wills kit. A Bachmann BR '4MT' 2-6-0 - fitted with a Zimo MX645 decoder and sugar cube speaker under the chimney - crosses the riverbed.



WHEN IT COMES TO LAYOUT projects 2014 has been a challenging year. While we've been working hard on Twelve Trees Junction, we've also built an extension to the Operation Build It! layout for *Hornby Magazine Yearbook No. 7* turning a compact terminus station into a continuous run.

In fact in the last six shows that we have attended during 2014 we've exhibited five different layouts with St Stephens Road at the Stafford show in February, Bolsover at the Great Central Railway Giant Model Event in June, Ashland at the Swindon Railway Festival, Twelve Trees Junction at the Great Electric Train Show and Spalding Model Railway Exhibition and now Shortley Bridge at the Warley National Model Railway Exhibition too.

The new Yearbook project layout has been kept relatively quiet because we wanted to save it primarily for the annual, but with it having made its first public outing at the Warley on

November 22/23 it seems only right to give you a little insight into how it came about.

It is loosely set on BR's North Eastern Region in the early to mid 1960s. Diesel and steam traction prevails, but what makes it interesting is that it is a development of the former Operation Build It! terminus which has become a through station with an expansive valley scene and a busy cement works. Essentially this splits the layout into three scenic sections – station, countryside and cement works - and it now occupies an area measuring 12ft x 12ft including the brand new fiddle yard which was assembled for it in under a week prior to the Warley show.

The fiddle yard is by no means complete as it will feature point motors in the future together with some adjustments to the curves of the track at each end of the yard following some operational gremlins at the layout's first show. However, we were fortunate that – just like Twelve Trees – Shortley Bridge worked straight out of the box with only limited testing

STATISTICS

Layout	Shortley Bridge & Felton Cement Works
Scale	'OO'
Length	12ft
Width	12ft
Track	Peco code 75
Control	DCC, Gaugemaster Prodigy
Period	BR North Eastern Region, 1958-1968

before it was loaded up for the NEC event.

Last minute additions to the layout to prepare it for the Warley show included Train Tech accessory decoders for Dapol's semaphore signals and quad-port accessory decoders from Train Tech to control the points following on from those installed under the Operation Build It! terminus station.

The motive power fleet for the new layout was already in existence on the whole, but

The latest *Hornby Magazine* layout from the 2015 Yearbook makes its debut at the NEC...



MIKE WILD

Exhibiting two layouts in two weekends was a challenge, but the end result was a successful second show for Twelve Trees and first show for Shortley Bridge.



MARK CHIVERS

Hornby Magazine's assistant editor has been back in the magazine's workshop assisting with Shortley Bridge - Scottish diesels had to take a back seat in November.



there were new additions to the roster to suit its North Eastern setting. These included a Bachmann 'D11/2' 4-4-0 fitted with a Howes Models LokSound decoder and a Bachmann Ivatt '4MT' 2-6-0 fitted with a Paul Chetter Zimo decoder plus a Hornby 'L1' 2-6-4T and Sentinel 4wDH shunter with Paul Chetter Zimo sound files. A pair of Sulzer Type 2s was also sound fitted for the layout with Zimo decoders and a full feature on their installations appears in *Hornby Magazine Yearbook No. 7*.

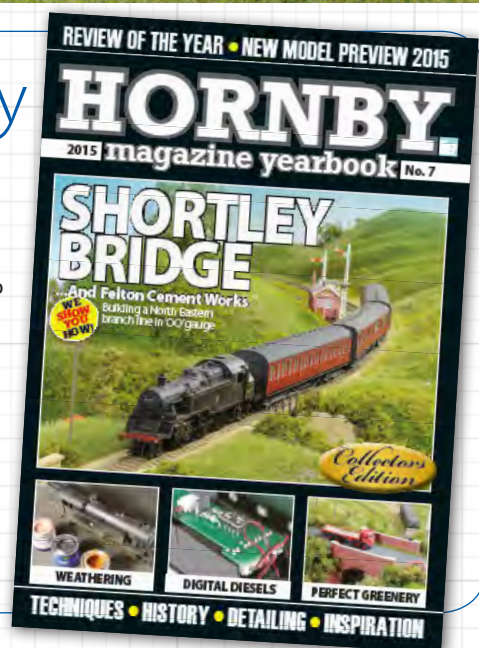
The rest of the fleet for the layout was drawn from locomotives created for Bolsover and also the sound fitted BR 'Standard' fleet that travels round from one layout to another.

This really only scratches the surface of Shortley Bridge and Felton Cement Works, but you can get the full story in this year's Yearbook and rest assured that, like Twelve Trees Junction, Shortley Bridge will be back out on the exhibition circuit in 2015 too. Watch this space... www.hornbymagazine.com

Get the full story

Shortley Bridge and Felton Cement Works is the prime focus of *Hornby Magazine Yearbook No. 7* following the process from concept to completion with detailed step by step guides throughout. Plus *Hornby Magazine's* regular contributors show how to weather rolling stock, build bogie wagons, install digital sound, delve into railway history while Mark Chivers looks back on 2014 and Mike Wild rounds up the new models on the cards for 2015 and beyond.

● Visit shop.keypublishing.com to make your choice of either the hardback Collectors Edition or, for the first time, the magazine format 2015 Yearbook.



Right ideas, **WRONG DECISIONS?**

ON the face of it the decision to invest in more steam locomotives in the early years of British Railways was a rational one. During the Second World War fewer new engines had been constructed than was normal but those that were in traffic were worked harder than they ever had been before.

At nationalisation in 1948 Robert Riddles was appointed to the post of Member of the Railway Executive for Mechanical and Electrical Engineering, this being a position which was roughly comparable with the post of Chief Mechanical Engineer at one of the old companies. One of the most pressing issues from the start was to formulate a policy on future locomotive provision.

While Riddles was a steam man through and through there were others within the newly-formed organisation who were not, and amongst these was Sir Cyril Hurcomb who was chairman of the British Transport Commission. He was instrumental in the formation of a committee which looked into future motive power provision but for various reasons its work dragged on for three years, during which delay Riddles expounded his view that the only alternative to steam was electrification, which the country could not afford right then. The only option in his view was to

build a new fleet of steam locomotives to operate services until the country *could* afford widespread electrification and jump largely from steam to electric traction.

In fact while diesel power had yet to make any significant impact in Britain the Americans had, by the early 1950s, shown that there was a viable alternative to steam. In the United States in particular freight diesels were being built in some numbers, so much so that the production of new steam locomotives had fallen to only 12 a year by 1950. It was being claimed then that a new diesel had a life of only 15 years, about half of that of a steam locomotive, but that during that time it could perform about three times as much work and be available for six days out of seven.

In the UK experience with main line diesels was limited to only a handful of locomotives and these were severely limited in power, perhaps only being as good as a Class 4 steam engine and certainly no match for the latest mixed traffic 4-6-0s let alone dedicated express passenger or freight types. There was also little expertise in either their construction or operation. There was, in fact, more experience in the use of electric traction.

There was one further issue which was relevant and that was the country's balance of payments. Diesel engines ran on expensive imported oil but steam engines

Fine locomotives though they were the British Railways 'Standard' classes were being replaced by diesels within a few short years.

EVAN GREEN-HUGHES looks at the post war decision to stay with steam and wonders if the fleet was really justified.

ran on coal which was dug up from beneath Britain so even if Riddles had wanted to run diesels it is doubtful if the Government would have sanctioned their use due to the financial implications. Again, Riddles' logic – that electricity for electric trains would be provided by coal fired power stations made a great deal of sense.

A NEW RANGE

So Riddles wholeheartedly continued with the use of steam, but even in doing this he was faced with a dilemma. Should he let each region continue with its own well proven designs, should he select the best of those designs and impose them on other regions or should he set out to produce a completely new fleet?

As with all things British the answer was to form a committee charged with making recommendations on the standardisation of fittings and equipment. It was also given the job of selecting the best of the existing regional types for possible further development.

Locomotives from the various regions were pitted against each other in the exchange trials of 1948 but these showed that no one design was significantly better than any of the others in any of the classes. Attempts to standardise components also failed when it was realised that expensive modifications would be required to »

BR '4MT' 4-6-0 75024 departs Barmouth with the 10.20am to Birkenhead Woodside on July 25 1963. Brian Stephenson



BR 'STANDARD' STEAM DESIGNS

CLASS	WHEEL ARRANGEMENT	BUILT	NUMBER RANGE	TOTAL BUILT
'7MT'	4-6-2	1951-1954	70000-70054	55
'8P'	4-6-2	1954	71000	1
'6P5F'	4-6-2	1952	72000-72009	10
'5MT'	4-6-0	1951-1957	73000-73171	172
'4MT'	4-6-0	1951-1957	75000-75079	80
'4MT'	2-6-0	1952-1957	76000-76114	115
'3MT'	2-6-0	1953	77000-77019	20
'2MT'	2-6-0	1952-1956	78000-78064	65
'4MT'	2-6-4T	1951-1957	80000-80154	155
'3MT'	2-6-2T	1951-1953	82000-82044	45
'2MT'	2-6-2T	1953-1957	84000-84029	30
'9F'	2-10-0	1954-1960	92000-92250	251
			Total built:	999

New to traffic and starting its revolution of Great Eastern Main Line services, BR 'Britannia' 4-6-2 70002 *Geoffrey Chaucer* departs from London Liverpool Street with the 'Norfolkman' in 1951. Frank Hebron/Rail Archive Stephenson.



get them to fit most of the locomotives for which they were intended.

It was at this stage that a plan was formulated for the construction of a completely new fleet of standardised steam locomotives. All of the former 'Big Four' companies had in production very efficient and advanced designs, the pick of which were probably the London Midland & Scottish Railway's (LMS) 'Black Five' 4-6-0s, '8F' 2-8-0s and 'Princess Coronation' 4-6-2s. The London and North Eastern had its sublime 'A4' and 'A1' 4-6-2s, and the Southern's 'Merchant Navy' and 'West Country' class 'Pacifics' had some advanced features hitherto unseen in Britain. Only the Great Western's fleet looked a little outmoded in some ways – but again, the likes of the 'Hall' and 'Castle' 4-6-0s were amongst the best of their types in Britain. Production of these engines could have continued, and indeed some were built after nationalisation to fulfil existing orders, but this was only putting off a problem which would one day have to be solved.

KEY FACTORS

Riddles formed the opinion that any new engines should be simple to drive, easy to maintain and be able to run on indifferent fuel. They must also be able to produce the maximum amount of steam possible within specific size and weight restrictions depending on their type. This precluded certain features of the Great Western designs which were designed to run on good quality coal and of the Southern, which had some of Bulleid's advanced but temperamental developments. Equally, as far as possible, locomotives with inside cylinders would be avoided to make maintenance easier.

In the higher power ranges Riddles found that there was no modern design which

With a short two coach train behind, BR '3MT' 2-6-2T 82040 leaves Wells Tucker Street with the 2.45pm Yatton to Witham train on June 16 1962. Mike Fox/Rail Archive Stephenson.



met all the criteria and therefore for these he would have to start from scratch. For engines in the lower power ranges he formed the opinion that existing designs from the LMS were already suitable, which given the fact that Riddles had an LMS background surprised few. It wasn't a question of bias, however: the latest incarnations of the LMS standard range – including the 2-6-2Ts and 2-6-4Ts – were probably the best of their type in the country at the time. Studies concluded only 12 designs were required to conduct all the work which the railway had to carry out and in time construction started on the fleet of new 'Standards', as they became known.

Production of the 'Standards' was well planned and well thought out and locomotives began to appear from 1951 onwards. A life span of 30 or more years was envisaged and so the engines were built to the highest specifications possible, with production planned to be spread over many years.

CHANGING PRIORITIES

Unfortunately coinciding with the building of the pioneer 'Pacific' 70000 *Britannia* in 1951 was the publication of the long-delayed findings of the Committee on Motive Power, which Riddles had expected to come down in favour of steam. Instead the report spoke of the success of diesel traction in the USA and pointed out that diesels had made possible vast increases in the speed and efficiency of train operation. It concluded that while improvements could be made to existing steam designs there was no possibility that these improvements could be so great as to make the steam engine capable of providing the service upgrades that were possible with the internal combustion engine. The report further recommended the electrification of the East Coast Main Line from London to Grantham and the large scale introduction of diesel railcars for local services.

This report was rejected by the Railway Executive as far as it referred to express

With a clean burning exhaust BR '9F' 2-10-0 92208 storms past Shap Quarry with a southbound freight on March 31 1967. Soon the entire steam era would end with many of the 251 heavy freight '9Fs' only managing a handful of years of service. Brian Stephenson.



services and main line operation for it was felt that existing 1,600hp designs were just not up to the job but the recommendations on secondary services were approved. Within three years a start had been made on the construction of 4,500 Diesel Multiple Units (DMUs) which would transform local services but which would, at a stroke, remove much of the work intended for the new designs of lower-powered 'Standards'.

The next development came in 1954 when the Southern Region diesel-electric 10203 was completed at Brighton, fitted with the English Electric 16SVT engine providing 2,000hp and bringing to the UK's railways at last a machine that was roughly comparable with a Class 5 mixed traffic locomotive although it could sustain its maximum power more consistently than a steam locomotive, putting it on a par in real world operation with '7P' types such as 'Castles' and 'A3s'.

Later that year the British Transport Commission appointed a panel of chief officers to submit proposals for the modernisation of the railway and their work was eventually published as *Modernisation and Re-equipment of British Railways* in December that year. This document again proposed the adoption of diesel power and also proposed that building of steam express passenger and suburban passenger locomotives should cease after 1956. As a result of this report pilot batches of diesel locomotives were ordered and, as is well known, these orders were increased substantially even before the first had taken to the rails.

So, within a few short years railway management had gone from wholeheartedly embracing steam traction to turning away from it. The Modernisation Plan came only four years after production of the 'Standards'

The '4MT' 2-6-4Ts were one of the great successes of the BR Standard build programme. The fleet of 154 served all of BR's regions and acquitted themselves well on all duties. At Tilbury shed 2-6-4Ts 80078 and 80077 share space on August 2 1957. Ken Cook/Rail Archive Stephenson.



commenced and was to lead to many of these new engines having a scandalously short life. That huge sums of money were wasted in constructing them is not in doubt, some '9Fs' only made four or five years in traffic, rather than the intended 30 and even the longest serving only managed about half of their intended life.

Many argue that railway management should not have launched into such an ambitious steam building plan so late in the day, but there were many changes in the post war years that were not easy to anticipate. Firstly an acute shortage of labour developed due to the expanding economy and the majority found dirty and uncomfortable work distasteful, disadvantaging the steam locomotive as never before. Secondly a movement emerged which wanted to clean up the air pollution in major towns and cities, for which the railways were heavily responsible, and this had never happened before. Finally technology developed very quickly, transforming diesels from low-to-medium powered machines to ones which could really do useful work.

RIGHT IDEA, WRONG DECISIONS

Riddles was unquestionably right on electrification, as British Railways' European neighbours demonstrated in the years that followed. Indeed, a

similar dilemma applies to new diesel passenger fleets with the massive electrification programme of today: should new fleets be built with potentially short lives or the existing and in many cases ageing types be retained?

The 'Standards' and the best of the 'Big Four' designs could certainly have held the fort until electrification of the principal main lines was completed and given diesel manufacturers more time to develop their products fully. The waste of scrapping many early diesel fleets before they had reached 20 years in service could have been avoided. Equally, if an ambitious dieselisation programme had been approved at the outset of nationalisation there would have been no need to tool up for a completely new range of steam engines and production could have continued of the various regional types to fill the gap.

It is hard to argue that the 'Standards' ever gave value for money, but the fault was not with their design but rather with the management of a state monolith that lacked cohesive strategy and planning. It was to be hoped that lessons would be learned but as the early years of the diesel era were to show this was not to be the case and British Railways was to continue to waste money for many more years to come. Some might say that with the profligacy of privatisation little has changed. 

Just 20 '3MT' 2-6-0s were built in 1953 with the fleet seeing service on the Southern and Scottish Regions. In the mid-1950s '3MT' 77005 climbs Beattock bank near Greskine with an early morning pick up goods. W.J. Verden Anderson/Rail Archive Stephenson.



SHOW GUIDE

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.

DECEMBER

13 BANGOR CHRISTMAS MODEL RAILWAY EXHIBITION

Hosts: First Bangor Model Railway Club
Location: First Bangor Presbyterian Church Halls, Main Street, Bangor, Co. Down, Northern Ireland
Times: 10am-5pm
Prices: Adults £3, concessions £2, children £1, family (2+2) £6
Website: www.firstbangormrc.co.uk
Features: Layouts, trade support and refreshments.

13 MINSTEAD MODEL RAILWAY EXHIBITION

Hosts: AAR Models
Location: Minstead Village Hall, Minstead, Near Lyndhurst, Southampton SO43 7FX
Times: 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Contact: 02380 449072
Features: 12 layouts, trade support, refreshments and parking.

13 WHITTLESEY CHRISTMAS MODEL RAILWAY SHOW

Hosts: March and District Model Railway Club
Location: Whittlesey Scout Hut, Inham's Road, Whittlesey, Cambridgeshire PE7 1TT
Times: 10am-4pm
Prices: Admission £2
Website: www.mdmrc.co.uk
Features: Layouts, trade support and refreshments.

14 CHICHESTER MODEL ENGINEERS SUNDAY SANTA SPECIALS

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, East Chichester, West Sussex PO19 7FS
Times: 1pm-4pm
Prices: Adults £4 (includes hot or cold drink and a pie), Children £8 (includes a gift from Father Christmas)
Website: www.cdsme.co.uk
Contact: 07954 051594
Features: Ride behind several different miniature locomotives.

20 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: £4
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: Club 'O' and 'OO' gauge test tracks, DC and DCC available. Chat with club members, refreshments available and second-hand sales.

27/28 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: 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 layout.

28 LLANDRINIO CHRISTMAS MODEL RAILWAY SHOW

Hosts: Borders Model Railway Club
Location: Llandrinio Village Hall, B4393, Llandrinio, Powys SY22 6SB
Times: 10.30am-4.30pm
Prices: Adults £3.50, concessions £3, children free
Website: www.bordersmodelrailwayclub.com
Contact: 01691 830930
Features: 16 layouts, trade support, societies, refreshments, parking and disabled access.

29/30 TAUNTON MODEL RAILWAY GROUP - OPEN DAY

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-4.30pm
Prices: Small admission charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

JANUARY 2015

3 MAIDENHEAD MODEL RAILWAY EXHIBITION

Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Cox Green Community Centre, 51 Highfield Lane, Maidenhead SL6 3AX
Times: 10am-5pm
Prices: Adults £4, children £2, family (2+2) £10
Website: www.mmdmrc.org.uk
Contact: 07919 533550
Features: Layouts, trade support, demonstrations, club sales stand and refreshments.

3 WIMBORNE RAILWAY SOCIETY OPEN DAY

Hosts: Wimborne Railway Society
Location: Wimborne United Reformed Church Hall, Chapel Lane, Wimborne BH21 1PP
Times: 10am-4pm
Prices: Adults £2.50, children 50p
Website: www.wimrail.org.uk
Contact: 01202 874735
Features: Layouts and members sales stand.

3/4 KIDLINGTON SCOUT RAIL 2015

Hosts: 33rd Oxford (Kidlington) Scout Group
Location: Exeter Hall, Oxford Road, Kidlington, Oxfordshire OX5 1AB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £3.50, concessions £2.50, children £1.50
Website: www.scoutrail.org.uk
Features: Layouts, trade support, societies, refreshments and parking.

10/11 BOGNOR REGIS MODEL RAILWAY EXHIBITION

Hosts: Bognor Regis Model Railway Club
Location: Felpham Community College, Felpham, Bognor Regis, West Sussex PO22 8EL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, children £2, family (2+2) £12
Website: www.brmmc.co.uk
Contact: 01243 555065
Features: 14 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

10/11 PRATTS BOTTOM MODEL RAILWAY SHOW

Hosts: Orpington and District MRS
Location: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington, Kent BR6 7PQ

Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £3.50, children £1.50
Website: www.orpingtonmodelrail.org.uk
Contact: 07733 461477
Features: Layouts, trade support, refreshments, parking and disabled access.

11 WESTON-SUPER-MARE MODEL RAILWAY SHOW

Hosts: Keith and Joyce Price
Location: The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare BS24 7DX
Times: 10am-5pm
Prices: Adults £5.50, concessions £5, children £2, family £13
Website: www.westonsupermaretrainshow.com
Contact: 01934 425075
Features: 25 layouts, trade support, refreshments and disabled access.

16-18 LONDON MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Alexandra Palace, Great Hall, Alexandra Palace Way, London N22 7AY
Times: Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £11 (£9.50), concession £10 (£8.50) children £4 (£3) – advance ticket prices in brackets
Website: www.londonmodelengineering.co.uk
Contact: 01926 614101
Features: Model engineering, steam locomotives, traction engines, operational miniatures, boats, aeroplanes, helicopters, trade support and refreshments.

17 ASTOLAT (GUILDFORD) MODEL RAILWAY EXHIBITION

Hosts: Astolat Model Railway Circle
Location: Guildford County School, Farnham Road, Guildford, Surrey GU2 4LU
Times: 10am-5pm
Prices: Adults £5, children £2.50, family £10
Website: www.astolatmrc.co.uk
Contact: 01483 722098
Features: 15 layouts, trade support, societies and refreshments.

17 BEAMINSTER MODEL RAILWAY EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: Beaminster Public Hall, Fleet Street, Beaminster, Dorset DT8 3EF
Times: 10am-4pm
Prices: Adults £3, children £1
Contact: 01308 861754
Features: Layouts, trade support and refreshments.

17 BRAMBLETON MODEL RAILWAY CLUB EXHIBITION

Hosts: Brambleton Model Railway Club
Location: Harpenden Public Halls, Southdown Road, Harpenden, Hertfordshire AL5 1PD
Times: 10.30am-5.30pm
Prices: Adults £4, concessions £3, children £3
Website: www.brambleton.co.uk
Contact: 01763 261250
Features: 12 layouts, trade support and refreshments.

17/18 BLACKBURN CHARITY MODEL RAILWAY EXHIBITION

Hosts: East Lancashire Model Railway (Charitable) Organisation
Location: Mill Hill Community Centre, New Chapel Street, Blackburn BB2 4DT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £2, children £2, family £10
Contact: 07585 762627



Features: Layouts, trade support, societies and refreshments.

17/18 CALNE MODEL RAILWAY SHOW

Hosts: Bentley Model Railway Group
Location: Calne Leisure Centre, White Horse Way, Calne, Wiltshire SN11 0SP
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4.50, children £3
Website: www.calnemrs.org.uk
Contact: 01249 657283
Features: 18 layouts, trade support, parking and refreshments.

17/18 CANTERBURY MODEL RAILWAY EXHIBITION

Hosts: City of Canterbury Model Railway Society
Location: St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: www.ccmrs.co.uk
Contact: 01227 738789
Features: 14 layouts, trade support, demonstrations, parking, refreshments and disabled access.

17/18 PENNINE MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Pennine Model Railway Society
Location: St. Phillips Parish Hall, Birchcliffe, Huddersfield, West Yorkshire HD3 3NP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, children free
Contact: 01484 511290
Features: 11 layouts, trade support and refreshments.

18 SNCF SOCIETY MODEL RAIL SHOW AND WINTER RENDEZVOUS

Hosts: The SNCF Society
Location: Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT
Times: 10am-5pm
Prices: Adults £4, children £1.50
Website: www.sncfsociety.org.uk
Features: Eight French outline layouts, trade support, societies, displays, presentations, parking, refreshments and disabled access.

24/25 PONTEFRAC MODEL RAILWAY EXHIBITION

Hosts: Normanton and Pontefract Railway Modellers Society
Location: New College, Park Lane, Pontefract WF8 4QR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, accompanied children free
Website: www.nprms.org

Contact: 07964 379155

Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

24/25 SOUTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Southampton Model Railway Society
Location: Barton Peverill College, Chestnut Avenue, Eastleigh, Hampshire SO50 5BX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, concessions £6, children £3, family (2+2) £17
Website: southamptonmodelrailwaysociety.wordpress.com
Features: 20 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

25 G SCALE KENT WINTER MEET

Hosts: G Scale Society Kent Group
Location: Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU
Times: 11am-4pm
Prices: Adults £2.50, children £1
Website: www.gscalekent.co.uk
Features: Five large scale layouts, trade support, DCC demonstration, refreshments, parking and disabled access.

31 SODBURY VALE MODEL RAILWAY CLUB ANNUAL EXHIBITION

Hosts: Sodbury Vale Model Railway Club
Location: St Mary's Church and Church Hall, Church Road, Yate BS37 5BG
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free
Website: www.sodburyvalemrc.co.uk
Contact: 01454 327611
Features: 12 layouts, trade support, demonstrations and refreshments.

31/1 STAFFORD MODEL RAILWAY EXHIBITION

Hosts: Stafford Railway Circle
Location: Stafford County Showground, Weston Road, Stafford ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £9, accompanied children £1
Website: www.staffordrailwaycircle.org.uk
Features: 40 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free preserved bus service operating between Stafford railway station and venue.

FEBRUARY

7/8 BOURNEMOUTH MODEL RAILWAY EXHIBITION

Hosts: BMRE
Location: Hamworthy Sports and Leisure Club, Magna Road, Bournemouth, Dorset BH21 3AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.bmre.org.uk
Contact: 01202 546679
Features: 15 layouts, trade support, demonstrations, parking, refreshments and disabled access.

7/8 CALE RAIL AND GLR ANNUAL MODEL RAILWAY EXHIBITION

Hosts: Gartell Light Railway
Location: Gartell Light Railway, Common Lane, Yenston, Nr Templecombe, Somerset BA8 0NB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3
Contact: 07970 113270
Features: 10 layouts, trade support, displays and refreshments. GLR train service (fare payable).

8 MONMOUTH ROTARY CLUB MODEL RAILWAY EXHIBITION

Hosts: Monmouth Rotary Club
Location: Monmouth Leisure Centre, Old Dixon Road, Monmouth, NP25 3DP
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £4, family (2+2) £12
Website: www.monmouthrotary.co.uk
Contact: 01600 712665
Features: 25+ layouts, trade support, demonstrations, refreshments and disabled access.

13/14 SOUTH SHIELDS MODEL RAILWAY EXHIBITION

Hosts: The Salvation Army
Location: The Salvation Army Hall, Warr Street, South Shields, Tyne and Wear NE33 4EB
Times: Fri 1pm-8pm, Sat 10am-5pm
Prices: Adults £3, children £1.50, family £7
Contact: 0191 455 3710
Features: Layouts, trade support, societies, refreshments, parking and disabled access. Five minutes from Chichester Metro Station.

14 G SCALE SOCIETY, WEST MIDLANDS GROUP, MODEL RAILWAY EXHIBITION

Hosts: G Scale Society, West Midlands Group
Location: St Mary's Church Hall, Hobs Meadow, Solihull B92 8PN

SHOW GUIDE

Times: 10am-4pm
Prices: Adults £3, children £1, family £10
Contact: 01299 403548
Features: Layouts, trade support, refreshments and parking.

14 MILTON KEYNES MODEL RAILWAY EXHIBITION
Hosts: Milton Keynes Model Railway Society
Location: Stantonbury Leisure Centre, Stantonbury, Milton Keynes MK14 6BN
Times: 10am-4.30pm
Prices: Adults £5, children £3, family £10
Website: www.mkmrs.org.uk/exhibitions
Contact: 01494 773759
Features: 40 layouts, trade support, demonstrations, outdoor rides, refreshments, parking and disabled access. Free bus links from Bletchley and Milton Keynes Central railway stations.

14 NEWBURY MODEL RAILWAY EXHIBITION
Hosts: Newbury Model Railway Club
Location: St. Bartholomews School, Andover Road, Newbury RG14 6JP
Times: 10am-4.30pm
Prices: Adults £5, concessions £4.50, children £2.50, family (2+2) £10
Website: www.newburymrc.co.uk
Features: 14 layouts, trade support and parking.

14 WARMINSTER MODEL RAILWAY AND TRANSPORT EXHIBITION
Hosts: Warminster and District Model Railway Group
Location: Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire BA12 9DQ
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £2, family (2+2) £12
Contact: 01985 213458
Features: Layouts, trade support, static displays, demonstrations, refreshments, parking and disabled access. Free vintage bus operating between venue and town centre.

DON'T MISS...

20-22 MODEL RAIL SCOTLAND 2015
Hosts: Association of Model Railway Societies in Scotland (AMRSS)
Location: Scottish Exhibition and Conference Centre (SECC), Exhibition Way, Glasgow G3 8YW
Times: Fri 11am-6pm, Sat 10am-6pm, Sun 10am-5pm
Prices: Adults £10 (£9), children £6 (£5), family (2+2) £25 (£23) – advance ticket prices in brackets.
Website: www.modelrail-scotland.co.uk
Features: 40 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. SECC is a short walk from Exhibition Centre station. See Nigel Burkin's Wheel Annah project layout on the Hornby Magazine stand.

21 RISEX 2015 MODEL RAILWAY EXHIBITION
Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough, Bucks HP27 9AX
Times: 10am-5pm
Prices: Adults £3, children £2
Website: www.rdmrc.org.uk
Contact: 01296 415107
Features: Eight layouts, trade support, demonstrations and refreshments.

21 SAFFRON WALDEN MODEL RAILWAY EXHIBITION
Hosts: Saffron Walden Model Railway Club
Location: United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex CB10 1AG
Times: 10am-4.30pm
Prices: Adults £3, concessions £2.50, children £1
Contact: 01799 521029
Features: Layouts, trade support, refreshments and disabled access.

21/22 CHAPEL-EN-LE-FRITH MODEL RAILWAY EXHIBITION
Hosts: New Mills and District Railway Modellers
Location: Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0TQ

Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, family (2+2) £12
Website: www.ndmrm.co.uk
Contact: 01663 740828
Features: 20 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

21/22 LEICESTER MODEL RAILWAY SHOW
Hosts: Syston Model Railway Society
Location: Sibley Community Centre, High Street, Sibley, Nr Leicester, Leicestershire LE12 7RX
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £3.50, concessions £3, accompanied children free, family (2+2) £7
Website: www.systonmrs.org.uk
Contact: 0116 2605760
Features: 13 layouts, trade support and refreshments.

21/22 YORK CHARITY MODEL RAILWAY EXHIBITION
Hosts: EBOR Group of Railway Modellers, York
Location: Memorial Hall, Melrosegate, Heworth, York YO31 0RL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1
Contact: 07919 228825
Features: Ten layouts, trade support, demonstration and refreshments.

22 ILKESTON (WOODSIDE) MODEL RAILWAY CLUB EXHIBITION
Hosts: Ilkeston (Woodside) Model Railway Club
Location: Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Contact: 01773 712648
Features: Ten layouts, trade support, refreshments, parking and disabled access.

28/1 LINCOLN MODEL RAILWAY EXHIBITION
Hosts: Lincoln and District Model Railway Club
Location: The Exhibition Hall, Lincolnshire Showground, Grange de Lings, Lincoln LN2 2NA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £3, family (2+3) £15
Website: www.ladmrc.co.uk
Contact: 01507 442002
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

MARCH

14/15 MIDLANDS GARDEN RAIL SHOW
Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, Nr Leamington Spa CV32 1XN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8.50 (£7.50), concessions £7.50 (£6.50), children £3 (£2) – advance ticket prices in brackets
Website: www.largescalmodelrail.co.uk
Contact: 01926 614101
Features: Layouts, trade support, live steam models, refreshments and parking.

21 NEWTON AYCLIFFE MODEL RAILWAY EXHIBITION
Hosts: Rotary Club of Newton Aycliffe
Location: Newton Aycliffe Youth Centre, Burn Lane, Newton Aycliffe, DL5 4HT
Times: 10am-5pm
Prices: Adults £4, concessions £3, children 50p
Contact: 07870 210269
Features: 18 layouts, trade support, societies, refreshments, parking and disabled access.

21 TADWORTH SPRING MODEL RAILWAY EXHIBITION
Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £6, concessions £5, children £4, family (2+2) £12
Website: www.ndmrcinfo
Contact: 07758 458827
Features: 25 layouts, trade support, refreshments, parking and disabled access.

21/22 ROCSDALE MODEL RAILWAY EXHIBITION
Hosts: Heywood Model Railway Group
Location: Rochdale Town Hall, The Esplanade,

Rochdale, Lancashire OL16 1AB
Times: Sat 11am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Website: www.hmrg.co.uk
Contact: 07732 781989
Features: 17 Layouts, trade support and refreshments.

APRIL

4/5 TURNER'S FOLLY MODEL RAILWAY EXHIBITION
Hosts: Turner's Folly Model Railway Group
Location: Barleylands Farm, Barleylands Road, Billericay, Essex CM11 2UD
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, concessions £5, children £4, family (2+2) £15
Website: www.turnersfolly.co.uk
Contact: 07976 353103
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

11 BECKENHAM VINTAGE MODEL RAILWAY EXHIBITION
Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £5, accompanied children free
Website: www.bwvmrc.co.uk
Contact: 07702 899553
Features: Vintage layouts, trade support, refreshments and disabled access.

12 CANVEY ISLAND MODEL RAILWAY EXHIBITION
Hosts: Castle Point Transport Museum
Location: Castle Point Transport Museum, 105 Point Road, Canvey Island, SS8 7TD
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £2.50, children free
Website: www.castlepointtransportmuseum.co.uk
Contact: 01268 684272
Features: Layouts, refreshments and parking.

18 LUTON EXHIBITION OF O' GAUGE MODEL RAILWAYS
Hosts: Luton Model Railway Club
Location: Christchurch Hall, Bedford Road, Hitchin SG5 1HF
Times: 10.30am-5pm
Prices: Adults £4, children £2, family (2+3) £10
Website: <http://lutonmodelrailwayclub.org.uk>
Contact: 01582 413200
Features: 'O' gauge layouts, test track, trade support and refreshments.

MAY

2/3 SOUTH WEST MODEL AND HOBBY SHOW
Hosts: Nationwide Exhibitions (UK) Ltd
Location: Royal Bath and West Showground, Shepton Mallet, Somerset BA4 6QN
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.swmee.co.uk
Features: Layouts, trade support, model engineering displays, radio controlled models, traction engines, steam railway rides and more.

JUNE

13/14 SUMMERLEE MUSEUM MODEL RAILWAY EXHIBITION
Hosts: Summerlee Museum
Location: Summerlee Museum, Coatbridge, North Lanarkshire ML5 1QD
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Donation to keep steam vehicles on the road 01389 380725
Contact: 01389 380725
Features: Layouts, museum exhibits, refreshments and parking.

PLANNING AN EXHIBITION?

● Hornby Magazine's Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact Hornby Magazine by calling 01780 755131 or e-mail: hornby.magazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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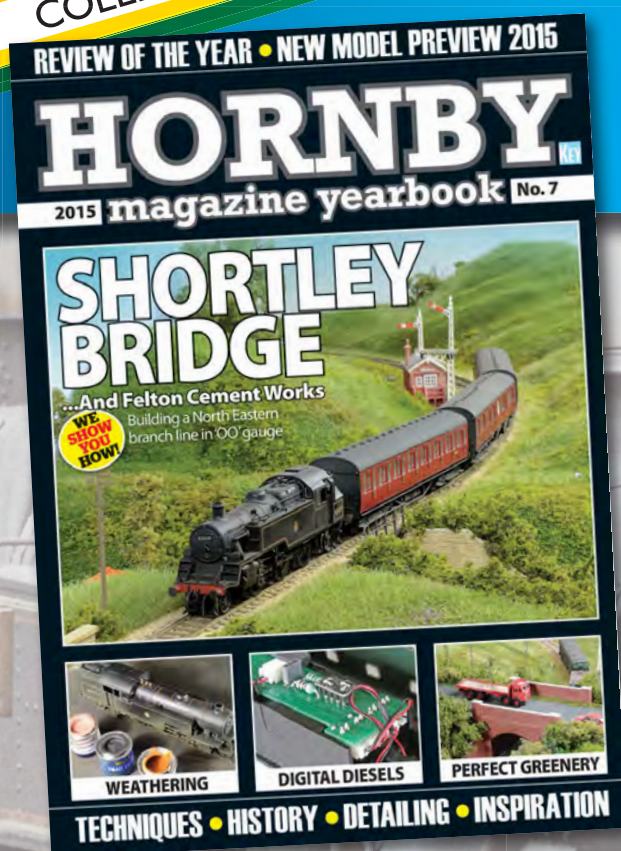
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32-227B 7341 in LMS black
32-235 47673 in BR black with late crest - weathered £69.66

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Class A2 4-6-2 Pre-order for £110.50



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31-659 47001 in BR blue - weathered £101.96
31-659DS 47001 in BR blue - DCC sound £212.46

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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 in BR lined black late crest (Bac) £118.96
R3005 Class 2800 2-4-0 2845 in BR black late crest - weathered (Hor) £106



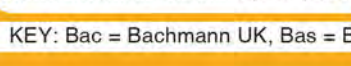
32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £93.46



31-128^A Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £139.95) BARGAIN ... £82



31-727 Class 3700 City 4-4-0 3439 "City of London" GWR Green Monogram (Bac) £106.21
R3006 Class 3800 2-4-0 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



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 in BR black early emblem and Johnson/Deeley tender (Bac) £76.46



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



R3245TTS Class A1 Peppercorn 4-6-2 "Tornado" in BR Blue (as running on mainline) - TTS Sound (Hor) £143.70



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



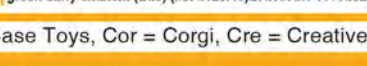
31-529 Class A2 4-6-2 60534 "Irish Elegance" in BR lined green early emblem (Bac) (list £149.95) BARGAIN ... £92



31-964 Class A4 4-6-2 60004 "William Whitelaw" in BR lined green late crest (Bac) £99



31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) BARGAIN ... £92



31-715 Class B1 1123 in LNER lined green (Bac) £84.96



31-714 Class B1 61250 "A. Harold Bibby" in BR lined black early emblem (Bac) £84.96



R2922X Class B176 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DCC Fitted (Hor) £125
31-146 Class D11/1 4-4-0 62663 "Prince Albert" BR black early emblem (Bac) £101.96



31-136DC^A Class D11/2 4-4-0 62677 "Edie Ochiltree" in BR black late crest, DCC Fitted (Bac) (list £139.95) BARGAIN ... £85



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



R3189 Class L1 2-6-4 9003 in LNER apple green (Hor) £104
32-154A Class N 2-6-0 31404 BR lined black late crest - weathered (Bac) £106.21



31-188 Class N2 0-6-2T 69589 in BR black late crest (Hor) NEW £75



31-187 Class N2 0-6-2T 1744 in GNR green (as preserved at the Great Central Railway) (Hor) NEW £75
31-001Z Class O4 2-8-0 Robinson ROD 63743 (shed 9G) in BR black late crest - weathered, Ltd Edition of 512 (Bac) (list £148.72) BARGAIN ... £119



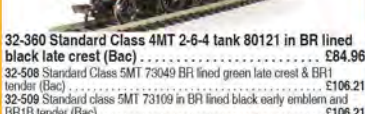
R3107 Class T9 steam loco 4-4-0 30313 in BR lined black late crest & tender (Hor) £92
R3208 Class V Schools 4-4-0 30915 "Brighton" BR black early emblem & tender (Hor) £134



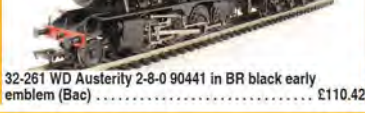
R3194 Class V Schools 4-4-0 30937 "Epsom" in BR black early emblem (Hor) £112
R2940 Industrial 0-4-0T 4 Trewavas Aggregates Ltd red (Railroad Range) (Hor) £21
32-955 Standard class 4MT 2-4-0 76109 BR lined black late crest (Bac) £93.46



32-360 Standard Class 4MT 2-4-0 tank 80121 in BR lined black late crest (Bac) £84.96
32-506 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



32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £110.42



32-260DC WD Austerity 2-8-0 90448 in BR black with late crest, DCC On Board (Bac) £125.29

Train packs
25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46
R2670 Class 101 0-4-0 steam loco GWR green open wagon, closed van & brake van (Hor) £42

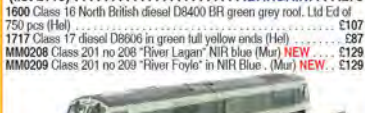
Diesel locos
10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957. (Dap) (list £105) BARGAIN ... £99
R3283 Dagnall shunter in red - Railroad range (Hor) £27.80



1405^A Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) BARGAIN ... £75



1406^A Class 14 "Teddy Bear" British Steel '45' (Ex British Rail Green) (Weathered) wasp ends. (Hel) (list £115) BARGAIN ... £75
1600 Class 16 North British diesel D8400 BR green grey roof, Ltd Ed of 750 pcs (Hel) £107
1717 Class 17 diesel D8600 in green yellow ends (Hel) £87
MM208 Class 201 no 208 "River Lagan" NIR blue (Mur) NEW £129
MM209 Class 201 no 209 "River Foyle" in NIR Blue. (Mur) NEW £129



MM2030 Class 201 no 230 "River Bandon" IE original Enterprise (Mur) £129



MM2023 Class 201 no 233 "River Clare" in enterprise full yellow ends (Mur) £129



4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103
D1000h Class 22 B-B Diesel Hydraulic D6328 (Hor) A BR blue full yellow ends (Dap) £104



2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN ... £69



2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) (list £129.95) BARGAIN ... £69



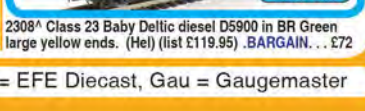
2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) (list £129.95) BARGAIN ... £69
2311 Class 23 Baby Deltic D5906 in BR green small yellow panels (Hel) (list £119.95) BARGAIN ... £76
2310^A Class 23 Baby Deltic D5907 in BR green small yellow ends - gloss finish (Hel) (list £119.95) BARGAIN ... £72



2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) (list £139.95) BARGAIN ... £69
2300 Class 23 Baby Deltic diesel D5900 in BR Green Small Yellow Panels and 4 character headcode. (Hel) (list £119.95) BARGAIN ... £76



2308^A Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) BARGAIN ... £72





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2306 Class 23 Baby Deltic diesel D5904 in BR green full yellow ends (Hel) (list £119.95) **BARGAIN** £76
32-431DC Class 24 24077 in BR blue indicator discs, DCC Fitted (Bac) £89.21
2661 Class 26/0 diesel D5301 in BR green early version (Hel) £95
2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) £95
2662 Class 26/0 diesel D5309 in BR green early version (Hel) £95



2724 Class 27 BRCW Sulzer diesel D5353 in BR green (Hel) (list £99.95) **BARGAIN** £69



2723 Class 27 BRCW Sulzer diesel D5361 in BR green small yellow panels (Hel) (list £99.95) **BARGAIN** £69



2708 Class 27 BRCW Sulzer diesel D5381 in BR green small yellow panels (Hel) (list £99.95) **BARGAIN** £69



2709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (Hel) (list £99.95) **BARGAIN** £69



2800^A Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £84



2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) **BARGAIN** £89



2809^A Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends (Hel) (list £125) **BARGAIN** £89



2807^A Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125) **BARGAIN** £89



2810^A Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £89



2803^A Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). (Hel) (list £132) **BARGAIN** £98



R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Flange) (Hor) (list £64.99) **BARGAIN** £57



3433 Class 33/0 diesel 33002 "Sea King" in Engineers yellow & grey (as preserved at the South Devon Railway) (Hel) £95



3432 Class 33/0 diesel 33059 in BR blue full yellow ends (Hel) £95

3413 Class 33/0 diesel D6530 in BR green experimental yellow panels rounded top corners (Hel) £95

3411 Class 33/0 diesel D6577 in early BR green (Hel) £95

3521 Class 35 Hymek D7003 in BR green (Hel) NEW £94

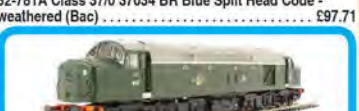
3518 Class 35 Hymek D7002 in BR green small yellow panels (Hel) NEW £94

3519 Class 35 Hymek D7004 BR blue small yellow warning panels (Hel) NEW £94

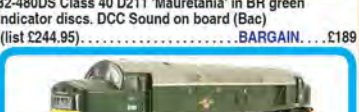
3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) NEW £94



32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) £97.71



32-480DS Class 40 D211 "Mauretania" in BR green indicator discs, DCC Sound on board (Bac) (list £244.95) **BARGAIN** £189



32-481 Class 40 D369 in BR green centre head code (Bac) (list £114.95) **BARGAIN** £77



4748 Class 47 Un-numbered BR green full yellow ends (Hel) (list £89) **BARGAIN** £60



31-656DC Class 47/0 D1677 "Thor" BR green full yellow ends, DCC On Board (Bac) £106.21



32-817 Class 47/7 47745 "Royal London Society For The Blind" RES red & grey (Bac) £93.46



R3180 Class 4wDM 0-4-0 diesel Sentinel shunter Tarmac green - weathered (Hor) £53



4D-003-005 Class 52 D1072 "Western Glory" BR blue full yellow panel (Dap) £109



4D-003-006 Class 52 diesel D1065 "Western Consort" in BR maroon small yellow panels (Dap) £119



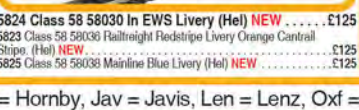
4D-003-011 Class 52 diesel loco D1002 "Western Explorer" in BR green small yellow panels (Dap) £109



4D-003-009 Class 52 diesel loco D1021 "Western Cavalier" in BR blue full yellow ends (Dap) £109



4D-003-008 Class 52 diesel loco D1023 "Western Fusilier" in BR maroon small yellow panels (Dap) £109



4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) £113

32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as "pristine") (Bac) £93.46

5822 Class 58 58006 Railfreight Redstripe Livery. (Hel) NEW £125

5820 Class 58 58012 Mainline Grey Livery. (Hel) NEW £125

5827 Class 58 58016 EW&S Livery. (Hel) NEW £125

5826 Class 58 58028 Plain Triple Grey Livery (Hel) NEW £125

5824 Class 58 58030 in EWS Livery (Hel) NEW £125

5823 Class 58 58036 Railfreight Redstripe Livery Orange Central Stripe (Hel) NEW £125

5825 Class 58 58038 Mainline Blue Livery (Hel) NEW £125



5821 Class 58 58045 Railfreight Coal Livery (Hel) NEW £125



32-725X Class 66 66050 "EWS Energy" in EWS - limited edition etched nameplates (Bac) £129.95



32-734A Class 66 diesel 66101 in DB Schenker - weathered (Bac) £97.71



32-725U Class 66 Diesel 66111 in EWS Highland Rail stag - Limited edition (Bac) £132



32-736 Class 66 diesel 66846 in Colas Rail (Bac) £93.46



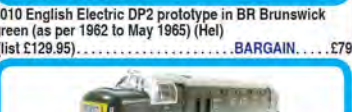
32-880 Class 66/9 66731 "InterlubGB" in GBRT Europorte (Bac) £93.46



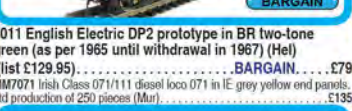
R3268 Class 67 67003 Arriva Trains Wales (Hor) NEW £129.80



R3183 Class 67 diesel loco 67002 in Arriva Trains Wales (Hor) £108



31-587DC Class 70 PowerHaul diesel 70004 in Freightliner - DCC On Board (Bac) £112.50



31-588 Class 70 PowerHaul diesel 70005 Freightliner - weathered (Bac) £130.01



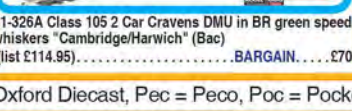
31-995 Class D16 LMS 10000 in BR Brunswick green lined orange & black (Bac) £99



31-996 Class D16 LMS 10000 BR Brunswick green part eggshell blue waistband (Bac) £99



4010 English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £79



4011 English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) **BARGAIN** £79

MM7071 Irish Class 071/111 diesel loco 071 in IE grey yellow end panels. Ltd production of 250 pieces (Mur) £135

4005 Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN** £79

32-287 Class 101 2 Car DMU BR blue & grey "Cambridge/Nonchik" (Bac) £127.46

32-286 Class 101 2 Car DMU in BR green small yellow warning panel "Shrewsbury/Aberystwyth" (Bac) £127.46

32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) £127.46

32-288 Class 101 2-car DMU in BR blue "Newcastle/Hodgson" (Bac) £127.46

31-327^A Class 105 2 Car Cravens DMU in BR green full yellow ends. Harwich/Manningtree (Bac) (list £110.55) **BARGAIN** £79

31-326A Class 105 2 Car Cravens DMU in BR green speed whiskers "Cambridge/Harwich" (Bac) (list £114.95) **BARGAIN** £70

31-517^A Derby Lightweight 2-car DMU in BR blue (Bac) (list £144.95) **BARGAIN** £69

8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) **BARGAIN** £79

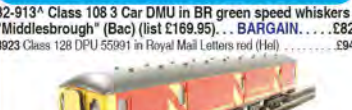
8800 Railcar W79975 in BR light green speed whiskers & semi-gloss finish (Hel) £94



31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £114.95) **BARGAIN** £67



32-913^A Class 108 3 Car DMU in BR green speed whiskers "Middlesbrough" (Bac) (list £169.95) **BARGAIN** £82



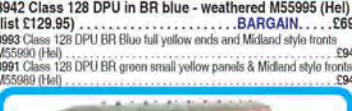
8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) £94



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) £94



8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) **BARGAIN** £69



8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) **BARGAIN** £69



8963 Class 128 DPU BR Blue full yellow ends and Midland style fronts M55990 (Hel) £94



8991 Class 128 DPU BR green small yellow panels & Midland style fronts M55988 (Hel) £94



8941 Class 128 DPU in Royal Mail red full yellow ends and flush fronts 55995 (Hel) (list £119.95) **BARGAIN** £69



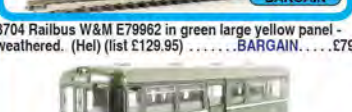
8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) **BARGAIN** £69



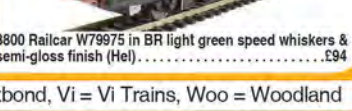
8922 Class 128 DPU W55992 in BR blue yellow ends & no branding "Scooby Doo" - weathered (Hel) £100



31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) **BARGAIN** £290



32-515A Derby Lightweight 2 Car DMU BR green full yellow ends (Bac) £123.21



32-516A Derby Lightweight 2 Car DMU BR green speed whiskers (Bac) £123.21

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EMUs



R3258 Class 2-BIL 2 car EMU in BR blue (Hor) ... £120.70



R3259 Class 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) ... £120.70



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) ... £120.70



R3260 Class 2-HAL 2 car EMU in SR green (Hor) ... £120.70
31-030* Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) ... £150



R3185 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor) ... £132



R3161A Class 401 2-BIL 2-car EMU 2041 in SR green DCC ready (Hor) ... £99
R3161AX Class 401 2-BIL 2-car EMU 2041 in SR green, DCC fitted (Hor) £114



R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor) ... £114



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) ... £99
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) ... £83.26
31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) ... £83.26
R2946X Class 423 VEP 4 car EMU in BR blue - DCC Fitted (Hor) ... £158

Track Maintenance vehicles



B859NRY2 MRA side-tipping ballast train, 5 car unit & generator vehicle, Network Rail yellow new running number, Pristine (B859A) (Dap) ... £118



B859RTBG2 MRA side-tipping ballast train, 5 car unit & generator vehicle, Railtrack blue/grey, Pristine (Dap) ... £89



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) ... £56



B800BRBlue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR blue (Dap) ... £52



B800BRGreen Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR green (Dap) ... £52



36-165A Plasser Tamper track maintenance machine (motorised) (Bac) ... £59.46
31-575 Windhoff MPV Multi-Purpose master and slave units 'Network Rail' (Bac) ... £126.61
31-577 Windhoff MPV Multi-Purpose master and slave units 'Railtrack' (Bac) ... £126

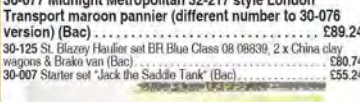
Track cleaning fluid Train sets - analogue



B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) ... £7



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) ... £120



30-077 Midnight Metropolitan 32-217 style London Transport pannier (different number to 30-076 version) (Bac) ... £89.24
30-125 St. Blazey Hauler set BR Blue Class 08 08839, 2 x China clay wagoes & Brake van (Bac) ... £80.74
30-007 Starter set "Jack the Saddle Tank" (Bac) ... £55.24



30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) ... £148.71



30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) ... £106.21

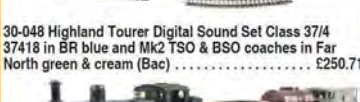


30-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shirtbutton green and GWR Toad brake van & shunters truck in GWR gr (Bac) ... £84.96

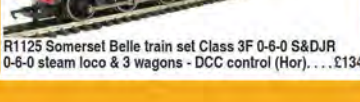
Train sets - DCC



30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) ... £127.49
R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) ... £120



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) ... £250.71



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) ... £134

Coaches



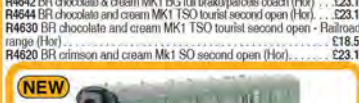
R4635 Arriva Trains Wales MK3 TSO second class (Hor) NEW ... £26.40



R4635B Arriva Trains Wales MK3 TSO second class (Hor) NEW ... £26.40
R4585 Bogie passenger brake van in BR blue (Hor) ... £29
R4569 BR (Ex LNER) 611 6' Corridor Buffet Car in maroon (Hor) ... £44
R4615 BR blue & grey MK2E BSO brake second open (Hor) NEW ... £23.10
R4612 BR blue & grey MK2E BSO brake second open lights (Hor) NEW ... £27.80
R4611 BR blue & grey MK2E FO first open lights (Hor) NEW ... £27.80
R4613 BR blue & grey MK2E TSO tourist second open (Hor) NEW ... £23.10



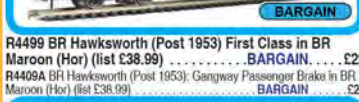
R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) NEW ... £27.80
R4642 BR chocolate & cream Mk1 BG full brake/parcels coach (Hor) ... £23.10
R4644 BR chocolate and cream Mk1 TSO tourist second open (Hor) ... £23.10
R4639 BR chocolate and cream Mk1 TSO tourist second open - Railroad range (Hor) ... £18.50
R4620 BR crimson and cream Mk1 SO second open (Hor) ... £23.10



R4609A BR green Mk1 BSK brake second corridor in lights (Hor) NEW ... £33.80



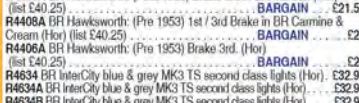
R4499 BR Haworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) ... BARGAIN ... £22
R4409A BR Haworth (Post 1953): Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) ... BARGAIN ... £22



R4413A BR Haworth: (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list £40.25) ... BARGAIN ... £21
R4411A BR Haworth: (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) ... BARGAIN ... £21.50
R4406A BR Haworth: (Pre 1953) 1st / 3rd Brake in BR Carmine & Cream (Hor) (list £40.25) ... BARGAIN ... £21
R4406A BR Haworth: (Pre 1953) Brake 3rd (Hor) (list £40.25) ... BARGAIN ... £21
R4634 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
R4634C BR Intercity blue & grey MK3 TS second class lights (Hor) ... £32.90
R4619 BR Maroon Mk1 BG full brake/parcels coach (Hor) ... £23.10
R4625 BR maroon Mk1 BG full brake/parcels coach - Railroad range (Hor) ... £18.50



R4627 BR maroon Mk1 SO second open - Railroad range (Hor) ... £18.50
R4621 BR maroon Mk1 TSO tourist second open (Hor) ... £23.10
R4629 BR maroon Mk1 TSO tourist second open - Railroad range (Hor) ... £18.50
39-229C BR Mk1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac) ... £28.01
39-229E BR Mk1 BCK Brake Composite Corridor Blue & Grey (Bac) ... £28.01
39-229F BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) ... £29.71
39-185 BR Mk1 BG Full Brake in Departmental Olive Green (Bac) ... £24.10
39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) ... £29.71
39-082A BR Mk1 BSK brake 2nd corridor in Network South East (Bac) (list £28.35) ... BARGAIN ... £24
39-075D BR Mk1 BSK Brake Second Corridor Blue & Grey (Bac) ... £28.01
39-320A BR Mk1 BSP Pullman bar 2nd The Hadrian Bar (with lighting) (Bac) ... £39.91
39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) ... £28.01
39-127E BR Mk1 CK Composite Corridor Crimson & Cream Weathered (Bac) ... £29.71



R4627 BR maroon Mk1 SO second open - Railroad range (Hor) ... £18.50
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39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) ... £28.01
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Prices valid until 08/01/14

Orders received after this date for products that have increased in price will be given a refund

R4574 LNER Thompson 1 seater effect Non-Corridor Brake third class coach (Hor)	£40
R4590 Midland Mainline MK3 buffet (Hor)	£26.40
R4591 Midland Mainline MK3 TGS (Hor)	£26.40
R4638 Midland Mainline MK3 TGS first class (Hor)	£26.40
R4639A Midland Mainline MK3 TS second class (Hor)	£26.40
R4355 Mk1 BSK brake corridor second BR chocolate & cream. New tooling for 2013 (Hor)	£17
R4354 Mk1 SK corridor second BR chocolate & cream. New tooling for 2013 (Hor)	£17
34-608 Mk1 Suburban 2nd open in BR crimson - weathered (Bac) £25.48	
R2955DVT Mk3 DVT 82126 in Virgin Trains 'Pretendolino' (unboxed) (Hor) (list £45)	BARGAIN
R4401 Mk3 Royal Train HRH The Duke Of Edinburgh's Saloon (Hor)	£24
R4271A Pendolino trailer standard buffet (non-working pantograph) PTSMFB (Hor) (list £41.49)	£29
34-326A Period III 50T parcels van in BR crimson & cream (Bac) NEW	£21.21



34-330 Period III 50ft parcels van in BR departmental black 'Electrification' (Bac) NEW £21.21
34-331 Period III 50T. Ex-LMS Pill Box Van Tatten Arrow (Bac) NEW £21.21



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) BARGAIN £25
R4478 Pullman 1st Class Parlour Car 'Leona' - Matchboard type (Hor) (list £49.99) BARGAIN £25



R4483 Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99) BARGAIN £25
R4484 Pullman 2nd Class Parlour Car 'Car No. 64' - Flush Sided (Hor) £38
R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) BARGAIN £25



R4487 Pullman 3rd Class Brake 'Car No. 63' - Flush Sided (Hor) (list £49.99) BARGAIN £25



R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) BARGAIN £25



R4486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49) BARGAIN £25
R4429A Pullman 3rd Class Kitchen 'Car No. 171' - steel sided (Hor) (list £49.99) BARGAIN £22



R4479 Pullman 3rd Class Parlour Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) BARGAIN £25
34-622B Thompson 630 full brake BR blue - weathered (Bac) (list £28.95) BARGAIN £17
R296 Track cleaning coach (Hor) £22 |

Wagons

33-184 10 ton covered wagon in Tolemaide Pulverised Coal (Bac)	£9.78
33-179A 10 ton salt wagon in ICI/Fleetwood Salt (Bac)	£9.78
33-179A Pack of 4 (Bac) (list £49)	BARGAIN



33-113A Megapack of 8 100 ton TEA bogie tank wagon in Esso grey (Bac) (list £260) BARGAIN £139
33-113A Single (Bac) (list £32.50) BARGAIN £19
33-113A Pack of 4 (Bac) (list £130) BARGAIN £72
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 with corrugated ends BR bauxite (Bac) (list £11.86) BARGAIN £42
38-476 Megapack of 8 (Bac) (list £111.80) BARGAIN £78



38-162 12 ton plank ventilated van in Departmental olive green (Bac) NEW £11.86
38-084 12 ton Southern 2+2 plank ventilated van SR small logo (Bac) NEW £11.86
37-731A 12 ton ventilated van in BR WFI grey (Bac) £11.86
37-731A Pack of 4 (Bac) (list £55.80) BARGAIN £42
38-380A 12 ton ventilated van with 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 £111.80) BARGAIN £36



38-376 Megapack of 8 12 ton ventilated van in BR bauxite (early) (Bac) (list £111.80) BARGAIN £78
38-376 Single (Bac) £10.50
38-376 Pack of 4 (Bac) (list £55.80) BARGAIN £40
37-708 12 ton LMS cattle wagon in LMS bauxite (Bac) £13.56
38-325 13 ton high sided steel open wagon chain pockets BR bauxite (early) (Bac) £11
38-325 Pack of 4 (Bac) (list £58) BARGAIN £42
38-325 Megapack of 8 (Bac) (list £116) BARGAIN £82



37-356 13 ton steel sand tippler wagon in Departmental olive green (Bac) NEW £10.16
37-378 10 ton pressed end door steel mineral wagon BR grey (Bac) NEW £10.16



37-226F Pack of 4 16 ton steel mineral wagon top flap doors in BR bauxite (Bac) (list £47.80) BARGAIN £34
37-226F Single (Bac) £10.16
37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £10.16
37-255 16 ton steel mineral wagon without top flap doors in Departmental olive green (Bac) £10.16
38-402A 25 ton Pill Box brake van in BR bauxite (Bac) £20.36
38-401A 25 ton Pill Box brake van in BR grey - weathered (Bac) £21.21
38-250 25 ton Queen Mary brake van in BR bauxite (Bac) £16.11
37-280 27 ton steel tippler wagon Lancashire Steel Manufacturing (Bac) £10.16
37-931 3 plank wagon in BR Departmental olive green (Bac) £9.31
37-932 3 plank wagon in LMS bauxite (Bac) £9.31
37-933 3 plank wagon in LMS grey (Bac) £9.31
38-928B 30 Ton bogie bolster in BR grey steel girders (Bac) £12.71
38-928B 30 Ton Bogie Bolster in BR grey steel girders (Bac) £12.71
38-950 30 Ton bogie bolster wagon in BR grey (Bac) £11.86
38-041B 31 Ton OBA open wagon in Railfreight (Bac) £16.53
38-041B Pack of 4 (Bac) (list £77.80) BARGAIN £60
38-041B Megapack of 8 (Bac) (list £155.00) BARGAIN £116



38-058 Megapack of 8 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £175.60) BARGAIN £76
38-058 Single (Bac) (list £21.95) BARGAIN £11
38-058 Pack of 4 (Bac) (list £87.80) BARGAIN £39
38-100D 34 Tonne FVA ballastspool 5 ton wagon Railfreight - weathered (Bac) £9.95
38-120B 35 Ton FVA bogie van sliding door Railfreight red & grey - weathered (Bac) £27.71
38-120B Pack of 4 (Bac) (list £35.80) BARGAIN £72
38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £136
38-126A 35 Ton VDB bogie van sliding door in BR bauxite - weathered (Bac) (list £23.95) BARGAIN £20.36
38-126A Pack of 4 (Bac) (list £35.80) BARGAIN £72
38-126A Megapack of 8 (Bac) (list £191.60) BARGAIN £136
38-130A 40 Tonne YGH Sealion bogie hopper wagon olive green - weathered (Bac) £28
38-130A Pack of 4 (Bac) (list £131.80) BARGAIN £102
38-130A Megapack of 8 (Bac) (list £263.60) BARGAIN £194



38-058 Megapack of 8 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £175.60) BARGAIN £76
38-058 Single (Bac) (list £21.95) BARGAIN £11
38-058 Pack of 4 (Bac) (list £87.80) BARGAIN £39
38-100D 34 Tonne FVA ballastspool 5 ton wagon Railfreight - weathered (Bac) £9.95
38-120B 35 Ton FVA bogie van sliding door Railfreight red & grey - weathered (Bac) £27.71
38-120B Pack of 4 (Bac) (list £35.80) BARGAIN £72
38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £136
38-126A 35 Ton VDB bogie van sliding door in BR bauxite - weathered (Bac) (list £23.95) BARGAIN £20.36
38-126A Pack of 4 (Bac) (list £35.80) BARGAIN £72
38-126A Megapack of 8 (Bac) (list £191.60) BARGAIN £136
38-130A 40 Tonne YGH Sealion bogie hopper wagon olive green - weathered (Bac) £28
38-130A Pack of 4 (Bac) (list £131.80) BARGAIN £102
38-130A Megapack of 8 (Bac) (list £263.60) BARGAIN £194



33-902 45 ton bogie well wagon in BR Departmental black (Bac) £8.84



33-879A Megapack of 8 45 ton bogie well wagon in LNER grey boiler load (Bac) (list £119.80) BARGAIN £82
33-879A Single (Bac) £12.71
33-879A Pack of 4 (Bac) (list £50.80) BARGAIN £44
37-585 45 Ton TTA tank in Amoco (Bac) £13.56
37-586 45 Ton TTA tank in Fina (Bac) £13.56
37-587 45 Ton TTA tank in ICI Methanol (Bac) £13.56
38-063A 45 tonne GEA open box wagon in Coal sector (Bac) £12.71
38-064 45 tonne GEA open box wagon in EWS - weathered (Bac) £13.56

38-020A 46 Tonne glw GEA covered hopper wagon EWS - weathered (Bac)	£15.88
38-020A Pack of 4 (Bac) (list £73.80) BARGAIN £58	
38-020A Megapack of 8 (Bac) (list £147.60) BARGAIN £110	
38-005C 46 Tonne HSA hopper wagon in BR bauxite - weathered (Bac)	£15.26



33-084 Megapack of 8 5 plank china clay wagon hood in BR bauxite - weathered (Bac) (list £101.20) BARGAIN £74
33-084 Single (Bac) (list £12.65) BARGAIN £10
33-084 Pack of 4 (Bac) (list £50.60) BARGAIN £38



33-085 Megapack of 8 5 plank china clay wagon hood in BR bauxite TOPS panel - weathered (Bac) (list £101.20) BARGAIN £74
33-085 Single (Bac) (list £12.65) BARGAIN £10
33-085 Pack of 4 (Bac) (list £50.60) BARGAIN £38



33-083 Megapack of 8 5 plank china clay wagon without hood in BR bauxite (Bac) (list £74.80) BARGAIN £58
33-083 Single (Bac) (list £9.35) BARGAIN £7
33-083 Pack of 4 (Bac) (list £37.40) BARGAIN £30
37-036 5 plank wagon steel floor in Railfreight (Bac) £7
37-036 Pack of 4 (Bac) (list £37.60) BARGAIN £26
37-061C 5 plank wagon wooden floor in BR grey (Bac) £10.16
37-061F 7 plank and door wagon in BR grey (Bac) £10.83
R6651 7 plank and tipping wagon South Wales Anthracite Duly Co. Ltd (Hor) £9.50
37-158C 6 plank and door wagon in BR grey (Bac) £10.16
37-713 8 ton ale wagon in BR bauxite (Bac) £13.56
38-151A 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £21.80) BARGAIN £15
38-151A Pack of 4 (Bac) (list £87.20) BARGAIN £58
38-151A Megapack of 8 (Bac) (list £174.40) BARGAIN £104
38-351A BAA steel carrier steel coils in Railfreight Metals (Bac) £22.06
38-352A BAA steel carrier steel coils in Railfreight red & black (Bac) £22.06
R6623 BR Horse Box (Ex GWR) (Hor) £22
R6365 Brookdown Crane pack (Hor) £22
R6648 CDA china clay hopper in LCC silver and blue - weathered (Hor) £15.70
R6655 Coke wagon - British Insulated & Helsby Cables Ltd (Hor) £9.50
37-960 Corrugated wagon in BR bauxite A container in BR crimson (Bac) £11.86



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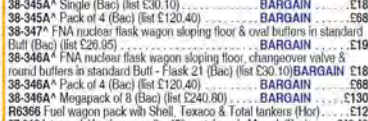
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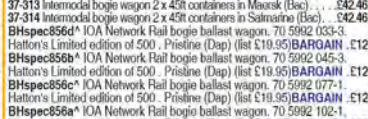
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Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm Sun

Phones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
9am to 5pm Sun



Point motors

- R8015 Adaptor Base & Housing for R8014 (Hor) £4
- R8014 Mark 2 Point Motor (Hor) £7

Electronic components

- GM52 Multi-voltage Track Tester (Gau) £5
- DCC40 Reverse loop control module (Gau) £32

Lighting equipment

- R8952 Bulbs for Skale Lighting system (x 4) (Hor) £5
- 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

Spares



- 36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68
- SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pac) £2.30
- SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pac) £2.20
- SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pac) £2



- SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline) For OO, HO & O gauge - Pack of 24 (Pac) £2



- 36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) £6
- COUPNEM00 NEM couplings - Pack of 40 (Dap) £14
- 19KADEE NEM-362 Long Coupler - 10.61mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
- 18KADEE NEM-362 Medium Coupler - 6.03mm (1/16") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
- GM50 OO/HO gauge loco wheel cleaner (Gau) £24
- T74561 Trix Track Pole Wheel Cleaner OO/HO Gauge (Wool) £21.75
- R803 Track cleaner (R800) accessory pack (Dap) £9

Wheel sets

- R8218 14.1mm coach wheels (pack of 10) (Hor) £5
- R8294 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
- 36-033 Brass turned coach disc wheels on 10 metal axles - Pack of 20 (Bac) £9.99



- 36-034 Brass turned wagon disc wheels on 10 metal axles (12mm diameter) - Pack of 20 (Bac) £9.99
- R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
- 36-028 Metal split spool wagon wheels on 10 metal axles - Pack of 20 (Bac) £2.21
- R8098 Metal spoked wheels on axles (10 axles) (Hor) £5
- 36-007A Pair of Bullied bogies (Bac) £5

Man-made scenic structure - railway-related

- 89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199

- LK-55 76in Well type turntable (Pac) £39
- R083 Buffer Stop (Hor) £8
- R083 Box of 6 (Hor) £8
- R8228 Building Accessories Pack 2: Contains 1 x R539, 1 x R8003, 1 x R574 (Hor) £29
- R8227 Building/Trackmat Accessories Pack 1: Contains 1 x R8001, 1 x R1171, 2 x R464, 1 x R460 (Hor) £24
- R8803 Coal stallies (Hor) £22
- R836 Double track level crossing (Hor) £18

- R070 Electrically Operated Turntable (Hor) £59
- 44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.45
- R537 Unside Fencing (Hor) £7
- SL-43 Loco Lift and storage unit (Pac) £11
- 44-508 Motive Power Depot Accessories (Bac) £14
- R514 Platform Canopy x 2 (Hor) £12
- LK-62 Platform Edging, Concrete Type (Height 20mm) (Pac) £4.60
- OOST5 Platform footbridge kit (Anc) £19
- R464 Platform Ramp (Hor) £3.50
- SL-40 Rail built buffer stop (Pac) £1.40
- R8202L Signal box and a selection of trackside accessories (Hor) (list £23.75) BARGAIN £17
- R334 Station canopy (Hor) £19
- R460 Straight Platform (Hor) £3.50
- 44-071 Wagon Loading Tower (172 x 90 x 205mm) (Bac) £36.13

Signals

- R406 Colour Light Signal (Hor) £19
- R171 Home signal (Hor) £8
- D58 One Touch DCC Signal Dual Home (RG) (Tra) £32
- D51 One Touch DCC Signal Home (RG) (Tra) £22
- D53 One Touch DCC Signal Home Distant (RG/G) (Tra) £25

- 4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22

- 4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22
- 4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant (OOSIGN4) (Dap) £22

Buildings - general

- 44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac) £39.95
- R9763 Barbers Shop 'Off Your Head' - Skaledale The Street Collection (Hor) £17.40
- PO284 Boiler House & Factory entrance (Met) £12
- PO229 Brewing facility consisting of main brewhouse, malt store & ale store (Card Kit) (Met) £9
- 44-147 Corner Shop 'J Barrell Ironmonger Hardware' (95 x 56 x 38mm) (Bac) £27.16
- R8256 Country Fire Station - Skaledale (Hor) £24

NEW

- R9791 Crescent House (Hor) NEW £22.80
- 44-102 Drive-through restaurant (205 x 115 x 60mm) (Bac) (list £43.95) BARGAIN £25
- R9773 Kings Arms - Skaledale 'The Street' Collection (Hor) £19
- 44-209 Low Relief Butchers Shop Awning (Bac) £15
- 44-205 Low Relief Industrial Unit (272 x 58 x 127mm) (Bac) (list £32.50) BARGAIN £19
- 44-218 Low Relief Modern Town Houses (111 x 18 x 113mm) (Bac) £17
- 44-232 Low Relief Pub (86 x 20 x 122mm) (Bac) £16.95
- PO276 Low relief terrace house backs - red brick (Met) £10
- PO274 Low relief terrace house fronts - red brick (128w x 73d x 125h mm) (Met) £10
- PO275 Low relief terrace house fronts - stone (128w x 73d x 125h mm) (Met) £10

NEW

- R9766 Maestro Market - Skaledale 'The Street' Collection (Hor) NEW £25
- 44-549 Market Stalls x 2 (43 x 25 x 30mm) (Bac) £16.95
- 44-094 Modern Town house under construction (Bac) (list £49.95) BARGAIN £24
- R9774 National Mercant Bank - Skaledale 'The Street' Collection (Hor) £30.40
- R9764 Newspaper George Cannon - Skaledale 'The Street' Collection (Hor) £22.80
- PO261 Pair of red brick terraced houses (Card Kit) (Met) £9

NEW

- R9798 Public Conveniences (Hor) NEW £7.50
- PO255 Railway Workers' Cottages (Met) £10

NEW

- R9758 Rainbow Carpets - Low Relief (Hor) NEW £15.90
- PO263 Red brick corner shop (Card Kit) (Met) £9
- 44-191 Red Star Parcels Office (108 x 40 x 40mm) (Bac) £20.35
- PO263 Small factory kit (Met) £12
- PO262 Stone Terraced Houses (Met) £8
- PO272 Terraced shop fronts - brick - 128 (w) x 73 (d) mm (Met) £13
- PO273 Terraced shop fronts - stone - 128 (w) x 73 (d) mm (Met) £13

NEW

- R9794 The Barn Workshop (Hor) NEW £13.60
- R9771 Three Barrels Wine Bar - Skaledale 'The Street' Collection (Hor) £18.20
- PO282 Warehouse - low relief or stand-alone (Met) £11

NEW

- PO410 Wooden Pavilion (Met) NEW £6

Man-made scenic structure - non-railway

- 44-517 Brute trolleys x 4 (Bac) £8
- UK-45 Flexible field fencing. Approx 1066mm (42in). 5 pinocis (Pac) £2.50

NEW

- R9762 Holiday Coach Access Steps (Hor) NEW £9.80
- GM370 Tarmac road 80mm wide (1m) (Gau) £6.95

- R8788 Windmill - Skaledale 'Rural' range (Hor) £37

Bridges, Tunnels & Walls

- R076 Foot Bridge (Hor) £14
- PO236 Footbridge (Met) £8



- R8008 Grand suspension bridge (Hor) £39



- 44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

- MO055 Paving stone thick card sheets x 8 (Met) £5
- R8744 Straight walls x 3 - Skaledale 'Gasworks' range (Hor) £11
- MO056 Tarmac road Builder thick card sheets x 8 (Met) £5

Trees

- GM128 Trees - 10 x Spring tree assortment - OO & HO gauge (Gau) £8.50

Minerals, Water & Rocks

- GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau) £3

People - civil



- 36-407 1950s Train Crew x 6 (Bac) £6.21

- 36-047 Locomotive staff x 6 (Bac) £6.21
- 36-046 Shopping figures x 6 (Bac) £6.21
- 36-045 Station passengers sitting x 6 (Bac) £6.21
- 36-044 Station passengers standing x 6 (Bac) £6.21
- 36-043 Station staff x 6 (Bac) £6.21
- 36-401 Transpotters/continuals (x6) (Bac) £6.21

People - military

- 36-409 World War 1 medical staff and soldiers (Bac) £6.21

Track - Code 100 Setrack

- ST-245 Setrack curved double radius left handed point insulfrog (Pec) £12
- ST-244 Setrack curved double radius right handed point insulfrog (Pac) £12
- ST-201 Setrack double straight (Pac) £1.75
- ST-250 Setrack medium diamond crossing insulfrog (Pac) £8
- ST-221 Setrack No.1 radius double curve (Pac) £2.30
- ST-226 Setrack No.2 radius double curve (Pac) £2.30



- ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £7.50



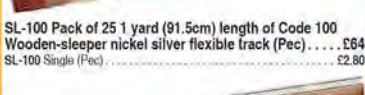
- ST-240 Setrack No.2 radius right handed point insulfrog (Pec) £7.50

- ST-225 Setrack No.2 radius standard curve (Pac) £1.80
- ST-231 Setrack No.3 radius double curve (Pac) £2.25
- ST-235 Setrack No.4 Radius Standard Curve. No 'double' version produced - use 16 to form a circle (Pec) £2
- ST-204 Setrack Quad Straight (Pac) £3
- ST-204 Box of 24 (Pac) £86
- ST-202 Setrack short straight (Pac) £1
- ST-203 Setrack special short straight (Pac) £1
- ST-200 Setrack standard straight (Pac) £1.20

Track - Code 100 Streamline



- SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £64
- SL-100 Single (Pec) £2.80



- SL-102 Pack of 25 1 yard (91.5cm) length of Nickle Silver concrete-sleeper flexible track (Pec) £62

- SL-102 Single (Pac) £2.75
- SL-E99 3 way medium radius point electrofrog (Pac) £22
- SL-99 3 way medium radius point insulfrog (Pac) £22
- SL-90 Double slip insulfrog (Pac) £28
- SL-98 Large Y point (Pac) £10
- SL-E98 Large Y point electrofrog (Pac) £10
- SL-87 Left hand curved point (Pac) £10.50
- SL-E87 Left hand curved point electrofrog (Pac) £11
- SL-E89 Left hand large point electrofrog (Pac) £10
- SL-89 Left hand large point insulfrog (Pac) £10



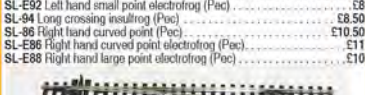
- SL-E96 Left hand medium point electrofrog (Pec) £9

- SL-92 Left hand small point (Pac) £8
- SL-E92 Left hand small point electrofrog (Pac) £8
- SL-84 Long crossing insulfrog (Pac) £8.50
- SL-85 Right hand curved point (Pac) £10.50
- SL-E86 Right hand curved point electrofrog (Pac) £11
- SL-E88 Right hand large point electrofrog (Pac) £10



- SL-E96 Left hand medium point electrofrog (Pec) £9

- SL-92 Left hand small point (Pac) £8
- SL-E92 Left hand small point electrofrog (Pac) £8
- SL-84 Long crossing insulfrog (Pac) £8.50
- SL-85 Right hand curved point (Pac) £10.50
- SL-E86 Right hand curved point electrofrog (Pac) £11
- SL-E88 Right hand large point electrofrog (Pac) £10



- SL-92 Left hand small point (Pac) £8
- SL-E92 Left hand small point electrofrog (Pac) £8
- SL-84 Long crossing insulfrog (Pac) £8.50
- SL-85 Right hand curved point (Pac) £10.50
- SL-E86 Right hand curved point electrofrog (Pac) £11
- SL-E88 Right hand large point electrofrog (Pac) £10



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- SL-84 Long crossing insulfrog (Pac) £8.50
- SL-85 Right hand curved point (Pac) £10.50
- SL-E86 Right hand curved point electrofrog (Pac) £11
- SL-E88 Right hand large point electrofrog (Pac) £10

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- SL-84 Long crossing insulfrog (Pac) £8.50
- SL-85 Right hand curved point (Pac) £10.50
- SL-E86 Right hand curved point electrofrog (Pac) £11
- SL-E88 Right hand large point electrofrog (Pac) £10

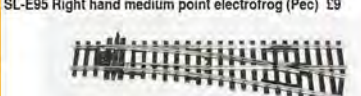
- SL-92 Left hand small point (Pac) £8
- SL-E92 Left hand small point electrofrog (Pac) £8
- SL-84 Long crossing insulfrog (Pac) £8.50
- SL-85 Right hand curved point (Pac) £10.50
- SL-E86 Right hand curved point electrofrog (Pac) £11
- SL-E88 Right hand large point electrofrog (Pac) £10

- SL-92 Left hand small point (Pac) £8
- SL-E92 Left hand small point electrofrog (Pac) £8
- SL-84 Long crossing insulfrog (Pac) £8.50
- SL-85 Right hand curved point (Pac) £10.50
- SL-E86 Right hand curved point electrofrog (Pac) £11
- SL-E88 Right hand large point electrofrog (Pac) £10

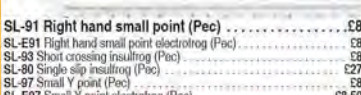
- SL-E95 Right hand medium point electrofrog (Pec) £9



- SL-91 Right hand small point (Pec) £8

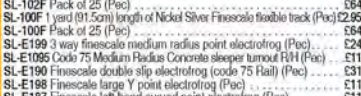


- SL-E91 Right hand small point electrofrog (Pac) £8
- SL-93 Short crossing insulfrog (Pac) £8
- SL-80 Single slip insulfrog (Pac) £27
- SL-97 Small Y point (Pac) £8
- SL-E97 Small Y point electrofrog (Pac) £8.50



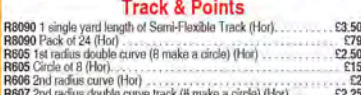
Track - Code 75 FineScale Streamline

- SL-106F 1 yard (91.5cm) length of Code 75 flexible 'Blister' track (Pac) £3.30
- SL-106F Pack of 25 (Pac) £75
- SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pac) £3
- SL-102F Pack of 25 (Pac) £64
- SL-E99 3 way finescale medium radius point electrofrog (Pac) £24
- SL-106S Code 75 Medium Radius Concrete sleeper turnout R/H (Pac) £11
- SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pac) £31
- SL-E198 Finescale large Y point electrofrog (Pac) £11
- SL-E187 Finescale left hand curved point electrofrog (Pac) £11
- SL-E189 Finescale left hand large point electrofrog (Pac) £10.50
- SL-E196 Finescale left hand medium point electrofrog (Pac) £9.50
- SL-E192 Finescale left hand small point electrofrog (Pac) £10
- SL-E194 Finescale long crossing electrofrog (Pac) £10
- SL-E186 Finescale right hand curved point electrofrog (Pac) £11
- SL-E188 Finescale right hand large point electrofrog (Pac) £10.50
- SL-E195 Finescale right hand medium point electrofrog (Pac) £11
- SL-E191 Finescale right hand small point electrofrog (Pac) £10
- SL-E180 Finescale single slip electrofrog (code 75 Rail) (Pac) £29



Track & Points

- R8090 1 single yard length of Sani-Flexible Track (Hor) £3.50
- R8090 Pack of 24 (Hor) £79
- R805 1st radius double curve (8 make a circle) (Hor) £15
- R805 Circle of 8 (Hor) £15
- R808 2nd radius curve (Hor) £2
- R807 2nd radius double curve track (8 make a circle) (Hor) £2.25
- R807 Circle of 8 (Hor) £18



- R809 1 single yard length of Sani-Flexible Track (Hor) £3.50

- R8090 Pack of 24 (Hor) £79

- R805 1st radius double curve (8 make a circle) (Hor) £15

- R805 Circle of 8 (Hor) £15

- R808 2nd radius curve (Hor) £2

- R807 2nd radius double curve track (8 make a circle) (Hor) £2.25

- R807 Circle of 8 (Hor) £18

- R809 1 single yard length of Sani-Flexible Track (Hor) £3.50

- R8090 Pack of 24 (Hor) £79

- R805 1st radius double curve (8 make a circle) (Hor) £15

- R805 Circle of 8 (Hor) £15

- R808 2nd radius curve (Hor) £2

- R807 2nd radius double curve track (8 make a circle) (Hor) £2.25

- R807 Circle of 8 (Hor) £18

- R809 1 single yard length of Sani-Flexible Track (Hor) £3.50

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- R805 Circle of 8 (Hor) £15

- R808 2nd radius curve (Hor) £2

- R807 2nd radius double curve track (8 make a circle) (Hor) £2.25

- R807 Circle of 8 (Hor) £18

- R809 1 single yard length of Sani-Flexible Track (Hor) £3.50

- R8090 Pack of 24 (Hor) £79

- R805 1st radius double curve (8 make a circle) (Hor) £15

- R805 Circle of 8 (Hor) £15

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details

R638 Holi of track loan underlay Approx: 4880mm (16ft) (Hoi) £9
 24330 30' BET Style coach "East Yorkshire" (EFE) £24
 35307EFE 30' BET 6 bay bus "East Kent" (EFE) £22.05

Railway publications

36-2014 Bachmann Branchings 2014 25th Anniversary Catalogue (Bas) £3.98

Buses

16137 16137 - Leyland PD2 Highbridge - C.I.E. (Cros Lompeir Eireann) (EFE) £26
 24330 30' BET Style coach "East Yorkshire" (EFE) £24
 35307EFE 30' BET 6 bay bus "East Kent" (EFE) £22.05
 35212 36 BET 6 Bay Single Lamp "Sheffield Transport" (EFE) £24
 UK6021 ADE Enviro200 Dart London General (Nor) £45
 29907 AEG 101 10 coach "Greenline" (EFE) £21
 AE-05B AEG Regent III - GNR N Ireland (Newry) (WSL) (Bri) £30
 23321 AEC HF coach "Greenline" (EFE) £27
 34207 AEC RUL Weymann d/dec bus "Midland General" (EFE) £24
 38703 Alexander Y Type bus "Eastern Scottish" (EFE) £26
 B108B Bristol Lodekka LD1 Open Platform Short Radiator "Bristol Omnibus Co." 233 to Chipperton (circa 1957-1973) (Bas) £21
 B110A Bristol Lodekka LD1 SR Midland General (D6) (Bas) £21
 B110B Bristol Lodekka LD1 SR North & Derby (C6) (Bas) £21
 B111A Bristol Lodekka LR Open Door Crosville (K20) (Bas) £21
 B111B Bristol Lodekka SR Closed Door Crosville (C84) (Bas) £21
 B111C Bristol Lodekka SR Csd Door Crosville (H16) (Bas) £21

NEW



32308EFE Bristol RELH Coach - "West Yorkshire" (EFE) £26
 NEW 20456 Bristol VR III "First Eastern National" (EFE) £24

NEW



38118 Bristol VRT "Eastern National" (EFE) NEW £28

NEW



38115 Bristol VRT - "Western S.M.T." (EFE) NEW £26
 38114 Bristol VRT bus "Bible Motor Services" (EFE) £26
 38112 Bristol VRT bus "Western National" (EFE) £26
 OM4400A Cossford Lymington National Express, 202 Heathrow Airport "Welsh Dragon" dual destination (Cor) £28
 OM2521A Dennis Trident East Lancs "Preston Bus, 8 Bus Station" (Cor) £32

NEW



28908 GM Standard Atlantean "East Kent" (EFE) NEW £26
 26328 Guy Arab II Utility bus "London Transport" in WWII grey (EFE) £26
 AN1-22 Leyland Atlantean (NBO) "Bible" (Bri) (list £33.99) BARGAIN £18
 AN1-22 Leyland Atlantean (NBO) "VFM Buses" (Bri) (list £33.99) BARGAIN £18
 AN1-22 Leyland Atlantean d/dec bus "London County North East" (Bri) (list £32.99) BARGAIN £10
 26807 Leyland Duple Coach "Barton Transport" (EFE) £23
 NB004bs Leyland Leopard Duple Dominant II Coach - Grey-Green (Circa 1978 - 1993) (Bas) NEW £7.99
 NB005bs Leyland Leopard Duple Dominant II Coach - Maidstone & District (Circa 1978 - 1994) (Bas) NEW £7.99
 16537 Leyland MCW Atlantean "Walsley Corporation" (EFE) £26
 14603 Leyland National Mk1 s/dec bus "Pennine" (EFE) £15

NEW



29704 Leyland Olympian "Bristol N.B.C." (EFE) NEW £24
 16136 Leyland PD2 Highbridge "C.I.E. Southern Ireland" (EFE) £32



76LRT004 Leyland Royal Tiger "Maidstone & District" (Oxf) £12

NEW



76LRT005 Leyland Royal Tiger Cumberland (Oxf) NEW £12



76LRT002A Leyland Royal Tiger Southdown (Oxf) £12
 UK5013 Mercedes Citaro Rigid s/dec bus "Southampton Uni-Link" (Cra) (list £25) BARGAIN £8

NEW



20648 Plaxton Pointer Dart - "Brighton & Hove" (EFE) NEW £25



NEW



76LAN2007 Land Rover Series II LWB Station Wagon 44th Home Counties Infantry Div (Oxf) NEW £4.95

NEW



76LAN2010 Land Rover Series II Station Wagon British Railways (Oxf) NEW £4.95

NEW



76LAN2009 Land Rover Series II Tow Truck Bronze Green (Oxf) NEW £4.95

76SET116 Land Rover Transporter set transporter & 8 vehicles (Oxf) £40
 DA85 Leyland FG Integral Van "Fire Brigade Decontamination Unit" (circa 1983-1978) (Bas) NEW £7.99
 DA78 Leyland Octopus British Road Services Sheffield Fleet No. JB31 (Bas) £8.99
 D-98 Leyland Octopus Flatbed "Smith of Madisson" (Bas) (list £5.99) BARGAIN £4.50
 D-96 Leyland Super Comet Tanker "National Benzole" (Bas) (list £5.99) BARGAIN £5
 76BMC002 Mobile Training Unit/cab transporter "British Leyland special tuning department" in blue (Oxf) £12

NEW



76MJ007 Morris J Ice Cream Tonibell (Oxf) NEW £4.75
 EM76818 Morris J Van "British Railways" (Poc) (list £4) BARGAIN £2

NEW



76MJ009 Morris J Van Devon General (Oxf) NEW £4.75
 76MJ008 Morris J Van Southdown (Oxf) £4.75

NEW



76SCL10002 Scania 110 Flatbed Trailer "BRS" (Oxf) NEW £13



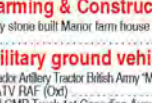
76SHL01CT Scania Highline CombiTrailer & Container "Eddie Stobart" (Oxf) £20

76TCAB005CC Scania T Cab Coca Cola Polar Bears (Oxf) £18
 76TCAB003 Scania T Cab Topline Curtainside J H Yates & Sons Ltd (Oxf) £18
 76TCAB002 Scania T Topline Tipper "Tinnelly" (Oxf) £20



76DBU001 Scania Topline Drawbar Unit "Eddie Stobart" (Oxf) £22

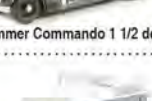
EM76688 Trojan 20cwt Van Royal Mail (Poc) £4



PO250 17th Century stone built Manor farm house farm workers cottage (Card Kit) (Met) £8



76AEC008 AEC Matador Artillery Tractor British Army "Mickey Mouse" (Oxf) £10
 76ATV007 Austin ATV RAF (Oxf) £7.95
 76CMP004 Bedford CMP Tractor 1st Canadian Army - UK 1944 CMP LAA Tractor (Oxf) £8.95
 76BD007 Bedford OY 3 Ton Water Tanker HQ Corps RASC (Oxf) £9
 76CMP005 CMP LAA Tractor Desert 2nd NZ 41 Battery (Oxf) NEW £8.95

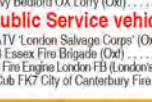


76COM001 Commer Commando 1 1/2 decker bus RAF blue (Oxf) £12



76COM002 Commer Commando BOAC (Oxf) £13

76SET25 Military 3 piece set - Italy 1943: Matador, Tilly & MWD (Oxf) £17
 76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" (Oxf) £9
 76SP005 Pioneer Artillery Tractor "RAF Blue Scammell" (Oxf) £9
 76BD009 Royal Navy Bedford OX Lorry (Oxf) £10



76ATV006 Austin ATV London Salvage Corps (Oxf) £7.95
 76B004 Dennis FB Essex Fire Brigade (Oxf) £11
 76DN001 Dennis RS Fire Engine London FB (London's Burning) (Oxf) £10
 76LC002 Leyland Cub FK7 City of Canterbury Fire Brigade (Oxf) NEW £4.95



76TR009 Mobile Canteen NFS (Oxf)

£7.95



76SCA02HB Scania 380 Horsebox Police (Oxf) NEW £14

N Gauge
Steam locos

2S-006-003 Class 14xx steam loco 1456 in BR early black & autocolor W198W in carmine & cream (Dap) £67



2S-006-004 Class 14xx steam loco 1464 in BR early black & autocolor W191W in maroon (Dap) £67

372-626 Class 2MT Ivatt 2-6-0 46440 BR lined black early emblem (Gra) £93.46
 372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) £93.46
 372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra) £93.46



2S-015-002 Class 2MT Ivatt 2-6-2 in BR black early emblem (Dap) £53



2S-015-001 Class 2MT Ivatt 2-6-2 in LMS black (Dap) £53



2S-014-001 Class 45xx 2-6-2 4518 in GWR green (Dap) £53

2S-014-004 Class 45xx 2-6-2 4566 in GWR green - weathered (Dap) £57

2S-010-002 Class 48xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) £95

2S-010-003 Class 48xx Hall steam loco 4958 "Priory Hall" GWR lined green (Dap) £95

2S-010-000 Class 48xx Hall steam loco 4958 "Priory Hall" in GWR lined green. DCC-fitted (Dap) £111



372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black late crest (Gra) £89.21

372-751 Class 4MT Fairburn 2-6-4 tank 42098 BR black early emblem (Dap) £89.21

2S-007-007 Class 57xx Pannier 44607 in BR black early crest (Dap) £61

2S-007-008 Class 57xx Pannier 45724 GWR green "Great Western" (lettering) (Dap) £61

2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) £61

2S-007-010 Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £61

2S-007-011 Class 57xx Pannier 0-6-0 6746 GWR green shuntbutton emblem (Dap) £61

2S-007-010 Class 57xx Pannier 0-6-0 6700 GWR green shuntbutton emblem (Dap) £61

2S-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green - DCC Fitted (Dap) £61

2S-007-005 Class 57xx Pannier tank steam loco 4197 London Transport maroon (Dap) £61

2S-007-004 Class 57xx Pannier tank steam loco 9741 British Railways green (Dap) £61

372-481 Class 6P Jubilee 4-6-0 45572 "Fire" in BR lined green late crest - weathered (Gra) £119.96



372-480 Class 6P Jubilee 4-6-0 5664 "Nelson" in LMS Crimson (Gra) £110.46

2S-001-001 Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shuntbutton emblem (Dap) £100

2S-001-001D Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shuntbutton emblem. DCC Fitted (Dap) £100

2S-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) £100

2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94

2S-013-005D Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered. DCC fitted (Dap) £113

2S-013-004 Class 9F 2-10-0 92052 BR black early emblem & BR1C tender (Dap) £87



2S-013-002 Class 9F 2-10-0 92226 in BR black late crest & BR1G tender (Dap) £87

2S-013-002D Class 9F 2-10-0 92226 in BR black late crest & BR1G tender. DCC fitted (Dap) £106

372-802 Class A1 4-6-0 1417 "North Eastern" in BR green early emblem (Gra) (list £144.40) BARGAIN £111

ND1296D Class A3 steam loco 2744 "Grand Parade" LNER apple green. DCC fitted (Dap) £122

Visit

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for new releases



ND129D Class A3 steam loco 4472 'Flying Scotsman' LNER Green (Dap) £105
ND129C Class A3 steam loco 60079 'Bayardo' BR Lined Green Early Crest (Dap) £105
ND129AD Class A3 steam loco and tender 60045 'Lomborg' in BR lined green late crest. DCC fitted (Dap) £122
2S-008-003 Class A4 steam loco 60004 'William Whitelaw' in British Railways Garter blue (Dap) £105
2S-008-000 Class A4 steam loco 60019 'Bittern' in BR green late loco and double chimney. DCC fitted (Dap) £122
ND079e Class B17 4-6-0 61655 'Middlebrough' in BR green late crest (not early as listed elsewhere) (Dap) £93
372-400 Class J39 0-6-0 1866 LNER Lined Black flat sided tender (Gra) £80.71
372-402 Class J39 0-6-0 64791 BR black late crest & stepped tender (Gra) £90.71
372-403 Class J39 0-6-0 64841 in BR black late crest & stepped tender - weathered (Gra) £94.06
ND207BD Class Q1 0-6-0 33011 in BR black early crest. DCC fitted (Dap) £103
372-427 Class WD Austenly 2-4-0 90201 BR black late crest - weathered (Gra) £122.83



372-725 Standard Class 5MT 4-6-0 73068 in BR lined green late crest & BR1C tender (Gra) £79
(list £124.95) **BARGAIN**



372-727 Standard Class 5MT 4-6-0 73082 'Camelot' in BR lined black early emblem & BR1B tender (Gra) £84
(list £124.95) **BARGAIN**



372-726 Standard Class 5MT 4-6-0 73158 in BR lined black late crest BR1B tender (Gra) (list £124.95) BARGAIN £79

Train packs

370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) £203.96
2D-012-007 Class 22 diesel loco BR blue & 6 milk tankers - weathered (Dap) £142

Diesel locos

371-019 Class 08 diesel 06897 in EWS - weathered (Gra) £76.46
372-953 Class 14 diesel 14029 in BR blue (Gra) £62
372-953 Class 14 diesel 14029 in BR blue with 6 milk tankers - weathered (Gra) £72.08



371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) £84.96
2D-012-004 Class 22 diesel loco 0326 in BR blue full yellow ends (Dap) £99
2D-012-003 Class 22 diesel loco 0331 in BR green small yellow panels (Dap) (list £136.80) **BARGAIN** £99
2D-012-002 Class 22 diesel loco 0320 in BR green small yellow panels (Dap) (list £136.80) **BARGAIN** £99



2D-012-005D Class 22 diesel loco D6331 in BR green small yellow panels. DCC fitted (Dap) £130
372-978 Class 24 diesel 24081 BR blue yellow ends (Gra) £84.96



371-085 Class 25/1 diesel D5188 in BR green (Gra) £84.96



371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) £93.46
371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) £93.46



371-087 Class 25/2 diesel 25245 in BR blue (Gra) £84.96



371-080 Class 25/3 diesel 25279 BR blue (Gra) (list £94.05) **BARGAIN** £45
ND205C Class 27 diesel 27006 in BR blue plated gateway doors (Dap) £86
2D-003-002 Class 52 diesel loco D1038 'Western Sovereign' in BR green small yellow panel (Dap) £91
2D-003-009 Class 52 diesel loco D1045 'Western Viscount' in BR maroon full yellow ends - weathered. DCC fitted (Dap) £94
2D-003-090 Class 52 diesel loco D1045 'Western Viscount' in BR maroon full yellow ends - weathered. DCC fitted (Dap) £110
2D-003-004 Class 52 diesel loco D1058 'Western Noblemen' in BR blue full yellow ends (Dap) £91
2D-003-010 Class 52 diesel loco D1062 'Western Courier' in BR blue full yellow ends - weathered (Dap) £94
2D-003-006 Class 52 diesel loco D1065 'Western Constable' in BR maroon small yellow panels (Dap) £94
2D-003-005 Class 52 diesel loco D1072 'Western Glory' BR blue full yellow ends (Dap) £91



371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales' Own Regiment of Yorkshire in BR blue (Gra) £93.46
371-286 Class 55 diesel 'Deltic' 55002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46
371-285 Class 55 diesel 'Deltic' 55007 'Pinz' in BR green (Gra) £93.46
2D-004-006 Class 56 diesel 56070 in BR blue (Doncaster built) (Dap) £101
2D-004-007 Class 56 diesel 56000 BR blue large loco (Doncaster built) (Dap) £101
2D-004-008 Class 56 diesel 56105 Colas Rail freight (Doncaster built) (Dap) £116
2D-004-009 Class 56 diesel 56105 in Colas Rail freight (Doncaster built) - DCC fitted (Dap) £116
371-655 Class 57/3 diesel 57005 'Tynes Castle' First Great Western (Gra) £93.46
ND103H Class 58 diesel 58044 Triple Grey Unbranded (Dap) £99
ND103J Class 58 Diesel in EWS (Dap) £99
371-355 Class 60 diesel 60011 in DB Schenker (Gra) £93.46
371-354 Class 60 diesel 60200 in EWS - weathered (Gra) £99.41
371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21
2D-007-000 Class 66 diesel 66709 in MSCGSHF 'Sorrento' ship (Dap) £97
371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) £106.21

Electric locos

ND099m Class 86 Bo-Bo Electric 86401 Network South East new style panel (Dap) (list £117.80) **BARGAIN** £59
ND099Q Class 86 electric Freightliner Power Haul new style panel (Dap) (list £117.80) **BARGAIN** £59
ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) **BARGAIN** £69

HSTs

ND122G Class 43 HST Book Set in Cross Country Trains (Dap) £134
ND122E Class 43 HST Book Set in Grand Central Livery (new version one dummy power car) (Dap) £140

DMUs

371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) **BARGAIN** £99
371-510 Class 101 3-car DMU in BR blue (Gra) £118.96
371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96
ND114H Class 153 powered 'Northern Transpennine' (Dap) (list £99.95) **BARGAIN** £68
ND112A Class 156 2-car DMU 156408 Northern Rail (Dap) £94
371-558 Class 158 2-car DMU 158071 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



371-741 Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95) **BARGAIN** £171

EMUs

371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) (list £159.20) **BARGAIN** £99

Train sets - analogue

370-110 Depot Master train set Class 04 in BR Green & 3 wagons (Gra) £84.99
370-280 Regional Commuter Train Set Class 101 Regional Railways (Gra) £97.74

Train sets - DCC

NDIESEL2 DCC train set Class 56 in Loadhaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Coaches

2P-003-004 B Set Coach Twin Pack GWR shirtbutton 6894 & 6895 (Dap) £221
374-680 BR MK2A BSO Brake Second Open Blue & Grey (Gra) £20.83
374-950 BR MK2A FK First Corridor Blue & Grey (Gra) £20.83
374-476A BR Mk3 SLEP Sleeper Car ScotRail (Gra) £15.26
374-431 Bulleid GWR Semi-open Brake Third in BR crimson & cream (Gra) £20.83
2P-011-151 Gresley BR Carmine & Cream 1st Class E11032E LBR (Dap) £19
2P-011-051 Gresley BR Carmine & Cream 1st Class E12283E LBR (Dap) £19
2P-011-053 Gresley BR Carmine & Cream 2nd Class E12704E LBR (Dap) £19
2P-011-251 Gresley BR Carmine & Cream Brake Composite E10075E LBR (Dap) £19
2P-011-351 Gresley BR Carmine & Cream Buffet E9129E LBR (Dap) £19
2P-011-202 Gresley Teak Brake coach 5532 Light bar ready (Dap) £19
2P-011-203 Gresley Teak Brake coach 5537 Light bar ready (Dap) £19
2P-011-301 Gresley Teak Buffet coach 9129 Light bar ready (Dap) £19
374-271B Mk1 571 suburban second compartment in maroon (Gra) £16.11



371-085 Class 25/1 diesel D5188 in BR green (Gra) £84.96
371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) £93.46
371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) £93.46



374-039A Mk1 BG Full Brake blue & grey (Gra) £20.83

374-036A Mk1 BG Full Brake Maroon - weathered (Gra) £21.68
374-164 Mk1 FK first corridor in blue & grey (Gra) £20.83
374-163 Mk1 FK first corridor in chocolate & cream (Gra) £20.83
374-120 Mk1 RU restaurant car in crimson & cream (Gra) £20.83
374-230C Mk1 SK Pullman Second Kitchen Car Car 335 Unber & Cream (Gra) £22.06
374-061C Mk1 SK Second Corridor BR Maroon Weathered (Gra) £21.68
374-060C Mk1 SK Second Corridor Crimson & Cream (Gra) £20.83
374-928 Mk1 SLF Sleeping First Blue & Grey (Blue Riband) (Gra) £22.06
374-926 Mk1 SLF Sleeping First Maroon (Blue Riband) (Gra) £22.06
374-925 Mk1 SLSTP Sleeping Second Maroon (Blue Riband) (Gra) £22.06
374-016C Mk1 SO Second Open Crimson & Cream (Gra) £20.83
374-012C Mk1 SO Second Open Maroon Weathered (Gra) £21.68
374-210D Mk1 SP Pullman Second Parlour Car Car 351 Unber & Cream (Gra) £22.06
CM002 Mk3 book set 4 coaches in blue/gray buffers (Dap) £71
2P-005-031 Mk3 coach 2nd Class #W42033 in blue/gray HST (Dap) £19
2P-005-030 Mk3 coach 2nd Class #W42033 in blue/gray HST (Dap) £19
NC216A MkIII coach buffet in blue and grey (Dap) £19
374-532 Stanier 1st class brake BR maroon M50K2M (Gra) (list £19.75) **BARGAIN** £13
374-826B Stanier Brake Second BR Crimson & Cream (Gra) £20.83
374-841B Stanier Vestibule 2nd in BR Crimson & Cream (Gra) £20.83
374-851B Stanier Vestibule Composite BR Crimson & Cream (Gra) £20.83

Wagons

377-875A 100 Tonne JPA Cement Wagon 'VTG Lafarge Cornet' Silver (Gra) £20.36

NEW



NR-121 10T Wheelbase steel type solebars Chassis Kit (Pec) NEW £3
377-985* 12 Ton Easton Ventilated Fruit Van BR Bauxite (Early) (Gra) (list £11.95) **BARGAIN** £7
377-985* Pack of 4 (Gra) (list £47.80) **BARGAIN** £26
377-985* Megapack of 8 (Gra) (list £95.60) **BARGAIN** £50
377-250D 10 Ton Steel Mineral Wagon BR grey (Gra) £8.46
377-552B 31 Tonne OCA Dropside Open Wagon EWS (Gra) NEW £12.71
373-902B 46 Tonne glw HAA Hopper BR Bauxite Coal Sector (Gra) £10.16
373-901C 46 Tonne glw HAA Hopper EWS - weathered (Gra) £11.01
373-900C 46 Tonne glw HAA Hopper Freight Brown - weathered (Gra) £11.01
373-509 46 Tonne glw HAA Hopper BR Bauxite - Weathered (Gra) £9.78
373-979A 46 tonne POA box mineral wagon plain ends 'Tiger' (Gra) (list £11.40) **BARGAIN** £7
377-020 5 Plank Wooden Floor Wagon E. B. Mason (Gra) NEW £8.46
377-057 5 Plank Wooden Floor Wagon Edwin W. Badland (Gra) £6.04
KVR-417 7 Plank coal wagon kit (Pec) £3

NEW



NR-P411 7 Plank Open Wagon 'N Guest, Keen & Nettelfords, Newport' no 711 (Pec) NEW £8
374-787 BR 4 Wheel CCT Van BR Blue (Gra) NEW £16.96

NEW



374-785 BR 4 Wheel CCT Van BR Lined Maroon (Gra) NEW £16.96
374-788 BR 4 Wheel CCT Van Express Parcels Red Star (Gra) NEW £16.96
374-786 BR 4 Wheel CCT Van Tartan Arrow (Gra) NEW £16.96

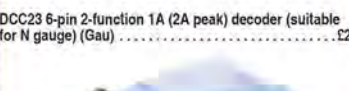
NEW



NR-P126 Butterley Steel open wagon 'Norstand, Grimsby' No. 488 (Pec) NEW £7.50
KNR-44 Butterley steel type open wagon kit (Pec) £3
2P-047-008 CCT parcel van S23045 in BR Southern Region (Dap) £13
377-326B* Conflat With AF Container light blue (Gra) (list £10.05) BARGAIN £7
377-326B* Pack of 4 (Gra) (list £43.80) **BARGAIN** £26
377-326B* Megapack of 8 (Gra) (list £87.60) **BARGAIN** £50
2P-014-008 Fruit D wagon #W2636 BR maroon straw lettering & grey roof (Dap) £12
377-355 Intermodal Bogie Wagons With Two 45ft Containers 'DHL' (Gra) £30
377-366 Intermodal Bogie Wagons With Two 45ft Containers 'Geest' (Gra) £30
377-353 Intermodal Bogie Wagons With two 45ft Containers 'Malcolm Logistics' (Gra) £31
377-651 MDA 'Monodurox' EWS unbranded trailers (Dap) £18
377-651 Pack of 4 (Gra) (list £80) **BARGAIN** £128
377-651 Megapack of 8 (Gra) (list £176) **BARGAIN** £128
373-066C PGA bulk aggregate hopper wagon Railhouse (Gra) (list £10.25) £8
377-435 Triple tank wagon 'Essex' (Pec) £29
377-435 Triple tank wagon 12 Ton BR plywood trail van BR bauxite early - weathered (Gra) (list £35.95) **BARGAIN** £29
377-990 Triple pack 12 Ton ventilated vans BR bauxite early - weathered (Gra) (list £29.95) **BARGAIN** £19
373-270 Triple pack 8 Ton cattle wagons BR bauxite early - weathered (Gra) £30.56
377-335 Triple pack Corflat wagons BR bauxite AF containers light blue - weathered (Gra) (list £32.95) **BARGAIN** £19
377-935* Triple pack PCA metal bulk powder wagon grey - weathered (Gra) (list £36.95) **BARGAIN** £23

DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24



38-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26
DCC22 6-pin 2-function 1A (2A peak) very small decoder (Gau) £25

Electronic components

GM52 Multi-voltage Track Tester (Gau) £5
DCC40 Reverse loop control module (Gau) £32

Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 150/MkIII 'Plug&Play') (Dap) £8

NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'Plug&Play') (Dap) £8

Spare

2A-000-008 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) £5
2A-000-009 Magnetic coupling conversion kit for non-NEM couplings (ex-NSPARE9) (Dap) £8
2A-000-013 Magnetic coupling - long arm - 5 pairs (Dap) £18



2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18
2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17



SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £1.50
T14560 Tidy Track Roto Wheel Cleaner N Gauge (Woo) £18.25
Man-made scenic structure - railway-related
SL-340 Butler Stop Rail Built Type (Pec) £1.40
NCAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) (Dap) £4
PN940 Platform 4-Bay Canopy (Met) £14



NB-66 Platform edging ramps, brick type (Pec) NEW £2
NB-67 Platform edging ramps, stone type (Pec) NEW £2
NB-55 Turntable Kit, w/tye, dock length 151mm (Pec) £12

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22
SL-001-003 Signal - motorised, GWR home round post (Dap) £22
2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

Buildings - general

42-131 Static Caravan (80 x 25 x 18mm) (Gra) £16.96
Man-made scenic structure - non-railway
NF8 Security fencing barbed wire kit 8m high (150ft long) (Anc) £8.50

Bridges, Tunnels & Walls



PN146 Brick Railway Bridge (Met) NEW £11



PN145 Brick Retaining Walls N Scale (Met) NEW £8
42-225 Low Relief Retaining Walls (86 x 5 x 44mm) (Gra) £5.06
PN144 Retaining Wall (Stone) (Met) £8

Track - Code 80 Setrack

ST-6 2 setrack buffer stops (Pec) £1.25
ST-11 Double straight track (Pec) £1.50
ST-51 Left hand crossing (Pec) £8
ST-20 Level Crossing gates for single track (Pec) £6
ST-19 N Satrack No. 4 radius double curve (Pec) £2
ST-17 N Satrack No.3 radius double curve (8 form a circle) 2x3.5mm/1.75 radius (Pec) £1.75
ST-12 No.1 radius double curve (Pec) £1.20
ST-3 No.1 radius single curve (Pec) £1
ST-15 No.2 radius double curve (Pec) £1.25
ST-50 Right hand crossing (Pec) £8



ST-6 2 setrack left hand point insulfrog (Pec) £8



ST-5 Setrack right hand point insulfrog (Pec) £8
ST-2 Short straight track (Pec) £0.80
ST-1 Standard straight track (Pec) £1





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Track - Code 55 Finescale Streamline

Diesel locos



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickle Silver flexible track (Pec)	£68
SL-300F Single (Pec)	£2.90
SL-302F 1 Yard of Nickle Silver Flexible Track Concrete Sleepers (Pec)	£3
SL-302F Pack of 30 (Pec)	£78
SL-E399F 3-way finescale turnout (Pec)	£26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec)	£39.50
SL-E388F Finescale curved double radius right hand point electrofrog (Pec)	£39.50
SL-E390F Finescale double slip electrofrog (Pec)	£31
SL-390F Finescale double slip insulating (finescale only) (Pec)	£31
SL-E389F Finescale left hand large point electrofrog (Pec)	£39.50
SL-E396F Finescale left hand medium point electrofrog (Pec)	£39.50
SL-E392F Finescale left hand small point electrofrog (Pec)	£39.50
SL-E394F Finescale long crossing electrofrog (Pec)	£10
SL-E388F Finescale right hand large point electrofrog (Pec)	£39.50
SL-E395F Finescale right hand medium point electrofrog (Pec)	£39.50
SL-E383F Finescale scissors crossover electrofrog (Pec)	£52
SL-E397F Finescale Y Point Electrofrog (Pec)	£10

Track & Points

379-460 Left Hand Standard Point (Gra)	£7
379-461 Right Hand Standard Point (Gra)	£7
379-451 Straight Track 87mm. (Gra)	£9.95
379-451 Straight Track 12 (Gra)	£9

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau)	£18
SL-350 Roll of Underlay (5 Metres) (Pec)	£5

Buses

NB001bs Duple Dominant II Coach 'National Travel East' (Circa 1978 - 1993) (Bas)	£7.99
NS0202 Five Piece Bus Set (Oxi)	£25

NEW



NUT004 Guy Arab Birmingham (Oxf) NEW	£5.95
NAN001 Leyland Atlantean Park Royal 'Southdown NBC' 1975 - 1990 (Bas)	£8.99
NB003bs Leyland Leopard Duple Dominant II Coach - Ribble - NBC (Circa 1978 - 1993) (Bas) NEW	£7.99

Commercial vehicles

N037 AEC Matador flatbed & drawbar trailer Pickfords (circa 1950 - 1990) (Bas) NEW	£8
N032 AEC Monarch flatbed & drawbar trailer 'Wynne Heavy Haulage' (circa 1940 - 1950) (Bas) NEW	£8
NPB004 Commer PB Crossville (Oxf) NEW	£4.25

NEW



NFG003 Foden FG Dropside Pickfords (Oxf) NEW	£4.95
NUT003 1 Guy Arab Utility Midland Red - Correct Colour (Oxf) NEW	£5.95

NEW



N042 Karrier Bantam Dropside 'M G Williams' (Circa 1977 - 1987) (Bas) NEW	£4.99
N009 Leyland FG flatbed 'M.G. Williams - Coal Merchant' (1965 - 1975) (Bas)	£5
NSCA003 Scania H916 Tipper 'Ian S Rogers - The Forge Noseman' (Oxf)	£10
NSCA002 Scania H916 Fridge 'Eddie Stobart' (Oxf)	£10

NEW



NTCAB004 Scania T Cab Tipper Metropolitan Demolition (Oxf) NEW	£11
NSCA001 Scania Topline Curtainside 'Stobart' (Oxi)	£9

Boats & Ships - civil

N3-NB2 Industrial Narrow Boat tarpaulin (Anc) NEW	£15
N3-NB3 Leisure Narrow boat (Anc) NEW	£20

HO Gauge (1:87 Scale)

Electronic components

DCC40 Reverse loop control module (Gau)	£32
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Spares

GM50 OO/HO gauge loco wheel cleaner (Gau)	£24
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Buildings - general

45013 Gas Station (Bas) NEW	£23
45011 School House (Bas) NEW	£18

Track underlay

ST1461 Single Track Strips Of OO/HO Gauge Track Bed (1.75" x 24") x 36 (Woo)	£22.05
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Cars

42206 Automobile Set #1 (6 PCs) (Bas) NEW	£5
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1:72 Scale

Aircraft - civil

72DR006 De Havilland Dragon Rapide Biplane 'Railway Air Services' GACPP (Oxi)	£27
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O Gauge (1:43 Scale)

Steam locos

BL99032C £39 0-6-0 Freight loco 1586 LNER black (Bas) (list £589.99)	BARGAIN £390
BL99031C £39 0-6-0 Freight loco 64816 in BR black late crest (Bas) (list £589.99)	BARGAIN £390



4051 Class 40 1Co-Co1 in BR blue full yellow ends (Hel) £500



4050 Class 40 1Co-Co1 in BR green small yellow panels (Hel) £500

Wagons

BL99043 20 Ton Brake Van in LNER brown working rear light (Bas) (list £64.50)	BARGAIN £36
BL99060 3 Plank Private Owner Wagon in Brown 'Bassett Lowke' (Bas) (list £35.50)	BARGAIN £24
7F-031-002 6-wheel milk tanker in 'CWS' red (Dap)	£62
7F-031-001 6-wheel milk tanker in 'Express Dairies' (Dap)	£62
7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap)	£62
7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap)	£62
7F-071-012 7 Plank Wagon GWR 06523 (Dap)	£34
7F-071-003 7-plank wagon 'Edinburgh' (Dap)	£35
7F-080-010W 8 Plank Wagon Enoch Haythorn - weathered (Dap)	£34
7F-100-004 SR 25T 'Pillbox' Brake van 55585 in BR blue & grey right hand duckot (Dap)	£62
7F-100-001 SR 25T 'Pillbox' Brake van 55595 in SR brown & red right hand duckot, small lettering (Dap)	£62
7F-100-003 SR 25T 'Pillbox' Brake van 556108 in BR grey right hand duckot (Dap)	£62

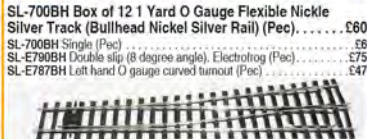
Analogue controllers

DO Double/Twin track O scale controller 14V DC 2Amp (Gau)	£159.95
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Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickle Silver Rail (Pec)	£60
SL-700BH Single (Pec)	£6
SL-E799BH Right hand O gauge curved turnout (Pec)	£18
SL-E797BH Left hand O gauge curved turnout (Pec)	£17



SL-E792BH Left hand point bullhead rail and electrofrog (Pec)	£38
SL-E786BH Right hand O gauge curved turnout (Pec)	£47
SL-E791BH Right hand point bullhead rail and electrofrog (Pec)	£38
SL-E792BH Right hand point bullhead rail and electrofrog (Pec)	£38
SL-E792BH 2nd radius standard curve 410mm (16") radius 1020mm (40.5") 16 make a circle (Pec)	£50
SL-E797BH Y Point bullhead rail & electrofrog (Pec)	£36

Cars

FE1002 Ford Escort Mk1 RS2000 - 1974 Avon tour of Britain, Clark & Marshall (Cor)	£32
VA09517 Ford Escort Mk1 RS2000, Vista Orange (Cor)	£19
43HT002 Healey Tickford in black (Oxi)	£18



43HT001 Healey Tickford in maroon Monte Carlo 1953 (Oxi)	£18
43HP004 Lotus Elan + 2 in black & silver (Oxi) NEW	£18
43LE004 Lotus Elan + 2 in black & silver (Oxi) NEW	£18
VA13500 Mini 1275 GT, Bronze Yellow 'Trevor' (Cor)	£17

Commercial vehicles

43APH001 Austin Princess 125 Horse in Black (Oxi)	£19
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G Scale

Train sets - analogue

90069 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bas)	£199
90068 Thomas Annie & Clarabel train set (loco moving eyes) (Thomas the Tank range) (Bas)	£199
90067 Thomas Christmas Delivery train set (Thomas the Tank range) (Bas)	£260
90087B Thomas Christmas Delivery train set brass track (Thomas the Tank range) (Bas)	£289

Analogue controllers

10LGB Single Track Cased Controller for G Scale (Gau)	£79
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Track & Points

10610 Straight track 1200mm long (LGB)	£23
10610 Box of 6 (LGB)	£124

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau)	£30
DS Double power controller brake simulator (Gau)	£119
DF Double/Twin power unit feedback (Gau)	£79



D Double/Twin track power controller (Gau) £69



Q Quadruple 4 circuit power controller (Gau) £130

W Walkabout circuit controller (Gau) £29

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau) £37

T1 Unised 2 x 16v AC Transformer (Gau) £18

Analogue point control

CDU Capacitor Discharge Unit (Gau)	£11
PL-35 Capacitor Discharge Unit Mk2 (Pec)	£12
PCU1 Electronic points control unit (Gau)	£90
MCDU Mains Powered CDU Unit (Gau)	£20
PL-15 Twin Microswitch (Pec)	£6

DCC decoders



DCR-8PIN-2SAX 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £11

DCR-8PIN-2SAX Box of 5 (1 Hat) £50

DCR-8PIN-2SAX Box of 10 (1 Hat) £99



DCR-8PIN-Harness 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £10

DCR-8PIN-Harness Box of 5 (1 Hat) £48

DCR-8PIN-Harness Box of 10 (1 Hat) £94

36-552 8-pin 3-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bas) £13.60



36-553 8-pin 3-function 1A decoder back EMF (Bas) £15.50

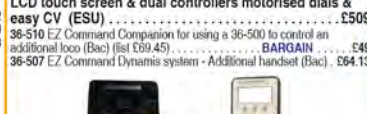
DCC controllers



50200 EcoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509

36-510 EZ Command Companion for using a 36-500 to control an additional loco (Bas) (list £68.45) BARGAIN £49

36-507 EZ Command Dynamics system - Additional handset (Bas) £64.13

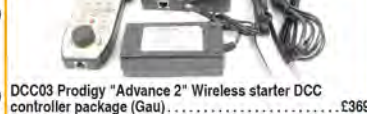


DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) £215



DCC03 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau) £369

DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99

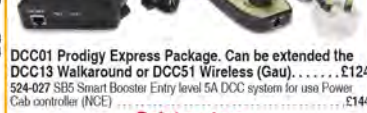


DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124

524-027 SB5 Smart Booster Entry level SA DCC system for use Power Cab controller (NCE) £144

Point motors

PL-9.5 Mounting Plates for use PL-10E (Pec)	£2.25
PL-10W High performance turnout point motor (Pec)	£6
PL-10WE High performance turnout point motor extended pin (Pec)	£6



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) £26

PL-10 Single (Pec) £4.50



PM-2 Seep point motor (Gau) £3.50

PM-4 Seep point Motor Self Latching Switch (Gau) £5



PM-1 Seep point motor accessory switch (Gau) £4



PL-11 Side mounted point motor (Pec) £7

PL-50 Turnout switch module (makes wiring points easy) (Pec) £14

Switches & Levers

GM510 A5H Single Pole Double Throw Momentary Contact Mini-toggle for Point Motors (Gau)	£2.50
PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec)	£2.50
PL-22 Lever Operated On/Off Switch (Pec)	£2.50
PL-23 On-On Changeover Switch (style matches PL26 series) (Pec) £5.50	
PL-26B Passing Contact Switch - Black Lever (Pec)	£4.50
PL-26R Passing Contact Switch - Red Lever (Pec)	£4.50
PL-26W Passing Contact Switch - White Lever (Pec)	£4.50
PL-27 Switch Console Unit (Pec)	£4.50
PL-51 Turnout switch module add-on (makes wiring easy) (Pec)	£5

Electronic components

HF-2 Electronic twin track cleaner (Gau)	£37
TLU Tension lock uncoupler (Gau)	£9

Accessories

PL-41 Rail Cleaning Rubber (Pec)	£2.50
SL-14 Track Fixing Pins (Pec)	£1.25

Spares



TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25.25

TT4581 Tidy Track Track Painter - Rusty Rail (Woo) £8.50

Trees

GM195 Scatmoor trees (Gau)	£17
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FL635 Static Grass Flock - Medium Green (Woo) £8.20

B1382 Ballast Shaker - Medium - Gray (Woo) £8.60

Grass, Ground, Lichen, Hedges & Foliage

Minerals, Water & Rocks

Track underlay

GM130 Cork sheet - 1/16 thickness 3 x 2 (900 x 900mm) approx (Gau)	£5.50
ST1408 Foam Riser For Elevated Track - 4" High - 2.5" Wide - Pack Of 2 (Woo)	£9.20
ST1410 Incline For Transition From 1 Level To Another - 2% Set - Elevates Track 4" in 16" - 2.5" Wide - Pack Of 8 (Woo)	£15.40
ST1416 Incline For Transition From 1 Level To Another - 3% Set - Elevates Track 4.5" in 16" - 2.5" Wide - Pack Of 6 (Woo)	£14.95
ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" in 8" - 2.5" Wide - Pack Of 4 (Woo)	£10.70

Railway publications

Metcalfe Issue 137 Metcalfe Catalogue of all N and OO card products (Met) NEW £0.30

Gloss

AD-57 Floet Card Glue, Clean, Neat & Instant Card Modelling Glue (Ideal For Superglue & Metcalfe) - 50ml (Del) £5.20

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SECC Glasgow 2015

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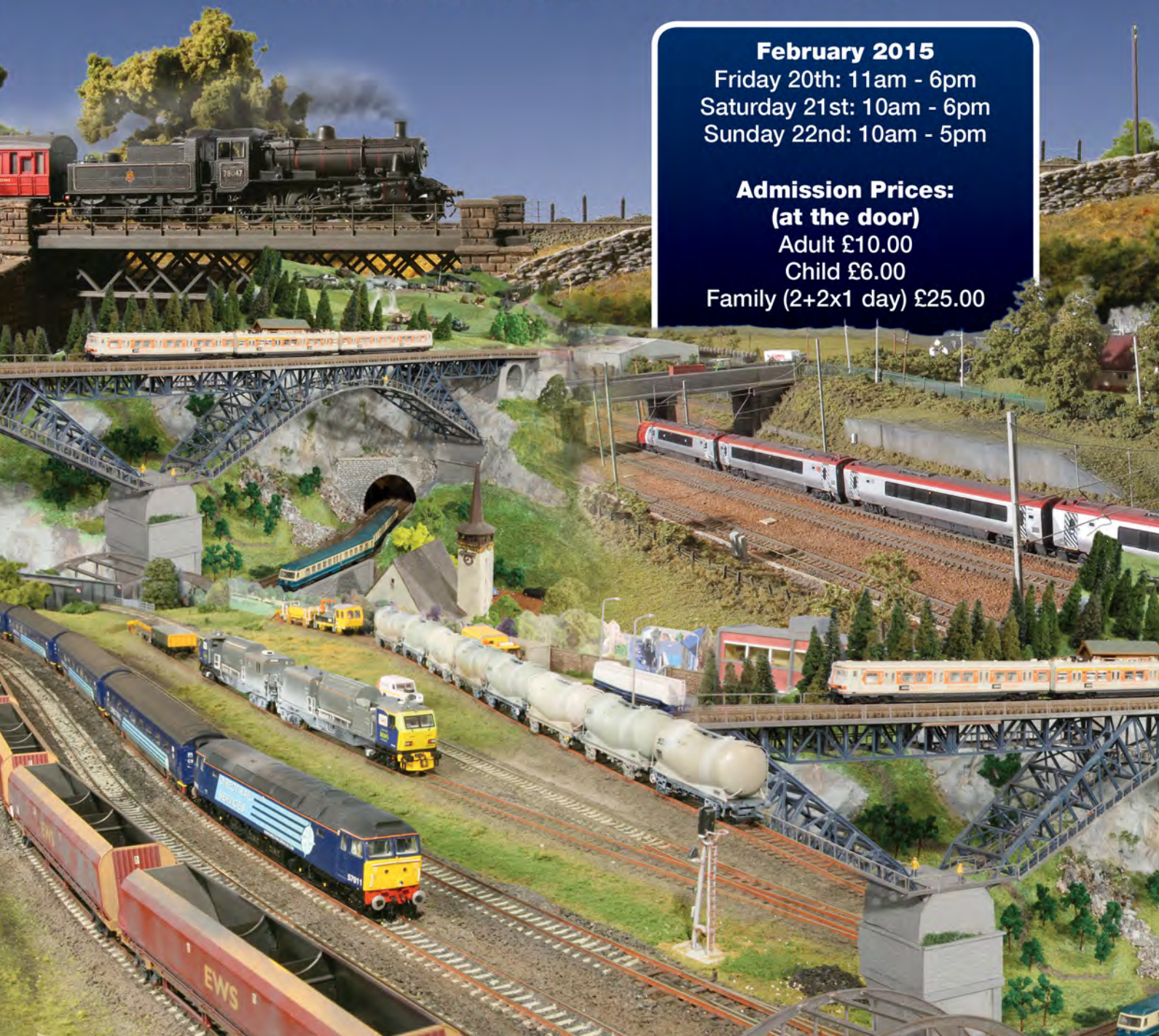
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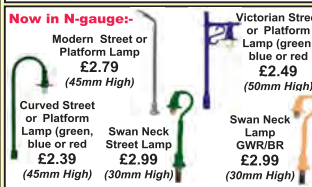
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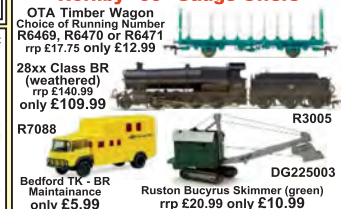
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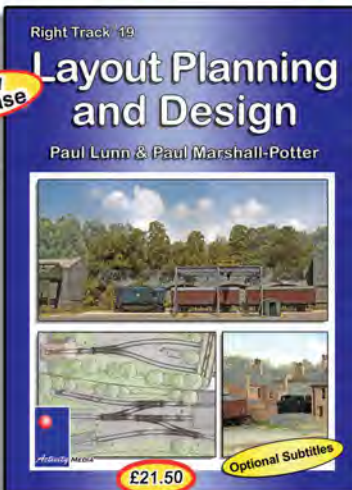
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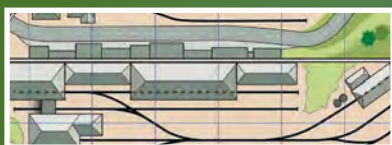
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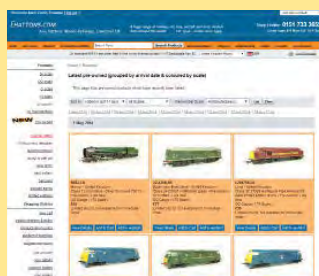
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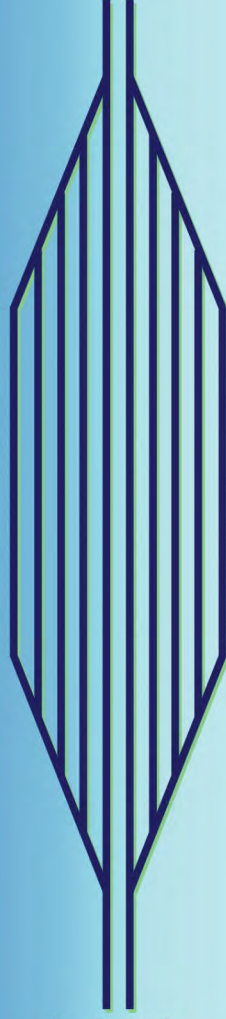
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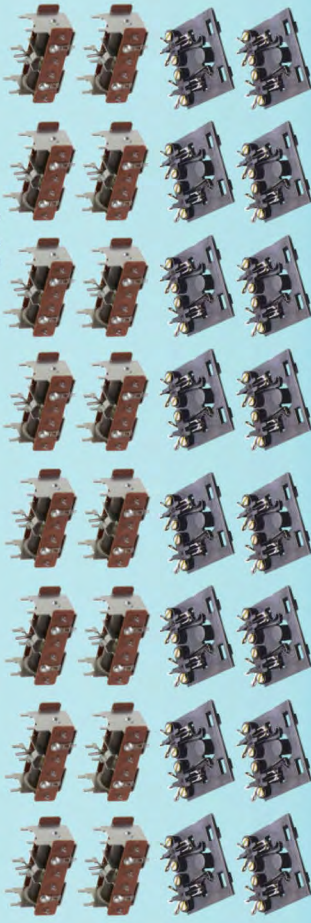
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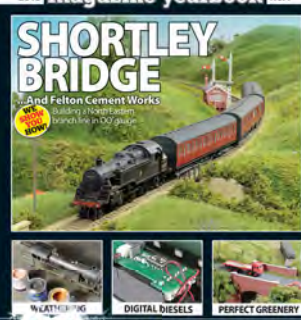
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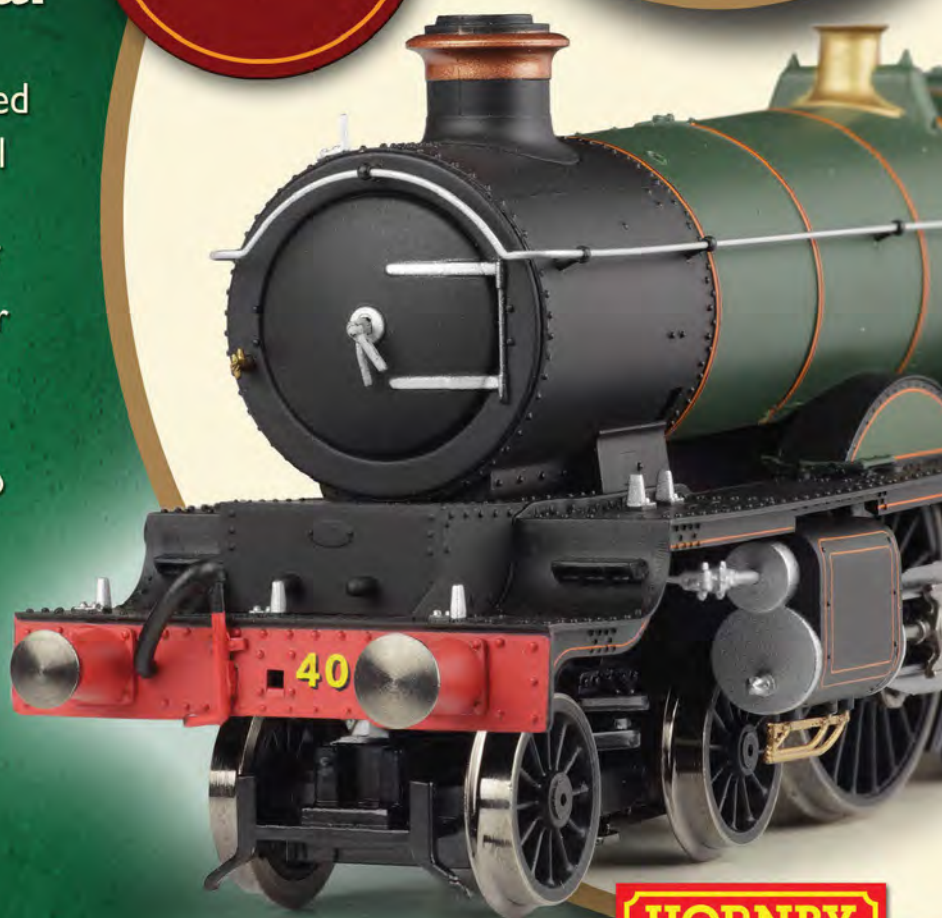
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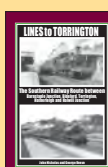
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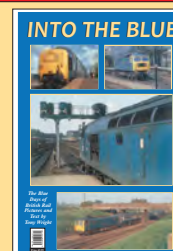
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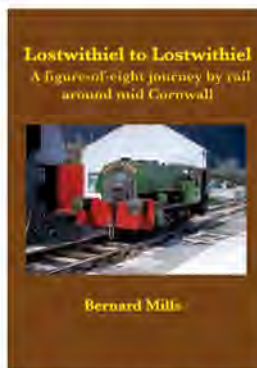


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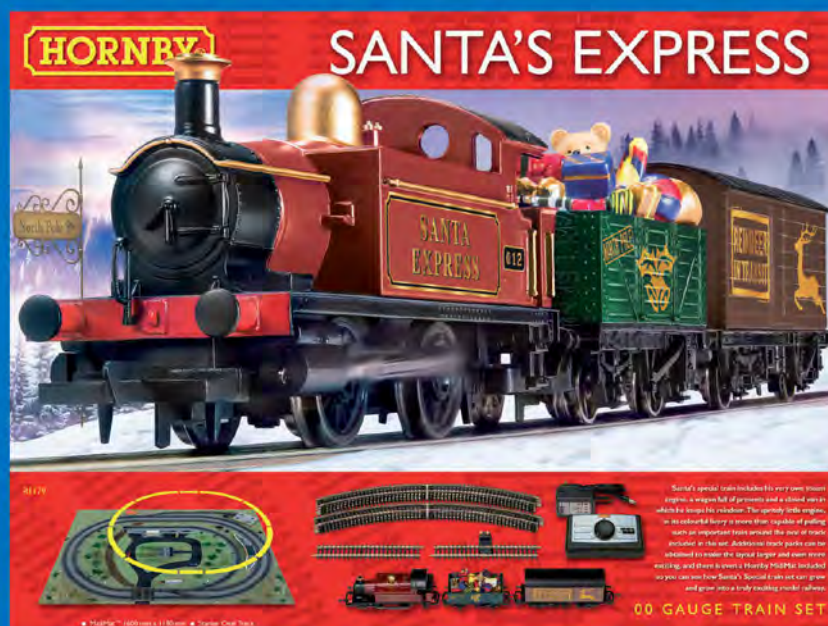


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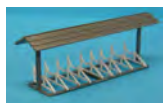
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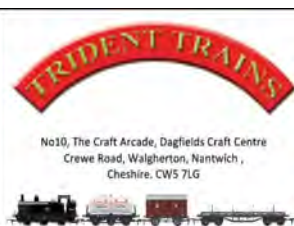
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R3017	Patriot Class Loco, 45535 'Sir Herbert Walker KCB' BR early gr	£104.50
R3010	King Arthur Class, 'Sir Sagamore' SR mausell gr 8 Wheel Tender	£137.49
R3006	BR (ex GWR) 2-4-0 78xx Class, 3864 in BR early black	£104.75
R2984X	A4 Class 4-6-2 Loco, 60022 'Warlord' BR late green livery, DCC Fitted	£79.99
R2921	B17/1, 4-6-0 Loco, 61637 'Thorp Hall' BR early green	£119.00
R2912	B17/1, 4-6-0 Loco, 61639 'Grimsby Town' BR late green	£119.00
R2882	3F 0-6-0 Tank 'Jinty' Loco, Number 24 in S&DR Prussian Blue livery	£29.49

PRE-OWNED HORNBY OO GAUGE

R2172	Train Pack, 2P Loco LMS black with 3 Stenier Coaches	£105.49
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R2228	8F Class 2-8-0 Loco, number 8510 in LMS plain black livery	£9.49
R2257	Black 5 Class 4-4-0 Loco, number 5055 in LMS post lined black livery	£4.79
R2169	Merchant Navy Class 35028 'Clan Line' BR late green	£9.49
R2623	King Arthur Class, 30737 'King Uther' BR early green 8 wheel tender	£4.00
R2745	Schools Class, 902 'Wellington' Southern Railway malachite	£9.49
R1082	A3 Class 'Flying Scotsman' BR early blue (ex set)	£105.00
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R2901	Britannia Class, 70028 'Royal Star' BR Early green	£9.49
R2273	B17/4 Class, 61663 'Ereton' in BR late green (point chip to buffer beam)	£6.00
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R2726	Rebuilt Patriot Class, 45536 'Private W Wood VC' BR early green	£95.00
R3051	Class 60 Diesel, 60033 'Teas Steel Express' in EWS pale blue livery	£99.00



R3039	Class 67 Diesel Loco 67018 'Keith Heller' in DB Schenker red	£129.99
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NEW HELJAN LOCOMOTIVES

4050	O Gauge, Class 40 Diesel Loco in BR green with sm yellow panel & discs	£99.99
4051	O Gauge, Class 40 Diesel Loco in BR blue with discs	£99.99
8800	AC Railcar in BR green with speed whiskers - NEW	£109.49
1503	Class 15 Bo-Bo Diesel Loco, 08233 in BR green SYP	£97.50
1601	Class 16 Bo-Bo Diesel Loco, 08400 in BR full green livery	£109.00

1716	Class 17 'Clayton' Diesel Loco, 08585 in BR green SYP	£92.49
2320	Class 23 'Baby Delic' Diesel, 05900 in BR gr (ex works), with Discs	£105.49
2608	Class 26 Bo-Bo Diesel Loco, 05339 in BR gr SYP	£92.49
	Class 26 Diesel, New Tooling various in stock	£99.00



3410	Class 33/0 Bo-Bo Diesel Loco All New Tooling various in stock	£97.00
4005	Prototype Co-Co Diesel Loco, No 00260 'Lion' in white	£109.00
4010	EE Prototype Co-Co Diesel Loco, 'DP2' original BR plain gr	£110.00
8705	Waggon & Maschinenbau Railbus, 07961 in BR green livery in Glass ex works	£95.00
8920	Class 128 DPU, MS5991 Blue livery with, Gangwayed version NEW	£99.00
8921	Class 128 DPU, MS5992 Royal Mail Red Gangwayed version NEW	£99.00
8922	Class 128 DPU, MS5992 Blue livery, Gangwayed 'SCOOTBY DOO' Version	£99.00
8923	Class 128 DPU, MS5991 in British Railways Royal Mail Red Gangwayed version	£99.00
8901	Class 128 DPU, MS5992 BR Green with yellow gangway doors	£99.00
8940	Class 128 Diesel Parcel U, MS5993 in BR Blue 'Parcel Service' to the body	£99.00
8941	Class 128 Diesel Parcel Unit, MS5995 in 'Royal Mail Letters' red and yellow	£99.00
8942	Class 128 Diesel Parcel Unit, MS5995 BR Blue 'Parcel Service' Weathered	£109.49
8990	Class 128 Diesel Parcel Unit, MS5987 BR green with speed whiskers	£99.00
8993	Class 128 Diesel Parcel Unit, MS5990 BR Blue livery 'Parcel Service'	£99.00

NEW REALTRACK LOCOMOTIVES

144-11	Class 144 2 Car DMU, 144012 Northern Night Blue (Current Livery) including Metro & ST Travel Logo's	£110.00
144-12	Class 144 2 Car DMU, 144007 Northern Night Blue (Old Pre Nov 2011 Livery) ... Including Metro & ST Travel	£110.00
144-14	Class 144 2 Car DMU, 144009 West Yorkshire PTE 'METRO' Red & Silver livery with ARRIVA Branding	£110.00
RT144-3	Class 144 2 Car DMU, 144003 West Yorkshire PTE 'METRO' Red & Silver livery with early NORTHERN Branding	£110.00

NEW DAPOL OO LOCOMOTIVES

4003006	Class 52 Diesel, D1065 'Western Consort' BR maroon SYP	£119.00
4003001	Class 52 Diesel, D1029 'Western Legionnaire' BR Maroon SYP	£119.00
4003005	Class 52 Diesel, D1072 'Western Glory' BR Blue	£114.00

NEW DAPOL N GAUGE LOCOMOTIVES

268000	A4 Class 4-6-2 Loco, 60019 'Britannia' BR green livery late crest to the tender	£110.00
2607005	Pannier Tank 0-4-0 Loco, 197 in London Transport maroon	£69.00

NEW MURPHY MODELS LOCOMOTIVES



233	201 Class Co-Co Diesel, 233 'River Clare' in Enterprise livery NEW	£129.00
MM0086	Class 071 GM Co-Co Diesel Loco, 086 CIE Orange & Black livery	£135.00
mm141A	GM Class 141 Bo-Bo Diesel Loco 8141 in Irish Rail Black & orange	£105.00

BACHMANN LOCOMOTIVES OO GAUGE

25-2014	Special Boxed set, Jubilee and union jack Class 47 Limited Edition	£29.49
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31-150V	Sp Ed two loco set, Jubilee 'Sonsperell & Novelty' in wooden case	£225.00
31-1501	Sp Ed set, 'Spanish Armada', Jubilee 'Armada' & 'Howard of Effingham' L	£225.00
31-1670c	Aspinall L&N 2-4-2 Tank Engine, 50762 BR blk (W) DCC Fitted	£109.00



31-011	Class 75, 2-8-0 Loco, 53809 in BR late blk	£117.00
31-050A	J72 0-6-0 Tank Loco 8680 in LNER Apple green	£59.49



31-537	Class 105 2 Car DMU, BR Green SYP destinations 'Manchester Victoria & Rochdale'	£99.89
31-650M	Class 47 Diesel, 1662 'Isambard Kingdom Brunel' BR blue L/E	£145.00
31-652	Class 47 Diesel, 47474 'Sir Lancelotti' in 'Parels' red and grey	£89.49
31-656d	Class 47 Diesel, D1667 'Thor' in BR two tone green, DC Fitted	£113.00
32-129A	45xx Class Prairie 2-6-2 Tank Loco, 4545 in BR early black	£84.49
31-465	C Class 0-6-0 Loco & Tender, 31579 BR late black	£112.95
31-464	C Class 0-6-0 Loco & Tender, 593 in Southern Black	£112.95
32-731	Class 66 Diesel, 66407 in DRS Blue	£79.50
31-962a	A4 Class Loco, 2510 'Quicksilver' LNER Black L/E	£149.00
31-962b	A4 Class Loco, 4496 'Golden Shuttle' in LNER Black V/e	£149.00
32-177	Horwich Crank, 42789 in BR late Black	£79.49
32-400ds	Class 40, Diesel Loco D211 'Mauritania' BR green, discs, DCC SOUND	£229.99
31-558	GE Class 70 Diesel Loco, 70005 in F/L Power Haul (W)	£135.00

FARISH/BACHMANN LOCOMOTIVES N GAUGE

371-105	Class 31 Diesel Loco, 31602 in Network Rail engineers yellow	£78.49
371-538	Class 158 2 Car DMU 158807 Scotrail livery	£102.00
371-701	Class 70 Diesel Loco, 70003 in Freightliner Powerhaul	£105.00
371-701	Class 350/2 4 Car 'Desiro' DMU 350238 in London Midland livery	£135.00
372-675	4 CEP 4 car EMU, British Railways Green	£134.00

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HORNBY magazine

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NEXT ISSUE

DAINTON BANK

Michael Heaven's stunning 'O' gauge model of Dainton Bank is a layout not to be missed on the show circuit. As it enters its final year of public exhibitions Nigel Smith explains how it was built and what goes into keeping this huge layout running.



FREE
HORNBY®
PRODUCT
GUIDE 2015

FREE with the next issue of Hornby Magazine is our special 24 page guide to Hornby's new products for 2015. Packed full with detailed tables, informed features and the latest images, this is your essential guide to what is coming in the year ahead from Britain's biggest model manufacturer!

STEP BY STEP

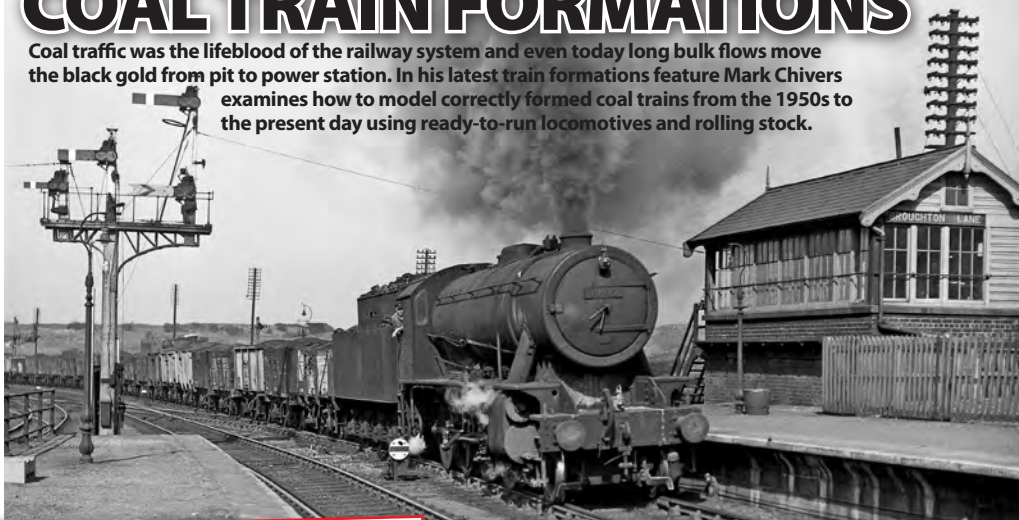
WEATHERING A BRUSH TYPE 2



Tim Shackleton shows how to bring detailed weathering effects together on a Brush Type 2 using the Heljan 'O' gauge model as the basis in this detailed step by step guide.

COAL TRAIN FORMATIONS

Coal traffic was the lifeblood of the railway system and even today long bulk flows move the black gold from pit to power station. In his latest train formations feature Mark Chivers examines how to model correctly formed coal trains from the 1950s to the present day using ready-to-run locomotives and rolling stock.



THE NEXT ISSUE OF
HORNBY
magazine

is on sale on January 8 2015

DON'T MISS IT!

STEP BY STEP

BUILDING COLOUR LIGHT SIGNALS

Nigel Burkin picks up a Knightwing colour light signal kit for 'OO' and shows how with simple tools and materials it can be turned into a fully functioning two aspect signal.



PLUS

We'll be reviewing all the latest models, reporting the latest news and helping you get the most out of your modelling projects.



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www.dapol.co.uk

We would like to wish all our customers a **VERY MERRY CHRISTMAS** and a **HAPPY NEW YEAR**



'N' releases in December

BRITANNIA



2S-017-001 - Britannia BR E/Crest Robert Burns BR1 Tender 70006

2S-017-001D - Britannia BR E/Crest Robert Burns BR1 Tender 70006 DCC

2S-017-002 - Britannia BR L/Crest Alfred the Great 70009

2S-017-002D - Britannia BR L/Crest Alfred the Great 70009 DCC

2S-017-003 - Britannia BR E/Crest Apollo BR1 Tender 70015

2S-017-003D - Britannia BR E/Crest Apollo BR1 Tender 70015 DCC

2S-017-004 - Britannia BR L/Crest Morning Star 70021

2S-017-004D - Britannia BR L/Crest Morning Star 70021 DCC

2S-017-005 - Britannia BR L/Crest Western Star Weathered

2S-017-005D - Britannia BR L/Crest Western Star Weathered DCC

ND095B - Britannia Oliver Cromwell 70013

ND095BD - Britannia Oliver Cromwell 70013 DCC

CLASS 122

2D-015-001 - Class 122 BR Green with Whiskers 55000

2D-015-001D - Class 122 BR Green with Whiskers 55000 DCC

2D-015-002 - Class 122 BR Green SYP W55006

2D-015-002D - Class 122 BR Green SYP W55006 DCC

ND210A - Class 122 Regional Railways Livery 55012 Dummy

ND210B - Class 122 Blue/Grey Livery W55011 Dummy

ND210C - Class 122 BR Green with Whiskers W55016 Dummy

ND210D - Class 122 BR Green SYP W55003 Dummy



Also released this month include;

2D-013-000 - Class 27 BR Blue Livery 27108

2D-013-000D - Class 27 BR Blue Livery 27108 DCC

2D-013-001 - Class 27 BR Green SYP D5401

2D-013-001D - Class 27 BR Green SYP D5401 DCC

2D-013-051 - Class 27 BR Blue 27203 Dummy

2D-013-052 - Class 27 BR Blue 27212 Dummy

2D-013-053 - Class 27 BR Green SYP D5360 Dummy

2D-013-054 - Class 27 BR Green SYP D5369 Dummy

2F-053-001 - Megafret Wagon (3368 4943 076) + 2 Less CO2 Cont'r's

2F-053-002 - Megafret Wagon (3368 4943 055) + 2 Stobart Rail Cont'r's

2F-053-003 - Megafret Wagon (3368 4943 061) + 2 Less CO2 Cont'r's Wt'd

2P-005-510 - MK 3 Buffet Arriva Trains Wales 10259

2F-005-520 - MK 3 Coach Arriva Trains Wales 12179

All product release dates correct at time of going to press

'OO' releases in December



Also released this month include;

4F-030-009 - 16T Steel Mineral BR Bauxite M620674

4F-030-010 - 16T Steel Mineral BR Bauxite M620674 Weathered

4F-051-021 - 5 Plank Constable Hart

4F-051-022 - 5 Plank Constable Hart Weathered

C106B - 57 FT Stanier Corridor Brake BR Carmine & Cream M5566M

4P-010-035 - 60 FT Stanier Corridor Composite BR Carmine & Cream M3934M

4F-016-009 - Banana Van GWR 95444

4F-016-010 - Banana Van GWR 95444 Weathered



APPROVED

DAPOL GOLD

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The following retailers carry stocks of all new monthly products

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SHEPTON MALLETT: **East Somerset Models** tel:01749 880651

YORK: **Monk Bar Model Shop** tel:01904 659423

Class 37 Diesel

N Scale Model Locomotives



371-166 Class 37/4 Diesel, Railfreight Distribution, No. 37406 'The Saltire Society'



- NEM Couplings & 6 pin decoder socket
- Roof details include air horns & aerials
- Powerful twin flywheel mechanism
- Bi-directional lighting
- NEW tooling variants
- Optional Snowplough fitting



371-165 Class 37/4 Diesel
BR Blue Large Logo, No.37407 'Loch Long'



371-167 Class 37/5 Diesel
Railfreight Metal Sector, No. 37514



371-169 Class 37/5 Diesel
Railfreight Red Stripe, No.37506



371-169 Class 37/4 Diesel
DRS, No.37409



Era 8 = 1982 - 1994, Era 9 = 1995 onwards.

features 6 pin DCC Socket. features NEM Couplings.

fitted with directional lighting.