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HORNBY magazine

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KEY

DAINTON BANK

The famous Devon Banks modelled in 'O' gauge



FIRST REVIEW



Hornby delivers Peppercorn 'K1'

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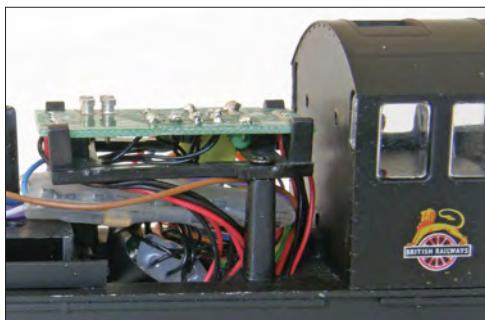
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HORNBY

magazine

February 2015

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BIGGER SAVINGS
on subscriptions
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HORNBY
magazine



WE SHOW YOU HOW!

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WEATHERING TRANSITION ERA DIESELS

Tim Shackleton takes his airbrush to Heljan's 'O' gauge Class 31 and demonstrates how early diesels soon lost their sheen with techniques suitable for smaller scales too.



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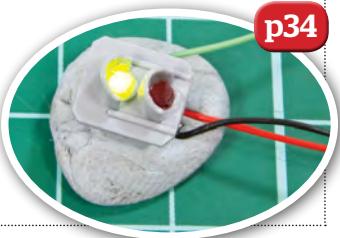
BACK TO BASICS

Nigel Burkin shows you how to create working colour light signals using the Knightwing kit as the basis.

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DCC SOUND

Paul Chetter fits DCC sound to Hatton's 'OO' gauge Beyer Garratt 2-6-0+0-6-2 and explains how he simulated the phase shifting of the two sets of cylinders.



Montague Field 90



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UPDATE

Hornby unveils its new catalogue range for 2015 together with all the latest news. Plus you could win a Bachmann *Railway Children* train pack in our latest competition.

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Your views, opinions and responses from the *Hornby Magazine* postbag.

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TOPLEY DALE

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With large signalling centres now controlling many miles of track, Evan Green-Hughes asks if the railway would have been a better place if traditional signalboxes had survived.

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With *Hornby Magazine*'s Twelve Trees Junction layout safely packed away and stored for Winter, Mike Wild turns his attention to his 4-EPB project.

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SHOW GUIDE

Hornby Magazine's comprehensive guide to forthcoming events.

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Sound advice for the New Year: Choose ZIMO

DCC SOUND is one of the most exciting and fastest growing areas of the hobby. As specialists in this area, with more than a decade of hard-earned experience across all the brands and in all scales, DIGITRAINS is here to guide you through the process of choosing the best equipment. Why not pop in and hear for yourself?



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ZS004 LNER J94 Austerity (and similar small NE locos)
ZS005 GNR/LNER A3 'Flying Scotsman' (also A1, A2, etc.)
ZS006 LMS 2P, (and similar small LMS locos)
ZS007 LNER A4 Gresley 'Pacific'
ZS008 BR Standard 8P 'Duke of Gloucester' (71000)
ZS009 BR Standard 9F
ZS010 Southern 2-cylinder (eg Q1)
ZS011 GNR/LNER N2 (L1, other NE 2-cylinder tanks)
ZS012 GWR Hall (and other GWR 2-cylinder)
ZS013 GWR King

ZS014 GWR Castle (also Star)
ZS015 LNER/BR Thompson B1
ZS016 West Country (and other SR 3-cylinder)
ZS017 L&Y tank (and similar)
ZS018 LNER A1 replica 'Tornado' (60163)
ZS019 Terrier A1X (and other small Southern steam)
ZS020 GWR Pannier tank
ZS021 BR Standard 7 Britannia 'Pacific'
ZS022 LNER C13 Robinson 'Atlantic'
ZS023 LMS 3-cylinder (Jubilee, Scot, etc.)
ZS025 GWR Collett Goods
ZS026 LMS Jinty (also Midland IF)
ZS027 LNER P2 Gresley 'Mikado'

When you purchase a ZIMO sound decoder from us, you can choose any one of these steam and diesel sound files (including recently added ones for new Hornby LNER P2 and Bachmann IF) and have it uploaded for FREE!

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ZS03	Class 03 & 04 DM shunter	ZS37/4	Class 37/4 EE Type 3 ETH	ZS70	Class 70 General Electric
ZS08	Class 08 & 09 DE shunter	ZS37/9	Class 37/9 Mirrlees	ZS85	Class 85 AC electric
ZS20	Class 20 EE Type 1	ZS40	Class 40 EE Type 4	ZS86	Class 86 AC electric
ZS24	Class 24 BR/Sulzer Type 2	ZS47	Class 47 Brush Type 4	ZS92	Class 92 AC/DC electric
ZS25	Class 25 BR/Sulzer Type 2	ZS50	Class 50 EE Type 4	ZSDMU	First generation DMU
ZS26	Class 26 BRCW Type 2	ZS52	Class 52 'Western' Hydraulic	ZS158	Class 158 DMU
ZS31	Class 31 EE Type 2	ZS56	Class 56 BR Type 5	ZS251A	Blue Pullman (F)
ZS33	Class 33 BRCW Type 3	ZS57	Class 57 Brush/GM re-engine	ZS251F	Blue Pullman (R)
ZS35	Class 35 'Hymek' Hydraulic	ZS60	Class 60 Brush Type 5		



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Stafford Railway Circle Exhibition (January 31st & February 1st, 2015); Festival of British Railway Modelling, Doncaster (February 7th & 8th); Milton Keynes MRS Show (February 14th). Glasgow (February 20th, 21st & 22nd) NB: Shop closed day before and after for travel.

Welcome

THE EDITOR'S PAGE



DECEMBER HAS always been an exciting month in the model calendar as each year Hornby treats us to the launch of its new catalogue - and 2014 was no exception.

As I write the dust has barely settled on the December 17 announcement of the manufacturer's 2015 range, but already voices everywhere are talking about Hornby's plans and offering their opinions on what has been announced.

Those opinions vary depending on what people model. Steam is being well catered for with four new locomotives, but understandably diesel modellers aren't so content with no new tooling planned by Hornby in the coming year.

However, having considered everything I think Hornby has been sensible and realistic. A substantial number of its 2014 new releases are still in waiting and haven't reached the shops and the range that has been announced for 2015 is, comparatively, more conservative.

Hornby's design team is just as enthusiastic as ever and was quite clearly looking forward to developing new products at the launch of the new catalogue - and not just for this year but for 2016 and beyond.

Last year's catalogue saw six new locomotives announced - impressive indeed - whereas 2015 offers four. However, consider that Hornby has only delivered two of the new locomotives planned for 2014 - the 2-HAL Electric Multiple Unit and, now, the 'K1' 2-6-0 (see Reviews) - and it makes sense to be more cautious in 2015 as, if everything goes to plan, it means Hornby could release eight new locomotives in a year - plus two new sets of carriages and two new wagons. That's a lot of new product even before we take the deliveries into account.

The model railway market has changed dramatically in the past 12 months and I am certain that we have seen more announcements during 2014 than ever before.

Hornby has changed its approach too by revealing new projects prior to its catalogue launch. This has good and bad sides: on the positive we know more of what is coming, but on the negative the announcements

at Warley and of the 'King' in September in someways made the catalogue launch less exciting than we are used to because we already knew about them.

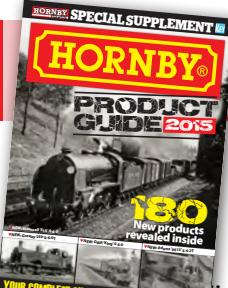
That said, the products chosen for 2015 are excellent choices for the steam market and will go further towards filling important gaps in the market. Tank engines to modern standards, and particularly for the LNER, have been lacking so the 'J50' is an excellent choice while the 'S15' fills a void in the Southern market for a medium power locomotive.

Free with this issue is our specially produced 24 page Hornby Product Guide. This is a complete guide to Hornby's new model releases for the year ahead and for the first time we've included pricing too to give you more information than ever before.

We hope you enjoy the supplement and the new issue. Happy modelling!

Mike Wild
Editor

FREE



Your complete guide to Hornby's 2015 product range for 'OO' gauge.

LAYOUT

16

The famous Devon Banks have a legendary status. Dainton Bank captures the scene in 'O' gauge.

WEATHERING

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Transition era diesels soon lost their pristine colours. Tim Shackleton offers his take on green diesel weathering.

DCC SOUND

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Paul Chetter shows how careful speaker choice and installation can make all the difference.

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- Hornby delivers its 'K1' 2-6-0
- Realtrack launches its 143
- Iwata's upgraded airbrushes

PLUS all the latest releases...

WIN!

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Your chance to win Bachmann's newly released Railway Children train pack featuring a GWR 'Pannier', two carriages and a model of Oakworth station...

PROJECT

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Nigel Burkin shows how a static signal kit can be developed into a fully working model with simple tools and materials.

FREE SUPPLEMENT **HORNBY** PRODUCT GUIDE 2015

2015 RANGE LAUNCH

Hornby plans 180 new products!

HORNBY magazine

DAINTON BANK

The famous Devon Banks modelled in 'O' gauge

FIRST REVIEW

Hornby delivers Peppercorn 'K1'



PLUS COAL FORMATIONS 1950-2010

Hornby launches 2015 range with **4 NEW STEAM LOCOMOTIVES**

FOUR new steam locomotives, two new sets of carriages and two new wagons are the headline announcements from Hornby's 2015 catalogue launch on December 17.

Newly announced for the catalogue launch are models of the Southern Railway Maunsell 'S15' 4-6-0, London and North Eastern Railway (LNER) Gresley 'J50' 0-6-0T and a new range of East Coast Main Line allocated 'K' type Pullman carriages. These join the previously announced Adams '0415' 4-4-2T, London Midland & Scottish Railway (LMS) 57ft non corridor carriages, BR 20ton hopper and LMS horsebox announced at the Warley National Model Railway Exhibition in



November (HM91) and the all new Great Western Railway (GWR) 'King' 4-6-0 revealed in September (HM88).

However, no all new items are being introduced to the diesel and electric range in 2015 with the Class 71, announced at Warley (HM91), being planned into the 2016 catalogue range. All other

new items in the diesel and electric range are reliveries of existing models. The Sentinel shunter does receive a modification and is to be issued with coupling rods in 2015.

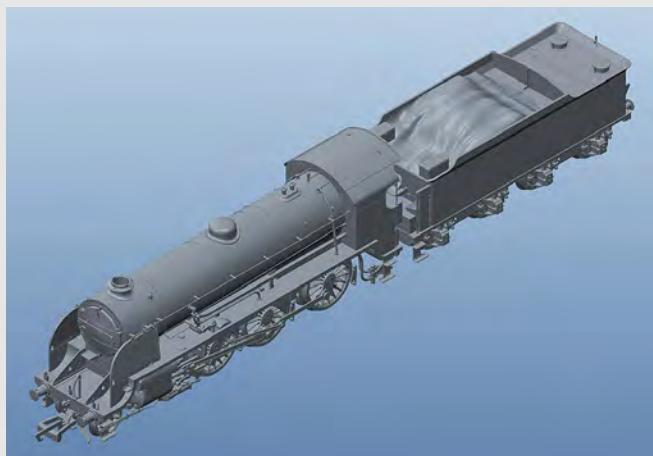
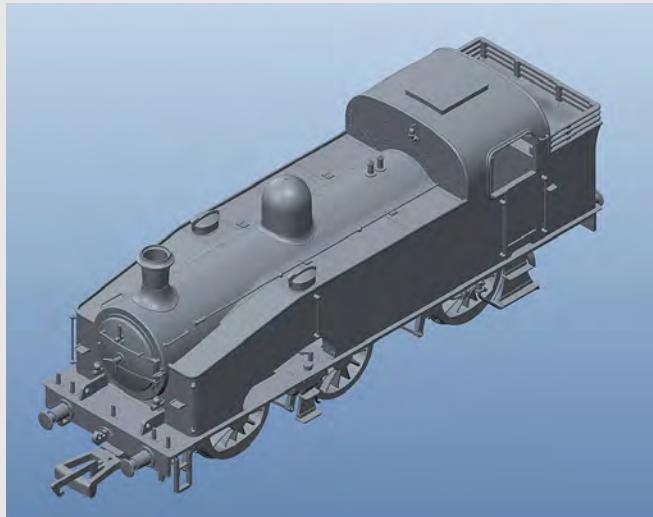
The 'S15' 4-6-0 is the third Maunsell designed steam locomotive to be produced by Hornby and follows on from the 'King Arthur' 4-6-0 and

'Schools' 4-4-0 which were released in 2007 and 2009 respectively. The 'S15' will be available with two different cab designs and with either straight or flare sided tenders. It will be DCC ready with an 8-pin socket located in the tender.

The 'J50' 0-6-0T adds a characterful LNER tank engine to the Hornby range and it will be released in LNER and BR black liveries. A DCC socket will be provided with provision for an 8-pin chip to be installed.

For full details of the Hornby 2015 range see our special free 24 page Hornby product guide with this issue for a detailed run down of all the new steam, diesel and electric, carriage, wagon and Skaledale releases for the year ahead.





Hornby's 2015 catalogue launch is being led by a new 'OO' gauge model of the Maunsell 'S15' 4-6-0. 'S15' 30842 passes Queens Road with the 7.02pm Waterloo-Southampton van train on July 27 1964. Brian Stephenson.



Train-Tech launches NEW PRODUCTS

Train-Tech has added to its range of model railway electronic products with a new locomotive sound capsule and two new coach lighting strips.

The new coach lighting strips feature added extras such as a pair of amber door indicator LEDs (Cat No. CL24), as seen on most modern multiple units and coaching stock, and a tiny speaker which replicates the opening and closing door sounds and beeps often associated with diesel and electric multiple units (CL34). The sounds are designed to play when the train has been stopped in a station for a set time. Both lighting strip packs feature cool white LEDs and cost £25 each.

Train-Tech's locomotive sound capsules have also proved popular, the latest addition being a diesel version featuring sounds recorded from a Class 31 locomotive (SFX20). The sounds include tickover, compressor, turbo, speed-up and horns and operate through a motion sensor which turns the capsule on and controls the sounds. Priced at £40, the diesel locomotive sound capsule is available now.

In addition, Train-Tech's coach lighting strips are available for 'N' gauge, featuring flicker-free lighting for coaches and multiple units. They appear in warm and cool light versions from under £20.

● Visit www.train-tech.com for more information.

IN BRIEF

■ The first of Heljan's 'O' gauge 57ft General Utility Vehicles (GUV) was due to arrive in the UK as *Hornby Magazine* went to press in December. It will be available in BR Royal Mail Red (Cat No. 4990), BR blue (4992), BR blue 'Express Parcels' (4993) and Southern Region green (4994), with prices set at £325 per vehicle.

● Visit www.heljan.dk for more information.

■ Bachmann has launched a new website for its forthcoming Dynamis Ultima DCC control system.

Dynamis Ultima builds on the functionality of the previous Pro-box system and will now also feature a booster connection for adding extra power, adjustable track voltage to suit all gauges, a USB interface to allow the use of third party model railway software through a computer and Railcom.

Priced at £294.95,

Dynamis Ultima is due for release in early 2015.

● Visit www.dynamisdc.com for more information.

■ FTG Models' 'OO' gauge SPA plate wagon has arrived in the country. Built in the late 1970s/early 1980s, the SPAs were designed for carrying steel plate but were also used for coil rod and Ministry of Defence use. In later life, many were transferred to departmental service.

Produced with assistance from DJ Models and featuring a removable cradle, NEM coupler pockets and metal wheels, four versions make up the initial releases as 461023 and 460660 in standard BR Railfreight red livery and 460672 and 460934 in BR Railfreight red with Cardiff Rod Mill logos.

Priced at £16.95 each plus postage and packing, they are available now.

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

COMPETITION WINNERS

■ The winners of *Hornby Magazine*'s £1500 model giveaway in HM88 were: **First Prize**, S Cinato from Luton. **Second Prize**, R Holloway from Hyde. **Third Prize**, A Wells from Bishops Stortford. **Fourth Prize**, A Barden from St Columb. **Fifth Prize**, G Hockley from Chesham. **Sixth Prize**, K Hopkinson from Harold Wood. **Seventh Prize**, J Beament from Boston. **Eighth Prize**, D Larner from Chesham. **Ninth Prize**, G Thompson from Walsall. **Tenth Prize**, S Yandle from Haywards Heath. **Eleventh Prize**, R Pelosi from Edinburgh. **Twelfth Prize**, V Double from Poole. **Thirteenth Prize**, J Williams from Intake. **Fourteenth Prize**, J Nicholls from Herne Bay. **Fifteenth Prize**, D Lockett from Headingley. **Sixteenth Prize** A Wigglesworth from Bradford.

■ The winner of HM90s competition for a Hornby Twin Track Sound fitted model of BR '8P' 71000 *Duke of Gloucester* is Mr A Smith from Laceby.

Decorated Farish 'MERCHANT NAVY' sample arrives



LIVERIED SAMPLES of Bachmann's forthcoming Graham Farish 'N' gauge 'Merchant Navy' 4-6-2 have arrived for approval at the manufacturer's Barwell headquarters – and initial impressions are of an

extremely impressive model. This new model is based on the final batch of locomotives with 6,000 gallon tenders and features a finely detailed streamlined body with smoke deflectors and chimney air cowl together with appropriate detail differences such as plain or fluted coupling

rods, safety valves as built or as modified and forward cylinder inspection panel either fitted or removed, depending on the period.

Four models will be available as 35024 *East Asiatic Company* in BR express passenger blue with early crests (Cat No. 372-310), 35023 *Holland Afrika Line* in BR green with

early crests (372-311), 35028 *Clan Line* in BR green with late crests (372-312) and 35021 *New Zealand Line* in BR malachite green (372-313).

Prices are set at £149.95 each with delivery anticipated during May or June 2015.

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

'N' FOR 'N' GAUGE NEARS PRODUCTION



Bachmann's forthcoming 'N' gauge 'N' 2-6-0 is nearing production following the arrival of decorated samples for approval by the company's engineers. The versatile locomotives worked over most

of the Southern Railway network until withdrawal in 1966.

The new model will cater for four eras and feature smoke deflectors where appropriate, three chimney options, Bachmann's coreless

motor, 6-pin DCC decoder socket and NEM coupling pockets.

Four models will be available, finished as 810 in South Eastern and Chatham Railway grey (Cat No. 372-933), 868 in SR olive green (372-930),

31844 in BR black with early crests (372-931) and 31811 in BR black with late crests (372-932). Prices are set at £129.99 each with delivery anticipated during April/May 2015.

● Visit www.bachmann.co.uk

Harburn commissions more West Highland Mk 1s

Harburn Hobbies has commissioned a new set of West Highland line Mk 1 carriages. On July 16 1987 Peppercorn 'K1' 2-6-0 2005 passes Mallaig Junction Yard as it leaves Fort William with the 11.10 service to Mallaig formed of the green and cream Mk 1 stock.

John Chalcraft/www.railphotoprints.co.uk.



Edinburgh retailer Harburn Hobbies has commissioned Bachmann to produce another exclusive run of 'OO' gauge BR Mk 1 coaches in Scotrail's West Highland Line green and cream livery.

The distinctive livery appeared on coaching stock used for the

Summer tourist trains which operated in the 1980s over the West Highland Line between Fort William and Mallaig, hauled by various preserved steam locomotives and the occasional Class 37 diesel.

Available as a pack of three coaches (Cat No. 39-000J)

containing BR Mk 1 Corridor Brake Composite (BCK) IC21241C and two Tourist Open Standard vehicles (TSO), which will carry different numbers from the previous issue of these vehicles commissioned by Harburn Hobbies, they will be finished in the second version of the

green and cream livery without West Highland terrier motifs.

Whilst a final price (expected to be £110-£120 per pack) and release date have yet to be confirmed, pre-orders for the coach packs are now being taken.

● For more information, visit www.harburnhobbies.co.uk

Hornby releases TTS 'A4'



New from Hornby in December was the first issue of its Twin Track Sound DCC decoder in the Gresley 'A4' 4-6-2. The chosen identity 4469 Gadwall in LNER garter blue with gold lettering on the tender and simplified lining to suit its position in the RailRoad range. The model is priced at £99.99 and is available through Hornby dealers (Cat No. R3285TTS). A full review of the TTS 'A4' will feature in HM93.

● Visit www.hornby.com for more information.

BR blue for ex-LMS BG

New from Hornby in the final weeks of 2014 was its BR blue version of the LMS BG full brake. Finished as M31176M it is the first time this model has been brought out in a post steam era livery. It is available now from Hornby dealers priced at £35.99.

● Visit www.hornby.com for more information.



'02' MOVES CLOSER FOR KERNOW



THE FIRST painted samples of Kernow Model Rail Centre's 'OO' gauge Adams '02' 0-4-4T have arrived for evaluation at the Camborne based retailer.

Produced through DJ Models, the '02' tooling will allow for both types

of coal bunker to be represented as well as push-pull equipment where appropriate, together with separately applied fittings and a 6-pin DCC decoder socket.

Seven models are planned initially finished as 24 *Calbourne* in BR black with early crests (K2101),

16 *Ventnor* in BR black with late crests (K2102), 30182 in BR black with early crests and push-pull equipment (K2103), 30225 in BR black with late crests (K2104), 225 in Southern black with push-pull equipment (K2105), 30193 in BR black with early crests (K2106) and

207 in Southern Maunsell green with push-pull equipment (K2107).

Prices are set at £119.99 each with a discount available for pre-orders. A release date is yet to be confirmed.

● Visit www.kernowmodelrailcentre.com for more details.

MORE FIGURES FROM MONTY'S

Dart Castings has added three new 1:76 scale figures to the Monty's Models range of white metal castings.

These latest additions include

an Edwardian lady carrying an umbrella (Cat No. MCV36), a market trader complete with money belt (MLV37) and an angler fishing with a basket at his feet

(MLV38). The angler is supplied with a separate cast basket and nickel silver wire fishing rod which can be cut to length.

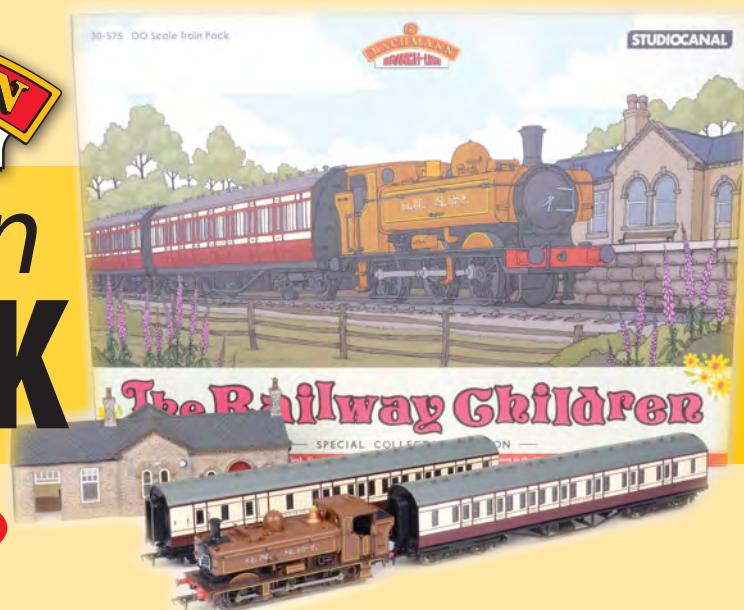
Priced at £1.85 for the angler

and £1.65 for the Edwardian lady and market trader, each figure is supplied unpainted.

● Visit www.dartcastings.com for more information.

WIN!
BACHMANN
BRANCH-LINE
Railway Children
TRAIN PACK

Worth £130



Limited edition Class 37s confirmed for Olivia's

Olivia's Trains of Sheffield has commissioned two exclusive 'OO' gauge Class 37/4 diesel locomotives from Bachmann finished as 37418 *East Lancashire Railway* in EW&S maroon and gold

and 37402 in Direct Rail Services (DRS) blue 'compass' livery.

Featuring Bachmann's latest 21-pin DCC ready chassis, directional head and tail lights, cab lights and all wheel drive, the EW&S liveried

model will be limited to 504 examples while the DRS liveried model will be limited to 750 pieces.

Olivia's Trains will also offer its bespoke DCC fitting and sound fitting together with weathering

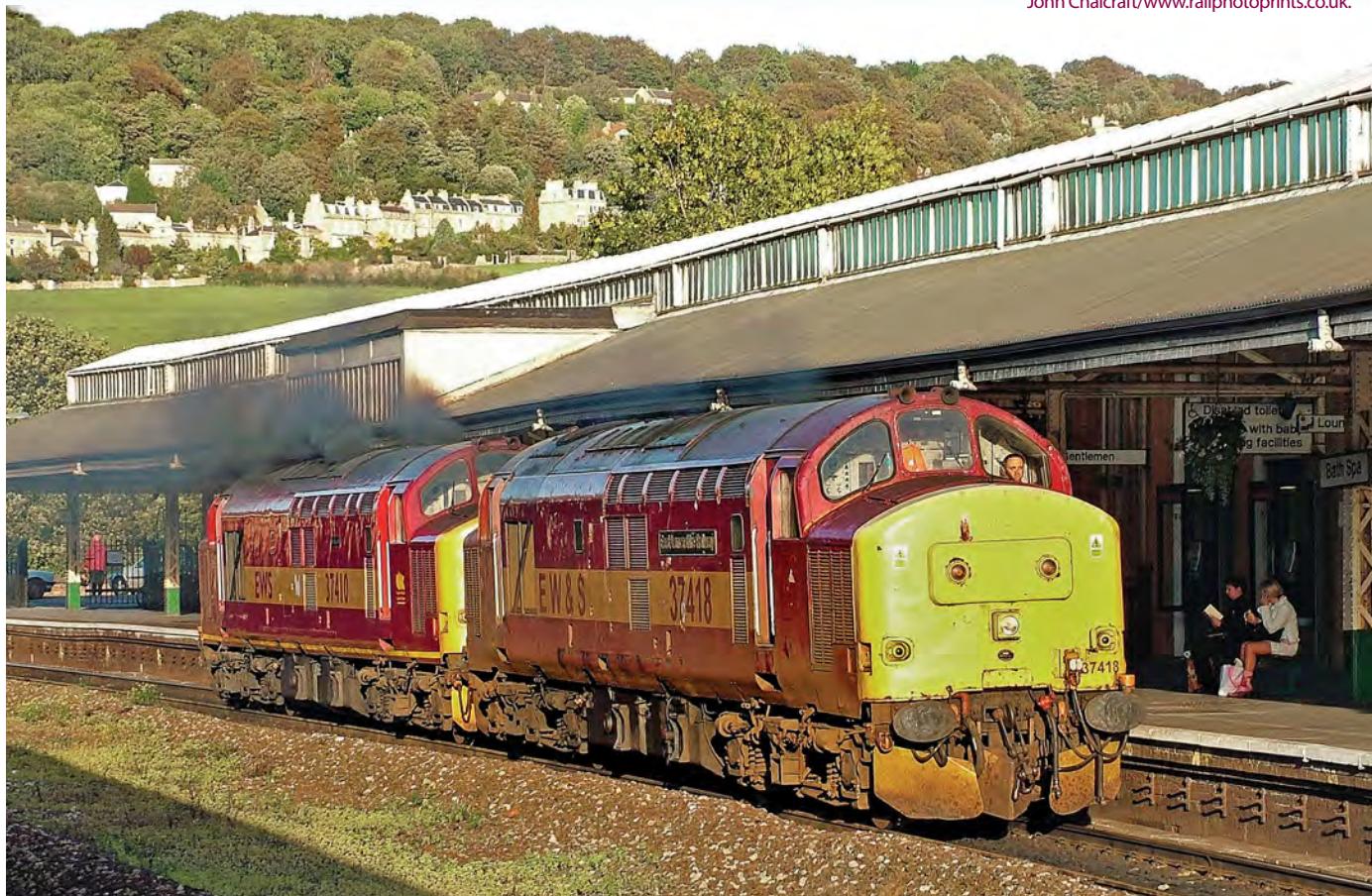
and renumbering options too.

Delivery is anticipated in April/May 2015 with prices to be confirmed.

● Visit www.oliviastrains.com for more information.

Olivia's Trains has commissioned two limited edition Class 37/4s from Bachmann for 'OO' gauge covering 37418 in EW&S livery and 37402 in DRS colours. On September 18 2004 37418 and 37410 run light engine through Bath Spa.

John Chalcraft/www.railphotoprints.co.uk.



Hornby Magazine is offering the chance to win a fantastic prize of Bachmann's newly released 'OO' gauge Railway Children train pack. This impressive pack contains a Bachmann GWR '57XX' 0-6-0PT in Great Northern and Southern Railway brown, two white and red LMS Period II carriages and a model of Oakworth station building in cast resin. To be in with a chance of winning this fantastic prize, all you have to do is answer the following simple question and send your answer to us by February 25 2015.

QUESTION...

Where was the original 1970s Railway Children filmed?

- a.** Keighley and Worth Valley Railway
- b.** Midland Railway - Butterley
- c.** Great Central Railway

HOW TO ENTER

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

RULES: Strictly no multiple entries. The winner will be the first correct answer drawn at random immediately after the closing date. There is no cash alternative, and no correspondence can be entered into. The competition is not open to employees of Key Publishing or Hornby Magazine. The Marketing Manager's decision is final. The winner will be notified by post, and will be published in HM94. The closing date for entries is February 25 2015 and winners will be notified by March 1 2015 – usually within a week. No purchase necessary.

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

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ANALOGUE
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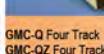
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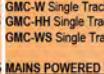
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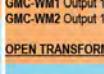
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Dainton Bank

The formidable gradients of the Great Western Main Line skirting Dartmoor provided the perfect means of presenting an imposing backdrop for a model railway in 7mm scale. **NIGEL SMITH** and **PETER TALBOT** pay homage to the late Michael Heaven's stunning 50ft long model of Dainton Bank.

PHOTOGRAPHY, MIKE WILD.

MOST OF US look back on those halcyon days of youth when the sun always seemed to shine, everything was novel and the world seemed to be a better place. A time when we all went by train because cars were still not too common and motorways did not exist. The Great Western Railway (GWR) catered

for a tremendous amount of holiday traffic transporting passengers from the hustle and bustle of the capital out to the clean sweet air of Devon and Cornwall. For the railway though it was no simple task. After traversing Brunel's 'Billiard Table' from London Paddington out through Reading and Swindon, the terrain took on an altogether different appearance – and particularly after Exeter in Devon.

First there was the fast, level and spectacular

coastal stretch through Dawlish to Teignmouth where the railway made the most of a near level playing field as it clung to the red sandstone cliffs. After Newton Abbot though it was the start of three of the most challenging gradients the railways had to face anywhere in Britain. First came Dainton, the third steepest gradient on the British main line system, with a two mile climb varying between 1-in-38 and 1-in-57. Second was Rattery, the seventh steepest »



STATISTICS

Operators:	82G Group and friends
Scale:	7mm scale, 'O' gauge
Length:	50ft
Width:	22ft
Track:	Handbuilt
Control:	DCC, Digitrax
Period:	BR Western Region, 1950s/1960s



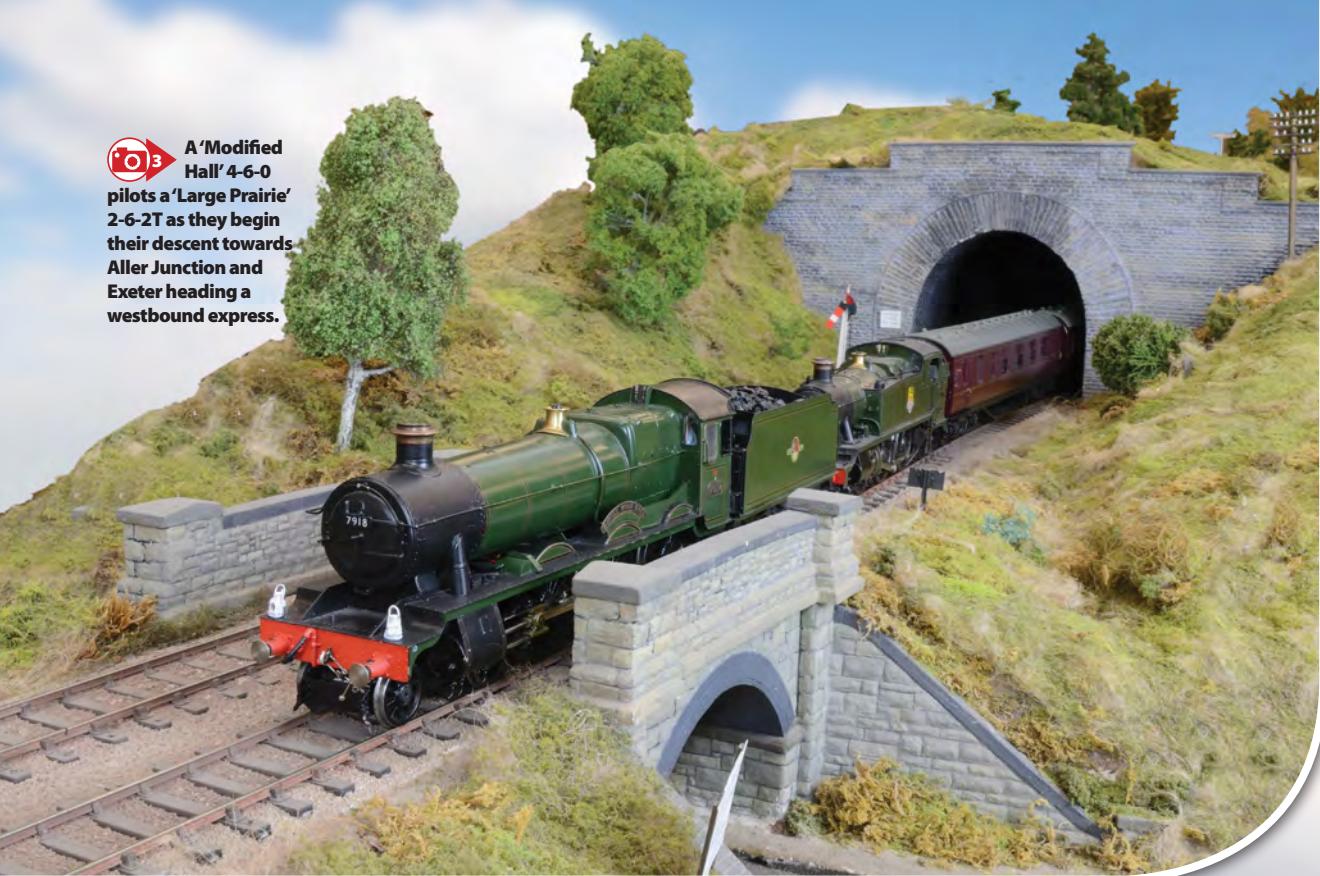
Right: Lineside details include this pair of lineside huts.



Below: Churchward '28XX' 2-8-0 2857 reaches the summit on the western approach to Dainton Tunnel with a long rake of empty coal wagons. Its banking engine will drop off and then join the 'Large Prairie' in the lie-by siding.



O3 A 'Modified Hall' 4-6-0 pilots a 'Large Prairie' 2-6-2T as they begin their descent towards Aller Junction and Exeter heading a westbound express.



gradient, with a 4½ miles of 1-in-45 to 1-in-70 and finally Hemerdon Bank which is the second steepest gradient with 2½ miles of 1-in-42.

These gradients were a huge challenge to man and machine and the fireman had to be on top of his job to ensure that there was enough steam to transport the locomotive and train up these banks. Double heading with pilot engines was common on passenger workings while freights were often banked at the rear by an assisting locomotive. Sidings at the summits were used to hold banking engines after they came off the train and it was an amazing spectacle to see this first hand.

Even today though the Devon banks provide a challenging spectacle for steam as main line registered steam locomotives continue to take on the steep gradients and show how much power they have to offer. They also provide a challenge for much more

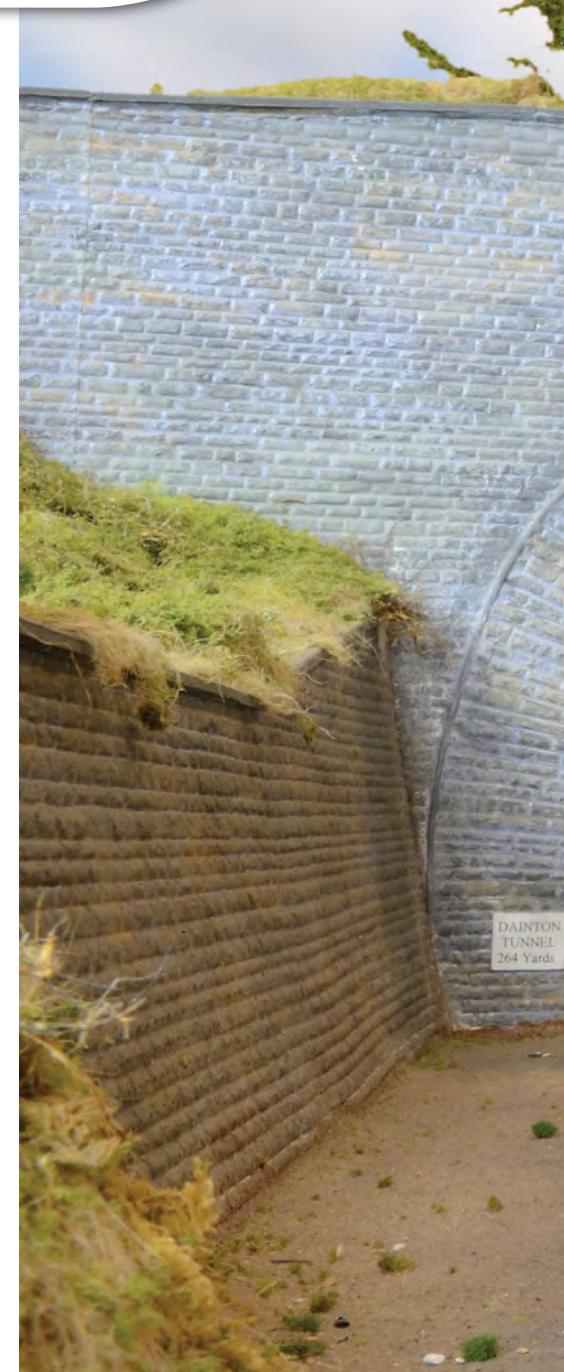
modern diesel trains to the present day.

Of course the Great Western was well equipped to deal with these banks. Its fleets of 4-6-0s dug in on the rear driving wheels to give them extra grip meaning that they could handle anything the railway network could throw at them. Assisting engines ranged from smaller 4-6-0s such as 'Manor', 'Grange' and 'Hall' classes through to diesel-hydraulics assisting steam locomotives too. It is this impressive array of traction and the memories of summer holidays in the west which were the inspiration for this 'O' gauge model of Dainton Bank.

FIRST STEPS

The late Michael Heaven originally built this layout after having to take the famous 'O' gauge Holiday Haunts layout off the exhibition circuit owing to its old age and rotting baseboards. Holiday Haunts was set on the Devon coast

O4 A trio of Bulleid 'Pacifies' operate on Dainton Bank including 34021 Dartmoor. Finished in Southern Railway malachite green with British Railways lettering, the air-smoothed 'West Country' leads a rake of Maunsell stock towards Dainton Tunnel.



and recalled the sight of the Western Region's fine fleet thundering along above the beach with red sandstone cliffs behind. Thankfully it now resides in famous rail enthusiast Sir William McAlpine's private museum.

Michael had a large collection of Western Region locomotives and rolling stock which he wanted to put onto a suitable exhibition layout following retirement of Holiday Haunts and Dainton Bank became the ultimate goal. His inspiration for Dainton Bank came from the climb up to both sides to the tunnel. He wanted to include the gradient, the ability to operate banking engines on freight trains and the collection of sidings which stood level alongside the gradient at the summit on the western side of the tunnel.

Michael always left things until the last minute

and Dainton Bank was a prime example of this! It was started in September 2005 for its first showing at the NEC in November that year leaving just two months to build the giant 50ft long, 22ft wide continuous run model. It was built in the local village hall and was so big it could never be erected in that hall for running. Therefore, its first test run was at the NEC Warley Show 2005. It proved satisfactory and has featured as a crowd puller on the exhibition circuit for a number of years.

Sadly Michael fell ill in June 2013 and passed away that August. Just before his death Michael approached us and asked if the 82G Group would show it a few more times before the layout was retired too. We readily agreed to show it in his memory and enlisted help from friends in putting it up, operating and most

importantly taking it down on the Sunday night and finally providing the stock.

THE LAYOUT

A standout feature on Dainton Bank is the modelling of the gradient. East and West of the tunnel at the summit the railway is on a constant gradient which leads to realistic train operations and a particularly fine effect as trains approach from the west where the main line climbs up alongside the level sidings.

Only a minimal number of structures exist on the model with the majority of the landscape being open country. However, the buildings that are there have been faithfully modelled on the prototype.

On leaving the fiddle yard heading towards London trains sweep round a long curve »

 **D1004 Western Crusader**
Dainton tunnel heading for Plymouth with a through express.



leaving under a girder bridge and passing the lower quadrant distant signal. A second stone supported girder bridge comes next which acts as a break between the open country and the final approaches to the summit. Passing under this bridge the main line is adjacent to, but below, Dainton Sidings which sit nearly the full height of a locomotive above.

The final approaches to the summit are busy as the main lines weave between the goods sidings and banking engine sidings before passing Dainton Tunnel signalbox. It is then a short run to complete the gradient as the train crosses the complex of pointwork before the tunnel entrance. The real Dainton Tunnel is short at 291 yards and Michael's model reflects the differences between the east and west portals with the western side being much wider. Both model the stone construction of the prototypes.

After a short run through the tunnel the train begins its descent down the eastern bank from

Dainton towards Aller Junction and Newton Abbot. Shortly after leaving the tunnel the railway crosses a road followed by a small campsite and a row of terrace cottages. The final section is in open country as the railway curves back round towards the fiddle yard.

All of the structures for Dainton Bank were custom built for the layout from scratch and each and every one has stood the effects of time, transport and exhibition scenarios very well indeed.

CONTROL CHANGES

When Michael built the layout it was designed for DC analogue operation. This worked well in principle, but when it came to the banking operations it caused problems. Before he fell ill Michael enlisted the help of Nigel Smith from the 82G Group to convert the layout and stock to DCC operation, Michael was in the process of fitting sound to many of the locomotives.

The 82G group carried on this development for two reasons – firstly to alleviate the problem with banking operations and secondly because the majority of our stock was now DCC and DCC sound fitted for use on 82G (HM74).

The control system of choice for Dainton is the Digitrax system which includes a radio link allowing operators to follow their train as it makes progress around the layout – being tethered to a control panel on a layout the size of Dainton wouldn't have worked. The use of multiple handsets also means we can make use of multiple operators for the scenic section while others are kept busy preparing trains in the fiddle yard.

This single change to DCC has revolutionised operation of Dainton Bank. Adding the sound factor really enhances the atmosphere to our ears and revives those great memories of the Great Western's fine steam locomotives and the early 1960s diesel-hydraulics too. The upgrade to DCC also took total control of banking operations »





Right: A '64XX' 0-6-0PT leads a trio of suburban coaches down the gradient from Dainton Tunnel as a second stopping train enters the tunnel heading west.



Below: Collett 'Castle' 5021 Whittington Castle passes Dainton Tunnel signalbox as it begins its decent of the western bank.



and made them prototypical. Each locomotive – one at the front, one at the rear – is driven independently on a banked goods with the rear locomotive left uncoupled from the train, just as in prototype practice. The drivers' of the two locomotives communicate with whistles, again as per prototype, as the tail of the freight reaches the summit the banking engine reduces speed and drops off coming to a rest at the signal opposite Dainton Bank signalbox. Once the train has cleared the summit the banking engine is then moved into the sidings opposite the



signalbox before being sent back down the gradient to assist the next train up the gradient.

We use several locomotives for the banking jobs including 'Pannier' and 'Prairie' tanks and sometimes in multiple too depending on the length and weight of the goods trains.

Another modification saw the signals modified to operate by sensors in the track. When a train approaches the signals are cleared and once passed they return to danger. This has eased the pressures on operators allowing them to concentrate solely on driving their train.

ROLLING STOCK

Once the 82G Group took over operation of Dainton Bank we found it very easy to provide an ample motive power fleet for the layout. Having already amassed a substantial collection of high quality kit built and handbuilt brass locomotives for 82G, many with a Western Region leaning, we were well equipped. However, having been focused on a shed layout our range of rolling stock was comparatively limited.

Nevertheless through our collective group we have been able to assemble a selection of passenger and goods formations including BR and ex-London Midland & Scottish Railway (LMS) suburban stock, ex-LMS 57ft Period III stock for inter-regional workings, a trio of Hawksworth carriages and even a rake of GWR 'Centenary' stock which normally operates with a 'King' 4-6-0. The freight fleet is more varied and extensive and allows us to cater for long bulk coal trains, »



 **Left:** At the summit the driver of 'Large Prairie' 5150 looks forward to the ground signal ready to move out of the banking siding alongside Dainton Tunnel signalbox.

 **Right:** The crew of '28XX' 2-8-0 2857 are hard at work as the locomotive works hard on the gradient with a long coal train.

 **Below:** Ex-ROD '30XX' 2-8-0 3017 lifts a mixed goods up the eastern approach to Dainton tunnel.



mixed goods - short and long - and more.

The locomotive fleet is generally focused on the Western Region, but with a few interlopers too. The main fleet consists of GWR 'Hall', 'Manor', 'County', 'Saint', 'Castle' and 'King' 4-6-0s together with '43XX' 2-6-0s, '28XX' 2-8-0s and even a '47XX' 2-8-0 together with a strong fleet of tank engines covering everything from the ubiquitous GWR 'Pannier', 'Small Prairie', 'Large Prairie' and '56XX' 0-6-2T. On the diesel side the Western Region's distinctive hydraulics play a large part in the roster with 'Western' and 'Warship' classes operating side by side with a handful of diesel electrics that we have acquired too.

There are also three Bulleid 'Pacifics' which operate on Dainton Bank - original condition 'West Country' 34021 *Dartmoor*, rebuilt 'Battle of Britain' 34056 *Croydon* and original condition 'Merchant Navy' 35024 *East Asiatic Company*. These represent the regular weekly Western/Southern exchange workings on the Exeter-Plymouth line for crew familiarisation purposes, just in case either of the two lines were out of service.

FINAL SHOWING

Sadly Dainton Bank's time on the exhibition circuit is coming to a close. 2014 saw the layout displayed at the Swindon Railway Festival in September and the Warley National Model Railway Exhibition at the NEC in November. However, long periods in storage have taken their toll and a considerable amount of refurbishment is required.

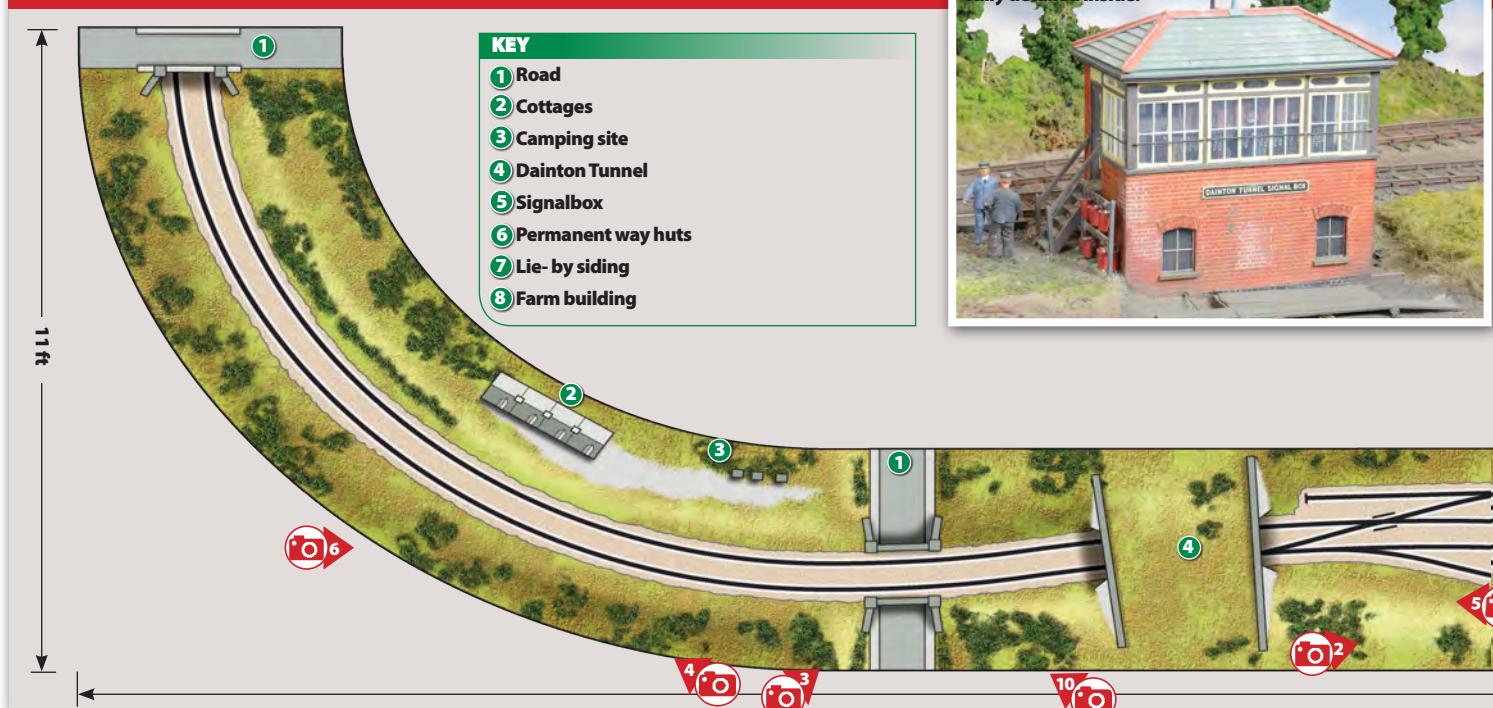
We hope that everyone who has seen Dainton Bank first hand has enjoyed the spectacle of long expresses, many of which were double-headed, banking up the incline and slow moving unfitted freight trains.

We have thoroughly enjoyed being a part of its history and exhibiting in memory of Michael Heaven is a fitting tribute to his contribution to railway modelling. [HOM](#)

● Visit www.hornbymagazine.com for more images of Dainton Bank in our Features section.



DAINTON BANK TRACK DIAGRAM (NOT TO SCALE)



 11 Churchward '47XX' 2-8-0
4703 leads a rake of
empty coal wagons under
the bridge on the approach
to Dainton summit.



 13 Essential
repairs
are made to
the roofs of the
cottages on
the east side of
Dainton Tunnel.



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RAILWAY



Stone Wayside Station

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N / PN170 / £6.50

TOWN & COUNTRY



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MINI KIT



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00 / PO400 / £6.50
N / PN816 / £5.50

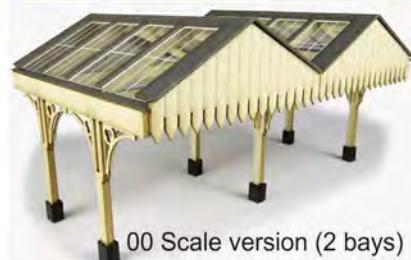
RAILWAY



Platform Kit

Can be built to any shape: curved, straight, islands, bays.
00 Red Brick / PO216 / £10.75
N Red Brick / PN110 / £8.25
00 Stone / PO235 / £10.75
N Stone / PN135 / £8.25

RAILWAY



N Scale version (4 bays)



00 Scale version (2 bays)

Platform Canopy

A detailed laser cut canopy, ideal for all platforms. Add more kits to extend the length or width. **Important:** Requires use of Ultra Fine Glue Applicators.

00 / PO340 / £14.99
N / PN940 / £16.50



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Facebook

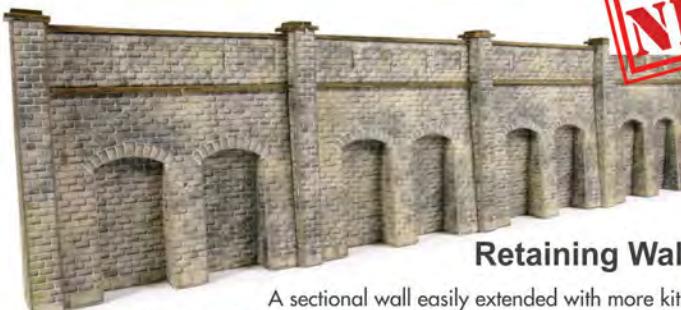
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www.metcalfemodels.com

RAILWAY

NEW!



RAILWAY

Retaining Wall

A sectional wall easily extended with more kits.
Features laser cut capping stones for a clean and crisp look.
N Codes: PN144 Stone - PN145 Brick £8.99
00 Codes PO244 Brick - PO245 Stone £11.99



Tapered Retaining Walls

A pair of sloping walls designed to stand either end of retaining walls.
Can also be built to make a ramped roadway up to the bridge height.
N Codes: PN148 Brick - PN149 Stone £8.99
00 Codes PO248 Brick - PO249 Stone £12.99

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



Railway Bridge

Designed to be used with the retaining walls.
Can be made double or single track over the top.
N Codes: PN146 Brick - PN147 Stone £11.99
00 Codes PO246 Brick - PO247 Stone £13.99

**ALL THREE KITS AVAILABLE IN
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One of our nicest designs, the kit includes
intricate laser cut windows and other fine
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PO226 - £15.99

N scale version also available
but doesn't contain laser cut components
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00 / PO410 / £6.50

MINI KIT



Picnic Tables

Pack contains three tables with
umbrellas. Note: Umbrella poles
not included. Made from paper
clips. Only in 00.
00 / PO510 / £5.50

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

WEATHER Transition



The early diesels soon lost their factory sheen, as **TIM SHACKLETON** shows on an 'O' gauge Class 31.

ON THE WHOLE, the diesel traction of the BR green era soon became as badly neglected as any steam locomotive in terms of its outward appearance. The livery lasted from approximately 1957 to 1970 - though some diesels lasted into the mid 1970s in green.

At depot level, BR didn't really seem to know what to do with its new fleet. Mechanical cleaning plants were few and far between and while slab sided designs such as the English Electric Type 4s should in theory have been easy to clean, in practice they were just as filthy as those locomotive classes whose bodysides were a mass of dirt-attracting louvres, grilles and panels. BR had enough trouble recruiting maintenance staff for the new generation of motive power and engine cleaners were by then in painfully short supply - so it generally didn't bother.

The Brush Type 2 (later Class 31) was typical of its era. They were attractive locomotives and the livery elements were well chosen. As exclusively Eastern Region engines, many were allocated to depots with washing facilities such as Stratford, Finsbury Park and Tinsley but their appearance could quickly become neglected.

As with most first generation diesels, there was usually quite a bit of shine about them but a persistent problem - never really cured - was oil leakage from the engine room, which seeped out over the lower bodysides right where the broad cream band could emphasise it most.

The front ends, on the whole, were kept clean because railwaymen were mindful of the safety aspects of the yellow warning panel, introduced piecemeal from 1961, which enabled track workers to gauge the distance and speed of approaching trains far better than mere headlights. The Brush Type 2 has always been a popular subject for models and it will soon be available ready-to-run across all three main commercial scales with Bachmann soon to release its new 'N' gauge model of the design to join the Hornby 'OO' gauge model and the Heljan 'O' gauge version which is the subject of this exercise in detail weathering. ➤



Few locomotives epitomise their era as much as BR's transition era diesels, even if many of them were dirty, unreliable and under-powered. The Brush Type 2s fared better and lasted longer than most but they still couldn't pull the skin off the proverbial rice pudding.

Inset: If it wasn't for the dusting of road dirt along its flanks, D5608 would look pretty clean. Seen here at King's Cross, it was one of Finsbury Park's allocation - at that time this was a brand new depot that took more care than most of its locomotive fleet's external appearance.

BRING era diesels





2

These are the airbrushes I chose to use for this project – the Iwata Eclipse CS and, in the foreground, the Iwata CM-C Plus. The latter is, quite simply, the best airbrush I've ever used. It is capable of incredible levels of delicacy.

1

For a design dating back almost 50 years the styling of the Brush Type 2 continues to wear well. Straight out of the box, Heljan's 7mm scale model faithfully captures its essential qualities.

3

I began the weathering process by misting a thin coat of LifeColor 'Frame Dirt' (UA719) unevenly over the bogies and underframe detail, using the Iwata Eclipse. I didn't aim for an even, solid coat of grime – just a patchy coating. I followed this with a light application of 'Burned Black' (UA736) around the axleboxes and other areas where oil builds up.



4

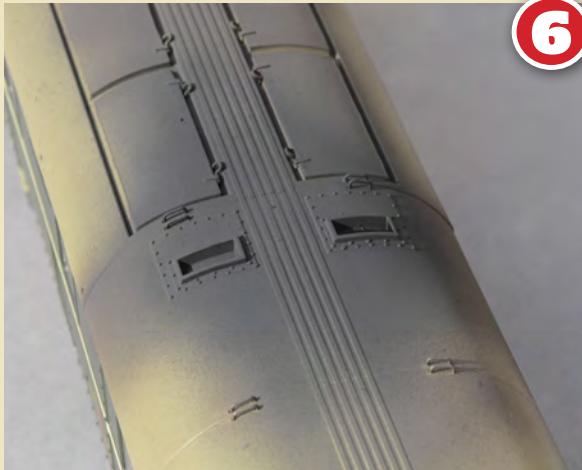
Oil got everywhere on these early diesels and I intensified the effect using Tamiya 'Flat Black' (XF1), again applied with the Eclipse CS at a pressure of around 18psi. Before the paint dried I wiped the yellow axlebox covers clean using a brush dipped in isopropyl alcohol based airbrush cleaner.



5

The roof was weathered with a combination of 'Burned Black' and 'Roof Dirt' (UA722), with the former predominating. I used colour photographs of green Brush Type 2s as my guide, copying the specific areas where the exhaust soot built up.





6

'Flat black' is used to emphasise the areas around the exhaust ports. This is one of the few occasions where I'll use a neat matt black on a model rather than modulating it slightly with brown or grey. The Iwata CM-C Plus comes into its own in creating these subtle transitions but the grab handles are best hand painted with 'Burned Black', using a fine No 0 brush.



7

Once the acrylic paints on the roof were dry, I brushed a dark grey-brown enamel wash over the remaining areas that were still in their factory finish. I could have mixed my own, but here I used Adam Wilder's 'Grey Shadow Wash' (NL04). Working it into barely discernible vertical streaks created a subtle texture that mimics rain streaking.



8

Roof detail is important, and should be emphasised. I've run a thin wash of Wilder 'Black Smoke Wash' (NL01) along all the panel lines, then added further airbrushed streaks of 'Burned Black' acrylic sprayed through a slit cut in a business card.

WHAT WE USED

PAINT	CAT NO.	MANUFACTURER
Frame dirt	UA719	Lifecolor
Burned black	UA736	Lifecolor
Roof dirt	UA722	Lifecolor
Flat black	XF1	Tamiya
Grey shadow wash	NL04	Wilder
Black smoke wash	NL01	Wilder
Dark rainmarks wash	NL32	Wilder
Satin black	No 85	Humbrol
Fuel stains	AK025	AK Interactive
Dark wash	P220	MIG Productions
Leadbelcher		Citadel



The oil accumulating on bodyside ventilation grilles attracts dirt but the livery colour will still show through. I painted these areas with Wilder 'Dark Rainmark Wash' (NL32), allowing it to settle in the louvres before overspraying with a very light coat of 'Burned Black'.



Throughout their lives the Brush Type 2s suffered from oil accumulating on the engine room floor and seeping out through the bodysides – the cream band could hardly have been worse positioned in that respect, since it emphasised the leaks. The oil spills are individually hand painted using a No 0 brush and a combination of Humbrol 'Satin Black' enamel (No 85) and AK Interactive's 'Fuel Stains' (AK025).

USEFUL LINKS

Lifecolor and Wilder paints	www.airbrushes.com
Tamiya paints	www.tamiya.com
Humbrol paints	www.humbrol.co.uk
AK Interactive	www.ak-interactive.com
MIG Productions	www.migproductions.com
Citadel	www.games-workshop.com



11

Using a fine pointed brush I've picked out all the seam lines and panelling with MIG 'Dark Wash' (P220) to emphasise the relief detail and create false shadows. This kind of treatment is virtually mandatory for 7mm models and even in the smaller scales has a noticeable effect – it seems to tighten up all the detail.

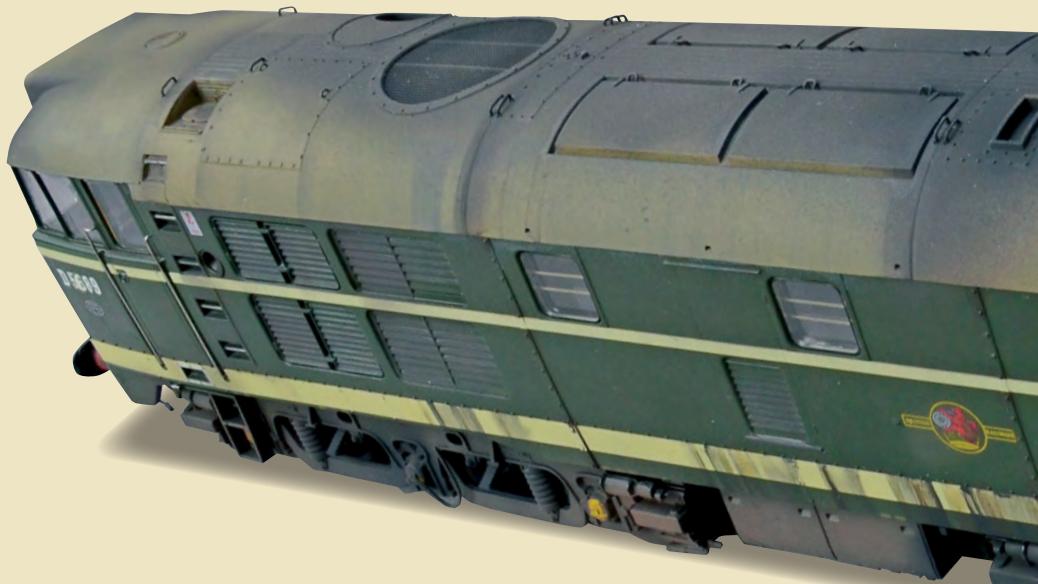


12

Dry-brushing a small amount of Citadel 'Leadbelcher' on to the edges of the cab steps gives a convincing impression of wear where bare metal is exposed.



The front end is the 'face' of a diesel and it's worth taking a bit of trouble to make it look its best. One of the myths current among modellers is that warning panels should be heavily weathered. On the whole they shouldn't be – the panels are a safety feature and are regularly cleaned to ensure they remain visible to railwaymen on the track.



Above: Diesel locomotive roofs are well worth taking your time over as this is the area that we see the most on our models. A combination of different paints and application methods build up to create this final finish.



14

The first stage is to lightly airbrush the front end with 'Burned Black', concentrating on the bufferbeam area which is always very grubby. Quite a bit of road dirt has accumulated on the cream band above it but the discolouration on the yellow warning panel is minimal.



15

One way of achieving these super-subtle effects is by removing the front part of the spray nozzle – technically called the crown cap – and spraying from close in with minimal air pressure. Be careful not to damage the exposed tip of the needle though!

16



I've run some MIG 'Dark Wash' into the front end details such as the footrests and the marker light housings. Dirt gets trapped in these areas and rapidly builds up, escaping mechanical washing plants.



17

More than anything else it's the front end of a diesel or electric locomotive that draws the eye. A careful toning down of the livery combines with dirt build up in all the right places to create a convincing impression of a working locomotive.



TIP

Weathering isn't just about airbrushes, as whole range of equipment is used. Paintbrushes, cotton buds and even business cards for masking all have their place in the toolbox when it comes to adding subtle colours and toning to a model.

18

Weathering this Brush Type 2 is all about the steady accumulation of detail, all of it derived from prototype photographs. You don't need to look at many images of these handsome engines in green livery before patterns begin to emerge.



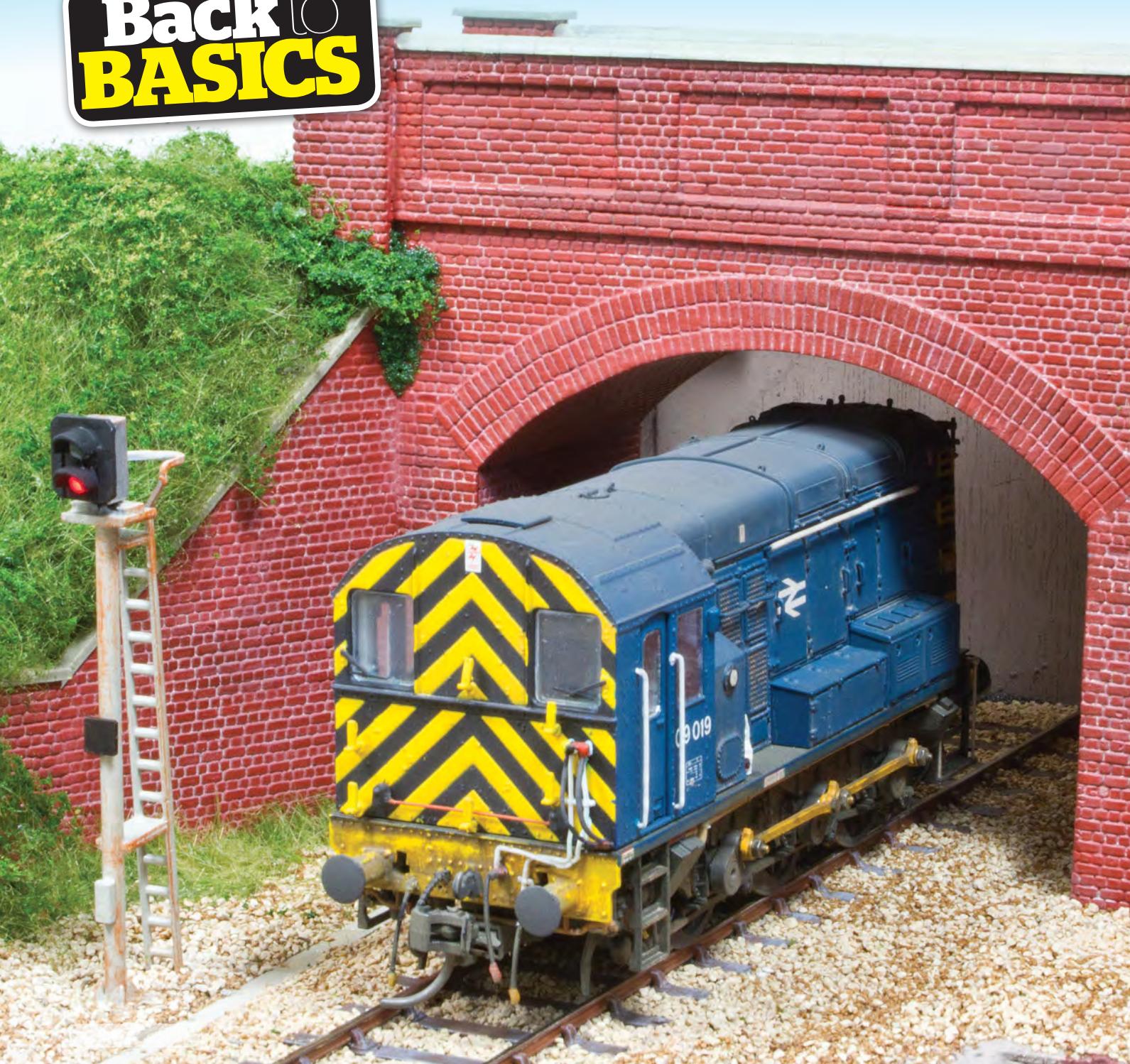
ILLUMINATED COLOUR LIGHTS

Back to
BASICS

Colour light signals are a great addition to any layout, being originally introduced as early as the 1930s.

NIGEL BURKIN

shows how to make working colour light signals suitable from the 1970s onwards using the Knightwing kit as the basis.



Fitting LEDs to Knightwing colour light signal kits is a great way of enhancing them and an inexpensive way of equipping your layout with working signals.



A VALUABLE RESOURCE for modelling colour light signals in 'OO' gauge is the range of styrene plastic signal kits produced by Knightwing International Models. I have enjoyed a great deal of success with using them both as dummy signals and by fitting them with LEDs for working signals. The kits can be assembled as intended by the manufacturer or used as scratch building and modelling aids to build a wide variety of signals.

The most ambitious project I have undertaken so far was a signal bridge with a pair of working three colour light signals. This article describes how to use Light Emitting Diodes (LEDs) with the Knightwing signal kits, using a two-aspect signal as an example. Kit PM119 holds enough parts to build a combination of four three- or four-aspect colour light signals with old style ladders. The kit includes enough parts to add a shunting signal to the post together with typical details such as a telephone and number plate.

Kit PM120 represents more modern designs including a larger platform, guardrails, four-aspect signals and parts to model a junction signal with feather indicator for one diverging route. Neither kits contain parts for powering the signals with LEDs or to model the safety cages used on electrified lines.

In common with most styrene plastic kits, they are assembled with liquid polystyrene cement, used in sparing amounts applied with a small paintbrush dedicated to the task. The parts are easily snipped from the sprue using Xuron sprue cutters or a modelling knife and cutting mat. Be aware that the ladder mouldings are delicate and should be handled with care.

LIGHTING THE SIGNALS

Miniature LEDs are used to turn the Knightwing signals into fully working models. They have the benefit of cool operation and long life which makes them perfect for model railway applications. There is little risk of melting the plastic signal heads from excessive heat (always a factor when considering the use of grain of wheat lamps). Care when wiring the signals together with the use of the correct resistor will ensure a long operational life which will be many times more than a lamp.

The subject of LEDs is an immense one, there being many different types that a modeller will find of use and I can only scratch the surface of the subject here. Conventional miniature LEDs such as 'lighthouse' and 'flat top' of around 1.8mm to 2mm diameter are popular because they are simple to use. They feature terminal pins which can be soldered to circuit boards and wiring.

There are also 3mm and 5mm diameter LEDs which find use in illuminating control panels. They all come in a variety of colours, the cheapest ones generally being red, yellow and green. The lens and body of an LED may be coloured to match the colour output of the LED itself, although that is not always the case. Water-clear LEDs have a clear epoxy lens and body and it is not until the LED is powered that the colour is seen. Tiny surface mount (SMT) LEDs are of value even though they are tricky to wire up or solder to circuit board. The feather indicator in the kit could be made to work with SMT LEDs if you have a steady hand and skill with a soldering iron.

Some modellers are nervous of using LEDs even though they are simple to wire. Diodes »

Real world two aspect signals



A two-aspect distant signal which could be modelled from the parts supplied in Knightwing kit No.119 at Forteviot on the Perth-Stirling line.



The front of the same signal displaying a green aspect (top) at the time. A distant signal would be fitted with a yellow lens in the lower position rather than red.

allow current to pass one way only, in the same manner as a one-way street. To make the LED work, it is important to wire it up correctly so the current passes through it the right way. However, it is unlikely that you will damage the LED by powering it in the reverse direction.

LEDs use very little current and miniature LEDs may not be rated for 12v DC. A resistor, usually of 470ohm (0.5W) or similar is sufficient to protect a miniature LED rated at 2.5 to 4 volts from excessive current. The resistor should be wired on the anode (positive) side of the LED, and one per LED should be used. If your LEDs have an integral current limiting device rated for use with 12 volts DC, a resistor is not required – check the specifications!

How do you know which side is the positive pin? Well, the single colour 2mm diameter flat top LEDs featured in this article have terminal pins, one longer than the other. Although this convention is not always followed, the longer of the two pins is the anode (positive) side of the LED. The shorter leg is the cathode (negative) side of the LED.

Failing that, examine the body of the LED itself. If it is not one of the larger domed LEDs which may have a flattened surface on one side denoting negative, look at the internals. The terminal pins terminate in a large and small 'flag' or plates which face each other. The smaller of the two indicates the positive side and is called the post. The larger one is the anvil and is the negative side of the LED.

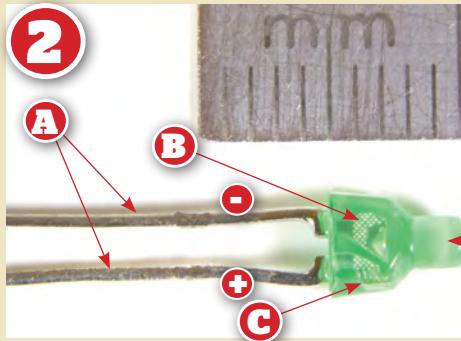
ASSEMBLING THE SIGNAL

To make up a two-aspect signal, I replaced the plastic post with K&S 8125 1/16in brass tube to accommodate the signal head wiring. The kit does not provide a two-aspect signal head moulding, so I made one by removing one lens and hood from a three-aspect signal head. To accommodate the LEDs and the terminal pins, the back of the signal had to be filed to make it wider and extended using some offcuts of 10thou styrene strip. The mounting plate at the top of the signal post was enlarged with a piece of 20thou styrene measuring 5mm by 10mm to give the modified signal head a more secure mounting. A hole was drilled through the mounting bracket together with the signal base to accommodate the signal head wiring.

STEP BY STEP BUILDING A KNIGHTWING SIGNAL KIT



Knightwing International Models offers two very useful signal kits in styrene plastic which can be made up in a variety of ways. The parts can be used as scratchbuilding aids too. Kit PM119 is shown together with the K&S brass tube used in this project.



A miniature 2mm flat top LED has been used in the signal project. It consists of: A: Terminal pins; B: Cathode or negative lead frame (anvil); C: Anode or positive lead frame (post); D: Lens.



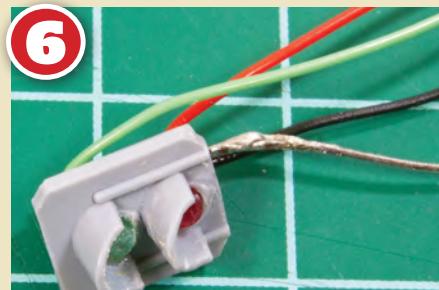
A three-aspect signal head was trimmed using a sharp scalpel blade with care taken to clean up the rough edges.



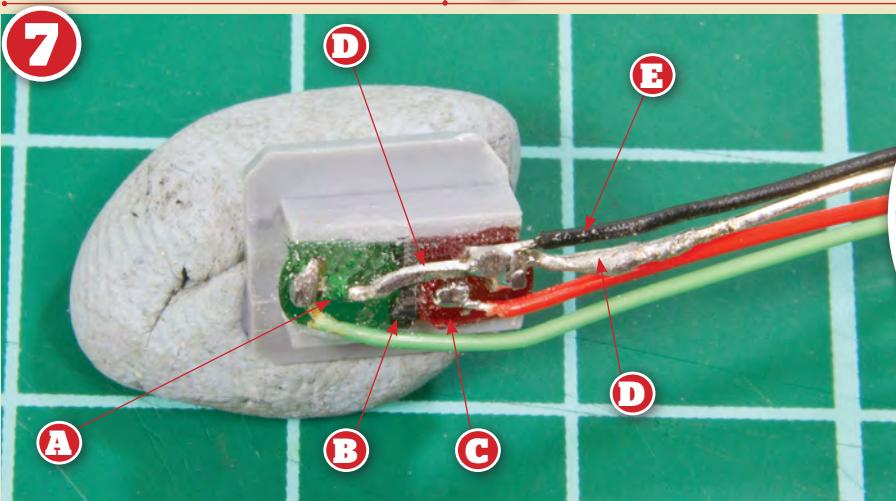
4 A pilot hole which helps to ensure accuracy of the finished drilled hole was drilled through the dead centre of the moulded light lens using a small diameter twist drill fitted to a pin vice. It was opened up using a 2mm drill bit.



5 The rear of the signal head was carefully enlarged to accept the body of the LEDs using a small file.



6 With preparation of the signal head completed, the LEDs, which have been wired up separately, are test fitted to it. When the fit is satisfactory, they are secured with a drop of superglue and the wiring connections completed.



7 A view of the rear of the signal head showing the connections to the anode of each LED and the single positive common wiring. Green (A) is located at the top and the red at the bottom (C) of the signal head. A slip of black plasticard is fitted between them to prevent light leakage (B). The cathode pins of both LEDs are soldered together (D) to form a common negative connection (E).



8 Testing of the signal head should be completed before assembling to the signal post.

USEFUL WEBSITES

- www.knightwing.co.uk
- www.modsupplies.co.uk

Three insulated wires run down the inside of the signal post, one of which is the common negative wire. Had I planned to build a three or four-aspect signal, I doubt I would have squeezed plastic insulated wires into the signal post. One method of saving wiring is to use the metal signal post itself as the common return. It is a technique I do not favour because of the increased risk of a short circuit occurring.

The solution, given the low current draw of LEDs, is to employ fine enamel coated copper wire which occupies considerably less space than conventional equipment wire. Enamel coated wire looks like bare copper wire except it has a very thin insulation covering which makes it ideal for this application. When soldering it to conventional

wire or the LED pins, scrape the enamel off the end or the solder will not be able to make the join.

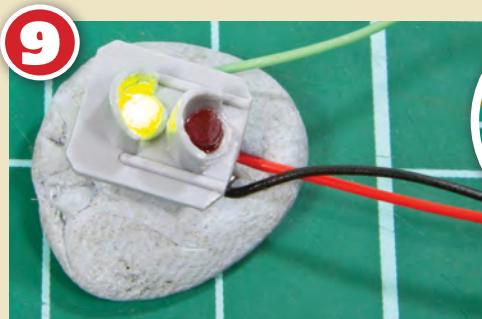
PAINTING AND INSTALLATION

Colour light signals are painted in a more or less consistent manner with some local variation. Matt black was applied to the front of the signal head using a size 00 brush, taking care not to get paint onto the LEDs. The rear of the signal head was painted dull silver whilst the ladder and post were finished in matt light grey. A spot of brown was applied to the plastic base, even though it would eventually become covered in ballast.

The position of signals on the full size railway is not random but carefully considered with regard to junctions, stations, level crossings, sharp

curves and bridges. In the case of bridges or other visual obstructions, signals are located to maximise sighting by train drivers. I located this two-aspect signal in front of a bridge on a scenic diorama. A slot was cut in the track underlay to accommodate the moulded base. A hole was drilled through the baseboard top through which the wires were fed to the underside of the baseboard. Once painting was completed, the signal was glued into place and the plastic base concealed in ballast to blend it into the scene.

Finally, the signal was given a touch of dry brush weathering with a spot of rust coloured paint to take the shine off it. It enhances the brick arch bridge scene very nicely and brings a small scenic diorama to life for relatively little effort. **HM**



All seems to be working satisfactorily. The green and red wires connect to the positive side of the corresponding LEDs whilst the black wire is the common negative connection. A resistor is wired to each of the green and red wires under the baseboard.



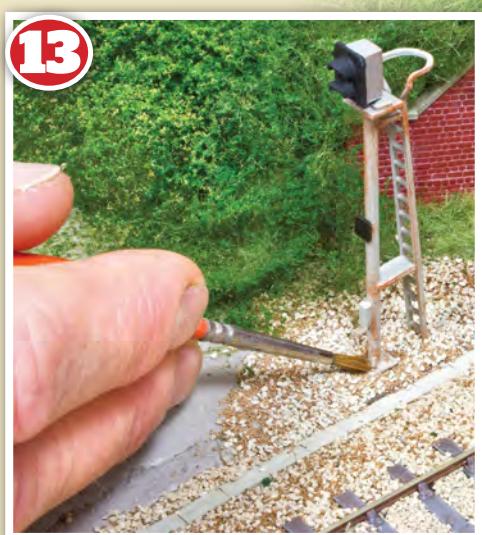
The back of the signal head will be enlarged to accommodate the LED bodies using strips of 10thou plasticard. The increase in depth is only a matter of a millimetre or so.



Assembly is completed by adding the ladder, base and some brackets between the ladder and the signal post to strengthen the assembly. Note the enlarged box to the back of the signal head.



This picture shows the signal being test fitted to a diorama. Care is taken with clearances and the position of the signal.



Painting is a simple task with the front of the signal head finished in matt black, the rear in dull silver and the rest finished in light grey. The base is set into the track underlay and ballast applied to hide all but the bracket at the base of the signal post.



Wiring a two-aspect signal is straightforward, requiring a simple single pole, double throw (SPDT) switch fitted to the control panel. The positive power wire from the transformer is connected to the middle terminal of the switch and the LED wires to the outer terminals. The common negative return is not connected to the switch, but directly to the power supply.

THE CLINIC

DIGITAL SOUND

Sound for the Midland Pullman



Q I wonder if you could advise me which sound module is best suited for use in the Bachmann Midland Pullman Train, how much it costs and where I can obtain it. I presume I would need one for each end?

Roy Sansom, by e-mail.

Mark replies: There are DCC sound projects available for installing in the Bachmann Midland Pullman. Digitrains, Howes and others produce projects that are suitable for installing in this model. Typically you will need to install a DCC sound decoder and speaker into each of the two power cars.

DCC sound is subjective and research is the best way to decide which of the sound projects is right for you, by listening to examples of each either by searching on the internet or asking the project retailer to demonstrate it. These projects can be supplied on ESU Loksound or Zimo decoders, depending on the retailer, with prices starting from as little as £85 per decoder plus the cost of your desired speaker. For more information visit the following websites: Digitrains (www.digitrains.co.uk), Howes Models (www.howesmodels.co.uk).

PAINTING

Masking agents

Q I'm planning to respray a set of Hornby Hawksworth carriages but I can't remove the windows.

There was a product available which could be painted on as masking. Can you point me in the right direction?

Keith Windram, Poole.

Mark replies: The product you are thinking of is called Maskol (Cat No. AC5217) and is produced by paint manufacturer Humbrol. It is a rubber based solution which can be applied by brush to surfaces preventing them from being accidentally painted. It can be peeled off once the paint has dried. Priced at £3.99 for a 28ml bottle it should be available from most Humbrol stockists.

MAINTENANCE

MOVING THE BODY

Q I have a Lima 'Warship'. What is the best way to remove the body from the chassis, so as not to damage the body or chassis?

Vernon Harper, by e-mail.

Mark replies: Removal of the bodyshell is reasonably straightforward, albeit fiddly, on Lima's Class 42. The body clip-fits to the chassis by means of retaining clips, four of which can be seen to the side of the lower edge of each cab door.

To disengage these clips you need to carefully and gently lever the

body away from the chassis along the seam line. This can be done by inserting a small screwdriver or similar tool into the power bogie opening and gently flex the bodyshell from the inside to open the seam enough to slide a piece of card into the space. This will allow the clips to disengage. Slide further pieces of card to disengage the remaining clips on both sides until the body is removed.

Hornby's latest RailRoad version of this model also features two screws which secure the body to the chassis and these should be removed first before attempting to unclip the body.



HISTORY

Era clarification explained

Q In Hornby Magazine you regularly refer to Era numbers one to nine. Can you tell me what they represent, please?

Rob Wakely, by e-mail.

Mike replies: We use the era system introduced by Bachmann as a means of offering a guide to when items of rolling stock, road vehicles and the like would have

been seen. However, liveries in particular weren't confined specifically to set dates so, for example, when British Railways introduced its late crest in 1956 the early crest could still be seen on locomotives too. Similarly carriage repaints took time so it is quite possible to operate BR carmine and cream stock mixed with post 1956 BR maroon stock.

● See Table 1 (right) for a run down of the different eras.

Send us your problems and let our team of experts sort it out...



MIKE WILD

Hornby Magazine's editor is also our resident layout builder with projects on the go in both 'OO' and 'N' gauge and plenty of experience of ready-to-run models and their potential problems.



MARK CHIVERS

Serial collector of spare parts, kits, bits and anything to do with BR's Scottish Region, Mark has a life time of experience in tinkering with railway models.



The former Lima 'Warship' is now part of the Hornby RailRoad range. This is the latest release D853 Thruster.



1

The first step towards removing the body is to release the two screws set underneath the model. A crosshead screwdriver is required for these.

2

Next use a screwdriver to press gently against the inside of the body through the bogie aperture. At the same time insert a piece of card between the body and chassis mouldings to keep them separated.

3

Using two or three more cards, work your way along the side of the model releasing each of the clips as you go. The body will then slide off the chassis.



IN BRIEF

Q I use Kadee couplings on my stock but have problems with using steel axle wheels as the wagon gets drawn to the magnet when uncoupled. Is there an alternative with brass axles?

Wayne Crowley, by e-mail.

Mark replies:

DCC Concepts offers non magnetic wheels through various retailers and Gaugemaster. Another solution is to put a light brake on the wagons using a piece of 0.45mm nickel silver wire. Apply it to the axle so there's not too much rolling resistance but enough to stop drift onto magnets.

Q Where can I get Nye Lubricants in this country?

Ian Montgomery, by e-mail.



Mark replies:

A selection of Nye Lubricants' products, including the Hobbyist Lubricating Kit mentioned in the Running In feature by Tim Shackleton (HM88), can be obtained at newgateonline.com

Q Can you please help with an item of scenic material I am trying to trace. A while ago I bought two packets of scenic greenery made by a company called Jordan, I think, but I can't find any more of it.

D Rowland, Telscombe Cliffs.

Mark replies: The scenic material you are after is available in the Expo Tools range of products (Cat No. 59504), priced at £6.50 for a pack of two sheets. For more details visit www.exptools.com

THE ERA SYSTEM

Era 1	1804-1875 – Pioneering
Era 2	1875-1922 – Pre-Grouping 1
Era 3	1923-1947 – The Big Four: GWR 2, SR 3, LMS 4 and LNER 5
Era 4	1948-1956 – British Railways Steam Era (early crest)
Era 5	1957-1966 – British Railways (late crest)
Era 6	1967-1971 – British Rail Corporate (pre-TOPS 6)
Era 7	1971-1982 – British Rail Corporate Blue (post-TOPS 6)
Era 8	1982-1994 – British Rail Sectorisation
Era 9	1995 onwards – Post privatisation

NOTES

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

COAL TRAINS

1950-2010

The railways have always been at the forefront of coal transport from their inception. **MARK CHIVERS** investigates the potential for creating realistic coal train formations from the past 60 years using readily available ready-to-run locomotives and rolling stock in 'OO' gauge.



COAL HAS PLAYED an important role in our everyday lives throughout the last two hundred years and more as it has been used to generate power and heat for industrial and domestic use, resulting in it forming the single largest traffic transported on the railway.

The railway was the quickest and easiest way of moving large volumes of coal from the collieries to factories, works, power stations, motive power depots and even the humble domestic coal yard.

Until the 1960s (and beyond in many cases) most station goods yards retained their coal facilities, many featuring quite extensive sidings. As demand for domestic coal declined, so too did the available facilities, leaving a smaller number of strategic coal concentration depots which still retained regular deliveries by rail into the 1990s for local domestic and industrial distribution.

Coal has always been moved in open wagons or open hopper wagons. Through the years larger wagons have been built to cater for demand together with larger locomotives capable of handling longer trains and capacity has increased as a result. More capacity meant more money.

Our focus this time is on post-nationalisation coal trains, and encompasses a wide range of wagon types many of which were inherited from the Great Western Railway (GWR), Southern Railway (SR), London Midland & Scottish Railway (LMS), London and North Eastern Railway (LNER) and private owners. »

TABLE 1 - 'OO' GAUGE READY-TO-RUN COAL WAGONS

WAGON TYPE	MANUFACTURER	CAT NO.
13ton high sided steel open	Bachmann	38-325/38-327
16ton slope side steel mineral	Bachmann	37-450A
16ton steel mineral open	Bachmann	37-255F/37-250H/37-377G
20ton hopper	Hornby	R6124E/R6564
20ton nine-plank mineral	Hornby	R6108G
21ton steel mineral open	Hornby	R6161D
45ton MEA open box wagon	Bachmann	33-376A/33-377/33-378/33-380C
46ton HEA hopper red/grey	Bachmann	38-005B/38-005C
46ton HEA hopper bauxite	Replica Railways	14101
46ton HEA hopper maroon	Hornby	R6084
100ton HHA bogie hopper	Bachmann	38-030B
102ton HTA bogie hopper	Bachmann	37-854B
BR 20ton brake van	Bachmann	37-528B/37-528C
BR 20ton brake van	Hornby	R6508
Eight-plank open	Bachmann	37-133/33-158B
Five-plank open	Bachmann	37-061B
GWR 20ton steel mineral	Hornby	R6400/R6401A/R6070
GWR 20ton 'Toad' brake van	Bachmann	33-301F/33-306
HAA MGR hopper	Hornby	R6222A/R6222B (super-detail)
HFA MGR hopper with hood	Hornby	R6333C/R6215B (super-detail)
HAA MGR hopper	Hornby	R6606 (Railroad)
Midland 20ton Brake Van	Bachmann	38-551
Seven-plank open	Bachmann	37-081E/37-107



During the early years of nationalisation British Railways embarked on a major wagon building programme to replace the older wooden bodied wagons with modern steel versions including the ubiquitous 16ton steel mineral open wagon which could appear in just about any coal train formation from the longest to the shortest.

Usually, coal trains to and from collieries were worked by the main line locomotive to exchange sidings where the wagons were collected by the colliery locomotive and taken for replenishing with coal. The full wagons would then be shunted and formed into a train ready to depart the colliery, collected by the main line locomotive once again.

MERRY GO ROUND

In the 1960s a radical system was introduced which transformed the transportation and delivery of coal to power stations. The Merry Go Round (MGR) concept adopted fixed

rakes of up to 35 air braked MGR hopper wagons which operated round the clock between colliery and power station without stopping. They did this by operating at very low speed during the automated coal loading and unloading processes. Initially Class 47s were the chosen motive power, but soon after Class 20s and Class 26s were fitted with slow speed control to allow them to work these trains at the low speed necessary through the loading and unloading plants with other classes following in later years. This new system of operation was much more efficient as the older style wagons spent much of their working lives parked in sidings awaiting unloading. As a result, thousands of the older wagons were replaced by fewer MGR hopper wagons: it is estimated that a typical rake of 35 MGR hopper wagons replaced the work of almost 500 traditional wagons.

Following privatisation, the now ageing MGR hopper wagon fleet was gradually replaced by

larger capacity bogie hopper wagon types from the emerging private freight companies, such as the 102ton HTA introduced by EWS, 100ton HHA used by Freightliner and the 102ton HYA operated by GB Railfreight. These heavy duty wagons form the basis of most coal carrying operations on the UK rail network today.

MODEL COAL WAGONS

In model form the major model railway manufacturers offer a good selection of appropriate rolling stock ranging from five-plank, seven-plank and eight-plank wooden types through 16ton steel open mineral wagons and 20ton hopper wagons to HAA MGR hopper wagons and the larger HTA/HHA bogie hopper wagons seen on the railway today. Within these wagon types, the manufacturers also cater for variations such as top flap doors, pressed end doors and pressed steel variants on Bachmann's 'OO' gauge 16ton steel mineral open wagons, for example.

THE FORMATIONS



LMS 'Beyer Garratt' 2-6-0+0-6-2 BR black early crests (Hatton's), seven-plank open wagon, five-plank open wagon, six eight-plank open wagons, seven-plank wagon,



Robinson 'O4' 2-8-0 BR black early crests (Bachmann), two eight-plank open wagons, four 16ton steel mineral open wagons, two five-plank open wagons, eight 16ton



BR '9F' 2-10-0 BR black late crests (Bachmann) 25 20ton hoppers, BR 20ton brake van. **LOCATION: Birmingham, 1962**



Hornby also manufactures three versions of its HAA wagon. Two are superdetailed products in its main catalogue range while a less detailed version now features in its RailRoad range. That said, the latter model can be improved with a little detailing work (HM90) and is attractively priced, an important consideration when creating a long rake of these wagons.

In 'OO' gauge coal train motive power is also well covered with examples including Bachmann's Midland '4F' 0-6-0, Thompson 'B1' 4-6-0, Robinson 'O4' 2-8-0, 'Austerity' 2-8-0, BR '9F' 2-10-0, Class 20, Class 25, Class 37, Class 47, Class 66 and Class 70 diesels, Dapol's Class 52 'Western', Hatton's LMS 'Beyer-Garratt' 2-6-0+0-6-2, Heljan's Class 26 and Class 58, Hornby's Stanier 'Black Five' 4-6-0, Stanier '8F' 2-8-0, Class 56 and Class 60 diesels and Olivia's Trains' Class 76 'EM1' Bo-Bo electric locomotive.

Development work continues on other suitable 'OO' gauge projects including DJ Models' Hunslet 'Austerity' 0-6-0ST and Raven

'Q6' 0-8-0, Heljan's Gresley 'O2' 2-8-0, Hornby's Crosti '9F' 2-10-0 and Peppercorn 'K1' 2-6-0. Hornby also recently announced at the Warley National Model Railway Exhibition (HM91) that it is working on a newly tooled model of the BR 20ton hopper wagon.

The coal train formations listed below have been researched from prototype operations to demonstrate what can be achieved in model form utilising ready-to-run products. However, given that many coal train formations could run to over 50 wagons, we have adopted an element of selective compression for some of the formations listed to keep the train length manageable. This should allow you to keep the formations looking realistic within the context of the rest of your layout. Using modeller's licence we have kept the MGR train formations to 20 wagons while the contemporary bogie hopper wagon formations have been kept to 15, rather than the 20 plus of the prototypes. Remember, it is your layout, so if you have

USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
DJ Models	www.djmodels.co.uk
Hattons	www.ehattons.com
Heljan	www.heljan.dk
Hornby	www.hornby.com
Olivia's Trains	www.oliviastrains.com
Replica	www.replicarailways.co.uk
ViTrains	www.vitrains.it

more space you can easily extend the train length to suit by adding extra wagon types from those shown within the formation to the desired size, equally if the formations look too large then you can compress the formations more. [HM](#)



Fowler '4F' 0-6-0 BR black early crests (Bachmann), five seven-plank open wagons, five eight-plank open wagons, seven-plank open wagon, eight eight-plank open wagons, Midland 20ton brake van. LOCATION: Toton, 1953



five 16ton steel mineral open wagons, seven-plank wagon, 12 16ton steel mineral open wagons, BR 20ton brake van. LOCATION: Chesterfield, 1957



steel mineral open wagons, two eight-plank open wagons, seven 16ton steel mineral open wagons, BR 20ton brake van. LOCATION: Gowhole Yard, 1959



Hawksworth 'Modified Hall' 4-6-0 BR lined black, early crests (Bachmann), seven-plank wagon, five 16ton steel mineral open wagons, two seven-plank open wagons, six 16ton steel mineral open wagons, seven-plank open wagon, BR 20ton brake van. LOCATION: Totnes, 1959

Stanier 'Black Five' 4-6-0 BR lined black late crests (Hornby), seven-plank open wagon, eight 16ton steel mineral open wagons, seven-plank open wagon, BR 20ton brake van. LOCATION: Ayr, 1961



WD 'Austerity' 2-8-0 BR black late crests (Bachmann), 19 16ton steel mineral open wagons, BR 20ton brake van. LOCATION: Normanton, 1967



Class 76 'EM1' Bo-Bo BR green (Olivia's Trains), 21 16ton steel mineral open wagons (grey), BR 20ton brake van. LOCATION: Valehouse, 1969



Class 20 BR blue with disc headcode (Bachmann), Class 20 BR blue (Bachmann), 21 HAA wagons. LOCATION: Falkland Junction, 1982



Class 66 EWS (Bachmann), 15 EWS HTA 102ton bogie hopper wagons. LOCATION: Cossington, 2008



Class 70 Freightliner Powerhaul (Bachmann), 15 Freightliner HHA 100ton bogie hopper wagons. LOCATION: Bristol, 2010

Class 08 BR blue (Bachmann/Hornby), three 16ton steel mineral wagons, five-plank wagon, nine 16ton steel mineral open wagons, 20ton brake van. **LOCATION:** Kemp Town, 1970



Class 47 BR two-tone green (Bachmann), 20 HAA wagons. **LOCATION:** Dodworth Colliery, 1970



Class 25/3 BR blue (Bachmann), 21 16ton steel mineral open wagons (bauxite). **LOCATION:** Cricklewood, 1978



Class 47 BR blue (Bachmann), 18 20ton hopper wagons, BR 20ton brake van. **LOCATION:** Healey Mills, 1979



Class 37/0 BR blue (Bachmann), BR 20ton brake van, 20 16ton steel mineral open wagons, BR 20ton brake van. **LOCATION:** Cardiff General, 1980



Class 56 BR blue (Hornby), 20 HAA hopper wagons. **LOCATION:** Heaton, 1984



Class 58 Railfreight 'red stripe' large logo (Heljan), 20 HAA wagons. **LOCATION:** Ditton, 1985



Class 37 Railfreight triple-grey coal sector (Bachmann), 21 MEA 45ton open box mineral wagons (grey/yellow). **LOCATION:** Blaengarw, 1992



Class 56 Railfreight triple-grey coal sector (Hornby), 21 HEA 46ton hopper wagons (BR red). **LOCATION:** Newcastle, 1993



Class 56 Loadhaul black and orange (Hornby), 21 HAA/HFA wagons. **LOCATION:** Milford Junction, 1996



Class 37 Transrail triple-grey (Bachmann), 21 HAA wagons. **LOCATION:** Pontycwmer, 1996



Class 60 EWS (Hornby), 21 HFA wagons. **LOCATION:** Acton Turnville, 2000



Class 66 EWS (Bachmann), 20 HAA/HFA wagons. **LOCATION:** Greenholme, 2005



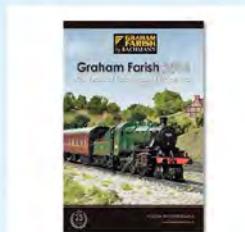


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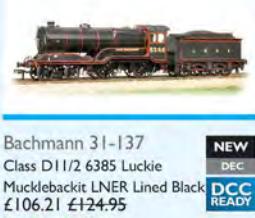
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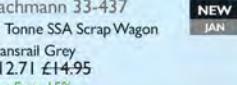
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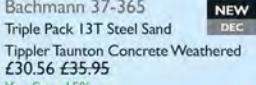
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GREAT MINDS THINK ALIKE...

I read with interest Mark Chivers' article on storage yards in HM90. My solution for storage is a range of angled shelves fabricated from 6mm plywood with a length of flexible track attached to them.

These are placed on shelf brackets on the wall which then are used for storing train and carriage combinations. These can then be taken down, with the addition of a detachable side board and connected to a short length of track feeding off the main line. The connection is by using standard rail connectors soldered to each system, which saves one set continually being used and wearing out. After connecting and removal of the temporary side board the train and carriages can be run onto the main line. The whole operation takes less than a minute and if additional carriages are required a second shelf can be attached to the end of the first shelf.

The complete layout is a U shape measuring 18ft x 10ft. It has an 85ft long continuous running track with four sidings, and an operational turntable which houses an additional eight locomotives.

Ken Skinner, by e-mail.

Hi Ken, it's great to hear of another cassette system in use. We've had excellent results with our new system for Twelve Trees Junction which is very similar in its style to yours. Thanks, HM.



Digital Command Control can appear to be a complex subject. However, it is becoming more popular with exhibition layouts as new systems are developed. This is Steve Thompson's Dubmill Sidings built in 'O' gauge which uses the Gaugemaster Prodigy wireless system for control. It featured in full in HM78.

Mike Wild/Hornby Magazine.



Will Bratchell revise the '455'?

Regarding Bratchell's new Southern Class 455/8 EMU (HM91), the display model pictured has the original end gangway. By the time the 455/8 gained Southern livery the end

gangways had been removed and door aperture sealed up with a cab air conditioning unit on the lower half.

Will Bratchell be making this amendment to its model of

455819 before release? The South West Trains 455/8s (and 455/7s and 455/9s) still retain their cab gangways, however.

John Keane, East Dulwich, London.

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 bodysHELLS 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.

Have we gone too far?

I was interested in the letter in the latest issue about model locomotives running without crews. To some extent I agree, but what do you do with the crew when the locomotive is stabled on shed? In that situation they look just as silly with crews on the footplate. The level of detail attainable in today's models is staggering but I sometimes I wonder if it has gone a bit far.

Chris Priddey, Rugby

DCC REMAINS A COMPLEX TOPIC

ENTIRELY AGREE with David Miller's comments (HM90) about the lack of information on sockets for Digital Command Control (DCC) decoders. Everything I have read and spoken about with the experts seems to centre on the fact that DCC is a standard

system to which all manufacturers would abide.

I spoke at length to some of the suppliers at Warley on this very subject and came to the conclusion that apart from the high cost of changing it will take a long time for me to be convinced to swap from

the simple task of analogue control.

The experts need to realise that some of us are not at their level. How many keen modellers have lost faith? Maybe this explains why analogue items are still being developed.

Peter Richardson, by e-mail.



How do I loosen rail joiners?

Thank you for the excellent article in HM91 on a cassette system. I tried some time ago to connect the cassette tracks using joiners as you describe, but I found my Hornby joiners ferociously tight, and I had to insert a tiny flat screwdriver into the projecting joiner end to widen the access; but not totally successfully. Are Peco joiners looser?

Roger Phillips, by e-mail.

Hi Roger, we have used Peco code 75 track and rail joiners for our cassette system which we have found to be easy to work with. The rail joiners aren't over tight, but offer a snug fit when joining the tracks. It might be worth trying a pack of Peco code 100 rail joiners for your layout, although we can't guarantee how tight or otherwise they may be as we haven't used them in a cassette system ourselves. Thanks, HM.

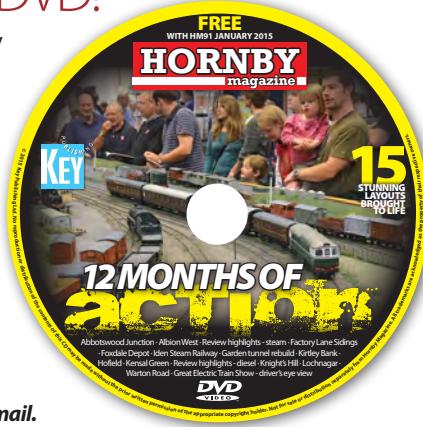
What a great DVD!

I'm sure I'll not be the first to say what an absolutely superb presentation the DVD with the January issue (HM91) was when I watched it last evening.

It is full of interesting pieces on the layouts from the magazine and a true reflection on a very good year.

Well done to all involved in creating a superb addition to the magazine content.

Robert Denton, by e-mail.



Topley Dale

The dramatic scenery of the Peak District was too much to resist when it came to building our office layout. Two years on we revisit Topley Dale – a layout which has been the backdrop to many images in Hornby Magazine, but without a full feature. **MIKE WILD** reveals all.

PHOTOGRAPHY, MIKE WILD.



'Super D' 0-8-0 49449 leads a coal working past Topley Dale signalbox as Fowler 'Jinty' 0-6-0T 47500 shunts in the yard.

IT DOESN'T SEEM two minutes since the first timbers for Topley Dale were being cut, but in reality it is two and half years and ever since this Peak District based London Midland Region layout has been part of our daily life in the *Hornby Magazine* office.

It was built as the feature build for *Hornby Magazine Yearbook No. 5* in 2012, but whereas nearly all our other layouts have been built with exhibitions in mind, Topley Dale was always destined to spend the vast majority of its life in our office. The design called for a layout which could be used to test new models, one which could (if necessary) be dismantled for movement and one which would ultimately provide a series of photographic vistas that we could use to create supporting images for magazine features. In fact the latter has probably made this layout our most recognisable as it has regularly featured in the magazine as a backdrop, but apart from the Yearbook and its one and only outing at the Warley National Model Railway Exhibition in November 2013 Topley Dale has lead a very sheltered life.

However, far from being an unloved exhibit of the office, this layout keeps receiving attention increasing its detail, operation and performance and we've also been using it as a means of undertaking long-term product tests.

When ideas for the layout were being developed the space available was limited to a room of 11ft x 10ft and it had to fit in around a central doorway on one side of the room and leave space for a fridge in one corner. This adjusted the shape



STATISTICS

Owner:	Mike Wild/Hornby Magazine
Scale:	'OO'
Length:	11ft
Width:	10ft
Track:	Peco code 75
Control:	Analogue or DCC
Period:	BR London Midland Region, 1950s/1960s

from a standard rectangle to a model with an 11ft straight frontage on one side, a 10ft long side, a 7ft long side and an angled rear to complete the circuit.

Another unusual feature is that Topley Dale has no off scene storage yard. Space wasn't on our side on this build and with the desire to create usable photographic scenes all four sides of the layout are fully scenic, split into four main areas by various bridges and tunnels to offer a viaduct scene, a station and goods yard, a four-track main line setting and a level crossing scene with a tunnel as its backdrop.

The trackplan allows for four trains to be on the layout at any one time and there is always ample space for a collection of goods wagons in the yard adjacent to the station.

PEAK DISTRICT THEME

Modelling the Peak District and Midland Main Line through it brings a host of challenges and particularly when you only have an 11ft x 10ft area to work with. Our model had to have height and it had to have a viaduct too. Naturally it needed limestone rocks together with a suitably regional feel



TO2 A Stanier 'Jubilee' 4-6-0 enters the station as a 'WD' 2-8-0 passes through with a mixed goods.

to the station, goods shed and signalbox. We also needed tunnels and preferably a mix of short and long sidings plus a pair of goods loops to make operation and the potential for a four-track main line scene all the more possible. We achieved all of that on Topley Dale and the complete circuit is reckoned to 'start' inside the long tunnel which covers one of the tightest curves on the layout.

A trip around the railway starts with the train emerging from the tunnel and almost immediately crossing a three arch stone viaduct on the approach to Topley Dale station. The viaduct is a Wills kit built to

double track width and it crosses a shallow valley with a narrow river at the bottom.

Next the line enters Topley Dale station with its two platform faces, goods loop and small parcels bay at the rear. The platforms are built from MDF topped with 3mm hardboard while the station buildings are a combination of Hornby's Dent station for the main building, and elements of its collection of North Eastern Railway buildings for the waiting rooms, lamp hut and parcels store. There is also a scratchbuilt canopy made from Dapol kit components, a Victorian toilet, Dapol footbridge and ➤





a collection of Skaledale benches to complete the scene. The station lights are DCC Concepts gas lamps which will one day be made operational together with the addition of interior lighting for the station.

On leaving the station the main line splits to enter the two goods loops which run past the goods yard. This has been designed to offer plenty of shunting potential with a long headshunt capable of holding a tank engine and eight wagons together with a long siding, a short siding and a three-quarter length siding which is also home to the Skaledale Midland Railway style goods shed.

Next the main line dives under a three arch bridge, again built from the Wills kit, before emerging in a cutting looking like a four-track main line as it sweeps round to head towards Topley Pike crossing.

Topley Pike crossing is where the goods loops converge back into a double track main line and there is also a level

crossing before the short 12in long tunnel. The level crossing is built from a Wills kit and guarded by a Hornby Skaledale Midland Railway style signalbox. This is on the cards for replacement having seen the manufacturer's latest ready made Midland Railway signalbox which is much more appropriate, particularly in size, to the location.

Once through the tunnel there is another short run through a narrow rock lined cutting before the train disappears back into the main tunnel to complete its circuit. Perhaps all that is really missing from Topley Dale is a vertical rock face below the railway line sandwiched between two tunnels. With that we would have nearly all of the elements you could want to model to represent this stunning area of the country.

TRACK AND CONTROL

All of the track on Topley Dale is drawn from Peco's code 75 stable with »

UNDER CONSTRUCTION



A 'Crab' draws out of the mocked up tunnel next to Topley Dale viaduct.



A '9F' passes through the station with a long coal train. The platforms have yet to be topped with hardboard at this stage.



Woodland Scenics Hydrocal was used to cast a selection of rocks. Each was held in place with No More Nails adhesive.



A 'WD' heads towards Topley Pike crossing during construction of scenery at the rear of the layout.



Nearing completion, a Class 37 crosses the newly installed level crossing prior to scenic detailing.



• O5 Left: Traffic waits at the crossing as an Ivatt '2MT' 2-6-2T leads a stopping train towards Topley Dale.

• O6 Below: Viewed through the short tunnel at Topley Pike crossing, BR '9F' 2-10-0 92044 heads a long coal train through the Peak District.

points consisting exclusively of large radius items on the main lines with medium radius points being used in the goods yard to save space.

The layout has been wired with simplicity in mind and can be operated with either analogue or digital control depending upon the locomotive in use. This has opened up the layout's abilities to test the widest variety of locomotives possible and we've also tested of new Digital Command Control products including various control systems, Train-Tech's semaphore signal accessory decoders and DCC Concepts' most recent solenoid point decoders.

However, it was wired from an analogue perspective first which means there isn't a dedicated power bus to transport power around the layout and the layout isn't fully live either. This has its advantages and drawbacks, but does allow us to use both types of control effectively and without conflicts as each pair of running lines is separately fed.

We are currently in the process of upgrading all of the single arm semaphore signals to Dapol's ready made London Midland & Scottish Railway (LMS) style upper quadrants – these being used to replace the kit built static Ratio signals – and ultimately we hope to be able to replace the two bracket signals to allow the whole layout to be fully signalled with DCC.

ROLLING STOCK

Whilst Topley Dale sees all manner of trains running on it – and from a variety of eras too – it does have its own fleet of locomotives which are all drawn from classes which would have been seen running on the Midland Main Line in the 1950s and 1960s.

Passenger traffic is usually in the hands of an LMS designed 4-6-0 with a selection of parallel boiler 'Patriot' 4-6-0s, rebuilt 'Patriot' and 'Royal Scot' 4-6-0s, 'Jubilee' 4-6-0s and 'Black Five' 4-6-0s all available.



Add to this secondary traffic in the hands of Compound or '2P' 4-4-0s, an Ivatt '2MT' 2-6-0 or tank engines such as a Johnson '1P' 0-4-4T, Ivatt '2MT' 2-6-2T or Fairburn 2-6-4T and there is plenty of variety available.

However, this being the 1950s freight traffic makes up the majority of the flows on the layout which can see anything from a Johnson '2F' 0-6-0 through to a BR '9F' 2-10-0 or LMS Beyer Garratt 2-6-0+0-6-2 at the head. Other freight locomotives including a Hughes-Fowler 'Crab' 2-6-0, Ivatt '4MT' 2-6-0, Stanier '8F' 2-8-0 and LNWR 'Super D' 0-8-0.

Diesels appear in the roster with the selection of suitable motive power including classes 20, 25, 28, 40, 45 and the Blue Pullman DEMU as well as a selection of Class 101/108 Diesel Multiple Units.

Passenger rolling stock is entirely ready-

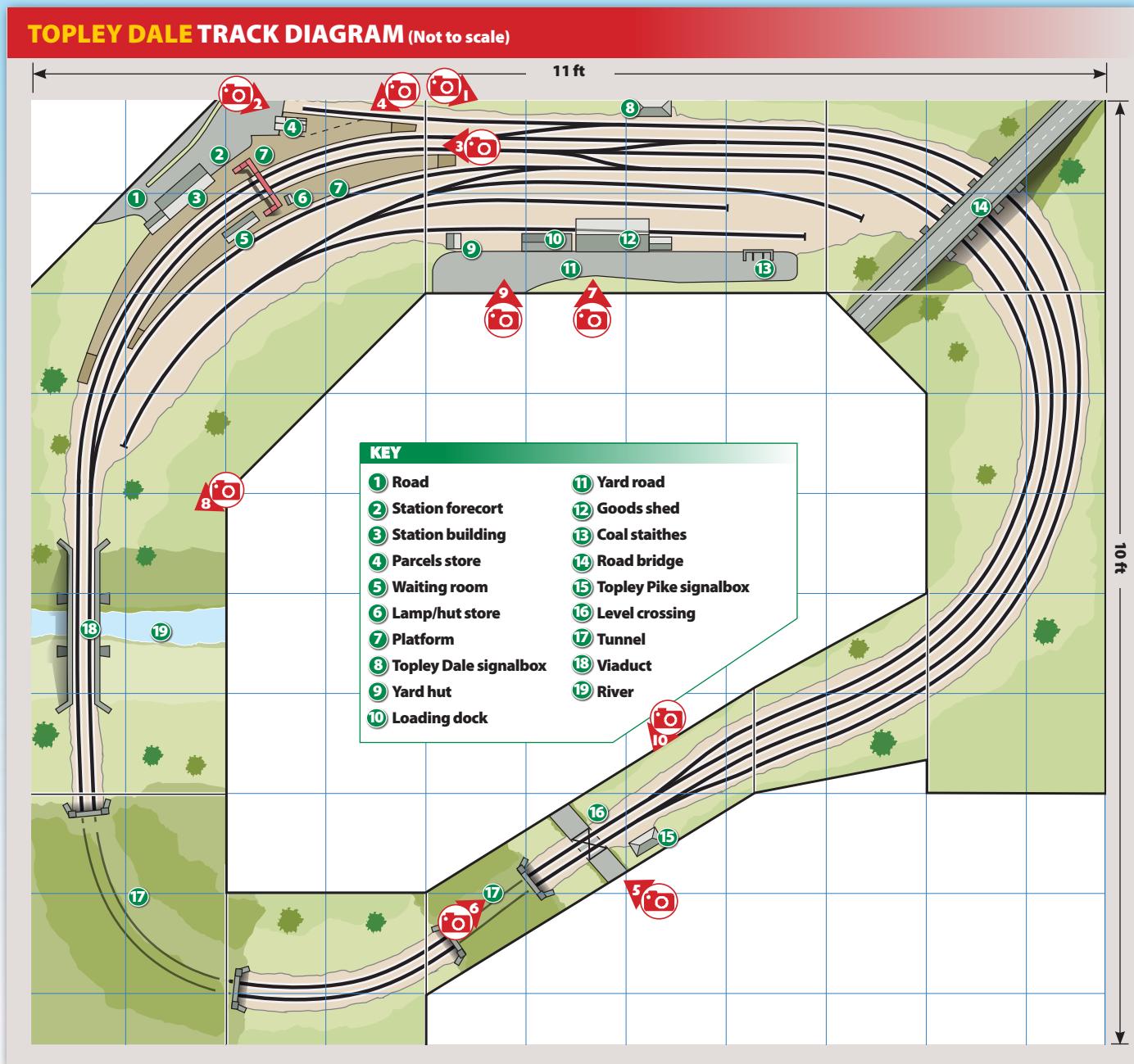
to-run with the collection consisting of BR Mk 1s in carmine and cream and maroon, a mixed rake of LMS Porthole stock and BR Mk 1s in carmine and cream and maroon, a set of seven LMS Stanier Period III carriages and a short three coach set of Period II »



 **Above:** A Karrier Bantam waits for its load to be transferred into the goods shed.



TOPLEY DALE TRACK DIAGRAM (Not to scale)



and Period III stock for a stopping train.

Goods stock is more varied and is drawn from the extensive collection which has been amassed to operate *Hornby Magazine*'s various exhibition layouts. It includes a long 30 wagon coal train, box vans, opens, Conflats, bolster wagons and more unusual kit built vehicles such as Tube, Pipe and Trestle wagons. As always this area of the layout is constantly developing with more wagon kits in the pipeline for the future and, hopefully, an engineers' train featuring 'Salmon' and 'Borail' rail carriers.

FUTURE PROSPECTS

Topley Dale is far from complete and there is more that we want to do to the layout to keep enhancing its appearance and operation. Further DCC controlled signals are next on the job list, but even for this feature we made a handful of minor improvements including adding long planned dummy point levers in the goods yard, additional vegetation around the short tunnel and repairs to various small details – such as ground signals – which had been damaged during track cleaning.

We've always got ideas bubbling for the layout too - and while an off scene storage yard would be a fantastic addition to the layout its installation would be a major challenge to complete.

For now Topley Dale is a hard working layout with multiple purposes which means it will be part of our office furniture for a long time to come. You never know, one day we might bring it back out for another exhibition appearance if we get enough letters asking for it! 

 **'Super D' 0-8-0 49064 passes 'WD' 2-8-0 90448 at Topley Pike crossing.**



 **Fowler 'Jinty' 0-6-0T 47500 simmers between shunting moves in the goods yard.**



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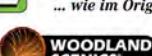


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Hornby delivers... Peppercorn 'K1'

...early!

The Peppercorn 'K1' 2-6-0 was a key announcement in Hornby's 2014 catalogue and the first version touched down in December – two months early! **MIKE WILD** takes a closer look at this 'most wanted' model.



IT'S NOT VERY OFTEN that we have the opportunity to report a new model arriving early, but with Hornby's all new model of the London and North Eastern Railway (LNER) Peppercorn 'K1' 2-6-0 that is exactly what has happened.

Scheduled to arrive in February 2015, the first version – 62024 in BR lined black – was flown in just in time to reach the shops for Christmas, although as the final days of December approached the first batch was all but sold out. More are on the way

with the rest of the production quota due to arrive in February as planned.

The Peppercorn 'K1' 2-6-0s were introduced in 1949 and 1950 following authorisation of a fleet of 70 locomotives in October 1947 by Arthur Peppercorn – the LNER's last Chief Mechanical Engineer. As such the whole class entered traffic under BR ownership with the last withdrawn in 1967. For the full story of the 'K1' 2-6-0s see Reality Check on pages 66-69.

Hornby's announcement of the 'K1' 2-6-0 came as a welcome surprise in its 2014 catalogue and

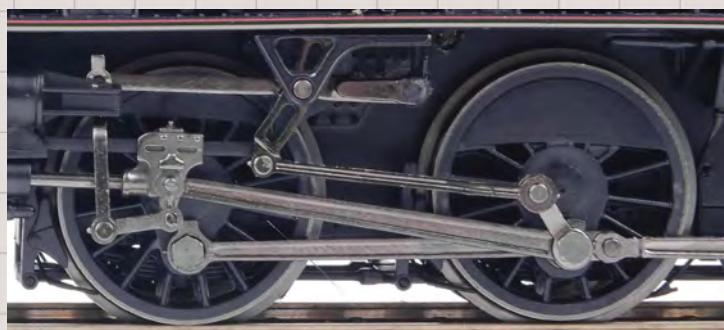
after considerable research and design it is now here to see first hand. Three versions are being produced initially covering 62015 with early crests (R3242) together with 62024 (R3243) and 62027 (R3243A) wearing late crests. All correctly carry BR's mixed traffic lined black livery.

THE MODEL

The 'K1's' sees Hornby return to its previous high standards of detail representing a step upwards from the techniques used in the 'Duke of Gloucester' (HM80) and 'P2' (HM88/



Left: Hornby has returned to its usual form by producing a fully detailed and painted cab interior on the 'K1'. The regulator and gauge glasses are superb.



Left: The valve gear is finely modelled.

Right: The front end is produced to a very high standard with a wealth of separately fitted detail.



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3243
Description:	Peppercorn 'K1' 2-6-0 62024, BR lined black, late crests
Scale:	'OO'
Price:	£129.99
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

The purposeful stance and elegant appearance of these powerful 2-6-0s has been captured superbly by Hornby.



HM89) models. This includes sprung buffers, separately fitted handrails and pipework wherever appropriate and other small touches such as factory fitted cab doors, a fully painted and detailed cab interior and separately fitted whistle and safety valves on top of the firebox.

Coupled to this is a fantastic set of mouldings for the boiler, cab and frames, all of which go together to create a compelling replica of these hard working mixed traffic locomotives. The smokebox is correct and features intricate detail with a separately fitted smokebox door dart,

neatly looped handrail over the top and an equally fine lamp iron above the numberplate.

The 'K1's' were purposeful locomotives that, for their time, incorporated a number of modern innovations introduced by Thompson and perpetuated into the Peppercorn era. These included electric lighting on the front and rear of the locomotive below the lamp irons together with a Stone's electric generator, rocking grate and hopper ashpan plus, initially, a self cleaning smokebox.

Some of these details are hidden inside the

locomotive and obviously aren't modelled, but Hornby has correctly modelled the electric lights, associated conduits and generator on the front footplate all of which contributes to the overall look of the 'K1'.

The chimney and dome capture the look of those on the prototype and the model features correct sandbox filler details on each side plus lubricator boxes on the driver's side only. The cab is excellent and features glazing in the forward side windows and front windows. Add to this a separately fitted fallplate and Hornby has ➤

"The 'K1' is a welcome return to form from Hornby."

MIKE WILD



presented a very comprehensive model with this new 'Mogul'.

Below the frames is more fine work to be appreciated including fully detailed valve gear, brake shoes in line with the wheels and, once the detail pack has been opened, a full set of brake rigging for fitment after purchase. Sand pipes are also correctly positioned to the front of the leading and centre axles. A third set pointing to the rear of the centre drivers is also fitted, but on our sample these were tucked inboard of the wheels. The detail pack also includes front steps, cylinder drain cocks and a full complement of bufferbeam pipes covering vacuum brake and steam heating connections.

Behind the 'K1' is a correct LNER standard 4,200gallon tender which features a fully detailed coal space beneath the removable coal load. The fire iron tunnel is neatly modelled down one side of the tender while to the rear is the water filler and dome for the water scoop – a feature which is also modelled in full underneath the tender.

Decoration of our sample

was, as we had hoped, faultless throughout with fine lining and full three colour lining on the tender and cabside together with two colour lining of the boiler bands. The cylinder casings are correctly, for the 'K1', unlined and finished in plain black. Add to this a superbly reproduced pair of BR late crests, cream locomotive numbers, route restrictions and North British Locomotive Company builder's plate on the smokebox side and Hornby has done a superb job on the 'K1'!

PERFORMANCE

The proof is always in the performance of a new model for us and happily the 'K1' delivers in this region. It features a locomotive driven chassis which drives the centre wheels, the coupling rods transferring power to the outer wheels as per the prototype.

The tender is home to the decoder socket where you will find both

an 8-pin socket and provision for a 28mm round speaker to be installed on the tender floor. Holes in the tender chassis will allow sound to escape without modification making this a straightforward locomotive to add digital sound to – or in fact a motor control decoder.

On the track our sample performed smoothly and quietly throughout the speed range with the motor operating nearly silently no matter what speed or load was added behind the 'Mogul'. The locomotive also negotiated a range of pointwork without issues with the leading pony truck following the prescribed route rigidly.

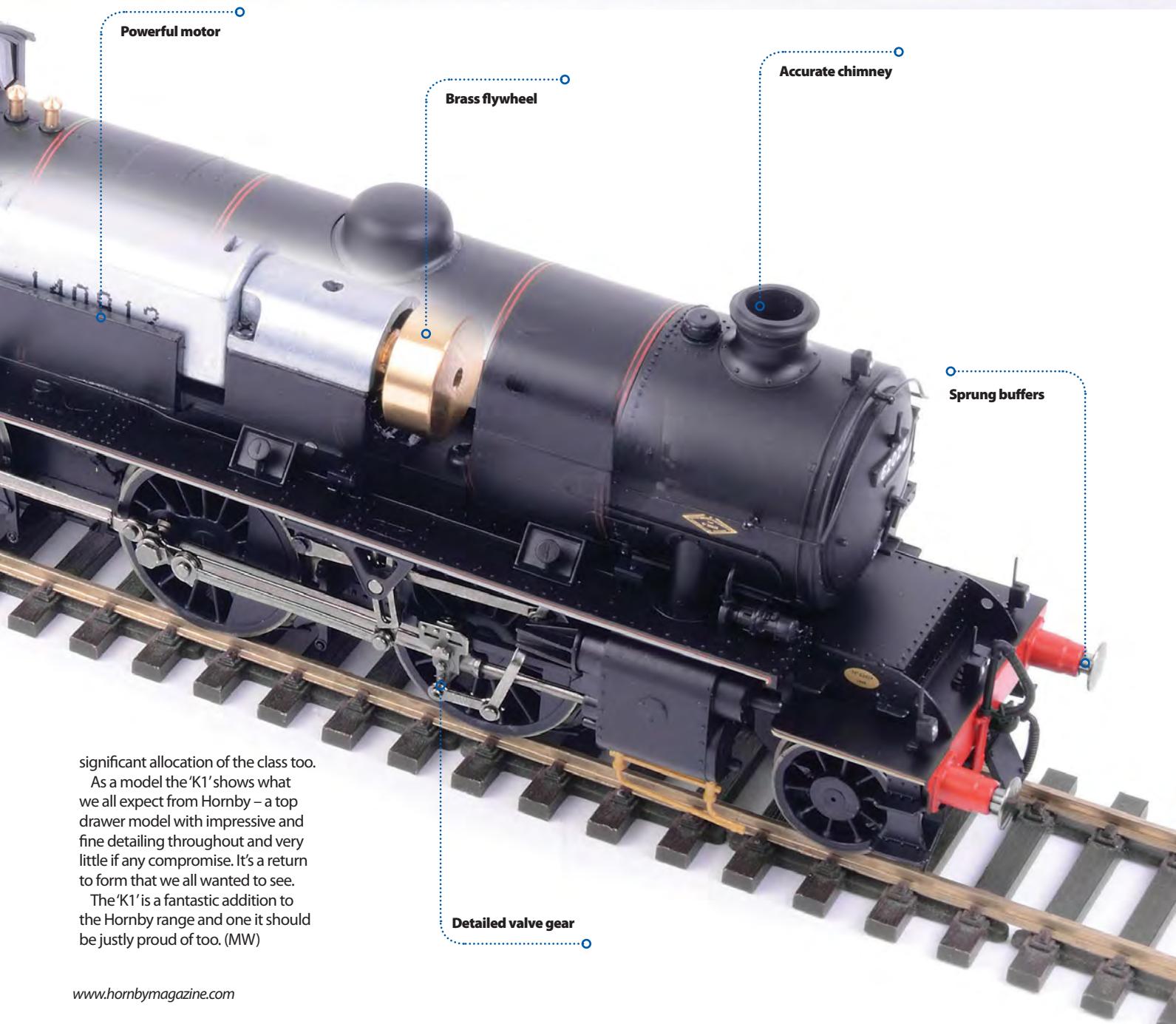
In terms of haulage capacity we tested our sample with a 10 coach train formed of Hornby and

Bachmann stock. This it handled with ease and equally it coped with continuous running with a 25 wagon goods train behind over a period of five hours without any difficulty, operating at a consistent speed throughout.

OVERALL

The North Eastern and Scottish Regions have been crying out for dedicated steam models and the 'K1' is a superb choice on Hornby's behalf to fill this void while also delivering a locomotive which could be seen operating from March in East Anglia which had a

The detail around the boiler and frames is impressive. This is the driver's side of the 'K1' showing the reversing rod, lubricator pots and AWS box.



significant allocation of the class too.

As a model the 'K1' shows what we all expect from Hornby – a top drawer model with impressive and fine detailing throughout and very little if any compromise. It's a return to form that we all wanted to see.

The 'K1' is a fantastic addition to the Hornby range and one it should be justly proud of too. (MW)

Peppercorn's 'K1'

The period immediately before and just after nationalisation produced a great number of competent but short lived locomotives. **EVAN GREEN-HUGHES** looks at the Peppercorn 'K1' 2-6-0, which despite being very successful in main line service lasted less than 20 years.

ALTHOUGH the concept of a fast and economical mixed traffic locomotive reached its height in the 1930s and 1940s with celebrated designs such as the

London and North Eastern Railway (LNER) 'B1' 4-6-0 the movement towards 'maids of all work' could be traced back more than 20 years to the turn of the century.

On the Great Northern Railway there was a requirement for an engine which could be mainly used to haul express goods trains at speeds of up to 40mph but that could also be called upon for secondary passenger service and excursion work if required. The introduction of such a design would then free up some of the passenger locomotives that were then being used.

In 1912 Nigel Gresley, the company's Chief Mechanical Engineer, settled on a 2-6-0 wheel arrangement having seen the success of similar designs in America and noted how the provision of a leading pony truck improved stability at speed and also decreased instances of wear to the leading driving wheels. The two-cylinder 'H2' 2-6-0 worked well and was later modified to take a larger boiler, then becoming 'K2'. Later engines were built to the improved design increasing the size of the 'K2' class.

In 1917 when further power output was required Gresley again upgraded the design. This time three cylinders were provided and this design became the London and North Eastern Railway's 'K3' and the standard 2-6-0 after the 1923 grouping, with 193 examples being built.

Another development followed in 1934 when more powerful engines were required for the West Highland line and for this a 2-6-0 was specified which had

its coupled wheels reduced from 5ft 8in to 5ft 2in and which was fitted with 'K3' cylinders, a 'K2' boiler and a firebox similar to that used on the 'B17' 4-6-0. This new 'K4' design had a tractive effort after tweaks of 36,599lbs, a considerable amount for such a small engine.

DEVELOPING THE BREED

Following Gresley's death his successor Edward Thompson took one of the 'K4s', 3445 *MacCailin Mor*, and decided to modify it with a view to eliminating the problems which arose from use of a three-cylinder layout, in particular those involving the middle big end, which tended to be susceptible to vibration at speed.

The three 18½in diameter cylinders were replaced with two 20in ones while the boiler pressure was increased from 200psi to 225psi. Steam brakes were also fitted to the engine and to the tender. Emerging in 1945 the rebuilt locomotive was pitted against other designs in trials and proved successful, encouraging management to see this conversion as a useful platform for future locomotive design. No further 'K4s' were converted and 3445 was destined to be the solitary 'K1/1'.

By this time there was a steady stream of larger 4-6-0 mixed traffic engines coming off the production line but there still was a requirement for 2-6-0s for use on lines with restricted axle loadings or where duties were not so heavy as to require a larger engine. Consequently an order was placed with the North British Locomotive Company for 70 locomotives based on the conversion of 3445 and to be known as the 'K1'.

These engines, which were basically a production version of the 'K1/1', included a number of changes made on the orders ➤

Peppercorn 'K1'
2-6-0 62064 passes
Birtley, Co.Durham,
with an Up freight
on October 25 1964.
Brian Stephenson.





Snow covers the slopes of Ben Nevis in the distance as 'K1' 62011 approaches Camus-Na-Ha crossing loop with the afternoon Fort William-Mallaig working in the late 1950s.
W.J. Verden Anderson/
Rail Archive Stephenson.



of Arthur Peppercorn, who had by then succeeded Thompson. The most visible was that the running plate which was cut away in front of the cylinders to allow better access to the steam chests but there were other upgrades, too, including the fitting of a rocking grate and hopper ashpan and the use of a simplified slide bar. The same cylinders as fitted to the 'B1' 4-6-0 were used, as was a shortened version of the same type's boiler. Improvements to the pony truck saw the 'K4s' laminated springs replaced with helical versions and the new engines were given larger tenders with capacity for 4,200 gallons of water and six tons of coal.

A SCOTTISH IDENTITY

By the time the 'K1s' began to appear the railways had been nationalised but the plans for their use were unaffected. All were run in from Eastfield shed in Glasgow which was near their maker's factory before being sent to the Eastern and the North Eastern Regions. There they undertook a wide range of duties but were particularly favoured on lighter coal trains and lightly loaded express passenger services. Naturally some also found their way to the West Highland Line where they proved themselves the equal of the earlier three cylinder 'K4s'.

A significant number were allocated to March depot where they were used on former Great Eastern lines and where they were to remain for around 10 years

by which time a large number of diesels were being introduced. Most of the March allocated 'K1s' moved North to join others centred round Doncaster, Retford and York but there the pattern repeated itself and they again found themselves replaced by diesels.

Prior to their displacement in the North East they found themselves regularly employed on duties on lines such as the Wensleydale and the Weardale branches, both of which were later to pass into heritage use.

There were few modifications to the class during their service life. All were originally built with speedometers, steam generators and electric lighting but most had the speedometers removed at some point. As with many other classes Automatic Warning System was fitted and this involved moving the driver's side injector to accommodate the necessary equipment and also repositioning the steam brake valve.

With the steady run down of steam the 'K1s' found themselves with less and less work to do and they were therefore increasingly used on duties which would previously have been covered by goods engines. Withdrawals began in 1962 and continued steadily until 1967 with the last one in service, 62005, condemned at Holbeck shed in Leeds on December 30 1967.

This late date, which was within a year of the end of steam, came about because

the locomotive had been lent to ICI's North Tees works for use as a stationary boiler for a period. Had this requirement not have arisen it is likely that the locomotive would have been despatched for scrap a few months earlier and as such would not have attracted the attention of its eventual owner.

62005 was then snapped up by a private consortium which already owned 'K4' 2-6-0 61994 *The Great Marquess* as it wanted the boiler as a spare for its own engine but fortunately there was a change of plan enabling 62005 to move on to the North Eastern Locomotive Preservation Group in 1972.

PRESERVATION

The locomotive was overhauled at Thornaby depot and emerged in fully lined out LNER apple green, a livery it had never worn in real life, having been delivered after the LNER had ceased to exist, and made its debut at the North Yorkshire Moors Railway in 1975. It appeared at the 150th anniversary of the Stockton and Darlington Railway celebrations at Shildon in the following year and made a number of runs on the main line over following years, including over the Settle-Carlisle. A second major overhaul was carried out in 1985, this time at ICI's Wilton Works following which it returned to the North Yorkshire Moors.

In 1987 it began a long association with the West Highland line hauling specials between



LNER 'K1' 2-6-0 STATISTICS	
Designer	A H Peppercorn
Built	1949-50
Builder	North British Loco' Co
Number series	62001-62070
Number in class	70
Purpose	Mixed traffic
Power classification	6MT
Route Availability	6
Weight (loco)	66tons 0cwt
Weight (tender)	52tons 0cwt
Cylinders	2 outside, 20in x 26in
Boiler diameter	5ft 6in max
Boiler pressure	225psi
Tractive effort	32,081lbs
Pony wheel dia'	3ft 2in
Driving wheel dia'	5ft 2in
Coal capacity	6tons
Water capacity	3,500gallons
Withdrawn	1962-1967



Above: The Fort William-Mallaig line was a strong hold for the powerful 'K1s'. In 1959 62034 climbs Beasdale bank heading for Mallaig. W.J. Verden Anderson/Rail Archive Stephenson.



Left: Heading a holiday train from Skegness returning to Leicester, 'K1' 62039 climbs Ancaster bank on August 3 1957. Gordon Hepburn/Rail Archive Stephenson.



Left: Displaying its BR mixed traffic livery and AWS box below the cab, 'K1' 62060 stands at York shed on October 4 1964. Brian Stephenson.



Below: With a set of brand new BR 20ton brake vans at the head of its Up goods, 62007 passes Black Banks on August 1 1952. W. Rogerson/Rail Archive Stephenson.

Fort William and Mallaig. Appearances all over the North followed before a cracked firebox throatplate stopped the engine in 1994, following which it visited ICI again, emerging after overhaul in 1998.

In the 2000s the 'K1' appeared on London Underground's 'Steam on the Met' events and many heritage railways as well as carrying out its usual duties on scheduled West Highland summer tourist trains, by this time it had gained a more authentic lined BR black colour scheme. 62005 now carries the name *Lord of the Isles* to commemorate its work on the West Highland line.

The 'K1s' were a thoroughly workmanlike design much loved by enginemen and maintenance staff alike. Their rugged simplicity meant that they were not prone to the same mechanical issues as their Gresley ancestors while their high power output and relatively low axle loading meant that they were eminently suitable for duties on lines which were heavily graded but which possessed restrictive axle loadings.

Had British Railways not taken the decision to do away with steam traction there is no doubt that the 'K1s' would have found useful work for perhaps a further 20 years but as it is we are fortunate that even one of the class has survived, and that only by the slimmest of chances. Happily it has enjoyed an extensive post BR career and one which continues to this day. **HFM**

Class 143

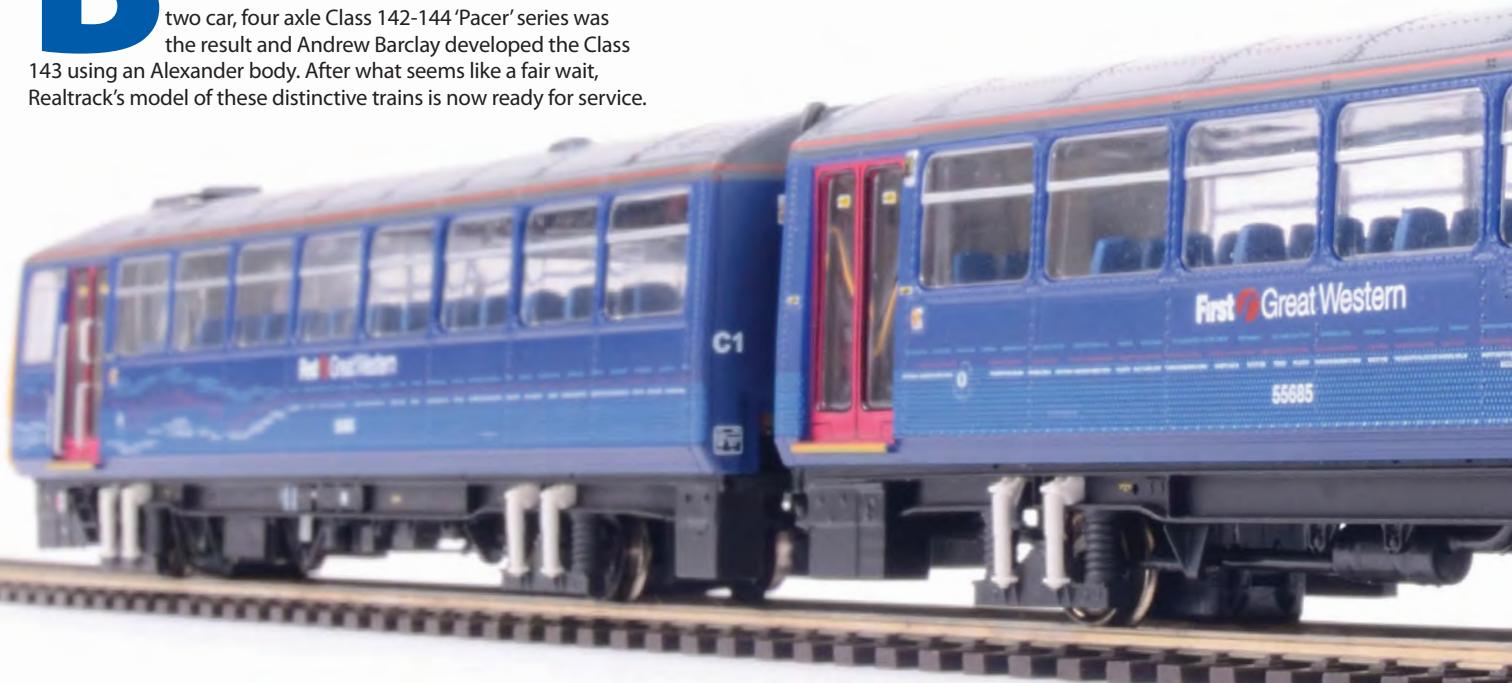
arrives from Realtrack

BRITISH RAIL addressed a shortage of Diesel Multiple Units (DMUs) in the early 1980s by challenging a number of companies to design a cheap lightweight train suitable for rural and suburban services. The two car, four axle Class 142-144 'Pacer' series was the result and Andrew Barclay developed the Class 143 using an Alexander body. After what seems like a fair wait, Realtrack's model of these distinctive trains is now ready for service.



Inner gangways are captured well and offer close coupling.

Roof and window detail is excellent too.



The Class 143 two-car DMUs featured a two-axle non articulated wheel arrangement and were fitted with two 205bhp engines, offering a maximum speed of 75mph. From new they were allocated to Heaton Depot in Newcastle for use on services in the North East of England. In the early 1990s some were redeployed to Cardiff Canton for services in South Wales, these seeing use under a number of operators including Wales and West, Wessex Trains and now split between Arriva Trains Wales and First Great Western (FGW).

With two variants of each available in Arriva Trains Wales (ATW)

aquamarine and cream and First Great Western (FGW) blue liveries, our review sample of Realtrack Model's newly-tooled 'OO' gauge Class 143 two-car DMU is finished in FGW's 'local lines' livery as 143619 featuring Driving Motor Standard (DMS) 55660 and Driving Motor Standard with Lavatory (DMSL) 55685. Other models due for release include FGW liveried 143618, featuring Paignton and Exmouth destinations (Cat No. RTW143-213), ATW liveried 143609 Sir Tom Jones with Penarth and Bargoed destinations (RTW143-211) and ATW liveried 143610, featuring Aberdare and Bridgend destinations.

THE MODEL

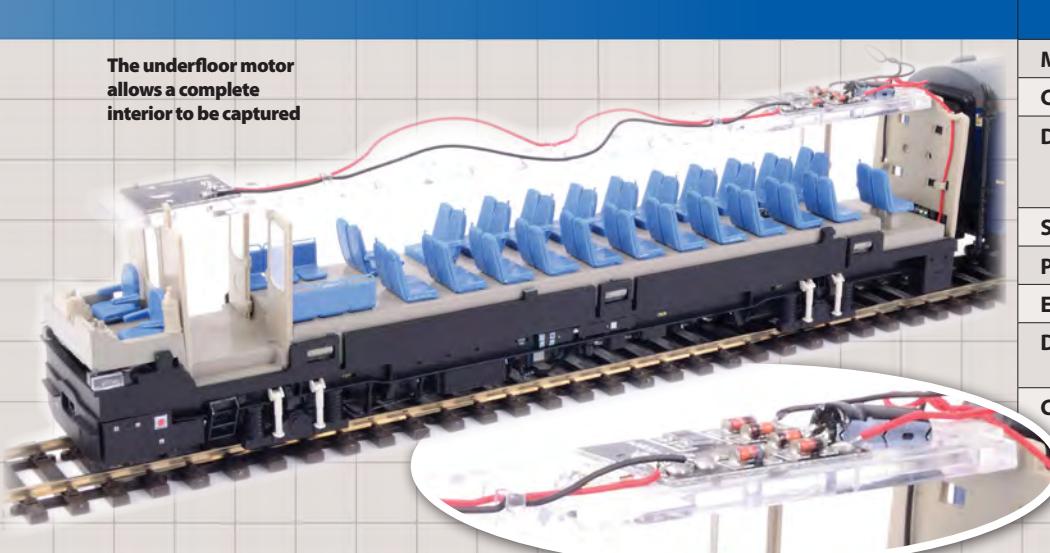
Straight from the box the model feels substantial and teems with plenty of finely moulded detail. The cab front features separately fitted windscreen wipers, separately fitted lamp iron and crisply printed destination indicators – the examples on our sample featuring Severn Beach at one end and Bristol TM (Temple Meads) at the other. A neat touch is that the destinations are displayed black on white at one end and yellow on black at the other, reflecting the differences on the prototypes. Each outermost door is fitted with three separately applied white grab handles on the

outside and two yellow ones inside.

The underframe is fully detailed with separately applied engine details, battery boxes and fuel tanks while the distinctive yaw dampers on the chassis are picked out in white. The exhaust pipework at the inner ends continues beneath the underframe. The roof is impressive with the differences between both vehicles included and plenty of rivet detail evident. The cab-to-shore radio pods are nicely moulded as is the toilet vent on the DMSL.

The motor is hidden, allowing the interior to be fully detailed. The interior floor is raised slightly as a result, which means the

The underfloor motor allows a complete interior to be captured



THE DETAILS

Manufacturer:	www.realtrackmodels.co.uk
Cat No:	143-213
Description:	Class 143 two-car DMU, 143619 First Great Western local lines livery
Scale:	'OO'
Price:	£120
Era:	9
DCC:	DCC ready, 8-pin decoder socket
Couplings:	Small tension locks in NEM pockets

Interior lighting is built into a specially designed strip containing LEDs.



supports beneath the seats are not fully modelled. Nonetheless, the high backed Chipman seats feature intricate grab handles and armrests. The driver's cab is fitted with two finely moulded seats with armrests, fully modelled driver's console, equipment boxes and a fire extinguisher. Both vehicles feature interior LED lighting which operates when the vehicle is moving under DC control and is very effective.

Application of the complex livery is superb with each side displaying the tiny FGW served destinations and places of interest. This is particularly effective and from a distance provides the 'wavey

line' effect of the prototype, whilst remaining legible close up.

PERFORMANCE

The five-pole motorised chassis on this model is located beneath the seated area in one vehicle and features all wheel drive with an 8-pin DCC decoder socket in the unpowered vehicle. The electrical circuit is made through a plug and socket arrangement between the two vehicles just below the flexible corridor connections, which should be carefully pushed together before applying power. Once connected, the unit features all wheel pick up and each axle is flexible enough

to keep the wheels in contact with the track, our sample proving more than capable on curves and through pointwork on our test circuit.

Our sample ran well throughout the speed range, although it was slightly noisy initially. Directional head and tail lights are fitted together with NEM coupling pockets at the outer ends of each vehicle featuring cranked tension lock couplings should you wish to run the trains in multiple.

An 8-pin DCC decoder socket is provided for digital installations, but access to the decoder socket is complex, and careful reading of the instructions and steady hands are

vital. Space for a 28mm diameter speaker is also provided should you wish to install sound in the 143.

OVERALL

The Class 143 has plenty of detail inside and out, a decent chassis and good running characteristics. The complex livery on this particular model has been accomplished very well and should prove to be very popular. Whilst these trains were only designed to last in service for 20 years or so, they are likely to be around for some time to come, and a model to this level of detail has been a long time coming. It certainly gets a 'nod' of approval from us. (MC)

Iwata launches... UPGRADED AIRBRUSHES



Iwata has launched enhanced, upgraded models under its flagship Custom Micron brand. These dual action, internal mix designs offer precise control of air and paint delivery, using hand fitted matched head systems that are tested to achieve perfect spraying characteristics – even with heavy enamel or acrylic paints.

Among other refinements, the new models feature a revised trigger design and a modified needle-chucking arrangement to simplify reassembly after the airbrush has

been dismantled for cleaning. The CM-C Plus (version 2) has a 0.23mm nozzle and a 9ml fixed colour cup while the latest version of the CM-SB has a 1/8oz (3.5ml) detachable side feed cup and a

0.18mm nozzle for detail spraying. The CM-C Plus has a built in micro air control valve for fine adjustment of the spray pattern from full atomisation to a coarse stipple. Both airbrushes can

deliver anything from a pencil line thickness to a band of paint approximately 25mm across.

Supplied in heavily padded metal cases, the Custom Micron range is high quality, though getting the best from them requires careful attention to paint consistency and cleaning. I've been using these two since their introduction – they feel good in the hand, perform superbly, and are unequalled for creating highly detailed weathering effects. Such quality comes, of course, at a price but so too does any precision tool. (TS)

THE DETAILS

Supplier:	www.airbrushes.com
Cat No:	IW-CM-C2-PLUS (CM-C), IW-CM-SB2 (CM-SB version 2)
Description:	Iwata Custom Micron airbrushes
Prices:	£370.00 (CM-C Plus Version 2) £345.00 (CM-SB Version 2)

Harburn Hamlet lineside hut

THE DETAILS	
Manufacturer:	www.harburnhobbies.com
Cat No:	FL196
Description:	Corrugated hut with log store
Scale:	'OO'
Price:	£14.95
Era:	3-9

New from the Harburn Hamlet range of 'OO' gauge freight and lineside buildings is this stonecast corrugated hut with log store.

The hut features a pleasant weathered finish with green and brown hues to give it that aged look and would benefit from further treatment using weathering powders or paints. Crisply moulded with plenty



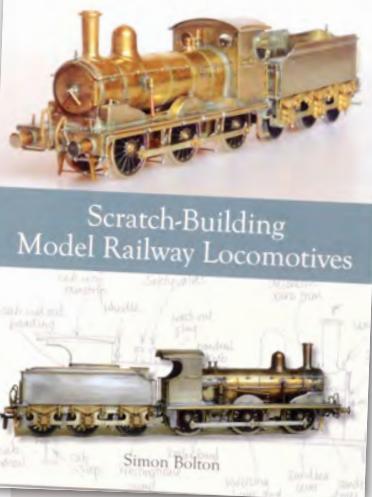
of detail including a full store of logs, chimney, windows and a waste water outlet pipe, this

humble hut would look equally at home on the lineside or in an allotment cameo scene. (MC)

RECOMMENDED READING

Scratch-Building MODEL RAILWAY LOCOMOTIVES

Author:	Simon Bolton
Publisher:	Crowood Press
ISBN:	978-1-84797-768-7
Website:	www.crowood.com
Price:	£18.99



THE QUALITY of ready-to-run products today is simply superb with quality models available at the click of the mouse. But what do you do if that model on your wish list is forgotten by the main manufacturers? Build it yourself, of course!

Simon Bolton's *Scratch-Building Model Railway Locomotives* guides you through the process of constructing your own model from scratch. With plenty of hints and tips along the way, topics cover research, preparation, acquiring the necessary plans, materials required and essential tools as well as demonstrating the skills required to get you through the project such as soldering and fabricating your own parts from raw materials.

There are also projects inside which you can follow with detailed illustrations and captions showing all the processes involved.

Building locomotives from raw materials can be a daunting process, but this excellent book will give you a greater understanding of what is required - and the best materials and tools - to create your own masterpiece in miniature and perhaps inspire you to give it a go. (MC)

Healey 3000 in miniature

Amongst the latest additions to Oxford Diecast's range of 1:76 scale automobiles is this fine replica of the Austin Healey 3000. It features a finely moulded body which captures the look of the sleek prototype and is decorated with a metallic blue



finish to the top half and ivory to the lower half of the car. Registered as DFK 190C with sporty silver-spoked wheels it is a superb addition to the range. (MC)

DCC Concepts TRACK CUTTERS



THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	DCT-XTC
Description:	Track Cutting Hand Tool
Price:	£15

Having the right tool for the right job is important when building a layout, and these new track cutters from DCC Concepts are ideal when cutting rails to length.

Recommended for nickel silver, brass and mild steel rail, these hardened metal cutters feature a flat back which helps them cut vertically and deliver a clean cut each time. Featuring rubberised plastic grips, on test they proved capable of clean, straight cuts with very little burr evident on our nickel silver code 75 rail. Super sharp and super useful. (MC)

'N2' RETURNS to Hornby's line-up



AN OLD FAVOURITE ENJOYS A return to the Hornby range, in the form of this 'OO' gauge Gresley 'N2' 0-6-2T finished in BR black livery with late crests.

The model depicts 'N2' 69543 in its final guise before it was withdrawn and scrapped in 1961.

While the tooling for this model harks back to its Airfix parentage, it has aged well. The moulded bodyshell displays much detail, although not to the same level as the Hornby 'L1' 2-6-4T for example, including the distinctive condensing apparatus and features separate metal handrails and sprung metal buffers. Whilst the motor still protrudes into the cab area, the model's chassis benefits from its recent Digital Command Control (DCC) upgrade. Previously only released in Hornby's London 1948 train pack,

this is the first time the model has been available on its own fitted with an 8-pin DCC decoder socket. The 'N2' has also been released in GNR green (R3187).

Decorated to Hornby's usual exacting standards, the model is turned out with a high quality black satin paint finish and crisply printed BR late crests and straw coloured numbers. The boiler bands feature red, black, red lining and appear quite vivid in comparison to the more muted fine lining elsewhere.

On test, our review sample was quite noisy straight from the box, although following a period of running in the five-pole skew wound motor quietened considerably and demonstrated smooth operation throughout the speed range.

A welcome return for this popular Hornby stalwart. (MC)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3188
Description:	Gresley 'N2' 0-6-2T 69543, BR black with late crests.
Scale:	'OO'
Price:	£89.99
Era:	5
DCC:	DCC ready, 8-pin socket
Couplings:	Medium tension locks

Supercast figures from Mike Pett



These latest releases from Supercast include a selection of 1960s 'OO' gauge white metal cast figures including a driver, worker and passenger. These finely detailed figures are

supplied on a mounting pin to aid placement, although the pin can be removed if you wish. The 1960s driver figure is posed as if he were on the footplate of a locomotive while the rail worker

is standing with his arms folded. For 'O' gauge modellers, the range now also includes a locomotive fireman and a driver. The fireman features a separate white metal arm with shovel

THE DETAILS

Manufacturer:	www.modelrailwayfigures00.co.uk
Description:	Driver, 1960s rail worker, 1960s passenger
Scale:	'OO'
Price:	£1.75 (unpainted), from £4.50 (painted) for single figures
Description:	Fireman and driver
Scale:	'O'
Price:	£5 (unpainted), £8.50 (painted)
Era:	5/6

attached to allow him to be posed accordingly on the footplate. Superbly cast, right down to the rippled jackets and trousers, they are available now and can be supplied unpainted, primed or painted. (MC)



New Mk 2s gain interior lights

Hornby's newly released range of Mk 2e carriages have now been made available with factory fitted interior lighting in BR blue and grey. The vehicles of choice are Open First W3247, Open Standard W5855 and Brake Open Standard M9499.

The lighting units follow the pattern established with the BR Mk 1 and Mk 3 stock with a single strip of LEDs mounted to the roof. Coupled to this is a capacitor which helps maintain flicker free operation of the lights. They are suitable for DC and DCC layouts from the box without modification.

However, like the Mk 1 and Mk 3 carriages

the lighting strips only illuminate part of the interior of the Mk 2s leaving one window bay at each end of the opens in the dark and one window bay of the brake with lighting too.

While this doesn't detract entirely it is a shame that a longer lighting bar with two additional LEDs couldn't have been used as this would have benefitted all of the vehicles so far offered with these lights.

The quality of the light emitted is excellent and Hornby has gone to the trouble of installing 'white' LED lighting in these more modern carriages in contrast to the yellow



THE DETAILS	
Manufacturer:	www.hornby.com
Cat No:	R4610 (Open Standard), R4611 (Open First), R4612 (Brake Standard Open)
Description:	BR Mk 2e W5855 (Open Standard), W3247 (Open First), M9499 (Brake Open Standard), BR blue and grey
Scale:	'OO'
Price:	£29.99 each
Era:	7
Couplings:	Small tension locks in NEM pockets

lighting of the BR Mk 1 stock (HM91).

Livery decoration matches the standard of the first round of releases and sees all three vehicles fully decorated including end printing, red springs on the bogies, white lining around the grey part of the body and half white gangway connections.

The addition of more illuminated carriages by Hornby is great news and in operation they do look very smart. With the extra lights to illuminate the full interior they would have been really quite special. (MW)

Budget Freightliner containers

New from the modelrailwayscenery.com range of 'OO' gauge downloadable card kits is this set of four 20ft Freightliner intermodal containers in the original Freightliner livery. Each kit builds two containers with a pristine finish and two with a heavily weathered finish and

follows the format of previous kits from modelrailwayscenery.com, utilising photorealistic texture sheets that are glued to sturdy card. With care and a little patience the kit builds into a set of realistic looking containers that will grace the corner of a container terminal or yard, of easy-to-follow instructions. (MC)

THE DETAILS	
Manufacturer:	www.modelrailwayscenery.com
Cat No:	AX007
Description:	20ft Freightliner containers – Non-ISO (Type 1)
Scale:	'OO'
Price:	£1.99 download/£3.99 pre-printed kit
Era:	6-7



Midland 20 ton **BRAKE VAN**

downsizes to 'N'



JOINING BACHMANN'S extensive portfolio of steam era goods wagons in the Graham Farish range is this new model of the Midland/LMS 20ton brake van in LMS grey livery.

The vehicle portrayed by our sample is a post-1923 version built by the LMS to a modified version of the Midland Railway vans – the most obvious difference being the inclusion of side duckets allowing the guard a better view along the side of the train.

The model is produced to a very high standard and that is reflected in the near £16 retail price for this model. What you get for the money is a beautifully finished replica of the LMS brake van including factory fitted vacuum pipes, glazed interior windows, separately fitted steps

and running boards and a fully detailed unfitted underframe.

Rapido couplings are fitted at each end in NEM pockets which have sprung mounts allowing a degree of flexibility. Turned metal wheels complete the underframe.

Livery decoration is up to Bachmann's usual high standards including fine printing of the LMS lettering and vehicle numbers together with the handrails being picked out in white paint. Included with the van is a pair of dummy coupling hooks for fitment after purchase.

This new addition to the Graham Farish range adds a fourth brake van choice for steam era modellers and it will also be released in LMS bauxite and BR grey liveries too. (MW)



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	377-750
Description:	Midland 20ton brake van, LMS grey
Scale:	'N'
Price:	£15.95
Era:	3
Couplings:	Rapido couplings in NEM pockets



Scenecraft booking office is just the ticket

New from Bachmann's 'N' gauge range of Graham Farish Scenecraft items are these delightful station buildings.

Comprising a wooden station booking office, waiting room and gents toilet each model is ready painted, glazed and ready for placement on a station platform.

The smallest building amongst these latest releases is the gent's toilet which measures just 22mm x 15mm. This model features a simulated corrugated tin roof and

fine 'gents' sign fitted by the door. Meanwhile, the waiting room shelter has wooden planking detail and ornate canopy awning and the station booking office building incorporates three doors, four noticeboards and two windows, all of which are painted in matching red and cream colours. This latter building would also suit use as a platform waiting room, too.

All three models are cast from resin and ideal for completing an attractive station scene. (MC)

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	42-136 (booking office), 42-137 (waiting room), 42-138 (gents)
Description:	Wooden station booking office, waiting room and gents
Price:	£15.95 (booking office), £11.95 (waiting room), £6.95 (gents)
Scale:	'N'
Era:	4-5

PSVs from B-T

THE DETAILS

Supplier:	www.ayrey.co.uk
Cat No:	NB003/NB004/NB005
Description:	Leyland Leopard Duple
Price:	£7.99
Cat No:	NAN001/NAN002
Description:	Park Royal Atlantean
Price:	£8.99
Scale:	'N'
Era:	7-8

New to the B-T Models range are these Leyland Leopard coaches and Leyland Atlantean buses for 'N' gauge.

The coaches feature Duple Dominant II bodywork while the Leyland Atlantean features Park Royal bodywork. The models capture the look of the prototypes well with the coaches finished in Ribble, Grey Green and Maidstone and District



liveries. The double decker buses also display the National Bus Company era colours of green and 'poppy red' in Southdown and East Yorkshire guises.

Each is nicely decorated and features crisply printed legible

company logos, destination blinds, legal lettering, fleet numbers and registration plates. Both model types also feature rubber tyres, interior seating, steering wheel and separately fitted plastic mirrors.

Whilst the paint finish and

printing is to a good standard, our samples of the Leyland Atlantean, in particular, demonstrated slightly bowed plastic bodies.

That said, for the price, these will grace any road scene from the 1970s into the 1980s. (MC)

'N' scale ornamental plants from Noch

Noch has released a pack of 'N' gauge ornamental plants in flower pots. Each terracotta-style pot features a plant created from small static grass fibres and coloured flock. The pack contains nine different large potted plants. Whilst this pack is designed with 'N' gauge modellers in mind, it would also suit 'OO' modellers who might wish to use them as smaller pots in a greenhouse or back garden scene. (MC)



THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	14084
Description:	Ornamental plants in flower pots
Price:	£6.25
Scale:	'N'
Era:	Any

COAL BOARD 'AUS'

HORNBY'S HUNSLET 'Austerity' 0-6-0ST returned in December carrying National Coal Board Kent blue livery.

The 'Austerity' has been part of the Hornby catalogue since 1998 and this version is the 20th to be produced. The tooling was originally created by Dapol and it is not fitted with a DCC socket. However, the chassis is smooth running and features a suitably slow running gearbox which gives the model excellent slow speed control.

The body tooling is showing its age in places, and particularly around the smokebox door

and on the pipework below the cab. However, it is still an otherwise good looking model of this highly useful prototype.

Livery decoration on our sample of No. 12 was faultless throughout with crisp application of the base colours and neat lining on top. The NCB Kent lettering too is reproduced to Hornby's usual high standards.

The Hunslet saddle tanks led a long life in industrial service and many have gone on to have busy careers in preservation too. If you model a colliery scene your layout shouldn't be without one of these locomotives. (MW)



THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3228
Description:	Hunslet 'Austerity' 0-6-0ST No. 12, NCB blue
Scale:	'OO'
Price:	£73.49
Era:	5
DCC:	No fittings provided

'OO' railway vehicles hit the road with B-T

Recent additions to the B-T Models range of 'OO' gauge road vehicles include these AEC Mercury and Karrier Bantam vehicles finished in British Railways maroon and cream livery.

The cab units on both feature a die-cast metal chassis and plastic body together with their respective trailers. Application of the British Railways livery is good throughout with crisp colour separation and neatly printed lettering and numbers. The cab fronts on both are

particularly well done with neatly painted radiator grilles and plastic headlight lenses fitted.

The Karrier Bantam carries fleet number KE 6301 while the AEC Mercury features fleet number 4804 BO and is also supplied with a useful set of four packing cases which can be used as a trailer load or as part of a cameo scene.

For the price these are good value vehicles and are perfect for placement in a goods yard or depot scenes. (MC)

THE DETAILS

Supplier:	www.gyrey.co.uk
Cat No:	DA81
Description:	AEC Mercury artic – British Railways
Price:	£11.99
Cat No:	DA83
Description:	Karrier Bantam dropside – British Railways
Price:	£9.99
Scale:	'OO'
Era:	4-5



TERITY'



Harburn's petrol pumps fuel interest

The Harburn Hamlet range of 'OO' gauge stonecast and resin structures continues to expand, and amongst the latest releases is this set of classic 1960s petrol pumps in British Petroleum's green and white colours.

The petrol pumps are based on those found outside petrol

filling stations large and small during the 1960s and 1970s. The models also feature the distinctive gallons dial on the front, a feature that has long since been replaced by digital litre readouts on today's pumps.

Perfect for adding those extra detail touches to a layout. (MC)

THE DETAILS

Manufacturer:	www.harburnhobbies.com
Cat No:	SS-388
Description:	BP 1960s petrol pumps and base
Price:	£15.50
Scale:	'OO'
Era:	5-6 respectively

Pumpkins from Faller



New from Faller is this pack of 'HO' scale pumpkins. Each pack contains 13 assorted pumpkins moulded in orange plastic and six twisted wire 'plants' on which to attach them finished in green. They are really effective and suitable for forming to any shape you wish. (MC)

THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	181258
Description:	Pumpkins
Price:	£8.50
Scale:	'HO'
Era:	Any

Budget drill is a 'bit' good...

New from Gaugemaster is this useful 12volt budget rotary tool set. Supplied with 1mm, 2.35mm, 3mm and 3.2mm collets this mini drill is suitable for use on small tasks such as layout wiring, track laying or point motor fitment, for example. The drill does not feature a transformer and is designed for use with a variable 12volt DC supply as found on most conventional model railway power

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Sound FOR THE Garratt

PAUL CHETTER explains how a Heljan Beyer Garratt locomotive can be DCC sound fitted to simulate the phase shifting of the two sets of cylinders.

THE LONDON MIDLAND & Scottish Railway's 2-6-0+0-6-2 Beyer Garratts were amongst the largest steam locomotives ever to run in Britain, and a solution to the frequent double heading of coal trains on the Midland Main Line from Toton to Brent in London.

With a tractive effort of 45,620lbs they were certainly powerful but their huge 44½ft² grate demanded a fit fireman, and reliability issues – particularly with the axleboxes – meant they never really fulfilled their potential. Ultimately they were superseded in traffic by LMS Stanier '8F' 2-8-0s and British Railways '9F' 2-10-0s. They were also challenging to operate, being far longer than any turntables, which meant that lengthy

diversions were needed when they had to be turned. The last was withdrawn in April 1958.

Despite that they have long been popular amongst enthusiasts and when Hatton's announced its 'OO' gauge model in conjunction with Heljan anticipation was high as the Garratt had never been produced in ready-to-run form before. The wait was worth it and the final model (HM82) is a stunning example of what can be achieved in 4mm:1ft scale.

Fitment of Digital Command Control (DCC) to this monster model is relatively straightforward, and provision has been made for sound fitment – but how can one replicate the distinctive sound of the real things? Because there was no mechanical connection between the two sets

of cylinders, each chassis was able to run at its own pace. In practice the minute differences in wheel diameters, wheels slipping and general mechanical wear produced an often very irregular exhaust beat that sounded distinctly out of phase. Although the exhaust from each driving set was vented through the single chimney, as each end produced its own exhaust, the exhaust beats would sometimes be in sync with each other and at other times not. Imagine one person clapping slowly in a steady rhythm then a second person claps to a slightly faster or slower rhythm and you will get the idea.

Key to solving this conundrum is a Zimo sound project which uses the recorded chuffs running as two sets of driving sounds simultaneously, but

Fitted with digital sound using a Zimo MX645R decoder and a QSI 20mm hi-bass speaker the Hatton's Garratt really comes to life.



at slightly different tempos. The result simulates the in-and-out-of-sync phasing typical of the real thing. This does not cater for random changes caused by wheelslip, but is convincing enough to give a clear impression of two cylinder sets exhausting independently from each other.

A FITTING CHALLENGE

The huge length and articulated nature of this model makes handling a little tricky. Remember to lift it at both ends simultaneously, not by the centre section. Despite this unwieldy shape, access to the DCC socket is pretty straightforward.

Two screws hold the ashpan moulding to the central chassis. By removing these and lifting away the moulding a mass of wires, plugs and sockets is revealed. I gently teased out the harnesses for the front and the rear motorised sections to gain access to their connections. I disconnected each one carefully, ensuring that I handled the plug and socket mouldings only as the wires are easily separated from their connecting pins. In fact, one wire was already detached when the model arrived. A spot of solder and some heatshrink tube insulation quickly sorted that out.

With the harnesses disconnected I separated the model into its three constituent parts. The central boiler and cab section is pivoted on a pin located in each outer section. A magnet close to the pivot point holds the sections together in use whilst allowing free articulation.

The front section needs only to be pulled apart, but as the rotating coal bunker in the rear section protrudes into the cab it must be gently separated from the pivot pin before being withdrawn rearwards. Removal of the outer sections is not absolutely necessary, but it makes it far easier to handle and the harnesses need to be temporarily removed from the cavity to allow enough space for a decoder.

The 8-pin DCC socket is mounted remotely

WHAT WE USED		
PRODUCT	SUPPLIER	PRICE
Hattons LMS Beyer Garratt	www.ehattons.com	£199.99
Zimo MX645R sound decoder	www.digitrains.co.uk	£85.00
Zimo 10 x 15mm 'cube' speaker	www.digitrains.co.uk	£7.00
LMS Beyer Garratt sound file	www.digitrains.co.uk	£0.01
QSI 20mm hi bass speaker	www.digitrains.co.uk	£7.00
2 x 1800 microF capacitor	www.digitrains.co.uk	£1.00
6 x 2.7v 1F supercapacitors	www.mouser.com	£6.00

from the locomotive Printed Circuit Board (PCB) on wires. There is a blanking plate fitted which enables analogue operation. This should be removed and retained for possible future use. At this point, a non-sound decoder could be fitted without further dismantling. Plug the decoder into the socket, insulate as necessary, reconnect the harnesses if necessary, tuck everything back into the cavity and replace the ashpan.

SPEAKER CHOICES

For a sound decoder, however, it is necessary to remove the boiler and smokebox moulding. Note that there is no need to remove the cab or the ballast weight fitted inside it. Two screws from the underside of the chassis hold the boiler in place which when released allow the boiler to be eased upwards at the cab end before the whole assembly is lifted clear.

Now, regular readers will immediately identify a couple of significant problems with the speaker provided. The unit is a 25mm x 15mm small oval, which offers limited performance. This is compounded further by the lack of an enclosure to the rear of the speaker which means that as delivered sounds from the rear of the speaker will interfere with those from the front. However, if you wish to retain the pre-installed

speaker there is a very simple medium which can be used to enhance its performance: Blu Tack. By using this to form an enclosure to seal the rear of the speaker it does improve the output, but there are better solutions too. I've shown some alternatives which are all improvements on the standard fitting and could be used with other sound decoders.

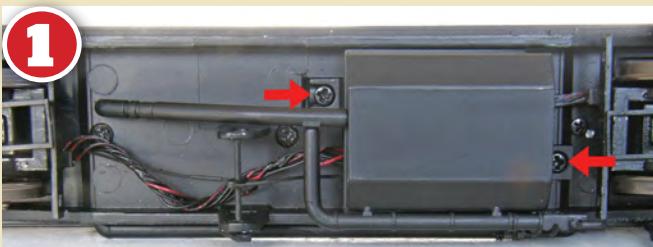
Since the Zimo MX645 has in-built provision for management of external capacitors and the connecting wires are already fitted to the decoder I utilised the remaining free space inside the boiler to accommodate a Stay Alive capacitor which offers a boost to the model's performance too.

Reassemble in the reverse order, taking care to stow decoder and the model's delicate wiring into the cavity provided. There are cutouts in the ash pan moulding to allow the harnesses to pass without being pinched, so check their alignment before tightening the fixing screws. The result is a stunning locomotive which sounds very like the real thing – and completely different from anything else on the market. 

**PLEASE TURN FOR
STEP BY STEP**



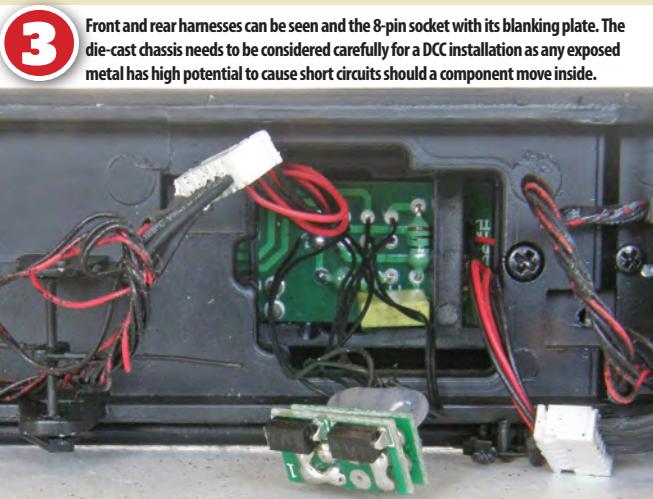
STEP BY STEP INSTALLING DCC SOUND IN A BEYER GARRATT



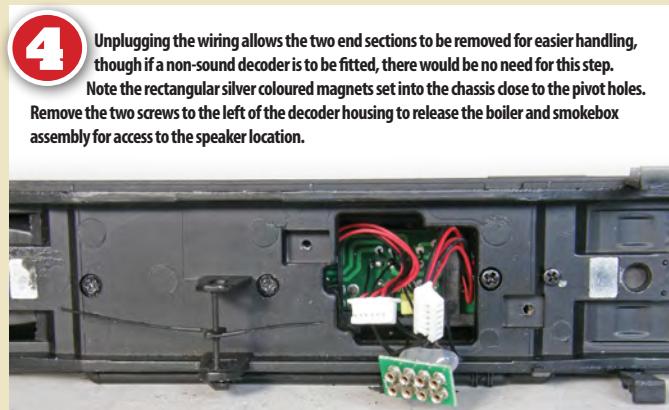
The fully assembled model can be a little unwieldy, but I found it convenient to work on it with it on its side. Removing the two screws, arrowed, releases the ashpan assembly.



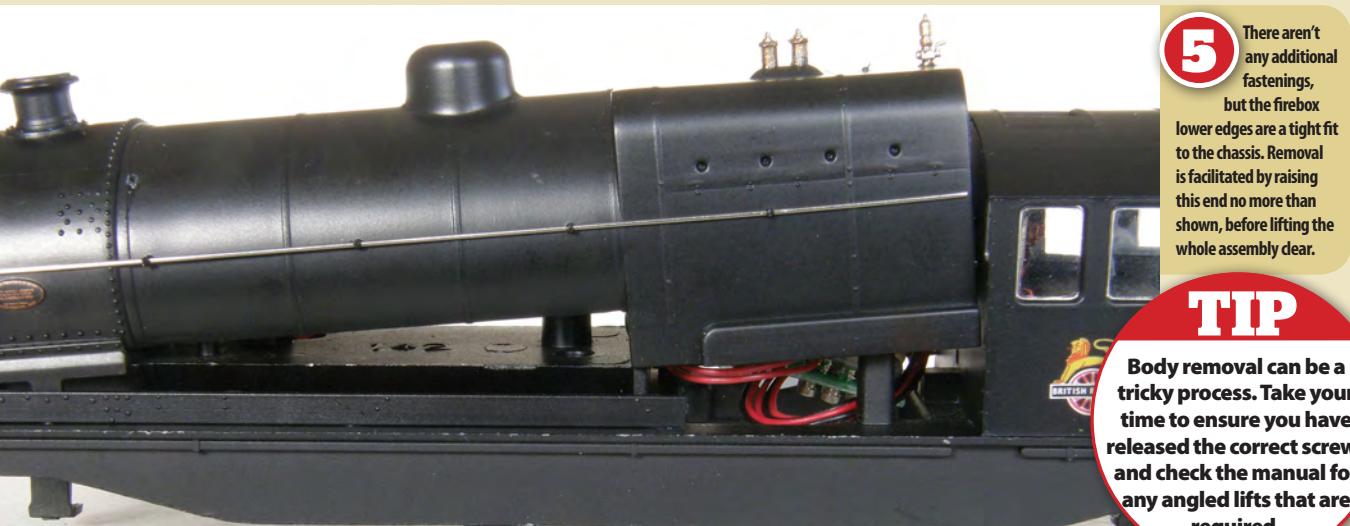
With the ashpan removed we can gain access to the plugs and sockets in the harness to the front and rear motorised sections. Be very careful when teasing these wires out of their accommodation. There have been a lot of reports of broken wires. The red arrowed screw retains the locomotive cab, which does not need to be removed, whilst the yellow arrow indicates the screw holding a ballast weight in place. Do not remove this - it is awkward to replace.



Front and rear harnesses can be seen and the 8-pin socket with its blanking plate. The die-cast chassis needs to be considered carefully for a DCC installation as any exposed metal has high potential to cause short circuits should a component move inside.



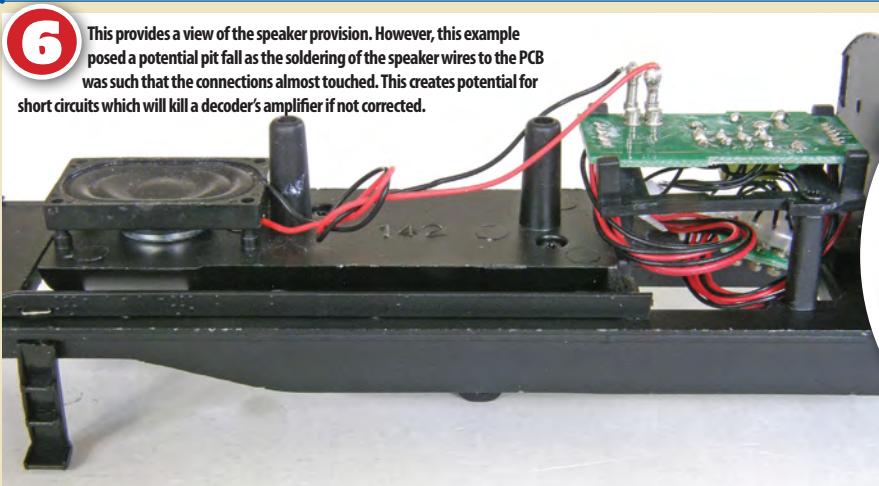
Unplugging the wiring allows the two end sections to be removed for easier handling, though if a non-sound decoder is to be fitted, there would be no need for this step. Note the rectangular silver coloured magnets set into the chassis close to the pivot holes. Remove the two screws to the left of the decoder housing to release the boiler and smokebox assembly for access to the speaker location.



There aren't any additional fastenings, but the firebox lower edges are a tight fit to the chassis. Removal is facilitated by raising this end no more than shown, before lifting the whole assembly clear.

TIP

Body removal can be a tricky process. Take your time to ensure you have released the correct screws and check the manual for any angled lifts that are required.



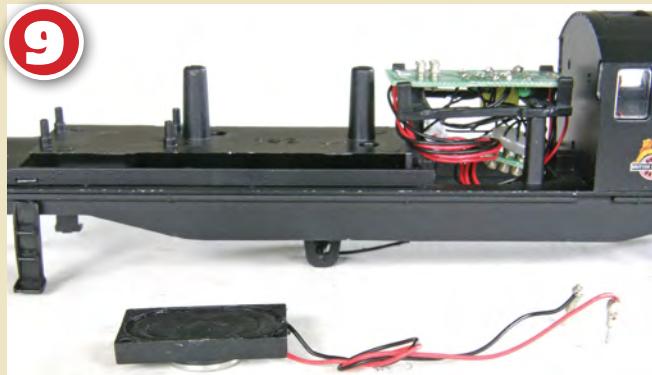
This provides a view of the speaker provision. However, this example posed a potential pit fall as the soldering of the speaker wires to the PCB was such that the connections almost touched. This creates potential for short circuits which will kill a decoder's amplifier if not corrected.



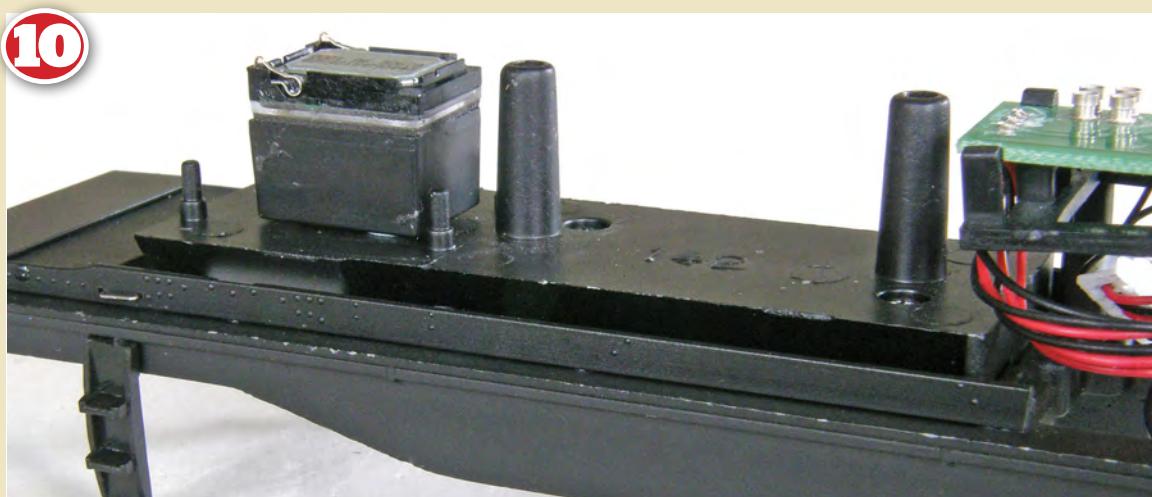
This 0.5Watt speaker lacks a rear enclosure which will reduce its performance. However, it is possible to improve the performance of this small speaker with the addition of a rear enclosure to separate the front and rear of the speaker.



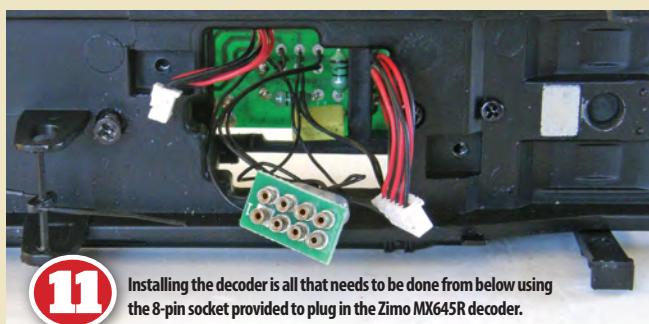
8 If you wish to retain the factory installed speaker, the output may be improved by 'enclosing' the rear of the speaker with Blu Tack or similar. This seals the front from the rear of the speaker meaning that the sound waves from both sides don't interfere with one another anymore. Don't forget to add some insulation to the connecting pins to avoid a future disaster.



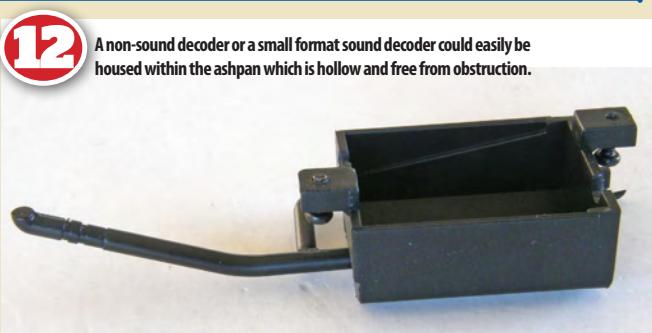
To really take this sound project forwards though the best option in my mind is to replace the speaker altogether which is straightforward once you have the boiler removed.



For several years now, the best size to performance ratio has been provided by the Zimo 'sugar cube' range of speakers. These are entirely self contained and seem to work as well in fully enclosed spaces as those with access to free air. This is the mid-range 15mm x 10mm x 12mm version positioned directly below the chimney of the Garratt.



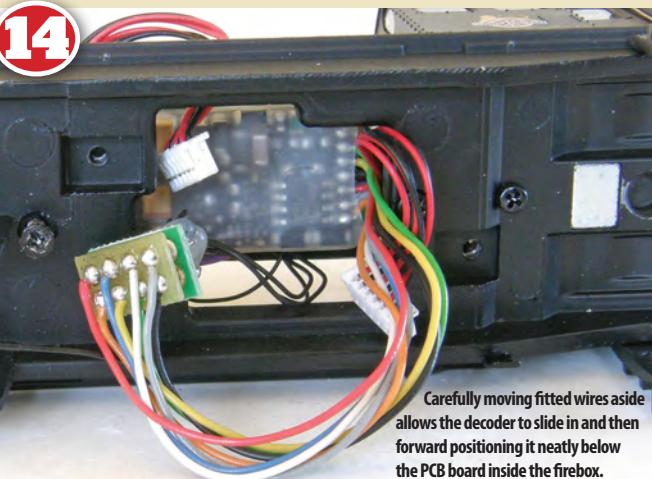
11 Installing the decoder is all that needs to be done from below using the 8-pin socket provided to plug in the Zimo MX645R decoder.



12 A non-sound decoder or a small format sound decoder could easily be housed within the ashpan which is hollow and free from obstruction.



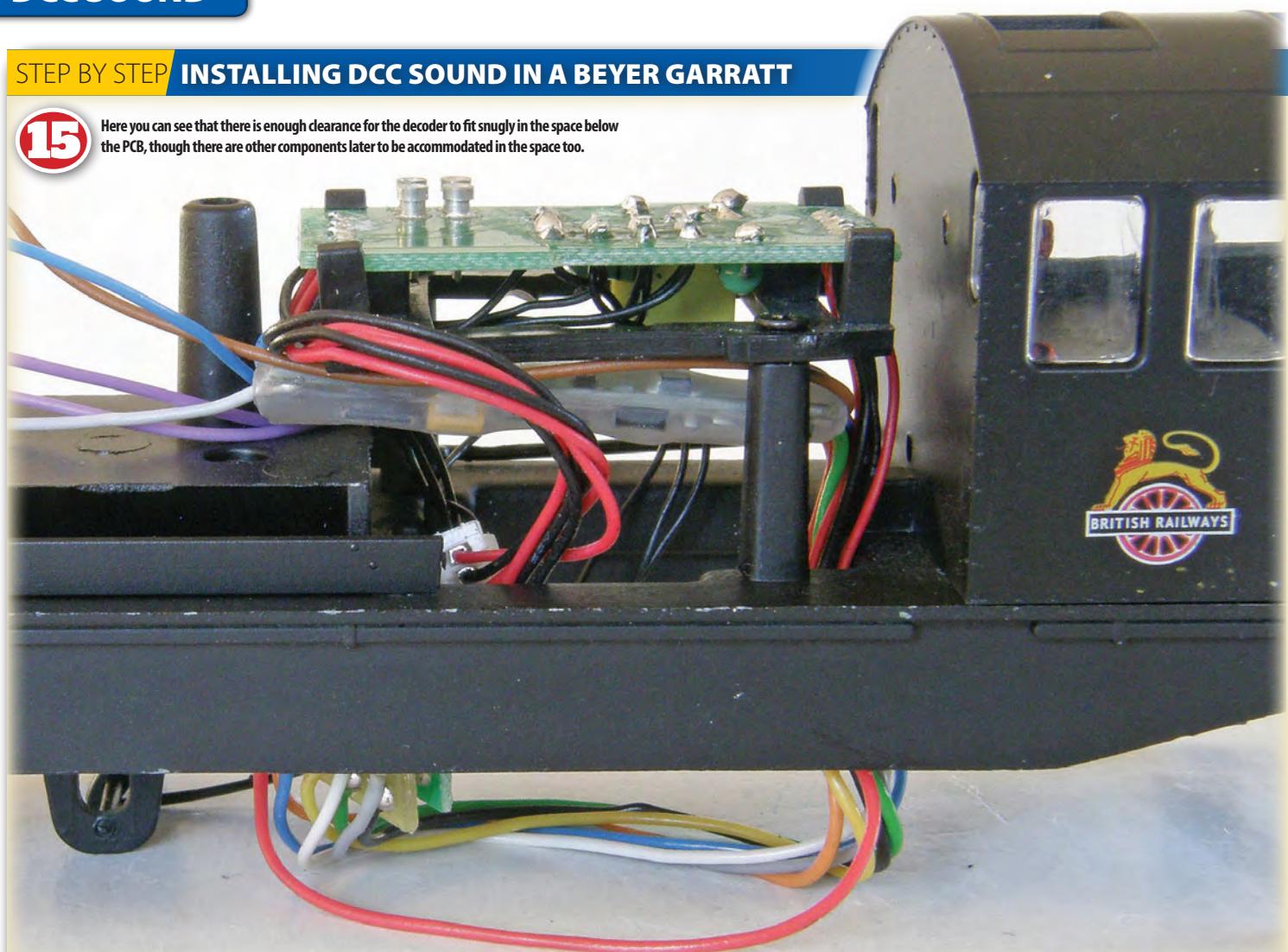
13 However, Zimo MX645R decoders (and the similarly sized Loksound V4.0) must be inserted into the recess and laid flat below the PCB. I began by plugging in the decoder and feeding the speaker and function wires through into the boiler area.



Carefully moving fitted wires aside allows the decoder to slide in and then forward positioning it neatly below the PCB board inside the firebox.

STEP BY STEP **INSTALLING DCC SOUND IN A BEYER GARRATT****15**

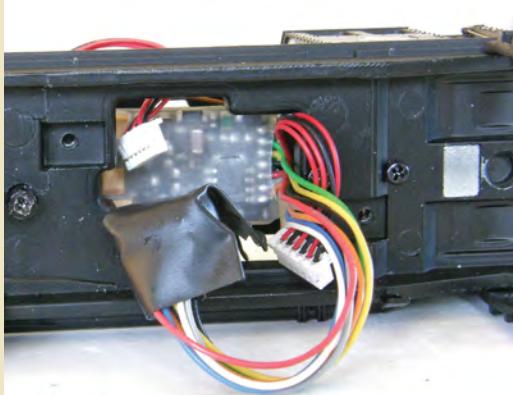
Here you can see that there is enough clearance for the decoder to fit snugly in the space below the PCB, though there are other components later to be accommodated in the space too.

**16**

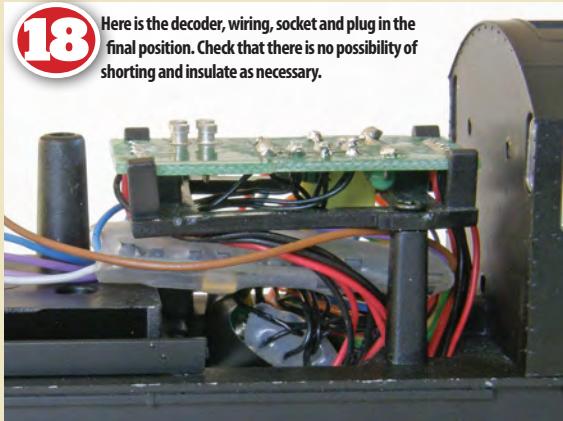
As there is potential for certain components to move inside the model once installed and potentially cause a short circuit I used insulation tape to protect the exposed terminals on the 8-pin plug.

17

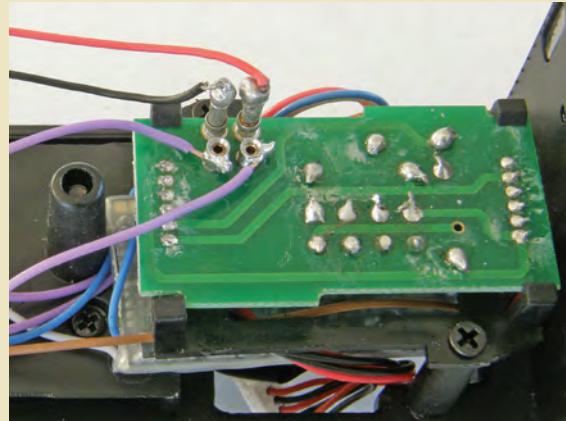
I was then able to make final adjustments to the decoder's location. The wiring was carefully positioned with the decoder to avoid snagging any of the connections which extend from the PCB.

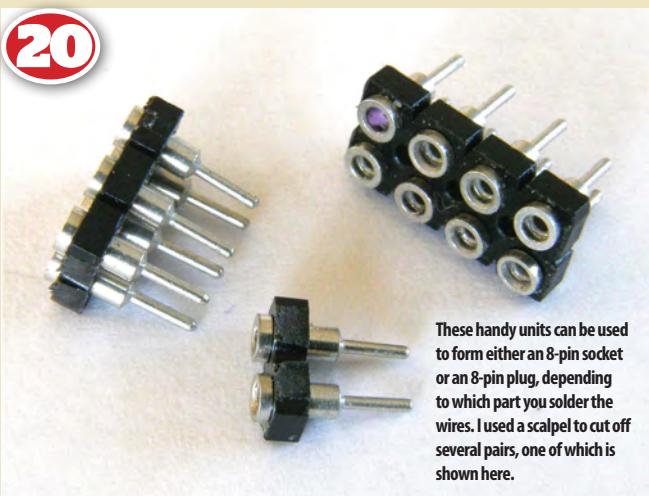
**18**

Here is the decoder, wiring, socket and plug in the final position. Check that there is no possibility of shorting and insulate as necessary.

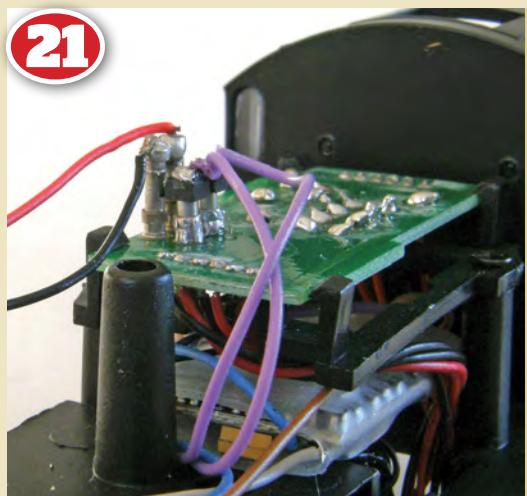
**19**

For testing purposes, I soldered the decoder's speaker wires to the PCB. You can see again just how close the Heljan speaker connectors are to each other.



20

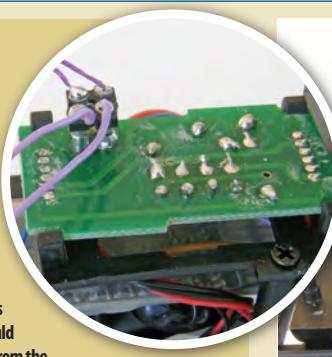
These handy units can be used to form either an 8-pin socket or an 8-pin plug, depending to which part you solder the wires. I used a scalpel to cut off several pairs, one of which is shown here.

21

There are several advantages in using these. They are of a much lower profile than the single units and have the distinct advantage of holding the pins at a constant relative gap from each other. This reduces the potential for short circuits to virtually zero so long as the wires are soldered on carefully.

22

I soldered another of these paired plugs to wires attached to the 'sugar cube' speaker shown in Step 10. You can see how much the electrical security has been upgraded by this simple addition. I would normally wire direct from the decoder to the speaker, but since I intended to test alternatives, these connectors proved convenient.

**23**

With the 'sugar cube' speaker there is very little work involved as it is pre-fitted with its own enclosure. This is how the speaker installation might appear in the final version using this type of speaker.

24

One of the benefits of Zimo MX645 decoders is their onboard circuitry for the management of external capacitors providing inexpensive 'stay alive' capability. Here I've used a pair of 1800uF electrolytic capacitors wired in parallel to give 3600uF in total.

**25**

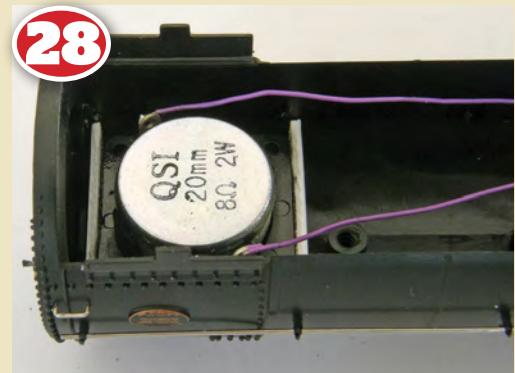
With such a long wheelbase and with many pick ups you might not expect 'stay alive' technology to be required, but in practice our example stalled several times when the wheel side play disengaged the pick ups on one side entirely. Even the capacitors fitted in Step 24 did not cure this. So, as there is ample space, I soldered together six 2.7v 1F capacitors in series to give a whopping 166,666uF of stored energy.

26

As an alternative to the trusty 'sugar cube' I decided to test a 20mm QSI hi bass speaker sealed to the internal roof of the smokebox, venting through the chimney. This has a metal cone for crisp high frequency punch and a rolled outer diaphragm for long throw essential for lower ranges.

27

I found that drawing around a £1 coin on a styrene sheet gave the correct curvature to blank off the leading and trailing edges. Some silicone sealer or Blu Tack will complete the essential seal if this is selected as the preferred option.

28

A further advantage is that this speaker can be driven harder as it is rated at 2watts continuous, 3watts peak. It neatly fits the top half of the smokebox offering sound from exactly the right place in the locomotive.



Worsdell 'J72'

0-6-0T 69005

shunts a short train of box
vans onto the dock lines at
Montague Field.



Montague Field

The industrial North East, Leeds and a harbour theme all come together to form Montague Field. **STEVE DRIVER** reveals the story behind this fascinating dockside 'OO' finescale layout.

PHOTOGRAPHY, MIKE BISSET.



By the docks the contents of a new delivery are checked before onward movement.

SCENES OF INDUSTRY have a lot to offer and particularly where the private railways meet the main line network. However, often we are drawn to more glamorous prototypes for our inspiration and I was no exception.

As a long time 'armchair' modeller I had a grand vision of building a major terminus station in my garage and Leeds Central was where my ideas always started and finished. Sense prevailed and after joining the 57 Study Group in 1992 and being heavily involved in crafting Hewisbridge (HM79) I was persuaded to start building my own layout – and one which could be taken to exhibitions too.

This was very different to my plans for the garage layout. Now not only was space at a premium as the layout had to be transported in an estate car, but I also had to consider the design from a packing point of view to make sure that all the elements would remain safe on journeys around the country to exhibitions.

The plans for Leeds Central were shelved indefinitely and I was persuaded to build an end-to-end layout by the other members of the 57 Study Group. Next I »

STATISTICS

Owner:	Steve Driver
Scale:	'OO' finescale
Length:	13ft
Width:	2ft
Track:	SMP with handbuilt points
Control:	Analogue
Period:	BR North Eastern Region, 1950s/1960s

had to decide how and what to build in the space available. I have always had a liking of deep water so the obvious location was a quayside and it was to be named Montague Field, a location in Leeds, and be set on the North Eastern Region for which I have a particular fondness. The actual location is fictional which has allowed me great freedom in creation of the scenic aspects of this 'OO' finescale layout.

The total footprint of the final layout is 13ft x 2ft, but this extends forwards on a central board to make the maximum depth 3ft 8in. Within this space are two fiddle yards – one turntable at each end – and a busy central scenic area focused on dockside operations in the 1950s and 1960s.

LEARNING CURVE

I cut my modelling teeth while working on Hewisbridge with the 57 Study Group. One of the primary developments that I was involved with was creating the stonework. I had read about Tom Harland's Bramblewick model and I was amazed to find that the stonework was made using ready mixed filler. I practiced the techniques in secret ensuring that the final product looked like the stonework I had seen and it was then used on Hewisbridge. This learning phase was essential as the skills and methods that I used and adopted while working on Hewisbridge came to the fore when I started building Montague Field.

The layout's structure is conventional in featuring an open frame baseboard design built using 2in x 1in softwood timber. To this risers were attached to raise the trackbed up to the top of the planned quayside walling. Further risers were added at the rear to support the higher level roads. The backscene is also built with a 2in x 1in frame to give it added strength and it is permanently attached to the layout which, in turn, also gives the baseboards additional rigidity.

In total five baseboards make up Montague Field – two containing the turntable fiddle yards, two containing the central scenic section and a fifth which hosts the coal staithes stretching out in the dock. In transit the boards were designed so that the scenic boards bolt together face to face.

Originally the fiddle yard was contained within the two scenic boards, but with subsequent experience of exhibiting the layout it soon became clear that it severely restricted the operational flexibility and capacity of the layout. Two new fiddle yards were then built which increased the total length of the layout, but in turn massively improved how it operated and how much we could get out of it.



However, such changes have a knock on effect and ultimately we also had to relocate the control panel to the front of the layout. With the operators now at the front it has encouraged people to speak to the crew and it stops the layout from being a barrier. A lighting box was also added later so we could light the layout

independently of the exhibition hall lighting but this had the added benefit of helping set the scene as it encourages the visitors to look into the layout.

SCENIC DEVELOPMENT

Montague Field features multiple levels of scenery. At its lowest point is the sea



 3 Above: A Hudswell Clarke 0-6-0ST simmers beside one of the dockside warehouses with a crane towering above.

 4 Right: A Fletcher/Worsdell 'J77' 0-6-0T draws a rake of empty vans out from the dock sidings.





5 Above: Forming a through passenger service a Metro-Cammell DMU passes through Montague Field.

6 Right: A Hudswell Clarke 0-6-0ST shunts vans as the train engine – a 'J21' – waits for its returning working to be formed.

lashing against the hard stone quay. The railway is next with its collection of sidings and warehouse buildings plus important structures such as cranes, signalbox and station. Moving up to the third level and a road rises up from behind the railway in front of a factory complex and onwards to the street scenes. Added to this at the centre is a stone built viaduct which links the wooden coal staithes – the latter stretching out in the dock on their own baseboard.

Combined together this makes for a very busy scene which has taken a great deal of time and energy to create. I used the techniques developed for Hewisbridge's stonework on Montague Field. Ready mixed filler was spread onto plywood formers to create the basic form and the stonework was then scribed into the filler. This was then painted with multiple layers of stone coloured paint and given a heavily weathered finish with washes of black and grey enamels.

The track is mostly SMP with code 75 rail, although the majority is buried into the ground with stone setts and wooden boarding throughout the quayside railway areas. The main lines are ballasted with the traditional method of loose ballast fixed in place with diluted PVA glue.

Much of the building construction has been done using readily available plastic kits as the basis, many from the Dapol (ex Airfix) range which I have long admired. These kits have provided scratchbuilding aids allowing me to develop unique buildings by using selected components from different kits.

The handbuilt points are thrown by Seep point motors controlled from the main control panel while the signalling is a mixture of semaphore and two aspect colour lights suggesting a gradual change in operating practice. Wiring for Montague Field is entirely analogue meaning that a substantial amount of wire sits below the baseboards to control the various sections of the running lines.

ROLLING STOCK

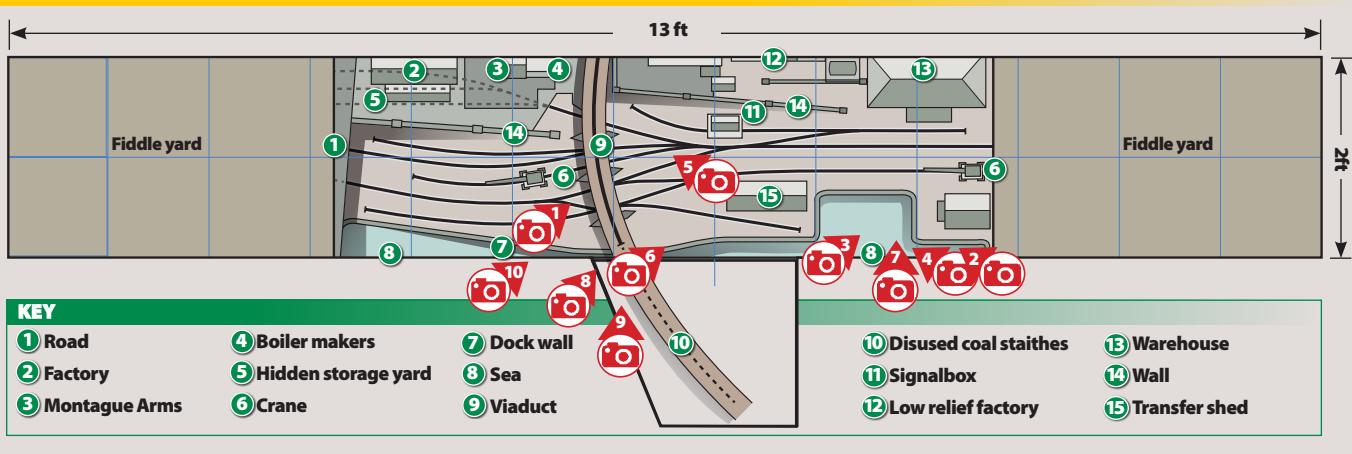
Development of the rolling stock fleet for Montague Field has been difficult at times, **»**



7 In front of the imposing stone built warehouse a Hudswell Clarke 0-6-0ST waits to be uncoupled from its single Conflat.



MONTAGUE FIELD TRACK DIAGRAM (Not to scale)



partly because of my choice of a North Eastern Region setting. Currently the range of ready-to-run models specifically suitable for the area is limited, but nevertheless my fleet continues to grow through investment in kit building.

Prime motive power includes an LNER 'J72' 0-6-0T, LNER 'J39' 0-6-0 and a Class 101 DMU from ready-to-run sources supplemented by North Eastern stalwarts such as a Worsdell 'J21' 0-6-0 and a Fletcher/Worsdell 'J77' 0-6-0T. Add to this a collection of industrial locomotives including a Hudswell Clarke 0-6-0ST and Sentinel vertical boiler steam engine and I have plenty to keep the trains moving throughout a weekend's exhibition.

The rolling stock which runs on the layout is drawn from a number of sources, ready-to-run and kit built. Box vans play an important part in the dock traffic and there is always a plentiful supply on the layout and waiting in the storage yards for the next movement.

The stock has evolved throughout the life of the layout and particularly in the use of industrial steam locomotives.

This trend is set to continue with further examples under construction.

THREE DIMENSIONAL ART

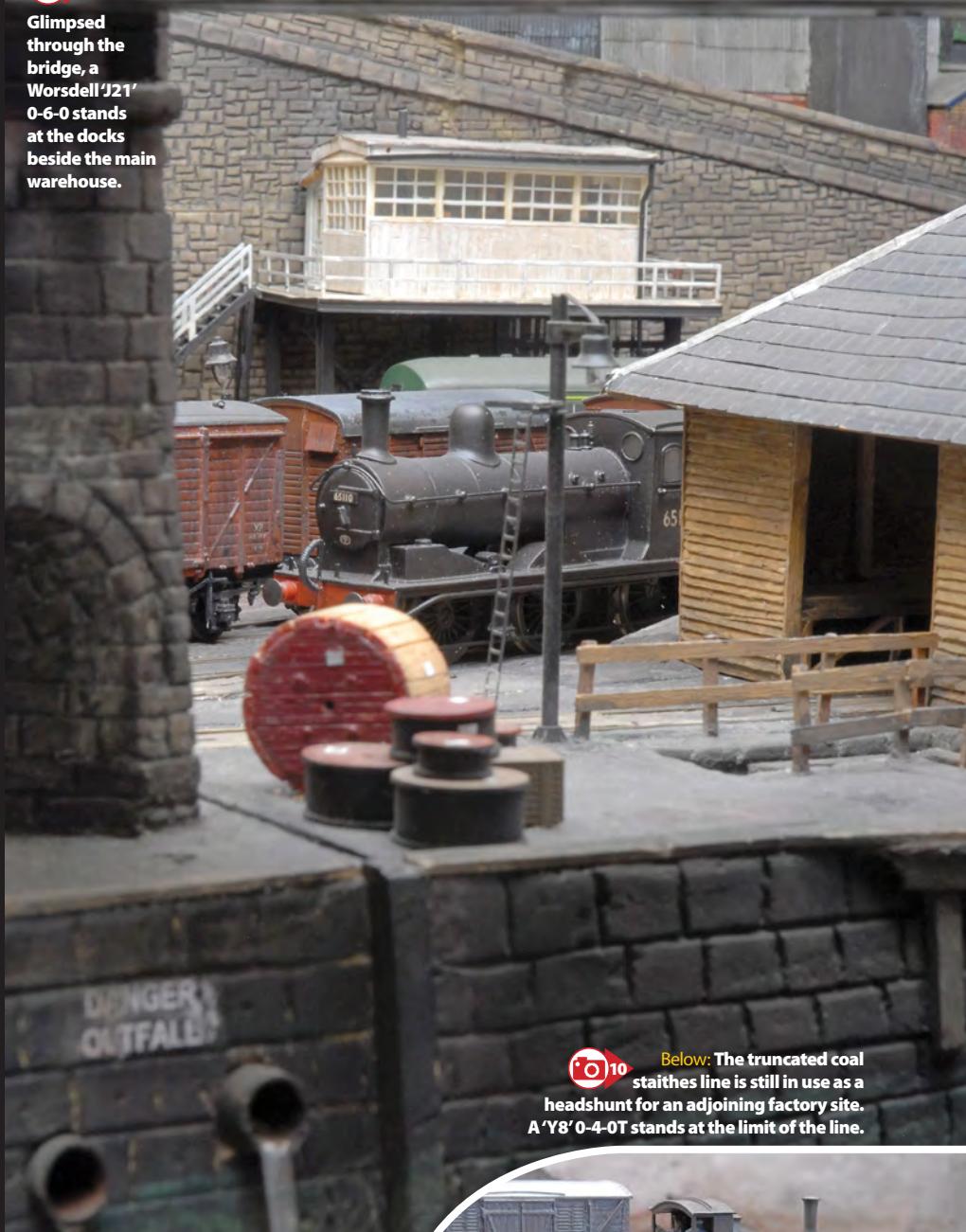
I have learnt a lot through building Montague Field and it is thanks to the persuasion and encouragement of the 57 Study Group that this layout exists at all.

I have long admired those who have the resolve to build a model of an actual location and indeed it was my intention to try and join them with my Leeds Central dream, however I have discovered that I get the most enjoyment from creating a believable fictitious scene, a sort of three dimensional art if you will, and I think I would now find following a prototype location rather restrictive.

Montague Field will continue to develop with time as the motive power fleet is further embellished and extended and the layout receives more of the small details which really bring life to the overall scene.

JBma

108
Glimpsed through the bridge, a Worsdell 'J21' 0-6-0 stands at the docks beside the main warehouse.



109 Below: The truncated coal staithes line is still in use as a headshunt for an adjoining factory site. A 'Y8' 0-4-0T stands at the limit of the line.



'J77' 0-6-0T 68410 eases out from the high level factory lines with a single box van. The dilapidated state of the railway is clear to see.



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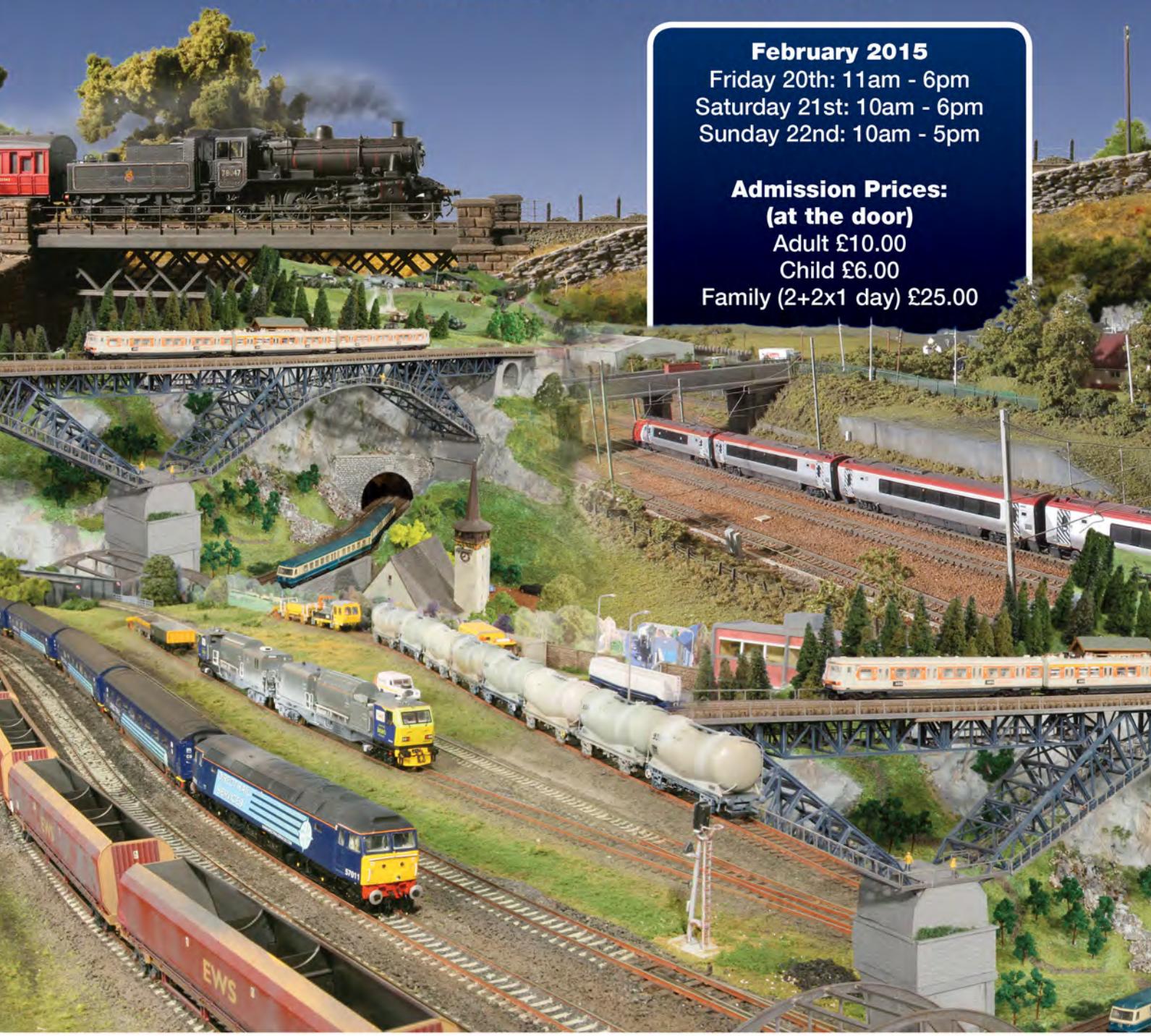
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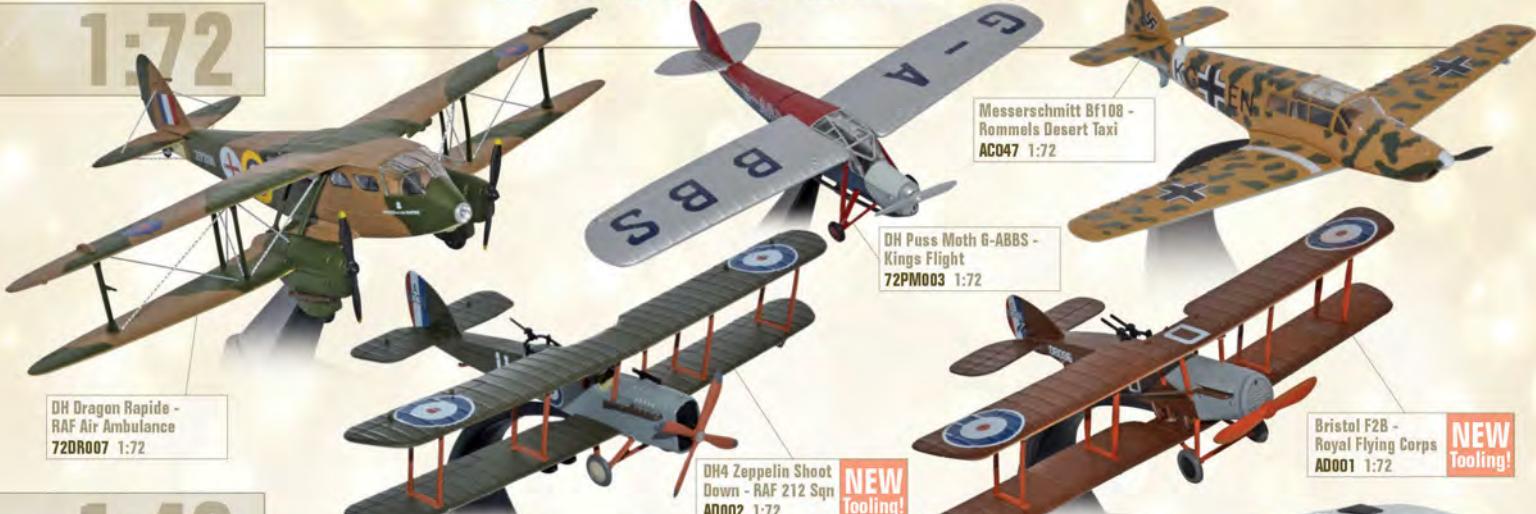
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Signalboxes

Signalboxes were once an everyday part of the railway scene, but the last survivors are being replaced by huge control centres. **EVAN GREEN-HUGHES** wonders whether the railway would have been a better place had the traditional signalbox survived.

VISIT ANY PRESERVATION centre in the country and one of the most prominent sights you will see will be an immaculately turned out signalbox, complete with

highly polished lever frame, roaring coal fire and traditional sliding wooden windows.

In the early 1950s there were more than 10,000 such structures on the main railway network, each controlling a section of track and each one manned by several shifts of highly trained men. Many of them had been continuously occupied since their section of railway opened perhaps one hundred years previously and all of them had watched over the safe passage of thousands and in many cases millions of trains. They varied in size and shape from small structures

barely bigger than a garden shed on the platform ends of country stations to massive brick built structures controlling complex junctions – and everything in between. Some were even built across the tracks on girder structures, the variety was endless.

The signalbox was the local nerve centre of the railway controlling train movements to ensure safety, minimise delays and to maximise capacity. The safety aspect saw each train checked visually as it passed to make sure that it was safe to continue with its journey and hadn't split. This was highly necessary in the days when wagons were fitted with old-fashioned axleboxes and when freight trains lacked continuous brakes, many derailments in those days often being caused by mechanical defects on wagons.



The changeover to signal control centres began in the 1950s and 1960s. This is Newcastle power box in 1961 showing the then new method of train control. SSPL.

Class 37 37159 traverses Swansea Harbour Trust lines as it passes Kings Dock signalbox on August 23 1978.
Hugh Ballantyne/www.railphotoprints.co.uk.





Signalmen in those days were known universally as 'bobbies', which was a throwback to when traffic control on the railways was actually carried out by uniformed constables. In 1840 two years after the London and Birmingham Railway was completed the company had out on its line at all times one superintendent, ten inspectors and 90 constables. The policemen were stationed a mile or a mile and a half apart from each other and each was furnished with a red flag, a white flag and a lamp capable of showing either a white, green or red light. Trains could be controlled by using the white flag for 'proceed' and the red for 'stop'. The green light was used at night to warn train drivers to slow down.

Equipped with a uniform similar to that of the Metropolitan Police, but in green, these men were required to deal not only with the passage of trains but also with the security of the route within their area. Some were also equipped with small watch boxes while in locations where a better view was required a watch tower was provided, an improvement which was in time to develop into the signalbox.

A FAMILIAR STRUCTURE

The signalbox as we know it was largely the creation of John Saxby who made significant advances in the locking together of the controls for signals and points,

for which he obtained a patent in 1856. His partnership with John Farmer in 1863 resulted in the signalling contractor Saxby and Farmer which produced many of the country's signalboxes.

Before the grouping of 1923 more than half of these came from private contractors who often provided them as part of a complete signalling package but after that some companies took to building their own designs.

Most followed a similar pattern, having

three sides composed almost entirely of glass with a fourth side to the rear being solid, allowing the best possible view of the tracks around. Some 'boxes had the lever frame at the front where the signalman could set signals and points for trains while still being able to look out of the window while others had the frame at the back, offering an unobstructed view of the track, at least when not pulling levers.

Having a signalbox every few miles had many advantages. Each train was»



Branch lines were amongst the last strongholds for the traditional signalbox, although sections of main line continue to be operated this way even today. On August 6 1960 '4575' 2-6-2T 5558 leaves Gara Bridge.
Hugh Ballantyne/www.railphotoprints.co.uk.

regularly checked throughout its journey and if there was a problem it could be easily stopped, or run into a convenient loop for attention. Signalmen were able to communicate with each other easily and could report on the progress of trains, thus enabling colleagues further up the line to decide where and when services should overtake each other and where a signalbox controlled a level crossing there was someone at hand to make sure that the area was clear before a road vehicle was allowed across the railway.

LIMITATIONS

The safety advantages of such a system are fairly obvious but in the days of mechanical signalling it had its restrictions. One of these was that there was a limit to the length of line which could be controlled by a signalbox due to the physical effort that was required to work a signal which was any distance away because of the weight of the control wire involved. The same was true for points, which were operated by solid rods, and as a result many stations had two or more signalboxes which of course doubled up on the manning costs.

Power assisted signalling was one answer to this problem, with pneumatic systems being widely available from the later years of the 20th century.

Westinghouse contributed to a large McKenzie and Holland installation at Granary Junction, Bishopgate, in 1899 and many others followed, particularly in the commuter network of the south of England but these were really only affordable where traffic levels were very high or in new builds and it would not



The signalbox at Edinburgh Waverley oversees proceeding as Thompson 'B1' 4-6-0 61029 *Chamois* leads empty coaching stock out of the station in December 1966. Sid Rickard/www.railphotoprints.co.uk.

have been practical to introduce them into smaller country 'boxes, some of which were at that time relatively modern.

Another significant disadvantage was the lack of flexibility of the old system, particularly on lightly used lines, because as many signalmen were required along a route to allow one train to pass as to allow many trains. Some signalboxes would be 'switched out' at quieter times to save staff costs but it was still expensive to provide for infrequent services and as a result many lines operated on a very restricted timetable to keep down the cost of staff wages. This was one of the relevant factors under consideration when the Settle-Carlisle

line was up for closure in the 1980s.

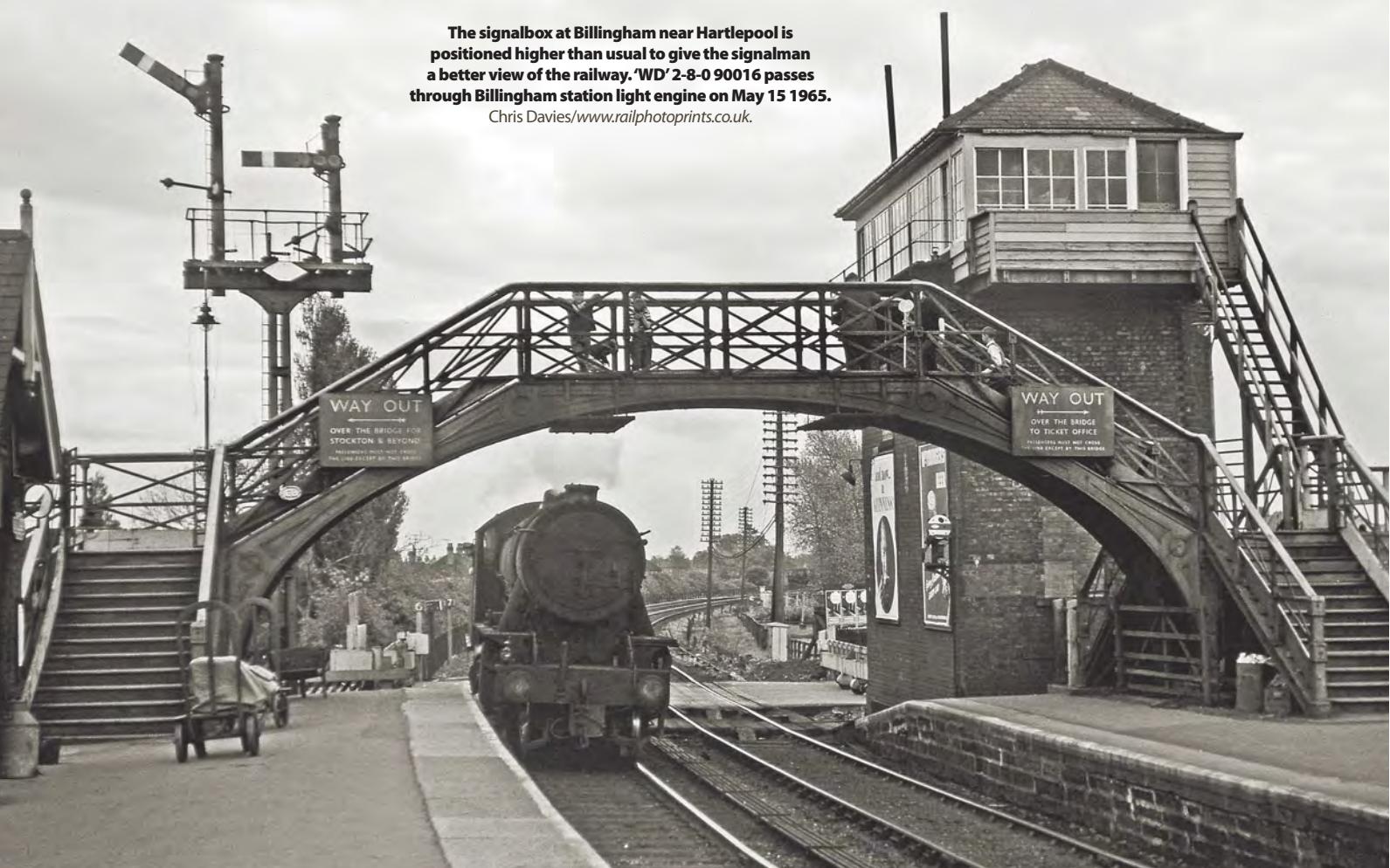
CENTRALISATION

As the cost of manpower continued to rise and as many of the Victorian signalboxes came closer to requiring upgrading, the movement towards amalgamating them into structures controlling larger areas gathered momentum. Coupled with this was the increased use of colour light signals and electrically operated points.

The East Coast Main Line north of York was converted to colour light signalling in the 1930s, resulting in many signalboxes being closed but the real impetus for the introduction of large

The signalbox at Billingham near Hartlepool is positioned higher than usual to give the signalman a better view of the railway. 'WD' 2-8-0 90016 passes through Billingham station light engine on May 15 1965.

Chris Davies/www.railphotoprints.co.uk.



“The signalbox was the local nerve centre of the railway controlling train movements to ensure safety and minimise delays.”

EVAN GREEN-HUGHES

‘power boxes’ came during the 1950s and 1960s when huge areas of lines such as the Great Western Main Line were brought under more centralised control in an effort to improve efficiency.

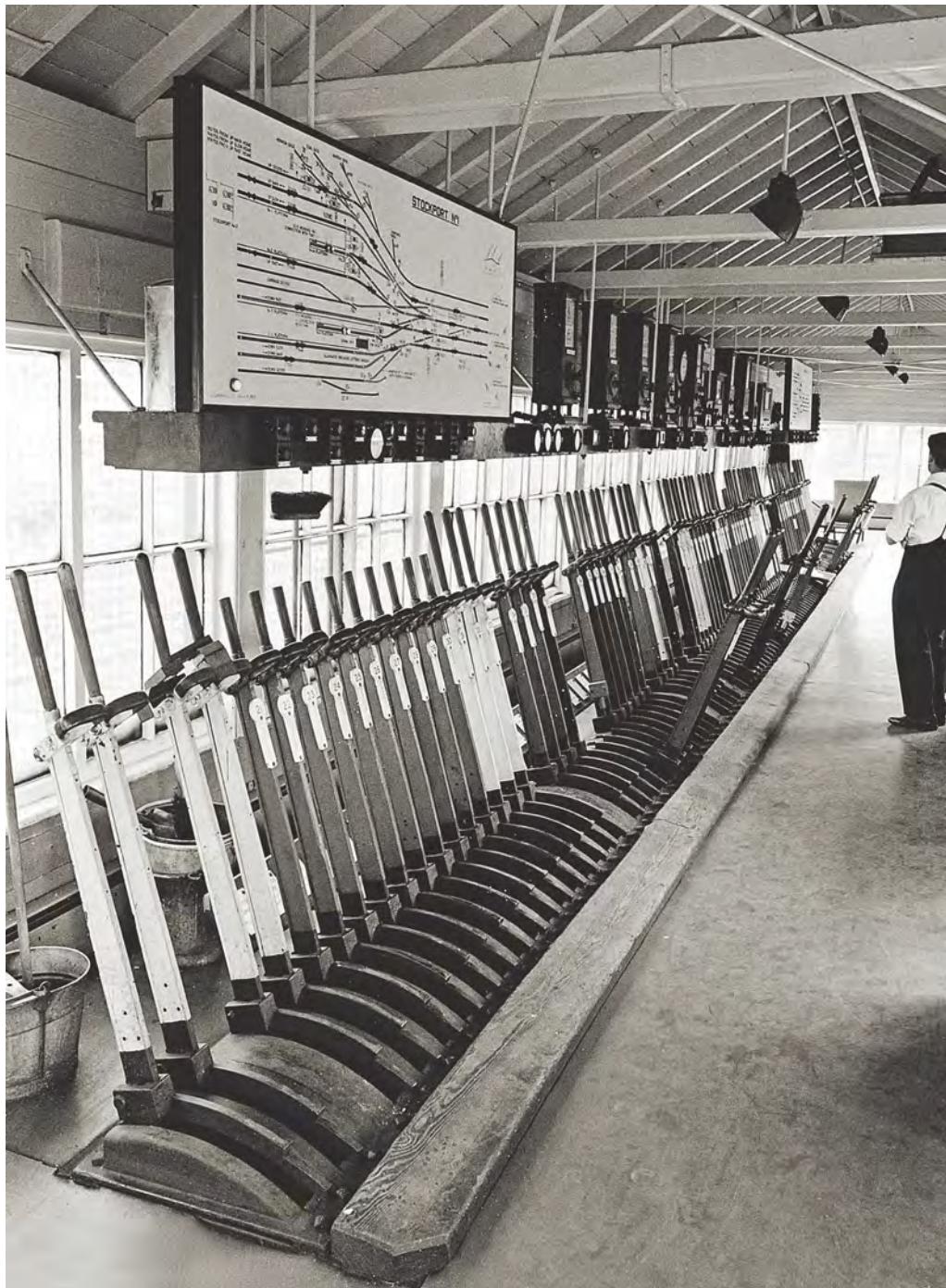
This development was partly made possible by the large scale introduction of track circuiting which in itself then allowed for the use of automatic colour light signals. On the face of it this was a very good system as any obstruction on a section would put the lights to the rear back to red. However it was soon realised that there were long sections of track where it was not possible to stop a train in the event of an emergency or where there was a fault on a train that had been noticed by someone on the lineside. Many signals were subsequently fitted with an override which enabled the signalling centre to set signals back to danger. This problem underlined that with the new system there was no longer anyone looking at the train every few miles of its journey.

On the other hand power signalboxes have enabled dramatic savings in manpower costs. Doncaster Power Signalling Centre was opened in 1981 and replaced 52 signalboxes, many of which were 100 years old. A handful of men now do what almost 200 were required for before. In Scotland with the advent of Radio Electronic Token Block working in 1984 one signalling centre could control all the West Highland Lines, again with a dramatic saving in wages while allowing for extended opening hours.

Today there are less than 500 traditional signalboxes in England (excluding those on heritage railways) and recently Network Rail announced a plan to concentrate signalling on only 14 centres within 30 years, meaning the end of what is left. It is estimated that 80% of these closures will come within the first 15 years of this scheme. Some – such as at Shrewsbury – have been listed so they will still stand sentinel over the railway, but operations will be controlled elsewhere before long. Others such as those at Bodmin Parkway and Totnes have found use as station cafes, but most of the survivors, it seems, are set for demolition.

A SAFER WAY?

So, is there really any credence in the argument often offered by railway enthusiasts that the old system was more efficient and safe? In reality there is not really any convincing evidence as to why



Lever frame signalboxes controlled short distances of the railway which meant a huge number of staff were required to operate them. This is the lever frame in Stockport No. 1 signalbox in 1968.
Colin Whitfield/www.railphotoprints.co.uk.

this should be so. Train regulation today is best done by computers and rolling stock is so reliable that there is no need for a pair of eyes at the trackside to check that all is well. Had the railway retained its signalboxes the cost of manning them would probably have been the final nail in the coffin of the system’s economics and more closures would have resulted – indeed it is possible to argue that had signalboxes been centralised earlier then more secondary lines might have had a chance of survival.

One aspect that arguably was better, however, is the decentralisation of the old system. Should a control centre be put out of action for whatever reason and the backup plans fail, huge areas of track could potentially be inoperable.

With signalboxes every few miles a catastrophic failure of a single ‘box’ would be countered by switching it out and operating a longer section between the nearest operable ‘boxes’.

Perhaps our appreciation of signalboxes is coloured by the heritage spectacles that we wear but which when removed reveal that the traditional ‘box’ has no place on the modern railway.

As an endangered species they will not be lost for ever, however, as they are sure to live on through the medium of our heritage railways. And rightly so, because not only are these structures varied and functional – they are also often highly attractive in their own right, adding to the spectacle of a steam railway and keeping old skills alive. 

STAFF PROJECTS

EPB Construction

With layout building concluded for a few months, attention is turning towards rolling stock in preparation for Twelve Trees Junction's outing in 2015. **MIKE WILD** gets up to speed with the 4-EPB project for the layout.



THE SOUTHERN REGION'S Electric Multiple Units (EMUs) have always fascinated me and while there is now an impressive range available – in fact more impressive than I could ever have expected – there are still gaps that I want to fill for the Twelve Trees Junction fleet.

One of those is for a 4-EPB unit. I built one several years ago for Bay Street Shed, but with my change to Digital Command Control (DCC) it has been shelved indefinitely as I wanted to build a much better example of one of these units. This spark was Bachmann's 2-EPB unit which offered a compelling standard to match and a base to build on.

Regular readers will know that I started this project back in 2014 (HM86), but it has been on hold through the busy winter months while we were making final preparations to exhibit Twelve Trees Junction and Shortley Bridge. Happily with both of those layouts having made their debuts I've had chance to restart work on the 4-EPB.

TWO+TWO=FOUR

It uses a pair of Bachmann BR blue 2-EPB units and a spare pair of Bachmann EPB bodysHELLS to create the unit as I have done. The motor and geartrain were removed from one set, all

the bodies were removed, couplings fitted and shortened to go between the two halves of the new four car unit and I then set about cutting four of the bodysHELLS up to create the centre cars. Happily the driving cars are pretty much done with only roof details to remove and smooth.

Before restarting work I'd done the hard part, cutting and joining the bodies, and had filled the joins between the sections of the centre cars. However, after giving them a coat of grey primer it showed that my filler had sagged meaning that it needed refilling to create a good enough final finish.

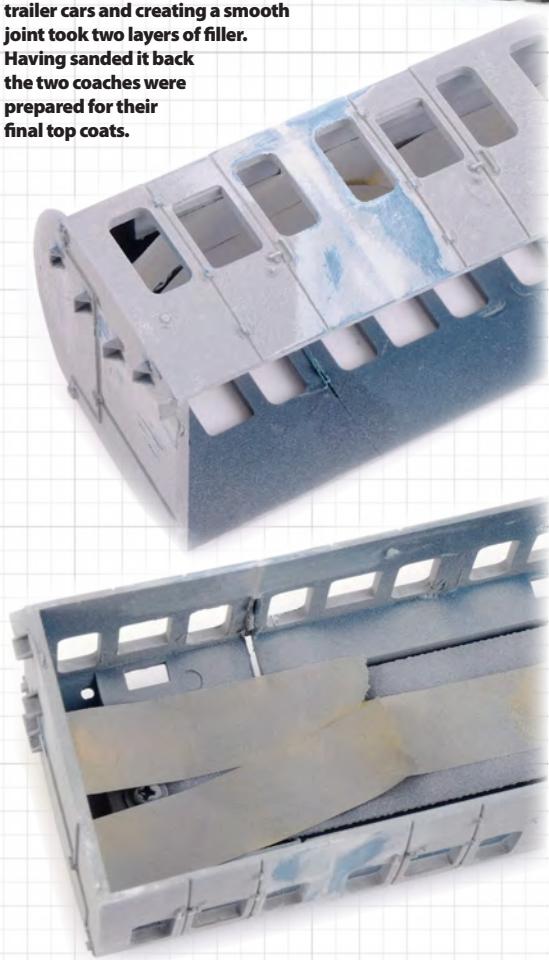
Humbrol filler was used to complete the bodysides and they were then carefully cleaned up with Albion Alloys sanding pads for a smooth finish. With all this done all four coaches were ready to enter the painting stage.

COLOUR SELECTION

Paint has been a dilemma with this unit. I wanted as close a match as possible to ready-to-run EMUs in BR Southern Region green, but having not painted a unit for a few years I tried out a few options including mixing Humbrol acrylics for a fast drying solution. In the end I went back to my previous method of using Railmatch Southern stock green applied from an aerosol can.

Spraying with aerosols is a surprisingly delicate

Mating the sectioned trailer cars and creating a smooth joint took two layers of filler. Having sanded it back the two coaches were prepared for their final top coats.



Turning to the second of the driving cars, the first job was to strip all the glazing leaving a bare BR blue shell.

Inside the trailer cars had their lighting strips masked off as these provided important support to the newly joined sections.

The editor's workbench is back in action with the 4-EPB project taking pole position for attention...



MIKE WILD

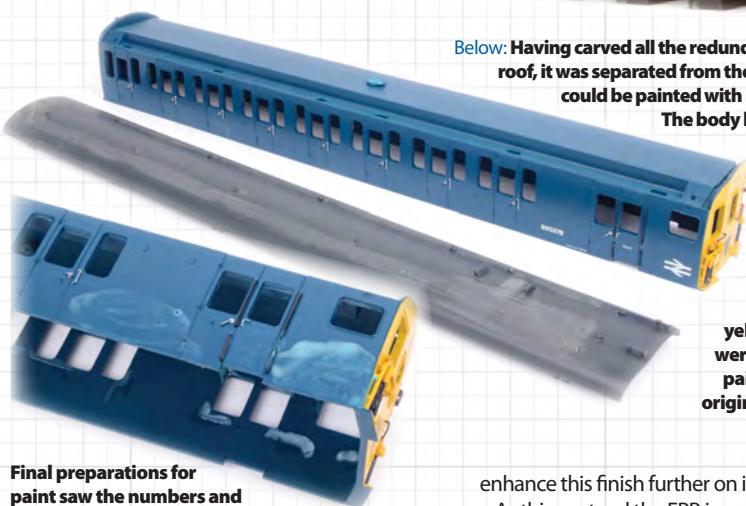
With the big layout builds out of the way, *Hornby Magazine's* Editor is enjoying the opportunity to complete a few rolling stock projects whilst its quiet.



MARK CHIVERS

Scottish diesels and engineers wagons are back in focus for *Hornby Magazine's* assistant editor including sound fitting a Class 26 and building a Sturgeon.

Reassembled temporarily the 4-EPB is starting to look the part, but there is a lot more detailing to do particularly to complete the paint finish.



Final preparations for paint saw the numbers and other printed details removed with T-Cut paint restorer to stop them showing up underneath the final top coat. This was followed by cleaning and then a coat of grey primer.

art. They are designed for covering much larger areas than a 4mm scale model and offer limited control of spray pressure. The best route to using them successfully is to apply very light multiple coats to build up the finish. This takes more time as each coat needs to dry before the next is applied, but the result is well worth it.

Also requiring repainting were the roofs as the extensive removal of conduits and cables meant the original finish was rather scarred. To repaint these I used Railmatch roof dirt aerosol which gives the roofs a lightly weathered look, although I intend to

Below: Having carved all the redundant conduits off the roof, it was separated from the bodyshell so that it could be painted with Railmatch roof grey. The body had another process to go.

Right: The final top coat was built up in multiple layers using Railmatch Southern stock green. The yellow warning panels were masked off before painting, retaining the original Bachmann finish underneath.

enhance this finish further on in the project.

As things stand the EPB is nearly ready for reassembly to commence, a process which will be quite long on its own as every single window has to be refitted together with all the roofs, lighting strips and other interior fittings. Two final finishing jobs remain – painting of the inner ends of each carriage and application of transfers for the unit and carriage numbers.



With a following wind the EPB should be complete and ready for DCC fitting in the early New Year when it will receive a pair of DCC Concepts Zen 21-pin decoders to operate the lights and motor functions. Then it's a case of running it in and looking forward to adding it to the roster when Twelve Trees Junction heads to the Great Central Railway Model Event on June 19-21 2015. [HOME](#)



This is one of the two centre trailers which now require glazing and detail painting prior to final assembly.

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.

JANUARY

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.brmrcc.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.orpingtonmodelleral.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: Meridienni 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, Birchendcliffe, 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 ERITH MODEL RAILWAY EXHIBITION

Hosts: Erith Model Railway Society
Location: The Business Academy Bexley, Yarnton Way, Erith, Kent DA18 4DW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £3, family (2+2) £18
Website: www.erithmrs.ukmodelshops.co.uk
Features: 35 layouts, trade support, displays, demonstrations, societies, refreshments and disabled access.

24/25 PONTEFRACT 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 Peveril 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: Ten layouts, trade support, displays and refreshments. GLR train service in operation (fare payable).

7/8 FEBEX 2015

Hosts: Alton Model Railway Group
Location: Eggers School, Alton, Hampshire GU34 4EQ
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £4.50, concessions £3.50, children £2.50, family £12
Website: www.altonmrg.co.uk/febex
Features: Layouts, trade support, demonstrations, refreshments and parking.

7/8 FESTIVAL OF BRITISH RAILWAY MODELLING

Hosts: Wariners Exhibitions
Location: Doncaster Exhibition Centre, Leger Way, Doncaster DN2 6BB
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £9, children £4.50, family £27
Contact: 01778 391123
Features: 30 layouts, trade support, displays, demonstrations, refreshments, parking, disabled access and shuttle bus between railway station and venue.

8 MONMOUTH ROTARY CLUB MODEL RAILWAY EXHIBITION

Hosts: Monmouth Rotary Club
Location: Monmouth Leisure Centre, Old Dixton 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 BIGGLESWADE MODEL RAILWAY EXHIBITION

Hosts: East Beds Model Railway Society
Location: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB
Times: 10.30am-5pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: www.ebmrss.org.uk
Contact: 01626 864942
Features: 17 layouts, trade support, societies, refreshments, parking and disabled access to most areas.

14 BLACKPOOL AND NORTH FYLDE MODEL RAILWAY CLUB OPEN DAY

Hosts: Blackpool and North Fylde Model Railway Club
Location: Cleveleys Community Centre and Church, Kensington Road, Cleveleys, Lancashire FY5 1ER
Times: 9.30am-5pm
Prices: Adults £2.50, concessions £2, children £2, family (2+2) £7.50
Website: www.blackpoolandnorthyfylde.mrc.co.uk
Features: Club and members layouts, trade support, refreshments, parking and disabled access.

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
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: 01949 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.

20-22 BRIGHTON MODELWORLD

Hosts: Brighton Modelworld Organising Group
Location: Brighton Centre, King's Road, Brighton, East Sussex BN1 2GR
Times: Fri 10am-5pm, Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £9.50, concessions £7.50, children £5.50, family (2+2) £26
Website: www.brightonmodelworld.com
Features: Layouts, trade support, demonstrations, static models, societies, model engineering displays including live steam, aircraft, boats, circus and funfair models, refreshments and disabled access.

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: More than 40 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. SECC is a short walk from Exhibition Centre station. See Nigel Burkin's Wheal Annah project layout on the Hornby Magazine stand.

21 KENAVON RAILWAY SOCIETY MODEL RAILWAY EXHIBITION

Hosts: Kenavon Railway Society on behalf of Cholsey and Wallingford Railway
Location: The Warehouse, 1a Cumberland Road, Reading, Berkshire RG1 3LB
Times: 10am-5pm
Prices: Adults £3.50, concessions £2, children £2, family (2+2) £9
Website: www.kenavon.org.uk
Contact: 07760 285 383
Features: 20 layouts, trade support, refreshments, parking and disabled access.

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 TONBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Tonbridge Model Railway Club
Location: The Angel Centre, Tonbridge, Kent TN9 1SF
Times: 10am-5pm
Prices: Adults £6, children £1
Website: www.tonbridgemrc.com
Contact: 01892 527199
Features: 30 layouts, trade support, demonstrations and refreshments.

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.nmdrm.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: Sileby Community Centre, High Street, Sileby, 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, demonstrations 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.ladmrcc.co.uk
Contact: 01507 442002
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

MARCH**7 MARCH MODEL RAILWAY EXHIBITION**

Hosts: March and District Model Railway Club
Location: Westwood Community Junior School, Maple Grove, March PE15 8JT
Times: 10am-4.30pm
Prices: Adults £4, children £2, family (2+2) £11
Contact: 01353 663024
Features: 12 layouts, trade support, refreshments, parking and disabled access.

7/8 RAINHILL MODEL RAILWAY CLUB MODEL RAIL 2015

Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3.50, children £3.50, family (2+2) £11
Website: www.rainhillmrc.org.uk
Contact: 01925 226266
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

SHOW GUIDE

8 CHERSHAM MODEL RAILWAY EXHIBITION

Hosts: Chesham Model Railway Club
Location: White Hill Centre, White Hill, Chesham, Buckinghamshire HP5 1AG
Times: 10am-5pm
Prices: Adults £4, children £2.50, family (2+2) £10
Contact: 01494 785865
Features: 12 layouts, trade support, refreshments and parking.

14/15 BASINGSTOKE MODEL RAILWAY EXHIBITION

Hosts: Basingstoke and North Hampshire Model Railway Society
Location: Aldworth Science College, Western Way, Basingstoke RG22 6HA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £4, family (2+2) £14
Website: bnhmrhampshire.org.uk
Contact: 07554 010054
Features: 25 layouts, trade support, demonstrations, refreshments, parking and disabled access.

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.largescalemodelrail.co.uk
Contact: 01926 614101
Features: Layouts, trade support, live steam models, refreshments and parking.

21 FELIXSTOWE AREA 'N' GAUGE GROUP OPEN DAY

Hosts: Felixstowe Area 'N' Gauge Group
Location: Welcome Hall, High Road, Trimley St.Mary, IP11 0NT
Times: 11am-4pm
Prices: Free
Website: www.felixstowengauge.org.uk
Contact: 01394 277211
Features: Layouts, trade support and refreshments.

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.ndmrc.info
Contact: 07758 458827
Features: 25 layouts, trade support, refreshments, parking and disabled access.

21/22 BRIERFIELD MODEL RAILWAY EXHIBITION

Hosts: Brierfield Model Railway Club
Location: St Luke's Church Hall, Brierfield, Nelson BB9 5JW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £3.50, children £2, family (2+2) £10
Contact: 07770 331348
Features: Layouts, trade support, drive-a-train, refreshments and disabled access.

21/22 NOTTINGHAM MODEL RAILWAY EXHIBITION

Hosts: Nottingham MRS
Location: Hadden Park High School, Harvey Road, Bilborough, Nottingham NG8 3BB
Times: Sat 9.30am-5.30pm, Sun 10am-5pm
Prices: TBA
Website: www.nottingham-modelrailway.org.uk
Contact: 07724 696006
Features: 20 layouts, trade support, demos, societies, refreshments, parking and disabled access.

21/22 ROCHDALE 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.hmrug.co.uk
Contact: 07732 781989
Features: 17 layouts, trade support and refreshments.

28 BELPER MODEL RAILWAY EXHIBITION

Hosts: Belper Model Railway Group
Location: Strutt's Centre, Derby Road, Belper, Derbyshire DE56 1UU
Times: 10am-5pm
Prices: Adults £3, concessions £2.50, children £1.50
Website: www.bmrug.coffeepot.com
Contact: 01283 703300
Features: Six layouts, trade support, refreshments parking and disabled access.

29 ALDRIDGE MODEL TRANSPORT EXHIBITION

Hosts: Aston Manor Road Transport Museum
Location: Transport Museum, Shenstone Drive, Aldridge, Walsall WS9 8TP
Times: 10.30am-4.30pm
Prices: Adults £5, children £2, family (2+3) £13
Website: www.amrtm.org
Contact: 01922 454761
Features: 30 layouts, trade support, model trams, trolleybuses, boats, live steam, refreshments and disabled access. Regular free vintage bus operating between Walsall and venue.

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.bwwmrc.co.uk
Contact: 07702 899553
Features: Vintage layouts, trade support, refreshments and disabled access.

11 NORWICH RAILWAY HERITAGE AND MODEL SOCIETY EXHIBITION

Hosts: Norwich Model Railway Club
Location: Hellesdon High School, Middletons Lane, Hellesdon NR6 5SB
Times: 10am-4.30pm
Prices: Adults £5, concessions £4.50, accompanied children free
Website: www.norhams.org.uk
Contact: 01508 492917
Features: 19 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

11 THE SMALL EXHIBITION 2015

Hosts: Chelmsford and District Model Railway Club
Location: St. Augustine of Canterbury Church, St. Augustine Way, Springfield, Chelmsford, Essex CM1 6GX
Times: 11am-4.30pm
Prices: Adults £2, children £1
Website: www.chelmsford-and-district-mrc.webs.com
Contact: 01245 264028
Features: 10 layouts, trade support, demonstrations, refreshments, parking 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.

18 WANTAGE MODEL RAILWAY SHOW

Hosts: Grove Scout Group
Location: Old Mill Hall, Grove, Wantage, Oxfordshire OX12 7LB
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, children £2
Contact: 01452 770447
Features: 12 layouts, trade support, refreshments, parking and disabled access.

18/19 MARYPORT MODEL CLUB'S ANNUAL EXHIBITION

Hosts: Maryport Model Club
Location: Netherhall School, Maryport, Cumbria CA15 6NT
Times: Sat 10am-4.30pm, Sun 10am to 4pm
Prices: Adults £4.50, concessions £3, children £2, family £10
Contact: 01900 813661
Features: Layouts and trade support.

25 FAREHAM ROTARAIL 2015

Hosts: Rotary Club of Fareham
Location: Fareham College, Bishopfield Road, Fareham, Hampshire PO14 1NH
Times: 10.30am-5pm
Prices: Adults £5, accompanied children free
Website: rotarail2015.webs.com
Contact: 01329 663685
Features: 22 layouts, trade support, demonstrations, refreshments, parking and disabled access.

MAY

2/3 SOUTHWEST 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

6 FELIXSTOWE 'N' GAUGE MODEL RAILWAY SHOW

Hosts: Felixstowe Area 'N' Gauge Group
Location: Methodist Church, Orwell Road, Felixstowe IP11 7AN
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Website: www.felixstowengauge.org.uk
Contact: 01394 277211
Features: Layouts, trade support and refreshments.

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
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: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.*

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ITINERARY

Days 1-2. To Cologne and the Tyrol. We take the Eurostar from London St Pancras International to Brussels. Here we change trains and continue to Cologne for an overnight stay. On Day 2 we travel by train through the Rhine Gorge, then continue by rail over the Austrian border to Jenbach. We spend seven nights in this idyllic Tyrolean town at the family-run Hotel Jenbacherhof.

Days 3-4. The Tyrol's medieval towns. Today's excursion takes us to picturesque Kufstein, with its delightful Old Town and magnificent fortress. We also travel to the tiny medieval town of Rattenberg, known as the 'glass town of the Tyrol' thanks to the fine glassware and crystal that is produced here. Day 4 is at leisure; perhaps visit Salzburg, or stroll to Wolfsklamm Waterfall.

Day 5. By steam train to Lake Achensee. Today we travel on the scenic Achenseebahn Mountain Railway, Europe's oldest steam-powered cog railway, to Achensee, the Tyrol's largest lake. Here we take to the water for a relaxing cruise. During the cruise you have the option of leaving the ship to join one of the many signposted walks along the lake. You could perhaps visit Pertisau, the lake's principal town, and return on a later ship.

Day 6. Exploring Innsbruck. Today we travel by rail to Innsbruck, the Tyrol's capital. Your time here is free to explore the Imperial buildings, or the maze of cobbled alleyways in the medieval Old Town. Alternatively, take

a scenic excursion into the surrounding mountains on the Stubaitalbahn Railway, climbing through magnificent scenery to more than 1,000 metres.

Days 7-8. The Zillertalbahn Railway to Mayrhofen. We travel on the steam-hauled Zillertalbahn Railway through the dramatic Ziller Valley, in wonderfully restored carriages. We pass traditional chalets as we make our way to Mayrhofen at the valley's head. Here we have some free time to explore before making our return journey. Day 8 is free to explore the Tyrol.

Days 9-10. To Germany and London. We leave Jenbach and travel by train to Cologne, for another overnight stay. On Day 10 we continue by high-speed train to Brussels. Here we connect with the Eurostar service to St Pancras International.



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Branchline 2014 New Items

Class 3200 Earl "Dukedog" 4-4-0
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31-088 9028 in BR black early emblem
31-089 3214 in GWR green with shirtbutton monogram

Class 5 L&YR 2-4-2T
Pre-order for £73.91



31-168 10713 in LMS crimson
31-169 50795 in BR lined black with early emblem

Class 3F Fowler Jinty 0-6-0 tank
Pre-order for £62.86



32-227B 7341 in LMS black
32-235 47673 in BR black with late crest - weathered £69.66

Class 6P Patriot 4-6-0
Pre-order for £114.71



31-204 5530 "Sir Frank Ree" in LMS crimson

Class 4MT Fairburn 2-6-4 tank



32-880 2278 in LMS black - weathered £93.50
32-881 42105 BR lined black early emblem - weathered £93.50
32-882 42062 BR lined black late crest £85.00
(Prices estimated - we will notify you if price rises & offer option to cancel)

Class A2 4-6-2
Pre-order for £110.50



31-528A 60529 "Pearl Driver" in BR lined green with late crest
31-531 60536 "Tribush" in BR lined green with early emblem
(Prices estimated - we will notify you if price rises & offer option to cancel)

Class 90 Electric
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32-610 90023 in Intercity Swallow with 21-pin socket
32-611 90037 in Railfreight Distribution with 21-pin socket
32-612 90042 in Freightliner Powerhaul with 21-pin socket
(Prices estimated - we will notify you if price rises & offer option to cancel)

Class 37/4 Diesel
Pre-order for £93.46



32-370 37405 in DRS Compass
32-389 37421 in Colas livery
32-390 37706 "Conidae" in Railfreight Petroleum
32-391DS 37796 in Railfreight coal sector - DCC sound £199.71

Class 47 Diesel



31-659 47001 in BR blue - weathered £101.96
31-659DS 47001 in BR blue - DCC sound £212.46

Class 170/5 2-car DMU
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32-469 170521 Cross Country - weathered
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Class 171/7 2-car DMU
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32-468 171727 Southern
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H1409 14xx 1470 in BR lined black early emblem
H1410 58xx 5819 in BR unlined black early emblem
H1413 14xx 1444 in BR lined green early emblem
H1414 14xx 1450 BR lined green late crest
H1416 14xx 1409 BR unlined green late crest

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H1405 48xx 4807 in GWR wartime black G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

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H1415 14xx 1432 BR lined green late crest

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J9407 4 in NCB Backworth Colliery lined black
J9408 98 "Royal Engineer" in Army green
J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

J9403 J94 68012 in BR black late crest
J9405 "Hurricane" in NCB Bickershaw Colliery lined green

IJ9409 7 in NCB Littleton Colliery lined blue

Very Heavily Weathered



J9404 1763 NCB Peckfield Colliery lined maroon with chevrons
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HK02 6019 "King Henry V" in GWR lined green with shield
HK03 6021 "King Richard II" in GWR lined green with shirtbutton
HK04 6029 "King Edward VIII" in GWR un-lined wartime green

HK05 6018 "King Henry VI" in GWR lined green

HK06 6025 "King Henry III" in BR ultramarine blue

HK07 6027 "King Richard I" in BR/GWR lined green

HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
HK10 6009 "King Charles II" in BR lined green with early crest

HK11 6017 "King Edward IV" in BR lined green with late crest

HK12 6026 "King John" in BR lined green with late crest

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266211 Beyer Garratt 2-6-0 0-6-2 47981 BR "Lion on wheel" emblems on cab sides & standard numbers on tanks 1949-56. Heavily weathered (Hel) £199



266208 Beyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cab sides & numbers on tanks 1949-56. Heavily weathered (Hel) £199



266203 Beyer Garratt 2-6-0 0-6-2 4994 LMS revolving coal bunker 1932-39. Pristine (Hel) £199



266204 Beyer Garratt 2-6-0 0-6-2 7983 LMS revolving coal bunker 1938-48. Pristine (Hel) £199
R3064 BR Smokey Joe (Hor) £26



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 2-6-0 2845 in BR black late crest - weathered (Hor) £106
R3005X Class 2800 2-6-0 2845 BR black late crest - weathered. DCC Fitted (Hor) £120
R3106 Class 2800 2-6-0 steam loco 2807 GWR as preserved. Due qtr 1 (Hor) £120



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £93.46



31-128^ 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 3801 2-6-0 3864 in BR weathered black early emblem. (Hor) £106
31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac) £78.46
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 £15.45) BARGAIN £89



31-187 Class 5XP Jubilee 4-6-0 5664 'Nelson' in LMS crimson (Bac) NEW £110.46



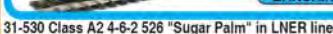
31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £26.80) BARGAIN £189



31-013 Class 7F 2-8-0 58008 BR black late crest & Deeley tender (Bac) £110.46



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



R3280 Class A4 4-6-2 4496 "Golden Shuttle" in LNER Garter blue - Railroad range (Hor) NEW £71.30



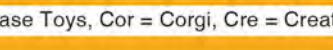
31-964 Class A4 4-6-2 60004 "William Whitelaw" in BR lined green late crest (Bac) £99



31-965 Class A4 4-6-2 80021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) BARGAIN £84.96



31-715 Class B1 1123 in LNER lined green (Bac) £84.96



31-714 Class B1 1124 'A. Harold Bibby' BR lined black early emblem (Bac) £84.96

31-146 Class D11/1 4-4-0 62663 'Prince Albert' BR black early emblem (Bac) £101.96



31-138 Class D11/2 4-4-0 62682 'Haystoun of Bucklaw' in BR black early emblem (Bac) NEW £106.21



31-137 Class D11/2 4-4-0 6385 'Luckie Mucklebackit' in LNER black (Bac) NEW £106.21



31-319 Class J11 Robinson (GCR 9J) 64311 in BR black early emblem (Bac) £76.46



31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) £91.76



10001HAP~ 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) BARGAIN £72.80



1405^ Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) BARGAIN £75



1406^ Class 14 "Teddy Bear" British Steel '45' (ex British Rail) Green (Weathered) wasp ends. (Hel) (list £115) BARGAIN £75



1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 (pes) (Hel) £107



1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) £115



1717 Class 17 diesel D8606 in green full yellow ends (Hel) £87



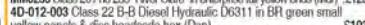
MM0208 Class 201 no 208 "River Lagan" NIR blue (Mur) NEW £129



MM0209 Class 201 no 209 "River Foyle" NIR Blue (Mur) NEW £129



MM0230 Class 201 no 220 "River Bandon" E original Enterprise (Mur) £129



MM0233 Class 201 no 223 "The Cleddau" Enterprise full yellow ends (Mur) £129



4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels & disc headcode box (Dap) £103



4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) £103



2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN £89



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



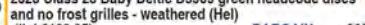
2310^ Class 23 Baby Deltic D5907 in BR Green small yellow ends - gloss finish. (Hel) (list £119.95) BARGAIN £72



2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) (list £119.95) BARGAIN £69



2300 Class 23 Baby Deltic diesel D5900 in BR Green small yellow Panels & 4 character headcode. (Hel) (list £119.95) BARGAIN £76



2308^ Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) BARGAIN £76



2302^ Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) BARGAIN £76

Train packs

25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 7F locos in wooden box certificate (Bac) £121.46

R2669 Class 8F diesel shunter BR red, 2 x open wagons and 1 x box van (Hor) £42.50

R2670 Class 101 0-4-0 steam loco GWR green open wagon, closed van & brake van (Hor) £42.50

32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £110.42

32-260C WD Austerity 2-8-0 90448 BR black with late crest. DCC On Board (Bac) £125.29

32-261 Train pack

KEY: Bac = Bachmann UK, Bas = Base Toys, Cor = Corgi, Cre = Creative Master Northcord, Dap = Dapol, EFE = EFE Diecast, Gau = Gaugemaster



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32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac) £89.21
 2660 Class 260 diesel D530 in BR green early version, semi gloss (Hel) £95
 2661 Class 260 diesel D5301 in BR green early version (Hel) £95
 2664 Class 260 diesel D5302 in BR green small yellow panels (Hel) £95
 2662 Class 260 diesel D5309 in BR green early version (Hel) £95
 2663 Class 260 diesel D5317 in BR green small yellow panels (Hel) £95



32-480DS Class 40 D211 'Mauretania' in BR green indicator discs. DCC Sound on board (Bac)

(list £244.95) **BARGAIN** £189

R3282 Class 42 Warship D853 'Thruster' in BR maroon small yellow panels - Railroad range (Hor) £50.90

4748 Class 47 Un-numbered BR green full yellow ends (Hel) (list £89) **BARGAIN** £60

31-587DC Class 70 PowerHaul diesel 70004 Freightliner . DCC On Board (Bac) £112.50

31-995 Class D/16 LMS 10000 in BR Brunswick green lined orange & black (Bac) £99

31-996 Class D/16 LMS 10000 BR Brunswick green part eggshell blue waistband (Bac) £99

31-587DC Class 70 PowerHaul diesel 70004 Freightliner . DCC On Board (Bac) £112.50

31-995 Class D/16 LMS 10000 in BR Brunswick green lined orange & black (Bac) £99

31-996 Class D/16 LMS 10000 BR Brunswick green part eggshell blue waistband (Bac) £99



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £75



31-656DC Class 47/0 D1677 Thor' in BR green full yellow ends. DCC On Board (Bac) £106.21

32-316 Class 47/3 47305 Diamond Jubilee BR Railfreight

32-317 Class 47/7 47745 Royal London Society For The Blind RES red & grey (Bac) £93.46

32-815 Class 47/8 47834 Fire Fly BR Intercity Swallow (Bac) £93.46

R3180 Class 4WDM 04-0 diesel Sentinel shunter Tarmac green weathered (Hor) £53

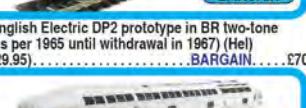
4D-003-005 Class 52 D1072 'Western Glory' BR blue full yellow panel (Dap) £109

4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) £119



2724 Class 27 BRCW Sulzer diesel D5353 in BR green small yellow panels (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



2709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (Hel) (list £99.95) **BARGAIN** £69

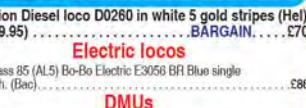


2800~ Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) **BARGAIN** £80



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 Fusiles" 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



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/Heatham" (Bac) £127.46



32-327A Class 105 2 car Cravens DMU in BR green half yellow ends. Harwich/Manningtree (Bac) (list £110.55) **BARGAIN** £79



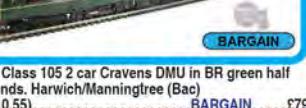
31-553 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £114.95) **BARGAIN** £67

32-913~ Class 108 3 Car DMU in BR green speed whiskers "Middlesbrough" (Bac) (list £169.95) **BARGAIN** £82

R3220 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) £94

8923 Class 128 DPU 55991 in Royal Mail Letters red (Hel) £94

8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) £94



5821 Class 58 58045 Railfreight Coal Livery (Hel) £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

32-980 Class 609 66731 "InterhubGB" in GBRail Europe (Bac) £93.46



3518 Class 35 Hymek D7062 in BR green small yellow panels (Hel) NEW £94

3519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel) NEW £94

3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) NEW £94



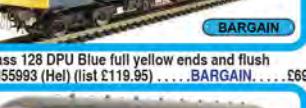
32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) £97.71

R3268 Class 67 67003 Arriva Trains Wales (Hor) NEW £129.80

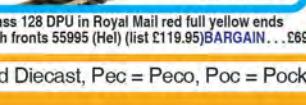


8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) **BARGAIN** £69

8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) £94



8941 Class 128 DPU in Royal Mail red full yellow ends and flush fronts M55995 (Hel) (list £119.95) **BARGAIN** £69



8942 Class 128 DPU 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



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) **BARGAIN** £69

8923 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

32-516A Derby Lightweight 2-car DMU BR green speed whiskers (Bac) £123.21



32-517~ Derby Lightweight 2-car DMU in BR blue (Bac) (list £144.95) **BARGAIN** £64



4005- Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN** £70

Electric locos



31-677 Class 85 (AL5) Bo-Bo Electric E3056 BR blue single pantograph. (Bac) £86



DMUs



32-286 Class 101 2 Car DMU in BR green small yellow warning panel Shrewsbury/Aberystwyth (Bac) £127.46



32-288 Class 101 2-car DMU in BR blue "Newcastle/Heatham" (Bac) £127.46

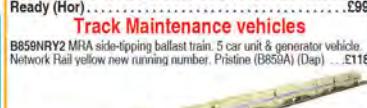


R3258 Class 2-BIL 2 car EMU in BR blue (Hor) £120.70

R3259 Class 2-BIL 2 car EMU 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



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) £99



8800 Railcar W79975 in BR light green speed whiskers & semi-gloss finish (Hel) £94



EMUs



8809 RTRB2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Railtrack blue/grey. Pristine (Dap) £89

B800NRVY MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap) £118

B800BRB Blue 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

Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) £7

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Train sets - analogue



R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) £120



30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) £89.24

30-1000 Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) £84.99

30-125 St. Blazey Haulier set BR Blue Class 08 08839, 2 x China clay wagons & maroon wagon (Bac) £80.74

30-007 Starter set 'Jack the Saddle Tank' (Bac) £55.24



30-170 Thame 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, 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 0-6-0 58309 0-6-0 steam loco & 3 wagons - DCC control (Hor) £134

Coaches



R4635 Arriva Trains Wales MK3 TSO second class (Hor) £26.40

R4635A Arriva Trains Wales MK3 TSO second class (Hor) £26.40

R4635B Arriva Trains Wales MK3 TSO second class (Hor) £26.40

R4568 BR (Ex LNER) 61' 6" Corridor Brake Composite in maroon (Hor) £44

R4633 BR blue & grey MK3 TF first class lights (Hor) £32.90



R4608 BR green MK1 SK second corridor lights (Hor) £33.80

R4499 BR Hawksworth (Post 1953) First Class in BR Maroon (Hor) (list £38.99) BARGAIN

R4408A BR Hawksworth (Post 1953) Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) BARGAIN

R4413A BR Hawksworth (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list £40.25) BARGAIN

R4411A BR Hawksworth (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) BARGAIN

R4408A BR Hawksworth (Post 1953) 1st / 3rd Brake in BR Maroon & Cream (Hor) (list £40.25) BARGAIN

R4406A BR Hawksworth (Post 1953) Brake 3rd (Hor) BARGAIN

R4404A BR Hawksworth (Post 1953) Brake 3rd (Hor) BARGAIN

R4403A BR InterCity blue & grey MK3 TS second class lights (Hor) £32.90

R4434A 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 Hawksworth (Post 1953) 1st/3rd Brake/parcels coach - Railroad range (Hor) £18.50

R4640 BR maroon MK1 SO second open - Railroad range (Hor) £18.50

R4643 BR Hawksworth MK1 SO tourist second open (Hor) £23.10

R4629 BR maroon MK1 TSO tourist second open - Railroad range (Hor) £18.50

39-299C BR Mk1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac) £28.01

39-299C BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) £28.01

39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) £29.71

39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) £28.01

39-127E BR Mk1 CK Composite Corridor Crimson & Cream (Bac) £29.71

39-128F BR Mk1 CK Composite Corridor Maroon Weathered (Bac) £29.71

39-131 BR Mk1 CK Composite Corridor Network SouthEast (Bac) £28.01

39-275 BR Mk1 GUV Royal Mail (Bac) £28.01

39-425 Pack of 4 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey. (Bac) (list £155.80) BARGAIN

39-425 Single (Bac) (list £38.95) BARGAIN

34-326A Period III 50ft parcels van in BR crimson & cream (Bac) NEW

34-330 Period III 50ft parcels van in BR departmental black 'Electrification' (Bac) NEW

34-331 Period III 50ft. Ex-LMS PIII BG Van Tartan Arrow (Bac) NEW

34-435^ Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red. (Bac) (list £155.80) BARGAIN

39-435 Single (Bac) (list £38.95) BARGAIN

39-263 BR Mk1 BCK miniature car in BR/WR chocolate/cream (Bac) £23

39-028 BR Mk1 SK Second Corridor Chocolate & cream (Bac) £28.01

39-500 Pack of 4 (Bac) (list £155.80) BARGAIN

39-502 BR Mk1 SLST Sleeper Car in maroon (Bac) £33

39-503 BR Mk1 SLST Sleeper Car in blue & grey Inter-City (Bac) £33

39-502 BR Mk1 SLST Sleeper Car in maroon (Bac) £33

39-502 Pack of 4 (Bac) (list £155.80) BARGAIN

39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac) £28.01

39-0520 BR Mk1 SO Second Open Crimson & Cream (Bac) £28.01

39-058 BR Mk1 SO Second Open Network SouthEast (Bac) £28.01

39-381 BR MK2A BSO brake open 2nd InterCity blue/rey SC9424 (Bac) (list £25.95) BARGAIN

39-363 BR MK2A TSO Tourist Second Open Network SouthEast (Bac) £33.96

39-400 BR 253 BFK brake corridor 1st blue grey 14033 (Bac) (list £25.95) BARGAIN

R4595 BR MK3 TGS in blue & grey lights Eastern Region (Hor) £32.90

39-422B Gresley (Non Vestibule) suburban 3rd class brake in BR maroon (Hor) £37.30

R4518 Gresley (Non Vestibule) suburban 3rd class brake (Hor) £39

R4524 GWR Brake Coach - Railroad Range (Hor) £16

R4523 GWR Composite Coach - Railroad Range (Hor) £16

R4615 BR blue & grey MK2E BSO brake second open (Hor) NEW

R4612 BR blue & grey MK2E BSO brake second open lights (Hor) NEW

R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) NEW

R4606 BR blue Ex-LMS 50' full brake (Hor) NEW

R4628 BR carmine and cream MK1 SO second open - Railroad range (Hor) £18.50

R4626 BR chocolate and cream MK1 BG full brake/parcels coach - Railroad range (Hor) £18.50

R4630 BR chocolate and cream MK1 TSO tourist second open - Railroad range (Hor) £18.50

R4620 BR carmine and cream MK1 SO second open (Hor) £23.10

R4609A BR green Mk1 BSK brake second corridor in lights (Hor) £33.80



R4617 Intercity MK2E FO first open (Hor) NEW

R4623 Intercity MK2E FO first open - Railroad range (Hor) NEW

39-775 LMS 50ft Inspection Saloon in LMS Lined maroon (Bac) £50.96

39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) £33.96

39-450 Single (Bac) BARGAIN

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Orders received after this date for products that have increased in price will be given a refund

37-256 16 ton steel mineral wagon without top flap doors BR bauxite (Bac) £10.16



37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £11.01

NEW



33-307 20 ton Toad brake van in BR bauxite (Bac) **NEW** £10.37

NEW



33-308 20 ton Toad brake van in BR grey - weathered (Bac) **NEW** £10.88

38-011B 24 Tonne glw MfA open box mineral wagon EWS (ex-Loadhull) (Bac) £12.71

BARGAIN

38-011B Pack of 4 (Bac) (list £59.80) **BARGAIN** £46

38-011B Megapack of 8 (Bac) (list £119.60) **BARGAIN** £88

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

33-25G 25 Ton Queen Mary brake van in BR bauxite (Bac) £16.11

33-26S 25 Ton Queen Mary brake van in BR Departmental olive (Bac) £16.11

37-280 27 ton steel tippler wagon Lancashire Steel Manufacturing (Bac) £10.16

37-371 3 plank wagon in BR Departmental olive green (Bac) £9.31

37-382 3 plank wagon in BR grey (Bac) £9.31

37-392B 31 Ton bogie bolster in BR grey steel girders (Bac) £12.71

33-392B 31 Ton bogie bolster in BR grey Steel Pipes (Bac) £12.71

38-041B 31 Tonne ORB open wagon Railfreight (Bac) £16.53

38-041B Pack of 4 (Bac) (list £77.80) **BARGAIN** £60

38-041B Megapack of 8 (Bac) (list £155.60) **BARGAIN** £115

38-058 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £21.95) **BARGAIN** £11

38-058 Pack of 4 (Bac) (list £27.80) **BARGAIN** £38

38-058 Megapack of 8 (Bac) (list £175.60) **BARGAIN** £76

38-120A 35 Ton VAA box van sliding door Railfreight red & grey (Bac) £20.36

38-120B Pack of 4 (Bac) (list £95.80) **BARGAIN** £72

38-120B Megapack of 8 (Bac) (list £191.60) **BARGAIN** £136

38-126A Megapack of 8 (Bac) (list £191.60) **BARGAIN** £136

38-130A Megapack of 8 40 Tonne YGH Sealion bogie

hopper wagon in olive green - weathered (Bac) (list £263.60) **BARGAIN** £194

38-130A Single (Bac) £26

38-130A Pack of 4 (Bac) (list £131.80) **BARGAIN** £102

33-902 45 ton bogie well wagon in BR Departmental black (Bac) £8.84

33-879A 45 ton bogie well wagon in LNer grey ballast load (Bac) £8.84

33-879A Pack of 4 (Bac) (list £59.80) **BARGAIN** £44

33-879A Megapack of 8 (Bac) (list £119.60) **BARGAIN** £82

37-578A 45 ton ITA tank in ICI Methanol (Bac) £13.56

37-582C 45 ton ITA tank in Shell black (Bac) £13.56

38-063A 45 tonne glw MfA open box wagon in Coal sector (Bac) £12.71

38-064 45 tonne glw MfA open box wagon in EWS - weathered (Bac) £13.56

33-049 5 ton plinth china clay wagon load in BR bauxite - weathered (Bac) (list £21.80) **BARGAIN** £10

33-084A Pack of 4 (Bac) (list £59.80) **BARGAIN** £38

33-084A Megapack of 8 (Bac) (list £121.20) **BARGAIN** £74

37-636 5 ton plank wagon steel floor in Tarbutiumc (Bac) £7

37-636 Pack of 4 (Bac) (list £7.80) **BARGAIN** £26

37-661C 5 plank wagon wooden floor in BR grey (Bac) £10.16

43-031 025 6 wheel tank mink United Dairies - weathered (D) £12

37-081F 7 plank end door wagon in BR grey (Bac) £10.63

37-178 7 plank wagon coke rails "Moy" - weathered (Bac) £12.33

37-713 8 Ton ale wagon in BR bauxite (Bac) £13.56

38-151A 8 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £21.80) **BARGAIN** £15

38-151A Pack of 4 (Bac) (list £97.20) **BARGAIN** £58

38-151A Megapack of 8 (Bac) (list £174.40) **BARGAIN** £104

38-352A BAA steel carrier steel coils in Railfreight red & black (Bac) £22.06

R6623 BR Horse Box (Ex GWR) (Hor) £17

R6365 Breakdown Crane pack (Hor) £22

R6682 Extra long CCT Van A in LNer (Hor) £20.30

R6683A Extra long CCT Van B in BR (Hor) £20.30

R6682A Extra long CCT Van B in LNER (Hor) £20.30

BARGAIN

38-345A¹ Megapack of 8 FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £240.80) **BARGAIN** £128

38-345A¹ Single (Bac) (list £30.10) **BARGAIN** £17

38-345A¹ Pack of 4 (Bac) (list £120.40) **BARGAIN** £26

38-345A¹ FNA Nuclear flask flat floor - round buffers & round buffers in standard Buff - Flask 21 (Bac) (list £240.80) **BARGAIN** £18

38-346A¹ Pack of 4 (Bac) (list £120.40) **BARGAIN** £26

38-346A¹ Megapack of 8 (Bac) (list £240.80) **BARGAIN** £130

R6366 Fuel truck pack with Shell, Texaco & Total tankers (Hor) £12

BARGAIN

R6625 GWR Mogo Van. Due qtr 2 (Hor) **NEW** £10



BARGAIN

38-679~ GWR Shunters Truck BR Black 'Margam Jn' Weathered (Bac) (list £18.95) **BARGAIN** £14

37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) £42.46

BHspec85D¹ IOA Network Rail bogie ballast wagon 70 5952 033-3 Hatton's Limited edition of 500. Pristine (Dsp) (list £19.95) **BARGAIN** £12

BHspec85D² IOA Network Rail bogie ballast wagon 70 5952 045-3 Hatton's Limited edition of 500. Pristine (Dsp) (list £19.95) **BARGAIN** £12

BHspec85D³ IOA Network Rail bogie ballast wagon 70 5952 052 077-1 Hatton's Limited edition of 500. Pristine (Dsp) (list £19.95) **BARGAIN** £12

38-250 20 ton twin double deck car transporter in STVA red (Bac) £27

38-250 Pack of 4 (Bac) (list £99.80) **BARGAIN** £140

38-779 KOA Intermodal pocket wagon in blue (pristine) 84 70 4907 017-14 (Dsp) (list £24.95) **BARGAIN** £19

38-240¹ MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £25.20) **BARGAIN** £16

38-240² Pack of 4 (Bac) (list £100.80) **BARGAIN** £42

38-240³ Megapack of 8 (Bac) (list £201.60) **BARGAIN** £118

38-242¹ MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27.27) **BARGAIN** £17

38-242² Pack of 4 (Bac) (list £108) **BARGAIN** £54

38-242³ Megapack of 8 (Bac) (list £216) **BARGAIN** £104

38-300 OTA (ex-VDA) timber corner lumber load in BR Railfreight (Bac) £20 4907 017-14 (Dsp) (list £24.95) **BARGAIN** £19

38-240¹ MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £25.20) **BARGAIN** £16

38-240² Pack of 4 (Bac) (list £100.80) **BARGAIN** £42

38-240³ Megapack of 8 (Bac) (list £201.60) **BARGAIN** £118

38-301¹~ Megapack of 8 OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £199.60) **BARGAIN** £104

38-301² Single (Bac) (list £24.95) **BARGAIN** £14

38-301³ Pack of 4 (Bac) (list £99.80) **BARGAIN** £52

37-365 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete - weathered (Bac) **NEW**

37-365 Pack of 3 14 ton tank wagons in British - weathered (Bac) £38.55

37-365 Pack of 3 14 ton tank wagons in Fima - weathered (Bac) £38.55

37-365 Pack of 3 10 ton steel mineral wagons NCB top flap doors - weathered (Bac) £30.56

R6649 Pack of 3 CDA china clay hoppers ECC silver and blue - weathered (Bac) £68.20

37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) £36.51

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Shop 8am to 6pm Mon to Sat
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Phones 7am to 9pm Mon to Thu
 8am to 6pm Fri & Sat
 9am to 5pm Sun

Phones 7am to 9pm Mon to Thu
 8am to 6pm Fri & Sat
 9am to 5pm Sun

Track & Points

36-046 Shopping trolley x 6 (Pec)	£6.21
36-044 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
36-049 Trackside workers x 6 (Bac)	£6.21
36-401 Trainspotters/rail enthusiasts x 6 (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 (Pec)	£12
ST-241 Setrack double straight (Pec)	£2.25

ST-226 Setrack No.2 radius double curve (Pec)	£2.30
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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-231 Setrack No.3 radius double curve (Pec)	£7.50
ST-235 Setrack No.4 Radius Standard Curve. 'No double' version produced - use 16 to form a circle (Pec)	£2
ST-204 Setrack Quad Straight (Pec)	£3
ST-204 Box of 24 (Pec)	£6.88
ST-202 Setrack short straight (Pec)	£1
ST-200 Settrack standard straight (Pec)	£1.20

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec)	£64
SL-100 Single (Pec)	£2.80

SL-102 Pack of 25 1 yard (91.5cm) length of Nickle Silver concrete-sleeper flexible track (Pec)	£62
SL-102 Single (Pec)	£2.75
SL-109 3 way medium radius point electrofrog (Pec)	£22
SL-99 3 way medium radius point insulfrog (Pec)	£22

SL-102 Double slip insulfrog (Pec)	£28
SL-109 Large Y point electrofrog (Pec)	£10
SL-87 Left hand curved point (Pec)	£10.50
SL-87 Left hand curved point electrofrog (Pec)	£11

SL-90 Double slip insulfrog (Pec)	£28
SL-109 Large Y point electrofrog (Pec)	£10
SL-87 Left hand curved point (Pec)	£10.50
SL-87 Left hand curved point electrofrog (Pec)	£11

SL-89 Left hand large point electrofrog (Pec)	£10
SL-89 Left hand large point insulfrog (Pec)	£10
SL-96 Left hand medium point (Pec)	£9
SL-96 Left hand medium point electrofrog (Pec)	£9
SL-92 Left hand small point (Pec)	£8

SL-89 Left hand large point electrofrog (Pec)	£10
SL-89 Left hand large point insulfrog (Pec)	£10
SL-96 Left hand medium point (Pec)	£9
SL-96 Left hand medium point electrofrog (Pec)	£9
SL-92 Left hand small point (Pec)	£8

SL-89 Left hand large point electrofrog (Pec)	£10
SL-89 Right hand large point insulfrog (Pec)	£10
SL-95 Right hand medium point (Pec)	£9
SL-95 Right hand medium point electrofrog (Pec)	£9
SL-91 Right hand small point (Pec)	£8

SL-91 Right hand small point electrofrog (Pec)	£8
SL-93 Short crossing insulfrog (Pec)	£7.27
SL-80 Single slip insulfrog (Pec)	£7.27
SL-89 Small Y point electrofrog (Pec)	£7.27

SL-88 Right hand large point electrofrog (Pec)	£10
SL-88 Right hand large point insulfrog (Pec)	£10
SL-95 Right hand medium point (Pec)	£9
SL-95 Right hand medium point electrofrog (Pec)	£9
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SL-95 Right hand medium point electrofrog (



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NAN004 Leyland Atlantean Park Royal 'Ribble NBC' (1975-1990) (Bas) NEW £8.99



NAN005 Leyland Atlantean Park Royal 'Tyne & Wear PTE/Northern' (1980-1995) (Bas) NEW £8.99



NB003bs Leyland Leopard Duple Dominant II Coach - 'Ribble - NBC' (Circa 1978 - 1993) (Bas) NEW £7.99



N037 AEC Matador flatbed & drawbar trailer 'Pickfords' (circa 1950-1960) (Bas) NEW £8



N032 AEC Monarch flatbed & drawbar trailer 'Wynns Heavy Haulage' (circa 1946-1956) (Bas) NEW £8



NP010 Albion CX Boxvan - Chocolate & Cream (1950-1960) (Bas) NEW £4



NP009 Albion CX Flatbed - Chocolate & Cream (1947-1957) (Bas) NEW £4



NPB004 Commer PB Crosville (Oxf) NEW £4.25



N040 Foden DG & Drawbar Low Loader 'British Railways' (Circa 1949 - 1957) (Bas) NEW £7.99

N023 Foden DG Ballast Tractor & Low Loading Trailer 'Great Western Railway' (Circa 1946 - 1950) (Bas) NEW £8



NFG003 Foden FG Dropside Pickfords (Oxf) NEW £4.95

NFG002 Foden FG Round Tanker Milk Marketing Board (Oxf) £4.75

NFG001 Foden FG Platform BRS (Oxf) £4.50



NUT003 1 Guy Arab Utility Midland Red - Correct Colour (Oxf) NEW £5.95

NSCA003 Scania Highline Tipper Ian S Hogar - The Forger Norseman (Oxf) £11



NTCAB004 Scania T Cab Tipper Metropolitan Demolition (Oxf) NEW £11

NSCA001 Scania Topline Curtainside Slobot (Oxf) £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) Spares

GM50 OO/HO gauge loco wheel cleaner (Gau) £24

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

Cars

42206 Automobile Set #1 (6 Pcs) (Bas) NEW £6

1:72 Scale Aircraft - civil

72DR006 De Havilland Dragon Rapide Biplane 'Railway Air Services' GACPP (Oxf) £27

O Gauge (1:43 Scale) Steam locos

BL90031C J39 0-6-0 Freight loco 64816 in BR black late crest (Bas) £390 BARGAIN

Diesel locos

4051 Class 40 1Co-Co1 BR blue full yellow ends (Hel) £500

4050 Class 40 1Co-Co1 in BR green small yellow panels (Hel) £500

Wagons

BL90039^ 20 Ton Brake Van BR brown working rear light (Bas) £36

7F-001-001 6-wheel milk tanker in GWS red (Dap) £82

7F-001-001 6-wheel milk tanker in Express Dairy (Dap) £82

7F-001-001 6-wheel milk tanker in United Organics (Dap) £82

7F-001-001 6-wheel milk tanker in United Dairies (Dap) £82

7F-007-003 7-plank wagon 'Edinburgh' (Dap) £35

7F-100-004 Sd 251 'Pilkhu' Brake van 55563 in BR basalte & grey right hand ducket (Dap) £82

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £13.60

50200 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £190

36-520 EZ Command 5 amp booster transformer (Bac) £190

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Model Railway Exhibition 2015



LEICESTER South: Shipley MRS, Photograph © Derek Shone

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Saturday

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26th

Sunday

10.00 am to 4.30 pm

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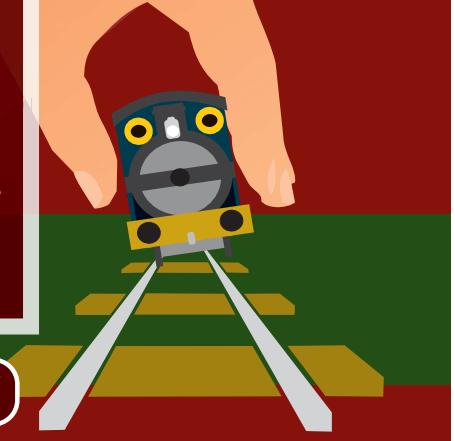
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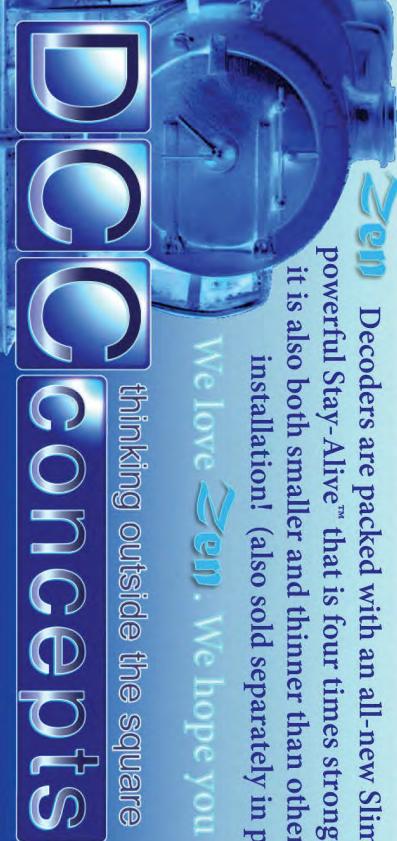
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Scale:	'N', 'OO', 'EM', 'P4' and 'O' gauge versions available
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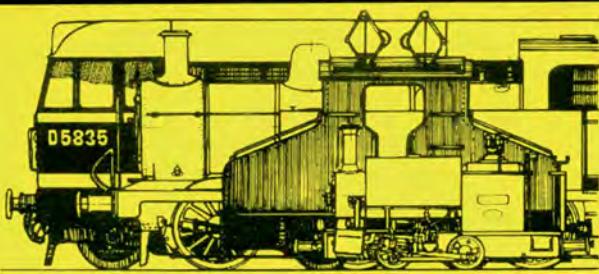
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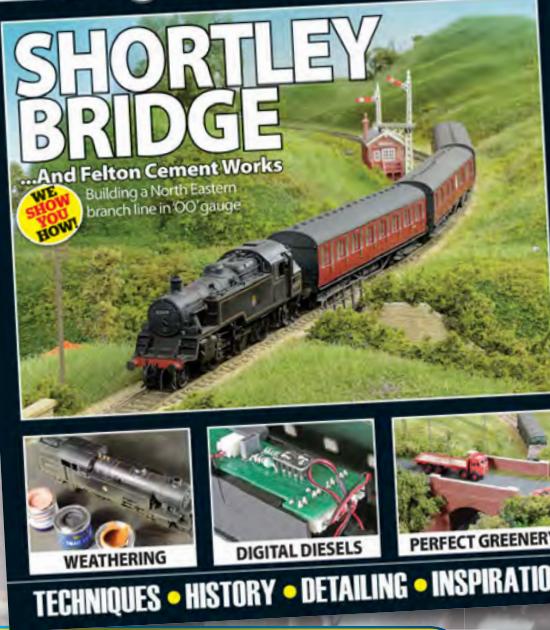
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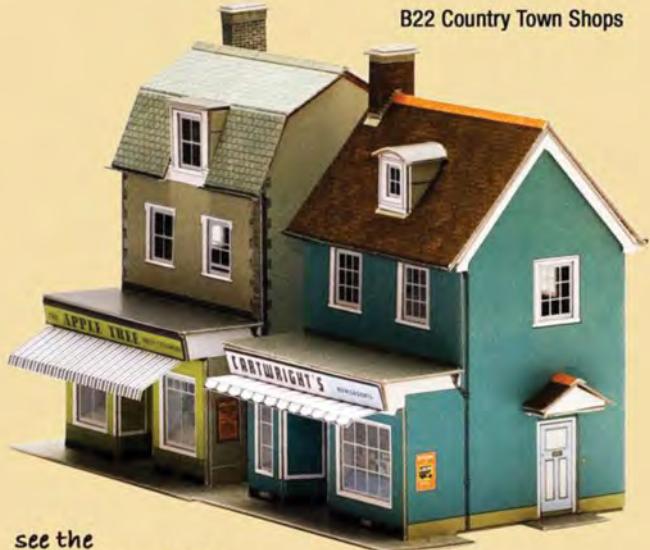
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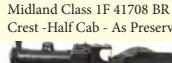
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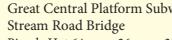


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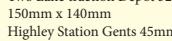
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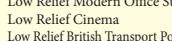
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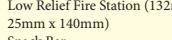
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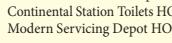
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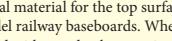
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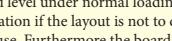
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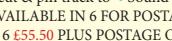
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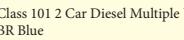


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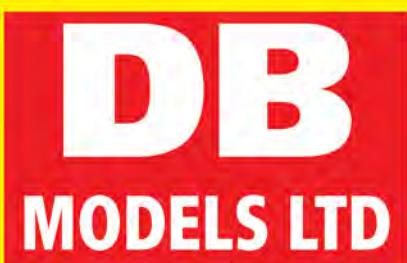
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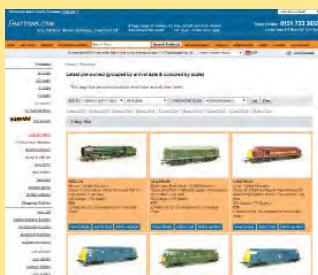
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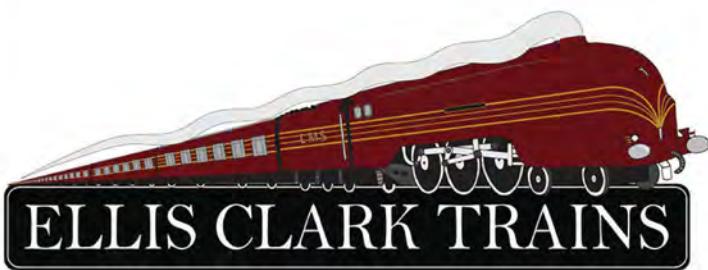


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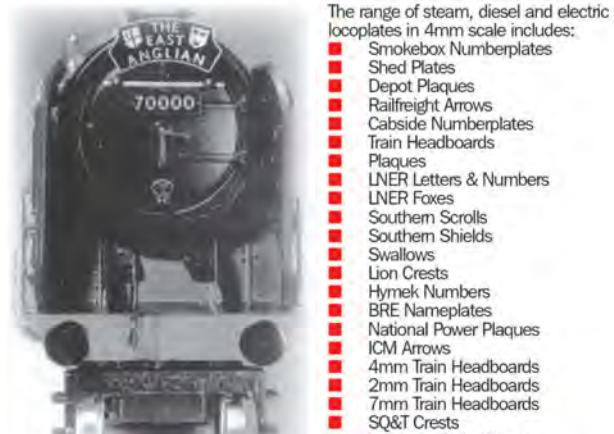
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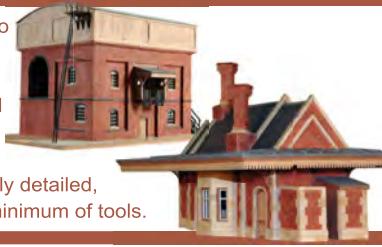
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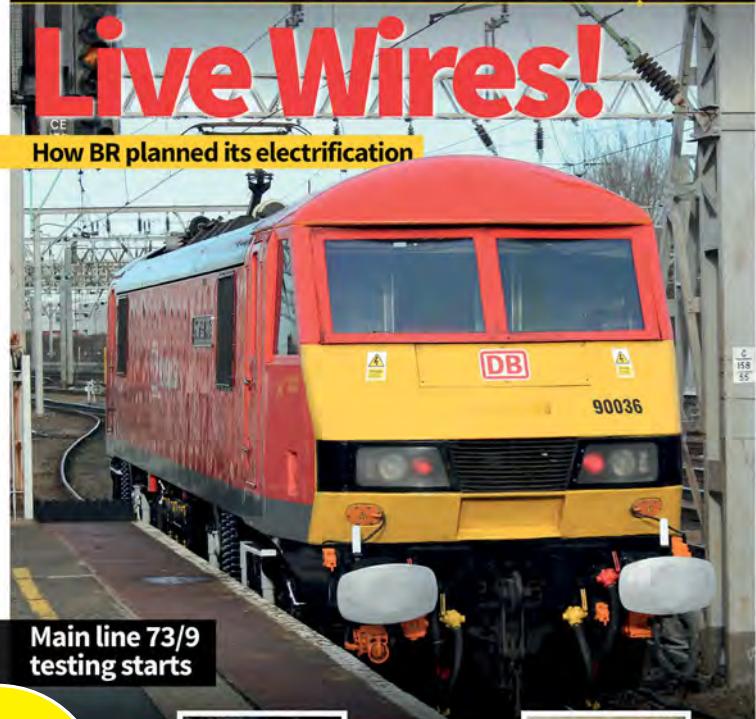


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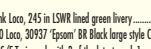
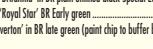
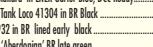
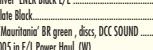
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28xx



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2F-010-002 - JNA Falcon Network Rail Wagon 29126
2F-010-003 - JNA Falcon Network Rail Wagon 29232
2F-010-004 - JNA Falcon Network Rail Wagon 29269
2P-000-002 - Collett Coach BR Maroon Composite W7021
2P-003-001 - B Set Coach Twin pack BR
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2F-031-007 - 6 Wheel Milk Tanker - MMB
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2F-038-017 - 20T Steel Mineral - BR B315783
2F-038-018 - 20T Steel Mineral - BR B315783 Weathered

All product release dates correct at time of going to press

'OO' releases in January



4F-031-015 - 6 Wheel Milk Tanker - IMS 36
4F-031-016 - 6 Wheel Milk Tanker - IMS 36 Weathered

Also released this month include;

4F-013-017 - Gunpowder Van - SR
4F-013-018 - Gunpowder Van - SR Weathered
4P-010-036 - 57 FT Stanier Corridor Brake
BR Carmine & Cream M5566M



4F-033-100 - 24T Hopper - Cadbury
4F-033-101 - 24T Hopper - Cadbury Weathered

'O' releases in January



7F-071-022 - 7 Plank - Black Park Ruabon
7F-071-022W - 7 Plank - Black Park Ruabon Weathered

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N Scale Model Locomotives



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372-186 Princess Coronation, BR Express Passenger Blue E/Emblem, No.46226 'Duchess of Norfolk'



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- Electrical pick up on all driving and tender wheels
- Tender mounted 6 pin DCC decoder socket plus NEM couplings



372-182 Princess Coronation
BR Green L/Crest, No.46235, 'City of Birmingham'



372-183 Princess Coronation
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372-184 Princess Coronation
BR Crimson L/Crest, No.46245, 'City of London'



372-185 Princess Coronation
BR Black E/Emblem, No. 46236, 'City of Bradford'



Era = 1948 - 1956, Era = 1957 - 1966.

features 6 pin DCC Socket. a prototype that has survived to preservation

electrical pickup in tender. features NEM Couplings



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PRODUCT GUIDE 2015

180
New products
revealed inside

► NEW: Maunsell 'S15' 4-6-0

▼ NEW: Gresley 'J50' 0-6-0T

▼ NEW: GWR 'King' 4-6-0

▼ NEW: Adams '0415' 4-4-2T



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The BR 20ton hopper and LMS horsebox lead Hornby's wagon range in 2015 which sees 42 new items on the cards.

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Offering a host of railway and street based buildings, the Skaledale range is expanding.



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'S15' & 'J50'

make it four steam for 2015

Two new steam locomotives join the previously announced Adams '0415' and Great Western Railway 'King' in Hornby's 2015 steam range. **MIKE WILD** analyses the full list of new models for the year ahead.

FOUR NEW STEAM LOCOMOTIVES are set to expand the Hornby range in 2015 with the announcement of the Maunsell 'S15' 4-6-0 and Gresley 'J50' 0-6-0T to join the previously announced models of the Adams '0415' 4-4-2T (HM91) and Collett 'King' 4-6-0 (HM89).

In total 31 new locomotives will be released through the year with four versions of the 'King', three 'S15s', three '0415s' and three 'J50s' forming a substantial part of the list.

The announcement of the 'S15' adds a mixed traffic Southern Railway 4-6-0 to the Hornby range and with its Maunsell outline follows on neatly from the 'King Arthur' 4-6-0 and 'Schools' 4-4-0. The 'S15' was introduced by Urie in 1920 for the London & South Western Railway (LSWR) with two further batches following in 1927-1928 and 1936 to a modified design by Richard Maunsell for the Southern Railway. 45 were built and they featured 5ft 7in driving wheels making them ideal for a mixture of freight and passenger work on the South Western section.

The 'S15s' were withdrawn between 1962

and 1966, but six have been preserved with examples based at the North Yorkshire Moors, Mid Hants and Bluebell Railways. Currently only 847 is operational, at the Bluebell Railway where it returned to traffic in 2013.

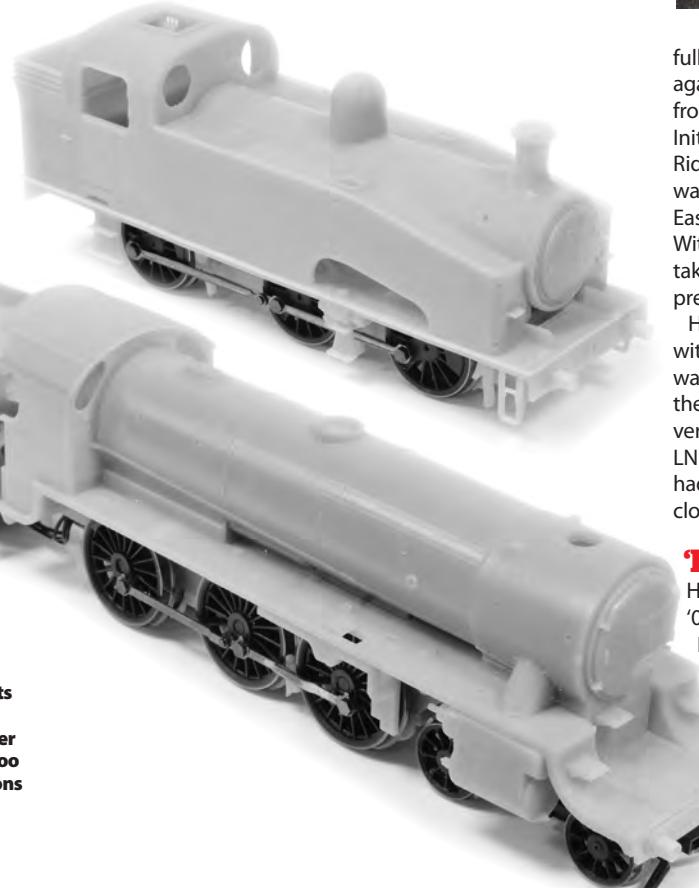
Hornby's new model of the 'S15' is based on the later Maunsell locomotives and will cover both straight and flare sided bogie tenders. The new tooling will also cater for differences in the cab design and it will be produced in Southern Railway and British Railways liveries. It is the first time that the 'S15' has been made available ready-to-run and the first versions are expected to be released at the end of the second quarter of 2015.

The Gresley 'J50' 0-6-0T was introduced in 1926 when the London and North Eastern Railway (LNER) adopted it as the company's standard mid-power tank engine design. It was born out of the need for powerful locomotives to work steeply graded lines in the West Riding which saw introduction of the 'J51' class. Changes to the boiler diameter resulted in creation of the 'J50' class.

52 LNER 'J50s' were built with their distinctive



Right: The 'J50' 0-6-0T was displayed as a 3D printed rapid prototype at its launch. It will be released in LNER and BR black liveries.



Above: Hornby displayed a first 3D printed rapid prototype of its new 'S15' 4-6-0 at its catalogue launch. The straight sided tender is a new tooling for the model too and is one of three tender options for the 'S15'.

full length side tanks making them stand out against all other tank engines – the slope at the front being to assist the driver's line of sight. Initial allocations concentrated on the West Riding, but later the class spread its wings and was found right across the Eastern Region from Eastfield in the north to Stratford in the south. Withdrawal began in 1958 with the last being taken out of traffic in 1963. None have been preserved.

Hornby's 'J50' is being created from scratch with brand new tooling throughout. The 'J50' was previously made in 'OO' gauge by Lima in the 1980s, but this is no longer available. Three versions of the new 'J50' are planned covering LNER and BR liveries, although exact identities had yet to be confirmed as *Hornby Magazine* closed for press.

'Radials' and 'Kings'

Hornby's announcement of the Adams '0415' 4-4-2T at the Warley National Model Railway Exhibition is set to see the model released either in late 2015 or early 2016.

Three models are planned covering 488 in LSWR green livery as preserved at the Bluebell Railway together with 30582 in BR lined black with late crests and 30584 in BR black with

Maunsell 'S15' 4-6-0 30835 passes through Micheldever with a Nine Elms to Southampton freight on May 14 1964. With Hornby's announcement of the 'S15' for 2015 such scenes will be possible to replicate in 'OO' scale.
David Hepburne-Scott/Rail Archive Stephenson.



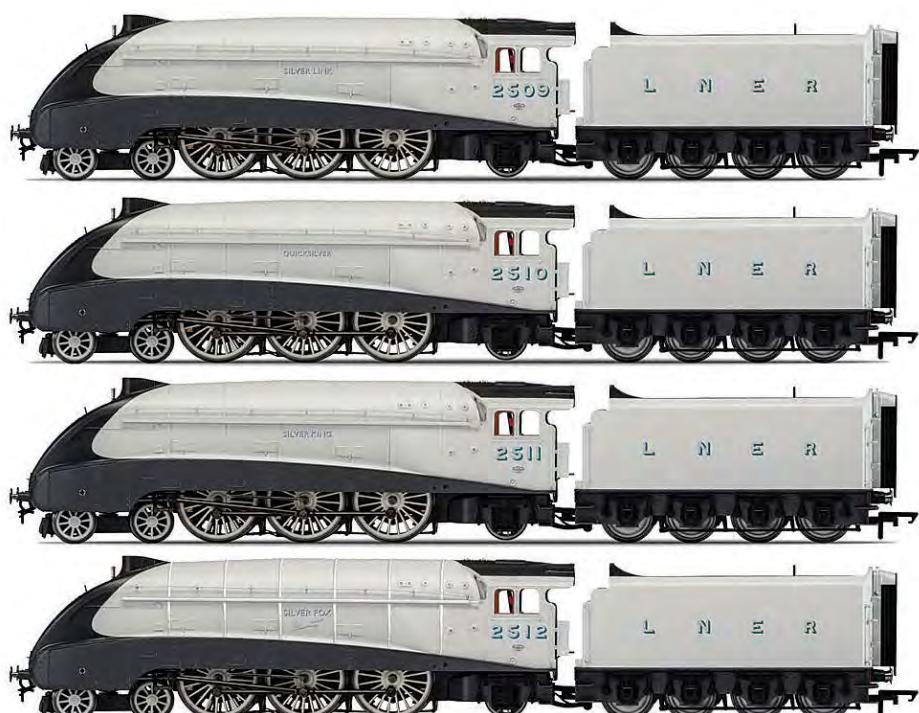
early crests.

The 'Radial' tank is one of the first Hornby models to be produced with laser scanning technology with the preserved example at the Bluebell Railway being used for the process. CAD/CAM drawing was sufficiently advanced to see a 3D rapid prototype produced in time for the model's launch at Warley in November (HM91).

The Great Western Railway (GWR) 'King' 4-6-0 was announced as a brand new production in September 2014. It is scheduled for release with four different running numbers covering GWR and BR liveries. The 'King' is also set to be released with Hornby's new Twin Track Sound DCC sound decoder using generic four-cylinder sounds combined with genuine GWR whistles.

Deliveries

As well as the new tooling plans Hornby also announced 18 new locomotives with new identities drawn from its extensive catalogue. Hitting the headlines is a new collection of Gresley 'A4s' to mark 80 years since the introduction of the world famous locomotive design with four limited edition models in original LNER silver liveried being produced by Hornby. These will follow a similar pattern »



Four LNER silver liveried Gresley 'A4s' are being released in 2015 to mark 80 years since introduction of the famous streamlined 'Pacifc's'.

to the 'Great Gathering' and 'Great Goodbye' collections with matching certificate numbers being available for each model.

Joining the silver 'A4's is BR lined blue single chimney 'A4' 60023 *Golden Eagle* while other Eastern Region additions include BR liveried 'A3' 60062 *Minoru* with a coal rail tender, 'B17/6' 61646 *Gilwell Park* and 'D16/3' 4-4-0 62581 in BR black with a weathered finish. The newly released 'K1' 2-6-0 will also return with a weathered finish in 2015 as 62059.

The Western Region sees just one new addition beyond the 'Kings' with 'Castle' 5043 *Earl of Mount Edgcumbe* on the cards while the Southern fairs better with Drummond '700' 0-6-0 30316 in BR black with a weathered finish, Maunsell 'Schools' 30908 *Westminster* in BR lined green and Bulleid 'West Country' 34006 *Bude* in BR lined green. The latter features extended smoke deflectors on the air smoothed casing.

Completing the locomotive line up is a collection of five new Midland based locomotives covering '4F' 0-6-0s in London



The ever popular Bulleid 'West Country' is set to return in 2015 as 34006 *Bude* with extended smoke deflectors.

Midland & Scottish Railway (LMS) and BR liveries, '2P' 4-4-0s in Somerset and Dorset and BR liveries plus a welcome reappearance for the Stanier 'Black Five' 4-6-0 in BR lined black.

Train packs

Hornby is also set to release three special train packs in 2015 to mark significant anniversaries of the year.

First is a pack containing Stanier 'Black Five' 4-6-0 5156 in LMS black with three Stanier carriages titled 'Going Home' to mark 70 years since the end of the Second World War. Also marking a Second World War anniversary is 'Return from

Dunkirk' which contains Drummond '700' 0-6-0 325 in Southern Railway black with a three car set of Maunsell carriages to mark 75 years since the Dunkirk evacuation.

The third and final train pack for 2015 marks 50 years since Sir Winston Churchill's death in January 1965. It features Bulleid air-smoothed 'Battle of Britain' 4-6-2 34051 *Winston Churchill*, Southern Railway van S2464S and two Pullman carriages reflecting the formation of the train which travelled from London Waterloo to Hanborough on January 27 1965.

● For full details of the Hornby 2015 steam range visit www.hornby.com



New for 2015 from Hornby is a model of the Gresley 'J50' 0-6-0T. On June 14 1954 'J50' 68931 descends Holloway bank with a short goods.

David Hepburn-Scott/Rail Archive Stephenson.

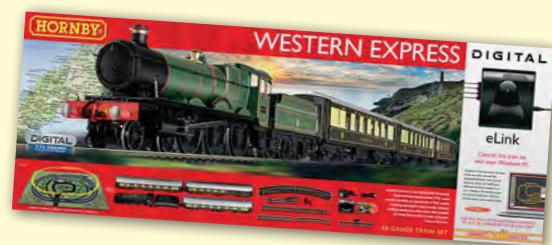
New train sets for 2015

Three new train sets are being introduced to Hornby's catalogue in 2015 including its first DCC sound fitted train set featuring the manufacturer's new GWR 'Hall' 4-6-0 with a Twin Track Sound (TTS) decoder.

The Western Express digital train set features a GWR 'Hall' 4-6-0 using Hornby's new RailRoad tooling for the model

together with three RailRoad Pullman cars, a circuit of track with a siding, Hornby's eLink and RailMaster software plus the TTS sound decoder factory fitted to the 'Hall'. The retail price is £299.99 for the full set.

Also on the cards for release is the Master of the Glens train set featuring Gresley 'P2' 2-8-2 2001 *Cock O' the North*





Three versions of the Adams '0415' 4-4-2T will be released in 2015. 30583, one of the last three to remain in service, leaves Axminster with the 10.48am for Lyme Regis on April 15 1961.
Mike Fox/Rail Archive Stephenson.



The Stanier 'Black Five' makes a welcome return in BR lined black livery as 44694.



The soon to be released Gresley 'D16/3' 4-4-0 will be released with a weathered finish...



... as will the new Drummond '700' 0-6-0 as 30316...



... and the 'K1' 2-6-0 as 62059.



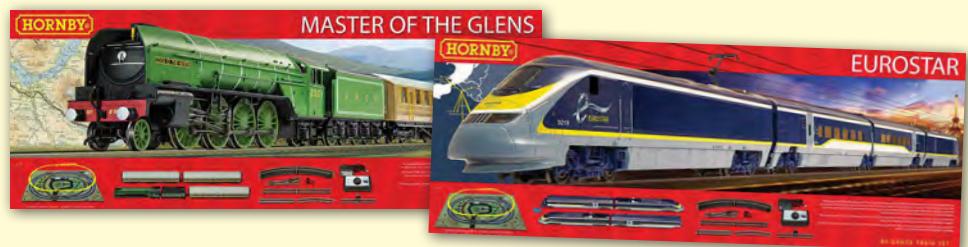
The Hornby Fowler '2P' 4-4-0 will be released in BR lined black as 40602.

NEW STEAM LOCOMOTIVES 2015

Product	Cat No.	Price
Collett 'King' 4-6-0 6000 King George V, GWR lined green NEW TOOLING	R3330	£159.99
Collett 'King' 4-6-0 6011 King James I, GWR lined green NEW TOOLING	R3331	£159.99
Collett 'King' 4-6-0 6013 King Edward VIII, BR late crests NEW TOOLING	R3332	£159.99
Collett 'King' 4-6-0 6021 King Richard II, BR early crests, TTS NEW TOOLING	R3370TTS	£179.99
Collett 'Castle' 4-6-0 5043 Earl of Mount Edgcumbe, BR green, early crests	R3301	£144.99
Adams '0415' 4-4-2T 30584, BR lined black, early crests NEW TOOLING	R3333	£119.99
Adams '0415' 4-4-2T 30582, BR lined black, late crests NEW TOOLING	R3334	£119.99
Adams '0415' 4-4-2T 488, LSWR lined green NEW TOOLING	R3335	£119.99
Drummond '700' 0-6-0 30316, BR black, early crests, weathered	R3304	£109.99
Maunsell 'S15' 4-6-0, Southern Railway olive green NEW TOOLING	R3327	£134.99
Maunsell 'S15' 4-6-0, BR lined green, early crests NEW TOOLING	R3328	£134.99
Maunsell 'S15' 4-6-0, BR lined green late crests NEW TOOLING	R3329	£134.99
Maunsell 'Schools' 4-4-0 30908 Westminster, BR lined green, early crests	R3311	£134.99
Bulleid 'West Country' 4-6-2 34006 Bude, BR lined green, early crests	R3310	£139.99
Fowler '4F' 0-6-0 4323, LMS black	R3313	£99.99
Fowler '4F' 0-6-0 44341, BR black, early crests	R3314	£99.99
Fowler '2P' 4-4-0 40602, BR lined black, late crests	R3315	£99.99
Fowler '2P' 4-4-0 44, Somerset and Dorset lined blue	R3316	£99.99
Stanier 'Black Five' 4-6-0 44694, BR lined black, late crests	R3323	£134.99
Gresley 'A3' 4-6-2 60062 Minoru, BR lined green, early crests	R3312	£154.99
Gresley 'A4' 4-6-2 2509 Silver Link, LNER silver	R3306	£144.99
Gresley 'A4' 4-6-2 2510 Quicksilver, LNER silver	R3307	£144.99
Gresley 'A4' 4-6-2 2511 Silver King, LNER silver	R3308	£144.99
Gresley 'A4' 4-6-2 2512 Silver Fox, LNER silver	R3309	£144.99
Gresley 'A4' 4-6-2 60023 Golden Eagle, BR lined blue, early crests	R3320	£144.99
Gresley 'B17/6' 4-6-0 61646 Gilwell Park, BR lined green, early crests	R3318	£131.99
Gresley 'D16/3' 4-4-0 62581, BR black, early crests, weathered	R3303	£109.99
Gresley 'J50' 0-6-0T, LNER black NEW TOOLING	R3324	£79.99
Gresley 'J50' 0-6-0T, BR black, early crests NEW TOOLING	R3325	£79.99
Gresley 'J50' 0-6-0T, BR black, late crests NEW TOOLING	R3326	£79.99
Peppercom 'K1' 2-6-0 62059, BR lined black, early crests, weathered	R3305	£129.99
'Going Home' train pack	R3302	£289.99
('Black Five' 4-6-0 5156, LMS black, plus three Stanier carriages)		
'Winston Churchill Funeral' train pack	R3300	£239.99
('Battle of Britain' 34051, BR green, plus parcels van and two Pullmans)		
'Return from Dunkirk' train pack	R3302	£249.99
('700' 0-6-0 325, Southern black, plus three Maunsell carriages)		

in LNER lined green to RailRoad standard, three RailRoad Gresley teak carriages, a circuit of track and an analogue controller. The price the set is £179.99.

Completing the list is a new Eurostar train set featuring Class 373 3219 in the new livery applied to the Eurostar fleet, a circuit of track with a siding and an analogue controller. The price for the Eurostar set is £174.99.



Class 31 31285 stands at Selhurst Depot with the Network Rail structure gauging train on March 6 2007. 31285 is being produced as a new addition to the Hornby diesel range in 2015.



MODERN COLOURS DOMINATE

Hornby diesel and electrics

MARK CHIVERS reveals the full collection of new diesel and electric locomotives and multiple units planned for 2015.

18

NEW 'OO' diesel and electric models are being added to the Hornby range in 2015 with a high proliferation of current liveries, though there will be no newly toolled diesel or electric models this year.

The Southern Region Class 71 Bo-Bo electric announced by Hornby at the Warley National Model Railway Exhibition (HM91) will form part of the 2016 range and isn't included in the 2015 catalogue. Design work on the Class 71 is finished with CAD drawings complete and an approval model is due soon. The final production model should be available in the first quarter of 2016.

Highlights of the reliveried 2015 range include the smart new blue Eurostar livery featuring on the Class 373 Electric Multiple Unit (EMU) with a four car train pack planned containing a Digital Command Control (DCC) ready power and dummy car and two trailer vehicles, together with a pack of similarly liveried centre coaches (see Carriage section pages 14-15) which can be added to the contents of the train pack to create a longer Eurostar formation.

Also added are three new versions of the popular DCC ready Sentinel diesel shunter, with two versions appearing in 0-4-0 configuration with outside crank for the first time, finished

NEW HORNBY DIESEL AND ELECTRIC LOCOMOTIVES 2015

Description	Cat No.	Price
Class 08 08489, BR blue	R3342	£119.99
Class 08 08822 <i>John</i> , First Great Western blue	R3343	£119.99
Class 31 31285, Network Rail yellow	R3344	£162.25
Class 66 66504, Freightliner Powerhaul	R3345	£69.99
Class 67 67016, EWS maroon/gold	R3348	£139.99
Class 67 67024, EWS maroon/gold	R3349	£139.99
Class 90 90029, DB Schenker red	R3350	£69.99
Class 91 91120, East Coast Trains grey	R3365	£89.99
Class 92 92009 <i>Marco Polo</i> , DB Schenker red	R3346	£79.99
Class 92 92019, <i>Wagner</i> , EWS branded grey	R3347	£79.99
Sentinel 4wDH, Balfour Beatty orange/white	R3353	£55.99
Sentinel 0-4-0 <i>Barabel</i> , red	R3354	£55.99
Sentinel 0-4-0, Wabtec Rail black	R3355	£55.99
Class 153 DMU, First Great Western blue	R3352	£89.99
Class 153 DMU, Northern Rail blue	R3351	£89.99
Class 373 Eurostar train pack, Eurostar blue	R3215	£169.99
2-HAL EMU 2603, BR green with yellow ends	R3340	£130.25
2-HAL EMU 2677, BR blue with yellow ends	R3341	£130.25

in Wabtec Rail black and private owner red liveries. The 4wDH model of the Sentinel is finished in Balfour Beatty orange and white.

The well-received 2-HAL EMU will reappear during 2015 in BR Southern Region green with full yellow ends and BR blue with full yellow ends following its release during 2014 in two variants of BR Southern Region green with small yellow panels and a version in Southern Railway olive green livery. Running numbers on the new 2-HAL have yet to be confirmed.

The Class 08 0-6-0 diesel shunter appears in two guises in the new catalogue in both BR blue as 08489 and in First Great Western's latest blue livery as 08822, carrying the name *John*, »



the prototype of which is usually based at the company's St Phillip's Marsh depot in Bristol.

Whilst the tooling may be slightly dated by current standards, the Class 66 diesel retains its place in the Hornby range and gains Freightliner's latest Powerhaul livery as 66504, while the Class 92 electric locomotives appear in DB Schenker red as 92009 *Marco Polo* and EWS branded triple grey as 92019 *Wagner*, the latter featuring the distinctive large bodyside yellow and maroon EWS stickers as seen on

the prototypes. Other electric locomotives added to the range for 2015 include 90029 in DB Schenker red and 91120 in East Coast Trains' grey with purple bodyside stripe.

Hornby's hi-fidelity model of the Class 67 diesel locomotive is due to be released in EWS' popular maroon and gold colours with two different running numbers as 67016 and 67024. These two releases should prove popular as this highly detailed model of the Class 67 has only appeared in the standard EWS livery once since

its introduction to the range in 2012.

The Class 31 receives another outing in Network Rail livery as 31285 in the organisation's distinctive yellow livery with grey roof, as seen operating on test trains across the rail network.

Finally, the Class 153 single car Diesel Multiple Unit gains First Great Western plain blue with pink doors and Northern Rail's blue and gold colours.

● Visit www.hornby.com for the full range of diesel and electric locomotives.



Dedicated structure gauging train locomotive 31285 will be released in 2015.



The Sentinel shunter is being released with outside cranking and coupling rods for the first time in 2015.



The newly introduced 2-HAL EMU will be released in BR green with full yellow ends.



East Coast livery will be applied to Hornby's Class 91.



EWS logos over triple grey is set to appear on the Class 92.



Two EWS liveried Class 67s will be released in 2015 including 67016.



Freightliner Powerhaul livery will adorn the ex-Lima Hornby Class 66.



The Class 08 is going back to the '70s and '80s with a new BR blue version scheduled for release.



First Great Western livery has been chosen as one of two schemes for the Class 153 in 2015.

DCC ready *Mallard* leads RailRoad

The world's fastest steam locomotive returns with RailRoad. **MARK CHIVERS** reports.



HAVING EXPANDED considerably in recent years, Hornby's RailRoad budget range of locomotives and rolling stock features a more modest selection of new releases for 2015.

However, the BR Crosti '9F' 2-10-0 announced in the 2014 catalogue range is due for release in May 2015 with two models carrying BR black due for release. They will be numbered as 92023 and 92027 and will feature all the distinctive features of the Crosti '9F' including a side positioned exhaust plus a DCC ready locomotive drive chassis.

A highlight addition in 2015 is Gresley 'A4' 4-6-2 4468 *Mallard* in London and North Eastern Railway (LNER) garter blue which is to be offered DCC ready in the RailRoad range for the first time. This version of the model features locomotive drive with fixed pony truck and detailed body

finished in a simplified version of the LNER garter blue livery and priced at £84.99 each.

At the other end of the range sits the 0-4-0T steam locomotive. Three new liveries are being added to the range this year in Rothery Industries, Hogarth Stone and Tarmacadam liveries, priced at £27.49 each.

Whilst there are no new additions to the RailRoad BR Mk 1 or BR Mk 2e coach ranges this year, Hornby's venerable four wheel coaches will be added with versions planned in each of the 'Big Four' liveries covering Southern Railway green, Great Western Railway chocolate and cream, London Midland & Scottish Railway maroon and LNER teak, priced at £14.99 each. Three new long wheelbase open wagons are also added, priced at £7.50 each.

● For the full range of Hornby RailRoad products, visit www.hornby.com

The BR Crosti '9F' 2-10-0 announced in last year's catalogue will be released in 2015. This is a pre-production sample of the new model.

NEW HORNBY RAILROAD PRODUCTS 2015

Description	Cat No.	Price
'A4' 4-6-2 4468 <i>Mallard</i> , LNER garter blue	R3371	£84.99
Ex-GWR '101' 0-4-0T 391, Rothery Industries	R3359	£27.49
0-4-0T No. 6, Hogarth Stone	R3360	£27.49
0-4-0T No. 87, Mosley Tarmacadam	R3361	£27.49
SR four wheel coach, green	R4672	£14.99
GWR four wheel coach, chocolate and cream	R4673	£14.99
LMS four wheel coach, maroon	R4671	£14.99
LNER four wheel coach, teak	R4674	£14.99
Long wheelbase open wagon, T. Threadgold	R6720	£7.50
Long wheelbase open wagon, D.R. Llewellyn	R6721	£7.50
Long wheelbase open wagon, LMS	R6722	£7.50



For the first time *Mallard* will be available DCC ready in the RailRoad range and in as preserved LNER garter blue.



Hornby's industrial 0-4-0T will be returning with a new livery too.



New tank engines include ex-GWR '101' 0-4-0T 391 in a private owner livery.



The four-wheel wooden bodied carriage returns in four colour schemes including LNER 'teak' effect.

Train Packs



R3300 BR 4-6-2 'Winston Churchill' Battle of Britain Class - Late BR Funeral Train Pack Limited Edition
R3299 'Going Home' 70th Anniversary of the end of WWII Train Pack Limited Edition
R3202 '1940: Return from Dunkirk' 75th Anniversary Train Pack Limited Edition

The Silver Jubilees



R3306 LNER 4-6-2 'Silver Link' A4 Class
R3307 LNER 4-6-2 'Quicksilver' A4 Class
R3308 LNER 4-6-2 'Silver King' A4 Class
R3309 LNER 4-6-2 'Silver Fox' A4 Class

West Country Class



R3310 BR 4-6-2 'Bude' West Country Class - BR (Late)

Black 5



Castle Class



R3301 BR 4-6-0 'Earl of Mount Edgcumbe' 4073 Castle Class - BR (Early)

A3 Class



R3312 BR 4-6-2 'Minoru' A3 Class BR 1955

King Class

R3330 GWR 4-6-0 'King George V' 6000 Class
R3331 GWR 4-6-0 'King James I' 6000 Class
R3332 BR 4-6-0 'King Edward VIII' 6000 Class, BR (Late)
R3370 TTS BR 4-6-0 'King Richard II' 6000 Class, BR (Early) with TTS Sound

Maunsell S15 Class



R3327 SR 4-6-0 Maunsell S15 Class - SR
R3328 BR 4-6-0 Maunsell S15 Class, BR (Early)
R3329 BR 4-6-0 Maunsell S15 Class, BR (Late)

K1 Class



R3305 BR 2-6-0 K1 Class - BR (Early), Weathered

D16/3 Class



R3303 BR 4-4-0 D16/3 Class - BR (Early), Weathered

Schools Class



R3311 BR 4-4-0 'Westminster' Schools Class - BR (Early)

Fowler 2P Class



R3315 BR 4-4-0 Fowler 2P Class - BR (Late)
R3316 S&DJR 4-4-0 Fowler 2P Class

700 Class



R3304 BR 0-6-0T 700 Class - BR (Early), Weathered

Adams Radial

R3333 BR 4-4-2T Adams Radial BR (Early)
R3334 BR 4-4-2T Adams Radial BR (Late)
R3335 LSWR 4-4-2T Adams Radial

J50 Class



R3324 LNER 0-6-0T J50 Class
R3325 BR 0-6-0T J50 Class, BR (Early)
R3326 BR 0-6-0T J50 Class, BR (Late)

Class 67



R3348 EWS Bo-Bo Class 67 67016
R3349 EWS Bo-Bo Class 67 67024

Class 66



R3345 Freightliner Co-Co Class 66

Class 90



R3350 DB Schenker Bo-Bo Class 90 90029

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31-089 3214 in GWR green with shirtbutton monogram

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31-783 7904 'Fountains Hall' BR black early emblem - weathered

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R3365 East Coast Trains Bo-Bo Class 91 '91120'

Class 153



R3351 Northern Rail Class 153
R3352 FGW Class 153

Mk3 First Great Western



R4369B FGW Mk3 1st Coach
R4369C FGW Mk3 1st Coach
R4370C to R4370G FGW Mk3 Standard Open Coach
R4371A FGW Mk3 Buffet
R4654 FGW Mk3 TGS

Class 92



R3346 DB Schenker Co-Co 'Marco Polo' Class 92 '92009'

R3347 EWS Co-Co Class 92 '92019'

Class 31



R3344 Network Rail AIA-AIA Class 31

Class 08



R3342 BR 0-6-0 Class 08, BR Blue
R3343 FGW 0-6-0 Class 08, '08822'

Sentinel Class



R3353 Sentinel 4wDH Balfour Beatty
R3354 Sentinel 0-4-0 'Barabel'
R3355 Sentinel 0-4-0 'Wabtec'

2-HAL EMU



R3340 BR 2-HAL 2 Car Electric Multiple Unit Train Pack, BR Green, Yellow Front

R3341 BR 2-HAL 2 Car Electric Multiple Unit Train Pack, BR Blue

Eurostar



R3215 Eurostar Class 373 Blue Livery Train Pack

LMS Non-Corridor Coaches



R4656 LMS Non-Corridor 57' Composite Coach

R4657 LMS Non-Corridor 57' Third Class Coach

R4677 LMS Non-Corridor 57' Third Class Brake Coach

R4677A LMS Non-Corridor 57' Third Class Brake Coach

Mk4 East Coast Trains



R4665 East Coast Trains Mk4 First Class Coach
R4665A East Coast Trains Mk4 First Class Coach
R4666 East Coast Trains Mk4 Standard Open Coach
R4666A to R4666C East Coast Trains Mk4 Standard Open
R4667 East Coast Trains Mk4 Buffet
R4668 East Coast Trains Mk4 DVT

21 Ton Hopper Wagon



R6675 BR 21 Ton Hopper Wagon 'B413756'
R6676 BR 21 Ton Hopper Wagon 'E306626'
R6677 BR 21 Ton Hopper Wagon 'E270706'
R6691 BR 21 Ton Hopper Wagon Triple Pack

CCT Van



R6682B LNER Extra Long CCT Van '1247'
R6682C LNER Extra Long CCT Van '1238'
R6683B BR Extra Long CCT Van 'E1319E'
R6683C BR Extra Long CCT Van 'E1279E'

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32-611 90037 in Railfreight Distribution with 21-pin socket
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32-389 37421 in Colas livery
32-390 37706 "Conidae" in Railfreight Petroleum

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32-408 25286 in BR blue with domino headcode

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New luxury and SUBURBAN COACHES

New Pullman and LMS coaches lead Hornby's 2015 carriage plans, as **MARK CHIVERS** reveals.

TWO NEW RANGES OF 'OO' gauge carriages head Hornby's plans for 2015: the London Midland & Scottish (LMS) 57ft non corridor coaches first revealed in HM91 and a new set of 'all steel' K-type Pullman cars.

The Stanier Period III 57ft non corridor stock, based on vehicles introduced in the 1930s, will comprise Third Class, Composite and Brake Third coaches available in LMS lined maroon and BR maroon liveries, priced at £40.25 per coach. These models will feature a highly detailed body, underframe and turned metal buffers together with separately applied parts including roof vents, pipework and handrails where appropriate. The Brake Thirds

are due to be released with two running numbers on each livery.

The new K-type Pullman car models are based on those allocated to the 'Queen of Scots' service from July 1928, which operated between London King's Cross and Scotland. Constructed entirely of steel, in later years they could also be observed in the formation of trains such as the 'Tees-Tyne', 'Bournemouth Belle' and 'Yorkshire Pullman', and a few still survive in regular use on the Belmond British Pullman luxury dining train. Five coach types will form the range including a Third Class Kitchen, Third Class Parlour, Third Class Brake Parlour, First Class Kitchen and First Class Parlour cars, priced at £49.99 each. They will also

feature illuminated interior table lamps which have been redesigned to include tiny LEDs, replacing the fibre optic method used on previously released models in Hornby's Pullman range.

2015 will see another production run of the popular Gresley and Thompson suburbs in BR maroon, together with new issues of the recently introduced BR Mk 1s in BR maroon, BR chocolate and cream and BR carmine and cream liveries. The BR Mk 1 full brake is also due to be released in BR blue and grey livery for the first time in Express Parcels guise.

Other highlights from the Hornby 2015 range include more BR Mk 2e coaches in BR blue and grey and InterCity Executive colours, together

with another set of vehicles fitted with illuminated interiors in BR blue and grey. The BR Mk 3 continues to prove popular with a full rake due for release in First Great Western's contemporary blue livery and a triple pack of vehicles in BR blue and grey featuring a Trailer Standard, Trailer Guard Standard and Trailer Restaurant Standard Buffet. The BR Mk 4s will be back in 2015 with two First Opens, four Standard Opens, a Standard Buffet and a Mk 4 Driving Van Trailer in East Coast Trains livery to go with the planned new Class 91 (see pages 8-10).

Finally, the brand new Eurostar livery adorns Hornby's Class 373 centre saloons two coach pack allowing a longer formation to be created.

Midland Compound 4-4-0 41049
bursts out of Elstree Tunnel
with a St Pancras-Bedford
train formed of Stanier 57ft
non-corridor stock on June 25
1955. These carriages are being
recreated with a new tooling by
Hornby for release in 2015.

Lewis Coles/Rail Archive Stephenson.





The LMS 57ft stock will be released as a Brake Third, Composite and Third. This is the Brake Third.



Hornby's Pullman range is diversifying in 2015 with five new vehicles based on those used on the East Coast Main Line. This is the Kitchen Third.



A new version of the Pullman Brake Third is also being released to suit East Coast Main Line formations.



The Gresley and Thompson non-corridor stock is also making a welcome return in 2015. This is the new Gresley Brake Third - E86099E.



Hornby's recently introduced BR Mk 1 range sees its first post steam era livery appear on the BG - Express Parcels BR blue and grey.



LMS and BR liveries will be applied on the new LMS non corridor stock. This is the BR maroon version of the Composite.



A Parlour Third and Parlour First are all being introduced based on 'K' type eight-wheel Pullman cars.

NEW HORNBY CARRIAGES FOR 2015

Description	Cat No.	Price
GWR Clerestory Third, GWR chocolate and cream	R4669	£21.99
GWR Clerestory Brake Third, GWR chocolate and cream	R4670	£21.99
BR 57ft non corridor Composite, BR maroon NEW TOOLING	R4658	£40.25
BR 57ft non corridor Third, BR maroon NEW TOOLING	R4659	£40.25
BR 57ft non corridor Brake Third, BR maroon NEW TOOLING	R4678	£40.25
BR 57ft non corridor Brake Third, BR maroon NEW TOOLING	R4678A	£40.25
LMS 57ft non corridor Composite, LMS maroon NEW TOOLING	R4656	£40.25
LMS 57ft non corridor Third, LMS maroon NEW TOOLING	R4657	£40.25
LMS 57ft non corridor Brake Third, LMS maroon NEW TOOLING	R4677	£40.25
LMS 57ft non corridor Brake Third, LMS maroon NEW TOOLING	R4677A	£40.25
Gresley suburban First, BR maroon	R4648	£40.25
Gresley suburban Composite, BR maroon	R4649	£40.25
Gresley suburban Brake Third, BR maroon	R4650	£40.25
Gresley suburban Third, BR maroon	R4675	£40.25
Thompson suburban (lavatory) Composite, BR maroon	R4651	£40.25
Thompson suburban Third, BR maroon	R4652	£40.25
Thompson suburban Brake Third, BR maroon	R4653	£40.25
Pullman K-type Third Class Kitchen Car no. 72 NEW TOOLING	R4660	£49.99
Pullman K-type Third Class Parlour Car no. 73 NEW TOOLING	R4661	£49.99
Pullman K-type Third Class Brake Parlour Car no. 79 NEW TOOLING	R4662	£49.99
Pullman K-type First Class Kitchen Car <i>Lorraine</i> NEW TOOLING	R4663	£49.99
Pullman K-type First Class Parlour Car <i>Agatha</i> NEW TOOLING	R4664	£49.99
BR Mk 1 Tourist Second Open, BR maroon	R4621A	£24.99
BR Mk 1 Second Open, BR maroon	R4643A	£24.99
BR Mk 1 Second Open, BR maroon, graffiti and heavily weathered	R4647	£24.99
BR Mk 1 Full Brake, BR maroon	R4619A	£24.99
BR Mk 1 Full Brake, BR chocolate and cream	R4642A	£24.99
BR Mk 1 Tourist Second Open, BR chocolate and cream	R4644A	£24.99
BR Mk 1 Second Open, BR carmine and cream	R4620A	£24.99
BR Mk 1 Full Brake Express Parcels, BR blue and grey	R4646	£24.99
BR Mk 2 Standard Open with interior lights, BR blue and grey	R4610A	£29.99
BR Mk 2 First Open with interior lights, BR blue and grey	R4611A	£29.99
BR Mk 2 Brake Standard Open with interior lights, BR blue and grey	R4612A	£29.99
BR Mk 2 Standard Open, BR blue and grey	R4613A	£29.99
BR Mk 2 First Open, BR blue and grey	R4614A	£29.99
BR Mk 2 Brake Standard Open, BR blue and grey	R4615A	£29.99
BR Mk 2 Standard Open, BR InterCity	R4616A	£24.99
BR Mk 2e First Open, BR InterCity	R4617A	£24.99
BR Mk 2e Brake Standard Open, BR InterCity	R4618A	£24.99
BR Mk 3 Trailer First, First Great Western blue	R4369B	£28.49
BR Mk 3 Trailer First, First Great Western blue	R4369C	£28.49
BR Mk 3 Trailer Standard, First Great Western blue	R4370C	£28.49
BR Mk 3 Trailer Standard, First Great Western blue	R4370D	£28.49
BR Mk 3 Trailer Standard, First Great Western blue	R4370E	£28.49
BR Mk 3 Trailer Standard, First Great Western blue	R4370G	£28.49
BR Mk 3 Trailer Restaurant Buffet First, First Great Western blue	R4371A	£28.49
BR Mk 3 Trailer Guard Standard, First Great Western blue	R4654	£28.49
BR Mk 3 Intercity Coach Pack (TGS, TS, TRSB), BR blue and grey	R4676	£99.99
BR Mk 3 Driving Van Trailer, DB Schenker silver	R4655	£42.99
BR Mk 4 First Open, East Coast Trains	R4665	£28.49
BR Mk 4 First Open, East Coast Trains	R4665A	£28.49
BR Mk 4 Standard Open, East Coast Trains	R4666	£28.49
BR Mk 4 Standard Open, East Coast Trains	R4666A	£28.49
BR Mk 4 Standard Open, East Coast Trains	R4666B	£28.49
BR Mk 4 Standard Open, East Coast Trains	R4666C	£28.49
BR Mk 4 Restaurant Standard Buffet, East Coast Trains	R4667	£28.49
BR Mk 4 Driving Van Trailer, East Coast Trains	R4668	£28.49
Eurostar Class 373 divisible centre saloons coach pack, blue	R4580	£44.99



The BR Mk 3 Driving Van Trailer is being released in DB Schenker branded silver.



The popular BR Mk 3s will be issued in First Great Western livery as well as BR blue and grey.

BR 20ton HOPPER leads 2015 range

The BR 20ton hopper and LMS horsebox are leading Hornby's wagon range for the year ahead. **MARK CHIVERS** reveals all the new wagons for 2015.

Stanier '8F' 2-8-0 48102 passes under the Great Central main line Bulwell viaduct with a southbound train of empty BR 20ton coal hoppers on August 22 1959. The BR 20ton hopper is one of two new wagons being launched by Hornby in 2015.

Gordon Hepburn/Rail Archive Stephenson.

TWO NEWLY TOOLED vehicle types enhance Hornby's wagon range this year with the addition of the London Midland & Scottish Railway (LMS) horsebox and British Railways 20ton coal hopper wagon, both of which were unveiled at the Warley National Model Railway Exhibition at the NEC in Birmingham on November 22/23 2014.

Designed for loading horses at platform level, the LMS horsebox also featured a compartment for grooms and an area for storing tack. Hornby's new model will be available in LMS crimson as 42513 and 42409 together with BR crimson variants as M42369 and M42178. Featuring a highly detailed body, metal buffers, separately applied details and NEM coupling pockets, they are priced at £19.99 each and are due to be released imminently.

The BR 20ton coal hoppers were built to a London and North Eastern Railway (LNER) design and were the standard



Three single wagons and a triple pack will be released using the new tooling for the BR 20ton hopper, all in BR grey livery.



The new LMS horsebox is being released in LMS and BR crimson liveries.



The popular LNER extra long CCT is being released with new identities in 2015 covering LNER teak and BR crimson colour schemes.

coal hopper until the arrival of more modern air braked vehicles in the 1960s and 1970s. As a result, these models are expected to prove popular with Hornby releasing three single variants of the riveted types as B413756, E306626 and E270706 together with a triple pack of three consecutively numbered models, all in BR grey livery. Featuring a high standard of decoration, rivet detail and finely detailed underframe, prices are set at £14.99 for the single models and £44.99 for the triple packs. Like the horsebox, the 20ton hoppers are due to be released imminently.

Other highlights from the wagon range include a new selection of BR 12ton 'blue spot' fish vans in white as E87085, E87086 and E87087, while the BR 20ton brake van reappears in the popular BR bauxite livery as well as a first outing in BR 'Dutch' grey and yellow livery.

First released last year, the LNER extra long CCT van assumes new identities for 2015 as 1247 and 1238 in LNER teak and

E1319E and E1279E in BR crimson liveries while a host of four, five and seven plank open wagons get new private owner identities. The five-plank open wagons will also appear in BR bauxite in a pair of triple packs, competitively priced at £24.99 while the BR 12ton ventilated van also gets the same treatment, again in two triple packs, priced at £27.99.

Hornby's detailed model of the HAA coal hopper, first introduced in 2003, will be available in BR Railfreight livery featuring a red frame together with a graffiti covered version and a triple pack of pristine models. A canopy fitted CDA variant will also be available in this livery too. The ZBA 'Rudd' ballast and spoil wagon receives a makeover in Loadhaul orange and black while the ZUV 'Shark' ballast plough brake van gains Mainline blue livery.

For collectors of the annual Hornby liveried wagon, its 2015 outing will see it grace a conflat and container wagon, priced at £9.99.



The 'Blue Spot' fish van returns with three single wagons planned for the New Year.



A triple pack of BR era HAA hoppers is to be released in 2015.

NEW HORNBY WAGONS, 2015		
Description	Cat No.	Price
20ton 'Toad' brake van, Avonmouth, GWR grey	R6693	£16.99
20ton 'Toad' brake van, BR grey	R6694	£16.99
GWR shunter's truck, Halesowen, grey	R6642C	£10.95
BR shunter's truck, South Lambeth, grey	R6643D	£10.95
LMS horsebox 42513, LMS crimson NEW TOOLING	R6678	£19.99
LMS horsebox 42409, LMS crimson NEW TOOLING	R6678A	£19.99
BR horsebox M42369, BR crimson NEW TOOLING	R6679	£19.99
BR horsebox M42178, BR crimson NEW TOOLING	R6679A	£19.99
LNER extra long CCT van 1247, LNER teak	R6682B	£13.49
LNER extra long CCT van 1238, LNER teak	R6682C	£13.49
Four-plank wagon, Coltness Iron Company	R6696	£10.95
Four-plank wagon, East Walbottle Coal Co. Ltd	R6697	£10.95
Four-plank wagon, Derbyshire County Council	R6698	£10.95
Five-plank wagon, Arenig Granite Co. Ltd	R6699	£10.95
Five-plank wagon, J James and Company	R6700	£10.95
Five-plank wagon, Logan and Sons	R6701	£10.95
Five-plank open wagon triple pack, BR bauxite	R6712	£24.99
Five-plank open wagon triple pack, BR bauxite	R6712A	£24.99
Seven-plank wagon, Scottish Gas Board	R6702	£10.95
Seven-plank wagon, G T Parker and Sons	R6703	£10.95
Seven-plank wagon, Hickleton Main Colliery	R6704	£10.95
20ton tank wagon, Bitrin Scientific Roads Ltd	R6695	£13.99
BR extra long CCT van E1319E, BR crimson	R6683B	£13.49
BR extra long CCT van E1279E, BR crimson	R6683C	£13.49
BR 12ton 'blue spot' fish van E87085, white	R6692	£10.95
BR 12ton 'blue spot' fish van E87086, white	R6692A	£10.95
BR 12ton 'blue spot' fish van E87087, white	R6692B	£10.95
BR 12ton ventilated van triple pack, bauxite	R6713	£27.99
BR 12ton ventilated van triple pack, bauxite	R6713A	£27.99
BR 20ton brake van, BR bauxite	R6508A	£14.99
BR 20ton brake van, BR 'Dutch' grey and yellow	R6710	£14.99
BR 20ton hopper B413756, BR grey NEW TOOLING	R6675	£14.99
BR 20ton hopper E306626, BR grey NEW TOOLING	R6676	£14.99
BR 20ton hopper E270706, BR grey NEW TOOLING	R6677	£14.99
BR 20ton hopper triple pack, BR grey NEW TOOLING	R6691	£44.99
CDA hopper with canopy, BR Railfreight, red frame	R6708	£24.99
HAA Merry Go Round hopper, BR Railfreight, red frame	R6705	£23.99
HAA Merry Go Round hopper, BR Railfreight, red frame, graffiti	R6706	£23.99
HAA Merry Go Round hopper, triple pack, BR Railfreight, red frame	R6707	£69.99
Hornby 2015 conflat and container, grey and red	R6717	£9.99
ZBA 'Rudd' ballast spoil wagon, Loadhaul orange and black	R6709	£9.99
ZUV 'Shark' ballast plough brake van, Mainline blue	R6711	£16.75



Mainline blue is to be applied to the popular 'Shark' ballast plough.



11 new private owner wagons are on the cards for 2015.



Two triple packs of BR bauxite five-plank open wagons will be issued in 2015.



The 'Rudd' spoil wagon will be released in Loadhaul colours.

14 new buildings

The Hornby Skaledale collection is set to expand with the release of the new catalogue. **MARK CHIVERS** reveals all.

AN AREA THAT HORNBY HAS invested heavily in during recent years is its range of resin cast 'OO' gauge buildings and accessories. The Skaledale collection expands at a slightly slower rate this year with the addition of 14 new structures, nine of which are trackside items. From a railway perspective, highlights include a new station building and platform waiting room based on the former South Eastern Railway

buildings at High Brooms station on the London to Hastings line in Kent together with a platform subway, again based on that at High Brooms. Added to this is a useful corrugated wayside halt building, red brick station office, red brick railway stores building and a timber platform signalbox with red brick base.

For 'OO' gauge railway depots, an impressive brick built steam era motive power depot with corrugated iron roof and a diesel fuel tank on

steel supports are also planned.

The new 2015 collection also features five town and country buildings including a substantial modern detached red brick and concrete rendered house, red brick garden cottage and Railwayman's Arms public house. Other attractive smaller buildings include a green corrugated iron workshop with weathered roof and a modern brick and stone finish garage outbuilding.

● Visit www.hornby.com for more information.

High Brooms station buildings are the subject of a collection of new products including the station building...



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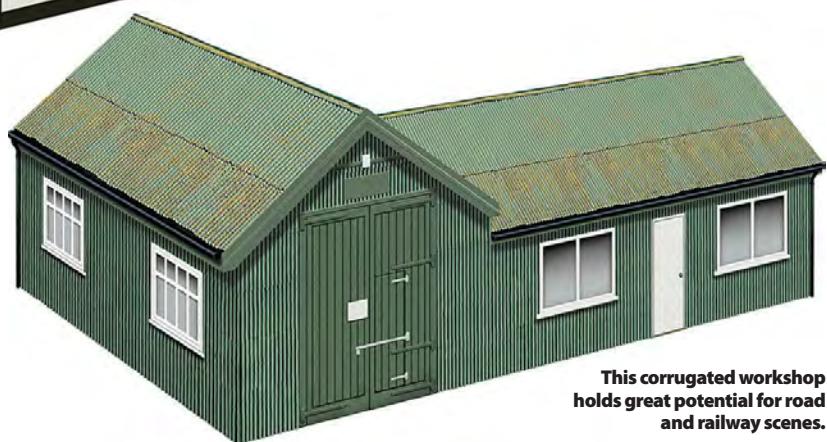


... platform office...



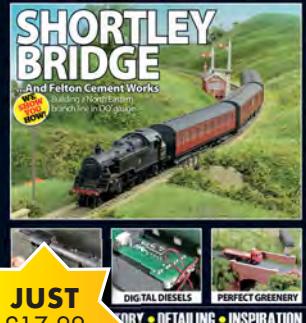
... and subway.

SKALEDALE BUILDINGS 2015		
Description	Cat No.	Price
Modern detached house	R9804	£28.99
Garden cottage	R9805	£28.99
Railwayman's Arms public house	R9806	£49.99
Garage outbuilding	R9809	£18.99
Corrugated iron workshop	R9810	£28.99
Platform signalbox	R9814	£23.99
High Brooms station	R9818	£49.99
High Brooms platform building	R9819	£35.99
Diesel fuel tank	R9820	£13.99
Wayside halt building	R9821	£35.99
Steam shed	R9822	£49.99
Platform subway	R9823	£18.99
Station office	R9824	£35.99
Railway stores	R9825	£37.99



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Three lamps and extension posts, LEDs and LED control circuit board
GLGWR3 - GWR/Western brown
GLMR3 - LMS/London maroon, GLSR3 - SR/Southern green, GLPL3 - Plain black – unpainted



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MOD21 - Iron Ore
MOD22 - Limestone
MOD24 - Variety pack (Limestone, coal, iron ore)

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MOD14 - Ballast Limestone (pristine)
MOD15 - Steam Coal
MOD16 - Modern image coal
MOD17 - Iron Ore
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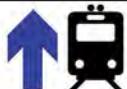
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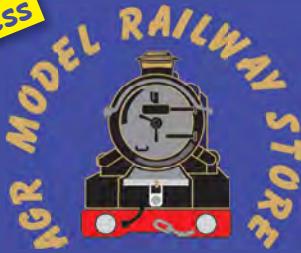
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