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# HORNBY

KEY

## magazine

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## DAINTON BANK

The famous Devon Banks modelled in 'O' gauge



**FIRST REVIEW**



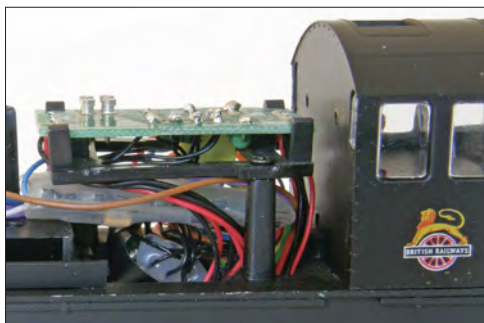
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### BRUSH MAKEOVER

Transition era diesel weathering



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# HORNBY

February 2015 magazine

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ISSUE  
**92**

**BIGGER SAVINGS**  
 on subscriptions **Turn to p60**  
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**HORNBY**  
 magazine



## WE SHOW YOU HOW!

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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.



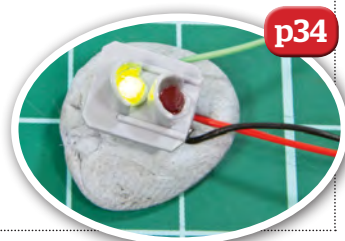
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# Montague Field



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Coal has always been an important traffic for the railway. Mark Chivers presents a selection of train formations that you can model in 'OO'.

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

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ZS010 Southern 2-cylinder (eg Q1)  
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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 1F)  
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 1F) and have it uploaded for FREE!**

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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	
ZS26 Class 26 BRCW Type 2	ZS52 Class 52 'Western' Hydraulic	ZSDMU First generation DMU
ZS31 Class 31 EE Type 2	ZS56 Class 56 BR Type 5	ZS158 Class 158 DMU
ZS33 Class 33 BRCW Type 3	ZS57 Class 57 Brush/GM re-engine	ZS251A Blue Pullman (F)
ZS35 Class 35 'Hymek' Hydraulic	ZS60 Class 60 Brush Type 5	ZS251F Blue Pullman (R)

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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 reliveries 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.

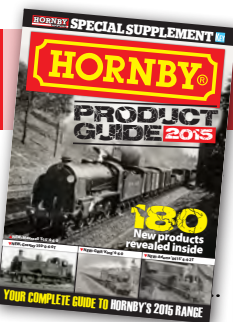
We hope you enjoy the supplement and the new issue.

Happy modelling!

*Mike Wild*  
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.

## ISSUE GUIDE



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● Realtrack launches its 143  
● Ivata's upgraded airbrushes  
**PLUS** all the latest releases...

### WIN!

13 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

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



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

**F**OUR 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, not 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

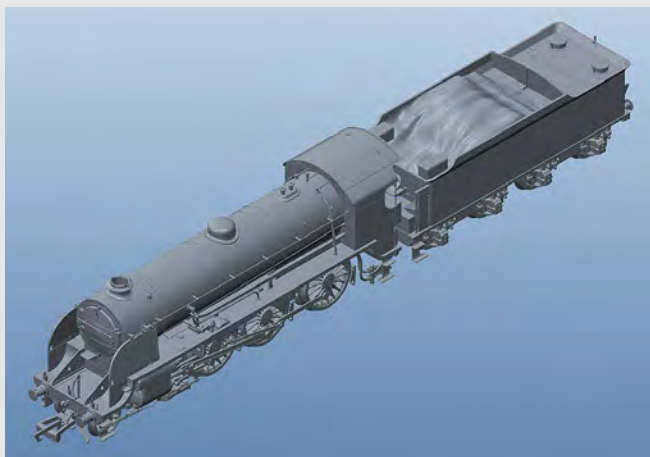
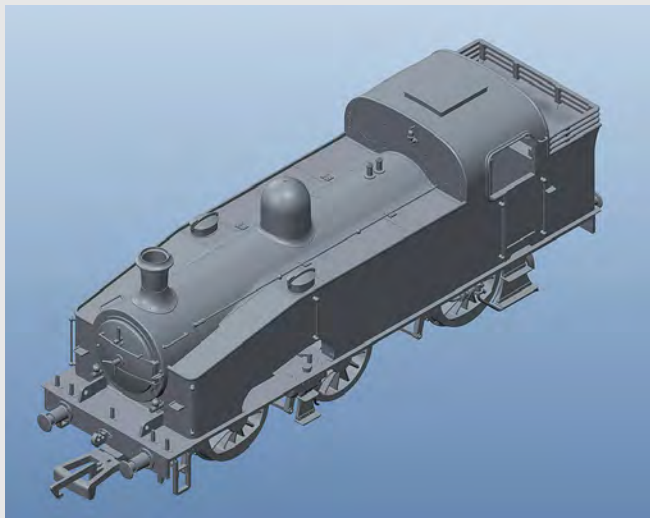
'Schools' 4-4-0 which were released in 2007 and 2009 respectively. The 'S15' will be available with two different cab designs and with either straight or flare sided tenders. It will be DCC ready with an 8-pin socket located in the tender.

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](http://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](http://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.dynamisdcc.com](http://www.dynamisdcc.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](http://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 Larnar 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 Lacey.



# Decorated Farish 'MERCHANT NAVY' sample arrives



**L**IVERIED 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](http://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](http://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](http://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](http://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](http://www.hornby.com) for more information.





# 'O2' MOVES CLOSER FOR KERNOW



**T**HE FIRST painted samples of Kernow Model Rail Centre's 'OO' gauge Adams 'O2' 0-4-4T have arrived for evaluation at the Camborne based retailer.

Produced through DJ Models, the 'O2' 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](http://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](http://www.dartcastings.com) for more information.

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

**M**OST 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

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

**1** Right: Lineside details include this pair of lineside huts.

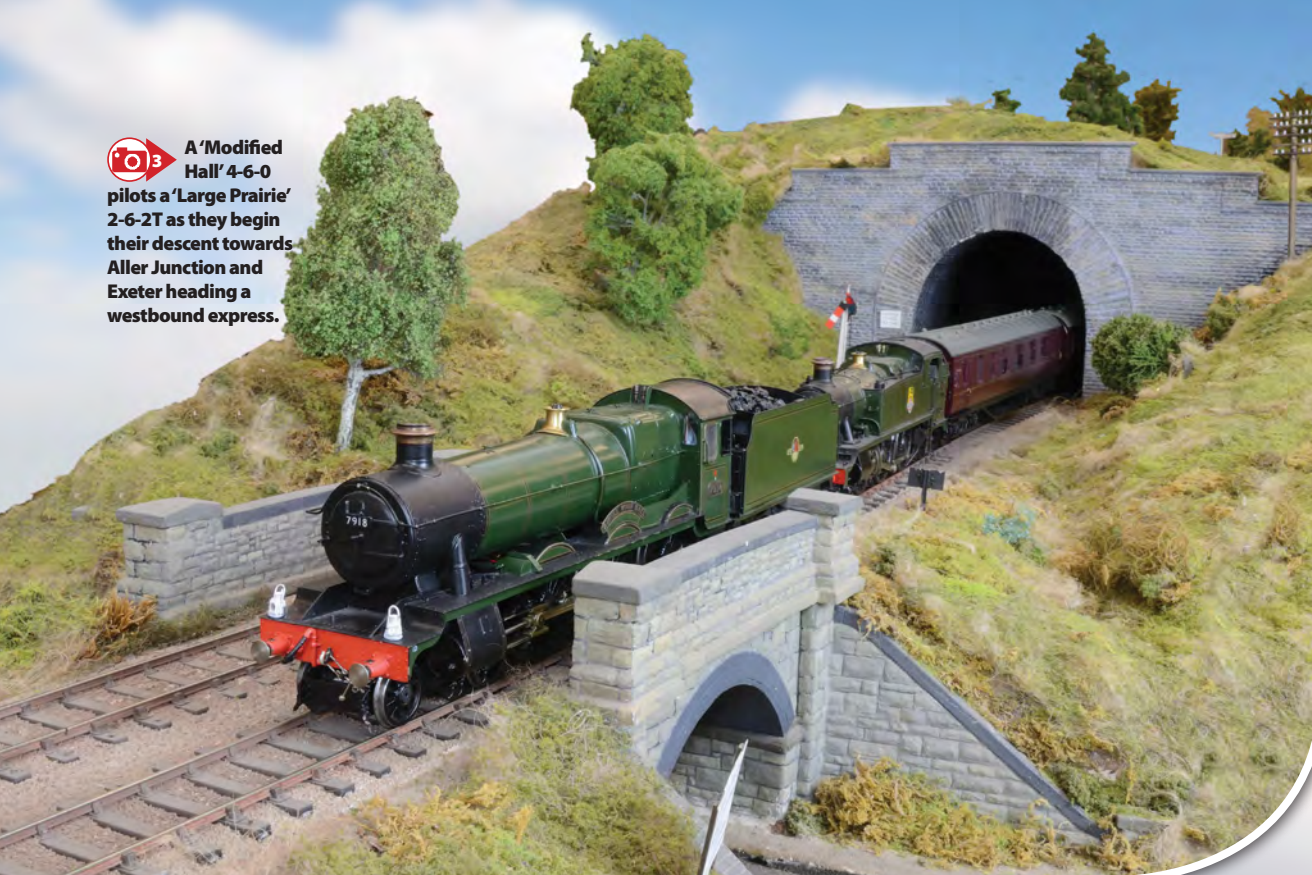
**2** Below: Churchward '28XX' 2-8-0 2857 reaches the summit on the western approach to Dainton Tunnel with a long rake of empty coal wagons. Its banking engine will drop off and then join the 'Large Prairie' in the lie-by siding.







**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 4¼ 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



**A trio of Bulleid 'Pacifics' 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 exits  
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.

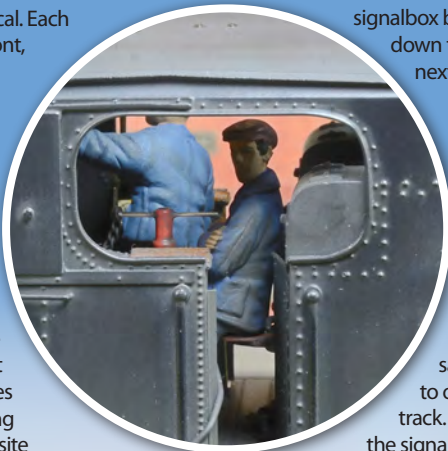


**Below:** Collett 'Castle' 5021 Whittington Castle passes Dainton Tunnel signalbox as it begins its decent of the western bank.





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.

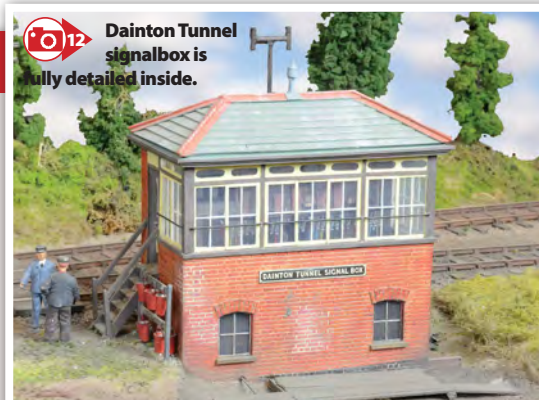
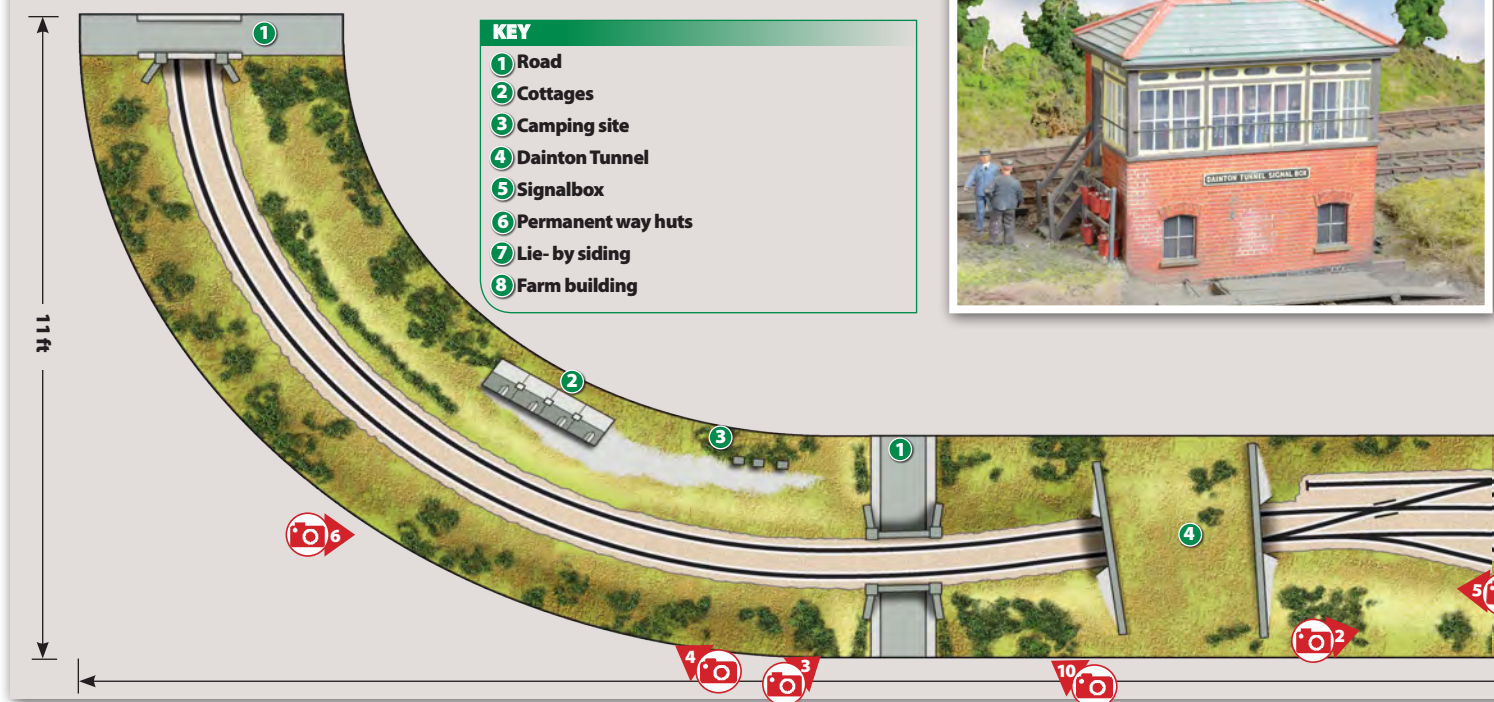
We hope that everyone who has seen Dainton Bank first hand has enjoyed the spectacle of long expresses, many of which were double-headed, banking up the incline and slow moving unfitted freight trains.

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](http://www.hornbymagazine.com) for more images of Dainton Bank in our Features section.



## DAINTON BANK TRACK DIAGRAM (NOT TO SCALE)





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



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





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## RAILWAY



## Single Track Engine Shed

Available in 00 and N scale in either red brick or stone styles. A detailed kit both inside and out with fine laser cut components.

00 Red Brick / PO331 / £15.99

N Red Brick / PN931 / £10.99

00 Stone / PO332 / £15.99

N Stone / PN932 / £10.99

## RAILWAY



## Stone Wayside Station

One for Great Western fans, but will sit well in any small town or rural location.

00 / PO238 / £16.99

N / PN138 / £9.50

## RAILWAY



## Wayside Station Shelter

Designed to sit alongside PO238 Wayside Station

00 / PO239 / £11.99

N / PN139 / £9.50

## RAILWAY



## GWR Signal Box

Die cut card kit featuring fine laser cut components. Can be built either brick or stone.

00 / PO330 / £14.99

## TOWN & COUNTRY



## Semi-Detached Houses

A pair of inter-war Voysey style houses.

00 / PO266 / £12.50

N / PN166 / £8.50 (2pairs in this kit)



## Low Relief Cinema

Cinema and two shops. Ideal for high street backdrop scene.

00 / PO206 / £9.20

N / PN170 / £6.50

## TOWN & COUNTRY



## Service Station

Small garage facility with showroom, service bays and petrol pumps. Features plastic components. Cars not included.

00 / PO281 / £13.99

## 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

## MINI KIT



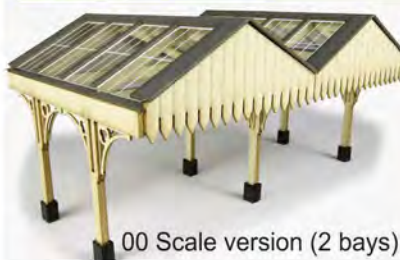
## Platform Underpass

Two stairways that disappear in to an imaginary subway.

00 / PO400 / £6.50

N / PN816 / £5.50

## RAILWAY



00 Scale version (2 bays)

N Scale version (4 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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# METCALFE

READY CUT CARD KITS

[www.metcalfemodells.com](http://www.metcalfemodells.com)

## RAILWAY

**NEW!**



### 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



### 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

Three new style kits made to go together to create all kinds of split level scenes without the need for lots of custom building.

**ALL THREE KITS AVAILABLE IN BRICK OR STONE STYLES**

## TOWN & COUNTRY



### 00/H0 Parish Church

One of our nicest designs, the kit includes intricate laser cut windows and other fine cut components.

PO226 - £15.99

N scale version also available but doesn't contain laser cut components and is a slightly different design. PN126 - £8.25

## TOOLS

### Ultra Fine Glue Applicators

Ultra fine applicators for precise flow of liquid glue, an essential tool when building our finer scale kits. Pack of 3 (glue not included).

MT907 / £3.50



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## MIDI KIT



### Wooden Pavilion

A sports or cricket clubhouse. Ideal for the edge of a village green.  
00 / PO410 / £6.50

## MINI KIT



### Picnic Tables

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

## RAILWAY

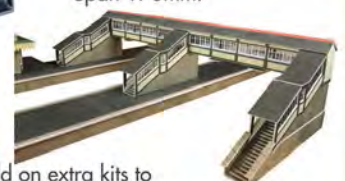
### Footbridge

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.

**O**N 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.



# HORNBY

## era diesels







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.



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.

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.

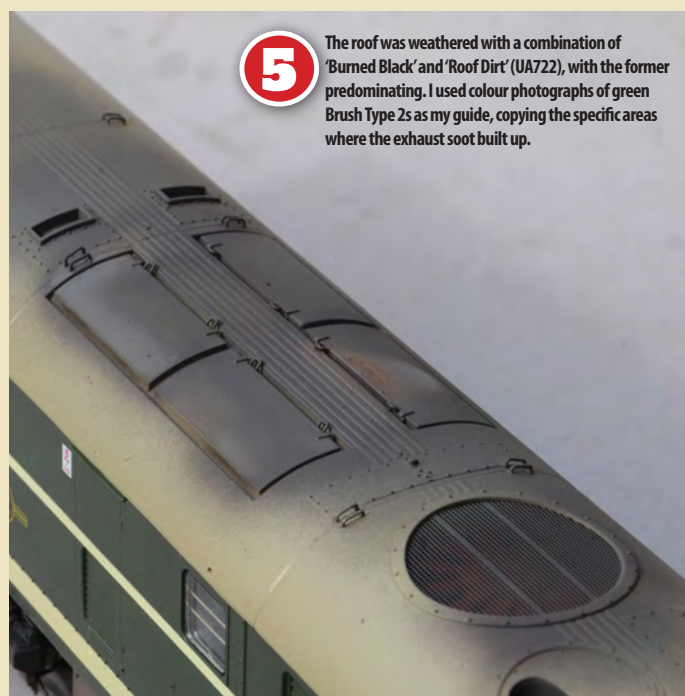


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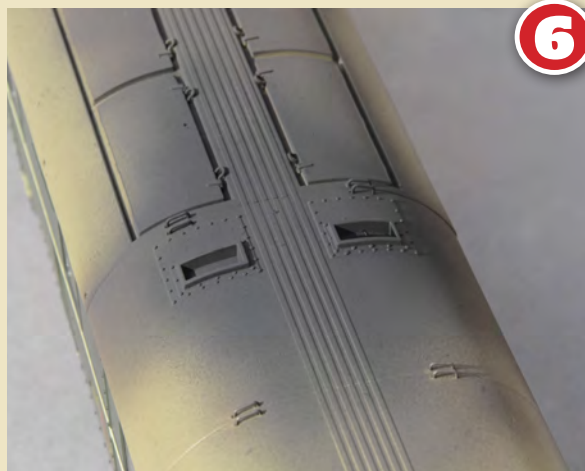
Oil got everywhere on these early diesels and I intensified the effect using Tamiya 'Flat Black' (XF1), again applied with the Eclipse CS at a pressure of around 18psi. Before the paint dried I wiped the yellow axlebox covers clean using a brush dipped in isopropyl alcohol based airbrush cleaner.

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
Leadbrelcher		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'.

### USEFUL LINKS

- |                               |  |
|-------------------------------|--|
| ■ Lifecolor and Wilder paints | <a href="http://www.airbrushes.com">www.airbrushes.com</a>         |
| ■ Tamiya paints               | <a href="http://www.tamiya.com">www.tamiya.com</a>                 |
| ■ Humbrol paints              | <a href="http://www.humbrol.co.uk">www.humbrol.co.uk</a>           |
| ■ AK Interactive              | <a href="http://www.ak-interactive.com">www.ak-interactive.com</a> |
| ■ MIG Productions             | <a href="http://www.migproductions.com">www.migproductions.com</a> |
| ■ Citadel                     | <a href="http://www.games-workshop.com">www.games-workshop.com</a> |



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).





**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.



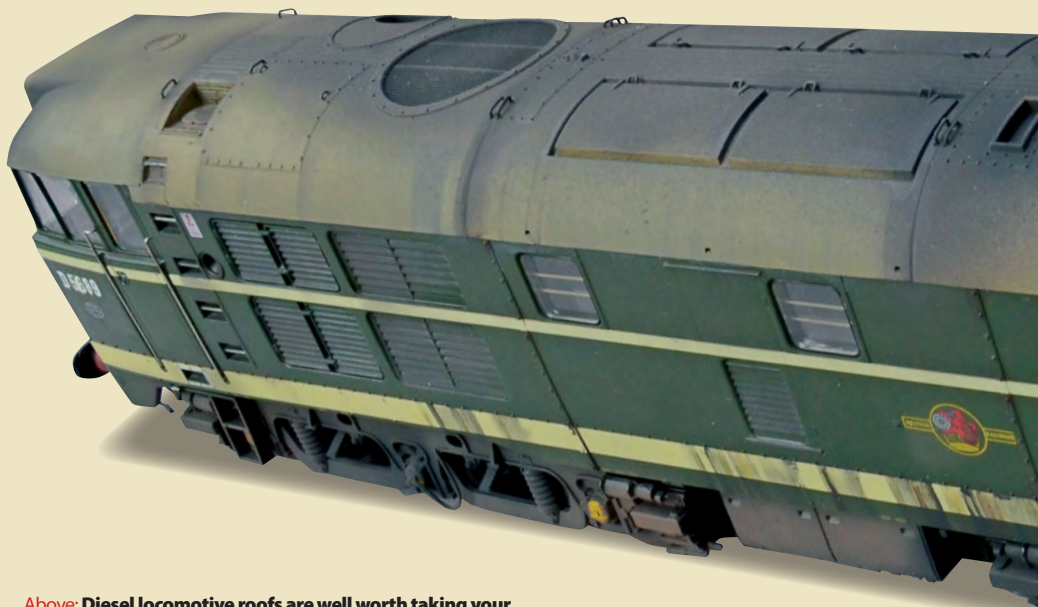
**12**

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.



**13**

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 discoloration 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 footsteps 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.





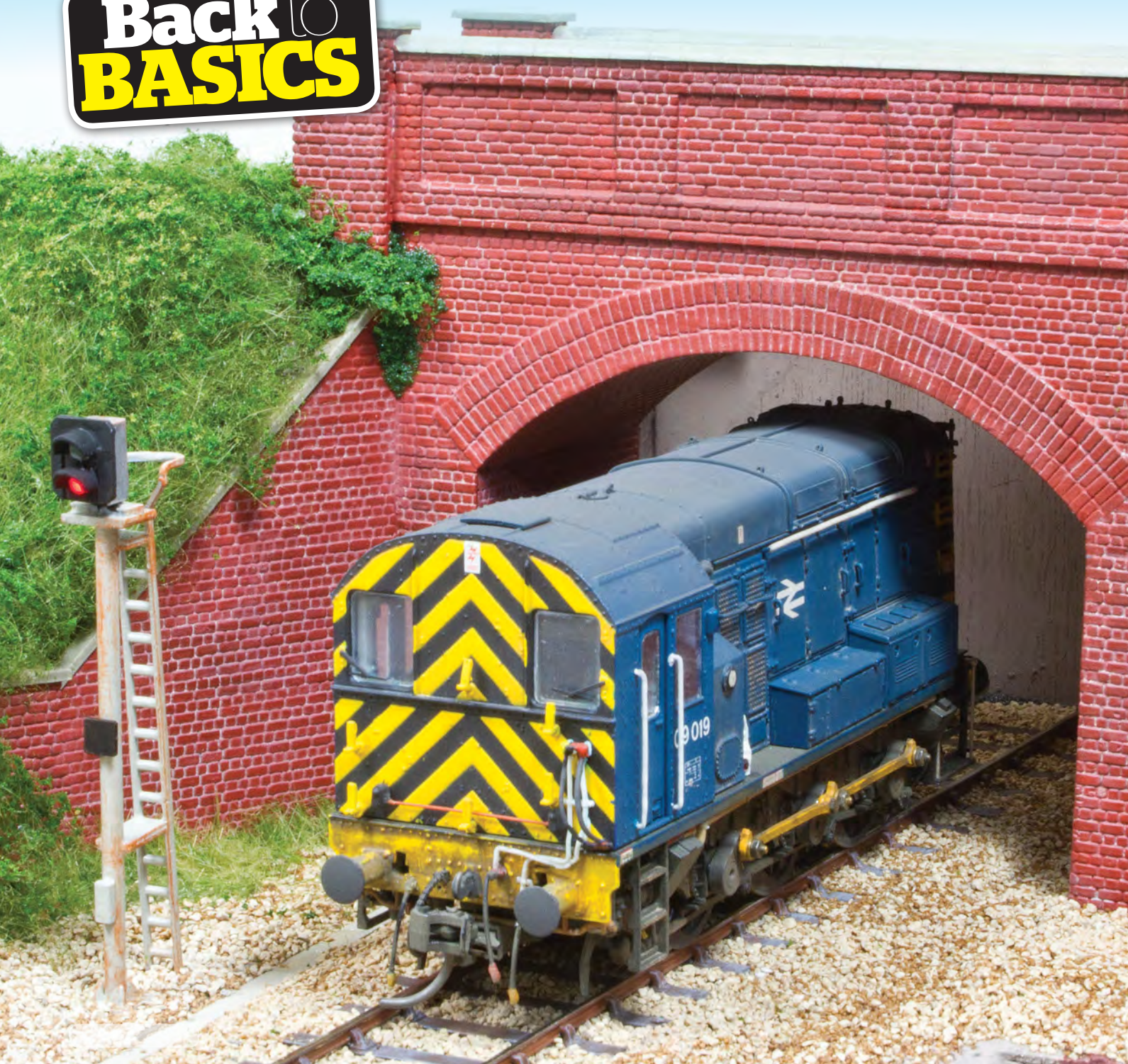
# ILLUMINATED COLOUR LIGHTS

**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 snapped 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.

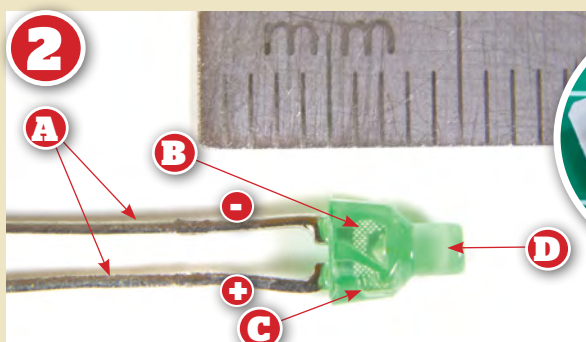
## ASSEMBLING THE SIGNAL

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.



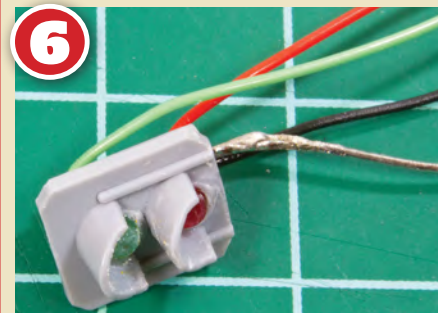
A three-aspect signal head was trimmed using a sharp scalpel blade with care taken to clean up the rough edges.



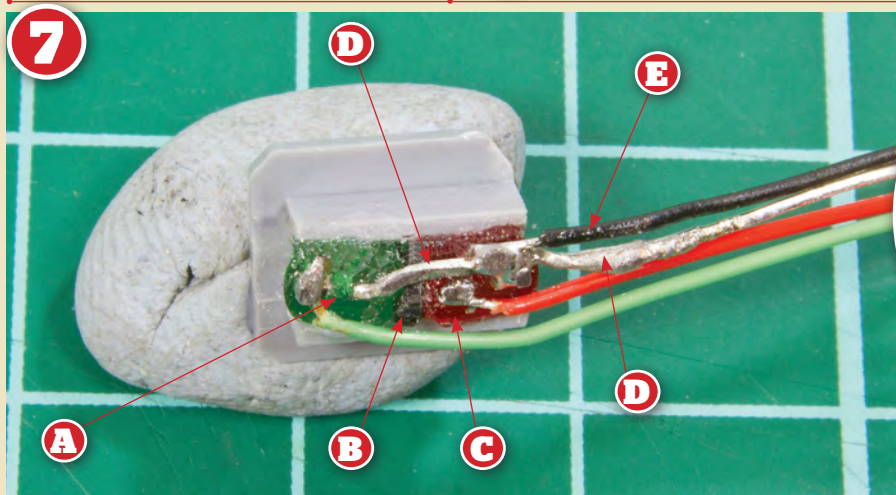
A pilot hole which helps to ensure accuracy of the finished drilled hole was drilled through the dead centre of the moulded light lens using a small diameter twist drill fitted to a pin vice. It was opened up using a 2mm drill bit.



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



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.



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).



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

## USEFUL WEBSITES

- [www.knightwing.co.uk](http://www.knightwing.co.uk)
- [www.modsupplies.co.uk](http://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.

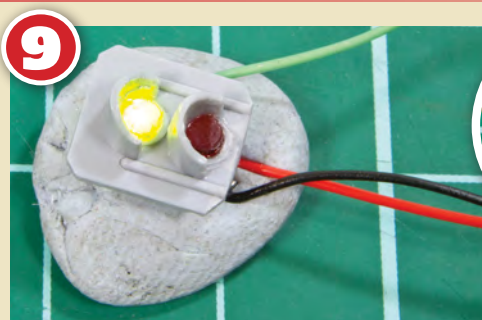
## PAINTING AND INSTALLATION

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.

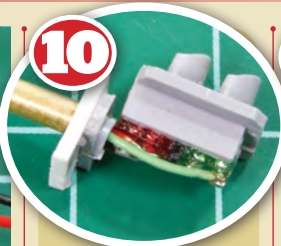
The position of signals on the full size railway is not random but carefully considered with regard to junctions, stations, level crossings, sharp

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.

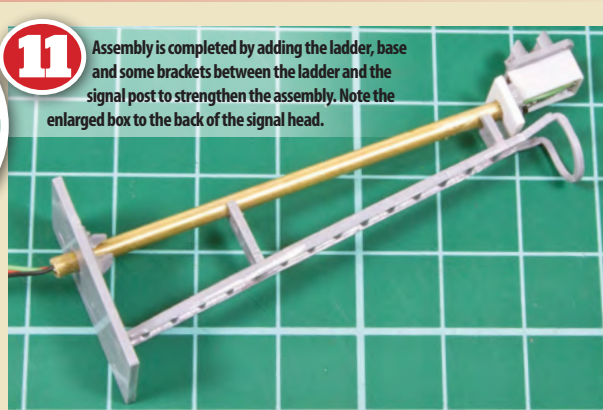
Finally, the signal was given a touch of dry brush weathering with a spot of rust coloured paint to take the shine off it. It enhances the brick arch bridge scene very nicely and brings a small scenic diorama to life for relatively little effort. **HOMI**



**9** 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.



**10** 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.



**11** 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.



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



**13** 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.



**14** 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](http://www.digitrains.co.uk)), Howes Models ([www.howesmodels.co.uk](http://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

### REMOVING 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.

### 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.

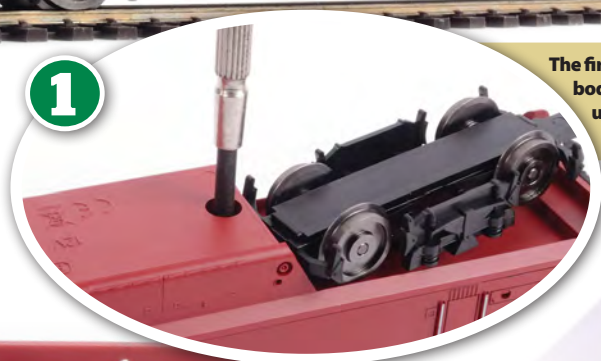
#### Mark replies:

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](http://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.expotools.com](http://www.expotools.com)



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.

### THE ERA SYSTEM

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

### NOTES

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



# 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.





**C**OAL 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

<b>Bachmann</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Dapol</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>DJ Models</b>	<a href="http://www.djmodels.co.uk">www.djmodels.co.uk</a>
<b>Hattons</b>	<a href="http://www.ehattons.com">www.ehattons.com</a>
<b>Heljan</b>	<a href="http://www.heljan.dk">www.heljan.dk</a>
<b>Hornby</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Olivia's Trains</b>	<a href="http://www.oliviastrains.com">www.oliviastrains.com</a>
<b>Replica</b>	<a href="http://www.replicarailways.co.uk">www.replicarailways.co.uk</a>
<b>ViTrains</b>	<a href="http://www.vitrains.it">www.vitrains.it</a>

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. [TODM](#)



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

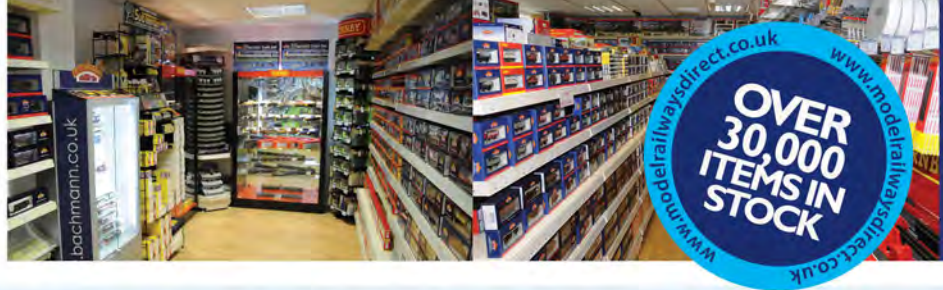






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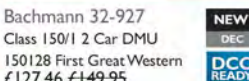
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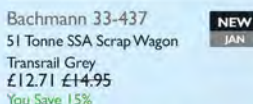
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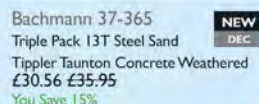
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# GREAT MINDS THINK ALIKE...

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](http://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

**I** 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.*

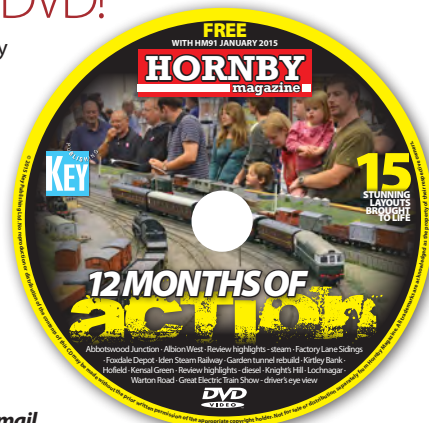
## What a great DVD!

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.

**I**T 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

<b>Owner:</b>	Mike Wild/Hornby Magazine
<b>Scale:</b>	'OO'
<b>Length:</b>	11ft
<b>Width:</b>	10ft
<b>Track:</b>	Peco code 75
<b>Control:</b>	Analogue or DCC
<b>Period:</b>	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



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 Derby Lightweight DMU pauses in the platforms at Topley Dale.



Fowler 'Patriot' 45503 *The Royal Leicestershire Regiment* coasts through the station as Thompson 'O1' 2-8-0 63789, a rare visitor to the area, leads a mixed goods in the opposite direction.



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.







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

**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 testing 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 »

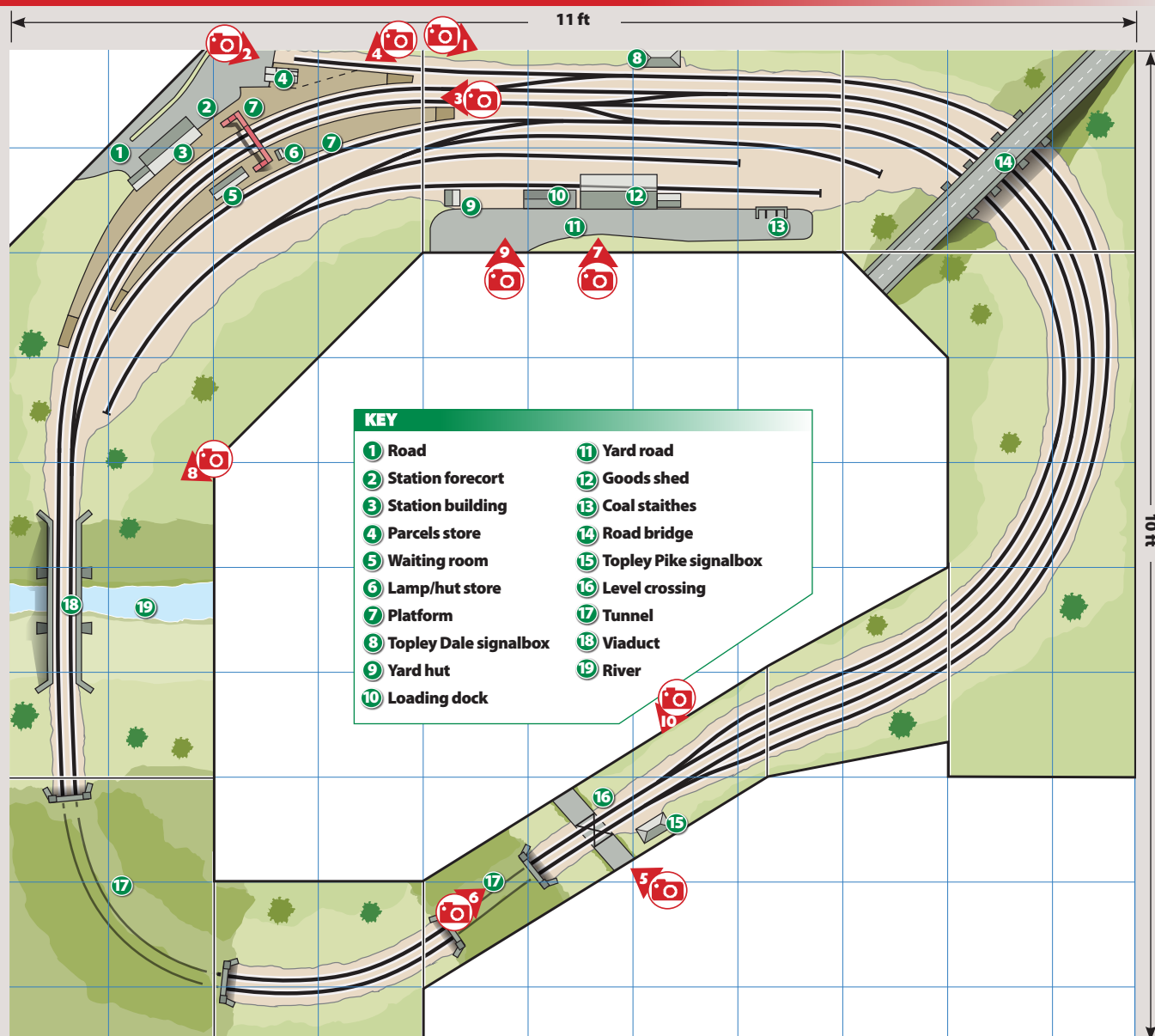


**107** Above: A Karrier Bantam waits for its load to be transferred into the goods shed.





# 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! 



A rebuilt 'Patriot' 4-6-0 crosses the viaduct at Topley Dale with a parcels working.



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



'Super D' 0-8-0 49064 passes

'WD' 2-8-0 90448 at Topley Pike crossing.







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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' 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.

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



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

**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 'K1s' 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

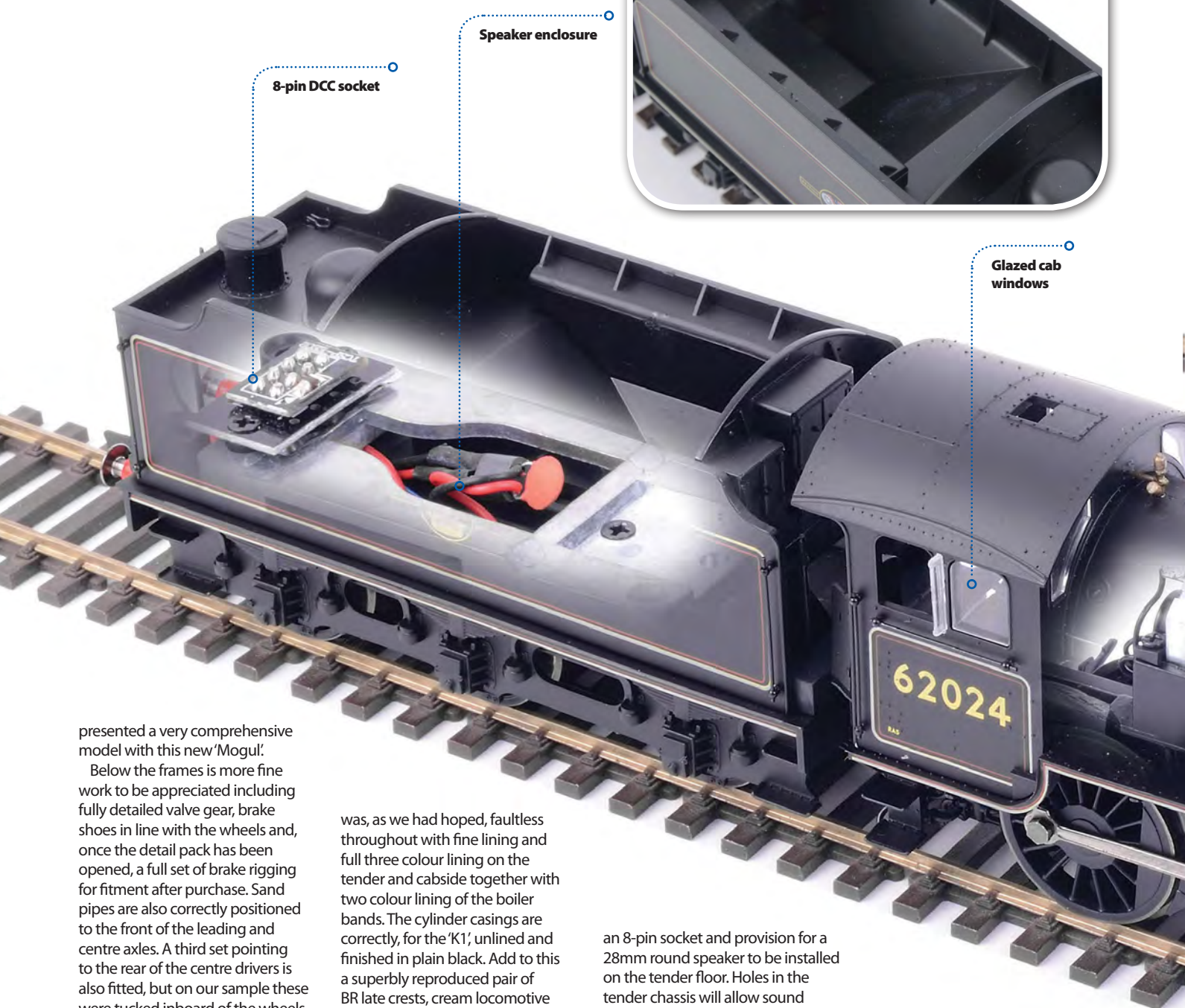
locomotive and obviously aren't modelled, but Hornby has correctly modelled the electric lights, associated conduits and generator on the front footplate all of which contributes to the overall look of the 'K1'.

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

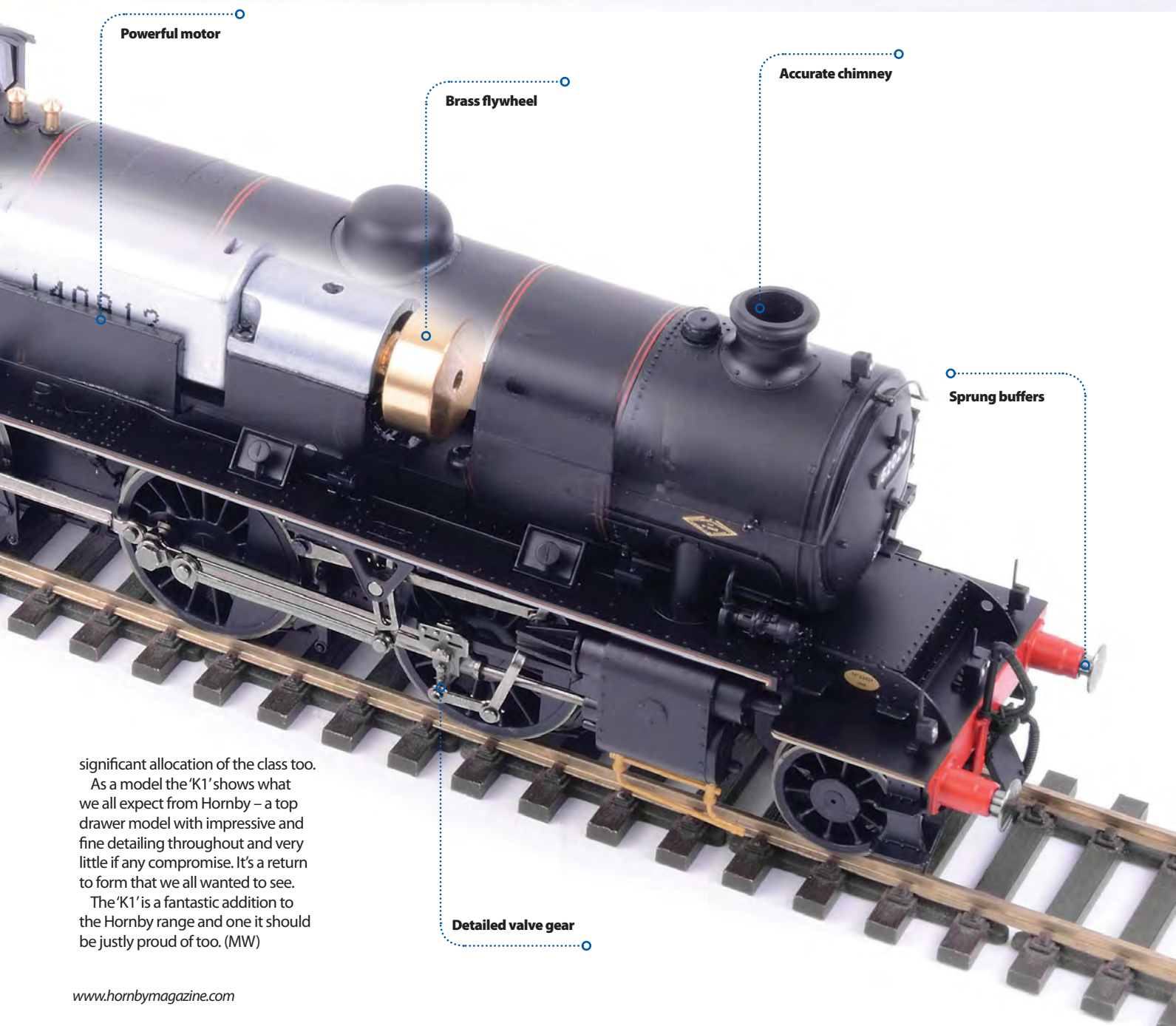
Bachmann stock. This it handled with ease and equally it coped with continuous running with a 25 wagon goods train behind over a period of five hours without any difficulty, operating at a consistent speed throughout.

## 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'

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

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.

**A**LTHOUGH 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 »

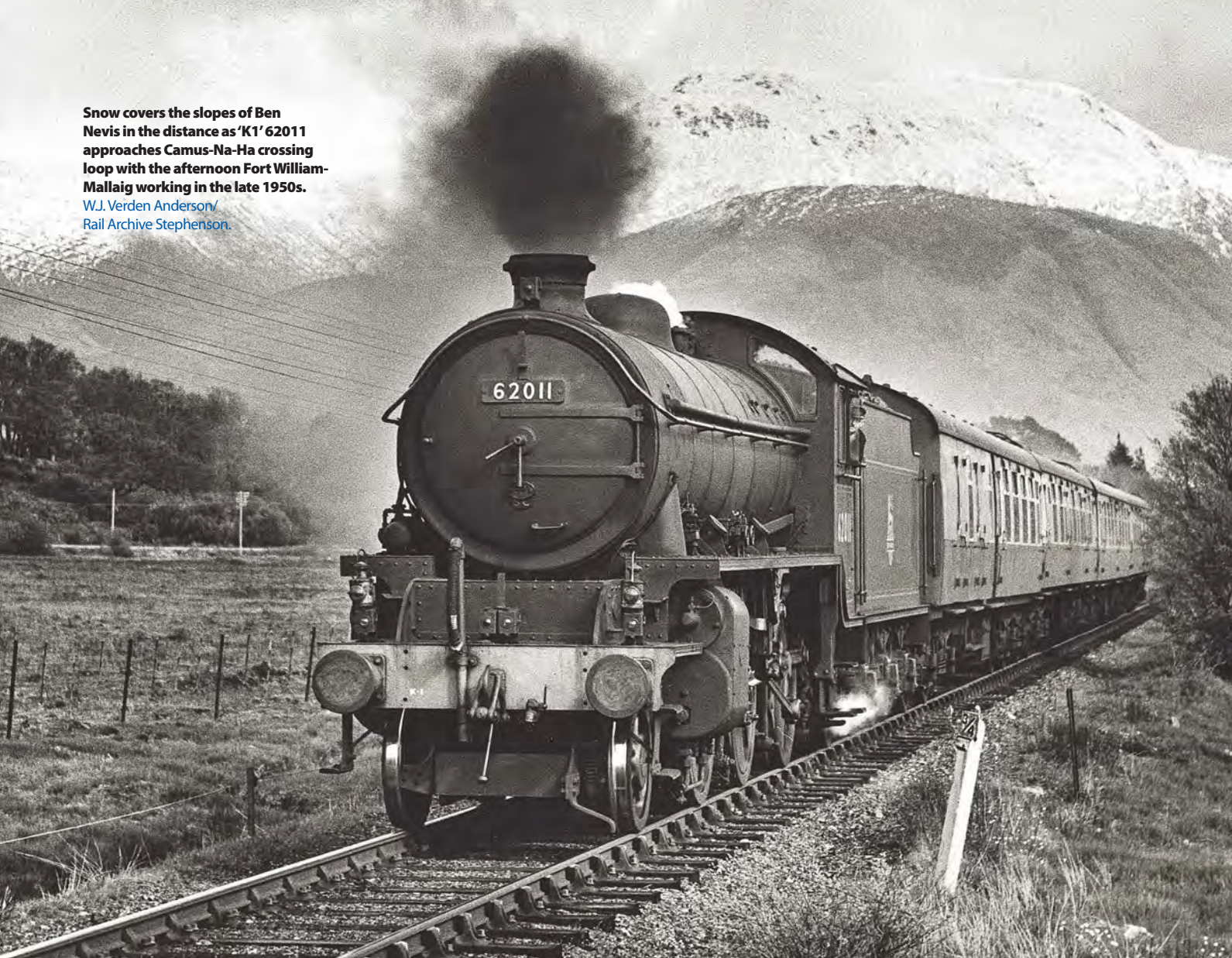








Snow covers the slopes of Ben Nevis in the distance as 'K1' 62011 approaches Camus-Na-Ha crossing loop with the afternoon Fort William-Mallaig working in the late 1950s.  
W.J. Verden Anderson/  
Rail Archive Stephenson.



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 150<sup>th</sup> 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





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. [FOTM](#)

## 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.](#)





# Class 143

arrives from Realtrack

**B**RITISH 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 '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

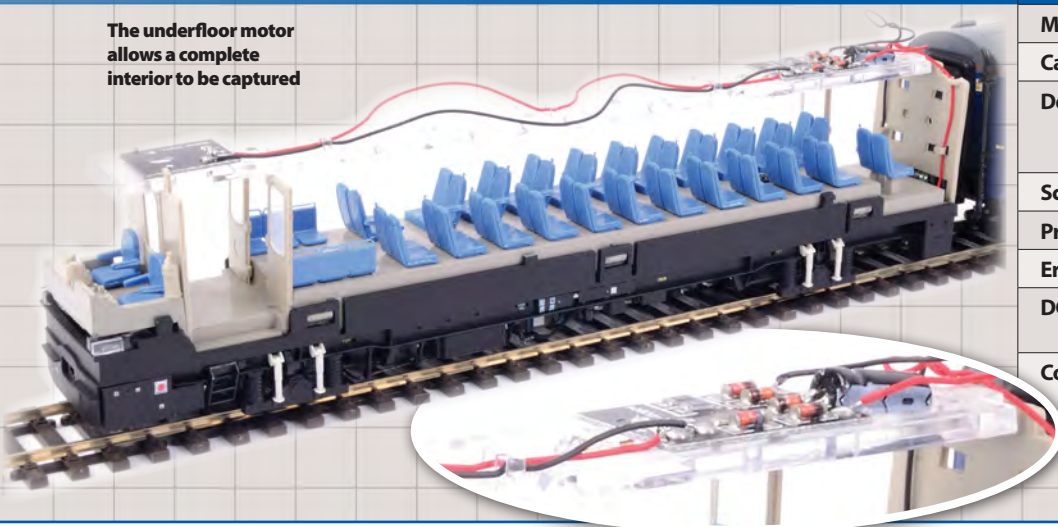
outside and two yellow ones inside.

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

<b>Manufacturer:</b>	<a href="http://www.realtrackmodels.co.uk">www.realtrackmodels.co.uk</a>
<b>Cat No:</b>	143-213
<b>Description:</b>	Class 143 two-car DMU, 143619 First Great Western local lines livery
<b>Scale:</b>	'OO'
<b>Price:</b>	£120
<b>Era:</b>	9
<b>DCC:</b>	DCC ready, 8-pin decoder socket
<b>Couplings:</b>	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 'wavy

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



**I**WATA 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

<b>Supplier:</b>	<a href="http://www.airbrushes.com">www.airbrushes.com</a>
<b>Cat No:</b>	IW-CM-C2-PLUS (CM-C), IW-CM-SB2 (CM-SB version 2)
<b>Description:</b>	Iwata Custom Micron airbrushes
<b>Prices:</b>	£370.00 (CM-C Plus Version 2) £345.00 (CM-SB Version 2)



# Harburn Hamlet lineside hut

## THE DETAILS

<b>Manufacturer:</b>	www.harburnhobbies.com
<b>Cat No:</b>	FL196
<b>Description:</b>	Corrugated hut with log store
<b>Scale:</b>	'OO'
<b>Price:</b>	£14.95
<b>Era:</b>	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

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



### Scratch-Building Model Railway Locomotives



**T**HE 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



## THE DETAILS

<b>Manufacturer:</b>	www.modelrailwayscenery.com
<b>Cat No:</b>	76AH3001
<b>Description:</b>	Austin Healey 3000 - Blue ivory
<b>Price:</b>	£4.75
<b>Scale:</b>	'OO'
<b>Era:</b>	4-9

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

<b>Supplier:</b>	www.gaugemaster.com
<b>Cat No:</b>	DCT-XTC
<b>Description:</b>	Track Cutting Hand Tool
<b>Price:</b>	£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



**A**N 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 bodysell 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

<b>Manufacturer:</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Cat No:</b>	R3188
<b>Description:</b>	Gresley 'N2' 0-6-2T 69543, BR black with late crests.
<b>Scale:</b>	'OO'
<b>Price:</b>	£89.99
<b>Era:</b>	5
<b>DCC:</b>	DCC ready, 8-pin socket
<b>Couplings:</b>	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

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

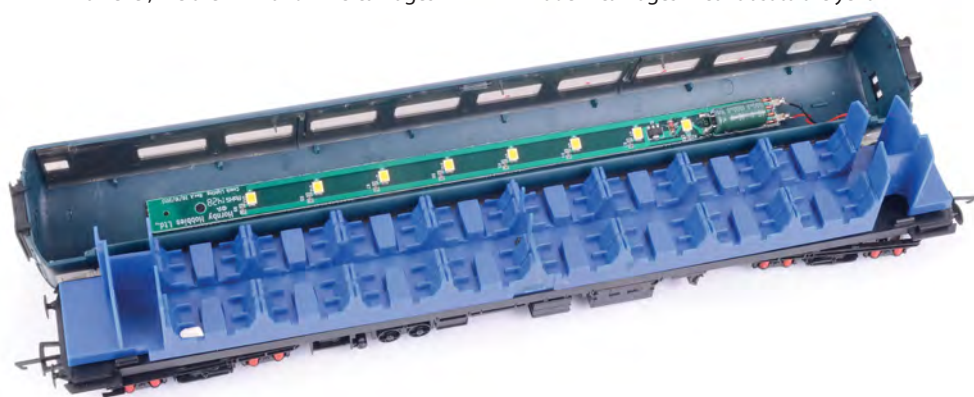
The lighting units follow the pattern established with the BR Mk 1 and Mk 3 stock with a single strip of LEDs mounted to the roof. Coupled to this is a capacitor which helps maintain flicker free operation of the lights. They are suitable for DC and DCC layouts from the box without modification.

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

<b>Manufacturer:</b>	www.hornby.com
<b>Cat No:</b>	R4610 (Open Standard), R4611 (Open First), R4612 (Brake Standard Open)
<b>Description:</b>	BR Mk 2e W5855 (Open Standard), W3247 (Open First), M9499 (Brake Open Standard), BR blue and grey
<b>Scale:</b>	'OO'
<b>Price:</b>	£29.99 each
<b>Era:</b>	7
<b>Couplings:</b>	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

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





# Midland 20 ton BRAKE VAN

downsizes to 'N'



**J**OINING 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

<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Cat No:</b>	377-750
<b>Description:</b>	Midland 20ton brake van, LMS grey
<b>Scale:</b>	'N'
<b>Price:</b>	£15.95
<b>Era:</b>	3
<b>Couplings:</b>	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

<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Cat No:</b>	42-136 (booking office), 42-137 (waiting room), 42-138 (gents)
<b>Description:</b>	Wooden station booking office, waiting room and gents
<b>Price:</b>	£15.95 (booking office), £11.95 (waiting room), £6.95 (gents)
<b>Scale:</b>	'N'
<b>Era:</b>	4-5

## PSVs from B-T

### THE DETAILS

<b>Supplier:</b>	<a href="http://www.ayrey.co.uk">www.ayrey.co.uk</a>
<b>Cat No:</b>	NB003/NB004/NB005
<b>Description:</b>	Leyland Leopard Duple
<b>Price:</b>	£7.99
<b>Cat No:</b>	NAN001/NAN002
<b>Description:</b>	Park Royal Atlantean
<b>Price:</b>	£8.99
<b>Scale:</b>	'N'
<b>Era:</b>	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

<b>Supplier:</b>	<a href="http://www.gaugemaster.com">www.gaugemaster.com</a>
<b>Cat No:</b>	14084
<b>Description:</b>	Ornamental plants in flower pots
<b>Price:</b>	£6.25
<b>Scale:</b>	'N'
<b>Era:</b>	Any



# COAL BOARD 'AUS

**H**ORNBY'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 20<sup>th</sup> 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

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

<b>Supplier:</b>	www.ayrey.co.uk
<b>Cat No:</b>	DA81
<b>Description:</b>	AEC Mercury artic – British Railways
<b>Price:</b>	£11.99
<b>Cat No:</b>	DA83
<b>Description:</b>	Karrier Bantam dropside – British Railways
<b>Price:</b>	£9.99
<b>Scale:</b>	'OO'
<b>Era:</b>	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

<b>Manufacturer:</b>	<a href="http://www.harburnhobbies.com">www.harburnhobbies.com</a>
<b>Cat No:</b>	SS-388
<b>Description:</b>	BP 1960s petrol pumps and base
<b>Price:</b>	£15.50
<b>Scale:</b>	'OO'
<b>Era:</b>	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

<b>Supplier:</b>	<a href="http://www.gaugemaster.com">www.gaugemaster.com</a>
<b>Cat No:</b>	181258
<b>Description:</b>	Pumpkins
<b>Price:</b>	£8.50
<b>Scale:</b>	'HO'
<b>Era:</b>	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

controllers. The attached pair of wires are cut and tinned to aid connection to the 12volt DC power source, such as a pair of tracks on the layout, for example. A word of caution – don't attempt to connect it to your track if your layout is DCC controlled!

It isn't the most powerful minidrill on the market, but this is a useful addition to the toolbox and a bargain at less than £10! (MC)

### THE DETAILS

<b>Supplier:</b>	<a href="http://www.gaugemaster.com">www.gaugemaster.com</a>
<b>Cat No:</b>	GM693
<b>Description:</b>	Model Railway Rotary Tool Set
<b>Price:</b>	£9.95
<b>Scale:</b>	Any



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## FULL RANGE STOCKED AT BARGAIN PRICES

R1177	Gloucester City Pullman Electric Train Set	£140.00
R3019	BR (Late) Grange Class 'Paviland Grange' #6845 - Weathered	£123.00
R3020	LMS 2-6-4T Fowler 4P Class LMS Red #2308	£100.95
R3103	BR Class A4 Bittern #60019 BR Green Double Tender - SE	£131.95
R3105	GWR Castle Class 'Wellington' GWR Green Hawksworth Tender	£122.95
R3118	BR Castle Class 'Penrice Castle' #7023 BR Green	£125.95
R3185	South Eastern 'Sir Chris Hoy' Class 395 Javelin Train Pack	£134.50
R3187	GNR 0-6-2T N2 Class #1744	£78.95
R3204	LSWR 0-4-4T M7 Class - NRM	£113.95
R3205	BR 4-6-0 'Rood Ashton Hall' 4900 Class	£104.95
R3221	LMS 'Duchess Of Sutherland' and Support Coach Train Pack	£148.95
R3222	GWR Green 2-8-0 42XX Class Locomotive	£104.95
R3224	BR Black 2-8-0 52XX Class Locomotive	£104.95
R3225	GWR Green 2-8-2 72XX Class Locomotive	£113.95
R3227	BR Black 2-8-0 Class O1 Locomotive 63663	£114.95
R3230	LNER 0-6-0 J15 Class Locomotive - Pre 1948	£95.95
R3231	BR 0-6-0 J15 Class Locomotive - Early BR	£95.95
R3232	BR 0-6-0 J15 Class Locomotive - Late BR	£95.95
R3233	LNER 4-4-0 D16/3 Class - Pre 1948 Locomotive	£95.95
R3234	BR 4-4-0 D16/3 Class - Early BR Locomotive	£95.95
R3235	BR 4-4-0 D16/3 Class - Early BR (1948) Locomotive	£95.95
R3236	BR 4-6-2 'Duke Of Gloucester' Class B- Late BR 1960	£109.95
R3237	GWR 4-6-0 'Caerphilly Castle' Castle Class - NRM	£128.95
R3238	SR 0-6-0 700 Class Locomotive - 1920s-1930s	£95.95
R3239	BR 0-6-0 700 Class - Late BR Locomotive	£95.95
R3240	BR 0-6-0 700 Class - Early BR Locomotive	£95.95
R3242	BR 2-6-0 K1 Class - Early BR Locomotive	£113.95
R3243/A	BR 2-6-0 K1 Class - Late BR Loco Different Running Numbers	£113.95
R3244/TTS	BR Green 4-6-2 'Duke Of Gloucester' #71000 with TTS Sound	£122.95
R3245/TTS	BR Blue 4-6-2 'Tornado' Peppercorn A1 Class TTS Sound	£135.95
R3246/TTS	LNER 2-8-2 'Cock O' The North' P2 Class Locomotive TTS Sound	£135.95
R3258	BR 2-BL 2 Car Electric Multiple Unit Train Pack	£113.95
R3260	SR 2-HAL 2 Car Electric Multiple Unit Train Pack	£113.95
R3263	BR Co-Co Diesel Electric 'Vanguard' Class 50024 Locomotive	£129.95
R3267/XS	Transrail Co-Co Diesel Electric Class 60005 'Skiddaw' DCC Sound	£217.95
R3268	Arriva Train Wales Bo-Bo Diesel Electric Class 67 003 Locomotive	£122.95
R3269	BR InterCity 125 Class 43 HST (Eastern Region) Pack	£183.95
R3270	Midland Mainline Class 43 HST Pack	£183.95
R3271	BR InterCity Class 43 HST Pack	£183.95
R3273	RailRoad BR 2-10-0 Franco Crosti Boiler 9F Class - Early BR	£104.95
R3274	RailRoad BR 2-10-0 Franco Crosti Boiler 9F Class	£104.95
R3284/TTS	RailRoad LNER 4-6-2 Flying Scotsman A1 Class TTS Sound	£87.95
R3285/TTS	RailRoad LNER 4-6-2 Gwladys A4 Class Locomotive TTS Sound	£87.95
R3286/TTS	RailRoad BR Empress of Canada Class 40 D232 TTS Sound	£73.95
R3287/TTS	RailRoad BR Class 47 401 BR Blue Diesel Locomotive TTS Sound	£73.95
R3289/TTS	Network Rail Class 37 97301 Locomotive with TTS Sound	£73.95
R3290/A	BR 2-HAL 2 Car Electric Multiple Unit - Different Running Numbers	£113.95
R3291/XS	Colas Rail Freight Co-Co Diesel Class 56094 with DCC Sound	£217.95

## BACHMANN

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30-042	Digital Starter Train Set	£127.49
30-048	'The Highlander' Digital Sound Train Set	£250.71
30-170	'Thames Clyde Express' Electric Train Set	£148.71
30-575	The Railway Children Collectable Train Pack	£29.95
31-029	Class 166 Networker 3 Car DMU #166204 Thames Trains	£29.95
31-119	BR Standard Class 4MT #75035 BR Black Late Crest - Weathered	£29.95
31-137	Class D11/2 6385 'Luckie Mucklebackie' LNER Black	£29.95
31-138	Class D11/2 'Haystoun of Bucklaw' #62682 BR Black Early Emblem	£29.95
31-187	Jubilee Class 'Nelson' #5664 LMS Crimson with Stanier Tender	£29.95
31-214	Patriot Class 4-6-0 'Giggleswick' #45538 BR Green Early Emblem	£29.95
31-318	Robinson Class #5317 LNER Black 0-6-0	£69.50
31-344	Class 04 #D2333 'Lloyd' NCB Industrial Yellow - Weathered	£29.95
31-365	Class 03 #03170 BR Blue Wasp Stripes & Air Tanks - Weathered	£29.95
31-441DC	Invicta Class 2MT 2-6-2 Tank #41291 BR Lined Black Late Crest	£29.95
31-517DS	Class 158 2 Car DMU #158849 Regional Railways "SOUND"	£29.95
31-614	Class V3 Tank #67609 BR Lined Black Late Crest Cranked Pipes	£29.95
31-635	Class 64xx 0-6-0 Pannier Tank #6407 GWR Green	£29.95
31-637	Class 64xx 0-6-0 Pannier Tank #6400 BR Lined Green Late Crest	£29.95
31-656DC	Class 47 #D1677 'Thor' BR Green Yellow Ends	£99.95
31-658	Class 47 #47190 'Pectinidae' BR Petroleum Sector - Weathered	£95.95
31-679	Type ALS Electric #E3095 BR Electric Blue Small Yellow Panel	£29.95
31-691	LMS Stanier Mogul Class #42969 BR Lined Black Early Emblem	£29.95
31-692	LMS Stanier Mogul Class #42968 BR Lined Black L/C (Preserved)	£29.95
31-920	H2 Class Atlantic 4-4-2 2426 'St Alban's Head' SR Olive Green	£29.95
31-921	H2 Class Atlantic 4-4-2 32424 'Beachy Head' BR Black Early Emblem	£29.95
31-995	LMS 10000 BR Brunswick Green, Lined Orange & Black	£89.50
31-996	LMS 10000 BR Brunswick Green, Part Eggshell Blue Waistband	£89.50
31-997	LMS 10001 BR Brunswick Green, Blue Waistband Yellow Panels	£89.50
32-038DS	Class 20 #20124 BR Red Indicator Disks - Weathered "SOUND"	£29.95
32-065	Class 43 'Warship' #D865 'Zealous' #D865 BR Maroon Yellow Panel	£29.95
32-066	Class 43 'Warship' 'Pegasus' #D835 BR Green Yellow Panel	£29.95
32-085	Class 56XX #6639 BR Black Early Emblem	£29.95
32-260DC	WD Austerity 2-8-0 #9048 BR Black Late Crest	£117.95
32-285	Class 101 2 Car DMU BR Green with Speed Whiskers	£119.95
32-286	Class 101 2 Car DMU BR Green with Yellow Warning Panel	£119.95
32-331	Class 25/1 #25043 BR Green Full Yellow Ends - Weathered	£29.95
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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.

**T**HE 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 Hattons 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 wheel slip, 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	<a href="http://www.ehattons.com">www.ehattons.com</a>	£199.99
Zimo MX645R sound decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£85.00
Zimo 10 x 15mm 'cube' speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£7.00
LMS Beyer Garratt sound file	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£0.01
QSI 20mm hi bass speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£7.00
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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 models performance too.

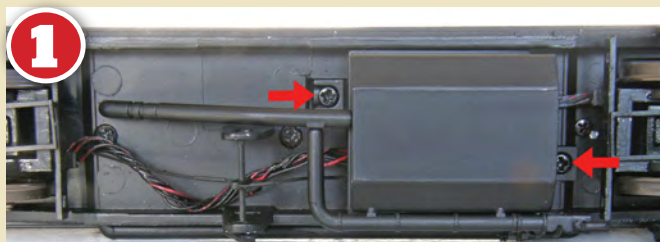
Reassemble in the reverse order, taking care to stow decoder and the model's delicate wiring into the cavity provided. There are cutouts in the ash pan moulding to allow the harnesses to pass without being pinched, so check their alignment before tightening the fixing screws. The result is a stunning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

**PLEASE TURN FOR  
STEP BY STEP**

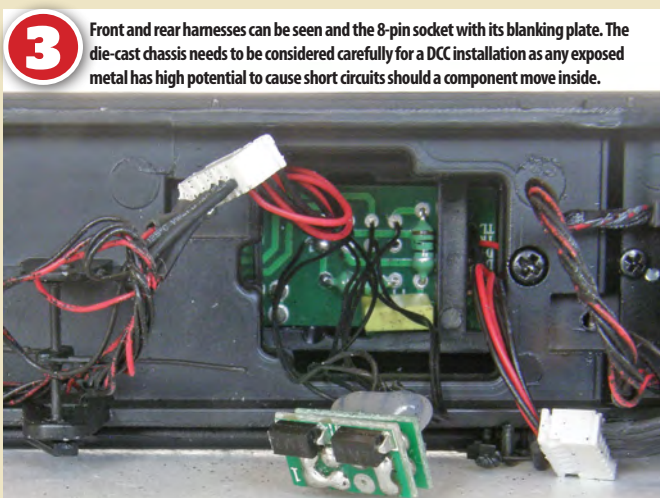




## STEP BY STEP INSTALLING DCC SOUND IN A BEYER GARRATT



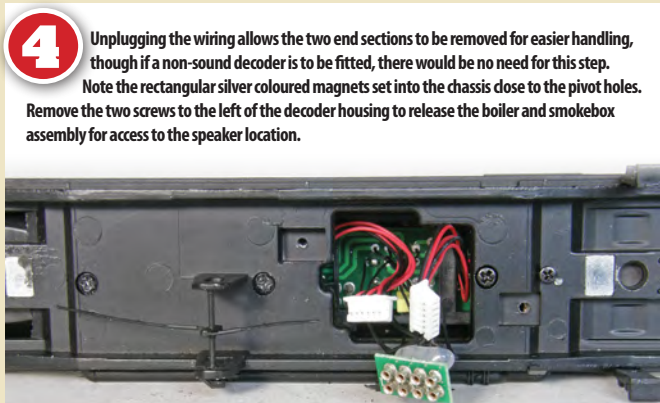
The fully assembled model can be a little unwieldy, but I found it convenient to work on it with it on its side. Removing the two screws, arrowed, releases the ashpan assembly.



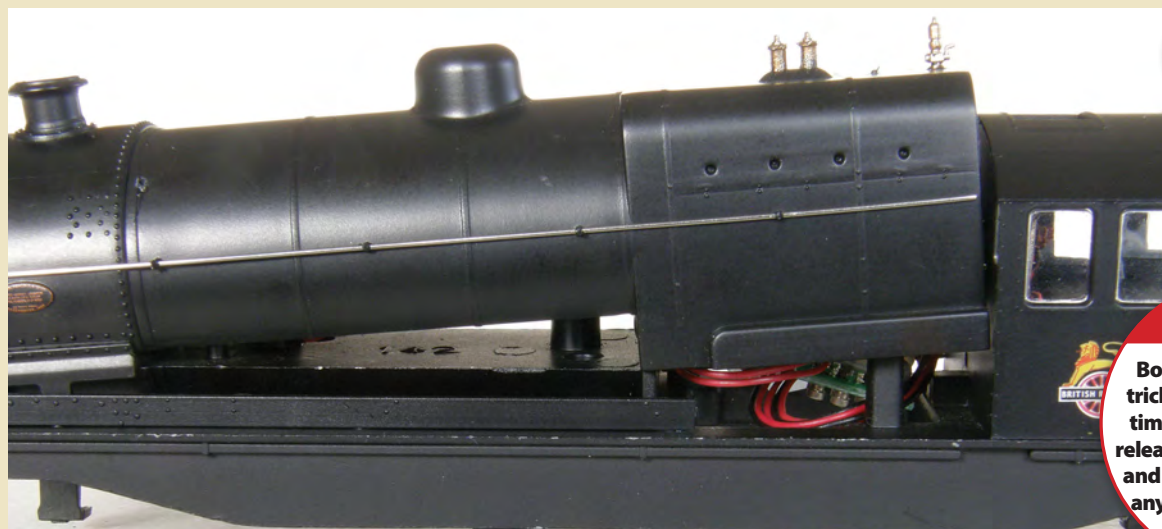
Front and rear harnesses can be seen and the 8-pin socket with its blanking plate. The die-cast chassis needs to be considered carefully for a DCC installation as any exposed metal has high potential to cause short circuits should a component move inside.



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.



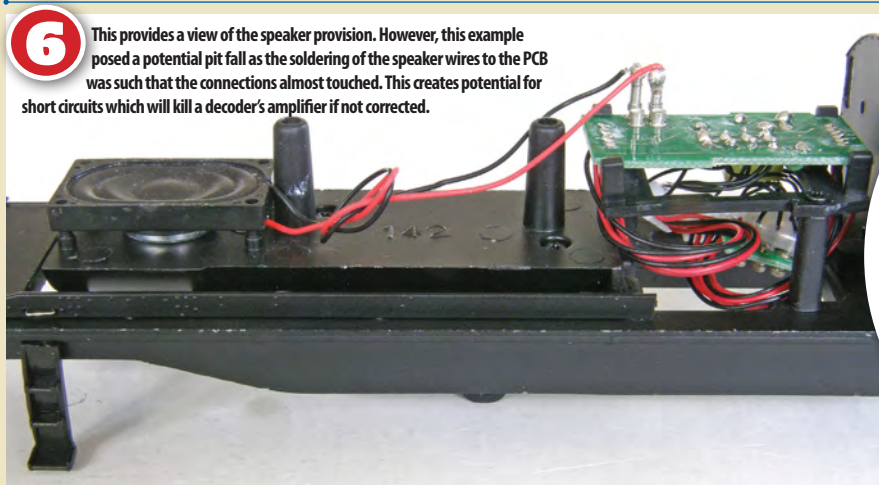
Unplugging the wiring allows the two end sections to be removed for easier handling, though if a non-sound decoder is to be fitted, there would be no need for this step. Note the rectangular silver coloured magnets set into the chassis close to the pivot holes. Remove the two screws to the left of the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

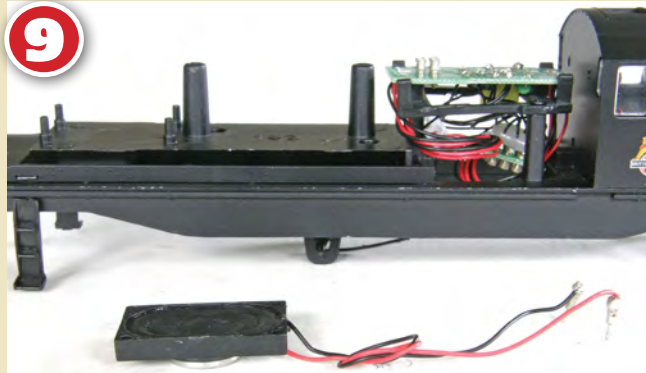


This 0.5watt speaker lacks a rear enclosure which will reduce its performance. However, it is possible to improve the performance of this small speaker with the addition of a rear enclosure to separate the front and rear of the speaker.

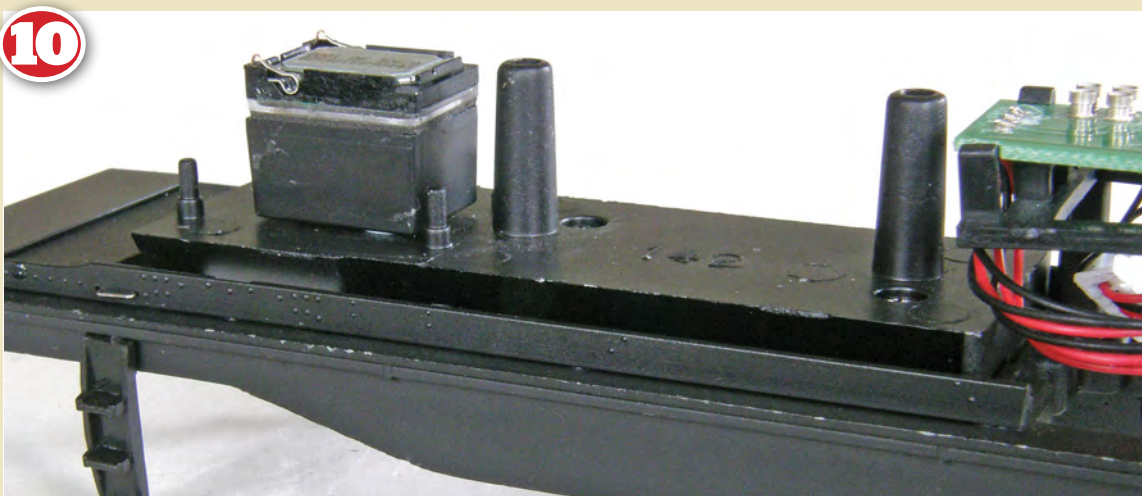




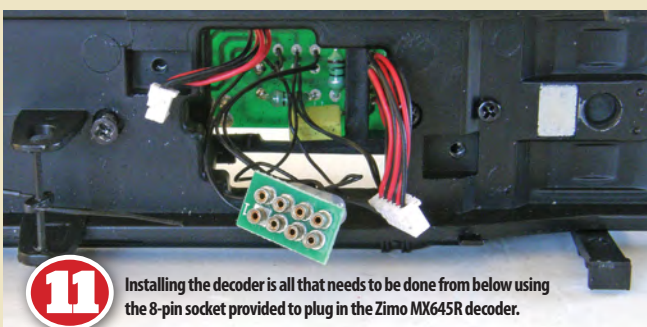
**8** If you wish to retain the factory installed speaker, the output may be improved by 'enclosing' the rear of the speaker with Blu Tack or similar. This seals the front from the rear of the speaker meaning that the sound waves from both sides don't interfere with one another anymore. Don't forget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



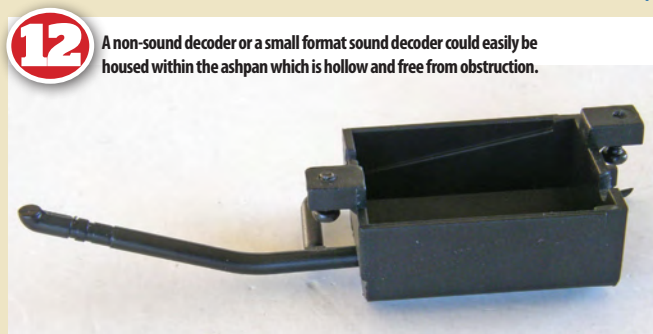
To really take this sound project forwards though the best option in my mind is to replace the speaker altogether which is straightforward once you have the boiler removed.



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.



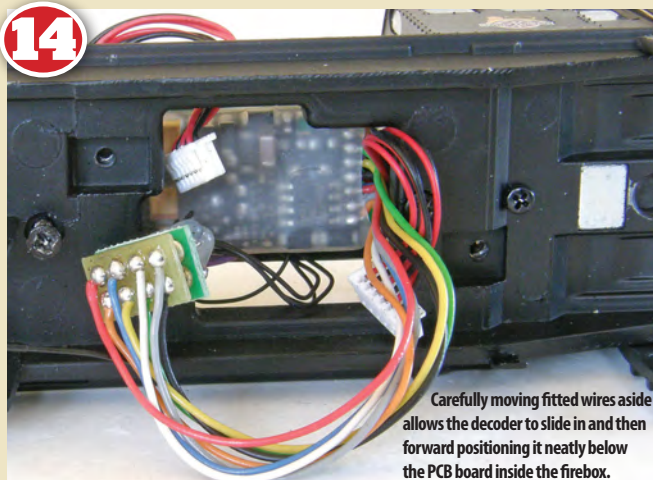
**11** Installing the decoder is all that needs to be done from below using the 8-pin socket provided to plug in the Zimo MX645R decoder.



**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.



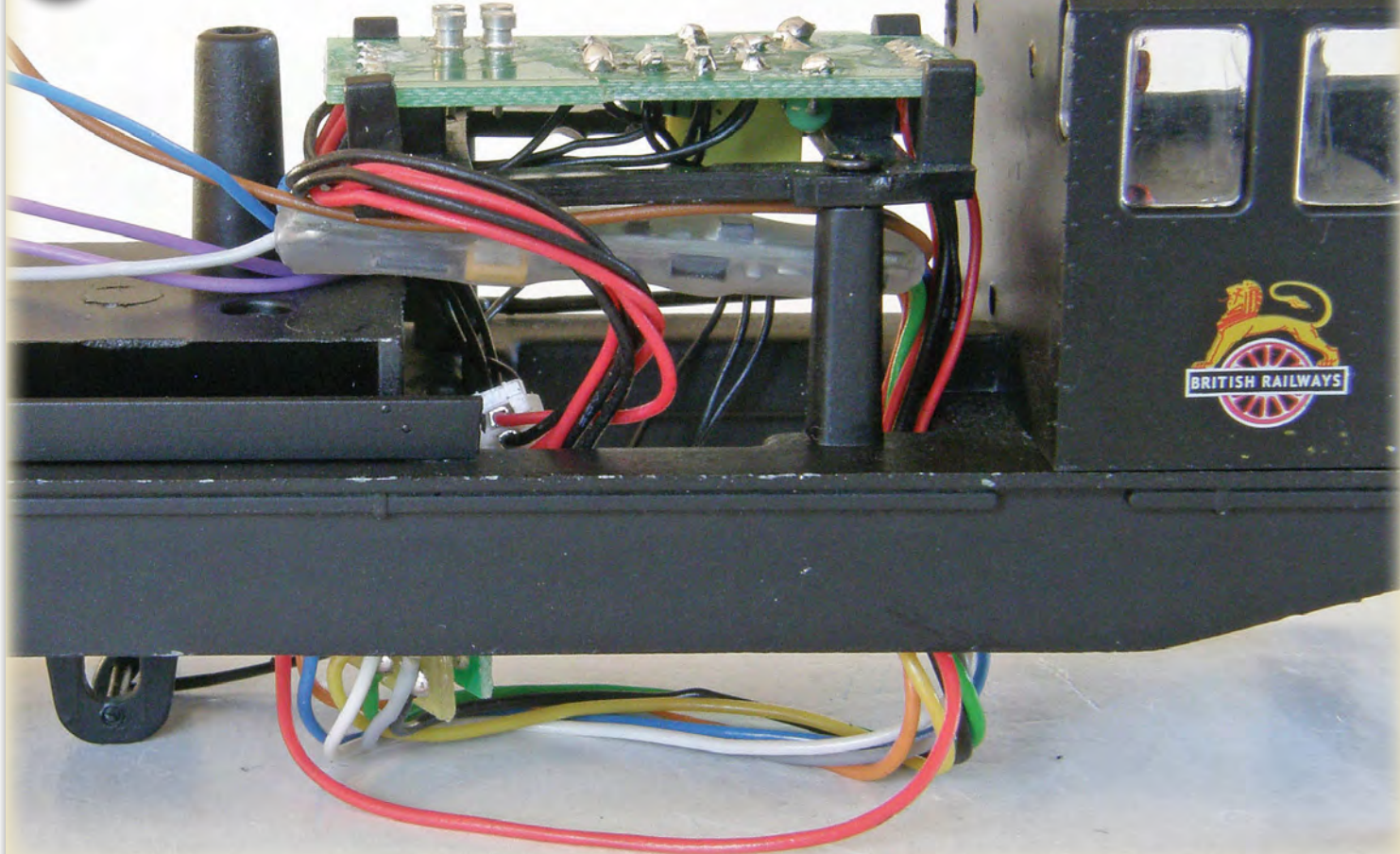
Carefully moving fitted wires aside allows the decoder to slide in and then forward positioning it neatly below the PCB board inside the firebox.



## STEP BY STEP INSTALLING DCC SOUND IN A BEYER GARRATT

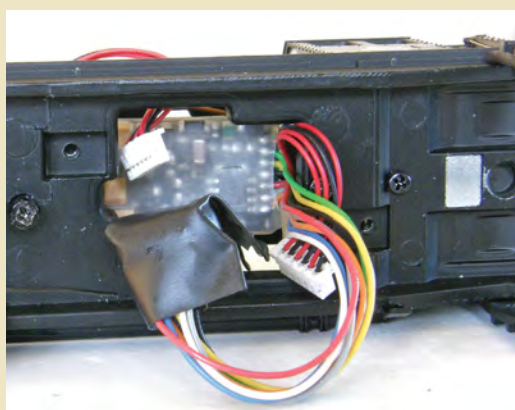
**15**

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.



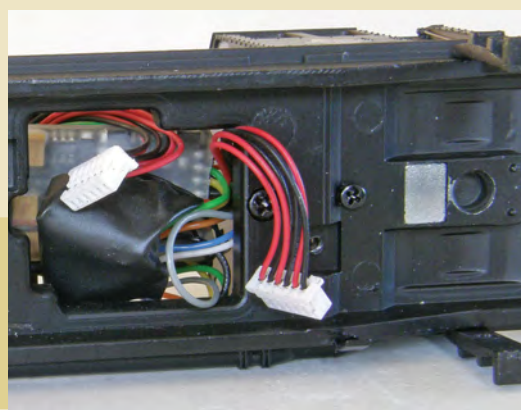
**16**

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.



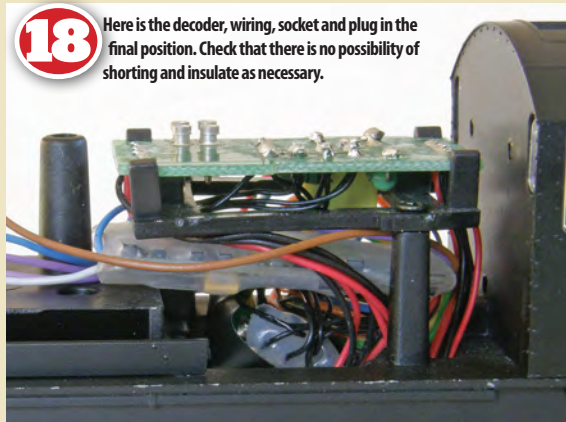
**17**

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.



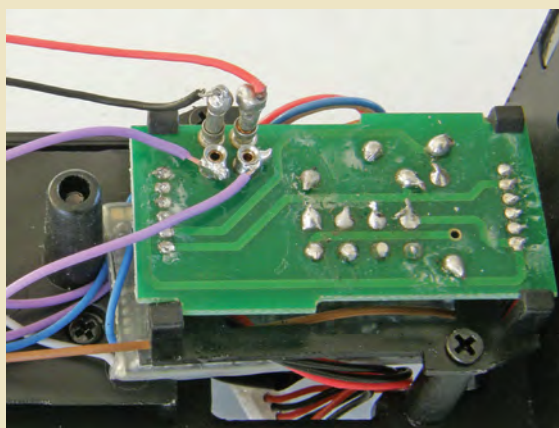
**18**

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

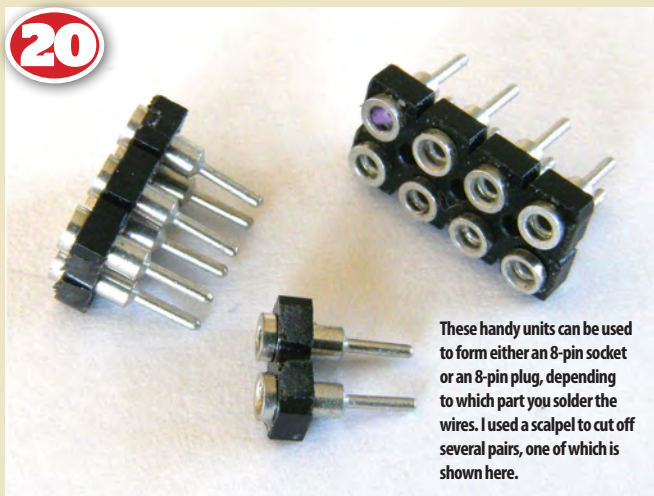


**19**

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.

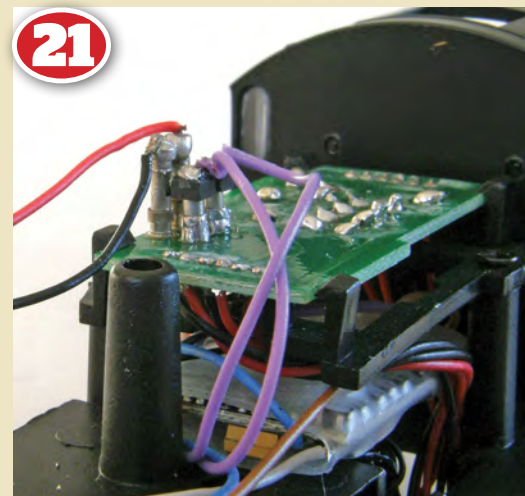






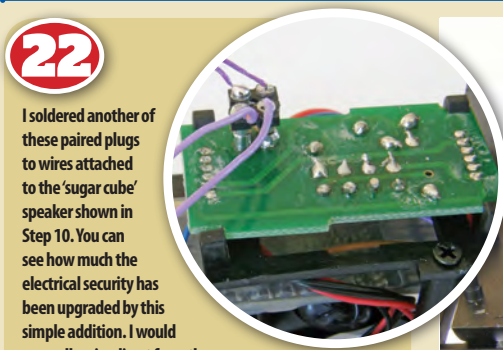
20

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.



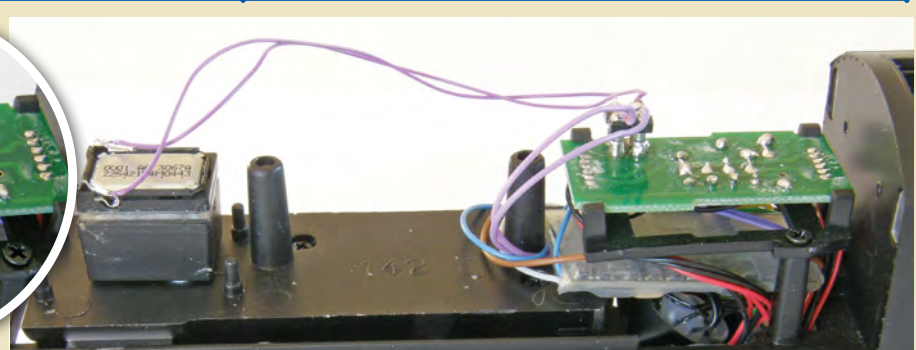
21

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.



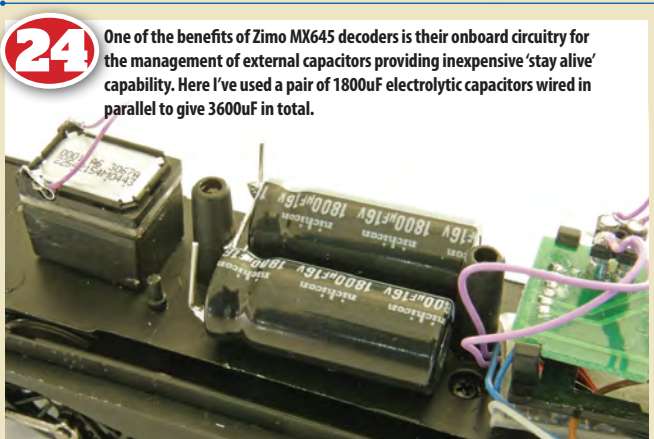
22

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.



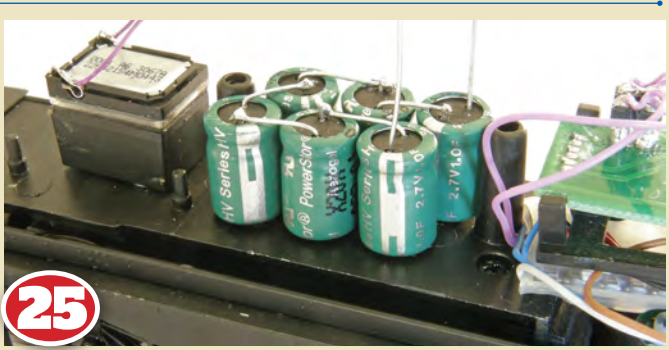
23

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.



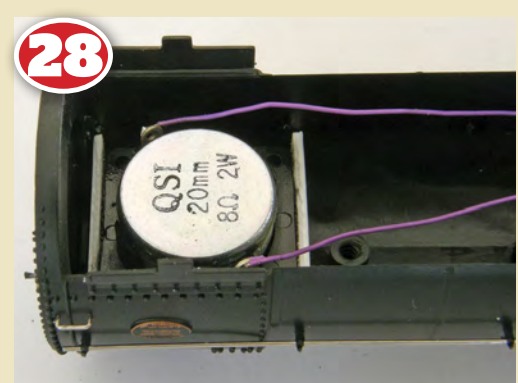
26

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.

**S**CENES 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

<b>Owner:</b>	Steve Driver
<b>Scale:</b>	'OO' finescale
<b>Length:</b>	13ft
<b>Width:</b>	2ft
<b>Track:</b>	SMP with handbuilt points
<b>Control:</b>	Analogue
<b>Period:</b>	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.







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

**06** 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, »

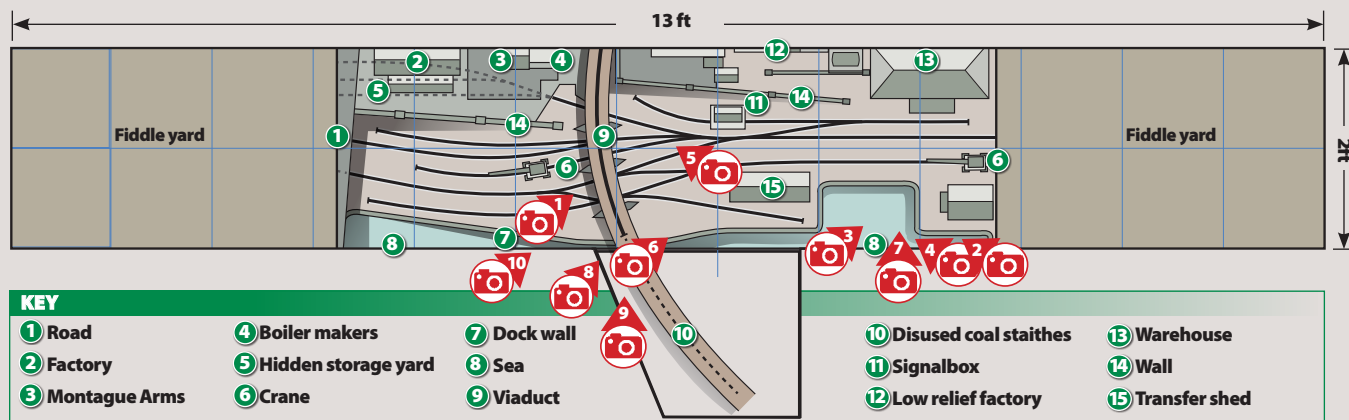


In front of the imposing stone built warehouse a Hudswell Clarke 0-6-0ST waits to be uncoupled from its single Conflat.





## 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

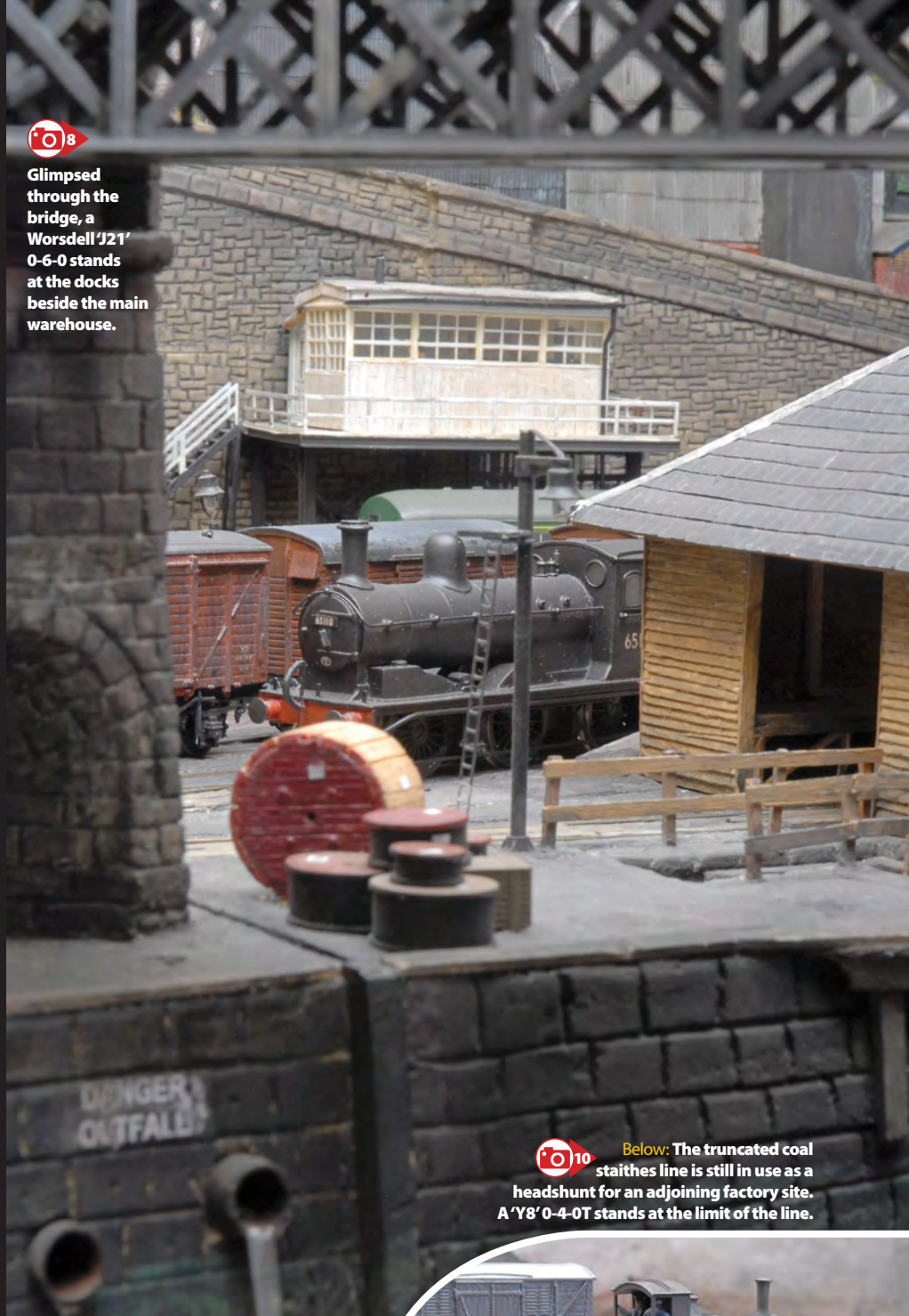
I have learnt a lot through building Montague Field and it is thanks to the persuasion and encouragement of the 57 Study Group that this layout exists at all.

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. [View](#)



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



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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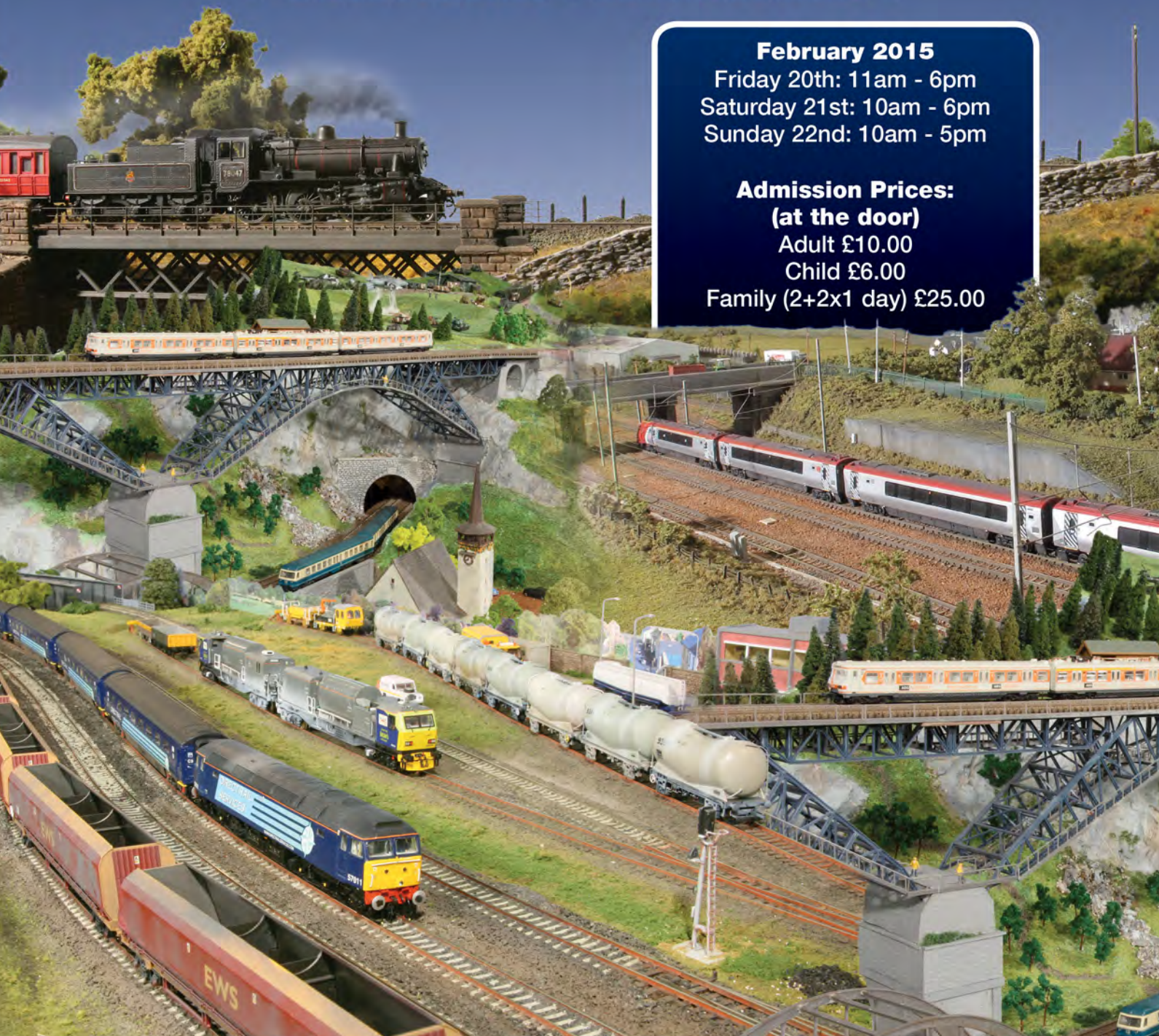
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# Signalboxes

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.

**V**ISIT 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](http://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 20<sup>th</sup> 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.

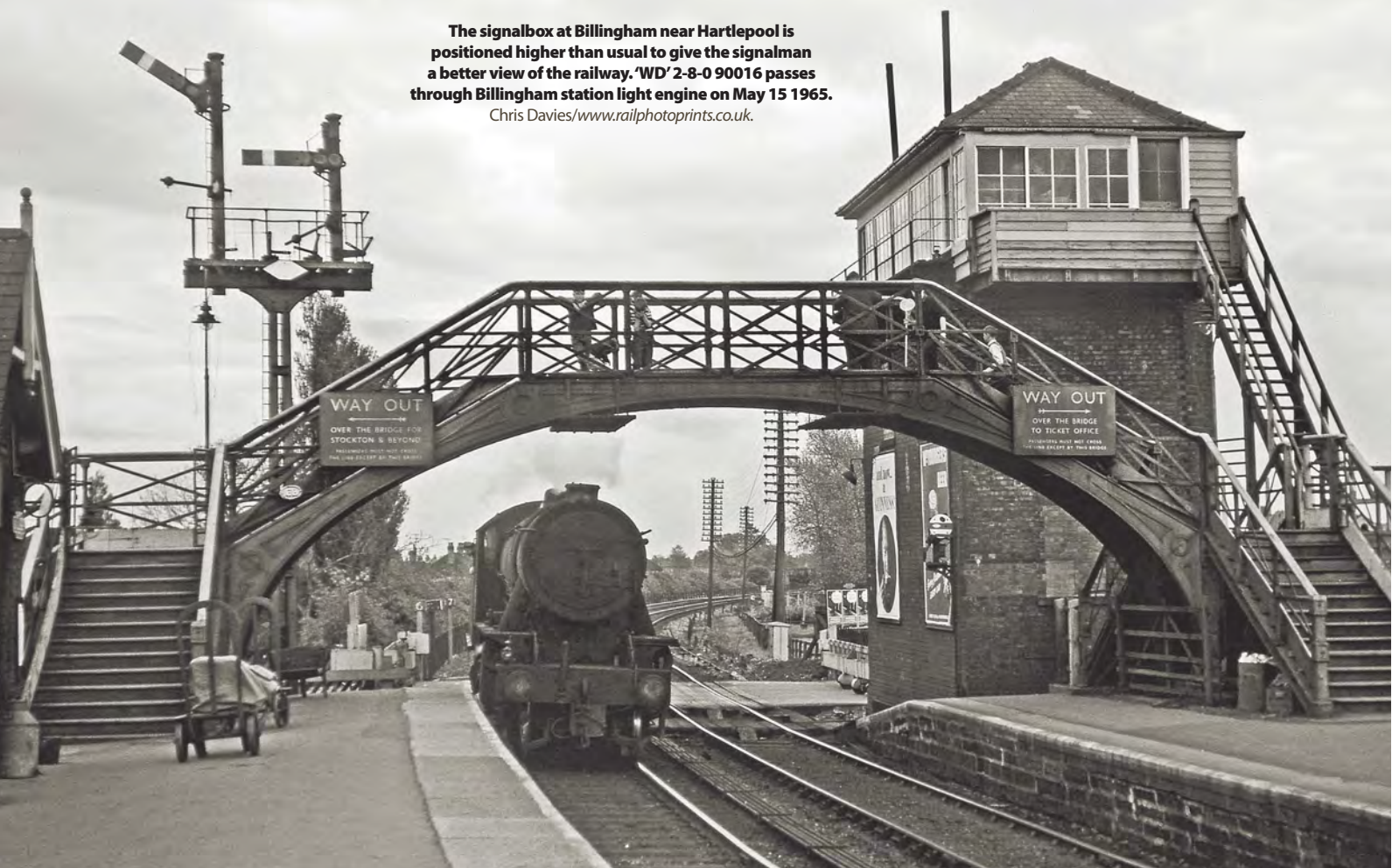
## CENTRALISATION

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. 



# SHAFTE 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.



**T**HE 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 bodysells 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 bodysells 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.

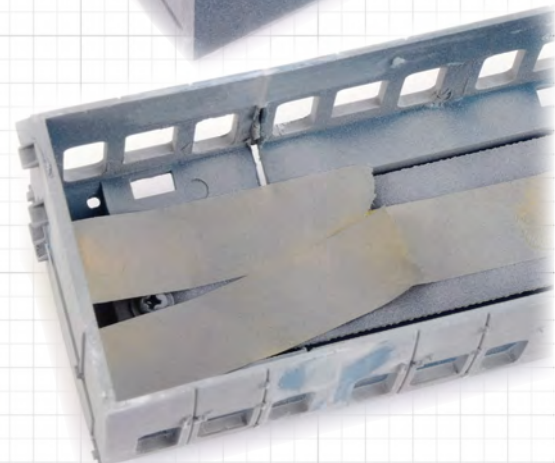
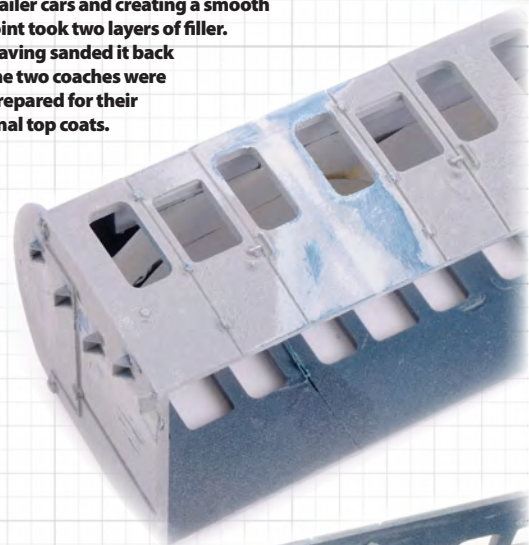
Humbrol filler was used to complete the bodysides and they were then carefully cleaned up with Albion Alloys sanding pads for a smooth finish. With all this done all four coaches were ready to enter the painting stage.

### COLOUR SELECTION

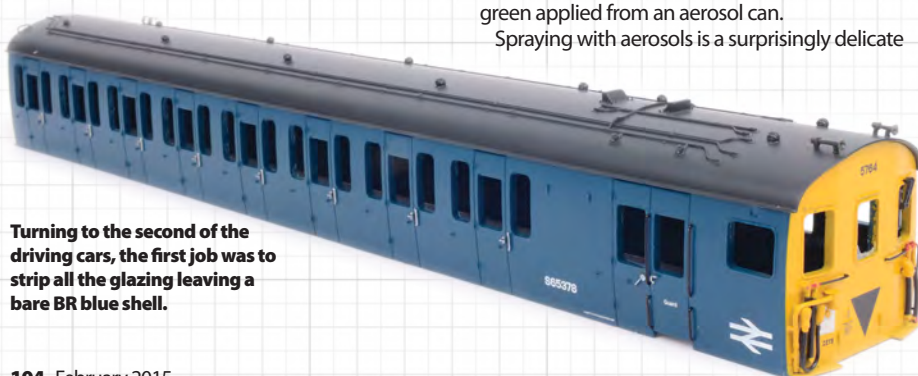
Paint has been a dilemma with this unit. I wanted as close a match as possible to ready-to-run EMUs in BR Southern Region green, but having not painted a unit for a few years I tried out a few options including mixing Humbrol acrylics for a fast drying solution. In the end I went back to my previous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



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



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



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.



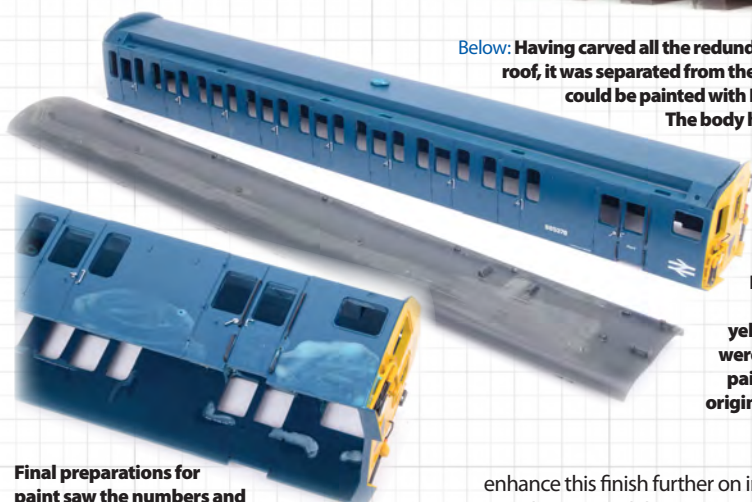
#### MARK CHIVERS

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.



**Below:** Having carved all the redundant conduits off the roof, it was separated from the bodysell 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.



**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

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. [www.treelane.co.uk](http://www.treelane.co.uk)



**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.brmrc.co.uk](http://www.brmrc.co.uk)  
**Contact:** 01243 555065  
**Features:** 14 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

### 10/11 PRATTS BOTTOM MODEL RAILWAY SHOW

**Hosts:** Orpington and District MRS  
**Location:** Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington, Kent BR6 7PQ  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £3.50, children £1.50  
**Website:** [www.orpingtonmodelrail.org.uk](http://www.orpingtonmodelrail.org.uk)  
**Contact:** 07733 461477  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

### 11 WESTON-SUPER-MARE MODEL RAILWAY SHOW

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

### 16-18 LONDON MODEL ENGINEERING EXHIBITION

**Hosts:** Meridienne Exhibitions  
**Location:** Alexandra Palace, Great Hall, Alexandra Palace Way, London N22 7AY  
**Times:** Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £11 (£9.50), concession £10 (£8.50) children £4 (£3) – advance ticket prices in brackets  
**Website:** [www.londonmodelengineering.co.uk](http://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](http://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](http://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](http://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 Anselm's 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](http://www.ccmrs.co.uk)  
**Contact:** 01227 738789  
**Features:** 14 layouts, trade support, demonstrations, parking, refreshments and disabled access.

### 17/18 PENNINE MODEL RAILWAY SOCIETY EXHIBITION

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

### 18 SNCF SOCIETY MODEL RAIL SHOW AND WINTER RENDEZVOUS

**Hosts:** The SNCF Society  
**Location:** Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT  
**Times:** 10am-5pm  
**Prices:** Adults £4, children £1.50  
**Website:** [www.sncfsociety.org.uk](http://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, Yarmton 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](http://www.erithmrs.ukmodelshops.co.uk)  
**Features:** 35 layouts, trade support, displays, demonstrations, societies, refreshments and disabled access.

### 24/25 PONTEFRAC MODEL RAILWAY EXHIBITION

**Hosts:** Normanton and Pontefract Railway Modellers Society  
**Location:** New College, Park Lane, Pontefract WF8 4QR  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.nprms.org](http://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 Peverell 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](http://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.gscaleskent.co.uk](http://www.gscaleskent.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](http://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](http://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](http://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:** Eggars 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](http://www.altonmrg.co.uk/febex)  
**Features:** Layouts, trade support, demonstrations, refreshments and parking.

**7/8 FESTIVAL OF BRITISH RAILWAY MODELLING**  
**Hosts:** Warners 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](http://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, Warn 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.ebmrs.org.uk](http://www.ebmrs.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.blackpoolandnorthfyledemrc.co.uk](http://www.blackpoolandnorthfyledemrc.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.mkmsr.org.uk/exhibitions](http://www.mkmsr.org.uk/exhibitions)  
**Contact:** 01494 773759  
**Features:** 40 layouts, trade support, demonstrations, outdoor rides, refreshments, parking and disabled access. Free bus links from Bletchley and Milton Keynes Central railway stations.

**14 NEWBURY MODEL RAILWAY EXHIBITION**  
**Hosts:** Newbury Model Railway Club  
**Location:** St Bartholomews School, Andover Road, Newbury RG14 6JP  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, concessions £4.50, children £2.50, family (2+2) £10  
**Website:** [www.newburymrc.co.uk](http://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](http://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](http://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 Wheel 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](http://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](http://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](http://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](http://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](http://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.ladmrc.co.uk](http://www.ladmrc.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](http://www.rainhillmrc.org.uk)  
**Contact:** 01925 226266  
**Features:** Layouts, trade support, demonstrations, refreshments and disabled access.



# SHOW GUIDE

- 8 CHESHAM 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:** [bnhmrs.hampshire.org.uk](http://bnhmrs.hampshire.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](http://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](http://www.felixstowengauge.org.uk)  
**Contact:** 01394 277211  
**Features:** Layouts, trade support and refreshments.
- 21 NEWTON AYLIFFE 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](http://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](http://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.hmrg.co.uk](http://www.hmrg.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.bmrg.coffeeucup.com](http://www.bmrg.coffeeucup.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](http://www.amrtm.org)  
**Contact:** 01922 454761  
**Features:** 30 layouts, trade support, model tramcars, 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](http://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.bwmrc.co.uk](http://www.bwmrc.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.norham.org.uk](http://www.norham.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](http://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](http://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](http://rotarail2015.webs.com)  
**Contact:** 01329 663685  
**Features:** 22 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## MAY

- 2/3 SOUTH WEST MODEL AND HOBBY SHOW**  
**Hosts:** Nationwide Exhibitions (UK) Ltd  
**Location:** Royal Bath and West Showground, Shepton Mallet, Somerset BA4 6QN  
**Times:** Sat 10am-5pm, Sun 10am-5pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £10  
**Website:** [www.swmee.co.uk](http://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](http://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: [hornby.magazine@keypublishing.com](mailto:hornby.magazine@keypublishing.com). Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.



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**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 Wolfssklamm 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 Stubaitalbahnhof Railway, climbing through magnificent scenery to more than 1,000 metres.

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## Branchline 2014 New Items

### Class 3200 Earl "Dukedog" 4-4-0 Pre-order for £105.02



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 "Trimbrush" in BR lined green with early emblem  
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### Class 90 Electric Pre-order for £119.00



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 Pre-order for £119.00



32-469 170521 Cross Country - weathered  
(Prices estimated - we will notify you if price rises & offer option to cancel)

### Class 171/7 2-car DMU Pre-order for £110.50



32-468 171727 Southern  
(Prices estimated - we will notify you if price rises & offer option to cancel)

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H1408 58xx 5816 in BR lined black BRITISH RAILWAYS  
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

#### Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western  
H1403 48xx 4871 in GWR unlined green Shirtbutton  
H1405 48xx 4807 in GWR wartime black GWR  
H1407 58xx 5802 in GWR unlined green GWR  
H1411 58xx 5801 in BR unlined green GWR

#### Heavily Weathered

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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  
J9409 7 in NCB Littleton Colliery lined blue

#### Very Heavily Weathered



J9404 1763 NCB Peckfield Colliery lined maroon with chevrons  
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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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**266209 Beyer Garratt 2-6-0 0-6-2 47975 BR "Lion on wheel" emblems on cabsides & standard numbers on tanks 1950-55. Pristine (Hel).....£199**

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

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**266204 Beyer Garratt 2-6-0 0-6-2 7983 LMS revolving coal bunker 1938-48. Pristine (Hel).....£199**  
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**31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac).....£118.96**  
31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac).....£135.96

**31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac).....£118.96**  
R3005 Class 2800 2-8-0 2845 in BR black late crest - weathered (Hor).....£106  
R3005X Class 2800 2-8-0 2845 BR black late crest - weathered. DCC Fitted (Hor).....£120  
R3106 Class 2800 2-8-0 steam loco 2807 GWR as preserved. Duo 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<sup>A</sup> Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £139.95)BARGAIN.....£82**

**31-727 Class 3700 City 4-4-0 3439 "City of London" GWR Green Monogram (Bac).....£106.21**  
R3006 Class 3800 2-8-0 3844 in BR weathered black early emblem (Hor).....£106  
31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac).....£76.46  
31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac).....£101.96

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

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

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

**31-167DC Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) (list £115.45).....£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 £268).....£189**  
31-013 Class 7F 2-8-0 S&DJR 53808 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 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40).....BARGAIN.....£92  
31-715 Class B1 1123 in LNER lined green (Bac).....£84.96  
31-714 Class B1 61250 "A. Harold Bibby" BR lined black early emblem (Bac).....£84.96  
R2922X Class B1716 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DCC Fitted (Hor).....£125  
31-146 Class D11/1 4-4-0 62663 "Prince Albert" BR black early emblem (Bac).....£101.96

**31-136DC<sup>A</sup> Class D11/2 4-4-0 62677 "Edie Ochiltree" in BR black late crest. DCC Fitted (Bac) (list £139.95).....BARGAIN.....£85**

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

**NEW**  
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**

**NEW**  
R3228 Class J84 0-6-0 12 in National Coal Board blue (Hor) NEW.....£68.10

**R3189 Class L1 2-6-4 9003 in LNER apple green (Hor)£104**  
32-154A Class N 2-6-0 31404 BR black late crest - weathered (Bac).....£106.21

**NEW**  
R3010X Class N15 King Arthur SR E771 "Sir Sagamore" in Southern green DCC Fitted (Hor) NEW.....£134

**NEW**  
R3188 Class N2 0-6-2T 69589 in BR black late crest (Hor) NEW.....£75

**NEW**  
R3187 Class N2 0-6-2T 1744 in GNR green (as preserved at the Great Central Railway) (Hor) NEW.....£75  
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31-001Z Class O4 2-8-0 Robinson ROD 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72)BARGAIN.....£119  
R3108 Class T9 Greyhound 4-4-0 708 SR black sunshine lettering (Hor)£111.20

**R3107 Class T9 steam loco 4-4-0 30313 in BR lined black late crest & tender (Hor).....£92**  
R3194 Class V Schools 4-4-0 30937 "Epsom" BR black early emblem (Hor)£112  
32-954 Standard class 4MT 2-6-0 76058 BR lined black early emblem (Bac).....£93.46  
32-955 Standard class 4MT 2-6-0 76109 BR lined black late crest (Bac).....£93.46  
32-508 Standard class 5MT 73049 BR lined green late crest & BR1 tender (Bac).....£106.21  
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**32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac).....£110.42**  
32-260DC WD Austerity 2-8-0 90448 BR black with late crest. DCC On Board (Bac).....£125.29

**Train packs**  
25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac).....£212.46  
R2669 Class 08 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

**Diesel locos**

**10001HAP- 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105).....BARGAIN.....£94**  
R3263 Bagnall shunter in red - Railroad range (Hor).....£27.80

**1405<sup>A</sup> Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115).....BARGAIN.....£75**

**1406<sup>A</sup> Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp ends. (Hel) (list £115).....BARGAIN.....£75**  
1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel).....£107  
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**

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

**NEW**  
MM0209 Class 201 no 209 "River Foyle" in NIR Blue (Mur) NEW.....£129  
MM0230 Class 201 no 230 "River Brandon" E original Enterprise (Mur).....£129  
MM0233 Class 201 no 233 "River Clea" in enterprise full yellow ends (Mur).....£129  
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40-012-001 Class 22 B-B Diesel Hydraulic D0316 in BR Green. Small yellow panels and disc headcode box (Dap).....£103  
40-012-002 Class 22 B-B Diesel Hydraulic D0327 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.....£69**

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**2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) (list £129.95).....BARGAIN.....£69**

**2310<sup>A</sup> Class 23 Baby Deltic D5907 in BR Green small yellow ends - gloss finish. (Hel) (list £119.95)BARGAIN.....£72**

**2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) (list £139.95).....BARGAIN.....£69**  
2300 Class 23 Baby Deltic diesel D5900 in BR Green Small Yellow Panels and 4 character headcode. (Hel) (list £119.95)BARGAIN.....£76  
2308<sup>A</sup> Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95).....BARGAIN.....£72  
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2664 Class 26/0 diesel D5302 in BR green small yellow panels (Hel) ..... £95  
2662 Class 26/0 diesel D5309 in BR green early version (Hel) ..... £95  
2663 Class 26/0 diesel D5317 in BR green small yellow panels (Hel) ..... £95



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2803+ Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). (Hel) (list £132) ..... BARGAIN ..... £98  
R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99) ..... BARGAIN ..... £57  
3433 Class 33/0 diesel 33002 'Sea King' in Engineers yellow & grey (as preserved at the South Devon Railway) (Hel) ..... £95



3432 Class 33/0 diesel 33059 in BR blue full yellow ends (Hel) ..... £95  
3413 Class 33/0 diesel D6530 in BR green experimental yellow panels rounded top corners (Hel) ..... £95  
3414 Class 33/0 diesel D6570 BR green full yellow ends and BR coach roundels (Hel) ..... £95  
3411 Class 33/0 diesel D6577 in early BR green (Hel) ..... £95  
3521 Class 35 Hymek D7003 in BR green (Hel) NEW ..... £94



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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



32-480DS Class 40 D211 'Maurelania' in BR green indicator discs. DCC Sound on board (Bac) ..... BARGAIN ..... £189 (list £244.95)  
R3282 Class 42 Warship 1983 'Titanic' 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



31-656DC Class 47/0 D1677 'Thor' in BR green full yellow ends. DCC On Board (Bac) ..... £106.21  
32-816 Class 47/3 47365 'Diamond Jubilee' BR Railfreight Distribution (Bac) ..... £93.46  
32-817 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  
R180 Class 49/0M 0-4-0 diesel Sentinel shunter Tarmac green - weathered (Hor) ..... £53  
4D-003-005 Class 52 D1072 'Western Glory' BR blue full yellow panel (Dap) ..... £109  
4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap) ..... £119



4D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap) ..... £109  
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32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as 'pristine') (Bac) ..... £93.46



5822 Class 58 58006 Railfreight Redstripe Livery (Hel) ..... £125  
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5823 Class 58 58036 Railfreight Redstripe Livery Orange Central Stripe (Hel) ..... £125  
5825 Class 58 58038 Mainline Blue Livery (Hel) ..... £125



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 66/9 66731 'Interhub' GBF in GBFR Europe (Bac) ..... £93.46



32-980 Class 66/9 66731 'Interhub' GBF in GBFR Europe (Bac) ..... £93.46

31-587DC Class 70 PowerHaul diesel 70004 Freightliner - DCC On Board (Bac) ..... £112.50



31-995 Class D1/6 LMS 10000 in BR Brunswick green lined orange & black (Bac) ..... £99  
31-996 Class D1/6 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) ..... BARGAIN ..... £75 (list £129.95)



4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) ..... BARGAIN ..... £70 (list £129.95)



4005- Lion Diesel loco D0260 in white 5 gold stripes (Hel) ..... BARGAIN ..... £70 (list £129.95)

### 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



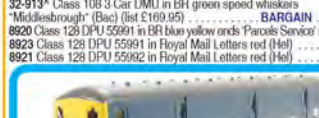
32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac) ..... £127.46  
32-288 Class 101 2-car DMU in BR blue 'Newcastle/Hatfield' (Bac) ..... £127.46



31-327+ Class 105 2 car Cravens DMU in BR green half yellow ends. Harwich/Manningtree (Bac) ..... BARGAIN ..... £79 (list £110.55)



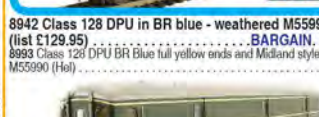
31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) ..... BARGAIN ..... £67 (list £114.95)



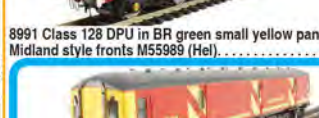
32-913+ Class 108 3 Car DMU in BR green speed whiskers 'Middlesbrough' (Bac) (list £169.95) ..... BARGAIN ..... £82  
8820 Class 128 DPU 55991 in BR blue yellow ends Parole Service (Hel) ..... £94  
8823 Class 128 DPU 55991 in Royal Mail Letters red (Hel) ..... £94  
8821 Class 128 DPU 55992 in Royal Mail Letters red (Hel) ..... £94



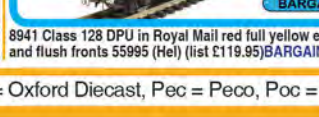
8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) ..... BARGAIN ..... £69



8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) ..... BARGAIN ..... £69  
8993 Class 128 DPU BR Blue full yellow ends and Midland style fronts M55990 (Hel) ..... £94



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 55995 (Hel) (list £119.95) ..... BARGAIN ..... £69



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) ..... BARGAIN ..... £69  
8922 Class 128 DPU W55992 in BR blue yellow ends & no branding 'Scooby Doo' - weathered (Hel) ..... £100



31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) ..... BARGAIN ..... £290  
32-516A 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



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) ..... BARGAIN ..... £79  
8710 Railbus W&M Laboratory 20 'Ellor' RTC red & blue (Modelzone Exclusive) (Hel) ..... £97



8800 Railcar W79875 in BR light green speed whiskers & semi-gloss finish (Hel) ..... £94

### EMUs



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 NFM (Hor) ..... £120.70



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) ..... £120.70



R3260 Class 2-HAL 2 car EMU in SR green (Hor) ..... £120.70  
R3161AX Class 401 2-BIL 2-car EMU 2041 in SR green. DCC fitted (Hor) ..... £114  
R3162AX Class 401 2-BIL 2-car EMU 2142 in BR green DCC Fitted (Hor) ..... £114



R3162A Class 401 2-BIL 2-car EMU 2142 in BR green DCC Ready (Hor) ..... £99

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B859NRV2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B859A) (Dap) ..... £118



B859RTBG2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Railtrack blue/grey. Pristine (Dap) ..... £89  
B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum blue (Dap) ..... £56  
B800BR Blue Non-motorised OO Track Cleaner motorised cleaning heads and vacuum in BR blue (Dap) ..... £52  
B800BR Green 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) ..... £118

### Track cleaning fluid

B805 100ml of track cleaning fluid for the B800 Track cleaner (Dap) ..... £7



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R1167 Flying Scotsman Set 3 x LNER coaches (loco has 3-pole motor) (Hor) ..... £120



30-077 Midland Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) ..... £89.24  
30-160 Rural Commuter set Class 105 2 car DMU BR green small yellow panels (Bac) ..... £84.99  
30-125 St. Blazey Hauler set BR Blue Class 08 0839, 2 x China clay wagons & Brake van (Bac) ..... £80.74  
30-007 Starter set "Jack the Saddle Tank" (Bac) ..... £55.24



30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac) £148.71  
30-105 The Midland Marvel Midland 3F 3522 in LMS, brake van in LMS grey & 2 x 8-plank wagons (Bac) ..... £106.21



30-080 The Western Wanderer Class 57xx Pannier 3650 in GWR shirtbutton green and GWR Toad brake van & shunters truck in GWR gr (Bac) ..... £84.96

### Train sets - DCC

30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac) ..... £127.49  
R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor) ..... £120



30-048 Highland Towner Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) ..... £250.71  
R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) ..... £134

### Coaches



R4635 Arriva Trains Wales MK3 TSO second class (Hor) ..... £26.40  
R4635A Arriva Trains Wales MK3 TSO second class (Hor) NEW ..... £26.40  
R4635B Arriva Trains Wales MK3 TSO second class (Hor) NEW ..... £26.40  
R4566 BR (Ex LNER) 61' 6" Corridor Brake Composite in maroon (Hor) ..... £44  
R4633 BR blue & grey MK3 TF first class lights (Hor) ..... £32.90



R4615 BR blue & grey MK2E BSO brake second open (Hor) NEW ..... £23.10  
R4612 BR blue & grey MK2E BSO brake second open lights (Hor) NEW ..... £27.80



R4610 BR blue & grey MK2E TSO tourist second open lights (Hor) NEW ..... £27.80



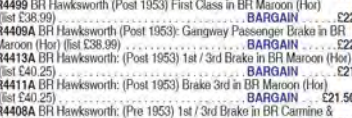
R4606 BR blue Ex-LMS 50' full brake (Hor) NEW ..... £33.30  
R4628 BR carmine and cream MK1 SO second open - Railroad range (Hor) ..... £18.50  
R4626 BR chocolate and cream MK1 BG full brake/parcels coach - Railroad range (Hor) ..... £18.50  
R4628 BR chocolate and cream MK1 TSO tourist second open - Railroad range (Hor) ..... £18.50  
R4620 BR crimson and cream MK1 SO second open (Hor) ..... £23.10



R4609A BR green MK1 BSK brake second corridor in lights (Hor) ..... £33.80



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 ..... £22  
R4408A BR Hawksworth (Post 1953): Gangway Passenger Brake in BR Maroon (Hor) (list £38.99) ..... BARGAIN ..... £22  
R4413A BR Hawksworth: (Post 1953) 1st / 3rd Brake in BR Maroon (Hor) (list £40.25) ..... BARGAIN ..... £21  
R4411A BR Hawksworth: (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) ..... BARGAIN ..... £21  
R4408A BR Hawksworth: (Pre 1953) 1st / 3rd Brake in BR Carmine & Cream (Hor) (list £40.25) ..... BARGAIN ..... £21  
R4406A BR Hawksworth: (Pre 1953) Brake 3rd. (Hor) (list £40.25) ..... BARGAIN ..... £21



R4634 BR InterCity blue & grey MK3 TS second class lights (Hor) ..... £32.90  
R4634A BR InterCity blue & grey MK3 TS second class lights (Hor) ..... £32.90  
R4619 BR Maroon Mk1 BG full brake/parcels coach (Hor) ..... £18.50  
R4625 BR maroon MK1 BG full brake/parcels coach - Railroad range (Hor) ..... £18.50  
R4627 BR maroon MK1 SO second open - Railroad range (Hor) ..... £18.50  
R4643 BR maroon MK1 TSO tourist second open (Hor) ..... £23.10  
R4629 BR maroon MK1 TSO tourist second open - Railroad range (Hor) ..... £18.50  
39-229C BR Mk1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac) ..... £28.01  
39-229E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) ..... £29.71  
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 Maroon Weathered (Bac) ..... £29.71  
39-126G 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 ..... £89  
39-425 Single (Bac) (list £38.95) ..... BARGAIN ..... £23



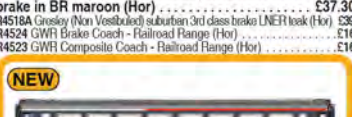
39-435A Pack of 4 BR Mk1 POS Post Office Sorting Van in Royal Mail Travelling Post Office Red (Bac) (list £155.80) ..... BARGAIN ..... £89  
39-435 Single (Bac) (list £38.95) ..... BARGAIN ..... £23  
39-263 BR Mk1 FMB miniature buffet car in (BRWR) chocolate/cream (Bac) ..... £28  
39-029E BR Mk1 SK Second Corridor chocolate & cream (Bac) ..... £28.01  
39-500 BR Mk1 SLF Sleeper Car in maroon (Bac) ..... £33  
39-500 Pack of 4 (Bac) (list £155.80) ..... BARGAIN ..... £122  
39-503 BR Mk1 SLSTP Sleeper Car in blue & grey Inter-City (Bac) ..... £122  
39-502 BR Mk1 SLSTP Sleeper Car in maroon (Bac) ..... £33  
39-502 Pack of 4 (Bac) (list £155.80) ..... BARGAIN ..... £120  
39-054C BR Mk1 SO Second Open (WR) Chocolate & Cream (Bac) ..... £28.01  
39-052D BR Mk1 SO Second Open (WR) Chocolate & 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/grey SC9424 (Bac) (list £25.95) ..... BARGAIN ..... £12  
39-363 BR MK2A TSO Tourist Second Open Network SouthEast (Bac) ..... £33.96  
39-400 BR MK2S BFK brake corridor 1st blue grey 14033 (Bac) (list £25.95) ..... BARGAIN ..... £12  
R4595 BR MK3 TGS in blue & grey lights 'Eastern Region' (Hor) ..... £32.90



R4522B Gresley (Non Vestibuled) suburban 3rd class brake in BR maroon (Hor) ..... £37.30  
R4518A Gresley (Non Vestibuled) suburban 3rd class brake LNER lark (Hor) £39  
R4524 GWR Brake Coach - Railroad Range (Hor) ..... £16  
R4523 GWR Composite Coach - Railroad Range (Hor) ..... £16



R4592 InterCity 125 Executive MK3 buffet (Hor) NEW ..... £26.40  
R4593 InterCity 125 Executive MK3 TGS (Hor) NEW ..... £26.40



R4631 Intercity 125 Executive MK3 TF first class (Hor) NEW ..... £26.40  
R4631A Intercity 125 Executive MK3 TF first class (Hor) NEW ..... £26.40



R4632 Intercity 125 Executive MK3 TS second class (Hor) NEW ..... £26.40  
R4632A Intercity 125 Executive MK3 TS second class (Hor) NEW ..... £26.40  
R4632B Intercity 125 Executive MK3 TS second class (Hor) NEW ..... £26.40  
R4632C Intercity 125 Executive MK3 TS second class (Hor) NEW ..... £26.40  
R4618 Intercity MK2E BSO brake second open (Hor) NEW ..... £23.10  
R4624 Intercity MK2E BSO brake second open - Railroad range (Hor) NEW ..... £23.10



R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) ..... BARGAIN ..... £25  
R4487 Pullman 3rd Class Brake 'Car No. 63' - Flush Sided (Hor) (list £49.99) ..... BARGAIN ..... £25



R4488 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49) ..... BARGAIN ..... £25



R4617 Intercity MK2E FO first open (Hor) NEW ..... £23.10  
R4623 Intercity MK2E FO first open - Railroad range (Hor) NEW ..... £21.30



R4622 Intercity MK2E TSO tourist second open - Railroad range (Hor) NEW ..... £21.30  
39-715 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 Pack of 4 LMS 57 ft Porthole Corridor 3rd in BR crimson & cream (Bac) (list £159.80) ..... BARGAIN ..... £125  
39-450 Single (Bac) ..... £33.96  
39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac) ..... £33.96  
39-465 LMS 60 ft Porthole Corridor Composite BR crimson & cream (Bac) ..... £33.96  
39-475 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) ..... £33.96  
R4633 Mk1 CK corridor composite BR chocolate & cream. New tooling for 2013 (Hor) ..... £17  
R4354 Mk1 SK corridor second BR chocolate & cream. New tooling for 2013 (Hor) ..... £17  
R2955DVT Mk3 DVT 82126 in Virgin Trains 'Pretendolino' (undecorated) (Hor) (list £45) ..... BARGAIN ..... £42  
R4601 Mk1 Royal Train FRH The Duke Of Edinburgh's Saloon (Hor) £24  
R4271A Pendolino trailer standard buffet (non-working pantograph) PTSRMB (Hor) (list £41.49) ..... BARGAIN ..... £29



34-326A Period III 50ft parcels van in BR crimson & cream (Bac) NEW ..... £21.21



34-330 Period III 50ft parcels van in BR departmental black 'Electrification' (Bac) NEW ..... £21.21



34-331 Period III 50ft. Ex-LMS Pili BG Van Tartan Arrow (Bac) NEW ..... £21.21



R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £49.99) ..... BARGAIN ..... £25



R4483 - Pullman 1st Class Parlour Car 'Onyx' - Flush Sided (Hor) (list £49.99) ..... BARGAIN ..... £20



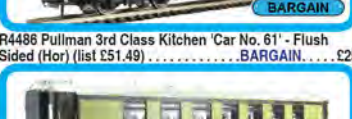
R4482 Pullman 3rd Class Brake 'Car No. 65' Matchboard type (Hor) (list £49.99) ..... BARGAIN ..... £25  
R4487 Pullman 3rd Class Brake 'Car No. 63' - Flush Sided (Hor) (list £49.99) ..... BARGAIN ..... £25



R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) ..... BARGAIN ..... £25



R4486 Pullman 3rd Class Kitchen 'Car No. 61' - Flush Sided (Hor) (list £51.49) ..... BARGAIN ..... £25



R4479 Pullman 3rd Class Parlour Car 'Car No. 34' - Matchboard type (Hor) (list £49.99) ..... BARGAIN ..... £25

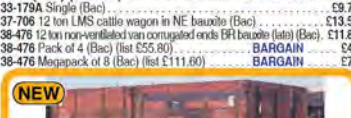


36204 Routemaster Coach & Trailer 'B.E.A. Sovereign Holidays' (EFE) NEW ..... £26  
4P-010-011 RTH 001 Stanier corridor composite BR carmine & cream (Dap) ..... £14

### Wagons



33-184 10 ton covered wagon in Tollemache Pulverised Coal (Bac) ..... £9.78



33-179A Pack of 4 10 ton salt wagon in ICI/Fleetwood Salt (Bac) (list £46) ..... BARGAIN ..... £34  
33-179A Single (Bac) ..... £9.78  
37-706 12 ton LMS cattle wagon in NE bauxite (Bac) ..... £13.56  
38-476 12 ton non-ventilated van with corrugated ends BR bauxite (late) (Bac) ..... £11.86  
38-478 Pack of 4 (Bac) (list £55.80) ..... BARGAIN ..... £42  
38-478 Megapack of 8 (Bac) (list £111.60) ..... BARGAIN ..... £78



38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac) NEW ..... £17.81



38-702 12 Ton Pipe Wagon BR Engineers Olive Green (Bac) NEW ..... £17.81



38-162 12 ton planked ventilated van in Departmental olive green (Bac) NEW ..... £11.86



38-072 12 ton Southern 2+2 planked ventilated van in Express Dairies Eggs (Bac) NEW ..... £11.86



38-084 12 ton Southern 2+2 planked ventilated van in SR small logo (Bac) NEW ..... £11.86  
37-731A 12 ton ventilated van in BR WR grey (Bac) ..... £11.86  
37-731A Pack of 4 (Bac) (list £55.80) ..... BARGAIN ..... £42



38-376A Megapack of 8 12 Ton ventilated van planked ends in BR bauxite (early) (Bac) (list £111.60) BARGAIN ..... £34  
38-376A Single (Bac) (list £13.95) ..... BARGAIN ..... £9.50  
38-376A Pack of 4 (Bac) (list £55.80) ..... BARGAIN ..... £34



38-325A Pack of 4 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £58) ..... BARGAIN ..... £38  
38-325A Single (Bac) (list £14.50) ..... BARGAIN ..... £10  
38-325A Megapack of 8 (Bac) (list £116) ..... BARGAIN ..... £74



38-327A Megapack of 8 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £116) ..... BARGAIN ..... £70  
38-327A Single (Bac) (list £14.50) ..... BARGAIN ..... £9.50  
38-327A Pack of 4 (Bac) (list £58) ..... BARGAIN ..... £38



37-356 13 ton steel sand tippler wagon in Departmental olive green (Bac) NEW ..... £10.16



37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) NEW ..... £10.16



## Prices valid until 12/02/15

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-Leadhall) (Bac)	£12.71
38-011B Pack of 4 (Bac) (list £59.80)	BARGAIN £46
38-011B Megapack of 6 (Bac) (list £119.60)	BARGAIN £88
38-022A 25 ton Pili Box brake van in BR bauxite (Bac)	£20.36
38-022A 25 ton Pili Box brake van in BR grey - weathered (Bac)	£21.21
38-025G 25 ton Queen Mary brake van in BR bauxite (Bac)	£16.11
38-025G 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
37-831 3 plank wagon in BR Departmental olive green (Bac)	£9.31
37-832 3 plank wagon in LMS bauxite (Bac)	£9.31
37-833 3 plank wagon in LMS grey (Bac)	£9.31
38-028B 30 ton bogie bolster in BR grey steel girders (Bac)	£12.71
38-028B 30 ton Bogie Bolster in BR grey Steel Pipes (Bac)	£12.71
38-041B 31 Tonne OBA open wagon in Railright (Bac)	£16.53
38-041B Pack of 4 (Bac) (list £77.60)	BARGAIN £60
38-041B Megapack of 6 (Bac) (list £155.60)	BARGAIN £116
38-058* 31 tonne OCA dropside open wagon in EWS - weathered (Bac) (list £21.95)	BARGAIN £11
38-058* Pack of 4 (Bac) (list £87.80)	BARGAIN £39
38-058* Megapack of 6 (Bac) (list £175.60)	BARGAIN £76
38-120B 35 ton VAA box van sliding door Railright red & grey - weathered (Bac)	£20.36
38-120B Pack of 4 (Bac) (list £95.80)	BARGAIN £72
38-120B Megapack of 6 (Bac) (list £191.60)	BARGAIN £136
38-126A 35 ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £23.95)	BARGAIN £20.36
38-126A Pack of 4 (Bac) (list £95.80)	BARGAIN £72
38-126A Megapack of 6 (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)	£28
38-130A Pack of 4 (Bac) (list £131.80)	BARGAIN £102
38-902 45 ton bogie well wagon in BR Departmental black (Bac)	£8.84
38-878A 45 ton bogie well wagon in LNER grey boiler load (Bac)	£12.71
38-878A Pack of 4 (Bac) (list £59.80)	BARGAIN £44
38-879A Megapack of 6 (Bac) (list £119.60)	BARGAIN £82
37-578A 45 ton TTA tank in ICI Methanol (Bac)	£13.56
37-582C 45 ton TTA tank in Shell black (Bac)	£13.56
38-063A 45 tonne glw MEA open box wagon in Coal sector (Bac)	£12.71
38-064 45 tonne glw MEA open box wagon in EWS - weathered (Bac)	£13.56
38-084* 5 plank china clay wagon hood in BR bauxite - weathered (Bac) (list £12.65)	BARGAIN £10
38-084* Pack of 4 (Bac) (list £50.60)	BARGAIN £38
38-084* Megapack of 6 (Bac) (list £101.20)	BARGAIN £74
37-038 5 plank wagon steel floor in Tarbitumac (Bac)	£7
37-038 Pack of 4 (Bac) (list £27.60)	BARGAIN £26
37-081C 5 plank wagon wooden floor in BR grey (Bac)	£10.16
4F-031-020 6 wheel milk tanker "United Dairies" - weathered (Dap)	£12
37-081F 7 plank and door wagon in BR grey (Bac)	£10.63
37-188 7 plank wagon coke rails "Moy" - weathered (Bac)	£12.33
37-713 8 ton axle wagon in BR bauxite (Bac)	£13.56
38-151A* 80 Tonne glw BDA bogie bolster wagon in Railright (Bac) (list £21.80)	BARGAIN £11
38-151A* Pack of 4 (Bac) (list £87.20)	BARGAIN £58
38-151A* Megapack of 6 (Bac) (list £174.40)	BARGAIN £104
38-352A BAA steel center stock coils in Railright red & black (Bac)	£22.06
R6623 BR Horse Box (Ex GWR) (Hor)	£17
R6635 Breakdown Crane pack (Hor)	£22
R6682 Extra long OCT Van in LNER (Hor)	£20.30



R6683A Extra long CCT Van B in BR (Hor) £20.30  
R6682A Extra long OCT Van B in LNER (Hor) £20.30



38-345A\* Megapack of 8 FNA Nuclear Flask Wagon flat pack & round buffers in standard buff - Flask 9 (Bac) (list £240.80) BARGAIN £128

38-345A* Single (Bac) (list £30.10)	BARGAIN £17
38-345A* Pack of 4 (Bac) (list £120.40)	BARGAIN £65
38-346A* FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £30.10)	BARGAIN £18
38-346A* Pack of 4 (Bac) (list £120.40)	BARGAIN £68
38-346A* Megapack of 6 (Bac) (list £240.80)	BARGAIN £130
R6366 Fuel wagon pack with Shell, Texaco & Total tankers (Hor)	£12



R6625 GWR Mogo Van. Due qtr 2 (Hor) **NEW** £10



38-679- GWR Shunters Truck BR Black 'Margam Jn' Weathered (Bac) (list £18.95) BARGAIN £14

37-313 Intermodal bogie wagon 2 x 45t containers in Menck (Bac)	£42.46
BHspec856d* IOA Network Rail bogie ballast wagon. 70 5992 033-3. Hatton's Limited edition of 500 - Pristine (Dap) (list £19.95)	BARGAIN £12
BHspec856b* IOA Network Rail bogie ballast wagon. 70 5992 045-3. Hatton's Limited edition of 500 - Pristine (Dap) (list £19.95)	BARGAIN £12
BHspec856c* IOA Network Rail bogie ballast wagon. 70 5992 077-1. Hatton's Limited edition of 500 - Pristine (Dap) (list £19.95)	BARGAIN £12
38-250 IPA twin double deck car transporter in STVA red (Bac)	£37
38-250 Pack of 4 (Bac) (list £199.80)	BARGAIN £140
B779D KGA Intermodal pocket wagon in blue (pristine). 84 70 4907 017-14 (Dap) (list £24.95)	BARGAIN £19
38-240* MBA Megabox high-sided bogie box wagon in EWS (with buffers) (Bac) (list £25.20)	BARGAIN £16
38-240* Pack of 4 (Bac) (list £100.80)	BARGAIN £62
38-240* Megapack of 6 (Bac) (list £201.60)	BARGAIN £119
38-242* MBA Megabox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27)	BARGAIN £14
38-242* Pack of 4 (Bac) (list £108)	BARGAIN £54
38-242* Megapack of 6 (Bac) (list £216)	BARGAIN £104
38-300 OTA (ex-VDA) timber crane lumber load in BR Railright (Bac)	£20
38-300 Pack of 4 (Bac) (list £99.80)	BARGAIN £77



38-301\*~ Megapack of 8 OTA (ex-VDA) timber carrier Lumber load in EWS (Bac) (list £199.60) BARGAIN £104

38-301*~ Single (Bac) (list £24.95)	BARGAIN £14
38-301*~ 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) <b>NEW</b>	£30.56
37-672 Pack of 3 14 ton tank wagons in British Tar - weathered (Bac)	£38.21
37-671 Pack of 4 14 ton tank wagons in Fina - weathered (Bac)	£38.21
37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors - weathered (Bac)	£30.56
R649 Pack of 3 CDA china clay hoppers ECG silver and blue - weathered (Hor)	£48.20
37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac)	£36.51



37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) £36.51

38-551 PCA Metasul Bulk Powder Wagon Grey (Bac)	£14.41
E1033M Multi Pallet hoppers - Pack of 5 (Dap)	£26
GV6001 Tarpaulin wagon in Tiphook Steel Express - weathered (HO Scale) (Golf) (list £34)	BARGAIN £22
R6620 ZVA (Hudd) open wagon (Weathered) D8972544. Due qtr 2 (Hor)	£9.50

**Containers & Loads**

38-003 4 x small AF containers "British Railways" (Bac)	£4.21
44-551 Coal loads for 4-wheel wagons x 4 (Bac)	£6.76
76CONT002 Container in green (Ox)	£7.95

**Analogue controllers**

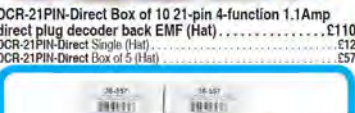
36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac)	£25.54
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**DCC decoders**

36-554 21-pin Shuntion 2-sided 1A decoder back EMF for slow running (Bac) £12	
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**DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat)** £110

DCR-21PIN-Direct Single (Hat)	£12
DCR-21PIN-Direct Box of 5 (Hat)	£57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70

36-557 Single (Bac)	£14.50
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DC027 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau)

£16	
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R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76

R8249 Single (Hor)	£14
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DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105

DCR-8PIN-Direct Single (Hat)	£13
DCR-8PIN-Direct Box of 5 (Hat)	£59

**DCC accessory decoders**

PC2 One Touch DCC Quad Point Controller x 4 (Tra)	£32
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**DCC controllers**

R8235 DCC Select Walkabout R8236 RJ12 connecting lead (Hor)	£83
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36-500 E2 Command DCC controller - boxed (Bac) £75.18

**DCC accessories**

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor)	£34
R8238 DCC reverse loop control module (Hor)	£34

**Point motors**

R8015 Adaptor Base & Housing for R8014 (Hor)	£4
R8014 Mark 2 Point Motor (Hor)	£7

**Lighting equipment**

R8952 Bulbs for Skale Lighting system (x 4) (Hor)	£5
GM56 OO Buffer lights x 2 (Gau)	£10
CL1 Standard Coach Lighting Strips - Cool White (Tra)	£17
CL2 Standard Coach Lighting Strips - Warm White (Tra)	£17

**Accessories**



SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) **NEW** £37

**Spare**

36-026 10 x Mk2 Couplings mini type - long (Bac)	£4.68
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SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pac)	£2.30
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SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pac)	£2.20
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SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pac)	£2
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HO/OO Gauge 16.5

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pac)

36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac)	£3
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18KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad)	£3.50
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18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad)	£3.50
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17KADEE NEM-362 Short Coupler - 7.11 mm (9/32") (w/o Draft Gear Boxes) (2 pair) (Kad)	£3.50
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OM50 OO/HO gauge loco wheel cleaner (Gau)	£24
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TT4551 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo)	£21.75
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B803 Track cleaner (R800) accessory pack (Dap)	£9
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**Wheel sets**

R8218 14.1 mm coach wheels (pack of 10) (Hor)	£5
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R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor)	£5
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36-033 Brass turned coach disc wheels on metal axles - Pack of 10 (Bac)	£9.95
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R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor)	£6.50
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R8096 Metal disc wheels on axles (10 axles) (Hor)	£5.50
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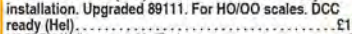
36-028 Metal split spoke wagon wheels on 10 metal axles - Pack of 20 (Bac)	£8.21
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R8098 Metal split wheels on axles (10 axles) (Hor)	£5
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**Man-made scenic structure - railway-related**

**NEW**

44-0007 2 curved platforms - second radius (Bac) <b>NEW</b>	£21.21
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89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel)

£199	
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LK-55 70ft Wall type turntable (Pec)	£39
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R863 Butler Stop (Hor)	£1.40
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R863 Box of 6 (Hor)	£8
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R836 Double track level crossing (Hor)	£18
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44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac)	£25.46
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R577 Linedale Fencing (Hor)	£7
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SL-43 Loco Lift and storage unit (Pac)	£11
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RS14 Platform Canopy x 2 (Hor)	£12
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SL-40 Rail built buffer stop (Pec)	£1.40
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R334 Station canopy (Hor)	£19
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R460 Straight Platform (Hor)	£3.50
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**Signals**

R406 Colour Light Signal (Hor)	£19
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R171 Home signal (Hor)	£8
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DS1 One Touch DCC Signal Home (RUG) (Tra)	£22
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4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap)

£22	
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4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap)

£22	
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4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant (ex-OOSIGN4) (Dap)

£22	
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**Buildings - general**

44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac)	£33.96
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EM6008 3 house terrace (Pec)	£15
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R6763 Butlers Shop Oil Your Head - Skaledale The Street Collection (Hor)	£17.40
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PO229 Brewing facility consisting of main brewhouse, malt store & ale store. (Card Kit) (Met)	£9
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44-147 Corner Shop "J. Barnett Ironmonger Hardware" (96 x 56 x 96mm) (Bac)	£27.16
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44-102 Drive-through restaurant (205 x 115 x 60mm) (Bac) (list £43.95)	BARGAIN £1
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# Opening Hours

Shop 8am to 6pm Mon to Sat  
10am to 4pm Sun

Phones 7am to 9pm Mon to Thu  
8am to 6pm Fri & Sat  
9am to 5pm Sun



36-046 Shopping figures x 6 (Bac)	£6.21
36-045 Station passengers sitting x 6 (Bac)	£6.21
36-044 Station passengers standing x 6 (Bac)	£6.21
36-043 Station staff x 6 (Bac)	£6.21
36-049 Trackside workers (x6) (Bac)	£6.21
36-401 Transporters/rail-enthusiasts (x6) (Bac)	£6.21

## Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulating (Pec)	£12
ST-244 Setrack curved double radius right handed point insulating (Pec)	£12
ST-201 Setrack double straight (Pec)	£1.75
ST-226 Setrack No.2 radius double curve (Pec)	£2.30



ST-241 Setrack No.2 radius left handed point insulating (Pec)	£7.50
ST-240 Setrack No.2 radius right handed point insulating (Pec)	£7.50
ST-231 Setrack No.3 radius double curve (Pec)	£2.25
ST-235 Setrack No.4 Radius Standard Curve, No 'double' version produced - use 16 to form a circle (Pec)	£2
ST-204 Setrack Quad Straight (Pec)	£3
ST-204 Box of 24 (Pec)	£68
ST-202 Setrack short straight (Pec)	£1
ST-200 Setrack 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 Nickel Silver concrete-sleeper flexible track (Pec)	£62
SL-102 Single (Pec)	£2.75
SL-E99 3 way medium radius point insulating (Pec)	£22
SL-99 3 way medium radius point insulating (Pec)	£22

SL-90 Double slip insulating (Pec)	£28
SL-E98 Large Y point electrofrog (Pec)	£10
SL-E87 Left hand curved point (Pec)	£10.50
SL-E87 Left hand curved point electrofrog (Pec)	£11

SL-E89 Left hand large point electrofrog (Pec)	£10
SL-E81 Left hand medium point (Pec)	£9
SL-E96 Left hand medium point electrofrog (Pec)	£9
SL-E92 Left hand small point (Pec)	£8

SL-E92 Left hand small point electrofrog (Pec)	£8
SL-E94 Long crossing insulating (Pec)	£8.50
SL-E96 Right hand curved point (Pec)	£10.50
SL-E88 Right hand curved point electrofrog (Pec)	£11

SL-E88 Right hand large point electrofrog (Pec)	£10
SL-E88 Right hand large point insulating (Pec)	£10
SL-E95 Right hand medium point (Pec)	£9
SL-E95 Right hand medium point electrofrog (Pec)	£9
SL-E91 Right hand small point (Pec)	£8
SL-E91 Right hand small point electrofrog (Pec)	£8
SL-E83 Short crossing insulating (Pec)	£8
SL-E80 Single slip insulating (Pec)	£27
SL-E97 Small Y point electrofrog (Pec)	£8.50

## Track - Code 75 FineScale Streamline

SL-102F Pack of 25 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper flexible track (Pec)	£64
SL-102F Single (Pec)	£2.80

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)	£64
SL-100F Single (Pec)	£2.80
SL-E109 3 way finescale medium radius point electrofrog (Pec)	£24
SL-E109 3 way finescale medium radius concrete sleeper turnout (RH) (Pec)	£11
SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec)	£31
SL-E198 Finescale large Y point electrofrog (Pec)	£11
SL-E187 Finescale left hand curved point electrofrog (Pec)	£11
SL-E189 Finescale left hand large point electrofrog (Pec)	£10.50
SL-E196 Finescale left hand medium point electrofrog (Pec)	£9.50
SL-E192 Finescale left hand small point electrofrog (Pec)	£10

SL-E186 Finescale right hand curved point electrofrog (Pec)	£11
SL-E188 Finescale right hand large point electrofrog (Pec)	£10.50
SL-E191 Finescale right hand small point electrofrog (Pec)	£10
SL-E180 Finescale single slip electrofrog (code 75 rail) (Pec)	£29

## Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor)	£3.50
R8090 Pack of 24 (Hor)	£79
R605 1st radius double curve (8 make a circle) (Hor)	£2.50
R605 Circle of 8 (Hor)	£15
R606 2nd radius curve (Hor)	£2
R607 2nd radius double curve track (8 make a circle) (Hor)	£2.25
R607 Circle of 8 (Hor)	£18
R609 3rd radius double curve track (8 make a circle) (Hor)	£3
R609 Circle of 8 (Hor)	£22
R8262 Double 4th radius curve (8 make a circle) (Hor)	£3
R618 Double insulating track (Hor)	£27
R601 Double Straight (Hor)	£2.25
R601 Box of 24 (Hor)	£49
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R603 (Hor)	£21
R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor)	£21
R8224 Extension Pack D. 1 x R8072, 9 x R605, 1 x R608, 1 x R636, 1 x R610 (Hor)	£32
R910 Fishplates/rail joiners x 12 (Hor)	£2
R8074 Left hand curved point (Hor)	£14.40
R8077 Left hand Express point (Hor)	£16

R8072 Left Hand Standard Point (Hor)	£9
36-872 Left-hand standard point (Bac)	£7.52
R603 Long Straight (Hor)	£3.25

36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £32.50)	£24.80
36-603 Single (Bac)	£2.40
R8075 Right hand curved point (Hor)	£14.40

R8073 Right Hand Standard Point (Hor)	£9
36-878 Right-Hand Point (same as Hornby R8076) (Bac)	£11.65
36-873 Right-Hand Standard Point (Bac)	£7.52
R610 Short Straight (Hor)	£1.50

R621 Pack of 24 Single 970mm length of flexible track (Hor)	£66
R621 Single (Hor)	£3
R690 Standard Straight (Hor)	£1.40
R600 Box of 24 (Hor)	£33
ST-100 Starter Track Set (Pec)	£52
36-601 Straight track 335mm (same as Hornby R601) (Bac)	£1.70

## Track underlay

ST1474 24' Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24' (Woo)	£7.40
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GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau)	£19
GM210 Brown ballasted underlay x 5 metres (Gau)	£19
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec)	£8
R638 Roll of track foam underlay Approx: 480mm (16in) (Hor)	£9
ST1481 Single Track Strips of OO/HO Gauge Track Bed (1.75" x 24" x 36 (Woo))	£22.05

## Railway publications

36-2014 Bachmann Branchline 2014 25th Anniversary Catalogue (Bac)	£6.38
16137 16137 - Leyland PD2 Highbridge - C.I.E. (Cars Iarnród Éireann) (EFE)	£28
UK8020 ADL Enviro200 Dart London United (Nor)	£45
29907 AEC 10110 coach "Greenline" (EFE)	£21
34207 AEC RLH Weymann d/dock bus "Midland General" (EFE)	£24
23804 Alexander A Type/Atlantean "Gateshead District" (EFE)	£26
760WB B09 Bedford CMB Bournemouth Corporation (Oxf)	£11
B1088 Bristol Lodokka LDI Open Platform Short Radiator Omnibus Co: 233 to Chippenham (circa 1957-1973) (Bas)	£21
B1114 Bristol Lodokka LH Open Door Crossville (K20) (Bas)	£21
B1118 Bristol Lodokka SR Closed Door Crossville (C64) (Bas)	£21
B111C Bristol Lodokka SR Cad Door Crossville (H16) (Bas)	£21

32308EFE Bristol RELH Coach - "West Yorkshire" (EFE) NEW	£26
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38118 Bristol VRT "Eastern National" (EFE) NEW	£28
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38115 Bristol VRT - "Western S.M.T." (EFE)	£26
OM41609B Crossley DD42 Stockport, 16 Stockport Stepping Hill (Cor) NEW £30	

OM41609A Crossley DD42 Stockport, 47 Stockport Crossley Rd (Cor) NEW	£30
OM42521A Dennis Trident East Lancs "Preston Bus, 8 Bus Station" (Cor)	£32
28908 GM Standard Atlantean "East Kent" (EFE)	£26
26807 Leyland Duple Coach "Barton Transport" (EFE)	£23

NB004bs Leyland Leopard Duple Dominant II Coach - "Grey-Green" (Circa 1978 - 1993) (Bas) NEW	£7.99
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NB005bs Leyland Leopard Duple Dominant II Coach - "Maidstone & District" (Circa 1979 - 1994) (Bas) NEW	£7.99
16537 Leyland MCW Atlantean "Walsley Corporation" (EFE)	£28
14603 Leyland National Mk1 s/dock bus "Perrine" (EFE)	£15

29704 Leyland Olympian "Bristol N.B.C." (EFE) NEW	£24
R502 Leyland Olympian Alexander R Type double deck bus "Arriva London" (Bri) (list £32.99)	£10
16136 Leyland PD2 Highbridge "C.I.E. Southern Ireland" (EFE)	£32

76LRT004 Leyland Royal Tiger "Maidstone & District" (Oxf)	£12
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76LRT005 Leyland Royal Tiger Cumberland (Oxf) NEW	£12
76LRT002A Leyland Royal Tiger Southdown (Oxf)	£12

R901 - London "WestLink" Volvo Olympian d/deck bus in red/grey (Bri) (list £36)	£10
OM45123B MCW Metrobus Mki Leicester, 55 Eyvington (Cor) NEW	£30

OM45123A MCW Metrobus Mki Leicester, 88 Eyres Monsell (Cor) NEW	£30
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MRL-05- MCW Metrorider midi bus "East London Hoppa" (Bri) (list £26)	£10
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MRL-01- MCW Metrorider midibus. (London) Final "WestLink Buses" (Bri) (list £26)	£8
OM5013 Mercedes Citaro Higd s/deck bus "Southampton Uni-Link" (Cor) (list £25)	£8

20649 Plaxton Pointer Dart "Arriva South London" (EFE) NEW	£26
20645 Plaxton Pointer Dart "Arriva The Shires" (EFE)	£24
38702 Plaxton SLF Dart MkII "First Western National" (EFE)	£21
OM46302 RM23 (VL23) - Route K2 Kingston Shoppers Express NEW TOOL (First Issue) (Cor) (list £30.99)	£16

31708 RMC Routemaster Coach - Green Line (EFE) NEW	£26
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R804BRI- Scania 113 Alexander d/deck bus "Borehamwood Travel Service" (Bri) (list £33) BARGAIN	£9
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R803*- Scania Alexander R d/deck bus "Maidstone BoroLine" (Bri) (list £36)	£9.50
£301 Scania ELC Omnidexka d/deck bus "Demovestral" (Bri) (list £33)	£16

N6301- Scania Metropolitan d/deck bus "Whippet Coaches" (Bri) (list £31)	£8
£804 Scania N113 Alexander R type single door "London Buses (Docklands Exchange)" (Bri) (list £32.99)	£10

R904*- Volvo Olympian/Alexander d/deck bus in red & white "Westlink London(Route 57)" (Bri) (list £33)	£9.50
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UK4010- Volvo Olympian/Alexander Royale d/deck bus "S. Gloucester Bus & Coach UWE Service" (Cre) (list £25)	£9
76WFA001 Weymann Fanfare 1950s coach South Wales (Oxf)	£13

76WFL001 Weymann Fanfare Leyland Southdown (Oxf) £12	
OM4675A Wright Eclipse 2 "National Express Dundee, 28 Douglas via Arbuthnot Road" NEW TOOLING (Cor)	£32
OM46707B Wright Eclipse 2 Putbus Express, X55 Hull City Centre (Cor)	£30

OM46502B Wright Eclipse Gemini 2 "Brighton and Hove, 7 Hove George Street" NEW TOOLING (Cor) NEW	£32
OM46501B Wright Eclipse Gemini 2 "Metro Line, 52 Victoria" NEW TOOLING (Cor) NEW	£32
OM46501A Wright Eclipse Gemini 2 "Metro Line, 52 Willesden Bus Garage" NEW TOOLING (Cor) NEW	£32

OM41227A Wright Eclipse Gemini, First Glasgow, 75 Castlemilk (Cor) NEW	£30
OM41227B Wright Eclipse Gemini, First Glasgow, 9A City Centre (Cor) NEW	£30
OM46505B Wright Eclipse Gemini2, Go Ahead Northern Angel of the North, 21 Durham (Cor) NEW	£32

OM46505A Wright Eclipse Gemini2, Go Ahead Northern Angel of the North, 21 Newcastle (Cor) NEW	£32
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76SET30 5 Piece Vauxhall Set - Wyvern, Cresta, FB, Friary, Viva (Oxf)	£18
76MN001 - Austin Mini - Tartan Red Union Jack roof, (Oxf)	£2.20

76MC002 BMW Mini in Midnight black & red (Oxf) NEW	£4.75
76DIS003 Land Rover Discovery 4 Aintree Green (Oxf) NEW	£4.75



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for more details

NEW



76MING002 Mini 1275GT in black (Oxf) NEW ..... £4.75  
 76BSA006 Motorbike/Sidecar Police (Please note, some outer sleeves incorrectly refer to item as N Gauge) (Oxf) ..... £3.95

## Commercial vehicles

L14 2 torklift trucks - 1 red, 1 yellow (Bas) ..... £7  
 76TIP004 AEC Ergo Tipper Tarmac (Oxf) ..... £10

NEW



37602 AEC Ergomatic 2 axle flatbed "London Brick Co." Phorpres" (EFE) NEW ..... £22  
 DA79 AEC Mammoth Major Tanker "Charington" (circa 1958-1968) (Bas) ..... £8.99

NEW



76AEC017 AEC Matador 2nd Batt Gordon Highlanders (Oxf) NEW ..... £11

NEW



DA81 AEC Mercury artic flatbed long packing cases load "British Railways" (circa 1955-1965) (Bas) NEW ..... £11  
 DA84 Albion Reiver Bulk Tipper "Glover's Transport" (circa 1961-1971) (Bas) ..... £8.99  
 76ATKL002 Atkinson 8 Wheel Flatbed Chivens (Oxf) ..... £12



76ATK002 Atkinson Borderer 40ft Fridge Trailer "Gibbs of Fraserburgh" (Oxf) ..... £14



EM76843 Austin FX3 Taxi in black (Poc) BARGAIN ..... £2.50 (list £4.25)



DG202006 Austin J2 van "Huddersfield Corporation" (Cor) (list £4.40) ..... BARGAIN ..... £1.50



DG202003 Austin J2 van "Royal Mail". Non limited (Cor) (list £4) ..... BARGAIN ..... £2  
 EM76306 Austin K2 Compton's coal merchants flatbed sacks and headboard (Poc) ..... £7  
 76BD005 Bedford OY 3-Ton GS (General Service) "British Rail" (Oxf) ..... £9  
 76BD008 Bedford OY Dropside BRS (Oxf) ..... £9

NEW



76BMC003 BMC Car Transporter & Two Minis "BMC Compellions Dept" (Oxf) NEW ..... £16

NEW



76BUR004 Burrell Scenic Showmans Locomotive "Dragon - Anderton & Rowland" (Oxf) NEW ..... £12  
 DG125018 Burrell Showmans - Dolphin (Cor) (list £9.99) BARGAIN ..... £5



CR2003 Car Set 2 Morris Minor, Ford Anglia & Vauxhall Viva (alternate colours to CR1003). Non limited (Cor) (list £9.99) ..... BARGAIN ..... £6



CR3003 Car Set 3 Ford Anglia 105E, Morris Minor 1000 & Vauxhall Viva HA. Non limited (Cor) (list £9.99) BARGAIN £6  
 76TCAB006C Coca Cola Coke Zero (Oxf) ..... £18  
 76TCAB004CC Coca Cola T Cab Box Trailer (Oxf) ..... £19  
 DA76 Commer Buk Tipper "National Coal Board" (circa 1954-1964) (Bas) ..... £7.99  
 EM7602 Ford Thames E16 "Brook & Sons LMF" (Poc) (list £6) BARGAIN £4.80  
 76FT010 Ford Transit LWB High Roof "Stobart" (Oxf) ..... £4.75  
 76FOW003 Fowler B6 Locomotive VV1 France (Oxf) ..... £12  
 76BD008 GWR Bedford OX Flatbed Trailer (Oxf) ..... £10



EM76509 Jen-Tug & Articulated trailer "British Railways" Fleet No. YE 3082 N (Poc) (list £6.99) ..... BARGAIN ..... £5



EM76510 Jensen Jen-Heles articulated mechanical horse "B. Armitage Ltd, Shoddy Merchants" (Poc) (list £6.99) ..... BARGAIN ..... £3  
 DA83 Kamier Bantam Artic Dropside "British Railways" (circa 1953-1963) (Bas) ..... £9.99  
 76KRS001 Konecranes Reach Stacker (for freight containers) in Konecranes blue. Fully poseable (Oxf) ..... £17



76LRDF003 Land Rover Defender 90 Station Wagon Orkney Grey (Oxf) NEW ..... £4.75



76DEF009 Land Rover Defender AA (Oxf) NEW ..... £4.75



76LAN2008 Land Rover Series II Dublin Fire Brigade (Oxf) NEW ..... £4.95



76LAN2007 Land Rover Series II LWB Station Wagon 44th Home Counties Infantry Div (Oxf) NEW ..... £4.95



76LAN2010 Land Rover Series II Station Wagon British Railways (Oxf) NEW ..... £4.95



M6C-01 Leyland "Mouth Organ" box van in cream (Bas) (list £5) ..... BARGAIN ..... £2



D-23 Leyland Beaver Flatbed "British Railways" Yellow (Bas) (list £6) ..... BARGAIN ..... £3



CO-X8 Leyland Comet Pantechnicon in cream (Bas) (list £6) ..... BARGAIN ..... £2

NEW



DA85 Leyland FG Integral Van "Fire Brigade Decontamination Unit" (circa 1963-1978) (Bas) NEW £7.99



DA09 Leyland Mastiff Artic Van "BRS - Islandlink" (New Casting) (Bas) (list £6.99) ..... BARGAIN ..... £4



EM76650 Morris J Estate Works Bus "Taylor Engineering Ltd." (Poc) (list £3.99) ..... BARGAIN ..... £2

NEW



76MJ007 Morris J Ice Cream Tonibell (Oxf) NEW ..... £4.75

NEW



76MJ009 Morris J Van Devon General (Oxf) NEW ..... £4.75  
 76MJ008 Morris J Van Southdown (Oxf) ..... £4.75

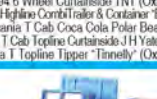


DG148023 Scammell Scarab sheeted flatbed in Rail Freight (Cor) (list £11.50) ..... BARGAIN ..... £7

NEW



76SC110002 Scania 110 Flatbed Trailer "BRS" (Oxf) NEW £13  
 76SA0001 Scania 94 E Wheel Curtainside TMT (Oxf) ..... £12  
 76SHLO1CT Scania Highline Combi Trailer & Container "Eddie Stobart" (Oxf) ..... £20  
 76TCAB005CC Scania T Cab Coca Cola Polar Bears (Oxf) ..... £18  
 76TCAB003 Scania T Cab Topline Curtainside J H Yates & Sons Ltd (Oxf) ..... £18  
 76TCAB002 Scania T Topline Tipper "Tinnelly" (Oxf) ..... £20



TS-X2 Thorneycroft sturdy artic flatbed in blue (Bas) (list £6) ..... BARGAIN ..... £2

## Military ground vehicles

76BF003 40mm Bolons Anti-Aircraft Gun as used by the British Army/Navy 1937 - late 1980s in desert light stone (Oxf) ..... £6.50  
 76AEC008 AEC Matador Artillery Tractor British Army "Mickey Mouse" (Oxf) £10  
 76ATV007 Austin ATV RAF (Oxf) ..... £7.95  
 76CMP004 Bedford CMP Truck 1st Canadian Army - UK 1944 CMP Tractor (Oxf) ..... £8.95

NEW



76CMP005 CMP LAA Tractor Desert 2nd NZ 41 Battery (Oxf) NEW ..... £8.95  
 76COM001 Commer Compendo 1 1/2 dockers bus RAF blue (Oxf) ..... £12  
 76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" (Oxf) ..... £9

## Public Service vehicles



C104 Austin A40 Farina in "Birmingham Police" (Bas) (list £4) ..... BARGAIN ..... £1.30  
 76DM001 Dennis HS Fire Engine London FB (London's Burning) (Oxf) £10



C304 Ford Cortina MK1 in London Transport "Traffic Patrol" (Bas) (list £4) ..... BARGAIN ..... £1.30  
 76LC002 Leyland Cub Fx7 City of Canterbury Fire Brigade (Oxf) ..... £9

NEW



76SCA02HB Scania 380 Horsebox Police (Oxf) NEW ..... £14

N Gauge  
Steam locos

2S-006-004 Class 14xx steam loco 1464 in BR early black & autococh W191W in maroon (Dap) ..... £67  
 372-626 Class 2MT Ivatt 2-6-0 46440 BR lined black early emblem (Gra) ..... £93.46  
 372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) ..... £93.46  
 372-627 Class 2MT Ivatt 2-6-0 6404 in LMS black (Gra) ..... £93.46  
 2S-015-002 Class 2MT Ivatt 2-6-2 in BR black early emblem (Dap) ..... £53



2S-015-001 Class 2MT Ivatt 2-6-2 in LMS black (Dap) ..... £53  
 2S-014-001 Class 45xx 2-6-2 4518 in GWR green (Dap) ..... £53  
 2S-014-002 Class 45xx 2-6-2 4528 in BR black early emblem (Dap) ..... £53  
 2S-014-004 Class 45xx 2-6-2 4566 in GWR green - weathered (Dap) ..... £57  
 2S-014-003 Class 45xx 2-6-2 4571 BR black British Railways lettering (Dap) ..... £53  
 2S-010-002 Class 49xx Hall steam loco 4914 "Cranmore Hall" in BR lined green late crest (Dap) ..... £95  
 2S-010-003 Class 49xx Hall steam loco 4958 "Priory Hall" GWR lined green (Dap) ..... £95  
 2S-010-003D Class 49xx Hall steam loco 4958 "Priory Hall" in GWR lined green. DCC fitted (Dap) ..... £111  
 372-752 Class 4MT Fairburn 2-6-4 tank 42073 BR black late crest (Gra) ..... £99.21  
 372-751 Class 4MT Fairburn 2-6-4 tank 42096 BR black early emblem (Gra) ..... £89.21  
 372-753 Class 4MT Fairburn 2-6-4 tank 42267 BR black late crest - weathered (Gra) ..... £97.71  
 2S-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) ..... £61  
 2S-007-008 Class 57xx Pannier #5724 GWR Green "GWR Lettering" (Dap) ..... £61  
 2S-007-009 Class 57xx Pannier #5764 GWR green "Great Western Lettering" (Dap) ..... £61  
 2S-007-012 Class 57xx Pannier 0-6-0 5764 in Great Western green (Dap) ..... £61  
 2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) ..... £82  
 2S-007-005 Class 57xx Pannier tank steam loco #L97 London Transport maroon (Dap) ..... £82  
 372-481 Class 6P Jubilee 4-6-0 45572 "Eire" in BR lined green late crest - weathered (Gra) ..... £118.96



372-480 Class 6P Jubilee 4-6-0 5684 "Nelson" in LMS Crimson (Gra) ..... £110.46  
 2S-001-001D Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shroud emblem. DCC Fitted (Dap) ..... £119  
 2S-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) ..... £100  
 2S-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR11G tender - weathered (Dap) ..... £94  
 2S-013-003D Class 9F 2-10-0 92006 in BR black early emblem & BR11G tender - weathered. DCC fitted (Dap) ..... £113  
 2S-013-004 Class 9F 2-10-0 92052 BR black early emblem & BR11C tender (Dap) ..... £87  
 2S-013-001 Class 9F 2-10-0 92068 BR black late crest & BR11C tender (Dap) ..... £87  
 2S-013-002D Class 9F 2-10-0 92226 in BR black late crest & BR11G tender. DCC fitted (Dap) ..... £106  
 372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) ..... BARGAIN ..... £111  
 372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) ..... £133.75  
 ND1290D Class A3 steam loco 2744 "Grand Parade" LNER apple green. DCC fitted (Dap) ..... £122



ND129D Class A3 steam loco 4472 "Flying Scotsman" LNER Green (Dap) ..... £105  
 ND129P Class A3 steam loco 60106 "Flying Fox" BR lined green late crest (Dap) ..... £104  
 2S-008-000D Class A4 steam loco 60019 "Britannia" in BR green late logo and double chimney. DCC fitted (Dap) ..... £122  
 ND079e Class B17 4-6-0 61655 "Middlesbrough" in BR green late crest (not early as listed elsewhere) (Dap) ..... £93  
 372-400 Class J39 0-6-0 18956 LNER Lined Black flat sided tender (Gra) ..... £80.71  
 372-403 Class J39 0-6-0 64841 in BR black late crest & stepped tender - weathered (Gra) ..... £84.96  
 372-401 Class J39 0-6-0 64890 BR black early emblem & flat sided tender (Gra) ..... £80.71  
 372-427 Class WD Austen 2-6-0 00201 BR black late crest - weathered (Gra) ..... £122.83



372-725\* Standard Class 5MT 4-6-0 73068 in BR lined green late crest & BR1C tender (Gra) (list £124.95) ..... BARGAIN ..... £79



372-727\* Standard Class 5MT 4-6-0 73082 "Camelot" in BR lined black early emblem & BR1B tender (Gra) (list £124.95) ..... BARGAIN ..... £84



372-726\* Standard Class 5MT 4-6-0 73158 in BR lined black late crest BR1B tender (Gra) (list £124.95) BARGAIN ..... £79

## Train packs

370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) ..... £209.96



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### DMUs



2D-012-007 Class 22 diesel loco in BR blue & 6 milk tankers - weathered (Dap) ..... £142

### Diesel locos

- 372-953 Class 14 diesel D5261 BR green weep stripes - weathered (Gra) ..... £72.08  
 371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) ..... £84.96  
 2D-012-003\* Class 22 diesel loco D5319 in BR green small yellow panels (Dap) (list £136.89) ..... BARGAIN ..... £99  
 2D-012-002\* Class 22 diesel loco D6320 in BR green small yellow panels (Dap) (list £136.89) ..... BARGAIN ..... £99  
 2D-012-005D Class 22 diesel loco D6331 in BR green small yellow panels. DCC fitted (Dap) ..... £130



371-085 Class 25/1 diesel D5188 in BR green (Gra) ..... £84.96  
 371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) ..... £93.46  
 371-088 Class 25/2 diesel 25231 in BR blue, weathered (Gra) ..... £93.46



371-087 Class 25/2 diesel 25245 in BR blue (Gra) ..... £84.96



371-080 Class 25/3 diesel 25279 BR blue (Gra) ..... £79.95  
 (list £94.05) ..... BARGAIN ..... £79.95  
 ND145G Class 26 diesel 26040 BR blue discs, snowploughs & stag emblem (Dap) ..... £85  
 ND145J Class 26 diesel loco D5326 BR green (not blue as previously announced) (Dap) ..... £85  
 ND205DD Class 27 diesel 27032 BR blue plated gangway doors. DCC fitted (Dap) ..... £103  
 ND205A Class 27 diesel D5366 in BR green and gangway doors (Dap) ..... £93  
 2D-018-001 Class 35 Hymek D7061 in BR blue full yellow ends (Dap) ..... £79  
 2D-018-001D Class 35 Hymek D7061 BR blue full yellow ends. DCC fitted (Dap) ..... £99



371-166 Class 37/4 diesel 37406 'The Saltire Society' in Railfreight Distribution (Gra) NEW ..... £89.21  
 371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) NEW ..... £89.21  
 2D-003-007D Class 52 diesel loco D1012 'Western Firebrand' in BR maroon small yellow panels. DCC fitted (Dap) ..... £110  
 2D-003-002 Class 52 diesel loco D1038 'Western Sovereign' in BR green small yellow panel (Dap) ..... £91  
 2D-003-009 Class 52 diesel loco D1045 'Western Viscount' in BR maroon full yellow ends - weathered (Dap) ..... £94  
 2D-003-004 Class 52 diesel loco D1058 'Western Nobleman' in BR blue full yellow ends (Dap) ..... £91  
 2D-003-010D Class 52 diesel loco D1062 'Western Courier' in BR blue full yellow ends - weathered. DCC fitted (Dap) ..... £110  
 371-287 Class 55 diesel 'Deltic' 55015 'The Prince of Wales Own Regiment of Yorkshire' in BR blue (Gra) ..... £93.46  
 371-286 Class 55 diesel 'Deltic' D80X2 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) ..... £93.46



371-285 Class 55 diesel 'Deltic' D9007 'Pinza' in BR green (Gra) ..... £93.46  
 2D-004-006 Class 56 diesel 56070 in BR blue (Doncaster built) (Dap) ..... £101  
 2D-004-007 Class 56 diesel 56090 BR blue large loco (Doncaster built) (Dap) ..... £101  
 2D-004-009 Class 56 diesel 56105 Coles Rail freight (Doncaster built) (Dap) ..... £101  
 371-655 Class 57/3 diesel 57005 'Tonnes Castle' First Great Western (Gra) ..... £93.46  
 371-355 Class 60 diesel 60011 in Df Schenker (Gra) ..... £93.46  
 371-384 Class 60 diesel 60209 in EWS - weathered (Gra) ..... £99.41  
 371-385 Class 66 diesel 66546 in Freightliner (Gra) ..... £89.21  
 2D-007-000 Class 66 diesel 66709 in MSC/GBRIF 'Santorini' ship (Dap) ..... £70  
 371-636 Class 70 Powerhaul diesel 70003 Freightliner (Gra) ..... £106.21

### Electric locos

ND099A\* Class 86 Bo-Bo Electric 86401 Network South East new style pantograph (Dap) (list £117.89) ..... BARGAIN ..... £59  
 ND099S Class 86 electric 86605 Freightliner Triple Grey. Dummy (Dap) (list £43.05) ..... BARGAIN ..... £26  
 ND099A\* Class 86 electric Freightliner Power Haul new style pantograph (Dap) (list £117.89) ..... BARGAIN ..... £59  
 ND147 Class 86 Twin pack Network Rail GBR01 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) ..... BARGAIN ..... £69  
 371-751 Class 87 electric 87019 Sir Winston Churchill Virgin trains (Gra) (list £100) ..... BARGAIN ..... £85  
 371-802 Class 91 electric 91201 Archbishop Thomas Cranmer DVT GNER (Gra) (list £114.40) ..... BARGAIN ..... £97

### HSTs



ND122G Class 43 HST Book Set in Cross Country Trains (Dap) ..... £134  
 ND122L Class 43 HST Book Set in East Midlands Trains (Dap) ..... £134  
 ND122E Class 43 HST Book Set in Grand Central Livery (new version one dummy power car) (Dap) ..... £140  
 ND122J Class 43 HST Book Set in Virgin Trains 43004 & 43104 (Dap) ..... £135



371-741\* Class 251 Blue Pullman 6 car Midland set Nanking blue full yellow ends. (Gra) (list £269.95) BARGAIN ..... £171

### EMUs

372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) ..... £137.02

### Coaches

374-680 BR MK2A BSO Brake Second Open Blue & Grey (Gra) ..... £20.83  
 374-460 Bullied G3R Composite Corridor BR (SF) green (Gra) ..... £20.83  
 374-430 Bullied G3R Second Brake Corridor Open BR (SF) green (Gra) ..... £20.83  
 2P-000-101 Collect 2nd class coach W1117 in BR maroon/crimson (Dap) ..... £19  
 2P-011-151 Giesley BR Carmine & Cream 1st Class E11032E LBR (Dap) ..... £19  
 2P-011-053 Giesley BR Carmine & Cream 2nd Class E1270ME LBR (Dap) ..... £19  
 2P-011-251 Giesley BR Carmine & Cream Brake Composite E10075E LBR (Dap) ..... £19  
 2P-011-351 Giesley BR Carmine & Cream Buffet E9129E LBR (Dap) ..... £20  
 2P-011-301 Giesley Teak Buffet coach 9129. Light bar ready (Dap) ..... £19  
 374-687 LMS 50ft Full Brake BR Crimson - weathered (Gra) ..... £18.66  
 374-271B Mk1 57ft suburban second compartment in maroon (Gra) ..... £16.11  
 374-039A Mk1 BG Full Brake blue & grey (Gra) ..... £20.83  
 374-036A Mk1 BG Full Brake Maroon - weathered (Gra) ..... £21.68  
 374-163 Mk1 FK first corridor in chocolate & cream (Gra) ..... £20.83  
 374-160 Mk1 FK first corridor in crimson & cream (Gra) ..... £20.83  
 374-220C Mk1 FK Pullman First Kitchen Car Hawk Umber & Cream (Gra) ..... £22.06  
 374-230C Mk1 SK Pullman Second Kitchen Car 'Car 335' Umber & Cream (Gra) ..... £22.06  
 374-061C Mk1 SK Second Corridor BR Maroon Weathered (Gra) ..... £21.68  
 374-060C Mk1 SK Second Corridor Crimson & Cream (Gra) ..... £20.83  
 374-928 Mk1 SLF Sleeping First Blue & Grey (Blue Riband) (Gra) ..... £22.06  
 374-926 Mk1 SLF Sleeping First Maroon (Blue Riband) (Gra) ..... £22.06  
 374-925 Mk1 SLSTP Sleeping Second Maroon (Blue Riband) (Gra) ..... £22.06  
 374-010C Mk1 SO Second Open Crimson & Cream (Gra) ..... £20.83  
 374-012C Mk1 SO Second Open Maroon Weathered (Gra) ..... £21.68  
 CM002 Mk3 book set & coaches in blue/grey buffers (Dap) ..... £71  
 374-842A Stanier Vestibule Second BR Maroon (Gra) ..... £16.79

### Wagons



377-985\* Megapack of 8 12 Ton Eastern Ventilated Fruit Van BR Bauxite (Early) (Gra) (list £95.60) BARGAIN ..... £42  
 377-985\* Single (Gra) (list £11.95) ..... BARGAIN ..... £6  
 377-985\* Pack of 4 (Gra) (list £47.80) ..... BARGAIN ..... £22



377-986\* 12 Ton Eastern Ventilated Fruit Van BR Bauxite (Late) (Gra) (list £11.95) ..... BARGAIN ..... £5.50



377-980\* 12 Ton Eastern Ventilated Van Corrugated Ends BR Early Bauxite (Gra) (list £11.95) ..... BARGAIN ..... £5.50



377-976 12 Ton Eastern Ventilated Van Planked Ends BR Early Bauxite (Gra) (list £9.50) ..... BARGAIN ..... £5.50



377-952\* 13 Ton High Sided Steel Open Wagon (Smooth Sides) BR Bauxite (Early) (Gra) (list £8.50) BARGAIN ..... £5  
 377-953 13 Ton High Sided Steel Open Wagon (Smooth Sides) BR Bauxite (Late) (Gra) ..... £7



377-552B 31 Tonne OCA Dropside Open Wagon EWS (Gra) NEW ..... £12.71  
 373-902B 46 Tonne glw HAA Hopper BR Railfreight Coal Sector (Gra) ..... £10.16  
 373-900E 46 Tonne glw HAA Hopper Freight Brown - weathered (Gra) ..... £11.01  
 377-027C 5 Plank Steel Floor Wagon BR Grey (Gra) NEW ..... £8.46



377-020 5 Plank Wagon Steel Floor 'E. B. Mason' (Gra) NEW ..... £8.46  
 377-058 5 Plank Wooden Floor Wagon Farndon (Gra) NEW ..... £8.46

2F-031-002 6-wheel milk tanker 'Express Dairies' (Dap) ..... £11  
 KNR-41 7 Plank coal wagon kit (Poc) ..... £33



374-787 BR 4 Wheel CCT Van BR Blue (Gra) NEW ..... £16.96



374-785 BR 4 Wheel CCT Van BR Lined Maroon (Gra) NEW ..... £16.96



374-788 BR 4 Wheel CCT Van Express Parcels Red Star (Gra) NEW ..... £16.96



374-786 BR 4 Wheel CCT Van Tarrant Arrow (Gra) NEW ..... £16.96



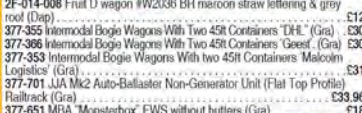
373-236 Bulk grain bogie hopper wagon 'Polybulk' (Gra) NEW ..... £33.96



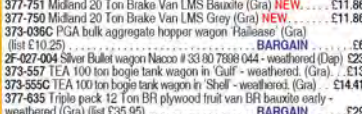
373-237 Bulk grain bogie hopper wagon 'Traffic Services Limited' (Gra) NEW ..... £33.96



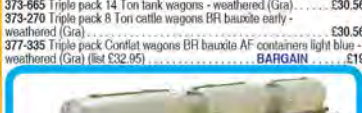
373-235 Bulk grain bogie hopper wagon 'Traffic Services' - weathered (Gra) NEW ..... £36.51  
 2F-014-008 Fruit D wagon #W2038 BR maroon straw lettering & grey roof (Dap) ..... £12  
 377-355 Intermodal Bogie Wagons With Two 45ft Containers 'DHL' (Gra) ..... £30  
 377-366 Intermodal Bogie Wagons With Two 45ft Containers 'Desset' (Gra) ..... £30  
 377-353 Intermodal Bogie Wagons With Two 45ft Containers 'Malcolm Logistics' (Gra) ..... £31  
 377-701 JJA Mk2 Auto-Ballast Non-Generator Unit (Flat Top Profile) Railtrack (Gra) ..... £33.96  
 377-651 MBA 'Munsterbush' FWS without buffers (Gra) ..... £18  
 377-651 Pack of 4 (Gra) (list £178) ..... BARGAIN ..... £26  
 377-651 Megapack of 8 (Gra) (list £178) ..... BARGAIN ..... £128  
 377-752 Midland 20 Ton Brake Van BR Grey (Gra) NEW ..... £11.86  
 377-751 Midland 20 Ton Brake Van LMS Grey (Gra) NEW ..... £11.86  
 374-086C PGA bulk aggregate hopper wagon Haleside (Gra) (list £10.25) ..... BARGAIN ..... £6  
 2F-027-004 Silver Bulb wagon Nacco #33180 7388 044 - weathered (Dap) ..... £23  
 373-557 TEA 100 ton bogie tank wagon in 'Gulf' - weathered (Gra) ..... £13  
 373-555 TEA 100 ton bogie tank wagon in 'Shell' - weathered (Gra) ..... £14.41  
 377-635 Triple pack 12 Ton BR plywood fruit van BR Bauxite early - weathered (Gra) (list £35.95) ..... BARGAIN ..... £29  
 377-490 Triple pack 12 Ton ventilated vans BR Bauxite early - weathered (Gra) (list £29.95) ..... BARGAIN ..... £19  
 373-666 Triple pack 14 Ton tank wagons 'Esso' - weathered (Gra) ..... £30.56  
 373-665 Triple pack 14 Ton tank wagons - weathered (Gra) ..... £30.56  
 373-270 Triple pack 8 Ton cattle wagons BR Bauxite early - weathered (Gra) ..... £30.56  
 377-335 Triple pack Corfield wagons BR Bauxite AF containing light blue - weathered (Gra) (list £32.95) ..... BARGAIN ..... £19



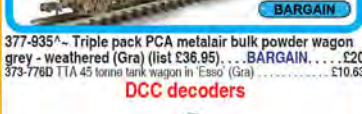
377-935\* Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) ..... BARGAIN ..... £20  
 377-760 TTA 45 tonne tank wagon in 'Esso' (Gra) ..... £10.63



377-935\* Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) ..... BARGAIN ..... £20  
 377-760 TTA 45 tonne tank wagon in 'Esso' (Gra) ..... £10.63



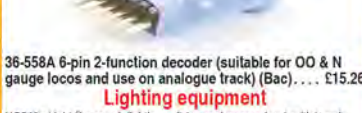
377-935\* Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) ..... BARGAIN ..... £20  
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377-935\* Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) ..... BARGAIN ..... £20  
 377-760 TTA 45 tonne tank wagon in 'Esso' (Gra) ..... £10.63

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) ..... £15.26

### Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 150/Mk1 'Plug&Play') (Dap) ..... £8  
 NC040b Light Bar coach lighting unit for older coaches (Colliet coaches 'Plug&Play') (Dap) ..... £8

### Spares

2A-000-006 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) ..... £5  
 2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) ..... £18

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) ..... £17  
 SL-310 Rail Joiners/Fishplates for N 009 gauge (24 per pack) (Poc) ..... £150

Man-made scenic structure - railway-related  
 PN940 Platform 4-Bay Canopy (Met) ..... £14  
 NB-55 Turntable Kit, w/ wip type, dock length 151mm (Poc) ..... £12

### Signals

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) ..... £22

### Buildings - general

PN103 Rad Brick Terraced Houses (Met) ..... £6.50  
 42-131 Static Caravan (80 x 25 x 18mm) (Gra) ..... £16.96

### Bridges, Tunnels & Walls

42-225 Low Relief Retaining Walls (86 x 5 x 44mm) (Gra) ..... £5.06  
 PN144 Retaining Wall (Stone) (Met) ..... £8

### Track - Code 80 Sctrack



ST-11 Double straight track (Pec) ..... £1.50  
 ST-19 N Sctrack No. 4 radius double curve (Poc) ..... £2  
 ST-17 N Sctrack No.3 radius double curve (8 form a circle). 296.5mm/11.75" radius (Pec) ..... £1.75  
 ST-12 No.1 radius double curve (Poc) ..... £1.20  
 ST-3 No.1 radius single curve (Poc) ..... £1  
 ST-15 No.2 radius double curve (Poc) ..... £1.25  
 ST-6 Sctrack left hand point insulfrog (Poc) ..... £8



ST-5 Sctrack right hand point insulfrog (Pec) ..... £8

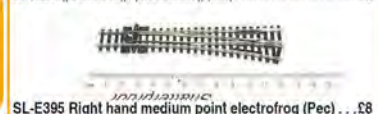


ST-300 Starter Track Set (Pec) ..... £42  
 379-450 Straight Track 174mm (Gra) ..... £1  
 379-450 Pack of 12 (Gra) ..... £10

### Track - Code 80 Streamline



SL-300 Pack of 25 1/2 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) ..... £52  
 SL-300 Single (Pec) ..... £2.60  
 SL-389 Left hand large point insulfrog (Poc) ..... £9  
 SL-396 Left hand medium point electrofrog (Poc) ..... £8  
 SL-386 Left hand medium point insulfrog (Poc) ..... £8  
 SL-388 Right hand curved point insulfrog (Poc) ..... £9  
 SL-388 Right hand medium point insulfrog (Poc) ..... £9



SL-E395 Right hand medium point electrofrog (Pec) ..... £8  
 SL-395 Right hand medium point insulfrog (Poc) ..... £8

### Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1/2 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec) ..... £68  
 SL-300F Single (Pec) ..... £2.90  
 SL-302F 1/2 Yard of Nickel Silver Flexible Track Concrete Sleepers (Poc) ..... £3  
 SL-302F Pack of 30 (Poc) ..... £78  
 SL-E399F 3-way finescale turnout (Poc) ..... £26  
 SL-E387F Finescale curved double radius left hand point electrofrog (Poc) ..... £9.50  
 SL-E386F Finescale curved double radius right hand point electrofrog (Poc) ..... £9.50  
 SL-E390F Finescale double slip electrofrog (Poc) ..... £31  
 SL-E389F Finescale left hand large point electrofrog (Poc) ..... £9.50  
 SL-E396F Finescale left hand medium point electrofrog (Poc) ..... £9.50



SL-E392F Finescale left hand small point electrofrog (Pec) ..... £8  
 SL-E388F Finescale right hand large point electrofrog (Poc) ..... £9.50



SL-E395F Finescale right hand medium point electrofrog (Pec) ..... £8.50  
 SL-E383F Finescale scissors crossover electrofrog (Poc) ..... £52  
 SL-E397F Finescale Y Point. Electrofrog (Poc) ..... £10

### Track & Points

379-460 Left Hand Standard Point (Gra) ..... £7

### Track underlay

GM201 Flexible bogie ballasted N gauge underlay real granite stone (Gau) ..... £18  
 SL-350 Roll of Underlay (5 Metres) (Poc) ..... £5

### Buses

NS0202 Five Piece Bus Set (Ox) ..... £25



NUT004 Guy Arab Birmingham (Oxf) NEW ..... £5.95



NAN006 Leyland Atlantean Park Royal 'Maidstone & District' (1992-1995) (Bas) NEW ..... £8.99





The UK's  
largest  
model railway  
and diecast  
retailer

NEW



NAN004 Leyland Atlantean Park Royal 'Ribble NBC' (1975-1990) (Bas) **NEW** ..... £8.99

NEW



NAN005 Leyland Atlantean Park Royal 'Tyne & Wear PTE/Northern' (1980-1995) (Bas) **NEW** ..... £8.99

NEW



NB003bs Leyland Leopard Duple Dominant II Coach - 'Ribble - NBC' (Circa 1978 - 1993) (Bas) **NEW** ..... £7.99

NEW



N037 AEC Matador flatbed & drawbar trailer 'Pickfords' (circa 1950-1960) (Bas) **NEW** ..... £8

NEW



N032 AEC Monarch flatbed & drawbar trailer 'Wynns Heavy Haulage' (circa 1946-1956) (Bas) **NEW** ..... £8

NEW



NP010 Albion CX Boxvan - Chocolate & Cream (1950-1960) (Bas) **NEW** ..... £4

NEW



NP009 Albion CX Flatbed - Chocolate & Cream (1947-1957) (Bas) **NEW** ..... £4

NEW



NPB004 Commer PB Crosville (Oxf) **NEW** ..... £4.25

NEW



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

NEW



NFG003 Foden FG Dropside Pickfords (Oxf) **NEW** ..... £4.95

NFG002 Foden FG Foden FG Round Tanker Milk Marketing Board (Oxf) ..... £4.75

NFG001 Foden FG Platform BRS (Oxf) ..... £4.50

NEW



NUT003 1 Guy Arab Utility Midland Red - Correct Colour (Oxf) **NEW** ..... £5.95

NSCA003 Scania Highline Tipper 'Ian S Ploger - The Forja Norseman' (Oxf) ..... £11

NEW



NTCAB004 Scania T Cab Tipper Metropolitan Demolition (Oxf) **NEW** ..... £11

NSCA001 Scania Topline Curtainside 'Stobart' (Oxf) ..... £9

N3-NB2 Industrial Narrow Boat tarpaulin (Anc) **NEW** ..... £15N3-NB3 Leisure Narrow boat (Anc) **NEW** ..... £20

## HO Gauge (1:87 Scale)

Spares

Buildings - general

45013 Gas Station (Bac) **NEW** ..... £2345011 School House (Bac) **NEW** ..... £18

Track underlay

ST1461 Single Track Strips of OOHO Gauge Track Bed (1.75" x 24") x 36 (Woo) ..... £22.05

Cars

42206 Automobile Set #1 (6 Pcs) (Bac) **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

BL99031CJ 139 0-6-0 Freight loco 64816 in BR black late crest (Bas) (Set £569.99) ..... BARGAIN ..... £390

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

BL99039P 20 Ton Brake Van BR brown working rear light (Bas) (Set £65.50) ..... BARGAIN ..... £36

7F-031-002 6-wheel milk tanker in 'CWS' red (Dap) ..... £62

7F-031-001 6-wheel milk tanker in 'Express Dairies' (Dap) ..... £62

7F-031-004 6-wheel milk tanker in 'United Creameries' (Dap) ..... £62

7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap) ..... £62

7F-071-003 3-plank wagon 'Edinburgh' (Dap) ..... £35

7F-100-004 SP 25T 'Pillbox' Brake van 55563 in BR blue &amp; grey right hand ducklet (Dap) ..... £62

## Track - Code 124 Bullhead Streamline

SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) ..... £60

SL-700BH Single (Pec) ..... £6

SL-E790BH Double slip (8 degree angle). Electrofrog (Pec) ..... £75

SL-E792BH Left hand point bullhead rail and electrofrog (Pec) ..... £38

SL-E791BH Right hand point bullhead rail and electrofrog (Pec) ..... £38

ST-725 Setback Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5") 16 make a circle (Pec) ..... £6.50

SL-E797BH Y Point bullhead rail &amp; electrofrog (Pec) ..... £36

Cars

VA13701A BMW (E30) 325i Motorsport Convertible, Macau Blue RHD (Cor) **NEW** ..... £19

VA09517 Ford Escort Mk1 RS2000, Vella Orange (Oxf) ..... £18

43HT002 Healey Tickford in black (Oxf) ..... £18

43HT001 Healey Tickford in maroon Monte Carlo 1953 (Oxf) ..... £18

43HPL004 Humber Pullman Limousine in Old English white (Oxf) ..... £18

CC57001 Bentley Continental GT V8 S 'Launch Car' Ghost White - NEW TOOL (Cor) **NEW** ..... £22VA13701A BMW (E30) 325i Motorsport Convertible, Macau Blue RHD (Cor) **NEW** ..... £19

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43HPL004 Humber Pullman Limousine in Old English white (Oxf) ..... £18

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**JANUARY**

**25<sup>th</sup>**

**Saturday**

10.00 am to 5.00 pm

**26<sup>th</sup>**

**Sunday**

10.00 am to 4.30 pm

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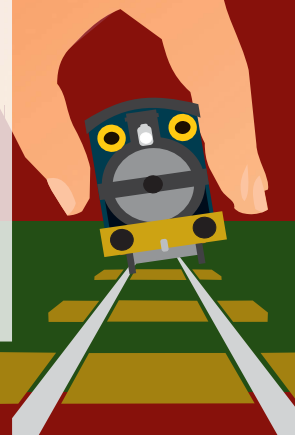
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Decoders are all too often designed by engineers to suit engineers... Lots of features that are never used, dozens of light options and functions that are just not needed, too many wires, just too big to fit easily...

The list goes on and on - and it became very clear to us as we talked to modellers around the world that some issues were ignored and that is a problem because all model trains are not the same at all.

Some prototypes, made to a smaller loading gauge than the USA and parts of Europe, give modellers a real headache when the time comes for them to choose and install a decoder.

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So... we did. We ignored convention, looking across problems not at them. We looked at need not want... and we enjoyed doing it. The name we chose just seemed to match our approach so well...

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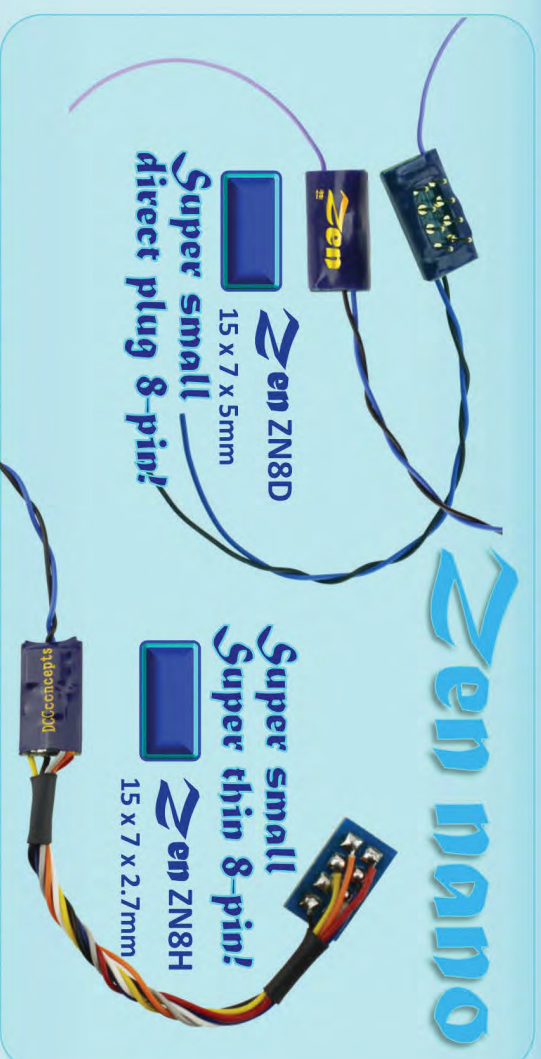
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**Scale:** 'N', 'OO', 'EM', 'P4' and  
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**Price:** £65 ('OO'), £53 ('N')

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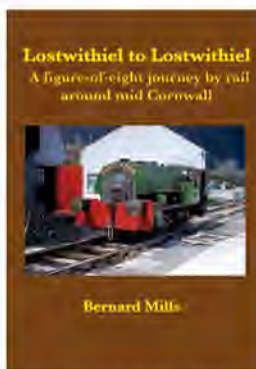


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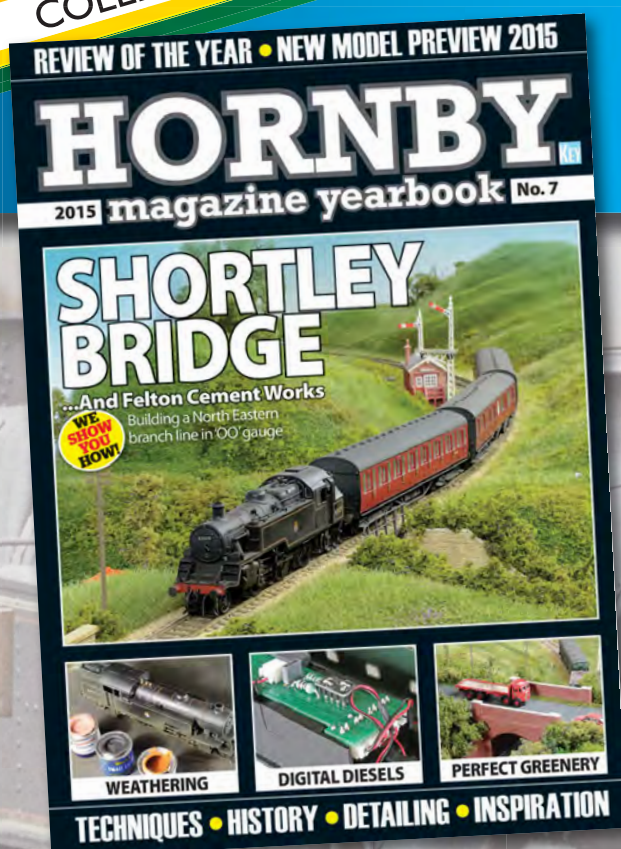
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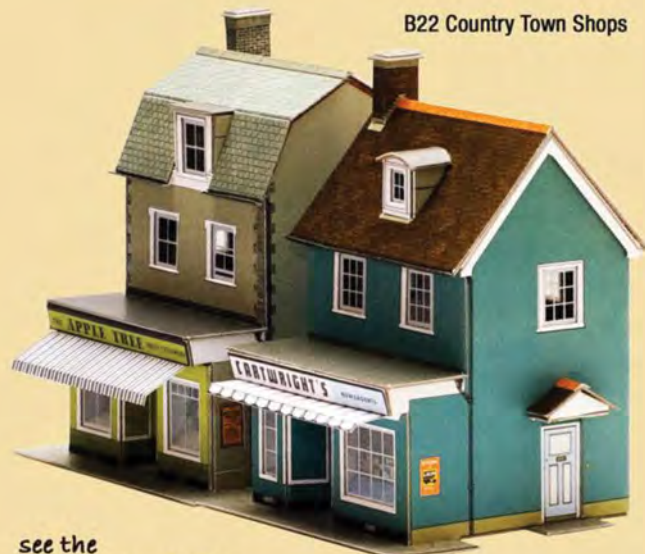
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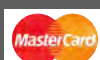
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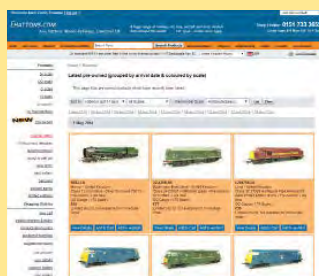
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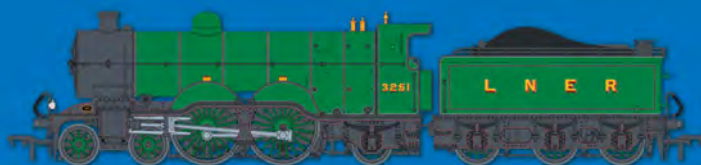
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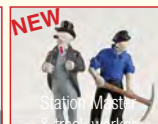
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**2F-038-017** - 20T Steel Mineral - BR B315783  
**2F-038-018** - 20T Steel Mineral - BR B315783 Weathered

## '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



- 7F-071-023** - 7 Plank - Black Park Chirk  
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# Princess Coronation

## N Scale Model Locomotives



**372-181** Princess Coronation, BR Green E/Emblem, No.46229 'Duchess of Hamilton'



**372-186** Princess Coronation, BR Express Passenger Blue E/Emblem, No.46226 'Duchess of Norfolk'



- Prototypical non-streamlined body with smoke deflectors
- Powerful (coreless motor) locomotive three axle drive chassis
- 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  
BR Crimson L/Crest, No.46240, 'City of Coventry'



**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 4 = 1948 - 1956, Era 5 = 1957 - 1966.

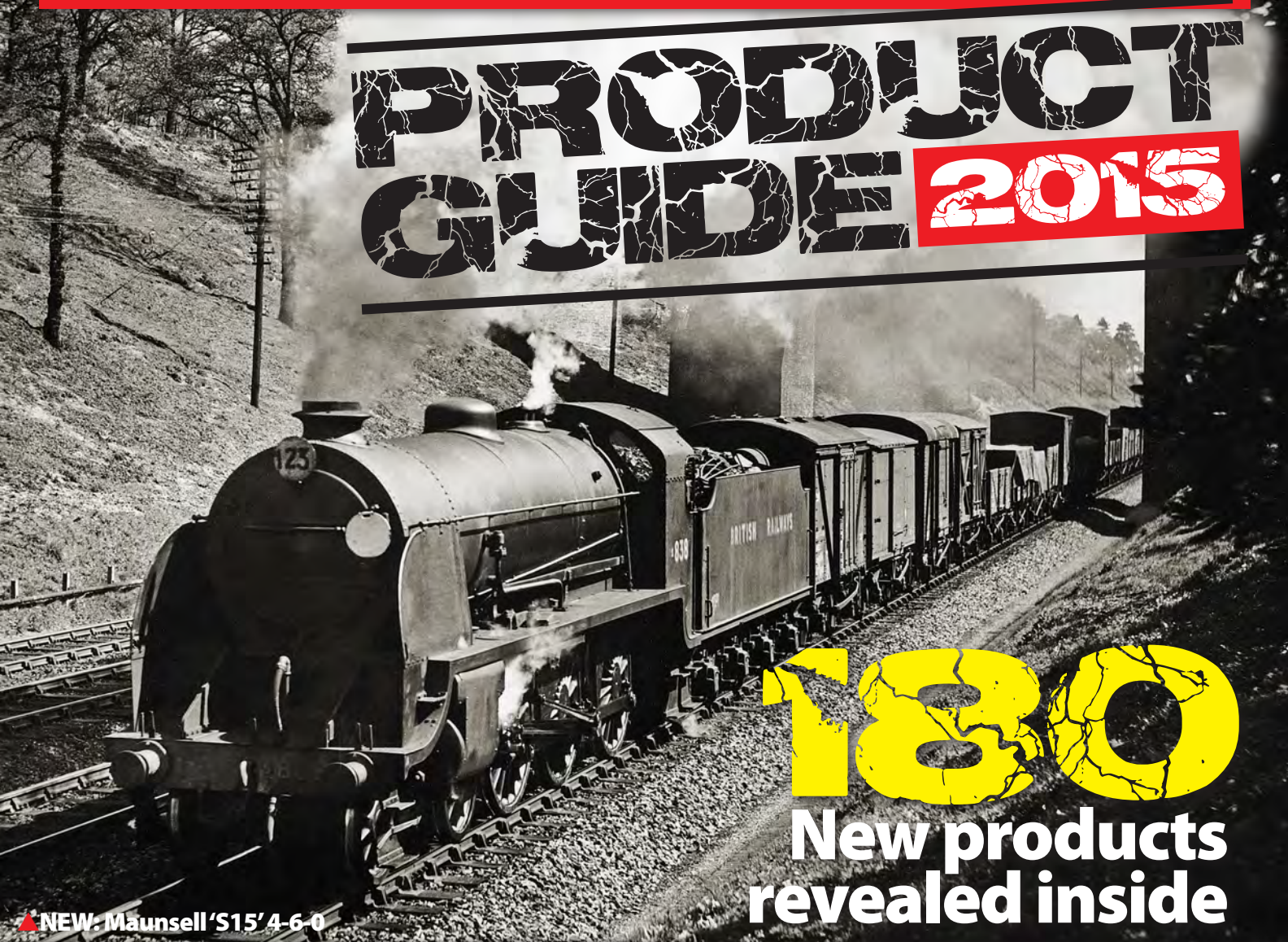
features 6 pin DCC Socket. a prototype that has survived to preservation

electrical pickup in tender. features NEM Couplings



# HORNBY®

## 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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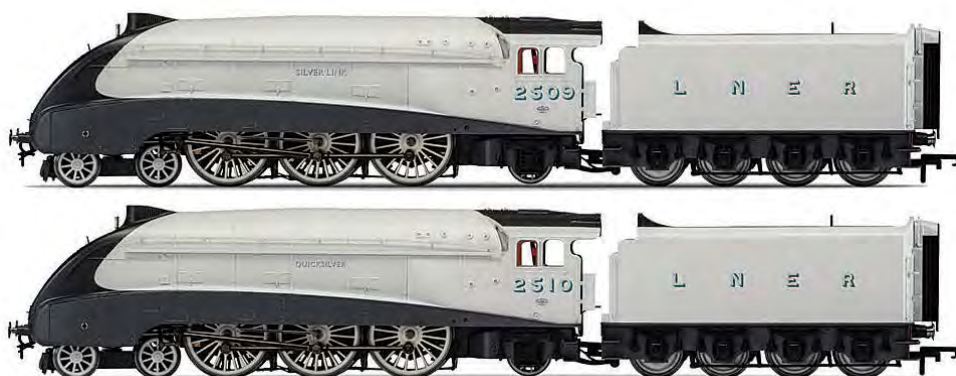
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# 'S15' & 'J50'

## 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.

**F**OUR 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.

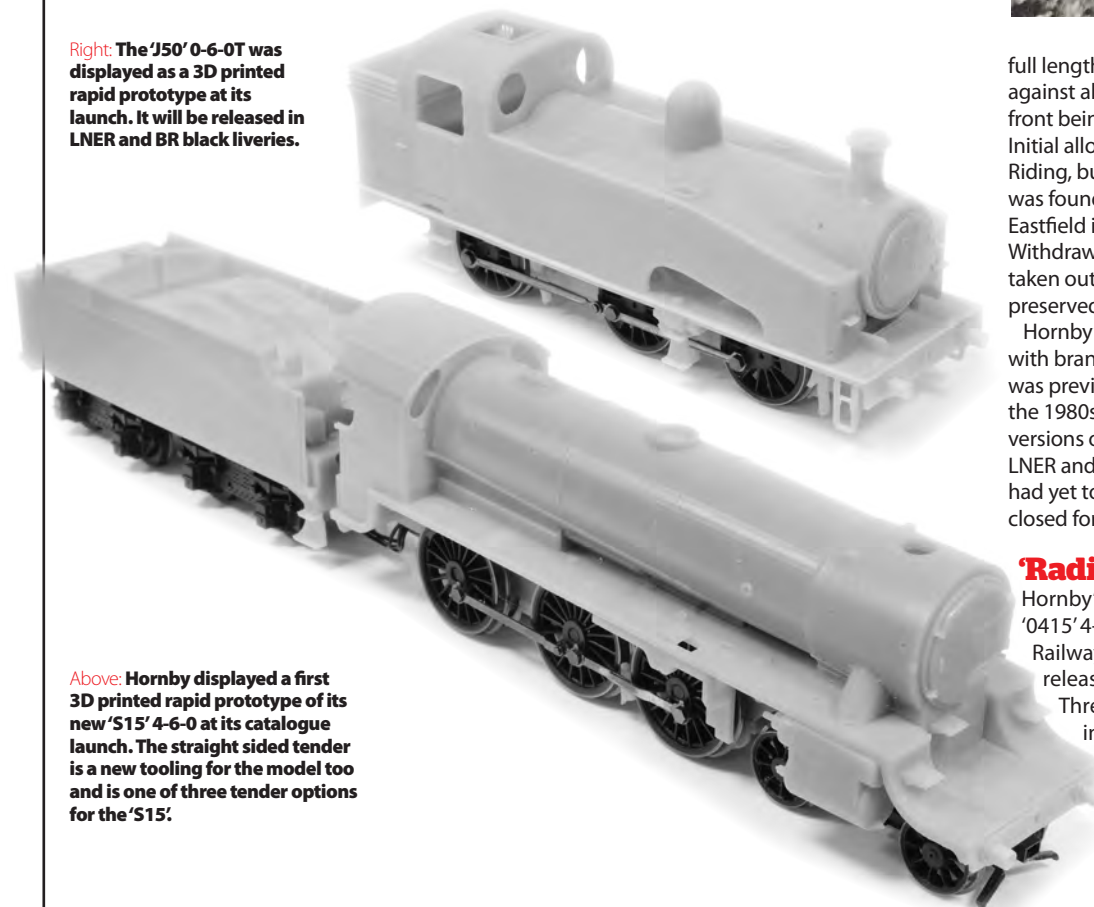
Hornby's new model of the 'S15' is based on the later Maunsell locomotives and will cover both straight and flare sided bogie tenders. The new tooling will also cater for differences in the cab design and it will be produced in Southern Railway and British Railways liveries. It is the first time that 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.



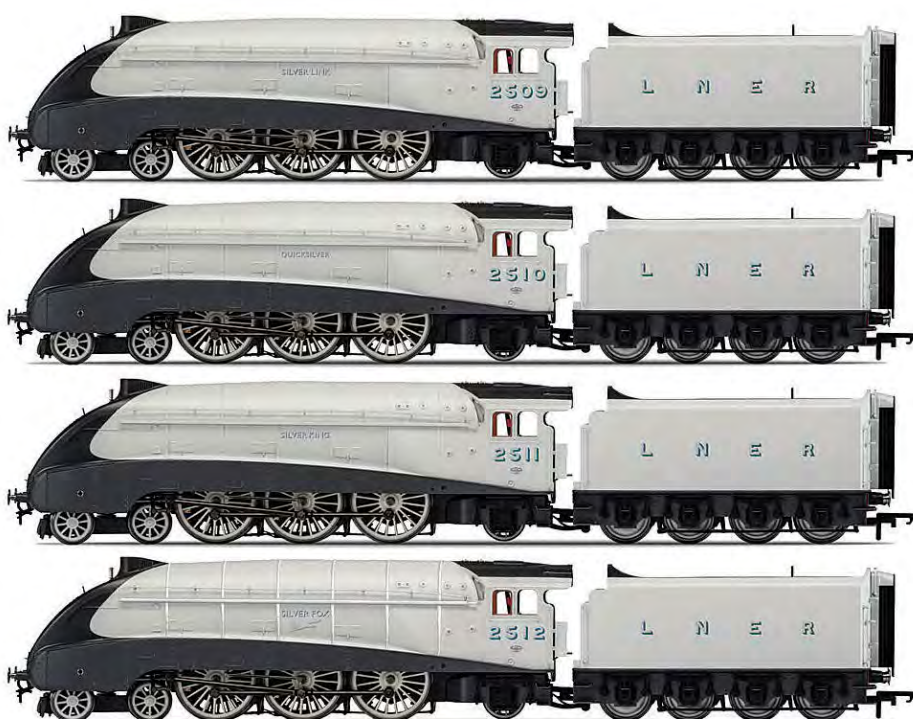
early crests.

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.

## Reliveries

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 livery 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 'Pacifcs'.**



to the 'Great Gathering' and 'Great Goodbye' collections with matching certificate numbers being available for each model.

Joining the silver 'A4s' 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](http://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 Hepburne-Scott/Rail Archive Stephenson.



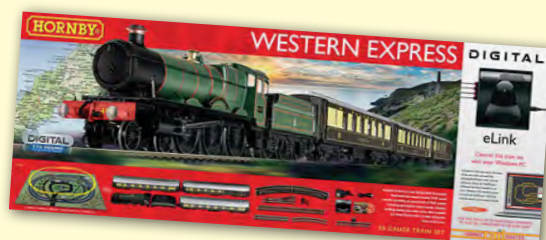
## New train sets for 2015

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.



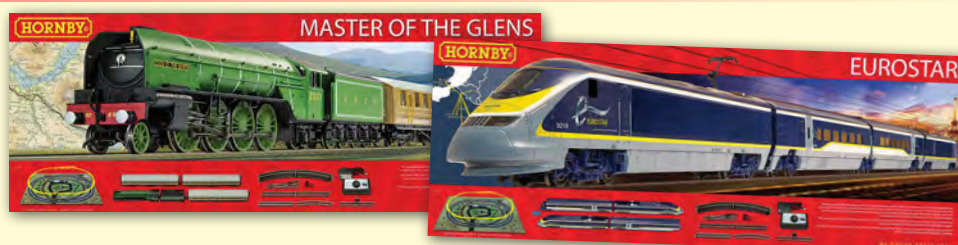
The Hornby Fowler '2P' 4-4-0 will be released in BR lined black as 40602.

### NEW STEAM LOCOMOTIVES 2015

Product	Cat No.	Price
Collett 'King' 4-6-0 6000 <i>King George V</i> , GWR lined green <b>NEW TOOLING</b>	R3330	£159.99
Collett 'King' 4-6-0 6011 <i>King James I</i> , GWR lined green <b>NEW TOOLING</b>	R3331	£159.99
Collett 'King' 4-6-0 6013 <i>King Edward VIII</i> , BR late crests <b>NEW TOOLING</b>	R3332	£159.99
Collett 'King' 4-6-0 6021 <i>King Richard II</i> , BR early crests, TTS <b>NEW TOOLING</b>	R3370TTS	£179.99
Collett 'Castle' 4-6-0 5043 <i>Earl of Mount Edgumbe</i> , BR green, early crests	R3301	£144.99
Adams '0415' 4-4-2T 30584, BR lined black, early crests <b>NEW TOOLING</b>	R3333	£119.99
Adams '0415' 4-4-2T 30582, BR lined black, late crests <b>NEW TOOLING</b>	R3334	£119.99
Adams '0415' 4-4-2T 488, LSWR lined green <b>NEW TOOLING</b>	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 <b>NEW TOOLING</b>	R3327	£134.99
Maunsell 'S15' 4-6-0, BR lined green, early crests <b>NEW TOOLING</b>	R3328	£134.99
Maunsell 'S15' 4-6-0, BR lined green late crests <b>NEW TOOLING</b>	R3329	£134.99
Maunsell 'Schools' 4-4-0 30908 <i>Westminster</i> , BR lined green, early crests	R3311	£134.99
Bulleid 'West Country' 4-6-2 34006 <i>Bude</i> , 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 <i>Minoru</i> , BR lined green, early crests	R3312	£154.99
Gresley 'A4' 4-6-2 2509 <i>Silver Link</i> , LNER silver	R3306	£144.99
Gresley 'A4' 4-6-2 2510 <i>Quicksilver</i> , LNER silver	R3307	£144.99
Gresley 'A4' 4-6-2 2511 <i>Silver King</i> , LNER silver	R3308	£144.99
Gresley 'A4' 4-6-2 2512 <i>Silver Fox</i> , LNER silver	R3309	£144.99
Gresley 'A4' 4-6-2 60023 <i>Golden Eagle</i> , BR lined blue, early crests	R3320	£144.99
Gresley 'B17/6' 4-6-0 61646 <i>Gilwell Park</i> , 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 <b>NEW TOOLING</b>	R3324	£79.99
Gresley 'J50' 0-6-0T, BR black, early crests <b>NEW TOOLING</b>	R3325	£79.99
Gresley 'J50' 0-6-0T, BR black, late crests <b>NEW TOOLING</b>	R3326	£79.99
Peppercorn '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		
('Battle of Britain' 34051, BR green, plus parcels van and two Pullmans)		R3300 £239.99
'Return from Dunkirk' train pack		
('700' 0-6-0 325, Southern black, plus three Maunsell carriages)		R3302 £249.99

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 tooled 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](http://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.



**H**AVING 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 teal, 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](http://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, teal	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.



New tank engines include ex-GWR '101' 0-4-0T 391 in a private owner livery.



Hornby's industrial 0-4-0T will be returning with a new livery too.



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



- R3323** BR 4-6-0 Black 5 Class

### Castle Class



- R3301** BR 4-6-0 'Earl of Mount Edgumbe' 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)  
**R3370TTS** 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

See the entire new Hornby 2015 product range at [www.ehattons.co.uk](http://www.ehattons.co.uk)

### Class 3200 Earl "Dukedog" 4-4-0 Pre-order for £105.02



- 31-088 9028 in BR black early emblem  
 31-089 3214 in GWR green with shirtbutton monogram

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



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



### Forthcoming Releases - see them all at

### Class 6959 Modified Hall Pre-order for £110.46



- 31-780 6988 'Swithland Hall' in BR lined green with late crest & Hawksworth tender  
 31-781 7903 'Foremarke Hall' in BR lined black with early emblem and Hawksworth tender  
 31-782 6965 'Thirstaine Hall' BR green with late crest - weathered  
 31-783 7904 'Fountains Hall' BR black early emblem - weathered

### 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



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## Class 91



R3365 East Coast Trains Bo-Bo Class 91 '91120'

## 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'

## Class 153



R3351 Northern Rail Class 153  
R3352 FGW Class 153

## 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

## BR Non-Corridor Coaches



R4658 BR Non-Corridor 57' Composite Coach  
R4659 BR Non-Corridor 57' Third Class Coach  
R4678 BR Non-Corridor 57' Third Class Brake Coach  
R4678A BR Non-Corridor 57' Third Class Brake Coach

## 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

## 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'



[www.hornby2015.com/hornby2015](http://www.hornby2015.com/hornby2015) - For pricing information please visit our website

[www.ehattons.com/bachmannpreorders](http://www.ehattons.com/bachmannpreorders)

## Class 08 Diesel Shunter

Pre-order for £63.71



32-115B 08818 in BR blue with wasp stripes - weathered £72.21  
32-119 08907 in DB Schenker red  
32-120 13287 in BR plain green early emblem

## Class 90 Electric

Pre-order for £119.00



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 25/3 Diesel

Pre-order for £80.71



32-408 25286 in BR blue with domino headcode

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credit or debit card only



# New luxury and **SUBURBAN COACHES**

New Pullman and LMS coaches lead Hornby's 2015 carriage plans, as **MARK CHIVERS** reveals.

**T**WO 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 suburbans in BR maroon, together with new issues of the recently introduced BR Mk 15 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 <b>NEW TOOLING</b>	R4658	£40.25
BR 57ft non corridor Third, BR maroon <b>NEW TOOLING</b>	R4659	£40.25
BR 57ft non corridor Brake Third, BR maroon <b>NEW TOOLING</b>	R4678	£40.25
BR 57ft non corridor Brake Third, BR maroon <b>NEW TOOLING</b>	R4678A	£40.25
LMS 57ft non corridor Composite, LMS maroon <b>NEW TOOLING</b>	R4656	£40.25
LMS 57ft non corridor Third, LMS maroon <b>NEW TOOLING</b>	R4657	£40.25
LMS 57ft non corridor Brake Third, LMS maroon <b>NEW TOOLING</b>	R4677	£40.25
LMS 57ft non corridor Brake Third, LMS maroon <b>NEW TOOLING</b>	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 <b>NEW TOOLING</b>	R4660	£49.99
Pullman K-type Third Class ParLOUR Car no. 73 <b>NEW TOOLING</b>	R4661	£49.99
Pullman K-type Third Class Brake ParLOUR Car no. 79 <b>NEW TOOLING</b>	R4662	£49.99
Pullman K-type First Class Kitchen Car <i>Lorraine</i> <b>NEW TOOLING</b>	R4663	£49.99
Pullman K-type First Class ParLOUR Car <i>Agatha</i> <b>NEW TOOLING</b>	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 2e Standard Open with interior lights, BR blue and grey	R4610A	£29.99
BR Mk 2e First Open with interior lights, BR blue and grey	R4611A	£29.99
BR Mk 2e Brake Standard Open with interior lights, BR blue and grey	R4612A	£29.99
BR Mk 2e Standard Open, BR blue and grey	R4613A	£29.99
BR Mk 2e First Open, BR blue and grey	R4614A	£29.99
BR Mk 2e Brake Standard Open, BR blue and grey	R4615A	£29.99
BR Mk 2e 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.

**T**WO 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 teal 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.

## 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 <b>NEW TOOLING</b>	R6678	£19.99
LMS horsebox 42409, LMS crimson <b>NEW TOOLING</b>	R6678A	£19.99
BR horsebox M42369, BR crimson <b>NEW TOOLING</b>	R6679	£19.99
BR horsebox M42178, BR crimson <b>NEW TOOLING</b>	R6679A	£19.99
LNER extra long CCT van 1247, LNER teal	R6682B	£13.49
LNER extra long CCT van 1238, LNER teal	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, GT 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 <b>NEW TOOLING</b>	R6675	£14.99
BR 20ton hopper E306626, BR grey <b>NEW TOOLING</b>	R6676	£14.99
BR 20ton hopper E270706, BR grey <b>NEW TOOLING</b>	R6677	£14.99
BR 20ton hopper triple pack, BR grey <b>NEW TOOLING</b>	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 '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.



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.

**A**N 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](http://www.hornby.com) for more information.

High Brooms station buildings are the subject of a collection of new products including the station building...



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



... station office...



... platform office...



... and subway.





A new two road brick built engine shed is amongst the highlights for 2015.



Diesel era modellers will find plenty of uses for this storage tank.



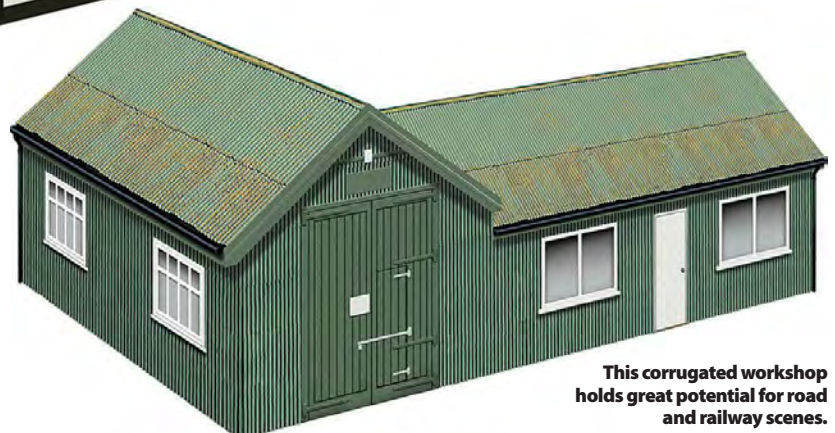
A platform mounted signalbox is to be produced.



The Railwayman's Arms public house looks set to be an impressive building.



The railway stores is an ideal addition to a goods yard scene.



This corrugated workshop holds great potential for road and railway scenes.





## Hornby Magazine Yearbook 7 - 2015

In this seventh edition of the Hornby Magazine Yearbook the North Eastern Region of British Railways is the prime source of inspiration for a layout build which features the unique atmosphere of a branch line railway system built in 'OO' gauge by Hornby Magazine's Editor Mike Wild. In this Yearbook we will guide you through the process of building a model railway showing how this layout - Shortley Bridge and Felton Cement Works - has been developed from the Operation Build It! terminus station which featured as a series build in the magazine. Hardback, 128 pages.

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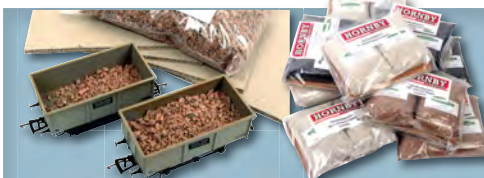
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R3314	BR 0-6-0 4F Class - BR (Early)	£99.99 £89.99	R4616A	BR Mk2E Standard Open Coach	£24.99 £22.49	R6704	Hickleton Main Colliery 7 Plank Wagon	£10.95 £9.86
R3333	BR 4-4-2T Adams Radial BR (Early)	£119.99 £107.99	R4617A	BR Mk2E First Class Open Coach	£24.99 £22.49	R6695	Bitrin Scientific Roads Ltd Tanker Wagon	£13.99 £12.59
R3334	BR 4-4-2T Adams Radial BR (Late)	£119.99 £107.99	R4618A	BR Mk2E Standard Open Brake Coach	£24.99 £22.49	R6709	Loadhaul ZBA Rudd (Black & Orange)	£9.99 £8.99
R3335	LSWR 4-4-2T Adams Radial	£119.99 £107.99	R4610A	BR Mk2E Standard Open Coach, BR Blue & Grey, Working Lights	£29.99 £26.99	R6712	BR Open Wagon Triple Pack	£24.99 £22.49
R3324	LNER 0-6-0T J50 Class	£79.99 £71.99	R4611A	BR Mk2E First Class Open Coach, BR Blue & Grey, Working Lights	£29.99 £26.99	R6508A	BR 20 Ton Brake Van	£14.99 £13.49
R3325	BR 0-6-0T J50 Class, BR (Early)	£79.99 £71.99	R4612A	BR Mk2E Standard Open Brake Coach, BR Blue & Grey, Working Lights	£29.99 £26.99	R6710	BR (Dutch) Brake Van (Grey & Yellow)	£14.99 £13.49
R3326	BR 0-6-0T J50 Class, BR (Late)	£79.99 £71.99	R4613A	BR Mk2E Std Open Coach, BR Blue & Grey	£29.99 £26.99	R6693	GWR Toad Brake Van	£16.99 £15.29
R3320	BR 4-6-2 'Golden Eagle' A4 Cl., BR (Early)	£144.99 £130.49	R4614A	BR Mk2E First Class Open Coach, BR Blue & Grey	£29.99 £26.99	R6694	BR Toad Brake Van	£16.99 £15.29
DIESEL & ELECTRIC LOCOMOTIVES								
		RRP OUR PRICE						
R3348	EWS Bo-Bo Class 67 67016	£139.99 £125.99	R4615A	BR Mk2E Standard Open Brake Coach, BR Blue & Grey	£29.99 £26.99	R6711	Mainland Freight Blue Shark Wagon	£16.75 £15.08
R3349	EWS Bo-Bo Class 67 67024	£139.99 £125.99	R4369B	FGW Mk3 1st Coach	£28.49 £25.64	R6642C	GWR Shunters Truck (Hales Owen)	£10.95 £9.86
R3345	Freightliner Co-Co Class 66	£69.99 £62.99	R4369C	FGW Mk3 1st Coach	£28.49 £25.64	R6643D	BR Shunters Truck (South Lambeth)	£10.95 £9.86
R3350	DB Schenker Bo-Bo Class 90 90029	£69.99 £62.99	R4370C	FGW Mk3 Standard Open Coach	£28.49 £25.64	RAILROAD		
R3365	East Coast Trains Bo-Bo Cl. 91 '91120'	£89.99 £80.99	R4370D	FGW Mk3 Standard Open Coach	£28.49 £25.64			RRP OUR PRICE
R3346	DB Schenker Co-Co 'Marco Polo' Class 92 '92009'	£79.99 £71.99	R4370E	FGW Mk3 Standard Open Coach	£28.49 £25.64	R3371	RailRoad LNER 4-6-2 BR 'Mallard' Class A4 Loco	£79.99 £71.99
R3347	EWS Co-Co Class 92 '92019'	£79.99 £71.99	R4370G	FGW Mk3 Standard Open Coach	£28.49 £25.64	R3359	Railroad Ex-GWR 0-4-0 'Rothery Industrial' 101 Class	£27.49 £24.74
R3344	Network Rail AIA-AIA Class 31	£162.25 £146.03	R4371A	FGW Mk3 Buffet	£28.49 £25.64	R3360	Railroad Ex-Industrial 0-4-0 'Hogarth Stone' No.6	£27.49 £24.74
R3342	BR 0-6-0 Class 08, BR Blue	£119.99 £107.99	R4654	FGW Mk3 TGS	£28.49 £25.64	R3361	Railroad Ex-SR 0-4-0 'Mosley Tarmacadam'	£27.49 £24.74
R3343	FGW 0-6-0 Class 08, '08822'	£119.99 £107.99	R4665	East Coast Trains Mk4 First Class Coach	£28.49 £25.64	R4671	RailRoad LMS 4 Wheel Coach	£14.99 £13.49
R3353	Sentinel 4wdH Balfour Beatty	£55.99 £50.39	R4666A	East Coast Trains Mk4 First Class Coach	£28.49 £25.64	R4672	RailRoad SR 4 Wheel Coach	£14.99 £13.49
R3354	Sentinel 0-4-0 'Barabel'	£55.99 £50.39	R4666	East Coast Trains Mk4 Standard Open Coach	£28.49 £25.64	R4673	RailRoad GWR 4 Wheel Coach	£14.99 £13.49
R3355	Sentinel 0-4-0 'Wabtec'	£55.99 £50.39	R4666A	East Coast Trains Mk4 Standard Open Coach	£28.49 £25.64	R4674	RailRoad LNER 4 Wheel Coach	£14.99 £13.49
R3351	Northern Rail Class 153	£89.99 £80.99	R4666B	East Coast Trains Mk4 Standard Open Coach	£28.49 £25.64	R6720	Railroad LWB Open Wagon 'T. Threadgold'	£7.50 £6.75
R3352	FGW Class 153	£89.99 £80.99	R4667	East Coast Trains Mk4 Standard Open Coach	£28.49 £25.64	R6721	RailRoad LWB Open Wagon 'D.R. Llewellyn'	£7.50 £6.75
R3340	BR 2-HAL 2 Car Electric Multiple Unit Train Pack, BR Grn, Yellow Front	£130.25 £117.23	R4668	East Coast Trains Mk4 DVT	£28.49 £25.64	R6722	RailRoad LWB Open Wagon 'LMS'	£7.50 £6.75
R3341	BR 2-HAL 2 Car Electric Multiple Unit Train Pack, BR Blue	£130.25 £117.23	R4655	DB Schenker DVT 82146	£42.99 £38.69	SKALEDAL		
R3215	Eurostar Class 373 Blue Livery Train Pk	£169.99 £152.99	R4676	BR Mk3 Intercity Coach Pack x 3	£99.99 £89.99			RRP OUR PRICE
R9804	Skaledale Modern Detached House	£28.99 £26.09						
R9805	Skaledale Garden Cottage	£28.99 £26.09						
R9806	Skaledale Railwayman's Arms	£49.99 £44.99						
R9809	Skaledale Garage Outbuilding	£18.99 £17.09						
R9810	Skaledale Corrugated Iron Workshop	£28.99 £26.09						
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R9820	Skaledale Diesel Fuel Tank	£13.99 £12.59						
R9821	Skaledale Wayside Halt Building	£35.99 £32.39						
R9822	Skaledale Steam Shed	£49.99 £44.99						
R9823	Skaledale Platform Subway	£18.99 £17.09						
R9824	Skaledale Station Office	£35.99 £32.39						
R9825	Skaledale Railway Stores	£37.99 £34.19						
R9818	Skaledale High Brooms Station	£49.99 £44.99						
R9819	Skaledale High Brooms Platform Building	£35.99 £32.39						



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