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GWR '64XX' & 'Hall' in '00'

PLUS...

- New Farish '4F' in 'N'
- Heljan GUV and BG in 'O'
- BR 20ton hopper in '00'



HOW TO



- Weathering with washes
- Titled train formations
- Static grass basics

FEATURES



- **Croydon North Street**
Southern suburbs in the 1990s
- **Steam on the Cambrian**
Steam on the coast in the 1950s

EAST COAST IN THE LOFT

Main line and branch line action in Scotland modelled in 4mm scale.



PLUS
TWIN TRACK SOUND
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UPDATE

- >> OXFORD RAIL REVEALS '00' SEVEN-PLANK OPEN
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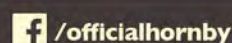
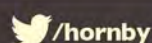
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HORNBY

March 2015 **magazine**

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An impressive selection of new models are under the spotlight this month including a GWR '64XX' 0-6-0PT from Bachmann, Twin Track Sound Class 37 and Class 40 diesels from Hornby in 'OO', Midland '4F' 0-6-0 from Graham Farish in 'N', a selection of newly-tooled 'O' gauge vehicles from Heljan and more.

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Milton Keynes (February 14th); Glasgow SECC (February 20th to 22nd); Preston (February 28th & March 1st); Huntingdon - East Anglian Exhibition (March 14th & 15th); London Festival of Railway Modelling (March 28th & 29th); York (April 4th to 6th); Crawley (April 11th & 12th).

WELCOME

THE EDITOR'S PAGE



IF YOU'VE watched *Hornby Magazine's* exhibition layouts you will know that we are big fans of digital control and, in particular, digital sound. The magazine has been at the forefront of model

railway sound and its performance for several years now and not least through the influences of Paul Chetter and his superb series of sound installation features.

During January Hornby released the first of its Twin Track Sound (TTS) diesel locomotives and we weren't expecting amazing things from them considering the decoder has been designed to a price - £25 no less. However, what we heard when we fired up the TTS Class 37 was quite simply superb!

The way a diesel engine operates clearly works better with the technology of the TTS decoder as our samples of the Class 37 and Class 40 both operated and drove just like the real thing with realistic power increases - and decreases - together with a plentiful

supply of additional functions to boot.

It is clear that Hornby has invested time, energy and consideration into the diesel TTS decoders. They feature manual notching meaning that they can be driven properly plus they feature overrides for maximum power and idle sounds meaning that as the driver of one of these models you can really simulate heavy loaded trains, downhill gradients and much more.

Digital sound continues to expand its horizons - particularly in the hands of Zimo - but the driveability and play value of the new diesel TTS decoders makes them a very strong contender too. It will be interesting to see how the new Class 47 TTS decoder sounds on release and we're already considering the implications of speaker upgrades and other ways of using this impressive new budget decoder.

You can read our full review and summary of the TTS Class 37 on pages 82-83 of this issue together with reviews of a substantial crop of brand new releases. These include the long awaited GWR Collett 'Hall' 4-6-0 from Hornby and the GWR '64XX' 0-6-0PT from Bachmann for 'OO', new BG, GUV and VBA vans from Heljan in 'O' gauge and a busy crop of new 'N' gauge releases

including the Bachmann Farish Midland '4F' 0-6-0 and an Arriva Trains bookset featuring the sublime Class 67 from Dapol.

The start of 2015 has been busy for new releases while new announcements are limited to just Oxford Rail which has revealed its second project for 'OO' gauge. However, the exhibition diary is already hotting up for the year ahead and this issue we are launching the 2015 Great Electric Train Show by revealing the first five layouts for the event and an extra incentive to purchase tickets in advance.

This year looks set to be another great one for the model railway world and we're looking forward to our first event of the year: Model Rail Scotland in Glasgow on February 20-22. Our team will be there with the *Hornby Magazine* trade stand and the debut of Nigel Burkin's Wheal Annah.

Happy modelling.

Mike Wild
Mike Wild
Editor

WIN ISSUE GUIDE

WIN! A new Hornby 'Hall' in this fantastic train pack worth £200...

REVIEWS

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GWR double bill: Bachmann releases its '64XX' 0-6-0PT and Hornby the 'Hall' 4-6-0.

PLUS

- Bachmann's Midland '4F' for 'N' gauge
- Heljan BG, GUV and VBA for 'O' gauge
- Hornby 20ton hopper for 'OO' gauge

HOW TO

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Our team shows you how to weather with washes, detail a garage scene, use static grass and create titled train formations in 'OO' gauge.

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Croydon North Street is Peter Sharps' take on urban London.
Steam on the Cambrian captures the glory days of this famous line.

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- Static grass basics

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- Croydon North Street Southern suburbs in the 1950s
- Steam on the Cambrian Steam on the coast in the 1950s

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- OXFORD RAIL REVEALS 'OO' SEVEN-PLANK OPEN
- 'N' GAUGE PENDOLINO PROJECT GOES AHEAD

EAST COAST IN THE LOFT

Main line and branch line action in Scotland modelled in 4mm scale.

PLUS TWIN TRACK SOUND DIESELS IN DETAIL

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Eric Kidd's stunning loft layout models the East Coast Main Line on the approaches to Edinburgh in the 1950s. Featuring 'Pacifics' galore and a superbly detailed branch line this permanent home layout is a fantastic example of the potential of railway modelling.

DIGITAL SOUND

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The release of Hornby's new Twin Track Sound diesel sound decoders has brought with it an unexpected level of quality and driveability. Mike Wild assesses the new sound decoder for the Class 37 in detail.

UPDATE

8

Introducing the 2015 Great Electric Train Show, Oxford Rail's second 'OO' gauge project, new samples from Kernow and Dapol plus all the latest model railway news.

ADVANCE TICKET SALES OPEN FOR THE...



PREPARATIONS are already under way for *Hornby Magazine's* Great Electric Train Show following the phenomenal success of last year's event when over 4,000 people attended the exhibition (HM90).

The third annual *Hornby Magazine* Great Electric Train Show will return on the weekend of October 10/11 2015 at the Heritage Motor Centre in Warwickshire with more than 25 layouts and 30 traders expected to take part in the weekend event.

Advance tickets for the Great Electric Train Show are on sale now and as well as saving you money against on the day admission prices, advance ticket holders will now gain entry to the event 30 minutes before the normal opening time. Priced at £9 adults and £7 children, advance tickets can be booked at www.grealelectrictainshow.com or by telephoning the ticket hotline on 01780 480404.

Layouts announced for the

launch of the show include *Hornby Magazine's* latest 'OO' gauge layout Shortley Bridge and Felton Cement Works, making only its second exhibition appearance since completion last year. Portraying an Eastern Region branch line in the 1960s the layout was built as the annual project for *Hornby Magazine Yearbook No. 7*.

Other layouts lined up to attend include Southampton Model Railway Society's Ackthorpe (HM39) in 'OO'. This 1950s Eastern Region layout features an impressive West Yorkshire colliery scene and is an impressive 38ft long. Redford Junction (HM77), owned by Paul Hopkins, is a 3mm:1ft scale layout portraying BR's Southern Region in the 1960s. Set in rural West Sussex, it features a mix of locomotive hauled steam trains and Electric Multiple Units (EMUs) serving an imaginary junction station where the former London & South Western Railway (LSWR)

THE DETAILS	
Event:	Great Electric Train Show
When:	October 10/11 2015
Where:	Heritage Motor Centre, Gaydon, Warwickshire CV35 0BJ
Times:	Sat 10am-5pm, Sun 10am-4pm
Website:	www.grealelectrictainshow.com
Advance tickets:	Adults £9, children £7 (Advance ticket holders gain entry 30 minutes before normal opening time)
Tickets (on the day):	Adults £12, concessions £10, children £8, family (2+3) £34

and London Brighton and South Coast Railway (LBSCR) lines meet.

Also confirmed for the event is Redditch Model Railway Club's 'OO' gauge layout Oakenshaw (HM88), based on London Midland Region practice in the 1960s. This is the club's latest exhibition layout to be completed and is based on the Aire Valley line close to Keighley, typifying the end of steam era on British Railways. The fifth

announcement is Scarborough and District Railway Modellers' 'N' gauge North of England Line (HM33).

This Eastern Region layout is firmly set in the 1950s and showcases scale length trains running through a typical Northern landscape.

Building on the success of the 2014 event, the *Hornby Magazine* Skills Zone will be expanded this year to include more demonstrations and

Main image: **Hornby Magazine's Shortley Bridge and Felton Cement Works** will be making its second public appearance at the Great Electric Train Show.

Mike Wild/Hornby Magazine.

Right: **Redditch Model Railway Club's latest 'OO' layout Oakenshaw** is confirmed for the 2015 Great Electric Train Show.

Trevor Jones/Hornby Magazine.

Center right: **Representing 'N' gauge and the North East is Scarborough and District Railway Modeller's North of England Line.**

Mike Wild/Hornby Magazine.

Below right: **Paul Hopkins's Redford Junction** will be representing 3mm scale and BR's Southern Region.

Trevor Jones/Hornby Magazine.



displays showcasing a wide range of modelling skills. Tim Shackleton and Mick Bonwick will return with their popular weathering demonstrations offering plenty of practical advice, hints, tips and inspiration for improving the appearance of locomotives and rolling stock.

Located just off junction 12 of the M40 at Gaydon, the venue offers free parking, refreshments and disabled access. Once again, a free bus service will operate between Leamington Spa railway station and the Heritage Motor Centre on the Saturday for those travelling to the exhibition by train.

Further details of layouts and demonstrators attending the Great Electric Train Show will be announced in *Hornby Magazine* in the coming months.

● **For more information about the layouts, show and advance ticket booking go to www.greatelectrictainshow.com.**

PENDOLINO PROJECT IS GO!

THE PROJECT to produce an 'N' scale Class 390 Pendolino Electric Multiple Unit saw its Kickstarter crowd funding pledging period come to an end in January falling just short of its target of £210,000.

However, with more than £194,000 of the total pledged, the originators of the scheme

and manufacturing partner Rapido Trains say the project is still very much alive.

Unveiled as 'Plan B', the next step saw those who pledged for models offered the chance to purchase them at the discount Kickstarter price. The order books are now open for modellers who haven't already ordered models to do so, albeit

at a slightly higher price.

Available in 11-car, nine-car and five-car sets together with a two-car intermediate add-on pack, orders can be placed through the 'N' gauge Pendolino project's website.

The specification for the model includes a low friction drive, directional lighting, internal close coupling, removable front

valances and tinted glazing. The models will be available Digital Command Control (DCC) ready and with factory fitted DCC sound. A special model of Virgin Trains' 390103 *Virgin Hero* in its commemorative Royal British Legion poppy livery is also planned.

● www.revolutiontrains.com for more information.



The Pendolino Project for 'N' gauge is going ahead with Rapido Trains supporting the original initiative. On August 23 2005 390044 thunders through Scout Green heading south. www.railphotoprints.co.uk.

Oxford Rail launches seven-plank wagon

The Railway Clearing House 12ton mineral wagon will be Oxford Rail's second new item in its range of 'OO' gauge rolling stock following on from the announcement of the Adams '0415' 4-4-2T in November 2014 (HM90).

The seven-plank wooden bodied coal wagon has been tooled from new and six versions in private owner liveries are due to be released across the second and third quarters of 2015. Each will have a retail price of £8.95 and feature NEM coupling pockets and tension lock couplings together with turned metal wheels.

The wagon design features a 9ft wheelbase with full 'W' iron, axlebox and brake detail together with an engraved body featuring plank, support, rivet and door detail.

The initial round of releases will



cover Fear Bros of Staines (Cat No. OR76MW001), Leamington Priors Gas (OR76MW002), E Welford and Son of Oxford (OR76MW003),

Weymouth and District Co-op (OR76MW004), Coventry Collieries (OR76MW005) and Arley Colliery (OR76MW006) liveries and the

models will be available through the Oxford Diecast dealer network.

● Visit www.oxfordrail.com for more information.

IN BRIEF

■ Oxford Rail has confirmed the identities for its first three versions of its new 'OO' gauge model of the Adams '0415' 4-4-2T (HM90). The model will be released as 30583 with late British Railways crests (Cat No. OR76AR001), 30584 with early crests (OR76AR002) and 488 in LSWR green (OR76AR003). The first samples of the new model are expected to be available in April and the retail price has been set at £99.95 for each locomotive.

● Visit www.oxfordrail.com for more information.

■ A feasibility study is being undertaken to gauge interest in a ready-to-run 'OO' gauge model of a Holden 'F5' 2-4-2T as a means of generating additional funding towards the Holden F5 Trust's project to build a 12in:1ft new build 'F5'. The class operated on the LNER and BR Eastern Region networks. A short survey has been devised for interested parties to register their interest at www.surveymonkey.com/s/YRKGHS3

■ Dates for the 2015 International N Gauge Show have been announced with the event taking place on September 12/13 at the Warwickshire Exhibition Centre, Leamington Spa. More than 30 layouts together with specialist traders are booked to attend.

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

DECORATED LMS NON-CORRIDOR STOCK



Hornby has released the images of its first decorated samples of its new London Midland & Scottish Railway (LMS) non-corridor carriages in lined LMS maroon livery. Announced at the Warley exhibition in November 2014 (HM91) and forming part of the 2015 range the non-corridor stock is being released as a Third, Composite and Brake Third in both LMS and BR maroon liveries. Release is expected in September 2015 with prices set at £40.25 per coach.

● Visit www.hornby.com for more information.



The sole surviving Ivatt '4MT' 43106 has been confirmed as a guest engine for the Great Central Railway's Model Event on June 19-21. The 2-6-0 is a resident of the Severn Valley Railway. Bob Sweet/Great Central Railway.

Full steam ahead for GCR Model Event

Sole surviving LMS Ivatt '4MT' 2-6-0 43106 is set to star at the Great Central Railway's second Model Event which takes place on June 19-21 2015. The Severn Valley Railway based 'Flying Pig' will be visiting the line for the first time and joining more than 60 model railway layouts together with over 50 traders and demonstrations.

Following the success of the first event last year, the main 35,000sqft event arena will once again be situated alongside Quorn and Woodhouse station.

Supported by *Hornby Magazine*, the event also boasts attractions at other sites along the line specialising in different areas of the hobby including 16mm scale live steam, Gauge 1, Gauge 3 and G Scale models on display together with railwayana stands at Loughborough Central.

The three day show will be the next and only opportunity in 2015 to see *Hornby Magazine's* 34ft long 'OO' gauge BR Southern Region layout Twelve Trees Junction in action. Other layouts

booked to attend include the 82G Model Railway Group's 'O' gauge depot layout 82G (HM74), Scarborough and District Railway Modellers 'N' gauge North of England Line (HM33), Gary Atkinson's Woodhead in 'N' gauge (HM87), Warley Model Railway Club's Broadwater Junction 'N' gauge layout (HM89), John Witts' Gauge 3 layout Warton Road (HM79) and many more.

● Visit www.gcrailway.co.uk for more information and ticket details.

KERNOW'S DECORATED 'O2'

Revised decorated samples of Kernow Model Rail Centre's 'OO' gauge Adams 'O2' 0-4-4T have arrived with the retailer for evaluation before the model moves to the next stage of the production process.

Particular attention has been paid to the pipework and revised cab decoration on these samples. Produced through DJ Models, prices are set at £104.99 for pre-orders with a delivery date yet to be announced.

● Visit www.kernowmodelrailcentre.com for more information.



Dapol's valance fitted 'A4' breaks cover



The first images of Dapol's valance fitted version of its 'N' gauge 'A4' were revealed in January offering a first glimpse of this new version

of the popular model. Liveries and identities for the valance fitted model have yet to be announced together with a release date.

SCOTLAND'S BIG SHOW

50 LAYOUTS including the debut of Nigel Burkin's latest 'N' gauge exhibition layout *Wheal Annah* are set to take part in *Model Rail Scotland* on the weekend of February 20-22.

The event is held at the Scottish Exhibition and Conference Centre, Glasgow, and will see *Wheal Annah* displayed as part of the *Hornby*

Magazine stand at the show.

Inspired by Cornish china clay operations, Nigel built this compact shunting layout as a series build in *Hornby Magazine* which concludes this issue (pages 60-65). The *Hornby Magazine* team will be there all weekend with special show-only subscription deals and special offers on our range of limited edition models. Other well-known layouts

attending the show include East Riding Finescale Group's *Hospital Gates* in 7mm scale (HM58), Ayr Model Railway Group's *Perceton* in 'OO' (HM89) and Graham Moyes' 'OO' gauge *Hazelbank* (HM75), set in the Scottish borders. Other layouts representing Scottish railway operations include *Rannoch* and *Glen Farrist* in 'N' gauge, *Craigellachie* and *Newland's Park* in 'OO' and *Tummell VIII* in 'O' gauge.

Depicting other areas of the country are *Bettws Road* in 'N', *Towcester* in 'OO', *Kettlewell* in 'P4', *Eskdale* in 'O' and more. The show also boasts a fine selection of European and American layouts including *Morven* (American 'N'), *Squeamish East Repair Yard* (Canadian 'HO') and *Coeur D'Alene railway* (American 'On30').

Main model railway manufacturers including *Bachmann*, *Heljan*,

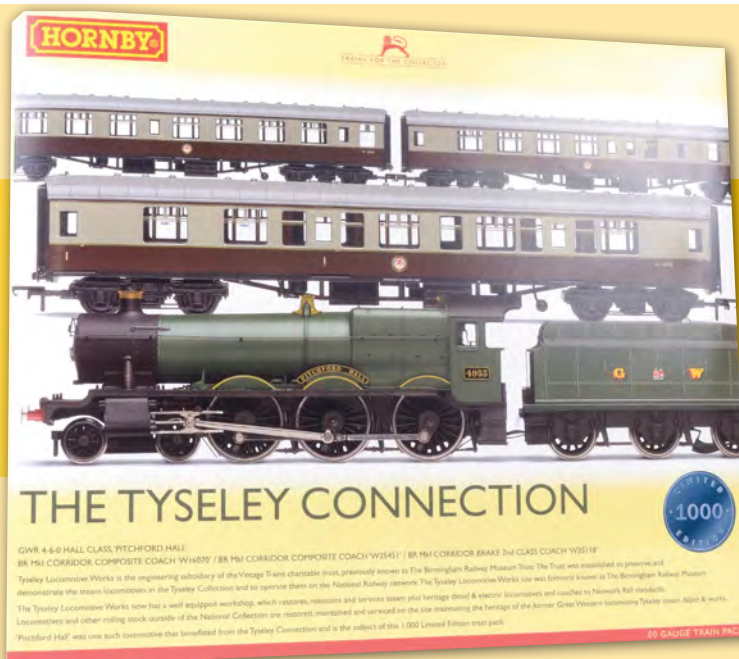
Nigel Burkin's *Wheal Annah* – as featured in *Hornby Magazine* – will be making its public debut on the *Hornby Magazine* stand at *Model Rail Scotland*. Nigel Burkin/*Hornby Magazine*.



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RETURNS

Hornby and Peco will be represented together with a wide selection of traders including Cheltenham Model Centre, Digitrains, DCC Supplies, Durham Trains of Stanley, Ellis Clark Trains, Gaugemaster, Golden Age Models, Harburn Hobbies, Langley Models, Oxford Diecast, Pennine Models, Train-Tech, The Model Centre and TTC Diecast.

A host of static displays, demonstrations and society stands

have also been arranged for the weekend offering plenty of variety and inspiration. In addition two limited edition Peco 'N' gauge models have been commissioned for the show - a HAA Merry Go Round hopper with blue frames as applied to the prototypes at Ayr depot in Scotland and a box van finished in Lanarkshire-based Tunnocks livery.

● For more information visit www.modelrail-scotland.co.uk



THE DETAILS	
Event:	Model Rail Scotland
When:	February 20-22
Where:	Scottish Exhibition and Conference Centre, Glasgow
Times:	11am-6pm Fri, 10am-6pm Sat, 10am-5pm Sun
Website:	www.modelrail-scotland.co.uk
Prices:	Adult £10, child £6, family £25



Graeme Moyes' stunning Hazelbank is one the 4mm scale layouts booked for the Glasgow event. *Nigel Burkin/Hornby Magazine.*



The East Riding Finescale Group's ever popular Hospital Gates will be showcasing 'O' gauge industrial operations. *Mike Wild/Hornby Magazine.*

Hornby Magazine is offering the chance to win a fantastic prize of Hornby's newly released 'OO' gauge Tyseley Connection train pack. This impressive pack contains a brand new Hornby GWR 'Hall' 4-6-0 finished as 4953 Pitchford Hall and three fully detailed BR Mk 1 carriages using Hornby's newly introduced tooling. 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 March 25 2015.

QUESTION... Who designed the GWR 'Hall' 4-6-0?

- a. Bulleid
- b. Collett
- c. Stanier



HOW TO ENTER

Send your answer in by visiting www.hornbymagazine.com and fill in the entry form. Or send your answer, subscriber number (if applicable), and full contact details on a postcard to 'Hornby Magazine Tyseley Connection competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to competitions@keypublishing.com with 'Hornby Magazine Tyseley Connection 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 HM95. The closing date for entries is March 25 2015 and the winner will be notified by April 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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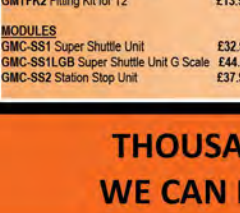
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Longdrem AND THE PINKHILL BRANCH

The East Coast Main Line around Edinburgh in the late 1950s exerts an endless pull, and **ERIC KIDD'S** 'OO' layout rekindles the glamour, excitement and variety of Britain's fastest railway of the day.

PHOTOGRAPHY, NIGEL BURKIN.



STATISTICS

Owner:	Eric Kidd
Scale:	'OO'
Length:	18ft
Width:	13ft
Track:	SMP with handbuilt points
Control:	Analogue
Period:	BR Scottish Region, ECML, late 1950s

Right: Reid 'D30' 4-4-0 62428
The Talisman simmers in the
shed yard in the company of 'J88' 0-6-0T
68320 and Reid 'N15/1' 0-6-2T 69173.

Below: A train has arrived at
Longdrem on the Down main
and now that all passengers have either
decanted or boarded their trains 'C16'
4-4-2T 67494 departs on the branch for
Pinkhill. 'D34' 4-4-0 62471 *Glen Falloch*
stands in the goods yard with a pick
up freight.



WORK ON THIS layout commenced a few decades ago and continues to this day – proof if ever it was needed, that if you want to keep adding to a layout you can do so for a very long time! When planning the layout with my friend Tommy Mann, three of the main requirements were that it had to be Scottish East Coast Main Line (ECML) set in 1957-1961 to suit the locomotives and rolling stock, that the area had to be one with which I was familiar as I much prefer modelling something I know, and that a branch line be incorporated for extra operational interest.

We looked at various locations in and outside the Edinburgh area but we always came up against the problem of not having sufficient straight length to do a chosen location justice. Whilst the length of the scenic area is about 35ft it is not all in a straight line as it goes round three sides of the room. I would have preferred to model an exact location but a pragmatic approach was the realistic and practical option.

By not modelling an exact location the objective was to give a flavour of many parts of the railway activity on the Scottish section of the ECML. This involved attempting to achieve a blend of track design, locomotives, rolling stock, buildings and scenery to create a picture of the overall scene at that time.

The layout is for enjoyment first and foremost, which is why the particular general location and time period was chosen. Even now it is amazing to comprehend the variety of locomotives, rolling stock, buildings and lines all within a relatively short distance from each other when compared to the present day. Recently when looking through my old Ian Allan ABCs the number of »



Left:
Thompson
 'A2/1' 4-6-2 60509
Waverley runs
 through at a fair pace
 on a parcels for the
 south. Meanwhile
 the teddy boys
 on the platform
 are engrossed in
 conversation.

Below:
Peppercorn
 'A1' 60161 North
British leads an ex-
 Aberdeen fish train
 for the south, this
 being a regular No. 2
 Link turn.



different classes seen in the area in the late 1950s came to approximately 56 which includes ex-London Midland & Scottish (LMS)/Caledonian Railway, London and North Eastern Railway (LNER) types including many North British Railway (NBR) survivors, and of course, the British Railways Standards.

We took it all for granted as, when spotting at the busy quadruple ECML to Glasgow and Aberdeen in the west of the city, you did not have to wait long for trains to pass by - and of course the Haymarket steeds were in abundance. For a bit of variety I change things about from time to time and run the correct stock for the ECML lines on the coast road to Newcastle, the Glasgow Queen Street line and the Aberdeen line.

Naturally quite a few of the same classes can be used on most of the lines which gives the opportunity to have different locomotives from the same class running on the layout during a year which gives them all some regular

running. Obviously the exact scenery in the real world differs a bit from location to location but the overall whole area still has a certain constant character.

INSPIRATION IS DRAWN

The track plan of Longniddry in East Lothian was used as a general but not exact guide as it also was the junction for the Haddington branch. The junction for the branch means a branch line train can leave the main line and then run round the inside of the layout leading on to a baseboard housing the branch station and goods yard. This gives added realism for running sessions as it allows a variety of smaller locomotives and more local trains in addition to the main line activity. These branch trains can run from either Longdrem station or the fiddle yard to Pinkhill station as an end to end.

The influence of the Corstorphine branch in the west of the city was used for the branch baseboard, not only in the

station name, but also the platform length. Corstorphine station had long platforms and I decided to put in a platform as long as practical to add to the character of the scene. Whilst the real location had regular 'Pacific' turns I limit the biggest locomotive on branch trains to a 'B1', but usually it is the haunt of ex NBR types. The main line of course is a different matter where these NBR classes also have the 64B 'glamour boys' of Haymarket for company plus the St Margarets regulars and occasionally a few from Dalry Road.

The ECML route used most in proper running sessions is the Edinburgh to Aberdeen line just past Saughton Junction in the western suburbs of the city towards the Forth Bridge as that is what I have the most coaching stock for and more importantly it offers a greater number of different locomotives for running passenger and freight trains, giving a nice variety of workings ranging from Haymarket 'A4s' on Number 1 Link turns to 'J36' 0-6-0s on »





'J36' 0-6-0 65235 Gough – named in 1926 after service in the First World War – climbs the bank from Pinkhill as it heads a pick up goods towards Longdrem. This 'J36' was a Haymarket resident and was withdrawn on October 31 1961.



'D30' 4-4-0 62428 The Talisman heads a local from Waverley on the approach to Longdrem.



Gresley 'J38' 0-6-0 65914 heads up the gradient on an empty mineral working as Gresley 'K3' 2-6-0 61881 has the easier time of it going downhill with a freight for the south. The 'K3' is an Anchoridge kit from a long time ago.



pick up goods and so much in between even including a few light engine movements.

I have always concentrated on Haymarket, my local shed. To many lads in the western suburbs it was the place, with locomotives being maintained to high standards of engineering, turnout and performance. Quite a number of the employees there lived locally which gave the railway a personal touch making it part of everyday life. There is always much to be learned from books written by someone who really knows his subject and the two Haymarket books by Harry Knox come into that category. They are well used as they contain first rate information and photographs about the operations of a big main line steam shed which assists me in trying to get the right look of the locomotives.

Haymarket diagrams covered the four ex NBR/LNER lines out of the city with more emphasis on the passenger turns whether express or local services. Having a large fleet of 37 'Pacifics' made it a great attraction to enthusiasts and in the late 1950s out of its allocation of 80 locomotives, 53 were named including its two NBR 'J36s'. Add in to that the daily visits of the ECML 'Pacifics', 'V2' 2-6-2s, 'B1' 4-6-0s from Gateshead,



Heaton, Carlisle Canal, Aberdeen and Dundee plus other classes from locations such as Eastfield, Dunfermline, Thornton and Perth and you have an extremely busy place. Of course during the summer there was also the overnight stay of the King's Cross 'A4' on the 'Elizabethan' a few days each week. They were wonderful railway times - days never to be forgotten!

A MINIATURE MAIN LINE

The track is SMP as are the points, which Tommy expertly built whilst residing in Devon. Teamwork came into its own then as these points were posted up here a batch at a time, for me to put in place and during the consequent tracklaying my wife helped out with the ballasting and the ginger tom cat took on the dual role as supervisor and permanent way inspector.

I have kept the track to a minimum radius of 3ft on the narrowest curve in the fiddle yard approaches with 4ft or greater radii used on the main lines to make it look more realistic. From the fiddle yard to the branch station involves a run of just under twice round the layout which gives the locomotives a good run, and I timed one of the 'J88s' a while back and it took about

seven minutes to complete the journey.

Three trains can be operated simultaneously once the branch train leaves Longdrem station heading for Pinkhill or vice versa in addition to the Up and Down main line trains having a clear run through the station. Some nimble footwork dashing between the controllers is required if you're operating solo though!

I use Gaugemaster controllers plus an H&M Duette for the turntable corner of the fiddle yard. Another H&M controller, a Powermaster, puts in useful work for many tasks at the workbench.

A major change was effected about four years ago when the layout was completely rewired along with a simpler design of control panels to make operation easier. With wiring not being my strong point Tommy called at the house monthly to advise what wiring was required for the next month which I then carried out and before long this was completed. It reminded me of the old painting by numbers sets, the different coloured wires being far easier to follow whilst crawling underneath the baseboards. I also took advantage of this window of opportunity by removing all the point motors, most

of which were past their best. Tortoise point motors were used as replacements and have proved a great success.

There are three control panels - one for the Up and Down main lines/fiddle yard, another for the junction and the last for the branch. This allows for four people to operate the layout if one person works the Up main and another the Down main lines plus two others for the junction and the branch. Usually though, in the main, it is a solo effort, hence the long time to get the layout and stock built.

CREATING THE SCENE

The scenery, whilst practically complete, is adjusted here and there if I see any interesting materials and demonstrations at exhibitions which can be incorporated into the general layout atmosphere.

When commencing the scenery my main point of reference was Barry Norman's book on scenic modelling. Over the years various trees, hedges and other things have either disappeared, appeared or have been altered in shape. In fact, when tidying up the layout in preparation for this feature I decided to clean the trackbed and in a few seconds of distraction managed to Hoover »

 **Great activity as Haymarket's 'A3' 4-6-2 60097**
Humorist eases into Longdrem bound for
Dundee with St Margarets allocated Gresley 'V2'
2-6-2 60873 Coldstreamer hammering by on a
southbound fitted freight. The 'V2' is a Nu-Cast kit
and the 'A3' is a Hornby with much added detail
including 60097's unique smoke deflectors.



up the foliage on a tree which now looks entirely different with the new foliage hastily put in place! No doubt changes will continue as I quite fancy trying static grass which looks impressive and most realistic.

This is now added to the list of jobs which never seems to decrease in number, no doubt a familiar position with most modellers. A recent alteration was the replacement of the Peco sleeper style buffer stops with the new NBR type from LMS Models which capture the right look and have made for a great improvement adding to the local atmosphere.

The houses and cottages are from the excellent Harburn Hobbies range and as they are all based on local buildings they fit in just fine. Whilst I toned down the exteriors a bit, the roofs did not require too much weathering as the real thing retains most of its colour. Having this range available certainly saved me from attempting to build them as it would have added some years on to get the layout to this stage.

The signals are from the Ratio LNER range being purchased about 20 years before I got round to building them while the NBR water columns in the shed and stations are from Mikes Models. Once again they were purchased when they first appeared many decades ago as I thought that I had better get them when available along with some Caledonian Railway (CR) types. Lately I have been adding to the figures scattered about the platforms and

have found that the Dart Castings people are just right. The teddy boys are a great piece of work, being spot on for the time period in these exciting early days of rock.

THE FLEET

As is the case for most modellers the locomotive and rolling stock fleet has grown steadily. When I started building kits in the 1960s my objective was to build a kit of each locomotive class which was either based in one of the three Edinburgh sheds or seen on a regular basis visiting the city in the late 1950s. There was not much available for this area then - some kits from Wills, Jamieson and one or two from Ks and Bec - with nothing decent ready-to-run. However things took off in the mid 1970s with suitable kits coming on to the market especially from Gem, Norrie Blackburn, Nu-Cast and Sutherland. This was mirrored 30 years later in the ready-to-run field although only for the bigger classes - the smaller classes running around here still rely on these and other kits with some of the older ones, unfortunately, being difficult to obtain.

The locomotives and rolling stock are a mixture of kits and ready to run, though, up to about ten years ago practically all the locomotives were kit built. The introduction of superdetailed ready-to-run has increased this number as there are now some classes produced that are suitable for the area I model. Fortunately with kits for the NBR and the CR a realistic balance of stock can be maintained - it wasn't all

'Pacifics' running about, even on the ECML.

All the ready-to-run locomotives are detailed to match the kit built examples and all of them have been renumbered and renamed. I particularly make sure that the locomotives are fitted out correctly with the proper combinations of detail to fit the late 1950s period using the Railway Correspondence and Travel Society Green Book, many other books and photographs for guidance. They are also closer coupled than their standard setup as I prefer to see the locomotive and tender as one entity rather than running around with a long gap of daylight between them.

The Hornby 'A3s' and 'A4s' can cause many an interesting and frustrating dilemma with the variations in tenders, boilers, and fireboxes when trying to get the right combination for a particular locomotive. Fortunately the Bachmann Peppercorn 'A1s' and 'A2s' do not have quite the same number of variations but still have the need for further detail work. The lack of spare bodies and tenders these days certainly does not help.

There has been a good deal of swapping of locomotive bodies and tenders as well as replacing chimneys to get the right variant. In addition all the 'A4s' and 'A3s' are fitted out with the excellent Brassmasters etched details frets which greatly enhances their appearance. This took a lot of time, but to me it was well worth it to achieve that bit more realism without compromising the running. »



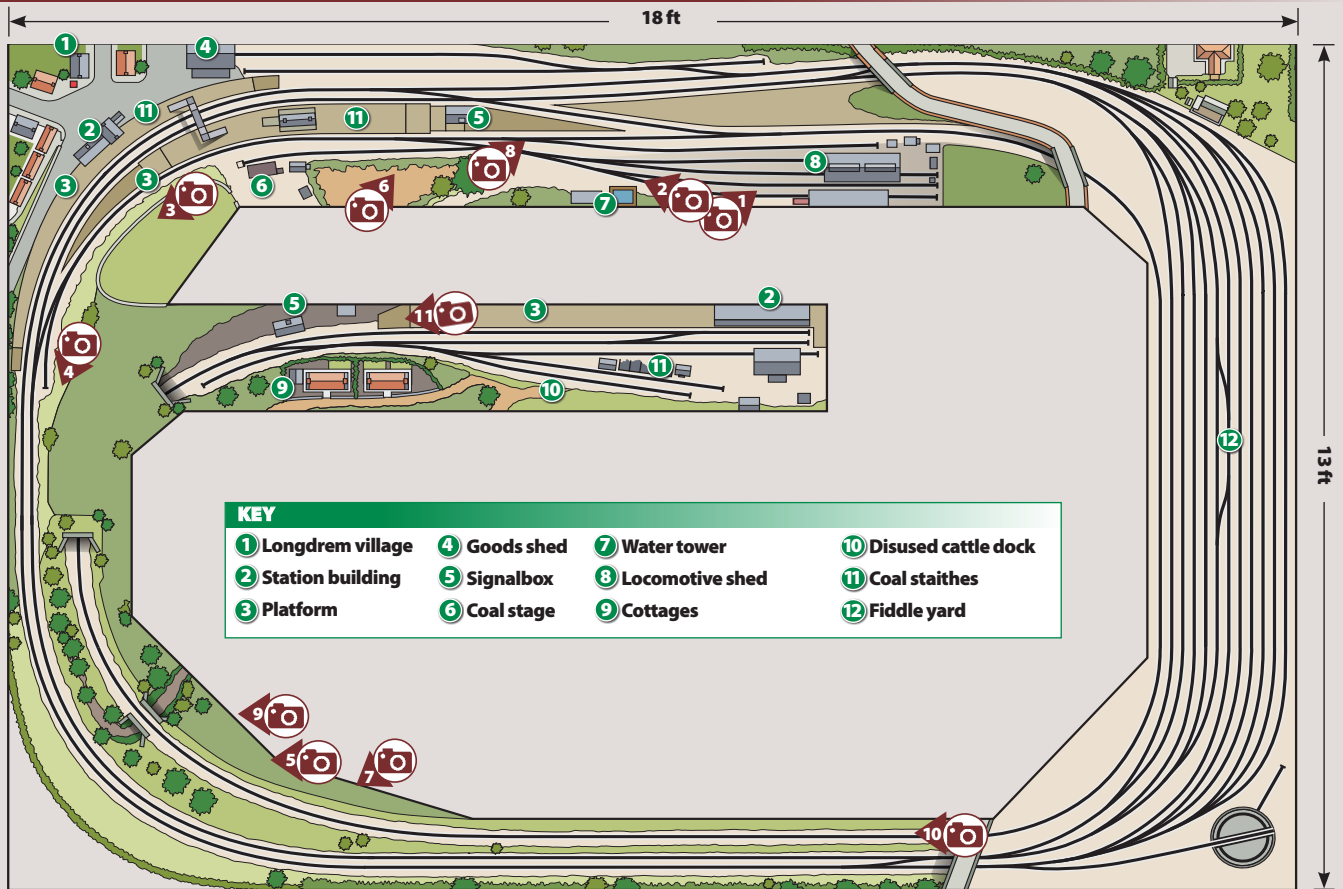
Peppercorn 'A2' 60537 Bachelors

Button heads the 4.00pm

Waverley-Perth. This working was a favourite of the great photographer, the late WJV Anderson, who usually took photographs of it at Glenfarg.



LONGDREM AND THE PINKHILL BRANCH TRACK DIAGRAM (Not to scale)





A4 60031
Golden
Plover with empty
stock on a running in
turn following repairs
to the front end
after a run away 'J36'
ran into the 'A4' at
Haymarket shed.

By modelling a period of a few years rather than a particular year enables some extra variety in detail as, for example, I can have a few 'A3s' with single chimneys as opposed to them all with double chimneys, or fitted, or not, with Advanced Warning System and so on. It all works out fine as the various alterations never happened to all the locomotives in a class overnight. In addition all of the locomotives and stock must run well and if a problem arises then the model goes on the workbench for remedial action.

Most of the locomotives are slightly weathered whilst the Haymarket 'Pacifics' are maintained in a cleaner fashion as was 64B's practice. Some of the NBR locomotives built in the 1970s have been weathered for a second time in the last couple of years just to change their appearance a bit. Most of the locomotives are from St Margarets (64A), Haymarket (64B) and Dalry Road (64C), but there were plenty of regulars each day from other sheds and an effort was made to model a few of them to help create the overall atmosphere of the time.

The coaching stock is mostly Kitmaster and Bachmann BR Mk1s and Ian Kirk Gresleys with Hornby non-gangwayed Gresleys and Thompsons being recent and most welcome additions. Even though the Kitmaster and Ian Kirk coaches are fairly old they still look the part in my view. All the coaches are close coupled and gangway connections are fitted where appropriate giving the train an overall complete look. I always dispense with the factory couplings and fit wire hooks and bars to the buffer beams which I have found greatly improves the running by leaving the bogies free from the stresses of housing the couplings. The wagons are a mixture of kits from Parkside, 3H, Ratio and Airfix plus a fair few from the Bachmann Blue Riband range. All are fitted with three-link couplings and are weathered to suit with quite a few of the ready-to-run wagons also re-fitted with Romford/Jackson wheels.

So there we have it, hopefully the photographs convey a flavour of these great days on this part of the ECML with 64B to the fore – a time long gone, but recreated in model form. 





'C16' 67494 arrives at Pinkhill Station. The two West Highland Terriers in the garden are oblivious to this as they are more interested in getting in to the cottage, no doubt it is meal time.



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00 Red Brick / PO216 / £10.75
N Red Brick / PN110 / £8.25
00 Stone / PO235 / £10.75
N Stone / PN135 / £8.25

MINI KIT

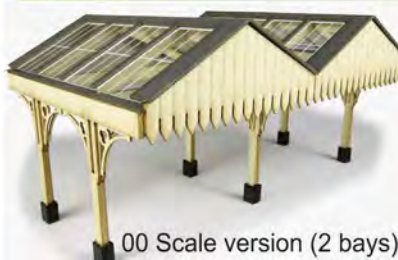


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Two stairways that disappear in to an imaginary subway.

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

NEW!

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Designed to be used with the retaining walls.

Can be made double or single track over the top.

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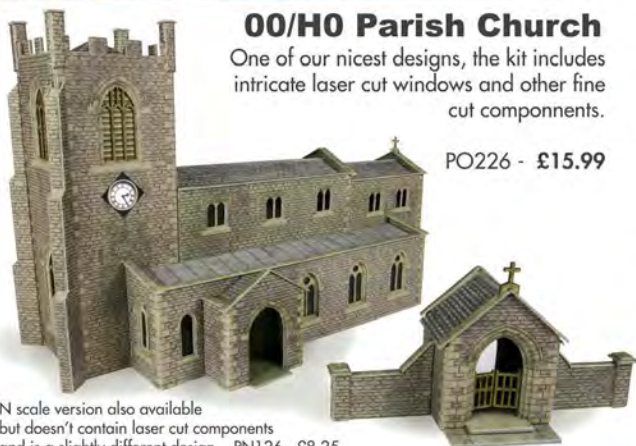
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TOWN & COUNTRY



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MINI KIT



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

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RAILWAY

Footbridge

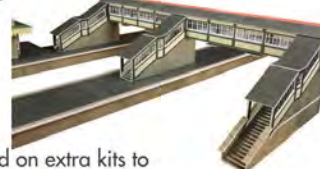
A covered bridge detailed inside and out. Includes extra lower steps for non platform height.

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N / PN136 / £9.50



Span 170mm.



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

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Factory 'Footballer'

Factory weathered models have become popular both with manufacturers and modellers.

TIM SHACKLETON improves the factory weathering on a Hornby 'B17' 4-6-0 – and does it all without once using an airbrush.

THERE IS NO DOUBT in my mind that the best and most subtle weathering effects generally come not from airbrushing alone but from using hand applied powders and pigments. Some of my modelling friends have never picked up an airbrush in their lives but can produce a weathered finish that's at least as good as anything as I can achieve. That, I now realise, is because they are gifted with a rare degree of artistic skill – it's not insignificant that each of them is also an accomplished artist.

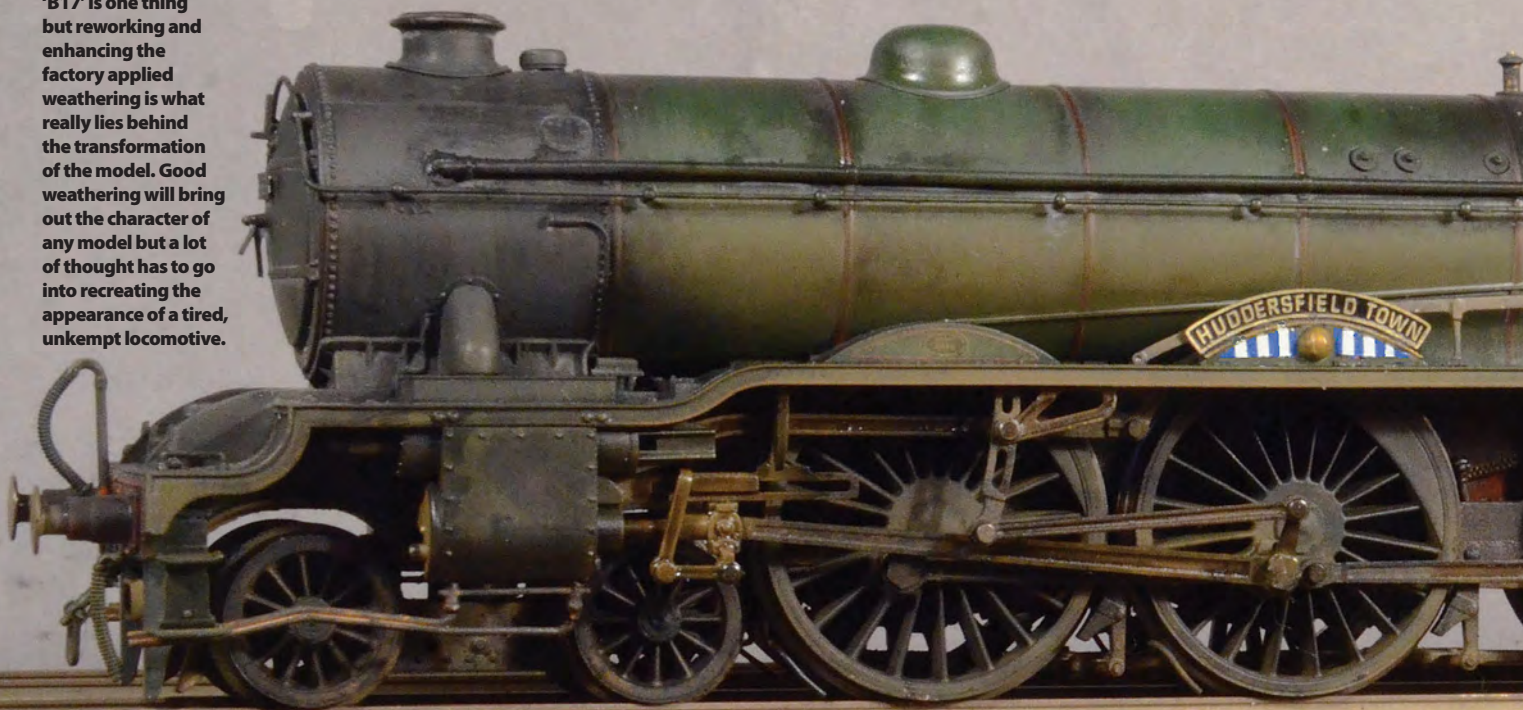
Most of us – myself included – don't have that level of ability. For us, an airbrush is generally an easier tool to use than a paintbrush, and more likely to create the kind of results we

aspire to. Working with an airbrush is quicker and easier, and the outcome is generally more certain – especially in the critical early stages when we're putting on the basic weathering.

Most hand finishing methods call for a high degree of artistic talent, which not everyone has – the ability to manipulate paint and other media, to show sensitivity to colour, to use advanced technical skills in the actual application. People who would be rubbish at dabbing on paint and powders with sticks and fingertips can usually get a reasonable result with an airbrush, so that's what they use. It has to be the right kind of airbrush, as I found when I did my piece in HM91 using a budget airbrush. It was incredible how difficult it was to use, how limited the options, how unpredictable the results.

I mostly use my airbrushes in the initial stages of weathering, and then go over to hand applied effects. Once the bulk of the job has been done, it becomes easier to adopt more artistic methods using powders, washes and paintbrushes. I thought it would be interesting, then, to take a factory weathered model as the basis and go straight over to hand finishing techniques. This not only shows what can and perhaps should be done by hand, but also demonstrates how you can improve the simple factory applied weathering on an out of the box model using simple techniques that don't involve an airbrush. The subject was *Hornby Magazine's* limited edition Hornby 'B17' 4-6-0 61662 *Manchester United* – a model, which as a Huddersfield Town supporter, I wanted to rename to my own club too. **HM**

Renumbering and renaming this 'B17' is one thing but reworking and enhancing the factory applied weathering is what really lies behind the transformation of the model. Good weathering will bring out the character of any model but a lot of thought has to go into recreating the appearance of a tired, unkempt locomotive.



STEP BY STEP DETAILING A FACTORY WEATHERED 'B17' BY HAND



1 We couldn't have a more appropriate weathering subject than this 'B17' 4-6-0. It is a handsome model of a handsome locomotive but the factory applied weathering is nothing exceptional. It shows the limitations of one coat weathering – real weathering builds up over time in highly visible layers and that can only really be created on an individual basis.

2 It is possible to remove the brown weathering with T-Cut and start again but it's a fantastically laborious process and I'd prefer to work with what I'd got. This is what we're going to use to get the process underway.

These are washes of thin enamel paint from the Adam Wilder Nitroline range, specifically Black Smoke (NL01), Brown Shadow (NL03), Grey Shadow (NL04), and Dark Rainmarks (NL32).



3 You can use the washes straight from the bottle, having given them a good stir. I use a broad, flat brush, working the wash to avoid obvious build ups and ensure an even spread. The results are very subtle but they are present nevertheless – a gentle discoloration that we can build up with successive applications. Allow the paint an hour or two to dry between coats, though.





I've been dabbing Black Smoke Wash on to the boiler and now I'm putting some on the tender rear as well as the side sheets. Generally you can let it find its own way around but you need to watch out for streaks and runs. If you get any, just flick them away with your brush. Colour washes are very forgiving but paint brushed on straight from the pot is not, which is why I rarely use it in weathering.



A change now to the more brown-tinged Dark Rainmarks, which actually dries a light brownish grey. Here I've brushed it on to the smokebox and running plate but I've also worked some on to the cab roof and tender sides. Let the colours blend with one another but avoid making everything monochromatic.



Areas that catch the light such as the cab roof and the footplate need a slightly different treatment. They are anything but black on the real thing – if not on models – and a thin wash of Grey Shadow immediately starts to transform their appearance.



The coal bunker and the area around the tank fillers are always subjected to heavy corrosion. A wash of Adam Wilder's Dark Rust Effect (NL07) gives us a good start. If you simply dabbed on rust coloured paints straight from the tin, they would look lumpy and heavy handed. Thin washes give a much more plausible effect, all the more so when you subsequently enhance them with layers of weathering powder.



8



Locomotive and tender frames are always coated in reddish brake block dust as well as the road dirt that's represented by the brown factory applied weathering. I got the process of discoloration under way with a wash of Old Rust Effect (NLO5), again from the Adam Wilder range. Later on I will complement this with the appropriate weathering powders.

9

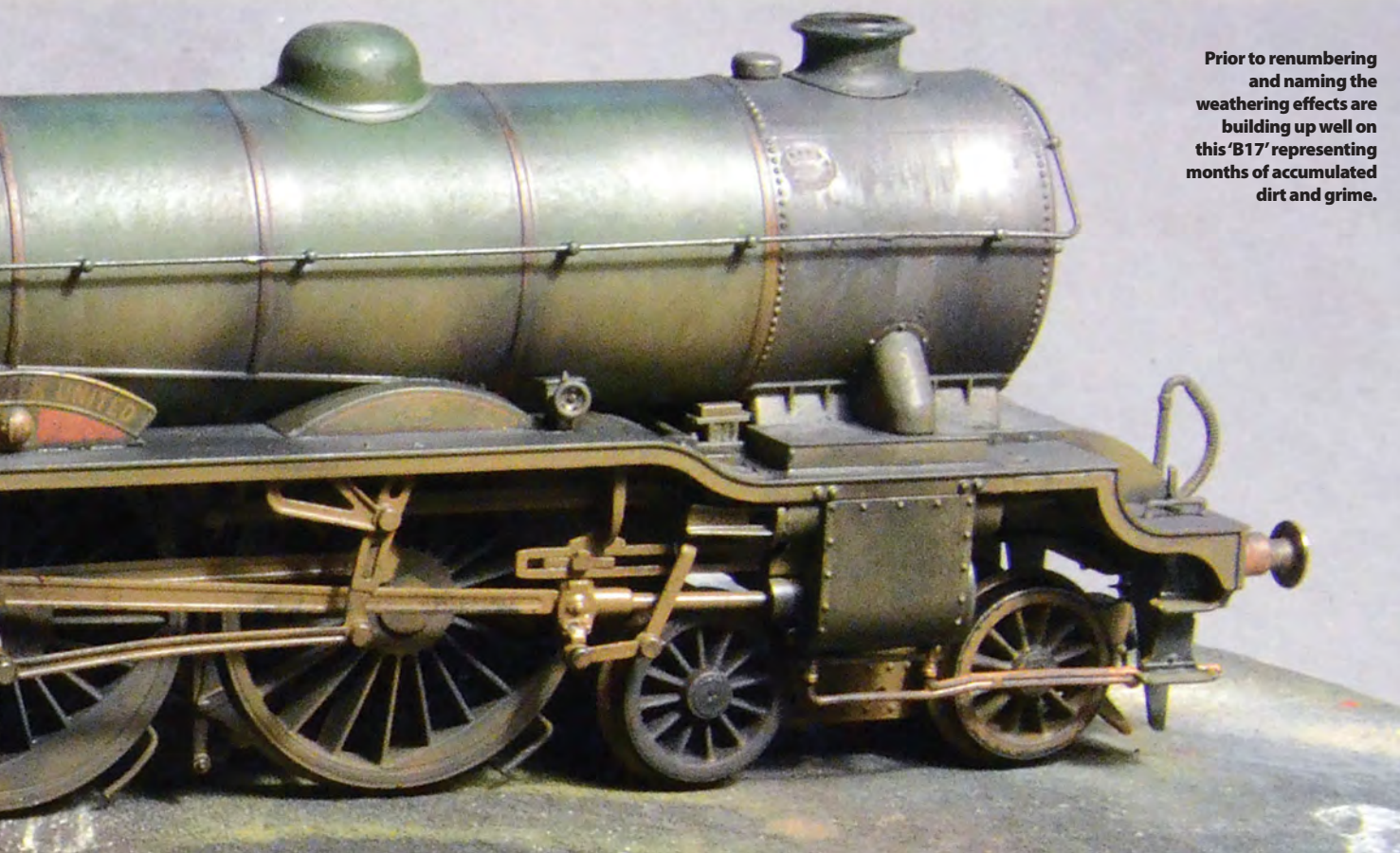


The great glory of enamel washes is that, until they dry thoroughly, they are anything but permanent. There is a fair margin for error, so you can brush away unwelcome streaks and tide marks such as this random smudge on the dome. Dip your brush into clean white spirit and carefully remove the offending blemish. If you've been over-enthusiastic in applying the initial washes, you can simply rework it with a moist brush or even remove it altogether.



10

Here we see the still wet locomotive with the one dimensional factory finish on the bodywork broken down by the use of washes that help create the effect of gradual dirt build up. Even at this stage, we have lost the smooth and implausible airbrush finish and replaced it with something far more naturalistic. Some of it is overdone, some is a bit patchy, but it can easily be rectified – colour washes are infinitely malleable, and rough edges can readily be smoothed out. If it collects in corners – at the bottom of the firebox in this shot, and along the tender side – then remove it with the tip of your brush before it's fully dry.



Prior to renumbering and naming the weathering effects are building up well on this 'B17' representing months of accumulated dirt and grime.

11



It's always handy to have a selection of weathering powders to hand in order to increase your options and help create the impression of layers of weathering built up over time. For the most part I go for subdued browns and dark greys, and don't bother much with the strident rust shades that have only limited use in railway modelling. These products are from the Adam Wilder Gunpowder range – there is sufficient pigment in each 50ml bottle to last me years, since I use very little powder each time.

13



More Old Grease goes on the wheels and is worked well into and around the spokes. Centrifugal force ensures the wheels of steam locomotives are constantly coated in oil from the valve gear, which blackens them and attracts dirt. Be sure to give the wheels a half turn under power or you will end up with shadow areas where the spokes have been hidden by the motion.

12



Old Grease (GP11) is one of my favourites, a dark grey with a warm tinge that has many applications around locomotives and rolling stock. Pure black, on the other hand, has very little use in my weathering palette. Here I've been stroking the powder on to the boiler, smokebox and cab roof both to build up tone and to lose – but not entirely eradicate – any rough around the edges areas left over from the enamel washes. I use stiffish flat brushes with rounded bristles for weathering powders.

14



Returning to the tender top, I've used some more of the brown rust powders on the bunker area and around the sideframes. The axleboxes have been given that caked on oil look with Old Grease. From now on weathering is all about looking hard at your model and working out which areas still need attention – such as the vacuum pipes and the cab doors – and which can be left alone. Taking photographs as you go along – ideally under a strong, unforgiving light – helps you decide what looks good and what doesn't.

USEFUL LINKS

- Wilder washes and powders www.airbrushes.com
- AK-Interactive paints and powders www.ak-interactive.com

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Black smoke wash	Wilder	NL01
Brown shadow wash	Wilder	NL03
Grey shadow wash	Wilder	NL04
Old rust effect	Wilder	NL05
Dark rainmarks wash	Wilder	NL32
Old grease powder	Wilder	GP11
Tyre grey powder	Wilder	GP23
Desert sand powder	Wilder	GP28
Dark steel powder	AK-Interactive	AK086
Fuel stains	AK-Interactive	AK025





15

I decided more greys needed to be used to enhance the weathered effect on black painted areas and get away from the unconvincing factory finish. I've used tiny quantities of Dark Steel pigment (AK-086) from the AK-Interactive range to produce a metallic sheen, then gone over it again with a much darker Adam Wilder grey. Most brands offer these metallic powders but they need to be used with great care. You only need a touch!



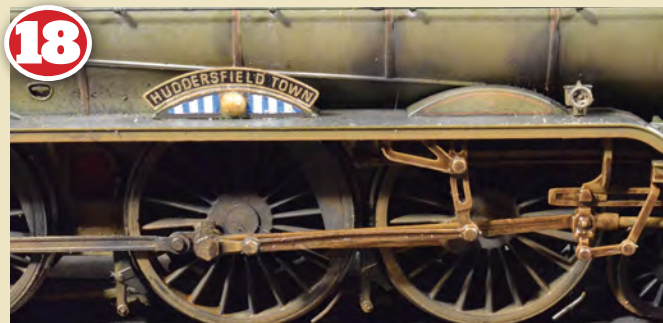
16

To lighten the running plate and front platform – these areas are always grubby on the prototype – I brushed on small, random quantities of Desert Sand (GP28) from the Adam Wilder range. The slightly pinkish tone is important in this application – if you try and lighten darker colours using pale greys, the result can look very cold and out of keeping with the 'warm' nature of steam locomotive weathering.



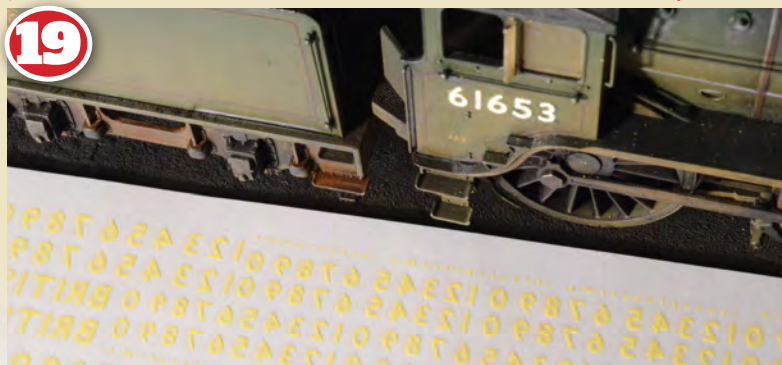
17

Most brands of weathering products offer a representation of oil but my preference is to use AK-Interactive Fuel Stains (AK025) which can be brushed on to motion, mechanical lubricators, axleboxes and so on to produce a most convincing effect. Working steam locomotives are very far from being dead matt all over – the closer you look, the more shiny bits you will discover.



18

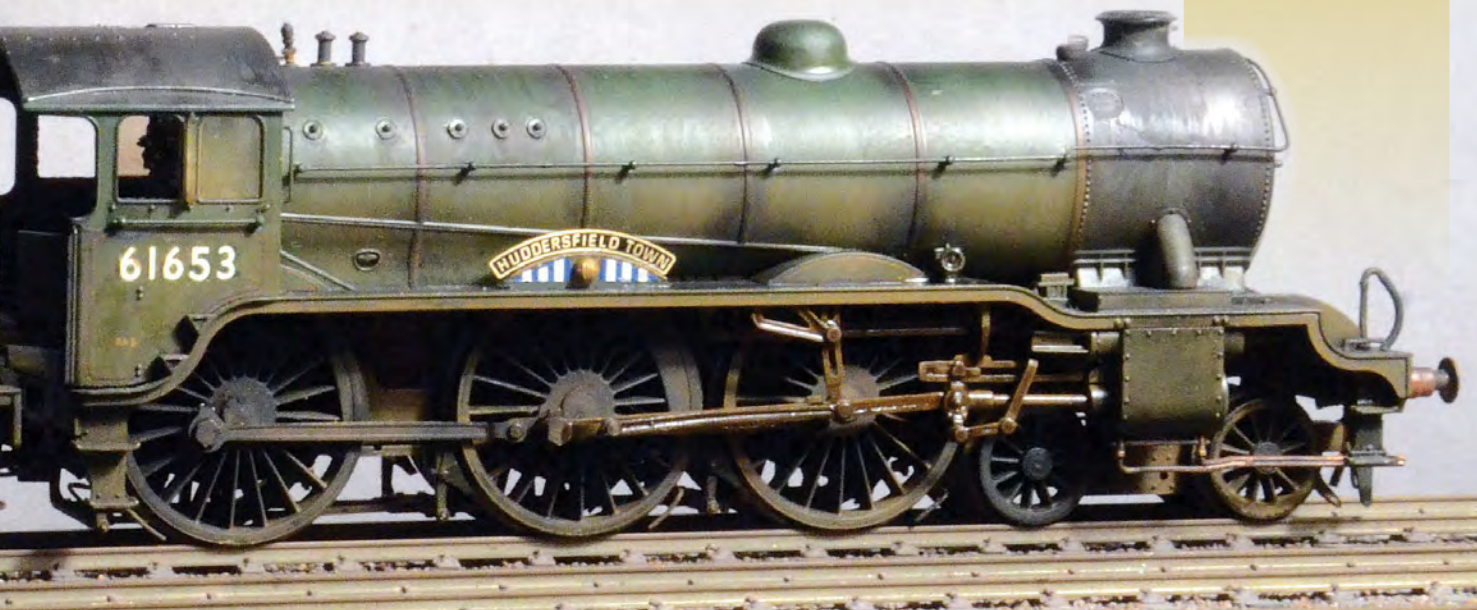
Tribal allegiances run deep in football, and owning a locomotive named Manchester United was out of the question for me! I renamed my 'Footballer' using etched brass plates from 247 Developments (www.247developments.co.uk). The dub colours were done using a combination of Revell No. 52 and tiny slivers of white striping intended for 16ton mineral wagons. Building up the nameplate was probably the most difficult and painstaking part of the whole project.



19

When renumbering an engine, always replace the whole of the numberset rather than just one or two characters. It's very difficult to get them to match exactly and even if they're only 0.5mm smaller or larger – or are a slightly different colour – it will immediately be obvious. Do the whole lot and give yourself peace of mind. I've been using PC Models transfers since the early 1980s – they're now available from HMRS – and I don't think they've ever really been equalled.

20 The finished model of 61653 Huddersfield Town looks every inch a tired but hard working locomotive – and it hasn't used a single moment of airbrush painting. All of the effects are applied by hand using washes and powders. Combined with the work stained BR Mk 1 carriage in BR's smart carmine and cream livery it's a scene from the past that can be replicated through patience and observation.



Static grass

ESSENTIALS

Static grass is a great way of creating realistic scenery.

NIGEL BURKIN

demonstrates how to apply static grass and suggests some simple enhancements.



SCENERY modelling has long moved away from coloured sawdust to represent grass and weeds. Even dyed ground foam scatter has taken a back seat to the growing popularity of static grass which is available from a number of manufacturers and in a variety of natural colours ranging from the bright to the subtle.

Static grasses are simple to use. They are scattered onto the landscape surface after coating with either scenery adhesive, PVA glue or artists matte medium. A special electric applicator is used to charge the grasses with static electricity, enabling the grasses to stand upright in the adhesive in a natural looking way. Static grass applicators can be expensive to buy depending on the model and some modellers build their own static applicators or find a suitable plastic bottle to charge and scatter the grass fibres (Noch offers a low cost static grass bottle). However, the results speak for themselves and the devices are similarly priced to a new locomotive. The upside is that they produce grass which matches the detailing of the locomotives which we can now buy ready-to-run.

Static grass is produced in a variety of lengths from 1mm to 6mm depending on the manufacturer. I have a preference for the range by MiniNatur which offers an 'Early Fall' and 'Late Fall' colour in various lengths which works well for dry summer grasses in the context of British landscape modelling.

Static grass is also produced by Noch, Woodland Scenics and War World Scenics.

APPLYING STATIC GRASS

Firstly, protect the track, ballast and any lineside features from spray adhesive and grass fibres with masking tape and newspaper. Damp paper towels will protect buildings and structures from stray fibres which can be the very devil to remove – glue or no glue! Backdrop boards are covered in newspaper for the same reason.

The Noch applicator I use is supplied with a variety of screens and a narrow funnel. Before selecting a screen, the applicator is filled to about one third with static grass material teased out so it is loose. I usually use a fine mesh screen fitted to the end of the applicator, as demonstrated in the photographs, when working on larger areas. For smaller or more confined areas, the mesh screen can be replaced with the funnel which directs the static grass to where it is needed. Typically, I will work on about 2ft² of landscape at a time unless treating awkward spots.

I spray thinned PVA glue or Scenic Cement on to the painted hard shell before charging up the applicator. The Noch applicator I use relies on a grounding pin which is inserted into the wet area before the grass is sprinkled from the applicator onto the landscape. I hold the applicator an inch or two from the surface and listen for the ticking noise of the fibres leaving the applicator and hitting the landscape surface.

It is worth scattering an undercoat of

Back to BASICS

green 'Fine Turf' by Woodland Scenics onto the hard shell to disguise the painted hard shell before the first layer of grass is applied when lush growth is needed. Grasses can be applied directly to the hard shell, especially if thin grass over soil or compacted ground is the desired effect. Be sure to achieve the right ground colour and texture first!

Remove protective materials before the glue hardens completely. Once the glue has dried, the grass fibres should be standing upright. When longer grasses are needed, apply more protection to layout features if necessary and scatter a second layer of grass. I use firm hold hairspray to hold any second application. This can be done in patches or evenly across the treated area for variety.

When you have developed your technique, remember to take a record of the exact process, including products and colours so you can repeat the process in the future. **TECHNIQUE**



Static grass makes a huge difference to the appearance of a scenic model railway. A Class 205 DEMU draws into the bay platform at Twelve Trees Junction – the grass alongside is static grass detailed with fine turfs.

Mike Wild.



STEP BY STEP STATIC GRASS TECHNIQUES

1



Static grasses usually end up where you do not want them! Protect track, ballast and scenic details with masking tape and newspaper. Cover trees and structures with damp paper towels.

2



One option is to apply an underlying layer of fine ground foam scatter before scattering static fibres. Note how the backdrop boards have been covered in newspaper to protect them from scenery glue.

3

Dilute matte PVA is brushed onto the landscape surface for the first layer of scenery materials. Static grass could be directly applied to this if desired.



4



I prefer to apply a layer of fine turf by Woodland Scenics first. It is left to dry before spraying on a coat of scenic cement or matte medium for the static grass.

5



Load up the applicator with static grass material, mixing colours and length for variety. If the material is balled, as seen in this picture, take a few minutes to tease it out.

6



The applicator is turned on and the fibres discharged from a height of an inch or two. Note the grounding lead to the left.

7



Spray on more scenic cement or dilute matte medium to further secure the grasses if necessary. A second application of grass could be made at this stage before the glue sets.

Back to BASICS

8



Texture can be added before the glue completely dries by sprinkling some fine scatter onto the surface of the grasses to represent weeds. Coloured scatter, when applied very sparingly, gives the impression of wild flowers such as poppies.



9

Carefully remove the protective masking tape before the scenery glue completely dries out and make any minor repairs to the edge of the grassy area.



10

Static grass has grown in popularity in recent years, despite the relatively high price of electric applicators. The uniformity of static grass can be broken up using pinches of fine ground foam scatter to add the impression of weeds and flowers.

Adding texture

Some of the most effective scenery I have seen has been created using a mixture of materials and techniques which adds texture and prevents unnatural-looking uniformity. Here's a summary of possibilities:

- Make a second hit of static grass patchy to create texture
- Mix fibres of different sizes in the applicator
- Mix different colours and makes of static grass for variety
- A second application of short fibres could be of yellow or 'dry' grasses representing the longer grasses with seed heads which dry out in summer and autumn whilst the lower part of the grasses remains green
- Brush your fingers gently through some areas of grass to make them look flattened after heavy rain or strong wind. Grasses which all stand uniformly upright do not look convincing
- Sprinkle a pinch of fine turf material onto the grass in a random manner to represent weeds growing through the grass
- Summer flowers can be represented by using Woodland Scenics T48 'Flowers' scatter which includes red, white and yellow suitable for many British wild flowers.

Real world grasses

Two images of the 'Highland Chieftain' (Inverness-Kings Cross) passing the same stretch of railway (Forteviot in 2013 on different days, Perthshire) taken in the same year (2013) at the same time of the day but on different days. One picture was taken in May, the other at the end of July with notable differences in the growth of the grass on the line side. Static grasses are perfect for creating both scenic effects, especially the long summer grasses of the July picture. Some grasses can grow long enough to cover lineside fencing!



Titled Trains

Trains have been named from the earliest days of the railways, and British Railways introduced a host of new ones in the 1950s and 1960s. **MARK CHIVERS** examines their formations and shows how to model some of the more famous trains in 'OO'.

TITLED TRAINS have featured on Britain's railways since the mid 1800s, but became particularly prolific in the British Railways (BR) era. The railway operating and marketing departments had long recognised that titled trains were a great tool to highlight certain routes and encourage the public to sample the railway, and as well as old stalwarts, some exciting new developments took place. Whilst most BR titled trains carried a headboard on the front of the locomotive, there were

exceptions, such as some inter-regional trains. Names such as the 'Atlantic Coast Express', 'Cornish Riviera Express', 'Coronation Scot', 'Flying Scotsman', 'Red Dragon' and 'Silver Jubilee' exuded excitement and anticipation for the journey ahead. The names also instilled a sense of pride amongst staff with their polished headboards and appropriately coloured carriage destination roof boards proudly displaying the route the train would be following. Each region had its own take on the shape and style of the locomotive headboards

– some being more ornate than others – but all operated named trains.

Most titled trains operated to express timings but a few, whilst express by name, weren't necessarily so by nature. A good example was the Southern Railway's 'Atlantic Coast Express' (ACE) which operated between London Waterloo and Ilfracombe with numerous portions which would split from the main train along the way for destinations including Sidmouth, Exmouth, Padstow, Torrington and Bude.



Some portions of the train would be formed of just one coach, a Corridor Brake Composite (BCK), and as a result the bulk of the ACE featured multiple BCK vehicles in its consist, together with restaurant facilities that operated between London and Exeter only. The formation of the ACE would fluctuate according to the time of year, naturally being much busier in the Summer.

TOP LINK POWER

British Railway's titled crack expresses were hauled by top link steam locomotives including former Great Western Railway 'Castle' and 'King' 4-6-0s on the Western Region, Bulleid 'Battle of Britain', 'Merchant Navy' and 'West Country' 4-6-2s on the Southern, Stanier 'Princess Coronation' and 'Princess Royal' 4-6-2s, 'Black Five' and 'Royal Scot' 4-6-0s on the Midland and ex London and North Eastern Railway 'A1', 'A2', 'A3' and 'A4' class 'Pacifics' on the Eastern Region.

As new locomotive designs came through during the 1950s and 1960s so the motive power changed to include Class 40, 42, 45, 47, 52, 55 diesels and Class 85 electric locomotives on the electrified section of the West Coast Main Line.

Many of the train formations primarily featured BR Mk 1 standard stock as the railway was keen to utilise its most modern coaches on these named premier services from the

1950s, although some older stock was still kept in front-line service for many years including Bulleid, Collett, Gresley, Hawksworth, Maunsell, Stanier and Thompson stock. New the Mk 1s may have been, but it is doubtful if they rode anywhere near as well as the best of the 'Big Four' designs, with the Gresley and Stanier vehicles being particularly smooth.

NAMING IN MINIATURE

The modeller is certainly well catered for when it comes to locomotive headboards and coach destination roofboards with a good selection of small manufacturers producing suitable items in 2mm, 4mm and 7mm scales.

Locomotives and suitable rolling stock are also available from the main ready-to-run model railway manufacturers although not every variant of carriage is produced which means there are inevitably holes that need to be filled either through the use of kit-built stock or modeller's licence.

This particularly applies to catering vehicles which are few and far between. Bachmann's prolific range of 'OO' gauge Mk 1s features a Restaurant Unclassed (RU), Restaurant First Open (RFO) and a Restaurant Mini Buffet (RMB), Hornby produces 'OO' gauge models of the ex-Airfix LMS 68ft dining car and the more recent LNER Gresley buffet car while Replica Railways

produced the former Mainline/Palitoy BR Mk 1 Restaurant Buffet (RBR) in a selection of liveries. Other useful coach types currently 'missing' from the manufacturers' ready-to-run ranges include the Bulleid Corridor Brake Composite (BCK) and BR Mk 1 Open Brake Second (BSO) vehicles.

MINIATURE COMPROMISES

Whilst compiling the accompanying tables of titled train formations, it became apparent that many of these premier trains featured vehicles that are currently unavailable in ready-to-run form. Not only that, many of them featured in excess of 12 coaches which in 'OO' gauge form would make them too long for most layouts.

To combat this and make more of the titled train formations suitable for simple replication in 'OO' scale we have adopted an element of compromise with slightly shortened formations together with alternative catering vehicles substituted where necessary from the range of ready-to-run models available. Where coaches have been removed from the formations, these are generally multiples of the same coach designation maintaining the percentage balance of first and second class accommodation to represent the particular train. Whilst not fully accurate, the essence of these crack expresses can still be modelled using readily available rolling stock. **HOMI**

**Stanier 'Duchess' 4-6-2
46224 Princess Alexandra
approaches Carstairs with
the up 'Royal Scot' on a March
morning in the late 1950s.
W.J. Verden Anderson/Rail
Archive Stephenson.**



WESTERN REGION



GWR 'Castle' 4-6-0 BR lined green, late crests (Hornby), BR Mk 1 BCK, SK, SK, RB, FK, FK, BCK – BR chocolate and cream
The 'Bristolian' – 1959 London Paddington – Bristol Temple Meads



GWR 'Castle' 4-6-0 BR lined green, late crests (Hornby), BR Mk 1 BCK, FK, BSK, SK, FK, RU, FK, SK, BSK – BR chocolate and cream
'Cambrian Coast Express' – 1959 London Paddington – Pwllheli/Aberystwyth



Class 42 BR plain green (Bachmann), Collett SK, SK, BR Mk 1 BSK, FK, RU*, SK, SK, BSK – BR maroon livery except * BR chocolate/cream
'Cornish Riviera Express' – 1962 Penzance – London Paddington



Class 42 BR maroon with small yellow panel (Bachmann), BR Mk 1 BSK, CK, SK, SK, BSK, SK, SK – BR maroon
'Cornishman' – 1967 Penzance-Bradford Exchange



Class 52 BR maroon (Dapol), BR Mk 1 BSK, SK, SO, RU, FK, FK, BCK, BSK* – BR maroon except* BR chocolate and cream
The 'Golden Hind' – 1964 London Paddington – Plymouth

SOUTHERN REGION



Bulleid 'West Country' 4-6-2 BR lined green, late crests (Hornby), BR Mk 1 BSK*, CK*, BSK*, CK, RB, SK, SK, BSK, CK, BSK – BR green except * BR carmine and cream
The 'Man of Kent' – 1958 London Charing Cross – Dover/Margate



Rebuilt Bulleid 'Merchant Navy' 4-6-2 BR lined green, late crests (Hornby), BR Mk 1 BSK, SK, CK, CK, BSK, CK, BSK – BR green
The 'Royal Wessex' – 1960 London Waterloo – Weymouth (Swanage/Weymouth portions)



Rebuilt Bulleid 'Merchant Navy' 4-6-2 BR lined green, late crests (Hornby), Maunsell BCK, SK, BCK, BCK, BR Mk 1 BSK, BCK, RB, RU, Maunsell BCK, BCK – BR green
'Atlantic Coast Express' – 1960 London Waterloo – Ilfracombe



Air smoothed Bulleid 'West Country' 4-6-2 BR lined green, late crests (Hornby), Maunsell SK, BCK, BCK – BR green
'Atlantic Coast Express' – 1960 Exeter Central – Ilfracombe/Torrington portion



Rebuilt Bulleid 'West Country' 4-6-2 BR lined green, late crests (Hornby), SR Van B, SR PMV, BR Mk 1 BSK, SO, SO, FK, CK, SO, SO, BSK – BR green
'Ocean Liner Express' – 1964 London Waterloo – Southampton Docks

TIP

Keeping the proportions for First and Second class carriages the same means you can shorten these formations without losing too much authenticity.



SUITABLE 'OO' GAUGE READY-TO-RUN STEAM LOCOMOTIVES

GWR 'Castle' 4-6-0	Western
GWR 'King' 4-6-0	Western
SR 'Battle of Britain' 4-6-2	Southern
SR 'King Arthur' 4-6-0	Southern
SR 'Schools' 4-4-0	Southern
SR 'Merchant Navy' 4-6-2	Southern
SR 'West Country' 4-6-2	Southern
LMS 'Black Five' 4-6-0	Midland/Scottish
LMS 'Coronation' 4-6-2	Midland/Scottish
LMS Rebuilt 'Royal Scot' 4-6-0	Midland/Scottish
LNER 'A1' 4-6-2	Eastern/Scottish
LNER 'A2' 4-6-2	Eastern/Scottish
LNER 'A3' 4-6-2	Eastern/Scottish
LNER 'A4' 4-6-2	Eastern/Scottish
BR 'Britannia' 4-6-2	Western/Southern/Midland/Eastern
BR Standard Five' 4-6-0	Scottish



MIDLAND REGION



LMS 'Patriot' 4-6-2 BR lined green, late crests (Hornby), BR Mk 1 BSK, SK, SO, SO, FO, FO, RK, FO, BCK, FK, FK – BR maroon
The 'Mancunian' – 1958 Manchester London Road – London Euston



BR 'Britannia' 4-6-2 BR lined green, late crests (Hornby), BR Mk 1 BSK, SO, SO, SK, RKB, FO, FK, CK, BSK – BR maroon
'Thames-Clyde Express' – 1960 Glasgow St Enoch to London St Pancras



Class 45 BR plain green (Bachmann), BR Mk 1 BSK, SO, SO, SK, RKB, FO, FK, CK, BSK – BR maroon
'Thames-Clyde Express' – 1961 London St Pancras – Glasgow St Enoch



Class 85 BR electric blue (Bachmann), BR Mk 1 BSK, SK, SO, SO, FO, RK, FO, FK, CK, BSK – BR maroon
The 'Red Rose' – 1962 London Euston to Liverpool Lime Street



Class 40 BR green (Bachmann), BR Mk 1 BSK, SO, SO, SO, RKB, FO, FK, BSK – BR maroon
The 'Royal Scot' – 1962 London Euston – Glasgow Central

EASTERN REGION



BR 'Britannia' 4-6-2 BR lined green, early crests (Hornby), BR Mk 1 BSK, SK, CK, CK, Gresley RB, BR Mk 1 CK, CK, SK, BSK – BR carmine/cream
The 'Fenman' – 1952 London Liverpool Street - Hunstanton



Gresley 'A4' 4-6-2 BR lined green, late crests (Bachmann/Hornby), BR Mk 1 BSK, CK, FK, FO, RKB, SK, SK, SO, TSO, BSK – BR maroon
The 'Northumbrian' – 1959 Newcastle to London King's Cross



Gresley 'A4' 4-6-2 BR lined green, late crests (Bachmann/Hornby), BR Mk 1 BSK, SK, SO, RKB, SO, FO, CK, SO, BSK – BR maroon
The 'Norseman' – 1961 Tyne Commission Quay – London King's Cross



Gresley 'A3' 4-6-2 BR lined green, late crests (Hornby), BR Mk 1 BCK, SK, RMB, SK, TSO, SO, SO, FK, FK, SK, BCK – BR maroon
The 'Heart of Midlothian' – 1961 London King's Cross – Edinburgh



BR Class 55 BR two-tone green with yellow panel (Bachmann), BR Mk1 BCK, SK, RMB, TSO, SK, SO, SO, FK, CK, BSK – BR maroon
The 'Flying Scotsman' – 1963 London King's Cross - Edinburgh

TITLED TRAIN HEADBOARD AND ROOFBOARD SUPPLIERS

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

TIP

It is always worth looking at images of train formations as there are some surprising variations from the documented listings for titled trains and other workings too.



CARRIAGE DESIGNATIONS

BCK	Corridor Brake Composite
BFK	Corridor Brake First
BSK	Corridor Brake Second
BTK	Corridor Brake Third
BSO	Open Brake Second
CK	Corridor Composite
FK	Corridor First
FO	Open First
RB	Restaurant Buffet
RBR	Restaurant Buffet (refurbished)
RFO	Restaurant First (no kitchen)
RK	Kitchen Car
RKB	Kitchen Buffet
RMB	Miniature Buffet
RSP	Pantry Second
RU	Restaurant Unclassed
RUO	Restaurant Unclassed (kitchen)
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SO	Open Second
TK	Corridor Third
TO	Open Third
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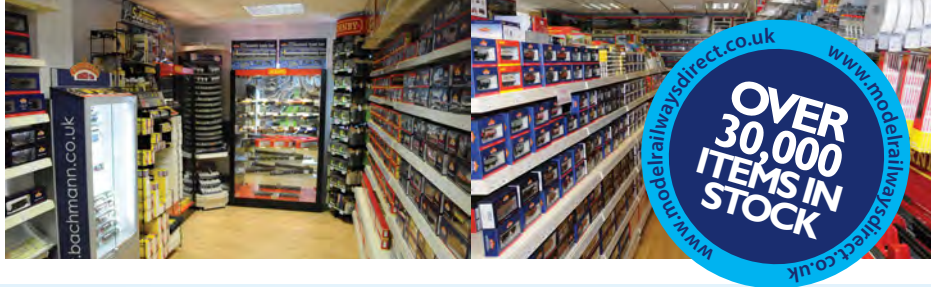
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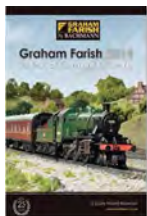
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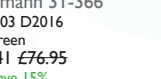
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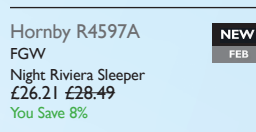
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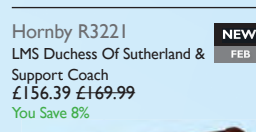
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**LIVE
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GARAGE SCENE

Detailing brings model scenes to life. **MIKE WILD** explains how this busy garage and builders yard was developed using readily available products and spares.

1 Harburn Hobbies long wooden planks (Cat No. FL101) and bricks (FL161) provide handy corner fillers. On close inspection you can also see a shovel and pick leaning against the bricks and a handsaw on top of the planks all sourced from our 'spares' box.

2 Harburn's wooden workshop (Cat No. FL187) is an ideal office for the small builders merchants which has set up alongside the garage. The roof has been repainted with Lifecolor roof grey (UA722) to remove the original silver finish from the building.

3 Bedding the ground in against the rear retaining wall are small clumps of Woodland Scenics light green fine leaf foliage (Cat No. F1132). These pieces are fixed in place with neat PVA glue and help disguise the joint between the ground and wall.

4 The man and barrow (Cat No. MSV24) are from Dart Castings' range of white metal figures. Supplied unpainted these are great signature items for detailing a scene.

5 Period posters add atmosphere and a sense of time to a model. These are from Trackside Signs.

6 Noch's garage figures set is a fantastic collection of people and details (Cat No. 15109). Equipment includes items such as a trolley jack, tyres, gas cylinders, fitters working, oil cans and more. Plus they are all pre-painted too.

7 As well as tyres in the Noch set we also raided a couple of Oxford Diecast road vehicles for their wheels and tyres. Included in the scene are two from a Land Rover and four from a Mini.

8 The main building in this scene is TMC's limited edition model of Scripps Garage (Cat No. 44-076Z) which was produced exclusively by Bachmann Scenecraft for the weathering specialist. Our version has had all the factory applied signs removed to reduce its recognisable appearance as the garage in Goathland. New signs have been added from the Sankey Scenics range.

9 The dog is from a set by Dart Castings (Cat No. A35) with its pose chosen to suit an animal at rest outside the garage. Like all Dart Castings products it was supplied unpainted in cast white metal.

10 The fitter with a wheel spanner has been posed next to the garage front. It is from the Noch garage figures set which also includes the toolbox in front of the fitter, mechanic's creeper and the oil can on top of the oil drum.





USEFUL LINKS

Gaugemaster (Noch products)	www.gaugemaster.com
Oxford Diecast	www.oxforddiecast.co.uk
Harburn Hobbies	www.harburnhobbies.co.uk
John Ayrey (Busch products)	www.ayrey.co.uk
Sankey Scenics	www.sankeyscenics.co.uk
Woodland Scenics	www.bachmann.co.uk
Dart Castings	www.dartcastings.co.uk
International Models	www.internationalmodels.net
The Model Centre	www.themodelcentre.com
Trackside Signs	www.tracksideesigns.co.uk

The builders yard is made up from Harburn Hobbies items together with Oxford Diecast road vehicles, a pallet loaded with sacks and a selection of handtools.

11 Discarded car parts are all part of a garage scene. Robbed from spare models a bumper and a Land Rover windscreen have been stacked against the side of the garage in the weeds.

12 The twin seat motor scooter is from the Dart Castings range (Cat No. L66). Most car garages in the 1960s attended to motorbikes as well.

13 At the rear of the garage we have added a small stores building using a Hornby lamp hut (R9783).

14 A stack of pallets, tyres and other detritus hides a Standard Vanguard which has been parked down the side of the garage. These items have been positioned so that the vehicle can be removed and changed.

15 Ground cover is made up of chinchilla dust for the main surface fixed in place with PVA glue, scratched with car tyres while still wet to create marks. Around the edges grass textures have been built up using MiniNatur 6.5mm autumn and winter static fibres to blend the ground to the walls and add more realism to the scene.



DON'T BE AFRAID OF DIGITAL

I READ WITH INTEREST HM90 and HM92 and readers' comments about Digital Command Control (DCC) sockets and the apparent complexity of the subject. Whilst I understand their points, I feel modellers who shy away from DCC operation are losing out on a real railway control experience. It is not as complicated as you think!

For example what's the difference between DCC sockets? I won't go into this in depth, but put simply there is not a lot of difference in basic terms except one has 6 pins, one has 8 pins and one has 21 pins. They all achieve the same result – control of the locomotive – and it is up to you as to which you use depending upon what socket a particular model has.

For example I am now in my 80th year and not afraid to embrace DCC. I decided to build my seventh layout recently and the criteria I set out for this new layout was that it had to be a single man operation and controlled from one seated position and able to control up to three locomotives at a time. My research found in favour of DCC operation.

To start wiring the layout was straightforward – just two bus wires under the layout base to the controller with track feeds at intervals to the bus wires. The control unit of choice was the Gaugemaster Prodigy Wireless.

This layout is now complete and fully DCC controlled, using Peco code 100 track with live frog points and continuity to the

frog controlled by Hexagon Frog Juicers wired to the frogs which gives seamless smooth running through the point.

Whilst analogue systems have stood the test of time, and suit larger and club layouts with several operators, for single operator control, in my opinion, DCC is much easier to control and gives you the full railway control experience.

At the moment the price of DCC is slowly coming down, and with Hornby now introducing Twin Track Sound into its locomotive range for both steam and diesel locomotives priced under £100 brings more realism to your layout at minimum cost.

Try DCC, you will enjoy the experience.

Mal Guthrie, by e-mail.

The end of the 'Bournemouth Belle'

I was very interested in the informative feature on Pullmans in HM91. The photographs show the 'Bournemouth Belle' when it was turned over to diesel haulage. The last official day of steam haulage for this train was in January 1967 from then until July 9 1967 it was rostered for Brush Type 4 (Class 47) although steam still made an appearance when the '47' failed or Nine Elms found a way to roster a Bulleid 'Pacific'.

Roger Lunn, Portsmouth.



Tim inspired me to weather

After much deliberation, and spurred on by the many articles from Tim Shackleton in *Hornby Magazine*, I've taken the weathering 'plunge'. Going back through past issues I was particularly inspired by the articles in the November and December 2012 editions which rekindled many memories of long rakes of empty and loaded work weary ex-private owner wagons being swapped over at Newdigate Exchange sidings by equally weary, wheezing 'Super Ds'.

One of the features that really stood out to me was the coal load and Tim's comments about the different types of coal in different wagons, an aspect that I particularly remember. My first ex-private owner

weathering attempt is nearing completion and to finish it off I'd like to run it loaded. The coal load in the photo is a very good representation of what I recall and I would like to try to create a similar effect for my wagons, so I would be very grateful if you could tell me what Tim used to create the coal load.

David Atkins, by e-mail.

Hi David, Tim uses real coal dust from the bottom of his coal scuttle or crushed lumps. It can then be sieved into different grades. Great to hear you are working on weathering projects too – we're all hooked on the subject here in the Hornby Magazine office! – Ed.

HEADCODE OMISSIONS DETRACT FROM THE SPECTACLE

I am a regular reader of your magazine and enjoy your constructional articles as I am currently building a loft layout featuring Okehampton and Dorchester South! I have noticed on many occasions that a lot of feature layouts are sadly lacking in locomotive headcodes, whether disc as per Southern Region practice or lamps for other regions. As a steam engineman myself I feel that when this very important part of running trains is missing it detracts from the finish of these usually amazingly detailed and impressive layouts. Maybe an article on headcodes and where you can get lamps from would help?

Henry Mowforth, Kent.

Where did the 'Garratt' sounds come from

Having read the interesting article about fitting DCC sound in a Hattori's Beyer Garratt locomotive, I do wonder if the sound is a true representation of one of these giants working hard against the collar.

Where did the sound file come from? The last Garratt was withdrawn in March 1958 and I can vividly remember in the late 1940s seeing one stopped at St Albans South down home signal with 80 empties in tow. When it got away the column of exhaust smoke and steam went approximately 200ft in the air and as it reached the entrance to the station the engine was roaring – there weren't any distinct puffs!

Although you mention about the difference in wheel diameters through wear and the occasional slipping causing desynchronisation

of the exhaust, one thing you had not mentioned was the length of the exhaust steam pipes from the cylinders to the blastpipes, which I suspect was responsible for the roar. Each exhaust puff was catching up the previous one before it reached the blastpipe.

Geoff Dore, Orpington.

Hi Geoff, the sounds for the LMS Garratt decoder produced by Paul Chetter were based on suitable recordings of existing Midland locomotives which were then blended together to create the final result. Unfortunately in the case of the Garratt, as you state, none have been preserved where as under all previous circumstances Paul's sound recordings have been taken from real locomotives to create the decoder sound files – Ed.

Some shunters for Shortley Bridge

IT WAS WONDERFUL to see so much coverage of the North Eastern Region in the latest *Hornby Magazine Yearbook*, based on your latest layout Shortley Bridge and the emphasis on freight operations.

Given the motive power links with Darlington Shed, I wondered if you had also considered the inclusion of smaller shunting locomotives, such as the 'J72' 0-6-0T or a 'J94' 0-6-0ST? A Sentinel 'Y1'/'Y3' vertical boilered locomotive might also be equally at home on the layout, as one could regularly be seen at Leyburn, a sub shed of Northallerton Shed (51J),

working with milk tank wagons bound for the Northallerton dairy, which was established with the help of the North Eastern Railway in the early 1900s.

In regards to branch line traffic, I note the inclusion of various 'visiting' locomotives in recognition of their appeal, but it is also indicative of the current paucity of North Eastern locomotives in the ready-to-run market, and a Worsdell 'G5' 0-4-4T, 'J21' 0-6-0 or 'J27' 0-6-0 would equally lend appropriate support to the forthcoming DJM Raven 0-8-0 for North Eastern Region supporters.

Mike Leonard, York.



Quick notes...

■ Train crews in cabs can still look acceptable on shed depending on their pose - even shovelling coal on it will look fine but a driver doesn't need to concentrate on the road ahead in such a scene. Passengers look good too - unless your stock runs empty to shed like on my layout, slowly edging through the carriage washer? That would be a surprise for them!

**Dennis Rapley,
Freshwater, Isle of Wight**

■ Welcome as Hornby's reliveried Eurostar is, how much better still to be able to look forward to it being accompanied by an additional pair of intermediate coaches so that it no longer runs at the same length as a six-car Class 395? Many years ago they appeared in a price list but never in the shops.

Rog Laker, by e-mail.

Engines, not transmissions...

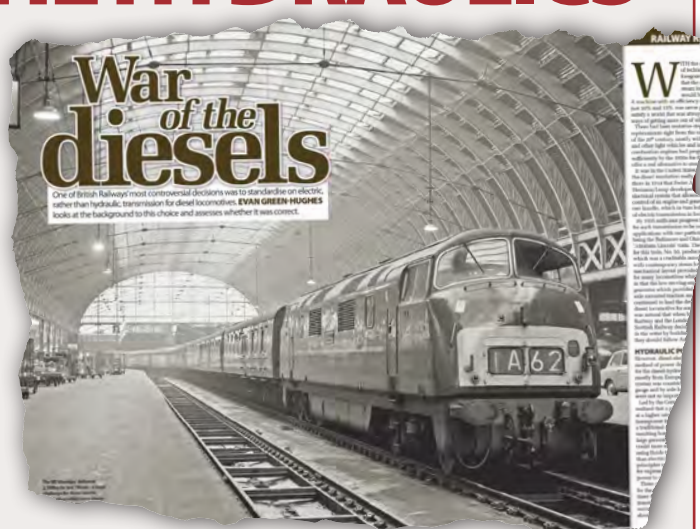
HURT THE HYDRAULICS

I am writing a response to the 'War of the Diesels' article in HM89. I am the publicity officer and a working member for the Western Locomotive Association based on the Severn Valley Railway.

With my experience working on the 'Westerns' I think that the use of hydraulic transmissions should have been further developed within BR.

The 'Westerns', 'Warships' and 'Hymeks' made a big impact on the Western Region when they were first introduced, showing their immense haulage power which is all down to their hydraulic transmissions. The 'Westerns' were the most powerful of the classes - being twin engined, they have twice the pulling power of a 'Castle' steam locomotive so over the Cornish banks there was no need for banking assistance.

The hydraulic transmissions were not the downfall for



the 'Westerns' though - it was down to the high maintenance Maybach MD655 engines. I believe that the locomotives would have been more successful if more time had been spent developing the knowledge on how to maintain the MD655.

This is clearly shown in Germany with the V200s, where the same transmissions were kept but the locomotives were fitted with modernised diesel engines. I feel that this is the direction BR should have taken with the Class 52s.

Jack Walker, by e-mail.

Croydon North Street

London's bustling commuter network was rarely more colourful than in the days of Network SouthEast.

PETER SHARPS set out to recreate a small slice of it in 'OO' on a layout just 18 inches wide.

PHOTOGRAPHY, MIKE WILD.

WELCOME to Croydon North Street' proclaims the running-in board as the train arrives into Platform 2. Quite

why, nobody's sure. No-one's arriving here on holiday and there is certainly no excitement. Those arriving in the morning will be spending the day at work in one of the many high rise offices or shopping centres and those arriving in the evening are just keen to get home after a hard day at work in the city. Perhaps the only ones with a smile on their face are those arriving just after the morning peak to spend cash in one of Croydon's many retail areas.

Croydon North Street is my first attempt at a 'proper' model railway after quite a break from the hobby. Previous attempts have included 'N' gauge on a flush door using sectional track – valuable knowledge »



STATISTICS

Owner:	Peter Sharps
Scale:	'OO'
Length:	12ft
Width:	18in
Track:	Peco code 75
Control:	DCC, NCE PowerCab
Period:	BR Southern Region, 1980s-1990s

Right: The car park is relatively quiet as a 2-EPB stands in the platform, compressors running, awaiting departure time.

Below: Pullman liveried Class 73 73101 *The Royal Alex* leads a short parcels working into Croydon North Street.





In the depot a 'Jaffa Cake' liveried MLV stands alongside a 2-EPB.



was gained with wiring, scenics and so on until I felt confident enough to try and make something a little more realistic. I also threw myself into the deep end by committing to Digital Command Control (DCC) with the NCE PowerCab system. Layout electrics have long been a mystery to me and I naively believed that DCC was literally just two wires to the track. A

quick peek under the baseboards reveals that I couldn't have been more wrong! I am pleased to have made the move though.

North Street is entirely fictional, but as with most fictional model railways, there is a grain of truth in there somewhere! In the 1860s, a short branch from the main Brighton line at East Croydon was opened by the London Brighton & South Coast Railway

to Central Croydon station in an attempt to bring passengers closer to Croydon's growing high street, market and shopping areas. Underused, this station lasted barely three years before being mothballed. It reopened a few years later but lasted only another four years before disappearing for good. Croydon was growing so fast that the shops and offices were now spreading towards West Croydon and East Croydon stations. With better London connections at the other Croydon stations, Central Croydon station just could not compete.

North Street assumes that Central Croydon station survived to the present day. There had been a plan to extend the line, curving around to meet up with the West Croydon to Sutton line. Had this been built, it would have provided a handy diversionary route and the line may actually have survived. Beyond the platform on the layout, the line does continue, but only as a lightly used freight only stub reaching just as far as the industrial estates of the Purley Way, the site of the old Croydon Airport. I chose to model it in the 1980s when Chris Green's Network SouthEast was painting everything in red, white and blue and bringing a much needed splash of colour to the hitherto blue railway.



The mainstay of passenger services are BR 2-EPB units. Network SouthEast 6225 draws to halt in platform 2.





A busy moment at North Street with a pair of EPB units occupying the platforms and a Class 33/0 at the head of an engineers' train.



BUILDING THE LAYOUT

The layout measures 12ft x 18in on two identical 6ft long baseboards. 12mm plywood has been used to create a box section frame and the top is the best quality 9mm plywood I could find.

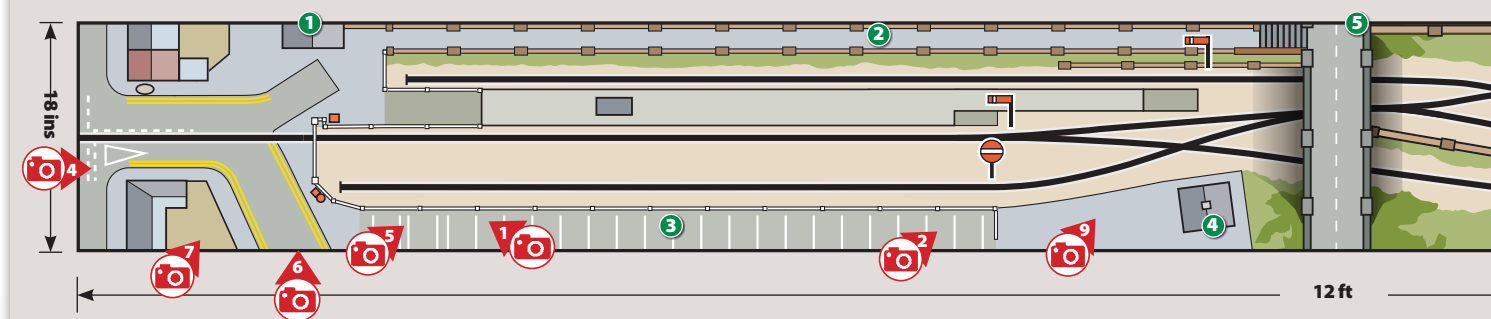
As there is obviously no high speed main line running on a branch line terminus, I didn't see the need for a visible ballast shoulder, so 4mm cork tiles were laid over both boards rather than cutting cork strip to fit just under the track. At the moment the main scenic board sits on height adjustable trestles and the fiddle yard board simply piggybacks off this and has its own set of legs at just one end.

At the baseboard ends, the plywood has been beefed up with some 19mm softwood and the boards are aligned with brass dowels before being clamped securely with coach bolts and wing nuts. As a relative beginner, previous layouts have relied on little more than luck when I've tried to join one board to another, so this time I decided to do things properly and the rail is soldered to copper-clad strip.

Track is Peco Code 75 throughout after deciding with some trepidation to use live frog points and crossings. There is one short diamond crossing on the layout and I had read that there could be issues with locomotives stalling on a dead frog crossing when using DCC. Layout wiring is far from my strong point and I admit to being nervous when it came to switching polarity. After a little head-scratching, I decided for an easy life to install a couple of Tam Valley Hex Frog Juicers under the layout to take care of frog polarity automatically. I'm delighted to say that they work perfectly and I wouldn't hesitate to use them on a future project.

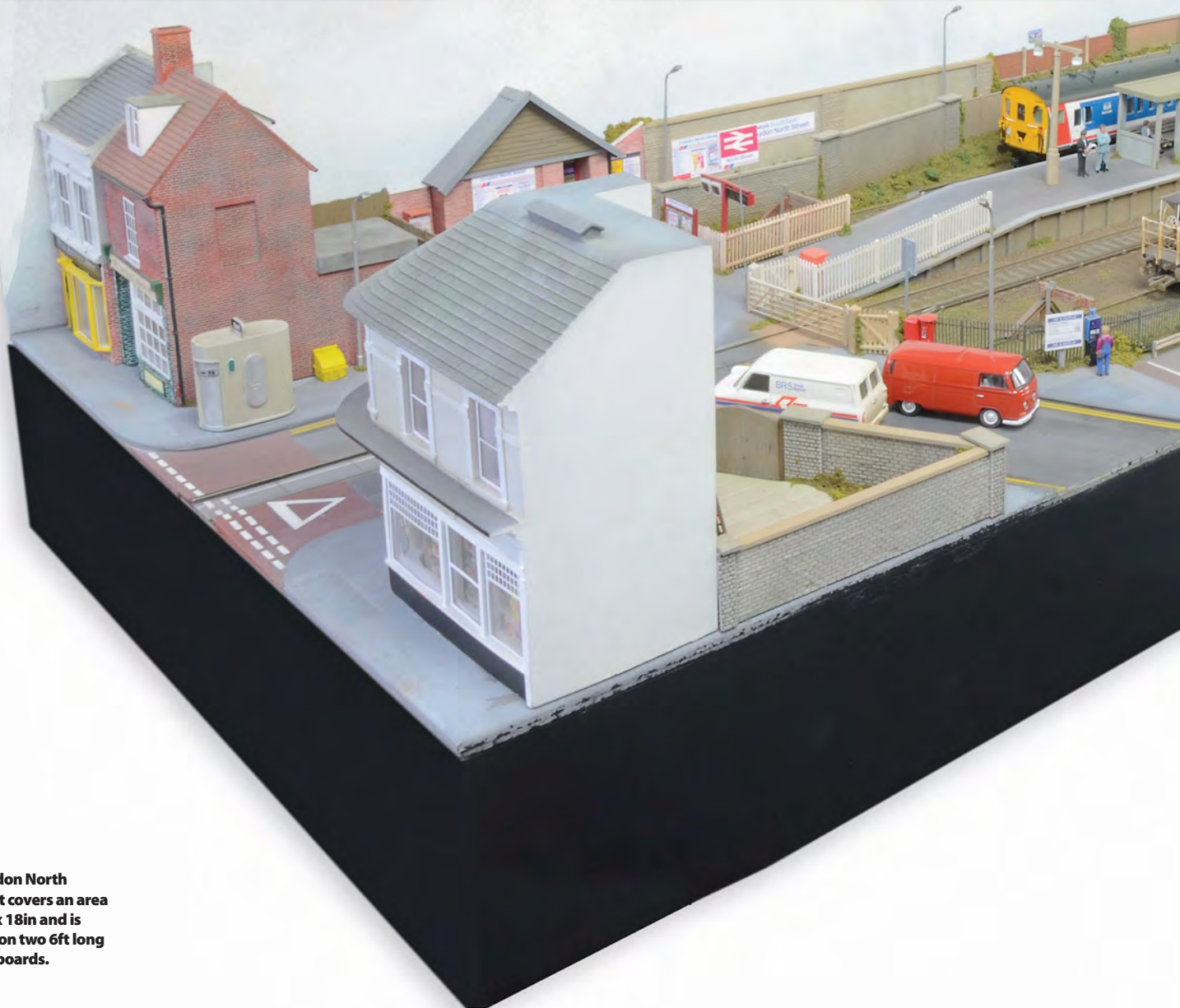
Points are controlled by Peco solenoid point motors hidden under the baseboard »

CROYDON NORTH STREET TRACK DIAGRAM (Not to scale)

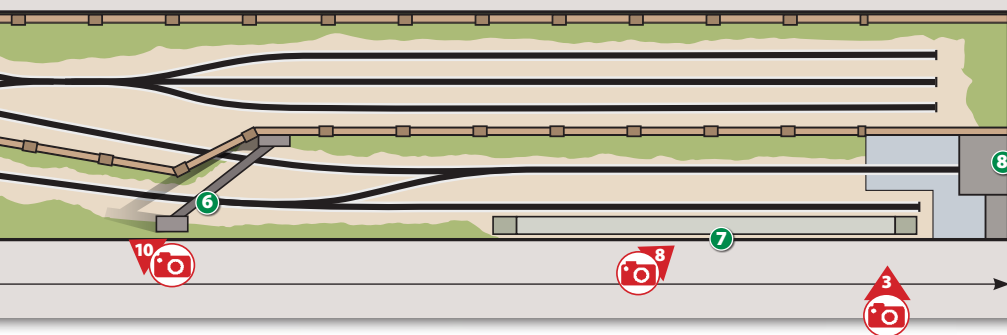


6 Croydon North Street is a hive of activity for local businesses.

7 The station building has been scratchbuilt. The Network SouthEast era is in full flow at North Street with details such as station signs, monitors and clock all in evidence.



Croydon North Street covers an area 12ft x 18in and is built on two 6ft long baseboards.



KEY

- 1 Low relief station building
- 2 Pedestrian walkway
- 3 Station car park
- 4 Shunters mess room
- 5 Road bridge/baseboard join
- 6 Pipe bridge
- 7 Carriage servicing platform
- 8 Low relief depot



Below: A Britannia Pacific Models track machine stables on the depot road in the company of a Class 03 diesel shunter.



except in the fiddle yard where, for convenience, I've surface mounted them using adapter plates. Points are controlled by simple little mimic panels and the whole layout is designed to be operated from the front. All of the point motor and associated switch wiring together with multiple droppers running up to all sections of track from the DCC bus, makes the underside of the layout look a little wiring intensive but everything seems to work well and I can't ask for more than that. Slow running (essential on an end to end layout) appears greatly improved and constant lighting is a nice bonus, as well as not having to worry about isolating sections. DCC sound may feature in the future.

With all track laid, wired and thoroughly tested, thoughts turned to making it look like a model railway rather than a carpentry project and so work began on the scenic side.

I haven't bothered to brush paint the rail sides, instead spraying everything with Humbrol 29 Dark Brown for a universal grimy look. The track was then ballasted with Woodland Scenics fine ballast and the traditional PVA and water mix with a drop of washing up liquid used to secure everything in place. Once dry, another light dusting of Humbrol 29 followed and weathering powders were then used to highlight certain areas.

I sometimes think I go a little over the top when weathering track but unless a section in real life has recently been relaid, everything usually appears filthy, not least from the build-up of brake dust. Third-rail was then installed using Peco chairs and

code 60 bullhead rail. The code 60 rail was chemically blackened before being fixed in place. From memory and photographic evidence, third rails have an almost oily black look and certainly never appear shiny!

SETTING THE SCENE

To those that know Croydon, or indeed any urban location, obviously green fields and rolling hills are less likely than grubby brickwork and retaining walls. I've always liked the look of Wills brick sheets and together with their retaining wall and bridge abutment kits, these were used almost exclusively on North Street.

The first proper scenic job was to build the road overbridge to disguise the join between the two baseboards and to hide the exit to the fiddle yard. With clearances tested, the road surface was added which is a sheet of 3mm MDF. This was given several coats of grey primer and then lightly »



A Class 09 shunts an empty steel wagon as an MLV rumbles into the main platform.



weathered with Humbrol weathering powders. The road markings are a set of cut vinyl graphics. I'd never used these before, but they were a joy to work with albeit a little shiny once applied. Another light weathering soon cured that problem. A few lamp posts and the odd road sign or two finished the bridge. The bus stop is from the excellent EFE range.

As I was limited to a baseboard width of just 18in, I didn't really have the space required for a row of low relief terraced houses along the backscene, so I decided to make do with a pedestrian walkway leading from the road bridge down to the station. The gentle slope of this walkway was formed from leftover Knaufboard foam insulation sheets. A fine gravel surface was used for the walkway and with little room for anything else, a motley selection of back garden fences and walls, some with garden gates, were glued direct to the backscene.

The station platform came next. Now in reality, a location like Croydon which is only around eight or nine miles from London would be able to handle more than a two coach train (I would say at least eight), but with limited layout length, I decided that as long as the platform could comfortably hold a 2-EPB Electric Multiple Unit (EMU), that would have to do.

The platform was built using Peco concrete platform edging and household filler mixed with a little grey paint was spread evenly between the edging to represent a tarmac surface. When dry, this was lightly sanded and coloured. I've used masking tape and various different shades of grey paint to represent various repairs and patches to the platform surface. Then it struck me, I had just enough room to extend one side of the island platform to allow a four car EMU to use Platform 1 (it is a very tight fit, though). The platform extension was made from nothing more than scrap plastic

sheet using, of all things, Lego to form the platform supports. A surprising choice, but when painted to look like concrete and weathered, it seems to work well!

At the far left-hand end of the layout, the lightly used freight only line disappears across Croydon High Street and the road around this track was built up from plastic sheet sprayed grey and weathered. The pavements were formed from styrene square section strip infilled with more household filler to represent tarmac. I had planned to make the pavements from York Stone sheets but I did quite like the way the platform had turned out.

BUILDINGS FROM SCRATCH

Prior to beginning North Street, I'd never scratchbuilt a thing and the low relief station building was intended to be modified from a Scalescenes download. In the end, I used the dimensions from the Scalescenes kit and built the structure from plastic sheet, brickpaper and various odds and ends from the bits box. If you look carefully through the door, you can just make out a representation of the ticket counter inside. In the past, I've exclusively used ready painted resin structures, but maybe I now have the confidence to build the odd small structure from scratch. Station signs and posters are again printed from a Scalescenes download. Little details like the ticket machines, station monitors and car park pay stations are from the Bachmann Scenecraft range.

The three shops lining what little of the High Street is visible are all from the Hornby Skaledale range. Unusually, it's the backs of these buildings which are most visible, so I've made a little effort to detail the back yards. The back of the corner shop is part way through a repaint, for example. I always think it's nice to add a personal touch to a building that's fresh out of the box, even if it's just a little weathering. Station and car



Class 33/1 33108 propels its set of TTA tanks back into the station after running round at the depot.



park fencing is courtesy of Ratio and I think the gate that crosses the freight only line came from a kit for an occupation crossing.

With work progressing on the main scenic board, it was painfully obvious that I hadn't done a thing to the small scenic portion of the fiddle yard board. I decided early on that a small run-round loop would be handy for short ballast trains arriving at North Street and the only way I could achieve this in the space available was for the arriving locomotive to propel the train back onto the scenic section of the fiddle yard and then run round by disappearing back under the road bridge and reappearing mid-way along the fiddle yard board.

This proved a difficult scenic break to disguise and the pipe bridge is there simply to help draw the eye away from the track that appears at an oblique angle through the backscene. Finishing off this small scenic section (just six inches wide) is a carriage servicing platform that can just hold a 2-EPB and a concrete locomotive hardstanding in front of a low relief depot entrance, again scratchbuilt with left over Wills sheets.

This was a relatively quick layout to build, work beginning back in September 2014. My

main desire was to use this layout to get to grips with DCC and to practice track laying and various different scenic techniques. I have learnt an awful lot during construction and made plenty of mistakes along the way.

DEVELOPMENTS

Would I do things differently next time? Of course I would. For example, I would love to experiment with static grass rather than simply using the old tried and tested PVA and scatter method. If starting the layout again, I would almost certainly include working street and station lamps as I think that always adds an extra dimension to a layout.

Croydon North Street still needs a little extra clutter here and there and I'm woefully short of rolling stock, owning just a pair of Bachmann 2-EPBs and a Heljan Class 33 in 'Dutch' livery together with a few ballast wagons. A Hornby 4-VEP is

almost guaranteed as a future purchase and I'm eagerly awaiting the new Class 73 from Dapol. I have borrowed an old Lima Class 73 but it would need to be re-wheeled as the overscale wheel flanges bounce over the Peco Code 75 chairs making for a somewhat comical sight!

What next for Croydon North Street? Well it needs more variety of stock and one major plan for the future is to construct a lighting rig and associated fascias. Although portable, even if this layout never leaves home, I'd still like it to be presented neatly. We're planning to move home later this year once we've finished renovating the old Victorian house we currently live in, but thankfully the layout fits neatly in the back of my small van. At just 12ft long, I should be able to find room for it in a spare room. I am actually itching to begin a new project, maybe in 'N' gauge this time, but my wife would clearly prefer that I got on with some decorating... 



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Wheal Annah



In the conclusion of his 'N' gauge shunting layout, **NIGEL BURKIN** reveals how to make a layout ready for the exhibition circuit.

COLLECTING PACKETS of small detailing parts is great fun to do. Hours and hours can be spent looking over trade stands at shows to find white metal, resin and brass details which will add to the character of a layout. Even a small layout can swallow several hundred pounds of detailing parts with ease and it is easy to get carried away.

One thing I was keen to avoid with Wheal Annah was the 'detailing trap' by over indulging or adding just too much to a scene; a phenomenon described by Lance Mindheim, a well-known modeller in North America respected for his carefully detailed models of industrial branch lines in the Miami area.

So how to avoid the 'detailing trap'? Use reference photographs of the area you are modelling to get a feel for the required level of detail and stick to it. Scratchbuild if you have to and avoid one of everything from detailing part catalogues, as good as they are.

I turned to my reference photographs and books once again to see how much (or little) clutter I would have to add to the layout to reasonably portray china clay country. It is surprisingly sparse country with little

industrial debris around the works buildings. My personal visits to Cornwall over the years have shown that there are few vehicles and even fewer people wandering about on a day to day basis in areas such as this. In essence, it is a relatively remote rural area with open spaces and a great deal of vegetation. The local roads are narrow and not fit for heavy vehicular traffic – hence the dominance of the railway and pipelines over road haulage.

Apart from a vehicle or two and a couple of figures, I completed most of the detailing of Wheal Annah very simply, if slowly. Railway features were built using brass strip and rod; styrene card and strip material together with anything else I could find in the railway room. Few actual commercial details were employed because they were either unsuitable for the area or too heavy in appearance. Building my own lamp posts and making wire and post fencing made this phase of the project very time consuming indeed!

THE CAMERA NEVER LIES

Taking pictures was an intrinsic part of building the layout, not only for publication but also as a record of the project. It is a valuable



D6318 propels wagons for loading down the works branch. I need a suitable figure or two to represent ground staff working the manual level crossing gates.

modelling tool because it picks out detail that the eye misses. Several areas of the layout had perspective issues which had to be resolved before continuing with the project. For example, the lane running towards the left side panel of the backscene appeared to come to an abrupt end. From most viewing angles, it was not noticeable, but the camera revealed how unsatisfactory it was. That area of the layout was remodelled to improve the perspective.

Another poor area of perspective I picked up is the manner in which the tracks lead off the left side of the layout through the side panel. They disappear through a hole in the panel which is currently poorly disguised. One small 'scenic break' was added – a slurry pipeline on concrete supports which partly disguises the exit from the scenic area of the layout. Further examination of the photographs taken for this article shows that the effect can be further mitigated by partially repainting the side panel backscene to lessen the impact of the hillsides and doing more finishing to the inside

For its small size, Wheal Annah packs a lot of operational interest and can legitimately host a variety of locomotive classes including Class 52 'Westerns'. The train reporting codes need to be changed from those representing express passenger trains to something more suitable.



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edge of the opening in the side panel itself.

Digital photography picks out other visual inconsistencies such as unsightly gaps between buildings and the ground, misaligned brick courses in buildings, stray static grass fibres, lamp posts and telegraph poles standing at strange angles and broken details. Dust and fingerprints in backscene painting suddenly leap out at you when viewed on a computer screen. Hitherto undetected shiny areas (shiny fencing wire has been noted!) needing treating with a matting agent - matte medium or varnish - provide a further example of the value of using digital photography as a modelling tool.

EVERYDAY FEATURES

Fencing is a very ordinary everyday feature which actually adds dramatically to the appearance of a layout simply because it is such a common feature. The railways are characterised by miles of fencing of various types and that can take many hours of work to complete satisfactorily. It's worth the time

and effort to make your fencing look as neat as you can - spend more time on good fencing rather than special features - it will have more impact. There are three types of fencing on Wheal Annah - spear fencing along the platform, wire and concrete post fencing on the lineside and a line of industrial railings on one of the clay works buildings.

I used Ratio Great Western Railway fencing at the rear of the platform - a delicate product in 'N' gauge which took some time to install. I carefully marked in the post holes with pencil, drilled through the platform top with a 0.6mm drill and fitted the fencing with tiny quantities of superglue. Care was taken to fit it completely upright and as straight as possible. Once set, the fencing was painted dirty black acrylic paint from the Railmatch range. There is the option of adding a little rusting at a later date.

Lineside fencing was built up the hard and time consuming way - although it can take hours, try to enjoy the process and take your time. Several lengths of 30 thou square

styrene strip (Evergreen) was painted a suitable concrete colour, again using acrylic paint for speed, and left to dry for a day before being painstakingly drilled through with a 0.4mm drill in three places - at the top of what will become the fence post and at 3mm spacing from the top before being cut into 15mm lengths. The top of the post was profiled with a curved top. Once sufficient posts had been manufactured, 0.3mm nickel silver wire was threaded through and the posts planted in the desired location. Holes of 0.6mm were drilled into the baseboard, taking care not to spread drill debris onto surrounding scenery and the fencing fitted - a fiddly job to get it straight and upright. Photography will soon show if it has been successful! The posts are blended into the scenery using grass tufts and the tops touched in with concrete coloured paint.

STATION FITTINGS

The station is to be finished as one that has just been closed to passengers and still

Test running is an important part of preparing a layout for its exhibition debut. The short branch has been enhanced with 2mm static grass to further distress its appearance; a feature which has to be compatible with smooth running of locomotives and rolling stock.



retains the main fittings and features, but is slowly being overgrown and showing signs of neglect. The local civil engineers are more than likely to use it as a convenient loading bank. The difficulty is retaining a neat finish to the layout, yet make parts of the railway appear weed infested and neglected as such a branch line would appear in the 1970s.

I chose not to use commercial models of lamp posts but soldered up some old style lamp posts which I observed in a 1970s photograph of Roche station. They consisted of concrete posts and metal fittings. I soldered them up using a mix of 0.45mm wire, 0.3mm wire and square brass rod. A scrap of styrene was used to make the light fittings.

Roche also provided the inspiration for a simple station shelter – the best features of which actually face away from the viewing side of the layout! It was built up using offcuts of styrene sheet and strip – leftovers from various 4mm scale projects!

LEVEL CROSSING

Rosemellyn crossing located on the now lifted Carbis Wharf branch is the inspiration for my gated level crossing scene. The gates were measured from photographs using known dimensions as a guide – they are surprisingly large details. Constructed from 1mm square section brass rod they are a little on the chunky side for 'N' gauge because I needed a good degree of durability so they could be made operational. Purely cosmetic

gates could be constructed from finer section styrene but at the cost of strength.

The gate posts are simple pieces of styrene strip, cut to length and shaped at the top. Each post was fitted to a mounting spigot of 0.45mm brass wire mounted in the baseboard top. As small details are added to the layout, they have to be blended in with the existing scenery. A batch of static grass clumps and tufts was prepared ready for the task of hiding mounting holes and to conceal glue spots and other evidence of detailing. The same tufts were used to enhance works buildings by adding grasses to the rain gutter and to help conceal unsightly gaps between the ground and features such as fencing and structures.

PREPARING FOR THE SHOW

The layout was built for exhibiting and with that comes the need to make it presentable for display to the public – something I take seriously. The fascia was rubbed down with fine sandpaper and painted a neutral beige colour so not to detract from the layout itself. Several coats of tough household acrylic paint were applied with some rubbing down with sandpaper between coats to remove rough edges and achieve a neat finish. The same paint was used to coat other visible panels to give the layout a neat appearance.

A lightbox was constructed from plywood and square planed timber which was cut to span the length of the layout. Side pieces were added to complete the box which was

glued and screwed together for strength. The box was rubbed down thoroughly to remove rough edges before being painted blue on the exterior and white on the interior to reflect the light. Ordinarily, it will be permanently fixed to the layout with two screws making the box easy to remove when work has to be undertaken to scenery, track or the buildings.

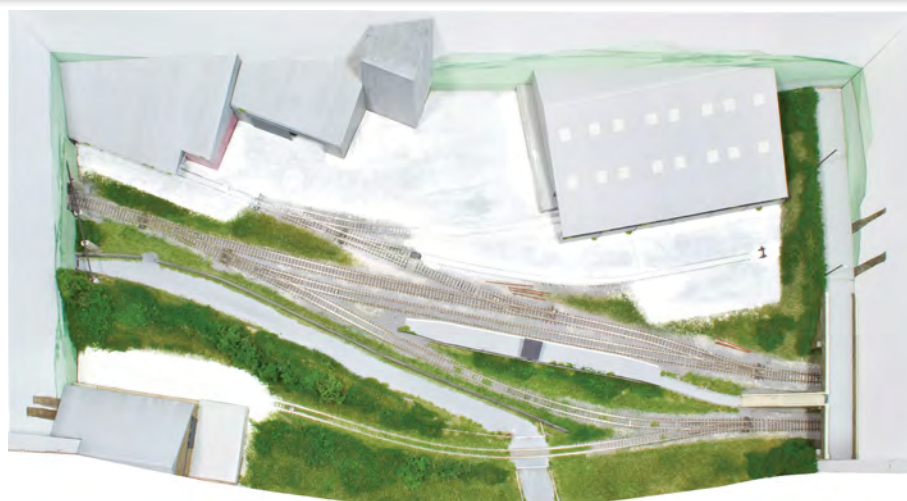
A single under cupboard strip light fitted with a cool white tube is all that is needed to illuminate the layout in the dimmest exhibition hall and with minimal shadows. The combination of back and side panels and lighting box frames the scenic part of the layout and adds to its presentation.

In keeping with the low cost of the layout project, I decided to reuse two trestles from an older project which were extended by five inches to improve the viewing height of the layout – always something of a compromise with layout design. Height was influenced by the position of the lighting box, the height of the bar stool I take to shows and the height that provides the best view of the layout for exhibition visitors. It won't suit everyone, but a decision has to be made at some point!

A drape of black cloth completes the presentation of the layout and this is attached to the lower edge of the fascia to allow access to the turnout controls. The drape conceals mains wiring, stock boxes stored under the layout and the trestles themselves. There are various ways of attaching drapes to the layout – I use the simplest method imaginable – drawing pins!



It is interesting to compare the layout as it is now with this view of it from a few months ago when bare plywood dominated the scene.



A plan view of Wheal Annah showing the position of works buildings and the track layout.

THE NEXT STEPS

A layout is never finished until the day you scrap it or sell it. Detailing can go on for years as better materials, products and techniques emerge. To complete Wheal Annah beyond what you see today, I need to find a 1970s fork lift truck or two, make up some pallets and locate a couple of other road vehicles either in kit form or as ready to use products. As I study the layout, I am increasingly conscious of some shortcomings which will need more attention – some of which are easy to remedy – I must make a list! The dry stone wall can be enhanced with better colouring and more bushes and shrubs added. There's a lot more wire and post fencing to add to the model together with weathering of the lane surface and structures.

My objective was to bring the layout up to a good consistent standard by the end of 2014 with scope to upgrade and improve detail over the next couple of years. As it stands, it is ready to make its exhibition debut which will take place at Model Rail Scotland at the SECC in Glasgow on February 20-22 as part of the *Hornby Magazine* stand. I'll be there along with Assistant Editor Mark Chivers and we're both looking forward to putting Wheal Annah on display for the first time. With the layout essentially complete I can now turn my attention to detailing and weathering locomotives and rolling stock. www.hornbymagazine.com



The sole Class 25 currently used on the layout is an older Graham Farish model with a split frame chassis making it challenging to convert to DCC. Nonetheless, it is a useful model that benefits from detailing and weathering. It has arrived at the crossing gates and waits for ground staff to arrive to open them.

STEP BY STEP DETAILING A LAYOUT

1



Digital photography is an excellent modelling tool which can be used as a layout is built and scenery applied. Photographs can be examined at leisure for good or bad composition and perspective resulting in changes such as those made to the lane where it meets the side panel.

2



At the same time, improvements to the opening in the side panel can be made by disguising it with a scenic feature. I chose to install a slurry pipeline as a scenic break and will repaint the backscene to lessen the impact of the hillsides.

3



Digital photography also pointed out some shortcomings with the station platform which were corrected before GWR spear fencing was applied.

4



Ratio 'N' gauge fencing is delicate, needing care in its installation to avoid breaking it. The post holes are marked in position with a soft pencil.

5



A length of masking tape helps to ensure the post holes are drilled in a straight line. The holes have to be completely vertical too!

6



The fencing was supported on pieces of 30thou styrene to hold it clear of the platform surface while the glue set.

7

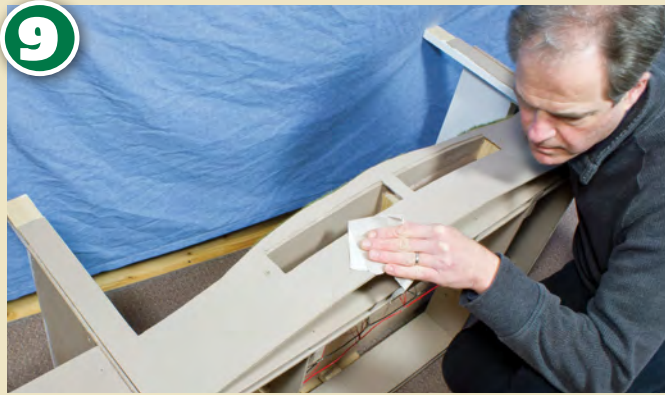


Lamp posts for the local roads and the station were built from a variety of materials including 0.3mm and 0.45mm wire together with styrene rod and strip.

8



The station scene is simple with a shelter constructed from offcuts of styrene sheet. The shelter was inspired by the example at Roche station on the Par-Newquay line.



Good presentation is important if the layout is to be displayed in the home and at exhibitions. The fascia and other areas of bare wood were rubbed down with fine sand paper between coats of paint for a clean, smooth finish.



Acrylic household paint was used on the fascia and was applied to the underside of the layout too to seal the wood and eliminate rough spots and splinters. This makes it much more comfortable to handle.



A lightbox spanning the length of the layout was constructed from plywood and planed timber – the assembly is shown being test fitted to the uprights installed during an earlier stage of layout construction.



The second piece of plywood was glued at right angles to the first using the same piece of planed timber to give the box strength.



The lightbox was finished with side pieces and the whole assembly slots neatly on the upright supports creating a frame for the scenic section of the layout.



This photograph is interesting because it shows how one of the side panels has been designed to be removed to allow photography from the end of the layout. It also shows the completed lightbox before it was painted.



A view from the end of the layout (with end panel and back scene removed) showing the Class 25 (which will become 25216) shunting 12ton vans for loading with bagged clay.

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With Wheal Annah complete Nigel Burkin shows how he built working crossing gates.

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Bachmann's '64XX'

Launches!

Is it just another 'Pannier' or something totally new? **MIKE WILD** runs the rule over Bachmann's latest 'OO' gauge locomotive – the GWR '64XX' 0-6-0PT.

AS WITH THE 4-6-0 wheel arrangement, copper capped chimneys and brass safety valve bonnets, the 'Pannier' tank is one of the best known elements of the Great Western Railway's locomotive design styles.

Hundreds were built for freight and shunting work, but perhaps less known are the smaller classes such as the '64XX' which were actually developed for passenger work first and foremost.

New to the Bachmann 'OO' gauge range is this impressive model of the Collett '64XX' representing the class of 40 locomotives built at Swindon Works from 1932. They featured autotrain working equipment allowing them to operate in push-pull formation with the GWR's famous autocoches and lasted in service into the early 1960s. Reality Check on pages 70-73 reveals the full story behind these purposeful locomotives.

THE MODEL

Far from being a rehash of Bachmann's previous models of the '57XX' and '8750' 0-6-0PTs the '64XX' has been tooled from scratch not least because the only real similarity between the '57XX' and '64XX' was the overall shape of the design – in most major dimensions they were different.

Our sample is 6417 – built 1934 and withdrawn in 1959 – finished in BR black with early crests on the tanks. The simple plain black BR livery has been finished to Bachmann's usual high standards with a satin black finish to the body. Added to this are red bufferbeams and neatly reproduced printed numbers, crests, route restrictions and an Aberdare (86J) shedcode, 6417's final depot allocation, on the smokebox door.

The model captures the looks of the '64XX' exceptionally well with its wide smokebox door, stepped

smokebox saddle and short wheelbase chassis. Bachmann has also included other signature features of the class including lips to the front and rear of the cab roof and – essential on all 'Pannier' tanks – the balancing pipe running below the boiler between the two tanks.

At the front the '64XX' is fitted with static, but separately fitted, buffers. Above this are three lamp irons – the centre one correctly set forwards of the running plate – while the detailing pack includes a vacuum brake pipe and dummy screw link coupling which can be added in place of the factory fitted tension lock coupling.

Above this Bachmann has included a separately fitted smokebox door dart together with fine wire handrails throughout. The 'Pannier' tanks by their very nature – being a welded design – are quite plain on the sides, but on top is a wealth of detail including water fillers for the tanks, dome, safety valve bonnet and the top feed arrangement. Injector pipework is modelled below the rear of the tanks too.

The cab is modelled to a high standard inside and out with correct pattern windows and a fully detailed and painted firebox backhead inside. The coal space features steps on the sides, as per the prototype, together with handrails, a permanently fitted coal load and a full complement of fire iron hooks, lamp irons and handrails on the rear.

Below the frames you will find full outside brake rigging, brake shoes and sand pipes to the front and rear driving wheels too completing this fine model of the auto fitted '64XX'.

PERFORMANCE

The quality of Bachmann's mechanisms is well known and the new '64XX' is no exception to the rule. Fresh from the box our sample performed smoothly and quietly



throughout the speed range offering excellent motor control even under analogue power.

We also tested the model under DCC control using a standard Bachmann 6-pin decoder which offered more refined motor control and proved how simple it is to install a DCC decoder in this model – two screws release the body from the chassis and it is then simply a case of replacing the blanking plug with a suitable decoder.

Beyond motor control the '64XX' doesn't feature any further functionality but it would be possible to install DCC sound through careful speaker selection.

OVERALL

The '64XX' is a great addition to the Bachmann 'OO' gauge range and one which extends the potential for realistic branch line passenger train operations. Plus, when the new Hawksworth autococh arrives this attractive new 0-6-0PT will have a perfect train formation fit for any layout from a compact branch to a busy main line setting.

There might have only been 40 in the class, but the '64XX' is sure to be a very popular model with all GWR and BR Western Region modellers. Excellent and soon to be available in GWR green and BR lined green too. (MW)



THE DETAILS

Manufacturer:	<i>www.bachmann.co.uk</i>
Cat No:	31-636
Description:	GWR '64XX' 0-6-0PT 6417, BR black
Scale:	'OO'
Price:	£81.95
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets

The diminutive little '64XX' has been captured brilliantly by Bachmann.



There is space for a compact DCC sound installation should modellers wish - though some work will be needed to fit it.



The GWR '64XX' 0-6-0PTs

The Great Western stood alone amongst the railways of the British Isles in its widespread use of 'Pannier' tank locomotives. **EVAN GREEN-HUGHES** takes a close look at the '64XXs', and finds out what made this small class different from the rest.





Brand new '64XX' 6400 stands at Swindon early in 1932 showing its freshly applied Great Western green livery. [C.R. Gordon Stuart/Rail Archive Stephenson.](#)



'64XX' 6435 stands at Cardiff Cathays shed in September 1951. This locomotive is now preserved and currently operational at the Bodmin and Wenford Railway in Cornwall. [Eric Fry/Rail Archive Stephenson.](#)



BRANCH LINE TRAINS were a staple part of much of the old Great Western Railway's (GWR's) operations. The company had many miles of branches all over its network, but most memorably in Wales, Cornwall and Devon, each served by a few goods and passenger trains a day. The company also possessed a large number of shunting yards, many in semi-rural locations, each of which also required motive power.

To serve this requirement the GWR had, over a number of years, developed an efficient tank engine design fitted with square shaped water tanks each side of the boiler and known as the 'Pannier' tank, due to the similarity in appearance between the water tanks and the panniers carried by pack horses in the days of the turnpike road.

A RATIONAL DIFFERENCE

In parallel with other railways the GWR had originally favoured the use of saddle tanks for its tank engines so that some access could be gained to the motion in between the frames without the necessity to have a pit available.

The arrival of the square-topped Belpaire firebox around the turn of the century and a requirement for additional water capacity caused Swindon to reconsider the tank arrangements, which after investigation it found easier to produce square in shape and mounted on the sides of the boiler. Not only did this make routine maintenance easier: it also allowed the tanks to be easily removed and maintained compared with the more complex shapes of saddle tanks.

As a result from around 1910 existing locomotives began to be rebuilt with pannier tanks. In this rebuilt form many of the locomotives had long and uneventful lives but by the time Charles Collett was appointed Chief Mechanical Engineer in 1922 some of the outside framed designs were getting on for 50 years old and replacements were urgently required. »

The fireman of Collett '64XX' 0-6-0PT 6414 prepares to take the token for the Royal Albert Bridge whilst working a Plymouth to Saltash auto train in April 1951.

[W.J. Verden Anderson/Rail Archive Stephenson.](#)



Collett '64XX' 6438 waits to leave Penarth Town station with an auto-train on April 30 1958. Bob Tuck/Rail Archive Stephenson.

DEVELOPING THE BREED

On the assumption that the original designs were still giving satisfactory service Collett opted to take the '1854' class, which dated back to 1890 and which had started life as a conventional side tank with 4ft 6in diameter wheels but which had steadily been upgraded, first with Belpaire boilers from 1901 and with pannier tanks in 1911. Adding larger cylinders, a better cab and some detail differences to the machinery produced a more up to date locomotive known as the '57XX', of which 300 were built in 1929-1931 and many more after.

The '57XXs' were an ideal engine for most work but there was also a requirement for a smaller locomotive for very light duties, including for branch passenger trains which often loaded to only one or two vehicles, some of which were fitted with autotrain equipment enabling push-pull operation to be used.

For this Collett took one of the '2021' class with 4ft 1½in wheels, dating from 1897, fitted it with a larger boiler and fitted it with 5ft 2in driving wheels to produce a faster and more powerful locomotive. The '54XX' was successful but on severe gradients it lacked power and therefore Collett took another '2021' and rebuilt it with 4ft 7½in wheels to lower its gearing, producing what was to become the '64XX'.

The first of this new class was released into traffic in 1932, with initially only 6400-6409 being constructed. All were fitted with the necessary equipment to enable them to work the GWR's push-pull trains, the apparatus consisting of mechanical rods running under the locomotive to each bufferbeam enabling the driver's controls on the coach to be connected to the regulator on the locomotive and a long chain over the boiler top which could be connected to a similar chain on the coach to work the engine's whistle. The fireman was responsible for managing the boiler and setting the reverser.

All were fitted with screw reversers and Automatic Train Control equipment. A second batch (6410-6424) was built in 1934-1935, followed by 6425-29 later the same year and 6430-6439 in 1937.

DETAILED CHANGES

For such a small class there were a remarkable number of detail differences. 6400-6429 had a lip to the front and rear of the cab and there was a curved joint between the tanks and the cab. Subsequent engines did not have the lip and had a more angular joint between the tanks and cab.

The first ten locomotives were built with footplate mounted lubricators but most of them were repositioned later in their lives. There were also detail differences between the front tank supports between individual class members while the design of the tank steps was different on the first ten engines. The last batch was built with steps on the fireman's side of the bunker, an improvement that was later added to earlier engines.

The first batch was turned out in green with 'Great Western' spelled out along the pannier tank sides, while later batches were green with the 'shirtbutton' logo. Some later had the initials GWR in place of the logo while during the Second World War many were turned out in black. In BR days most were in unlined black although at least 14 were recorded in lined green during this time.

A PERFECT MACHINE

The '64XXs' proved ideal for the steeply graded branch lines of South Wales and 75% of the class was sent there. They were also used in Devon and Cornwall on branches including those from Plymouth to Tavistock and Launceston while one was also based at Gloucester for working the Chalford branch. Plymouth Laira, Kidderminster, Stourbridge and Wolverhampton Stafford Road also had allocations.

In service they proved economical on both coal and water but somewhat underpowered when faced with anything more than a short branch train. Further engines were built to the same basic design, but without the autotrain gear, and with increased boiler pressure, and these became the '74XXs'.

By the 1950s many of the lines for which the '64XXs' were intended were early victims of closure and those that survived were earmarked for the cost savings which could be achieved by the replacement of

STATISTICS

Designer:	C B Collett
Built:	1932-1937
Builder:	GWR Swindon
Number series:	6400-6439
Total in class:	40
Purpose:	Branch passenger
Power classification:	2P
Route availability:	Yellow
Weight:	45tons 9cwt
Cylinders:	2 inside 16½in x 24in
Boiler diameter:	4ft 3in
Boiler pressure:	165psi
Tractive effort:	16,510lbs
Wheel diameter:	4ft 7½in
Length:	31ft 1in
Coal capacity:	3 tons 4cwt
Water capacity:	1,100 gallons

steam with Diesel Multiple Units.

Consequently the class' work began to diminish and in August 1958 6407, 6421 and 6427 became the first of their class to be withdrawn, two of them from Merthyr shed in South Wales and the other from Laira. It took only another six years for the other 37 to be condemned with 6419 being the last to be taken out of service in December 1964 from Yeovil Town shed. The rundown of Western Region steam was rapid indeed.

'64XX' 6429 stands at Ardley with a Banbury to High Wycombe auto-train on November 10 1959. Halfway down the platform a Churchward '28XX' 2-8-0 is held with a coal train awaiting departure of the '64XX'.

David Hepburne-Scott/Rail Archive Stephenson.



PRODUCTION RUNS

6400-6409	Lot 277	1932
6410-6424	Lot 294	1934/5
6425-6429	Lot 300	1935
6430-6439	Lot 305	1937

SURVIVING '64s'

Luckily three '64XXs' survived into preservation. 6412 went straight from service to the Dart Valley Railway from Totnes to Buckfastleigh where it hauled the inaugural trains in 1969 before moving to the West Somerset Railway in 1976. Here it gained fame as the star of the children's series *The Flockton Flyer*. As the West Somerset grew the locomotive proved too small for the line and was therefore sold back to its original saviours, returning to Buckfastleigh in 2009. It is currently out of service but is planned to return to traffic this year. 6430 was withdrawn for scrap in 1964 but was sold on by John Cashmore Ltd to the Dart Valley Railway as a source of spares in 1966. After 24 years the remains were rescued and after a period of storage at Long Marston it was taken to the Llangollen Railway in 1996 and restored to running order in 2003. It is currently out of service undergoing its ten year overhaul.

6435 was also originally at the Dart Valley but was transferred to the then sister Paignton and Kingswear line but there it eventually proved too small and in 2008 was sold to the Bodmin and Wenford Railway in Cornwall.

The '64XXs' were built to answer a specific demand for a very light engine for branch line work, but in the final analysis were underpowered for other tasks

At Monmouth Troy on May 9
1958 6431 takes water.
Bob Tuck/Rail Archive Stephenson.



PRESERVED '64XXS'

LOCO	LOCATION	STATUS
6412	South Devon Railway	Under overhaul
6430	Llangollen Railway	Under overhaul
6435	Bodmin and Wenford Railway	In service

and once displaced from their original duties there was no work for them.

It was typical that the GWR was able to produce an engine which was so good for the duties allocated to it just by using a combination of readily available parts, rather than by having to start designing from scratch. In preservation the lack of power available to the little engines has been a similar handicap, resulting in most being moved on to smaller railways as

they have proved incapable of hauling the longest trains used on many of today's heritage railway passenger services.

However the '64XXs' are very attractive machines which have found homes on the sort of railways they were designed for. When coupled to an autocoach or two, whether on a period layout or on a heritage railway on a present day model railway, they are always likely to be a popular and charismatic subject. [TCM](#)



Hornby's 20ton hopper 'chutes' into the shops



HORNBY has been quick to release its new 'OO' gauge BR 20ton hopper wagons, which are amongst the first items to appear from its 2015 product range (HM92). Built to a London and North Eastern Railway (LNER) design, our review sample represents E306626 which was constructed by Metropolitan-Cammell in 1948.

Far from being a tweaked version of Hornby's previous model of the 20ton hopper, the brand new superbly moulded body features the distinctive set of five ribs on each side together with plenty of crisp rivet detail. This is complemented by separately fitted metal

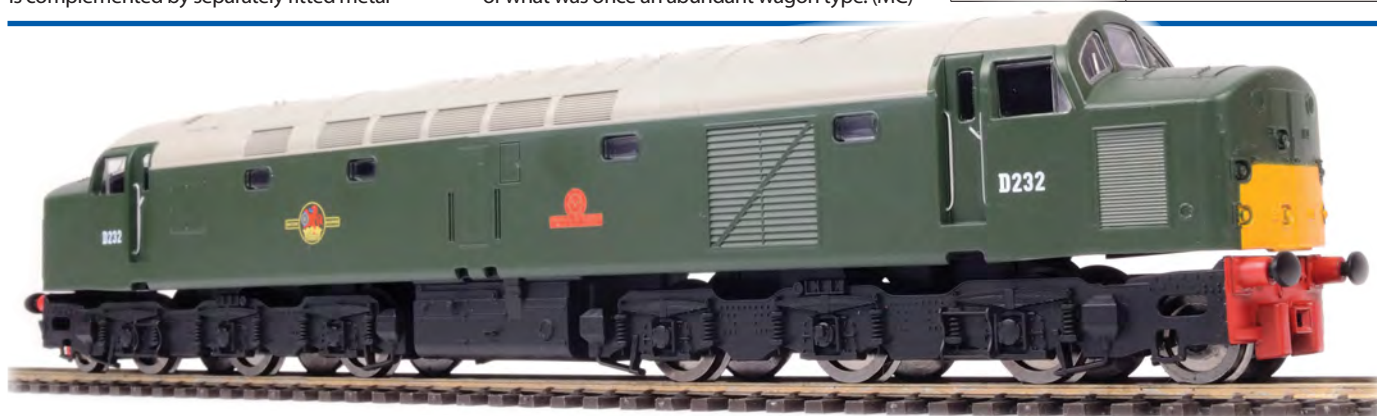
handrails, brake levers, metal buffer heads and detailed brake gear on one side. The underframe is equally well finished with spring detail, brake rigging and LNER axleboxes.

Finished in BR grey, decoration is up to Hornby's usual high standard featuring a crisply applied matt finish with good colour density. NEM coupling pockets are fitted at each end, filled with tension lock couplings, along with turned metal wheels, which on our sample demonstrated some slight rolling resistance.

The BR 20ton hopper was a long lived prototype and it is great to finally have a high fidelity model of what was once an abundant wagon type. (MC)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R6676
Description:	BR 20ton hopper E306626, BR grey livery
Price:	£14.99
Scale:	'OO'
Era:	4-7
Couplings:	Small tension locks in NEM pockets



Twin Track Sound Class 40

Hot on the heels of Hornby's eagerly awaited and impressive Twin Track Sound Class 37 (pages 82-83) comes this second TTS diesel: the ever impressive English Electric Class 40.

The Class 40 uses the former Lima tooling for the body with an upgraded chassis. This is the first time that the disc headcode version of the ex-Lima Class 40 body has been issued by Hornby and it is finished in BR green as D232 *Empress of Canada*.

The functionality of the sound chip in the Class 40 is identical to that of the

Class 37 including manual notching and 25 sound function – all of which is explained in full on pages 82-83. The Class 40 engine sounds have been recorded and blended well and the overall result is an accurate and highly drivable model.

On the track our sample operated faultlessly throughout the speed range. With the impressive capabilities of the TTS decoder this model's sound system is a great rival to much higher priced decoders and offers wonderful character for a bargain price. (MW)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3286TTS
Description:	Class 40 D232 <i>Empress of Canada</i> , BR green
Scale:	'OO'
Price:	£84.99
Era:	5
DCC:	DCC sound fitted, 8-pin socket
Couplings:	Small tension locks in NEM pockets



'Neigh' problems in LMS horse box

Announced at the Warley National Model Railway Exhibition in November 2014, Hornby's new 'OO' gauge London Midland & Scottish Railway (LMS) horse box is now available. Built at the LMS' Derby Works, they were designed for loading horses at platform level. Our review sample is numbered 42513 and based on an example constructed in 1935.

Hornby's attention to detail is back to form with plenty of separately fitted detail including brake pipes, step boards, pipework, handrail, roof vents and metal buffers. The intricately detailed underframe features exquisite axleboxes, springs, door mechanisms

and inline brake shoes. Turning the model upside down reveals even more detail including brake rigging and pipework.

The body tooling is no less impressive and features some fine plank, hinge, rivet and door stop detail together with crisply moulded doors, ventilation louvers and finely moulded steps at one end.

Livery application is good. Droplights in the groom's accommodation are picked out in brown and flush glazed while printed detail such as LMS insignia and data panels are crisp and legible.

This is another superb release. (MC)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R6678
Description:	LMS Horse Box 42513, LMS crimson
Price:	£19.99
Scale:	'OO'
Era:	3
Couplings:	Small tension locks in NEM pockets

Kernow launches Delabole Presflos



New from Kernow Model Rail Centre is this limited edition triple-pack of 'OO' gauge Presflo wagons in Delafla Slate Powder livery. Delafla is used in fertilisers, plastics and paints and used to be conveyed from Delabole Quarry on the North Cornwall line.

Making use of Bachmann's high fidelity

Presflo model, each vehicle is individually numbered as B873339, B873341, B873343 and finished in plain brown livery with Delafla Slate Powder in Bulk displayed on both sides.

Assembly and decoration is excellent, each vehicle featuring a quality satin paint finish and neatly applied lettering,

numbers and worksplates.

Whilst the price of this triple pack has increased recently, the Presflos are one of Bachmann's more labour intensive models to produce with many individually fitted parts including handrails, ladders and really look the part. Available now. (MC)

THE DETAILS

Supplier:	www.kernowmodelrailcentre.com
Cat No:	38-260Y
Description:	Presflo cement wagons triple pack, Delabole Slate livery
Price:	£79.99
Scale:	'OO'
Era:	5-7
Couplings:	Small tension locks in NEM pockets

Bachmann weathers '03'

NEW from Bachmann is this 'OO' gauge Class 03 diesel shunter as 03170 in BR blue with factory applied weathering.

First introduced in 2010, this superdetailed model features plenty of separately fitted hand and grab rails, etched radiator grille, etched mesh backed cab steps, separately fitted marker lights and more.

Decoration is up to Bachmann's usual high standard with bodywork finished in BR blue topped off with 'wasp' stripes and

handrails in white. The model features an all-over weathered finish.

Whilst the locomotive is supplied with blanking plates to replace the couplings which fit into the NEM pockets, these would benefit from weathering to match the finish on the rest of the model.

Performance was excellent straight from the box, the model demonstrating a smooth transition through the speed range and certainly capable of moving suitable train formations.

Another super release from Bachmann. (MC)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	31-365
Description:	Class 03 03170, BR blue (weathered)
Scale:	'OO'
Price:	£82.95
Era:	7
DCC:	DCC ready, 6-pin socket
Couplings:	Small tension locks in NEM pockets



Low relief, high standards in Skaledale

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R9756
Description:	Low Relief Highland Mills (79mm x 40mm)
Price:	£24.99
Cat No:	R9759
Description:	Low relief County Hall (164mm x 64mm)
Price:	£37.99
Cat No:	R9761
Description:	Low relief Ye Olde Tea Shoppe (64mm x 53mm)
Price:	£22.99
Scale:	'OO'



The latest 'OO' gauge resin cast models from Hornby's Skaledale range include this selection of low relief high street buildings, comprising Ye Olde Tea Shoppe,

a haberdashery and a County Hall, each model is ready glazed and painted. The largest of this trio is the substantial County Hall with large entrance doors,

imposing windows and neatly finished brick and stonework.

The tea shop and haberdashery are smaller, but perfect for adding to a townscape where space is at

a premium. Both feature glazed front windows with printed interiors to give a sense of depth.

Perfect for adding variety to a high street scene. (MC)



Oxford's Panorama is a great sight

The latest newly tooled 'OO' gauge arrival from Oxford Diecast is this Plaxton Panorama coach finished in Southdown's classic two tone green livery. The prototype featured a Leyland Leopard PSU3/3R chassis married with Plaxton Panorama bodywork, as operated by Southdown Motor Services in the early 1960s.

Finished as fleet number 1176, registration 176 DCD, with Brighton its destination, the model is neatly constructed featuring a die cast lower body

and chassis together with plastic windows and roof section. This method shows off the distinctive panoramic glazing to particularly good effect while the die cast body features the distinctive chrome coachlines and panelling as well as a pair of nicely moulded rear light clusters.

Decoration is neatly applied with a pleasant two tone gloss green finish and crisply printed Southdown logos along with small details such as fleet numbers, legal writing and registration plates.

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76PAN001
Description:	Leyland Leopard Plaxton Panorama 1, Southdown
Price:	£14.95
Scale:	'OO'
Era:	5-6

Overall, the model captures the essence of the prototype well, although the destination box and radiator grille should

perhaps feature a slightly more rounded top edge to them.

That said, this is a super model for the price. (MC)

Water tower and signalbox

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R9786
Description:	Small signalbox (50mm x 38mm)
Price:	£13.99
Cat No:	R9787
Description:	Water tower (74mm x 56mm)
Price:	£18.99
Scale:	'OO'

New to the Skaledale Trackside range of resin cast buildings from Hornby is this 'OO' gauge water tower and small signalbox. Whilst both models are designed

to suit use with the previously released Butterley station buildings, they are equally suitable for use separately.

The water tower features a

weathered brick finish and large tank finished in a faded rust effect colour, fitted with a black ladder for access. The small signalbox is based on a wooden

structure finished in cream with red detailing and would benefit from some interior detailing.

Simple, but effective additions to the range. (MC)



Bachmann with 'N' gauge '4F'

Bachmann's fabulous new Midland '4F' 0-6-0 for 'N' gauge has arrived. **MIKE WILD** investigates this stunning new addition to the Graham Farish range.



GO ANYWHERE, do anything locomotives are exactly what we need and the Midland '4F' 0-6-0 designed by Henry Fowler in 1911 is the very thing for 'N' gauge. In January the first samples of Bachmann's brand new model of the Midland '4F' touched down in the *Hornby Magazine* office for review.

Far from being a repeat of the old Graham Farish LMS '4F', Bachmann has actually created something new in this model as it focuses on the lesser known Midland '3835' class 0-6-0 of which 197 were built between 1911 and 1922. These were the forerunners to the LMS '4F'. They held the same '4F' power

classification and featured subtle differences to the locomotive as well as being paired with smaller Johnson tenders. Some were later coupled to Fowler 3,500 gallon tenders and Bachmann is also issuing a model of 43924 with this fitting. Another stand out feature of the Midland '4F' was the right hand driving position – the later LMS '4Fs' being left hand drive.

Far from being short lived, the Midland '4Fs' remained in service throughout the existence of the LMS and into BR ownership. Withdrawals began in 1954, but it wasn't until 1965 that the last of these pre-grouping locomotives were finally taken out of traffic.

Happily one of the Midland '4Fs'

has been preserved with 43924 being resident and in service at the Keighley and Worth Valley Railway.

THE MODEL

To be perfectly honest the new '4F' didn't excite me greatly in the run up to its release, but now having seen one of these first hand and had the chance to see the finesse which has gone into its creation I'm totally hooked. It's delightful, charming and wonderfully detailed and sets another new standard in 'N' gauge steam locomotives alongside the recently released Stanier 'Duchess' (HM91).

The reasons for this are multiple but after the fine proportions and shape the headlines are definitely

the detailed inside valve gear, totally hidden motor and the stunningly fine Johnson tender which is by far and away the best tender model we've seen yet in 'N' gauge.

The locomotive is an absolute joy to behold with the character of the '4F' being captured perfectly with its high pitched boiler, daylight below it above the centre driving wheels and exceptionally fine detailing of the smokebox. Add to this finely produced buffers, a correctly designed chimney and dome and a comprehensively detailed cab interior and you have a model which categorically eclipses the previous model of the LMS '4F' designed by Graham Farish.

Below the frames you will find »

delights



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	372-062
Description:	Fowler '4F' 0-6-0 43875, BR black
Scale:	'N'
Price:	£99.95
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

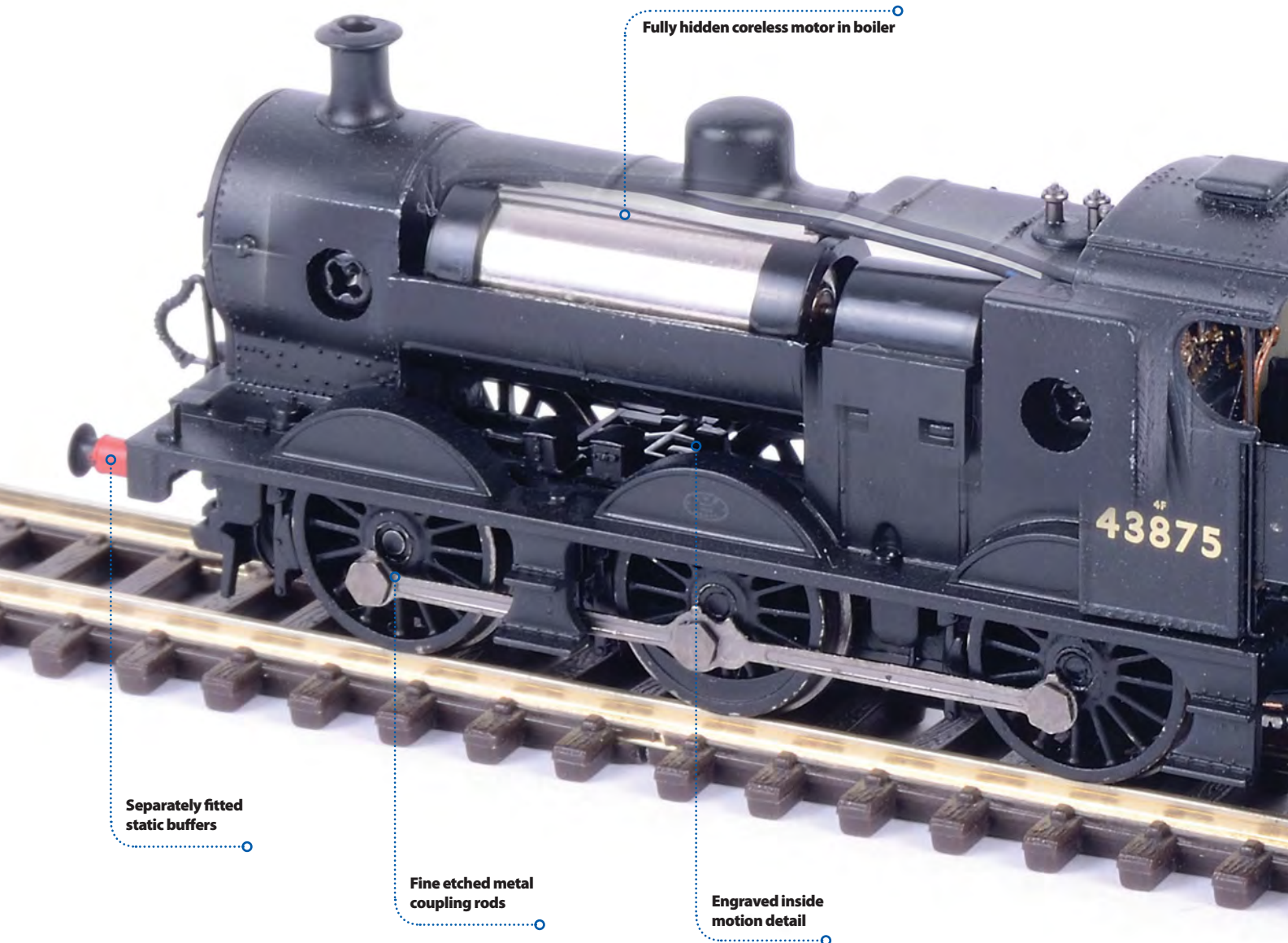


"The '4F' sets another new standard in 'N' gauge steam locomotives."

MIKE WILD



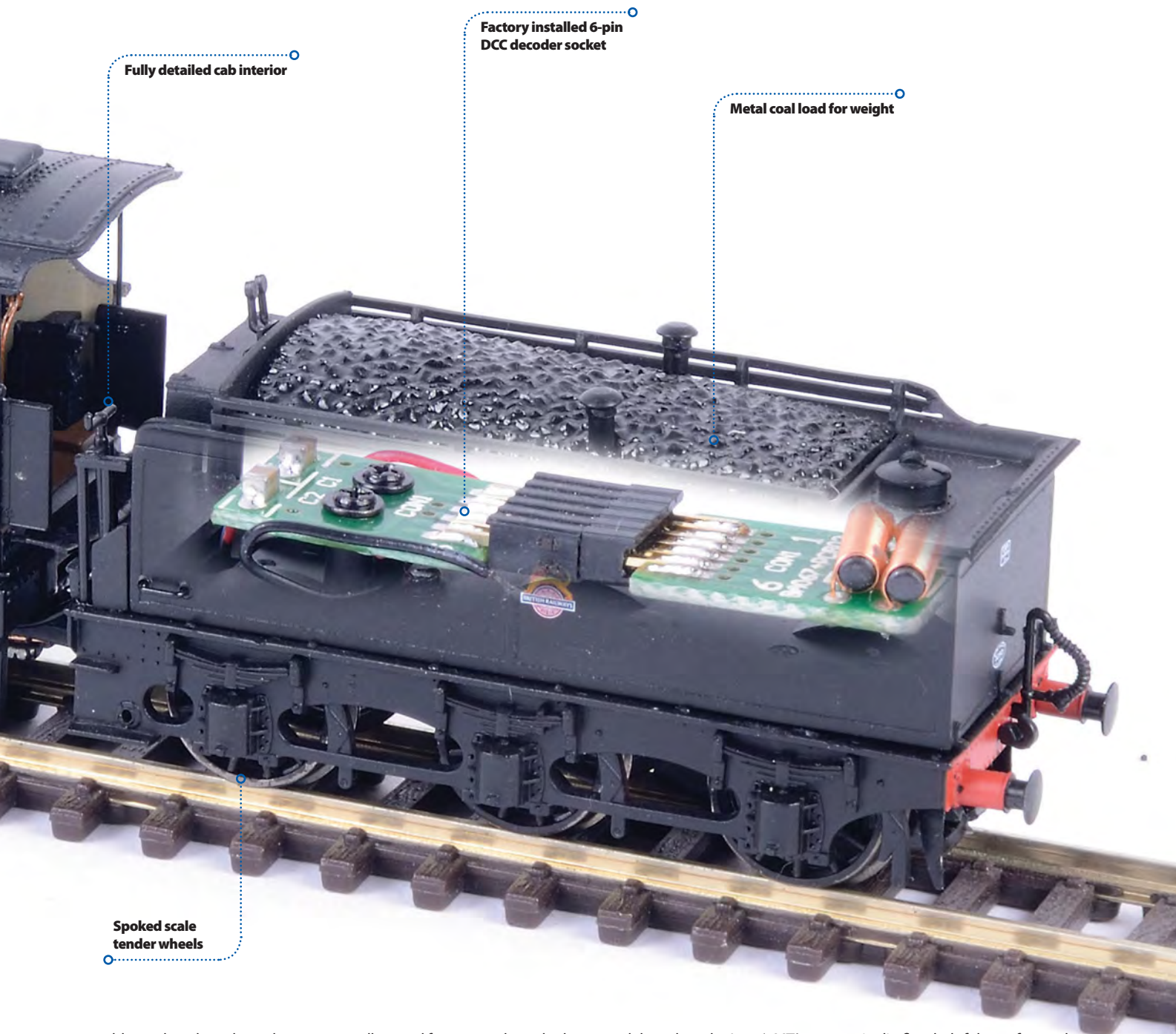
Superbly detailed and featuring a Johnson tender the new Midland '4F' is full of character.



"The coreless motor for Bachmann's 'N' gauge models is the biggest revolution for the scale to date."

MIKE WILD





Fully detailed cab interior

Factory installed 6-pin DCC decoder socket

Metal coal load for weight

Spoked scale tender wheels

superbly produced see through spoked wheels together with representation of the brake shoes and sandpipes. For those who like a little extra detail the front coupling can be removed from its clip fit NEM pockets and a dummy screw link coupling inserted into the bufferbeam to enhance the model further.

Behind 43875 is the newly designed Johnson tender – this is quite simply stunning! The coal rails are fine and separately fitted while the body has the correct flair at the top and includes lockers on the footplate, panel detail on the sides and lamp irons to the rear. While we might expect these sort of features as standard it is the finesse with which they have been achieved which really makes them stand out. The tender chassis too is

excellent and features scale spoked wheels set behind an ever so fine moulding for the tender frames.

Being a freight engine the choice of body colour is limited to black for the '4F'. Our sample of 43875 exhibited Bachmann's usual high standard of decoration with crisply printed numbers, early crests and a Saltley (21A) shedcode all present. The cab interior also features a full paint job including picking out of the copper pipework, gauge glasses and regulator.

PERFORMANCE

The coreless motor developed for Bachmann's 'N' gauge models is the biggest revolution in motor technology for the scale to date – and particularly for the small space which it occupies. This innovation alone has allowed

models such as the Ivatt '2MT' 2-6-0 and Fowler 'Jinty' 0-6-0T to be modelled in true detail. The same is true with the '4F' which has the motor totally hidden within the boiler barrel even allowing for prototypical daylight below too.

However, it isn't just about space saving as the new motor design also represents a significant improvement in performance. Straight from the box our sample of 43875 ran smoothly and silently throughout the speed range with excellent speed control. Following running in it was subjected to a load of 24 wagons which it handled with absolute ease both on the level and on a gradient of 1-in-82.

Having established the model's abilities on analogue control we then installed a 6-pin decoder – a simple process as the tender body

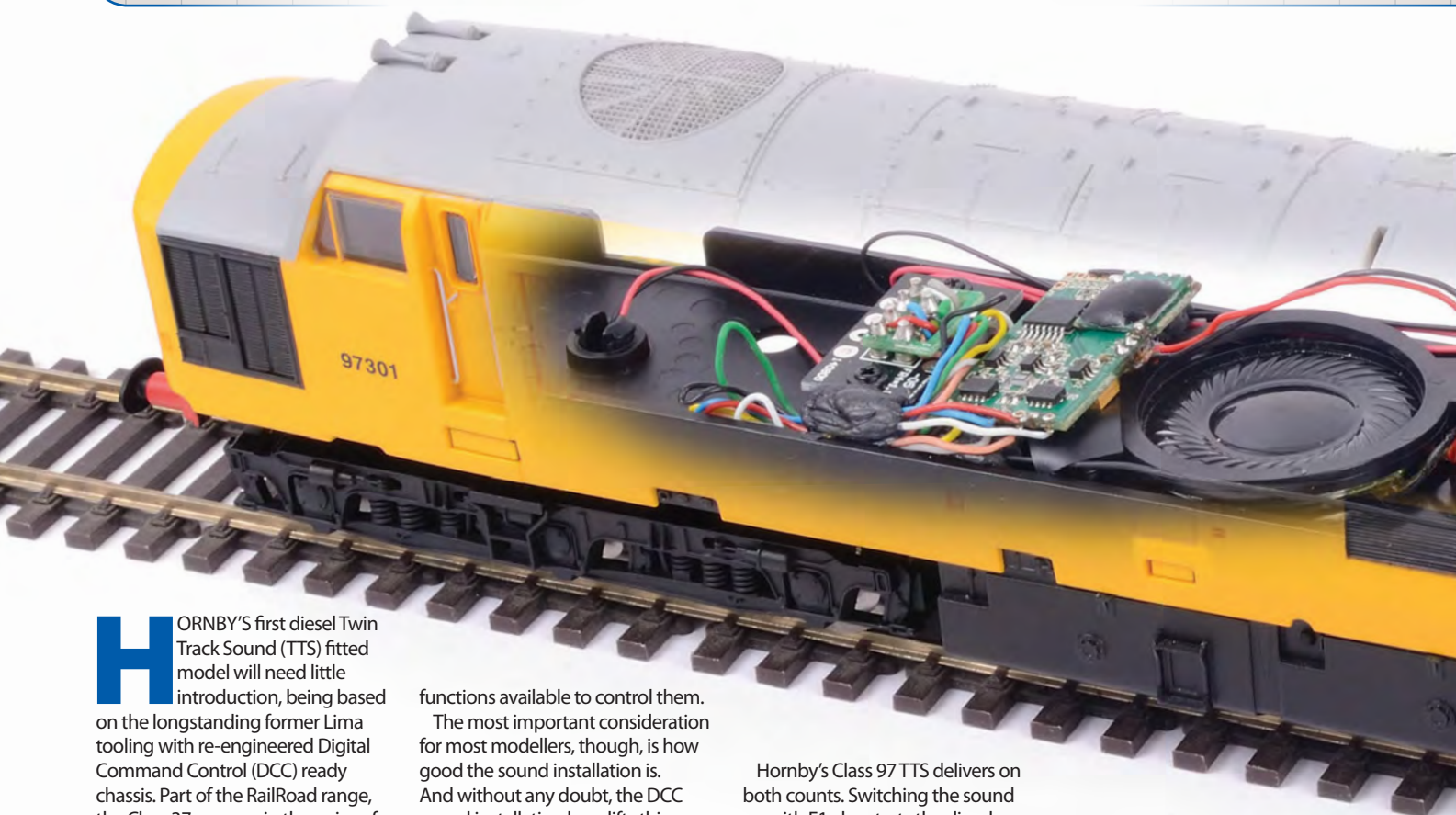
is clip fit, a helpful step forward introduced on Bachmann steam models from the 'Duchess' – and continued our tests. With the decoder installed it refined control of the '4F' even further giving it sublime motor control.

OVERALL

It might not be the most exotic locomotive design ever, but the new Midland '4F' 0-6-0 is a fantastic new addition to the Graham Farish 'N' gauge range. Its qualities far outstrip its predecessor and it deserves to be a sought after new release. With three models on the cards covering LMS, early BR and late BR liveries it will span a wide time period and, much like the Fowler 'Jinty', no LMS or London Midland Region layout should be without at least one of these outstanding models. (MW)

TTS Class 37 is a... **SMASH HIT!**

Hornby's first Twin Track Sound diesel needs to be good following criticism of its steam locomotives. **MIKE WILD** runs the rule over the Network Rail Class 37 to see if the low price sound is too good to be true.



HORNBY'S first diesel Twin Track Sound (TTS) fitted model will need little introduction, being based on the longstanding former Lima tooling with re-engineered Digital Command Control (DCC) ready chassis. Part of the RailRoad range, the Class 37 appears in the guise of Network Rail's re-engineered Class 97s. These locomotives are fitted with European Train Control System signalling for use on infrastructure trains around the country, and particularly the Cambrian Coast line.

With only four of the Class 97s in service, it may seem an odd choice for the company's first TTS diesel, but the old English Electric locomotives have a massive following, and their distinctive sound makes this a sensible choice for Hornby.

When it comes to appearance, inevitably the Lima tooling is showing its age compared with Bachmann's newer Class 37. Livery application is good though the front panel mouldings do not match the real locomotive. Working lights are not fitted, but there is ample space to fit lights if desired, and the TTS decoder has three

functions available to control them.

The most important consideration for most modellers, though, is how good the sound installation is. And without any doubt, the DCC sound installation here lifts this model into the 'highly desirable' category. This TTS decoder and the associated sound project can hold their own amongst the very best available today.

SOUND INSTALLATION

Hornby has given some serious thought about the installation, particularly that of the speaker. There is a specially designed speaker enclosure inside the fuel tank and battery box. To this is clamped a generously sized 28mm speaker. In our example, there was a small gap where the speaker wires emerged which is best to seal with Blu Tack or similar.

In our view, the two most important aspects of a good diesel-electric project are that it identifiably sounds like the real thing and that the engine sounds are not artificially 'tied' to road speed.

Hornby's Class 97 TTS delivers on both counts. Switching the sound on with F1 also starts the diesel engine. The first surprise is that there is an alternative, cold, startup available by using F9 before F1.

Opening the throttle to speed step 3 (of 128) there is a brake release sound and the locomotive begins to crawl smoothly without any change to the engine sounds. At higher throttle settings the English Electric engine ramps up to power the locomotive's acceleration. If the road speed remains modest, the engine sound subsequently reduces to an appropriate power setting. This is a good approximation of the sounds from a real locomotive - high power used to get the train moving then backing off to maintain a steady speed.

This sequence is repeated on further accelerations. A quick look at the manual reveals that the way this operates can be modified with CV value changes. When the

model is travelling with a settled engine power level, reducing the speed steps will cause the engine sounds to reduce power.

There are a number of manual overrides that can successfully be used to further vary the engine sounds, including increasing and decreasing power, returning the engine to idle, and increasing the engine to full power. Configuration Variables (CVs) can be adjusted to suit individual driving styles, and, thanks to a clear and concise manual, we expect many users will do just that.

BARE ESSENTIALS

The most obvious compromise is that although the model will run happily on analogue power (DC), sounds will only be generated on DCC systems. Other missing or restricted features



The ex-Lima toolings may be dating, but this is sure to prove popular.



A 28mm diameter speaker provides plenty of power for the sounds. It is controlled by Hornby's new Twin Track Sound decoder.

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The TTS installation is well thought through and unobtrusive.



are less obvious and will have little impact for many users.

The provision of only two sound channels means that only the engine sounds and one spot sound can be played at the same time. In practice for most people this will not appear unusual or detract too much. There are no automatic or randomly generated sounds that are often provided on more expensive decoders, and we did miss the automatic brake squeal sound as the locomotive stops. There is a manually operated brake sound but by comparison, it's a little inconvenient to use. A further consideration for advanced DCC users is that it is not possible for anyone to re-programme TTS decoders with new sounds.

SOUND QUALITY

The engine sounds are realistic and the transitions between power bands are smooth and jump free, giving the impression of plenty of 'grunt' – an essential ingredient for a Class 37.

The manually controlled 'spot sounds' are plentiful, with enough different horn durations to meet every circumstance you could reasonably imagine. Each sound has its own volume adjustment so users may set the correct balance of sounds to suit their purpose. The manual sets this out very clearly, which is just as well, since we feel you will need to use them.

As delivered, all spot sounds

are set at half volume and this produces a rather oddly imbalanced sound palette. Hornby says this is to cater for users with basic DCC controllers, and in recognition that a different sound mix may be desired the manual does provide a list of suggested settings. When we applied them the sounds were very close to optimal in our view.

OVERALL

Hornby has introduced an entirely in house product at a price designed to encourage the development of a more mainstream audience.

In fact the price of the Class 37 is quite astounding at just shy of £85!

Steam models have lacked synchronisation with motion but there is no issue with a diesel, and it seems TTS is better suited for diesel and electric trains. The model and TTS *aren't* perfect, but Hornby has produced a real winner that sounds brilliant and comes at a remarkably low price. It may sound too good to be true, but with one listen, we think many modellers will find that hearing is believing. (MW)

Hornby revises 4-VEP



IT HAS BEEN A WHILE, but Hornby's Class 423 4-VEP Electric Multiple Unit (EMU) makes a welcome return as original unit 7830 in BR's corporate blue and grey livery. Introduced for the Bournemouth line electrification in 1967, the model depicts the units as they ran in the 1980s.

This release heralds a number of improvements following criticism of the first batch (HM51). It now features correctly orientated pick-up bogies on the Driving Trailer

Standard (DTS) coaches, new First Class compartment corridor window mouldings, improvements to the glazing and attention to the gearing on the motor bogie for slow speed performance.

Whilst this is all good news there are still one or two issues with the model, as despite the leading pick-up bogies being correctly positioned it has resulted in the bogie footsteps sitting in the wrong position and the guard irons are missing completely.

That said, the creation of the new corridor window moulding for the first class areas in the DTS vehicles dramatically improves the appearance of the interiors.

Livery application on this example is superb, the BR blue and grey livery sitting well. Each element of the blue and grey livery is crisp including the fine white line around the grey band. BR logos and vehicle numbers together with First Class and No Smoking window stickers complete the package.

In terms of performance Hornby has improved the low speed operation of this model greatly over the original batch - the unit appearing more responsive throughout the speed range and noticeably quieter. A single 8-pin DCC decoder socket controls the whole unit.

Whilst there are still more tweaks that would improve this model further this new issue of the 4-VEP is a definite improvement over what has gone before. (MC)

FTG Models debuts with SPA wagon

FTG Models' 'OO' gauge BR SPA open wagon is its first ready-to-run model and it's a good subject as more than 1,000 of these vehicles were built by BR for carrying steel plate.

Four models make up the initial batch, all finished in BR Railfreight red. Our examples featured a crisply moulded plastic body and chassis with commendably thin wagon sides. The floor features the diamond chequer effect of the prototypes while the

underframe is superbly detailed.

Unfortunately, an error with the positioning of the NEM coupler pockets has resulted in the tension lock coupling sitting too far behind the buffer heads which makes it impossible to couple two together as supplied.

Niggles aside, this is a much needed model of a prevalent prototype and FTG Models has made a commendable job that deserves success. (MC)

THE DETAILS

Manufacturer:	www.ftgmodels.co.uk
Cat No:	#460660, #461023
Description:	SPA steel carrying open wagon, BR Railfreight red livery
Price:	£16.95
Scale:	'OO'
Era:	7/8
Couplings:	Small tension locks in NEM pockets



FTG's debut is an impressive model whose limitations are easily resolved.



THE DETAILS

Manufacturer:	<i>www.hornby.com</i>
Cat No:	R3143
Description:	BR Class 423 4-VEP EMU, BR blue and grey livery
Price:	£199.99
Scale:	'OO'
Era:	7/8
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

Britten-Norman Islander TAKES OFF!



New from Vintage Transport in Miniature and Gramodels is this 1:144 scale model of a Britten-Norman Islander aircraft, the first of a new range of resin kits aimed at and suitable for 'N' gauge modellers. The twin engine utility aircraft was introduced in the 1960s as a regional airliner and cargo plane by Isle of Wight based Britten-Norman. Manufactured in grey resin, the

model is supplied as a kit of separate parts featuring the main fuselage, pair of wings, two engines, landing gear and propellers. Assembly is relatively straightforward with clear instructions and diagrams included. Each of the constituent parts is nicely cast with minimal flash and fit together well, building into a pleasant model of a prototype that is still in use today. (MC)

THE DETAILS

Manufacturer:	<i>www.gramodels.co.uk</i>
Cat No:	610
Description:	Britten-Norman Islander
Scale:	1:144
Price:	£15 kit / £17.50 kit with decals
Era:	5-9



Dapol's Megafrets BOX CLEVER

Dapol's popular 'OO' gauge IKA Megafret wagons get a new airing matched with a set of 45ft containers in Malcolm Logistics Services livery.

These eight-axle short coupled intermodal wagons were built by Arbel Fauvet in France and entered service in



the UK from 2001.

Added to the Dapol range in 2010, the models feature a diecast wagon deck, square buffers, brake wheels and a fair representation of the underfloor brake gear.

Finished in light blue, the Megafret also contains a large number of printed small details

THE DETAILS

Manufacturer:	<i>www.dapol.co.uk</i>
Cat No:	B909E
Description:	IKA Megafret Wagon + two 45' Containers, Malcolm Logistics livery
Scale:	'OO'
Price:	£37.10
Era:	9
Couplings:	Small tension locks in NEM pockets

while the containers are finished in Malcolm Logistics dark blue livery with crisply printed logos, lettering, numbering and data panels. The container doors open and a pack of locking bars and container lugs for the Megafret are also supplied, together

with a set of semi-permanent inter-wagon coupling hoops.

Fitted with NEM coupling pockets and prototypically small metal wheels, they are sure to add extra variety and colour if you model contemporary intermodal operations.

Heljan releases 'O' gauge **PARCELS STOCK**



PARCELS STOCK has always been popular amongst modellers, not least because of the variety of vehicles that can be included in a train formation. New from Heljan this month are its eagerly anticipated 'O' gauge models of the BR Mk 1 Gangway Brake (BG) and General Utility Van (GUV).

For review we received samples of the BG in BR carmine and cream and the GUV in Southern Railway green. Both are supplied without vehicle numbers, but with all other printed details applied at the factory. Both exhibited a high standard of paint finish, the plain green GUV looking correctly stark against the fully lined carmine and cream livery of the BG.

The BG features a high level of detail including comprehensively



modelled gangway connections, a fully detailed chassis and impressive hinge, handle and panel moulding on the bodyside. However, like the BR Mk 1 carriages produced by Heljan for 'O' gauge, the profile of the BG is too flat and doesn't offer quite enough of the characteristic tumblehome on the lower body.

The GUV is excellent though. The vertical sided design of this van has

been captured perfectly by Heljan and it features excellent detailing throughout including fine scribing of the doors, hinge, handle and vent detail plus separately fitted handrails at each pair of double doors. The chassis, like the BG, is fully detailed and a joy to behold.

The two vehicles share the same BR B1 bogies which Heljan has done a good job with on the whole,

although the axleboxes are perhaps a little lacking in relief. Still, with the spring detail, turned metal wheels and factory fitted lower stretcher bars they look the part underneath these two vehicles.

The bufferbeams of both vehicles come fully fitted with vacuum brake and steam heat pipes plus sprung buffers and working screw link couplings. The couplings aren't the

Heljan delivers **'O' VBA VAN**

New from Heljan is this impressive 'O' gauge model of the air-braked VBA van. BR's family of 1,400 VAA, VBA, VCA, and VDA vans were built between 1969 and 1977.

The VBA van received for review is correctly unventilated and features a representation of the half-length sliding door.

The body tooling is very good and captures the look of the prototype well with crisply moulded panel lines and fine



rivet detail on the bodysides together with the smooth finish on each end and fine panel lining on

the roof. The body also features the distinctive three handle cutaways on each side, separately fitted

lamp irons, correctly orientated brake levers, painted brake pipes, metal screw couplings,



THE DETAILS

Manufacturer:	<i>www.heljan.dk</i>
Cat No:	4950 (BG), 4994 (GUV)
Description:	BR Mk 1 BG, BR carmine and cream
Description:	BR Mk 1 GUV, Southern Region green
Scale:	'O'
Price:	£325.00
Era:	4/5 respectively
Couplings:	Screw links

easiest to work with, but once you have the hang of them they really look the part between vehicles. As the popularity of 'O' gauge increases so does Heljan's range of rolling stock and these new parcels vans – which are being released in

a multitude of liveries – will be a great source of stock for the scale. Compared to 'OO' gauge vehicles these aren't cheap, but they do represent good value and both are very welcome additions to Heljan's 'O' gauge catalogue. (MW)

sprung buffers and finely detailed underframe and brake rigging.

Decorated in the later BR bauxite colour scheme, the model is finished as VBA 200289. The rather drab livery sits well on this model and is up to the high standard we've come to expect from Heljan with an evenly applied coat of matt bauxite, together with a black underframe and grey roof. Printing is crisp and legible with data panels, overhead live wire markings and small details all neatly rendered.

Each of the turned metal wheels is fitted with disc brake inserts which look particularly effective and, together with

THE DETAILS

Manufacturer:	<i>www.heljan.dk</i>
Cat No:	1041
Description:	Railfreight VBA van, BR late bauxite
Price:	£84.95
Scale:	'O'
Era:	7/8
Couplings:	Metal screw-links

compensated axleboxes, complete the package.

A great addition to Heljan's 'O' gauge range and sure to prove very popular. (MC)

Skaledale bus shelter



One of this month's smaller releases is this 'OO' gauge bus shelter from Hornby's Skaledale range.

Based on a wooden planked prototype, the model is finished in a pleasant brown colour with 'low maintenance' slatted

windows and a grey tiled roof.

Oddly the interior, apart from the opening, has been left unpainted which looks rather stark and will benefit from toning down with perhaps the addition of a bench. (MC)

THE DETAILS

Manufacturer:	<i>www.hornby.com</i>
Cat No:	R9800
Description:	Bus shelter (44mm x 32mm)
Price:	£6.99
Scale:	'OO'

Hornby's Railroad '09'



Hornby's Railroad 'OO' gauge 0-6-0 diesel shunter returns in a new guise this month as 09017 in the National Railway Museum's maroon livery. (MC)

THE DETAILS

Manufacturer:	<i>www.hornby.com</i>
Cat No:	R3281
Description:	NRM Class 09 diesel shunter
Price:	£36.99
Scale:	'OO'
Era:	9

Dapol Class 67 bookset



BR black suits Collett '2884' 2-8-0



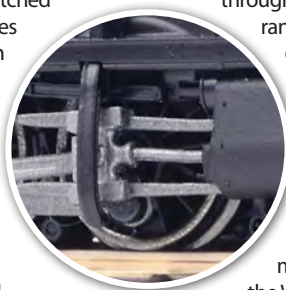
When it comes to freight engines in the BR steam era, black really is the colour of choice and this new issue of Dapol's excellent 'N' gauge Collett '2884' 2-8-0 offers 3822 in BR black with late crests on the tender sides.

The Dapol model captures the look of these powerful heavy freight locomotives which were once seen across the GWR and BR Western Region network – and particularly on heavy coal trains along the Great Western Main Line to and from South Wales.

The standard of decoration is excellent with a crisp satin black finish topped off with

red bufferbeams, a brass safety valve bonnet and crisply printed numbers on the smokebox. The cabsides feature etched brass numberplates while a neat touch is 'brass' coloured window frames on the cab.

The drive system follows Dapol's standard principle for 'N' gauge with the motor located in the tender driving the locomotive wheels. This long route for the drive does mean



there is more noise than with the motor mounted in the boiler, but our sample still ran smoothly throughout the speed range. A 6-pin DCC decoder socket is provided in the tender which will require careful selection of a decoder to fit the limited space.

For those modelling one of the Western Region main lines a Collett '2884' is a must and this is a great addition to the Dapol range. (MW)

THE DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	2S-009-007
Description:	GWR '2884' 2-8-0 3822, BR black
Scale:	'N'
Price:	£135.30
Era:	5
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

takes to the 'Wales' in 'N'

DAPOL'S 'N' gauge Class 67 returns in this attractive booklet. Finished in the distinctive Arriva Trains Wales (ATW) livery these popular locomotive hauled trains operate between Holyhead and Cardiff Central.

The pack comprises 67001 in plain ATW blue, together with Mk 3b Tourist Standard Opens (TSO) 12176/12178 and Driving Van Trailer (DVT) 82306 in the latest ATW blue colours. The locomotive and DVT are DCC ready, each featuring 6-pin DCC sockets as well as directional head and tail lights. Straight from the box the Class 67 performed well, its 5-pole skew wound motor operating smoothly throughout the speed range.

Application of the livery elements is crisp and legible with bilingual lettering, Arriva logos, Welsh Government branding, data panels, grey roofs, orange cantrail stripes and overhead live warning flashes. The Class 67 numbers are the only slight deviation from the prototype, which should feature a bold typeface.

Also included are packs of separate detail fittings containing air dams for the DVT, bufferbeam pipework, NEM knuckle couplings and disc brake inserts for the wheels on the Mk 3 coaches and DVT.

With additional Mk 3s available separately, Dapol's ATW bookset should prove popular as the basis for these colourful present day trains. (MC)



THE DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	2D-010-003
Description:	Class 67+DVT+Mk 3 coaches, Arriva Trains Wales livery
Price:	£169.65
Scale:	'N'
Era:	9
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets



Weathered green for centre headcode Type 3

The English Electric Type 3 – later Class 37 – is one of the most versatile and popular locomotive designs of the 1960s and new to the Bachmann 'N' gauge Graham Farish range this month is D6827 in BR green with small yellow warning panels and a weathered finish.

The model matches the high standards of detail that we have come to expect in 'N' gauge with finely produced bodyside grilles, roof detailing and headcode panels. Add to this highly detailed bogies and underframe fittings and there is little to fault.

The livery is standard BR green with small yellow warning panels at the front, red bufferbeams - including correct early

style cowls at the corners, and a grey roof. The weathering to the lower half of the locomotive is excellent with a subtle brown spray on the bogies and lower bodyside. The roof on our sample was weathered with the same colour around the exhaust ports where it should really be a shade of black.

Nevertheless this small shortfall is more than made up for by the way our sample of D6827 performed – straight from the box this sample ran superbly. It is also factory fitted with directional lights and a 6-pin DCC decoder socket.

Such is the popularity of these locomotives that this BR green EE Type 3 is a sure fire hot seller. (MW)

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-454
Description:	Class 37/0 D6827, BR green, weathered
Scale:	'N'
Price:	£114.95
Era:	5
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets

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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 #3663	£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' 'Peppercom' 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 Gwladus 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

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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	£22.95
31-029	Class 166 Networker 3 Car DMU #166204 Thames Trains	£22.95
31-119	BR Standard Class 4MT #75035 BR Black Late Crest - Weathered	£22.95
31-137	Class D11/2 6385 'Luckie Mucklebackie' LNER Black	£22.95
31-138	Class D11/2 'Haystoun of Bucklaw' #62682 BR Black Early Emblem	£22.95
31-187	Jubilee Class 'Nelson' #5664 LMS Crimson with Stanier Tender	£22.95
31-214	Patriot Class 4-6-0 'Giggleswick' #45538 BR Green Early Emblem	£22.95
31-318	Robinson Class J11 (GCR9J) #5317 LNER Black 0-6-0	£69.50
31-344	Class 04 #D2332 'Lloyd' NCB Industrial Yellow - Weathered	£22.95
31-365	Class 03 #03170 BR Blue Wasp Stripes & Air Tanks - Weathered	£22.95
31-441DC	Invicta Class 2MT 2-6-2 Tank #41291 BR Lined Black Late Crest	£22.95
31-517DS	Class 158 2 Car DMU #158849 Regional Railways 'SOUND'	£22.95
31-614	Class V3 Tank #67609 BR Lined Black Late Crest Cranked Pipes	£22.95
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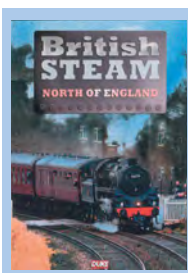


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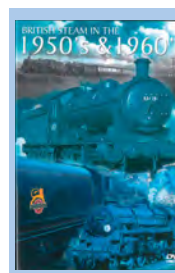


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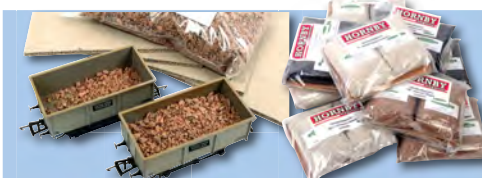
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Steam on the Cambrian

Recapturing the glory days of the Cambrian Coast in 'OO' gauge was **FRANK COLLINS'** aim for his diorama – but it soon developed into a fabulous and evocative exhibition layout.

PHOTOGRAPHY, MIKE BISSET

 **BR '3MT'**
2-6-2T 82019
crosses the trestle
bridge at Morfa Bach
with a fitted goods.





STATISTICS

Owner:	Frank Collins
Scale:	'OO'
Length:	8ft (scenic section)
Width:	1ft
Track:	C&L finescale
Control:	Analogue
Period:	BR Cambrian Coast route, 1950s-1960s



THE CAMBRIAN COAST Line from Shrewsbury to Aberystwyth and Pwllheli always retained a distinctive atmosphere right to the end of steam. It may have been taken over by the Great Western Railway (GWR) in 1923 when the Cambrian Railway was grouped into the Swindon giant, but it was far removed from the glamour of the 'Castles' and 'Kings' of South Wales and England. The scenery was different, the accents were different, and the locomotives were different too: the 'Dukedogs' and 'Manors' were, after all, designed very much with this sinuous but lightly laid route in mind.

And it was this sense of difference that Frank Collins wanted to recapture when he decided to build a 1950s set diorama on which to photograph his collection of locomotives and rolling

stock. At the time, little did he imagine that in less than two years, it would evolve into a stunning exhibition layout, and one that simply oozes nostalgia.

From childhood, Frank had a fondness for the Cambrian line, with many happy memories of holidays at Barmouth and the Cardigan Bay resorts. He already had experience of building layouts based on the Cambrian, so it was obvious that the diorama should also portray a small section of that line.

Frank wanted his diorama to be long enough to photograph not only individual items, but also short trains, so he opted for a 4ft x 1ft scene. Over the six winter months of 2011/12, the diorama was completed and became Morfa Bach.

Morfa Bach is an actual location on the Cambrian coast between Dovey Junction and Aberdovey, and the diorama is a faithful representation of the area,

but with the inclusion of a piece of modeller's licence – a trestle bridge so representative of that part of Wales.

Although there was no such bridge at Morfa Bach on the North side of the Dovey estuary, there was one, Clettwr Bridge, on the South bank on the Aberystwyth line. Frank felt that to include such a typically Cambrian feature would make Morfa Bach instantly recognisable as Welsh.

Frank was tempted to opt for 'EM' or 'P4' track, but to rewheel all his stock would have been a daunting prospect so he decided to stay with 'OO'. On the scenic areas, all the trackwork is C&L Finescale with handmade turnouts produced from templates created with Templot computer software.

The turnouts are operated by Fulgurex slow motion motors with the voltage reduced from 12v to 9v to give a slower and smoother action.



DEVELOPMENT

Once he'd completed the first photographic module, Frank realised that Morfa Bach was more than just a vehicle for his original photography purposes - it could be the basis of something bigger. Adding another similar sized module and building a fiddle yard for each end would produce an enticing new Cambrian Line exhibition layout.

With Morfa Bach being just a single line, any extension would have to provide more in the way of operational interest. After much thought, Frank decided on Penmaenpool. This location featured a distinctive engine shed with unique louvred vents, and a variety of other interesting features to model.

After a year in the building, the new module to the same 4ft x 1ft size as Morfa Bach was completed, but there still remained the question of fiddle yards. After rejecting the ideas of a fan of sidings or sector plates and cassettes, Frank opted for turntables, each with three tracks long enough to carry complete trains. This has the advantage of being able to turn a train without having to handle any of the stock. The speed and simplicity of this system can provide an almost continuous procession of trains along the length of the layout - a must for holding the interest of spectators at exhibitions. Operation is by traditional 12V analogue and the only working signal is operated by a small micro servo motor from Heathcote Electronics, providing adjustable travel and speed. Once set up, this has proved to be consistent and reliable. The signal is also interlocked with the points and cab control, so it is not possible to pull the signal off unless the points and cab control switches are correctly set. »

 **Left:** With an ex-LMS non-corridor coach at the front a Collett '2251' 0-6-0 enters the tunnel at Morfa Bach.

 **Below:** Representing the new order of the early 1960s a BR Sulzer Type 2 passes through Morfa Bach.



CREATING THE SCENE

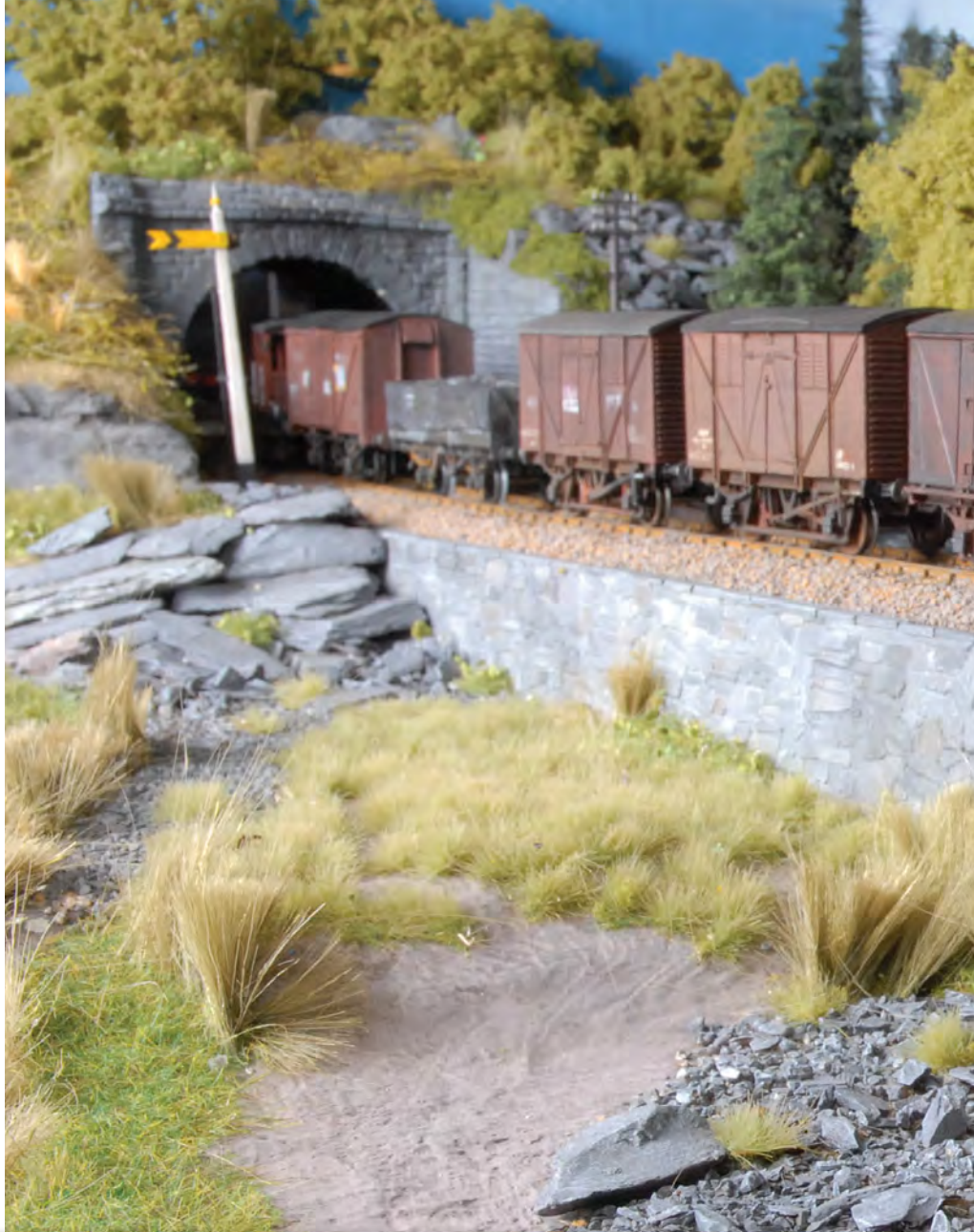
Frank's preferred method of scenery construction is to build a lattice of cereal packet cardboard over crumpled newspaper. This is then covered with a mixture made from household filler, PVA, emulsion paint and water. The mix is spread on to the lattice with a half inch paintbrush in two layers, allowing 24 hours between each application. The addition of the emulsion paint means that if the landscape gets damaged, no white plaster shows through.

The rocks and stones could not be more natural as they are real slate, glued together with PVA, and then painted and weathered. The small scree stones are budgie grit, painted and weathered to harmonise with the larger stones. The river water is Humbrol gloss varnish over a base of blue and grey enamels. Several coats of varnish were applied, with the addition of streaks of white and other colours between each coat.

One material which must be unique on a model railway is hand rolling tobacco. This was used to create the seaweed on the riverbank, fixed directly to the baseboard with diluted PVA.

Some of the impressive trees are Woodlands Scenics kits, while others are made from electrical cable coated with Milliput. The tree canopies were created from foliage matting in a variety of colours from various suppliers.

Much use of 5amp fuse wire was made in the production of the other foliage. For the flowers, in particular the Rosebay Willow Herb, the fuse wire was painted and dipped in static grass and coloured scatter. Similarly, an unused teabag provided the material for the dock leaves. Other materials used for the vegetation include hanging basket liner >>

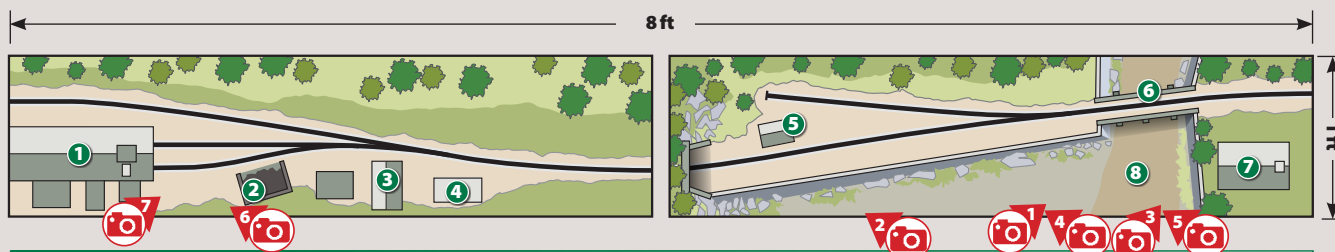


 A Churchward '45XX' 2-6-2T eases its mixed goods onto the trestle bridge. The bridge is made from wood, just like the real thing.



Real slate has been used to give the surroundings at Morfa Bach an authentic appearance. A BR '3MT' 2-6-2T heads towards the trestle bridge.

THE CAMBRIAN COAST TRACK DIAGRAM (Not to scale)



KEY

- 1 Engine shed
- 2 Coaling stage

- 3 Lamp hunt
- 4 Grounded van body

- 5 P.W. Hut
- 6 Trestle bridge

- 7 Bridge keeper's cottage
- 8 Road



A Collett 'Mogul' simmers on shed at Penmaenpool. Note the not to be moved board on the tender of a second 'Mogul' and small details such as fire irons and oil drums.

and static grass of varying lengths. The only readymade scenic products are the grass clumps, which are convincingly placed below the retaining wall.

All the buildings, except for the bridge keeper's cottage, had to be scratchbuilt from photographs, with the preferred material being embossed plastic sheet.

The trestle bridge is of all wood construction. Pine strip is used for the trestles and main load bearers and coffee stirrers for the planks, glued and pinned together with Peco track pins. Following the prototype, the rails are laid

on longitudinal timber baulks and are held in place with C&L plastic chairs.

LOCOMOTIVES

The Cambrian routes had a distinct set of locomotives as well as others which were more commonplace, and all of this is represented in Frank's collection. Stalwarts include Collett '2251' 0-6-0s and 'Manor' 4-6-0s while the recent Bachmann 'Dukedog' 4-4-0 is the perfect addition for this model as they were synonymous with the route.

However, while the GWR designed

locomotives do predominate with other designs including 'Small Prairie' and 'Pannier' tanks, the BR Standard designs also play an important role in representing the 1950s Cambrian Coast route. To achieve this Frank has turned to the extensive range of ready-to-run models including '3MT' 2-6-2T, '4MT' 2-6-4T and '4MT' 4-6-0s from Bachmann.

The same attention to detail evident in every inch of the layout is also obvious in the locomotives and rolling stock which appear on the line. Real coal is used in the tenders and bunkers. All the subtly weathered locomotives have crews, and lamps and couplings are fitted.

Like the locomotives, the carriages and wagons which operate are drawn extensively from ready-to-run products with a vast selection of vans, opens and mineral wagons together with suitable brake vans and correctly liveried BR maroon and chocolate and cream coaching stock. The rolling stock has all benefitted from some improvement, whether it be the fitting of correct couplings, etched brake gear or weathering. Many of the vans display signs from Sankey Scenics.

PART THREE

Steam on the Cambrian has already appeared at several exhibitions, and was much admired at the 2014 Midland RailEx. A further extended Cambrian experience may be appearing at future exhibitions as Frank now plans to build a third module, 6ft long, to fit between the existing two, and featuring a station and passing loop – now, that's something to look forward to seeing! [Read more](#)



On shed at Penmaenpool a Collett '14XX' 0-4-2T takes on fuels prior to its next duty.

This month's **OXFORD** New Releases

1:72

DH Hornet F3 W8909,
80 Squadron RAF, Kai Tak
72HOR003 1:72

DH 88 Comet -
G-ACSP - Black Magic
72COM001 1:72

NEW Tooling!

1:43

Austin Princess Late -
Black (The Beatles)
AP007 1:43

Austin Seven RN Saloon -
Maroon/Black
ASS003 1:43

Austin Seven RN Van -
Liptons Tea
ASV003 1:43

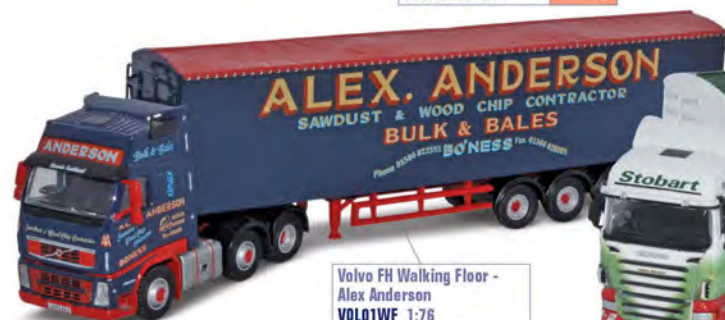
1:76

Plaxton Panorama 1 -
Southdown
76PAN001 1:76

NEW Tooling!

AEC Mercury TL -
Derbyshire Fire Services
76AM005 1:76

Dennis Light Four
"New World" - NFS
76DL4005 1:76



Volvo FH Walking Floor -
Alex Anderson
VOL01WF 1:76



Scania Highline Walking
Floor - Eddie Stobart
SHL02WF 1:76



Scammell Pioneer -
Whitelegs/Tow Hook
76SP012 1:76



Lotus Evora - Central
Motorway Patrol Group
76LEV003 1:76



Range Rover Evoque
2 Door Coupé - Baltic Blue
76RR003 1:76



Lotus Elite -
Sunburst Yellow/Silver
76LTE003 1:76



Jaguar XKR-S 2 Door
Coupé - Polaris White
76XKR003 1:76



Jaguar XK Convertible -
Ultimate Black
76XK003 1:76

1:148

Foden F6 Tipper -
Blue Circle Cement
NF6004 1:148

NEW Tooling!



David Brown Tractor - RAF
76DBT006 1:76

Ford Transit SWB
Low Roof - AA
76FT016 1:76



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Hornby's GWR 'HALL' DEBUTS

The Great Western Railway 'Hall' 4-6-0s were maids of all work and Hornby has released the first of its new models. **MIKE WILD** takes a closer look at this brand new 'OO' gauge locomotive.



Hornby's new GWR 'Hall' 4-6-0 captures the looks of the prototype well.



THE Great Western Railway's Swindon Works knew what it needed to keep trains moving and while its competitors moved into the glamorous territory of 'Pacifics' and 'Mikados' it stuck firmly with its 4-6-0 policy for mixed traffic and express locomotives.

The 'Hall' was designed by Collett in 1928 as a replacement for the Churchward '43XX' 2-6-0s and was essentially a 'Saint' with smaller driving wheels to make it more suitable to its mixed traffic purpose hauling freight and passenger trains. In all 259 were built by Swindon Works by 1943 with many surviving until the end of Western Region steam. 11 have been preserved including the subject of this train pack – 4953 *Pitchford Hall*.

THE MODEL

The 'Hall' is the last of the new production items to be released from the 2013 Hornby catalogue and it has been designed in a similar manner to the models of *Duke of Gloucester* (HM80) and the *Gresley 'P2' 2-8-2* (HM89). As

such it has been placed in both the RailRoad and main ranges of the Hornby catalogue, and the main differences are in decoration.

Our sample is 4953 *Pitchford Hall* which is delivered as part of the Tyseley Connection train pack – announced in the 2014 catalogue – which also contains a trio of Hornby BR Mk 1 carriages with full decoration and metal wheels consisting of a Corridor Composite, Corridor Second and a Corridor Brake Second, all in BR chocolate and cream livery. The pack is limited to 1,000 pieces.

This isn't the first time that Hornby has produced the 'Hall' 4-6-0 for 'OO' – its first attempt was available from 1966 until 1981, but this new version owes nothing to the original.

First things first, Hornby has certainly captured the looks of the Collett machines very well. From the front the proportions are spot on – although

the smokebox dart is moulded as part of the smokebox door – while the rivet detailing on the running plate and bufferbeam together is exquisite. Fine separately fitted wire handrails are fitted around the boiler too. The cylinders are

factory fitted with drain cocks while the outside steam pipes are neatly moulded from the boiler leading down through the frames.

Moving along the locomotive, the boiler barrel and firebox have both been reproduced to a high standard, but one element on the driver's side lets it down – the moulded ejector pipework, which just doesn't look right when viewed

in close up. However, there are positives with the reversing rod being a separately fitted etched metal component while each of the splashers appear to be separate fittings too.

Inside the cab the firebox backhead is





The motor is contained within the firebox while the tender has an 8-pin DCC decoder socket and provision for fitting a speaker too.



"Hornby has done a quality job on recreating the 'Hall' for 'OO' scale."

MIKE WILD

fully detailed with selected items picked out with paint including the seats and regulator. Flush glazing is fitted to the cab together with a separate fitting for the fallplate between the locomotive and tender.

Beneath the frames Hornby has done a fine job of representing the motion, wheels, and brake rigging of the 'Hall', all of which is factory fitted. The front bogie includes guard irons which make all the difference to the front end appearance of this mixed traffic 4-6-0.

Moving onto the tender, 4953 is supplied with a Collett 4,000gallon tender which is a new moulding for the 'Hall'. This consists of a single piece body moulding inclusive of the coal load, and the tender is neatly detailed with excellent rivet patterns. Lamp irons and steps are moulded on the rear, but these are on the heavy side, while the handrails at the rear are also moulded. The handbrake and water scoop handles are both neatly modelled while underneath you will find full brake rigging and a model of the water scoop.

The model of 4953 is presented in the

condition in which it was seen operating on the 'Shakespeare Express' main line trains from Birmingham Snow Hill to Stratford upon Avon in 2009 with BR numbers on the smokebox, no lining and GW lettering on the tender. Hornby's application of the livery meets the high standard we expect from it with crisp edges between all colours and fine printing of the numbers, lettering and crests.

PERFORMANCE

The performance of a model is everything, no matter what price bracket it lies in, and the new 'Hall' is no exception.

After thorough running in to remove a small tight spot at very low speeds our sample of 4953 ran faultlessly throughout the speed range offering plenty of capacity to handle an eight coach train of Mk 1 carriages. The front bogie also rode well, comfortably negotiating a range of large and medium radius points and down to second radius curves.

An 8-pin decoder socket is fitted in the

tender together with provision for installing a speaker for those who wish to add digital sound to the model. Access to the socket is very straightforward, requiring two screws to be released for access to the spacious interior.

OVERALL

Hornby has done a quality job on recreating the 'Hall' from scratch, but there are two elements which let it down – the moulded ejector pipework and the tender rear. If these two items had been done to the standards of other locomotives it would have taken this from being a good model to an excellent one.

All in all the new 'Hall' is a good value package which has the looks of the prototype and performs just as well as we would expect. With that in mind it is a great addition to the Hornby range and is soon to be released separately as 4965 *Road Ashton Hall* (Cat No. R3205) too as well as in the RailRoad range as 5972 *Olton Hall* (R3169) and 4901 *Adderley Hall* (R3170)... watch this space. (MW)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3220
Description:	Tyseley Connection train pack GWR 'Hall' 4-6-0 4953 <i>Pitchford Hall</i> , GWR/BR green BR Mk 1 Corridor Composite, WR chocolate and cream BR Mk 1 Corridor Second, WR chocolate and cream BR Mk 1 Corridor Brake Second, WR chocolate and cream
Scale:	'OO'
Price:	£199.99
Era:	9
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

DEVELOPING THE **DIESEL SHUNTER**

Amazingly, the diesel shunter has been around now for more than 80 years.

EVAN GREEN-HUGHES looks at its development and shows how it can be incorporated into layouts set from pre-nationalisation days onwards.

Crewe South's Derby built former LMS shunter 12025 shunts inside Crewe Works on October 2 1960. This is one of the locomotives fitted with a single traction motor and jackshaft drive.
Hugh Ballantyne/
www.railphotoprints.co.uk



Bulleid designed Southern Railway 0-6-0 shunter 11001 stands at Derby shed in 1955, by now carrying a Stourton (20B) shedcode.

R.S. Wilkins/www.railphotoprints.co.uk.



THERE are very few model railways which do not feature shunting as part of their operation. Most of us are fascinated by watching rakes of wagons or coaches

being rearranged by a small locomotive and layouts with this feature always attract a lot of attention at exhibitions.

However, there is a general perception that the diesel shunter arrived with the rest of the Modernisation Plan diesels, so much so that very few would consider using one on a layout set in the early 1950s, let alone before then. In fact the use of such machines was well entrenched many years before the general dieselisation of the railways for reasons which are peculiar to the type of work on which they were employed.

A NEED FOR EFFICIENCY

Almost since the start railway management was concerned with the cost of shunting. This time wasting yet vital task required huge investment in yards, men and equipment but did not directly put any money back into the system, as shunting itself could not be charged for. Costs were such that the London Midland & Scottish Railway (LMS) estimated that its fleet of freight locomotives spent more than half of their total time shunting, rather than pulling trains.

This was a very expensive operation because each locomotive employed on shunting work still needed a full crew of two men, and it still needed coal and water to make steam, even if it was standing idle. Steam locomotives also needed to visit their home depot frequently for general maintenance, attention to the boiler and for filling up with coal.

In the early days of the railway when finance was more readily available this was not an issue but as the Great Depression of the 1920s began to take hold management began to look at ways of cutting costs, with shunting being one of the primary targets.

The LMS instigated an investigation in 1927 into the economics of shunting and concluded that locomotives capable of »



Hawthorn Leslie designed LMS 0-6-0 shunter 12000, built 1935 and originally numbered 7074, stands at Derby Works on May 27 1962 following withdrawal. Ian Turnbull/www.railphotoprints.co.uk.

operation by just one man were necessary and consequently the company purchased four small Sentinel style geared steam engines that could be handled by one man but which proved insufficient for the tasks allocated to them.

DAWN OF THE DIESELS

The company then decided to try diesel power but as there was no suitable locomotive on the market Mr T Hornbuckle, the company's Chief Technical Assistant, was given the job of producing one in house. For this experiment the frames and wheels of a former Midland Railway '1F' 0-6-0T dating from 1892 were married with a power unit supplied by Davey Paxman of Colchester and hydraulic transmission by Haslam and Newton of Derby.

Although the work cost £5,660 it was estimated that the rebuilt '1831' would reduce shunting costs from 11s 9d per hour to 7s 8d. This rather ungainly locomotive, resembling a garden shed on wheels, commenced trials in December 1932, but was rather unsuccessful mainly due to problems with the hydraulic transmission and only lasted until 1934 when it became a static power unit, finally being scrapped in 1955.

At the same time as the LMS was working on its prototype private manufacturers were working on theirs, as many of them supplied industrial customers where the cost of shunting could not be offset by even the most basic of main line trips. The Hunslet Engine Company of Leeds believed a simpler design was required and so opted for a mechanical rather than hydraulic transmission. It produced an 0-6-0 with a 150hp MAN power unit that drove the wheels through a conventional clutch and gearbox and this was first seen at the British Industries Fair in Birmingham in 1932. This was borrowed for some trials in Leeds and impressed sufficiently for the LMS' new CME William Stanier to authorise further trials. It was later bought by the company and became 7401 and remarkably still survives in the care of the Middleton Railway in Leeds, having entered industrial service following withdrawal in 1945.

A year later in 1933 an order was placed

for seven diesel-mechanical and three diesel-electric locomotives from various industrial builders, including Dick Kerr, Hunslet, Hudswell Clarke, Harland and Wolff, Armstrong Whitworth and Hawthorn Leslie.

Of these the diminutive 0-4-0 7050 from Dick Kerr/Drewry was fairly light and underpowered but the 0-6-0s with mechanical transmission from various manufacturers showed promise. Particularly pleasing was 7408 an 0-6-0 with electric transmission supplied by Armstrong Whitworth and Co and equipped with a six cylinder 250hp engine which developed a tractive effort of 24,000lbs. This clearly showed the superiority of electric transmission when it came to getting the power down on the track and in fine control.

An English Electric version, numbered 7079, had two traction motors mounted on the axles rather than one mounted within the frames, but was hampered initially by a lack of ventilation to these vital components. However this arrangement did away with the ungainly jackshafts of the earlier engines. Equipped with an English Electric 6K engine it was capable of 30,000lbs tractive effort and was so successful that it laid down the foundations for the family of locomotives which was to culminate with the British Railways Class 08, but not quite yet.



At Crewe South in March 1937 Sentinel vertical boilered 0-4-0 7192 stands in the company of 0-6-0 shunter 7078, built by Hawthorn Leslie but finished at English Electric's Dick Kerr Works at Preston and 0-6-0DM shunter 7063, built by Armstrong Whitworth in 1934. www.railphotoprints.co.uk.

SWINDON'S RETICENCE

The Great Western Railway's (GWR) initial venture into this field was somewhat half hearted and in 1934 this mighty company ordered a diminutive John Fowler 0-4-0 mechanical unit of standard industrial design but couldn't resist painting it in lined green livery and giving it a copper cap to its chimney exhaust.

However, two years later even the home of the 'Pannier' tank couldn't resist the march of progress and the company ordered an English Electric/Hawthorne Leslie 0-6-0 diesel-electric, numbered 2 and which was very similar to a batch of 10 (7069-7078) ordered by the LMS the year before. The Southern Railway followed in 1937 with its 1-3, the first to be built by one of the companies themselves, rather than by contractor, although these locomotives were sent to Preston works for English Electric to fit the power equipment.

When Charles Fairburn was appointed Electrical Engineer at the LMS he came directly from English Electric but he acknowledged that the single motor jackshaft Armstrong Whitworth locomotives were giving better service than those from his old employer. As a result a hybrid emerged with an English Electric engine but which was otherwise similar to the older design. 40 of these were built by 1942 and many lasted well into nationalisation years.

The problems with overheating that had blighted the English Electric designed shunters were finally solved in 1940 by adjusting the gear ratios and improving the ventilation of the motors and trials on 7074 proved so successful that 100 were ordered with two motors mounted on the driving axles. The war prevented them all being built, and some were diverted to the War Department but the design which emerged looked and sounded very like the British Railways Class 08, which successors were to become.

By this time the Southern, the London and North Eastern Railway (LNER) and the GWR had obtained various versions of both styles of shunter. It was a rare, and possibly unique example of consensus among the 'Big Four'.



BR's ultimate shunter designs – the Class 03 (left) and Class 08 (right) were developed from pre-nationalisation designs. 08339 shunts the recently arrived stock from the Huddersfield service as 03073 prepares to release 31407 from the Wakefield arrival at Scarborough on June 18 1983. John Chalcraft/www.railphotoprints.co.uk.

BR DEVELOPMENTS

Having discovered what appeared to be the ideal shunting unit over a period of more than 10 years you might have thought that on nationalisation British Railways would have carried on ordering improved versions of this very successful locomotive, but none of it.

The early 1950s saw the publication of specifications which foresaw the need for two distinct types of diesel shunter, the 350hp diesel-electric of the English Electric type and a smaller 200hp model suitable for lighter duties. By this time there were some good and proven industrial shunters of which the pick of the crop was the Drewry

diesel-mechanical 0-6-0 but instead of picking just one British Railways chose to embark on the purchase of 1,833 shunters of 20 different types, most of which were destined for yards and traffic flows for which the writing was already on the wall.

The exercise was a colossal waste of money for line and yard closures were already well under way by this time and as a result some of these new shunters were obsolete even before they were delivered. The great majority of these were delivered before the Modernisation Plan was even announced in 1955 and most had an early demise after only a few years service. Meanwhile production of more than 1,000

of what was to become Class 08 commenced as early as 1952 and was to last for 10 years.

As a result a huge number of shunting turns were already performed by diesel locomotives long before the Modernisation Plan was formulated, something which is not accurately reflected in many model railways. There were also considerable numbers at work before nationalisation, in particular on the LMS and the LNER, and even in the 'glory days' of the 1920s and 1930s there were diesel shunters of various designs at work.

It has become almost folklore that diesels only arrived in the mid 1950s and that accurate portrayals of any period before that must be all steam. In fact the development of the diesel shunter had been under way for more than 20 years at that point.

It is sobering to think that the best locomotive that resulted, the Class 08, is still giving satisfactory service in many locations today, more than 70 years after its basic design made its first appearance and that many examples of that class are themselves at least more than 50 years old. The first boss of privatised freight company English Welsh & Scottish Railway, charismatic American Ed Burkhardt, reckoned they were amongst the best locomotives in the world.

The development of the diesel shunter is one of those subjects that has traditionally received scant attention but recently there has been more interest in these internal combustion pioneers, any of which would make a talking point for a period layout. 



BR ordered 1,833 diesel shunters to 20 different designs many of which saw very short working lives. One of those designs was the Hunslet Class 05. D2554 is stabled outside the Power Signalbox at Colchester in August 1961. John Chalcraft/www.railphotoprints.co.uk.

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.

FEBRUARY

13/14 SOUTH SHIELDS MODEL RAILWAY EXHIBITION

Hosts: The Salvation Army
Location: The Salvation Army Hall, Wam 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
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.blackpoolandnorthfyledmrc.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.mkms.org.uk/exhibitions
Contact: 01494 773759
Features: 40 layouts, trade support, demonstrations, outdoor rides, refreshments, parking and disabled access. Free bus links from Bletchley and Milton Keynes Central railway stations.

14 NEWBURY MODEL RAILWAY EXHIBITION

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

14 WARMINSTER MODEL RAILWAY AND TRANSPORT EXHIBITION

Hosts: Warminster and District Model Railway Group
Location: Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire BA12 9DQ
Times: 10am-5pm
Prices: Adults £5, concessions £4, children £2, family (2+2) £12

Contact: 01985 213458
Features: Layouts, trade support, static displays, demonstrations, refreshments, parking and disabled access. Free vintage bus operating between venue and town centre.

15 INGROW STATION MODEL RAILWAY EXHIBITION

Hosts: Vintage Carriages Trust – Museum of Rail Travel
Location: Ingrow Railway Station, South Street, Keighley BD21 5EH
Times: 11am-4.30pm
Prices: Free
Website: www.vintagecarriagestrust.org.uk
Contact: 01535 680425
Features: Seven layouts, trade support, full size museum exhibits, parking and disabled access. Regular steam hauled service on adjacent Keighley and Worth Valley Railway.

20-22 BRIGHTON MODELWORLD

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

DON'T MISS...

20-22 MODEL RAIL SCOTLAND 2015

Hosts: Association of Model Railway Societies in Scotland (AMRSS)
Location: Scottish Exhibition and Conference Centre (SECC), Exhibition Way, Glasgow G3 8YW
Times: Fri 11am-6pm, Sat 10am-6pm, Sun 10am-5pm
Prices: Adults £10 (£9), children £6 (£5), family (2+2) £25 (£23) – advance ticket prices in brackets.
Website: www.modelrail-scotland.co.uk
Features: 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 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: £4
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 0208 368 4090
Features: Meet fellow modellers and test your 'OO' and 'O' gauge models on the club's two large test tracks.

21 KENAVON RAILWAY SOCIETY MODEL RAILWAY EXHIBITION

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

21 RISEX 2015 MODEL RAILWAY EXHIBITION

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

21 SAFFRON WALDEN MODEL RAILWAY EXHIBITION

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

21 TONBRIDGE MODEL RAILWAY EXHIBITION

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

21/22 CHAPEL-EN-LE-FRITH MODEL RAILWAY EXHIBITION

Hosts: New Mills and District Railway Modellers
Location: Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0TQ
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4, family (2+2) £12
Website: www.nmdrm.co.uk
Contact: 01663 740828
Features: 20 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

21/22 EASTLEIGH MODEL RAILWAY SHOW INCORPORATING EUROTRACK 2015

Hosts: Solent Model Railway Group
Location: Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hampshire SO50 9NL
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £3, family (2+2) £15
Website: www.solentmodelrailwaygroup.webs.com
Contact: 023 8077 2681
Features: 25 layouts, trade support, demos, societies, refreshments, parking and disabled access.

21/22 LEICESTER MODEL RAILWAY SHOW

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

21/22 YORK CHARITY MODEL RAILWAY EXHIBITION

Hosts: EBOR Group of Railway Modellers, York
Location: Memorial Hall, Melrosegate, Heworth, York YO31 0RL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1
Contact: 07919 228825
Features: Ten layouts, trade support, demos, 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 ABRAIL 15 MODEL RAILWAY EXHIBITION

Hosts: Abingdon and District Model Railway Club
Location: White Horse Leisure and Tennis Centre, Audlett Drive, Abingdon, Oxon OX14 3PJ
Times: 10am-5pm
Prices: Adults £8, accompanied children free
Website: www.admrc.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments and parking.

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.org.uk
Contact: 01507 442002
Features: 24 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Bus shuttle operating between Lincoln Central railway station and venue.

28/1 PRESTON MODEL RAILWAY EXHIBITION

Hosts: Preston and District Model Railway Society
Location: Sports Hall, Preston College, Fulwood Campus, St Vincents Road, Fulwood, Preston PR2 8UR
Times: Sat 10am to 5pm, Sun 10am-4pm
Prices: Adults £7, children £5, family £18
Website: www.prestonanddistrictmrs.org.uk
Contact: 07775 326204
Features: Layouts, trade support, societies, demos, refreshments, parking and disabled access.

MARCH

1 TRIMLEY MODEL RAILWAY SHOW

Hosts: Trimley Station Community Trust
Location: Memorial Hall, High Road, Trimley St Martin, Felixstowe, IP11 0RJ
Times: 10am-4.30pm
Prices: Adults £2.50, children £1
Website: www.trimleystation.org.uk
Contact: 01394 284398
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

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 KETTERING GAUGE O GUILD SPRING SHOW

Hosts: Gauge O Guild
Location: Kettering Leisure Village, Thurston Drive, Kettering NN15 6PB
Times: 10am-4pm
Prices: Members £5, non-members £7
Website: www.gaugeoguild.com
Features: Layouts, trade support, test track, demonstrators and modellers' help desk.

7 NORFOLK AND SUFFOLK NARROW GAUGE MODELLERS OPEN DAY

Hosts: Norfolk and Suffolk Narrow Gauge Modellers
Location: St John Ambulance Hall, Blyburgate, Beccles, Suffolk, NR34 9TF
Times: 10am-4pm
Prices: Adults £2, accompanied children free
Website: nsngm.org.uk
Contact: 01502 471760
Features: Nine narrow gauge layouts, OO9 Society stand and refreshments.

7 WEST SUSSEX N GAUGE SOCIETY OPEN DAY

Hosts: West Sussex Area Group of the N Gauge Society
Location: Sompting Village Hall, West Street, Sompting, West Sussex BN15 0BE
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.wsng.co.uk
Features: Layouts with hints and tips from club members, refreshments, parking and disabled access.

7/8 BIRTLEY MODEL RAILWAY EXHIBITION

Hosts: Birtley Model Railway Engineers
Location: Community Centre, Ravensworth Road, Birtley, Gateshead, Tyne and Wear DH3 1EN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Contact: 0191 487 1110
Features: 12 layouts, trade support, refreshments and disabled access.

7/8 LEAMINGTON AND WARWICK MODEL RAILWAY EXHIBITION

Hosts: Leamington and Warwick Model Railway Society
Location: Stoneleigh Park Exhibition Centre, Stoneleigh Park, Warwickshire, CV8 2LZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £4, family (2+2) £18
Website: www.lwmrs.co.uk
Features: 25 layouts, trade support, refreshments, parking and disabled access.

7/8 MANSFIELD MODEL RAILWAY EXHIBITION

Hosts: Mansfield St Peter's Model Railway Group
Location: St Peter's Church Centre, Church Side, Mansfield, Nottinghamshire NG18 1AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3.50, concessions £3, children £1
Website: www.mansfieldmodelrailway.co.uk
Contact: 01623 469068
Features: 12 layouts and trade support.

7/8 RAINHILL MODEL RAILWAY CLUB MODEL RAIL 2015

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

7/8 ROMSEY MODEL RAILWAY EXHIBITION

Hosts: Romsey and District Railway Modeller's Society
Location: Crosfield Hall, Broadwater Road, Romsey, Hampshire SO51 8GL
Times: Sat 10.30am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £2
Website: www.rdms.hampshire.org.uk
Features: 12 layouts, trade support, refreshments, parking and disabled access.

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 MODRAIL 2015 MODEL RAILWAY EXHIBITION

Hosts: Swindon Model Railway Club
Location: STEAM Museum of the Great Western, Fire Fly Avenue, Swindon, Wiltshire SN2 2EY
Times: 10am-4.30pm
Prices: Adults £4, accompanied children free
Website: www.modrail.org.uk
Contact: 07880 654755
Features: 12 layouts, trade support, refreshments, parking and disabled access. Discounted entry to STEAM available to Modrail 2015 visitors.

14 SAWBRIDGEWORTH MODEL RAILWAY EXHIBITION

Hosts: Rays Rails
Location: Sawbridgeworth Memorial Hall, The Forebury, Sawbridgeworth, Hertfordshire CM21 9DB
Times: 10.30am-4.30pm
Prices: Adults £3, concessions £1, children £1
Website: www.raysrails.co.uk
Contact: 01279 739389
Features: 10 layouts, trade support and refreshments.

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

Website: bnhmrs.hampshire.org.uk
Contact: 07554 010054
Features: 25 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14/15 EAST ANGLIAN MODEL RAILWAY EXHIBITION

Hosts: St Neots Model Railway Club
Location: Britten Arena, Wood Green Animal Charity Centre, Godmanchester, Huntingdon PE29 2NH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children £4, family (2+2) £20
Website: www.stneotsmrc.com
Contact: 01480 454927
Features: 35 layouts, trade support, refreshments, parking and disabled access. Free vintage bus service from Huntingdon railway station.

14/15 EAST GRINSTEAD MODEL RAILWAY EXHIBITION

Hosts: East Grinstead Model Railway Club
Location: Sackville School, Lewes Road, East Grinstead, West Sussex RH19 3TY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £3.50, children £3.50
Contact: 01342 314228
Features: 14 layouts, trade support, refreshments, parking and disabled access.

14/15 MIDLANDS GARDEN RAIL SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Exhibition Centre, Nr Leamington Spa CV32 1XN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8.50 (£7.50), concessions £7.50 (£6.50), children £3 (£2) – advance ticket prices in brackets
Website: www.largescalemodelrail.co.uk
Contact: 01926 614101
Features: Layouts, trade support, live steam models, refreshments and parking.

14/15 PERTH GREEN MODEL RAILWAY EXHIBITION

Hosts: Perth Green Model Railway Club
Location: Perth Green Community Centre, Inverness Road, Jarrow NE32 4AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.perthgreengmrc.org
Features: Layouts, trade support, photographic display and demonstrations.

21 FELIXSTOWE AREA 'N' GAUGE GROUP OPEN DAY

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

21 NEWTON AYCLIFFE MODEL RAILWAY EXHIBITION

Hosts: Rotary Club of Newton Aycliffe
Location: Newton Aycliffe Youth Centre, Burn Lane, Newton Aycliffe, DL5 4HT
Times: 10am-5pm
Prices: Adults £4, concessions £3, children 50p
Contact: 07870 210269
Features: 18 layouts, trade support, societies, refreshments, parking and disabled access.

21 TADWORTH SPRING MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £6, concessions £5, children £4, family (2+2) £12
Website: www.ndmrc.info
Contact: 07758 458827
Features: 25 layouts, trade support, refreshments, parking and disabled access.

21 WEALDEN RAILWAY GROUP PERSONAL LAYOUT SHOW

Hosts: Wealden Railway Group
Location: Saxon Room, The Steyning Centre, Fletcher's Croft, Steyning, West Sussex BN44 3XZ
Times: 10am-4.30pm
Prices: Adults £3.50, accompanied children free
Website: wealden.weebly.com
Features: Eight layouts and refreshments.

SHOW GUIDE

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 KEIGHLEY MODEL RAILWAY EXHIBITION

Hosts: Keighley Model Railway Club
Location: Victoria Hall, Keighley, West Yorkshire BD21 3JN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family (2+2) £13
Website: www.keighley-mrc.org.uk
Features: Layouts, trade support, demonstrations, parking and refreshments.

21/22 NOTTINGHAM MODEL RAILWAY EXHIBITION

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

21/22 ORMESBY HALL MODEL RAILWAY WEEKEND

Hosts: Ormesby Hall Model Railway Group
Location: Ormesby Hall National Trust, Ladgate Lane, Middlesbrough, TS3 0SR
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £2.50, children £1, National Trust members free
Website: www.ormesbyhallmrg.co.uk
Features: Layouts, trade support, demonstrations and refreshments.

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
Contact: 07732 781989
Features: 17 Layouts, trade support and refreshments.

22 G RAIL 2015 MODEL RAILWAY EXHIBITION

Hosts: G Scale Society
Location: Staffordshire Showground, Weston Road, Stafford, Staffordshire ST18 0BD
Times: 10am to 5pm
Prices: Adults £6, society members £4, accompanied children free
Website: www.gscalesociety.com
Contact: 01902 752061
Features: Layouts, trade support, societies, demonstrations, miniature railway, refreshments, parking and disabled access. Free shuttle bus between Stafford railway station and venue.

22 HEREFORDSHIRE BORDERS O GAUGE GROUP RUNNING DAY

Hosts: Herefordshire Borders O Gauge Group
Location: Eardisland Village Hall, Eardisland, Nr Leominster, Herefordshire HR6 9BP
Times: 10am-4.30pm
Prices: Adults £2, children free
Contact: 01544 387972
Features: Test track, trade support, displays and light refreshments.

27-29 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: 10.30am-5pm
Prices: Small admission charge
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

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.coffeeup.com
Contact: 01283 703300
Features: Six layouts, trade support, refreshments parking and disabled access.

28 CLACTON-ON-SEA MODEL SHOW

Hosts: Tendring Hundred Model Railway Club
Location: Brotherhood Hall, St Osyth Road, Clacton-on-Sea CO15 3BW
Times: 10am-4.30pm
Prices: Adults £3, children £2, family £7
Contact: 01255 435733
Features: Layouts, trade support, demonstrations, dolls houses, refreshments and disabled access.

28/29 LONDON FESTIVAL OF RAILWAY MODELLING

Hosts: The Model Railway Club
Location: Alexandra Palace, Alexandra Palace Way, London N22 7AY
Times: Sat 10am to 5pm, Sun 10am-4.30pm
Prices: Adults £3, children £6, family £36
Contact: 01778 391123
Features: 40 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

28/29 MERSEYSIDE HOBBIES AND MODEL RAILWAY EXHIBITION

Hosts: World of Motion
Location: St Mary's Catholic College, Wallasey Village, Wallasey, Wirral, Merseyside CH45 3LN
Times: Sat 11am-4pm, Sun 10.30am-4pm
Prices: Adults £4.50, children £1
Website: www.worldofmotion.co.uk
Contact: 0151 638 3915
Features: Layouts, trade support, societies, club stands, model boats, aircraft, road vehicles and refreshments.

29 ALDRIDGE MODEL TRANSPORT EXHIBITION

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

APRIL

3/4 SHERBORNE EASTER MODEL RAILWAY SHOW

Hosts: Wessex Association of Model Railway Clubs
Location: Digby Hall, Hound Street, Sherborne, Dorset DT9 3AA
Times: Fri 10am-4.30pm, Sat 10am-3.30pm
Prices: Adults £5, children £2
Contact: 01963 440167
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

4/5 TURNER'S FOLLY MODEL RAILWAY EXHIBITION

Hosts: Turner's Folly Model Railway Group
Location: Barleylands Farm, Barleylands Road, Billericay, Essex CM11 2UD
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, concessions £5, children £4, family (2+2) £15
Website: www.turnersfolly.co.uk
Contact: 07976 353103
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

4-6 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm, Mon 10.30am-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

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

11 EAST SURREY N GAUGE MODEL RAILWAY EXHIBITION

Hosts: East Surrey N gauge
Location: St Joseph's Catholic Primary School, Linkfield Lane, Redhill, Surrey RH1 1DU
Times: 10am-4pm
Prices: Adults £4, children £2, family £10
Website: www.esng.co.uk
Contact: 01737 764217
Features: Nine layouts, trade support, refreshments, parking and disabled access.

11 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: Adults £4
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: Two large club test tracks in 'O' and 'OO' available, club sales and refreshments.

11 JOHN KEBLE CHURCH MODEL RAILWAY EXHIBITION

Hosts: John Keble Church
Location: John Keble Church Hall, Church Close, Off Deans Lane, Edgware HA8 9NS
Times: 10.30am-4.30pm
Prices: Adults £4, concessions £3.50, children £2.50, family (2+2) £10.50
Contact: 0208 906 2816
Features: Layouts, trade support, refreshments and disabled access.

11 NORWICH RAILWAY HERITAGE AND MODEL SOCIETY EXHIBITION

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

11 THE SMALL EXHIBITION 2015

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

11 TRING MODEL RAILWAY EXHIBITION

Hosts: Tring and District Model Railway Club
Location: Pitstone Memorial Hall, Vicarage Road, Pitstone, near Tring, Buckinghamshire LU7 9EY
Times: 10.30am-4.30pm
Prices: Adults £3, children £1.50, family (2+2) £7
Contact: 01442 824350
Features: Eight layouts, trade support, societies, refreshments and disabled access.

PLANNING AN EXHIBITION?

● *Hornby Magazine's Show Guide* is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: hornbymagazine@keypublishing.com. Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.

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Model Rail Scotland

The Association of Model Railway Societies in Scotland

SECC Glasgow 2015

Fri 20th, Sat 21st and Sun 22nd February

● **45 LAYOUTS** ● **150 EXHIBITOR STANDS** ●
● **GAUGE SOCIETIES** ● **DEMONSTRATIONS** ●

February 2015

Friday 20th: 11am - 6pm
Saturday 21st: 10am - 6pm
Sunday 22nd: 10am - 5pm

Admission Prices: (at the door)

Adult £10.00
Child £6.00
Family (2+2x1 day) £25.00



Advance Ticket Prices: Adult £9.00 Child £5.00 Family (2+2x1 day) £23.00. Advance ticket holder can enter 30 minutes prior to official opening times.

Tickets may be bought at the show or in advance by visiting our website www.modelrail-scotland.co.uk.

To purchase advance tickets by post, please forward a cheque or postal order made payable to 'AMRSS' together with a self addressed stamped envelope, to arrive no later than 10th February 2015.

AMRSS, PO Box 9117, Shotts, ML7 9AF.



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31-089 3214 in GWR green with shirtbutton monogram

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

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

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Class 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)

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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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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
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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
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Class 14xx Pre-order for £99



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H1404 58xx 5808 in GWR unlined green Shirtbutton
H1406 14xx 1420 in GWR unlined green G W R
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 G W R
H1407 58xx 5802 in GWR unlined green G W R
H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
H1415 14xx 1432 BR lined green late crest

Due Q4 2015 - Q1 2016
www.ehattons.com/j94

Austeritys & J94 Limited Editions of 200 Pre-order for £99



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J9402 71515 in Mech Navvies maroon
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
J9406 8 in NCB Mountain Ash Colliery lined green

Due Q1 2015
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HK03 6021 "King Richard II" in GWR lined green with shirtbutton
HK04 6029 "King Edward VIII" in GWR unlined 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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Steam locos



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



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



266208 Beyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cabsides & numbers on tanks 1949-56. Heavily weathered (Hel) £199
266203 Beyer Garratt 2-6-0 0-6-2 4994 LMS revolving coal bunker 1932-39. Pristine (Hel) £199



266204 Beyer Garratt 2-6-0 0-6-2 7983 LMS revolving coal bunker 1938-48. Pristine (Hel) £199
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
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 in GWR as preserved (Hor) £120



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



31-128^ Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £139.95) BARGAIN £82



31-727 Class 3700 City 4-4-0 3439 "City Of London" GWR Green Monogram (Bac) £106.21
R3006 Class 3800 2-8-0 3894 in BR weathered black early emblem. (Hor) £106
R3006X Class 3800 2-8-0 3894 BR weathered black early emblem. DCC Fitted (Hor) £120
31-826A Class 3F 0-6-0 43257 in BR black early emblem (Bac) £76.46
31-828DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) £101.96



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



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



31-167DC Class 5 L&YR 2-4-2T 50795 in BR lined black early emblem (weathered). DCC Fitted (Bac) (list £115.45) BARGAIN £89



31-188 Class 5XP Jubilee 4-6-0 45565 "Victoria" in BR lined green late crest - weathered (Bac) £118.96



31-189 Class 5XP Jubilee 4-6-0 45606 "Falkland Islands" in BR green early emblem - weathered (Bac) £118.96



31-213DS Class 6P Patriot 4-6-0 45504 "Royal Signals" in BR green late crest. DCC Sound Fitted (Bac) (list £268) BARGAIN £189



31-013 Class 7F 2-8-0 S&DJR 53808 in 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



31-529 Class A2 4-6-2 60534 "Irish Elegance" in BR lined green early emblem (Bac) (list £149.95) BARGAIN £92
31-964 Class A4 4-6-2 60004 "William Whiteley" 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
R278AX Class A4 4-6-2 60022 "Mallard" in BR lined green late crest - DCC Fitted (Railroad Range) (Hor) £86



31-715 Class B1 1123 in LNER lined green (Bac) £84.96
R3114A Class B1 Thompson 4-6-0 61267 in BR black late crest (Hor) £120



R2922X Class B17/6 Sandringham 4-6-0 61650 "Grimsby Town" in BR late crest DCC Fitted (Hor) £125



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



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



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



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



R3228 Class J94 0-6-0 12 in National Coal Board blue (Hor) £68.10



R3189 Class L1 2-6-4 9003 in LNER apple green (Hor) £104



R3187 Class N2 0-6-2T 1744 in GNR green (as preserved at the Great Central Railway) (Hor) £75
31-005 Class Q4 2-8-0 Robinson ROD 3547 in LNER black (Bac) £118



R3108 Class T9 Greyhound 4-4-0 708 in SR black sunshine lettering (Hor) £111.20
R3208 Class V Schools 4-4-0 30915 "Brighton" BR black early emblem & tender (Hor) £134



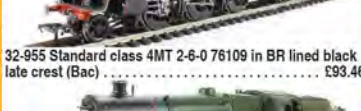
R3194 Class V Schools 4-4-0 30937 "Epsom" in BR black early emblem (Hor) £112



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) £93.46



32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) £93.46



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) £106.21
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) £106.21



32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £110.42
32-260DC WD Austerity 2-8-0 90448 BR black with late crest. DCC On Board (Bac) £125.29



30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 "City of Birmingham" in WWI khaki, 3 x Midland coaches in crimson lake & 6 x WWI figures (Bac) £135.96
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R2869 Class 08 diesel shunter in BR red, 2 x open wagons and 1 x box van (Hor) £42.50

Diesel locos



10001HAP- 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dap) (list £105) BARGAIN £94
R3283 (Bagnall shunter in red - Railroad range (Hor) £27.80



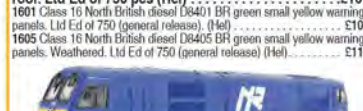
1405^ Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) BARGAIN £75



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



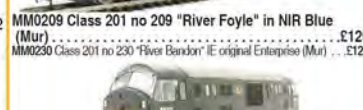
1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hel) £107
1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) £107
1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) £115



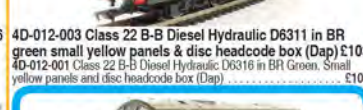
MM0208 Class 201 no 208 "River Lagan" NIR blue (Mur) £129



MM0209 Class 201 no 209 "River Foyle" in NIR Blue (Mur) £129
MM0230 Class 201 no 230 "River Brandon" IE original Enterprise (Mur) £129



4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103
4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103



320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - gloss (Hel) (list £129.95) BARGAIN £69



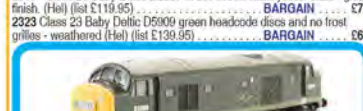
3231 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) (list £129.95) BARGAIN £69



2310^ Class 23 Baby Deltic D5907 in BR Green small yellow ends - gloss finish. (Hel) (list £119.95) BARGAIN £72
2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) (list £139.95) BARGAIN £69



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



2308^ Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) BARGAIN £72



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2302^A Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) **BARGAIN**....£79



32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac).....£89.21
2690 Class 20/0 diesel D5300 in BR green early version, semi gloss (Hel).....£96
2661 Class 20/0 diesel D5301 in BR green early version (Hel).....£95



2662 Class 26/0 diesel D5309 in BR green early version (Hel).....£95



2665 Class 26/0 diesel D5312 in BR green - weathered (Hel).....£103
2663 Class 26/0 diesel D5317 in BR green small yellow panels (Hel).....£95
2608 Class 26/1 diesel D5339 in BR green small yellow panels (Hel).....£87



2724 Class 27 BRCW Sulzer diesel D5353 in BR green (Hel) (list £99.95).....**BARGAIN**....£69



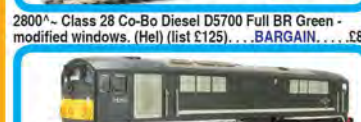
2723 Class 27 BRCW Sulzer diesel D5361 in BR green small yellow panels (Hel) (list £99.95).....**BARGAIN**....£69



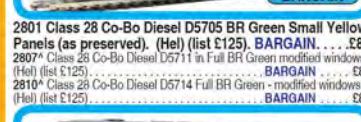
2709 Class 27 BRCW Sulzer diesel D5389 in BR blue small yellow panels (Hel) (list £99.95).....**BARGAIN**....£69



2800^A Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125).....**BARGAIN**....£80



2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125).....**BARGAIN**....£89



2807^A Class 28 Co-Bo Diesel D5711 in Full BR Green modified windows. (Hel) (list £125).....**BARGAIN**....£89



2810^A Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125).....**BARGAIN**....£89



2803^A Class 28 Co-Bo Diesel D5718 BR Green Small Yellow Panels (Weathered). (Hel) (list £132)**BARGAIN** £98



R3067 Class 31 Diesel Electric D1259 BR Blue (Railroad Range) (Hor) (list £54.99).....**BARGAIN**....£57



3411 Class 33/0 diesel D6577 in early BR green (Hel).....£95



3521 Class 35 Hymek D7003 in BR green (Hel).....£94



3518 Class 35 Hymek D7002 in BR green small yellow panels (Hel).....£94



3519 Class 35 Hymek D7064 in BR blue small yellow warning panels (Hel).....£94



3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel).....£94



32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac).....£97.71



32-480DS Class 40 D211 'Mauretania' in BR green indicator discs. DCC Sound on board (Bac) (list £244.95).....**BARGAIN**....£189



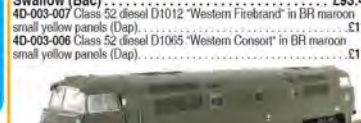
R3282 Class 42 Warship D853 'Thruster' in BR maroon small yellow panels - Railroad range (Hor).....£90.90



31-656DC Class 47/0 D1677 'Thor' in BR green full yellow ends. DCC On Board (Bac).....£106.21



32-816 Class 47/3 47305 'Diamond Jubilee' BR Railfreight Distribution (Bac).....£93.46



32-817 Class 47/7 47745 'Royal London Society For The Blind' red & grey (Bac).....£93.46



32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac).....£93.46



4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap).....£119



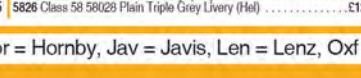
4D-003-006 Class 52 diesel D1065 'Western Consort' in BR maroon small yellow panels (Dap).....£119



4D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap).....£109



4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' in BR blue full yellow ends (Dap).....£109



4D-003-008 Class 52 diesel loco D1023 'Western Fusilier' in BR maroon small yellow panels (Dap).....£109



5824 Class 58 58030 in EWS Livery (Hel).....£125



5823 Class 58 58036 Railfreight Redstripe Livery Orange Cantail Stripe. (Hel).....£125



5825 Class 58 58038 Mainline Blue Livery (Hel).....£125



5821 Class 58 58045 Railfreight Coal Livery (Hel).....£125



R3141 Class 60 diesel DB Schenker 'Tata Steel' (Hor).....£120



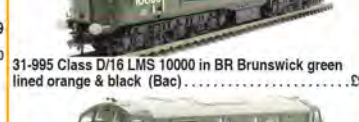
32-725U Class 66 Diesel 66111 in EWS Highland Rail stag - Limited edition (Bac).....£132



32-736 Class 66 diesel 66846 in Colas Rail (Bac).....£93.46



32-980 Class 66/9 66731 'Interhub/GB' in GBRI Europorte (Bac).....£93.46



R3268 Class 67 67003 in Arriva Trains Wales (Hor)£129.80



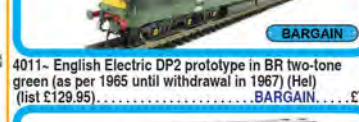
31-568 Class 70 Powerhaul diesel 70005 Freightliner - weathered (Bac).....£130.01



31-995 Class D16 LMS 10000 in BR Brunswick green lined orange & black (Bac).....£99



31-996 Class D16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac).....£99



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95).....**BARGAIN**....£75



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



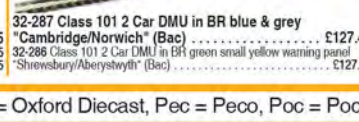
4005- Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95).....**BARGAIN**....£70



31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45).....**BARGAIN**....£86



32-287 Class 101 2 Car DMU in BR blue & grey 'Cambridge/Norwich' (Bac).....£127.46



32-286 Class 101 2 Car DMU in BR green small yellow warning panel 'Shrewsbury/Aberystwyth' (Bac).....£127.46



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



32-288 Class 101 2-car DMU in BR blue 'Newcastle/Hexham' (Bac).....£127.46



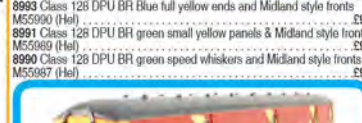
32-905^A Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95).....**BARGAIN**....£108



8920 Class 128 DPU 55061 in BR blue yellow ends 'Parade Service' (Hel).....£94



8923 Class 128 DPU 55091 in Royal Mail Letters red (Hel).....£94



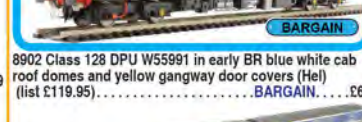
8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95).....**BARGAIN**....£68



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



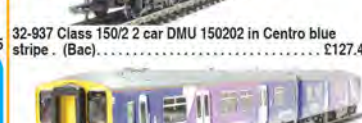
8991 Class 128 DPU BR green small yellow panels & Midland style fronts M55969 (Hel).....£94



8990 Class 128 DPU BR green speed whiskers and Midland style fronts M55967 (Hel).....£94



8941 Class 128 DPU in Royal Mail red full yellow ends and flush fronts 55995 (Hel) (list £119.95)**BARGAIN**....£69



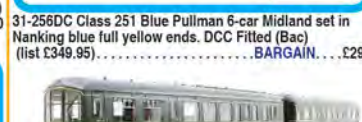
8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95).....**BARGAIN**....£69



32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered. (Bac).....£135.95



32-937 Class 150/2 2 car DMU 150202 in Centro blue stripe. (Bac).....£127.46



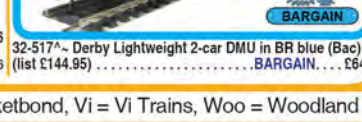
32-938 Class 150/2 2 car DMU 150204 in Northern Rail (Bac).....£127.46



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 in BR green speed whiskers (Bac).....£123.21



32-517^A Derby Lightweight 2-car DMU in BR blue (Bac) (list £144.95).....**BARGAIN**....£64

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8704 Railbus W&M E79962 in green large yellow panel-weathered. (Hel) (list £129.95) BARGAIN £79



8800 Railcar W79975 in BR light green speed whiskers & semi-gloss finish (Hel) £94

EMUs



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) £120.70
R3290A Class 2-HAL 2 car EMU in BR green small yellow panels (Hor) £120.70



R3260 Class 2-HAL 2 car EMU in SR green (Hor) £120.70



31-030^A Class 350/1 Desiro 4 car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) £150



31-032 Class 350/1 Desiro 4-car EMU 350 102 in London Midland (Bac) £149



31-031 Class 350/2 Desiro 4 car EMU 350 238 in London Midland (Bac) £149
R3258 Class 401 2-BIL 2 car EMU in BR blue (Hor) £120.70
R3259 Class 401 2-BIL 2 car EMU in BR blue - As preserved at the NRM (Hor) £120.70



R3257 Class 401 2-BIL 2 car EMU in BR green yellow ends (Hor) £120.70
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

Track Maintenance vehicles



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56
36-165A Plasser Tampers track maintenance machine (motorised) (Bac) £59.46
31-575 Windhoff MPV Multi-Purpose master and slave units Network Rail (Bac) £126.61

Track cleaning fluid

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

Train sets - analogue

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



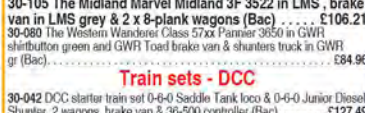
30-077 Midnight Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) £89.24



30-160 Hural Commuter set Class 105 2 car LMU BR green small yellow panels (Bac) £84.99



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 shunt 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



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) £340



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

Coaches



AP-010-036 57ft Stanier corridor brake BR Carmine & Cream M5566M (Dap) NEW £15



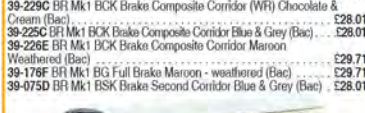
R4635 Arriva Trains Wales Mk3 TSO second class (Hor) £26.40
R4635A Arriva Trains Wales Mk3 TSO second class (Hor) £26.40
R4635B Arriva Trains Wales Mk3 TSO second class (Hor) £26.40
R4348B BR Bland and Costard Maunsell Brake Composite (High Window) B (Hor) (list £40.25) BARGAIN £21



R4633 BR blue & grey Mk3 TF first class lights (Hor) £32.90
R4633A BR blue & grey Mk3 TF first class lights (Hor) £32.90
R4615 BR blue & grey Mk2E BSO brake second open (Hor) £23.10
R4612 BR blue & grey Mk2E BSO brake second open lights (Hor) £27.80
R4614 BR blue & grey Mk2E FO first open (Hor) £23.10
R4611 BR blue & grey Mk2E FO first open lights (Hor) £27.80
R4613 BR blue & grey Mk2E TSO tourist second open (Hor) £23.10
R4606 BR blue Ex-LMS 50' full brake (Hor) £33.30
R4607 BR green Mk1 CK composite corridor lights (Hor) £33.80



R4411A BR Hawksworth: (Post 1953) Brake 3rd in BR Maroon (Hor) (list £40.25) BARGAIN £21.50
R4406A BR Hawksworth: (Pre 1953) Brake 3rd. (Hor) BARGAIN £21



R4634 BR InterCity blue & grey Mk3 TS second class lights (Hor) £32.90
R4634A BR InterCity blue & grey Mk3 TS second class lights (Hor) £32.90
R4634B BR InterCity blue & grey Mk3 TS second class lights (Hor) £32.90
R4634C BR InterCity blue & grey Mk3 TS second class lights (Hor) £32.90
R4619 BR Maroon Mk1 BG full brake/parcels coach - Railroad range (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
R4621 BR Maroon Mk1 TSO tourist second open (Hor) £23.10
R4629C BR Mk1 BCK Brake Composite Corridor (WR) Chocolate & Cream (Bac) £28.01
R4625C BR Mk1 BCK Brake Composite Corridor Blue & Grey (Bac) £28.01
R4629E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac) £29.71
R4627E BR Mk1 BG Full Brake Maroon - weathered (Bac) £29.71
R4625D BR Mk1 BSK Brake Second Corridor Blue & Grey (Bac) £28.01



R4604 BR Mk1 BSK in holiday camping coach green and cream (Hor) £22.70
39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac) £28.01
39-126B BR Mk1 CK Composite Corridor Maroon Weathered (Bac) £29.71
39-425 BR Mk1 POS Post Office Sorting Van in BR Blue & Grey (Bac) (list £39.95) BARGAIN £23
39-426 Pack of 4 (Bac) (list £155.80) BARGAIN £89

39-252C BR Mk1 RFO Restaurant Car Crimson & Cream - Weathered (Bac) £25.29
39-263 BR Mk1 HMB miniature buffet car in (BFI)WR chocolate/cream (Bac) £23
39-029E BR Mk1 SK Second Corridor chocolate & cream (Bac) £28.01
39-501 BR Mk1 SLF Sleeper Car in blue & grey (Bac) £33.11
39-503 BR Mk1 SL STP Sleeper Car in blue & grey Inter-City (Bac) £33
39-503 Pack of 4 (Bac) (list £155.80) BARGAIN £122
39-502 BR Mk1 SL STP 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
39-052G BR Mk1 SO Second Open Crimson & Cream (Bac) £28.01



R4522B Gresley (Non Vestibuled) suburban 3rd class brake in BR Crimson (Hor) £37.30
R4518A Gresley (Non Vestibuled) suburban 3rd class brake LNER look (Hor) £39



R4521B Gresley (Non Vestibuled) suburban composite in BR Crimson (Hor) £37.30
R4592 InterCity 125 Executive Mk3 buffet (Hor) £26.40
R4593 InterCity 125 Executive Mk3 TGS (Hor) £26.40
R4631 InterCity 125 Executive Mk3 TF first class (Hor) £26.40
R4632 InterCity 125 Executive Mk3 TS second class (Hor) £26.40
R4618 InterCity Mk2E BSO brake second open (Hor) £23.10
R4617 InterCity Mk2E FO first open (Hor) £23.10
39-455 LMS 57' 4 PortHole Corridor 1st in BR crimson & cream (Bac) £33.96



39-450 Pack of 4 LMS 57' 4 PortHole Corridor 3rd in BR crimson & cream (Bac) (list £159.80) BARGAIN £125
39-450 Single (Bac) £33.96
39-470 LMS 60' 8 PortHole Corridor Brake 1st BR Crimson & Cream (Bac) £33.96
39-465 LMS 60' 8 PortHole Corridor Composite BR crimson & cream (Bac) £33.96
39-475 LMS 60' 8 PortHole Open Vestibule 1st BR crimson & cream (Bac) £33.96
R4740 LNER 616' sleeping car in LNER look (Hor) £59
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40
R4354 Mk1 SK corridor second BR chocolate & cream. New tooling for 2013 (Hor) £17



R4463C Mk2d TSO open standard in InterCity Swallow (Hor) NEW £24



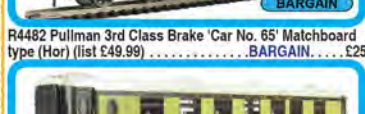
R4463B Mk2d TSO open standard in InterCity Swallow (Hor) NEW £24



R4463B Mk2d TSO open standard in InterCity Swallow (Hor) NEW £24
34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £21.21
34-330 Period III 50ft parcels van BR departmental black Electrification (Bac) £21.21
34-331 Period III 50ft. Ex-LMS PIII BG Van Tartan Arrow (Bac) £21.21
R4480 Pullman 1st Class Kitchen Car 'Minerva' - Matchboard type (Hor) (list £40.99) BARGAIN £25



R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) BARGAIN £25
R4479 Pullman 3rd Class Panour Car No. 34 - Matchboard type (Hor) (list £49.99) BARGAIN £25
R4427 Pullman 3rd Class Panour Car No. 66 - steel sided (Hor) £40
AP-010-012 RTR 57ft Stanier corridor brake BR Carmine & Cream M5530M (Dap) £14
AP-010-009 RTR 60ft Stanier corridor composite in BR lined maroon (Dap) £14



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



R4481 Pullman 3rd Class Kitchen 'Car No. 60' - Matchboard type (Hor) (list £49.99) BARGAIN £25
R4479 Pullman 3rd Class Panour Car No. 34 - Matchboard type (Hor) (list £49.99) BARGAIN £25
R4427 Pullman 3rd Class Panour Car No. 66 - steel sided (Hor) £40
AP-010-012 RTR 57ft Stanier corridor brake BR Carmine & Cream M5530M (Dap) £14
AP-010-009 RTR 60ft Stanier corridor composite in BR lined maroon (Dap) £14



R4577B Thompson non-corridor brake third in BR Crimson (Hor) £29
R296 Track cleaning coach (Hor) £22

Wagons



38-576 10 Ton Fish Van BR Bauxite (Early) (Bac) £11.86



37-628B Megapack of 8 102 Tonne GLW Thrall BRA steel strip carrier in EWS - weathered (Bac) (list £231.60) BARGAIN £174
37-628B Single (Bac) £26.61
37-628B Pack of 4 (Bac) (list £115.80) BARGAIN £92
38-476 12 ton ventilated van with compartment ends BR Bauxite (late) (Bac) £11.86
38-476 Pack of 4 (Bac) (list £55.80) BARGAIN £42
38-476 Megapack of 8 (Bac) (list £111.60) BARGAIN £78



38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac) £17.81



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



38-702 12 Ton Pipe Wagon BR Engineers Olive Green (Bac) £17.81
38-162 12 ton plank ventilated van in Departmental olive green (Bac) £11.86
38-170C 12 ton plywood ventilated van in BR Bauxite (early) (Bac) £11.86
38-082C 12 ton Southern 2+2 plank ventilated van (BFI) Bauxite (Bac) £11.86



38-072 12 ton Southern 2+2 plank ventilated van in Express Dairies Eggs (Bac) £11.86
38-064 12 ton Southern 2+2 plank ventilated van with SHI small logo (Bac) £11.86
37-731A 12 ton ventilated van in BR WH grey (Bac) £11.86
37-731A Pack of 4 (Bac) (list £55.80) BARGAIN £42



38-376^A Megapack of 8 12 Ton ventilated van plank ends in BR Bauxite (early) (Bac) (list £111.60) BARGAIN £68
38-376^A Single (Bac) (list £13.95) BARGAIN £9.50
38-376^A Pack of 4 (Bac) (list £55.80) BARGAIN £34
38-376^A 13 Ton high sided steel open wagon chain pockets in BR Bauxite (early) (Bac) (list £14.50) BARGAIN £10
38-325^A Pack of 4 (Bac) (list £58) BARGAIN £38
38-325^A Megapack of 8 (Bac) (list £116) BARGAIN £74
38-327^A 13 Ton high sided steel open wagon smooth sides in BR Bauxite (early) (Bac) (list £14.50) BARGAIN £9.50
38-327^A Pack of 4 (Bac) (list £58) BARGAIN £38
38-327^A Megapack of 8 (Bac) (list £116) BARGAIN £70
37-356 13 ton steel sand tippler wagon in Departmental olive green (Bac) £10.16
37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) £10.16
37-256 16 ton steel mineral wagon without top flap doors BR Bauxite (Bac) £10.16
37-255 16 ton steel mineral wagon without top flap doors in Departmental olive green (Bac) £10.16
38-307 20 ton Toad brake van in BR Bauxite (Bac) £10.37



38-376^A Megapack of 8 12 Ton ventilated van plank ends in BR Bauxite (early) (Bac) (list £111.60) BARGAIN £68
38-376^A Single (Bac) (list £13.95) BARGAIN £9.50
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38-325^A Megapack of 8 (Bac) (list £116) BARGAIN £74
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38-327^A Pack of 4 (Bac) (list £58) BARGAIN £38
38-327^A Megapack of 8 (Bac) (list £116) BARGAIN £70
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37-256 16 ton steel mineral wagon without top flap doors BR Bauxite (Bac) £10.16
37-255 16 ton steel mineral wagon without top flap doors in Departmental olive green (Bac) £10.16
38-307 20 ton Toad brake van in BR Bauxite (Bac) £10.37



33-308 20 ton Toad brake van in BR grey - weathered (Bac) £10.88



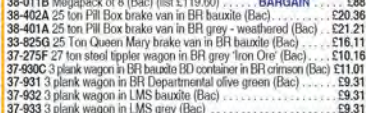
38-270A Pack of 4 22 ton Presflo in Blue Circle Railfreight brown (Bac) £80
38-270A Single (Bac) £22



38-272 22 ton Presflo in Rugby Cement (Bac) NEW £12.88
38-011B 24 Tonne glw MFA open box mineral wagon EWS (ex-Loadstar) (Bac) £12.71
38-011B Pack of 4 (Bac) (list £59.80) BARGAIN £46
38-011B Megapack of 8 (Bac) (list £119.60) BARGAIN £88
38-402A 25 ton PII Box brake van in BR Bauxite (Bac) £20.36
38-401A 25 ton PII Box brake van in BR grey - weathered (Bac) £21.21
38-255 25 Tonne Mary brake van in BR Bauxite (Bac) £18.11
37-275 27 ton steel tippler wagon in BR grey Ton Ore (Bac) £10.16
37-900C 3 plank wagon in BR Bauxite BR container in BR crimson (Bac) £11.01
37-931 3 plank wagon in BR Departmental olive green (Bac) £9.31
37-932 3 plank wagon in LMS Bauxite (Bac) £9.31
37-933 3 plank wagon in LMS grey (Bac) £9.31
38-476 12 ton ventilated van with compartment ends BR Bauxite (late) (Bac) £12.71
38-298B 30 Ton Bogie Bolster in BR grey Steel Pipes (Bac) £12.71
38-041B 31 Tonne OGA open wagon in Railfreight (Bac) £16.53
38-041B Pack of 4 (Bac) (list £77.80) BARGAIN £60
38-041B Megapack of 8 (Bac) (list £155.00) BARGAIN £116



38-272 22 ton Presflo in Rugby Cement (Bac) NEW £12.88
38-011B 24 Tonne glw MFA open box mineral wagon EWS (ex-Loadstar) (Bac) £12.71
38-011B Pack of 4 (Bac) (list £59.80) BARGAIN £46
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38-402A 25 ton PII Box brake van in BR Bauxite (Bac) £20.36
38-401A 25 ton PII Box brake van in BR grey - weathered (Bac) £21.21
38-255 25 Tonne Mary brake van in BR Bauxite (Bac) £18.11
37-275 27 ton steel tippler wagon in BR grey Ton Ore (Bac) £10.16
37-900C 3 plank wagon in BR Bauxite BR container in BR crimson (Bac) £11.01
37-931 3 plank wagon in BR Departmental olive green (Bac) £9.31
37-932 3 plank wagon in LMS Bauxite (Bac) £9.31
37-933 3 plank wagon in LMS grey (Bac) £9.31
38-476 12 ton ventilated van with compartment ends BR Bauxite (late) (Bac) £12.71
38-298B 30 Ton Bogie Bolster in BR grey Steel Pipes (Bac) £12.71
38-041B 31 Tonne OGA open wagon in Railfreight (Bac) £16.53
38-041B Pack of 4 (Bac) (list £77.80) BARGAIN £60
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38-011B Pack of 4 (Bac) (list £59.80) BARGAIN £46
38-011B Megapack of 8 (Bac) (list £119.60) BARGAIN £88
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38-401A 25 ton PII Box brake van in BR grey - weathered (Bac) £21.21
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37-275 27 ton steel tippler wagon in BR grey Ton Ore (Bac) £10.16
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37-931 3 plank wagon in BR Departmental olive green (Bac) £9.31
37-932 3 plank wagon in LMS Bauxite (Bac) £9.31
37-933 3 plank wagon in LMS grey (Bac) £9.31
38-476 12 ton ventilated van with compartment ends BR Bauxite (late) (Bac) £12.71
38-298B 30 Ton Bogie Bolster in BR grey Steel Pipes (Bac) £12.71
38-041B 31 Tonne OGA open wagon in Railfreight (Bac) £16.53
38-041B Pack of 4 (Bac) (list £77.80) BARGAIN £60
38-041B Megapack of 8 (Bac) (list £155.00) BARGAIN £116



38-272 22 ton Presflo in Rugby Cement (Bac) NEW £12.88
38-011B 24 Tonne glw MFA open box mineral wagon EWS (ex-Loadstar) (Bac) £12.71
38-011B Pack of 4 (Bac) (list £59.80) BARGAIN £46
38-011B Megapack of 8 (Bac) (list £119.60) BARGAIN £88
38-402A 25 ton PII Box brake van in BR Bauxite (Bac) £20.36
38-401A 25 ton PII Box brake van in BR grey - weathered (Bac) £21.21
38-255 25 Tonne Mary brake van in BR Bauxite (Bac) £18.11
37-275 27 ton steel tippler wagon in BR grey Ton Ore (Bac) £10.16
37-900C 3 plank wagon in BR Bauxite BR container in BR crimson (Bac

Prices valid until 12/03/15

Orders received after this date for products that have increased in price will be given a refund



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) £102
38-130A Pack of 4 (Bac) (list £131.80) **BARGAIN** £102



33-902 45 ton bogie well wagon in BR Departmental black (Bac) £8.84
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
37-603A 45 Tonne glw YSA skid van in EWS - weathered (Bac) £17.85
37-603A Pack of 4 (Bac) (list £34) **BARGAIN** £54
37-603A Megapack of 8 (Bac) (list £168) **BARGAIN** £122



37-036 Pack of 4 5 plank wagon steel floor in Tarbitumac (Bac) (list £37.60) **BARGAIN** £26
37-036 Single (Bac) £7
38-436 51 tonne SSA scrap wagon in blue (Bac) £12.71
38-437 51 tonne SSA scrap wagon in Transrail grey (Bac) £12.71
4F-031-020 6 wheel milk tanker "United Dairies" - weathered (Bac) £12



38-151A Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £174.40) **BARGAIN** £104
38-151A Single (Bac) (list £121.80) **BARGAIN** £58
38-151A Pack of 4 (Bac) (list £37.20) **BARGAIN** £22
R6365 Breakdown Crane pack (Hor) £12



38-350A BZA steel carrier steel coils in EWS (Bac) £22.06
R6425 Container Wagon (2 x 30') (Hor) £14



38-345A Megapack of 8 FNA Nuclear Flask Wagon flat floor & 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 Megapack of 8 FNA nuclear flask wagon sloping floor, changeover valve & round buffers in standard Buff - Flask 21 (Bac) (list £240.80) **BARGAIN** £130
38-346A Single (Bac) (list £30.10) **BARGAIN** £18
38-346A Pack of 4 (Bac) (list £120.40) **BARGAIN** £68
R6365 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) £12
37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) £42.46
37-314 Intermodal bogie wagon 2 x 45ft containers in Saltmarine (Bac) £42.46



BHSPEC856b 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 Pack of 4 IPA twin double deck car transporter in STVA red (Bac) (list £199.80) **BARGAIN** £140
38-250 Single (Bac) £37
38-200A JPA bogie cement hopper "VIG - Lafarge Cement" (Bac) £30.56
38-200A Pack of 4 (Bac) (list £143.80) **BARGAIN** £112
38-200A Megapack of 8 (Bac) (list £287.60) **BARGAIN** £212
BHSPEC779a KTA Intermodal pocket wagon in debranded ex-Tiphook (weathered) 97706 (Dap) (list £26.95) **BARGAIN** £22
38-240* MEA Megapack 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 8 (Bac) (list £201.60) **BARGAIN** £119



38-300 Pack of 4 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) (list £99.80) **BARGAIN** £77
38-300 Single (Bac) £20
38-301* OTA (ex-VDA) timber carrier lumber load in EWS (Bac) (list £24.95) **BARGAIN** £14
38-301* Pack of 4 (Bac) (list £99.80) **BARGAIN** £52
38-301* Megapack of 8 (Bac) (list £199.60) **BARGAIN** £104
37-365 Pack of 3 13 ton steel sand tippler wagon in Taunton Concrete - weathered (Bac) £30.56
37-672 Pack of 3 14 Ton tank wagons in British Rail - weathered (Bac) £38.21
37-671 Pack of 3 14 Ton tank wagons in Fins - weathered (Bac) £38.21
37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors - weathered (Bac) £30.56



38-287 Pack of 3 22 ton Presflos in BR bauxite - weathered (Bac) £66.73
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



R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) **BARGAIN** £33
R6371 Single (Hor) £6
4F-012-001 Ventilated van in BR (Dap) £8

Containers & Loads

Analogue controllers

DCC decoders

DCC decoders

DCC decoders

DCC decoders

DCC decoders

DCC decoders

DCC decoders

DCC decoders

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DCC decoders



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



X9659 4-pin decoder for some train set locos and Sentinels (Hor) £10
DCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hal) £105
DCR-8PIN-Direct Single (Hal) £13
DCR-8PIN-Direct Box of 5 (Hal) £59

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £32



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

DCC controllers

R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68

DCC accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) £3
R8238 DCC reverse loop control module (Hor) £34
R8241 Digital Power Track (Hor) £5

Point motors

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

Electronic components

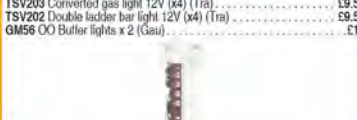
GM52 Multi-voltage Track Tester (Gau) £5



DCC40 Reverse loop control module (Gau) £32

Lighting equipment

R6952 Bulbs for Skale Lighting system (x 4) (Hor) £5
TSV203 Converted gas light 12V (x4) (Tra) £9.50
TSV202 Double ladder bar light 12V (x4) (Tra) £9.50
GM50 OO Buffer lights x 2 (Gau) £10



CL2 Standard Coach Lighting Strips - Warm White (Tra) £17
AL1 Tail Lamp (Flashing) Modern Image (Tra) £13

Accessories

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



SFX10 Steam loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37
R207 Track fying pins (Hor) £2

Spares

36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68
36-035 6 Round Head Spring Buffers for LNER & SR locos (Bac) £4.89
R8099 Coupling bar assemblies (Pack 10) (Hor) £5
SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2.30



SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) £2



SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec) £2
GM50 OO/HO gauge loco wheel cleaner (Gau) £6



19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
GM50 OO/HO gauge loco wheel cleaner (Gau) £6



TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) £21.75
B804 Track cleaner (B800) replacement track cleaning pads (Dap) £5

Wheel sets



R8218 14.1 mm coach wheels (pack of 10) (Hor) £5



R8264 14.1mm 2 hole coach wheels (pack of 10) (Hor) £5
36-033 Brass turned coach disc wheels on metal axles - Pack of 10 (Bac) £9.99
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor) £6.50
R8096 Metal disc wheels on axles (10 axles) (Hor) £5.50
36-026 Metal split spoke wagon wheels on 10 metal axles - Pack of 20 (Bac) £9.21
R8098 Metal spoked wheels on axles (10 axles) (Hor) £5
36-010 Pair of Collet bogies (Bac) £5.06

Man-made scenic structure - railway-related



89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hel) £199



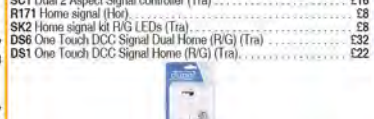
LK-55 76ft Well type turntable (Pec) £39
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
R8227 Building/Trackmat Accessories Pack 1. Contains 1 x R8001, 1 x R171, 2 x R464, 1 x R460 (Hor) £24
R636 Double track level crossing (Hor) £18
44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.46



SL-43 Loco Lift and storage unit (Pec) £11
44-192 Platform Buffet (100 x 40 x 55mm) (Bac) £25.46
LK-62 Platform Edging, Concrete Type (Height 20mm) £4.60
R464 Platform Ramp (Hor) £3.50
SL-40 Rail built buffer stop (Pec) £1.40
R845 Single track level crossing (Hor) £11
R860 Straight Platform (Hor) £30
R8614 Straight Platform x 2 - Skeldeford (Hor) £3

Signals

R406 Colour Light Signal (Hor) £19
SC1 Dual 2 Aspect Signal controller (Tra) £16
R171 Home signal (Hor) £8
SK2 Home signal kit R/G LEDs (Tra) £8
DS8 One Touch DCC Signal Dual Home (R/G) (Tra) £32
DS1 One Touch DCC Signal Home (R/G) (Tra) £22



4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OO/SIG1) (Dap) £22
4L-002-002 Signal - Motorised, Square post LMS distant upper quadrant (ex-OO/SIG4) (Dap) £22

Buildings - general

44-134 1930s Semi Detached Houses (140 x 70 x 110mm) (Bac) £33.96
EM8008 3 house terrace (Pec) £15
PD229 Brewing facility consisting of main brewhouse, malt store & ale store. (Card Kit) (Met) £9
44-147 Corner Shop "J.Barnett Ironmonger Hardware" (96 x 56 x 96mm) (Bac) £27.16
44-239 Low Relief 3/4 View Church (140 x 80 x 125mm) (Bac) £33.96
44-244 Low relief accountants (80 x 24 x 115mm) (Bac) £20.36
44-209 Low Relief Butchers Shop Aiming (Bac) £15
44-255 Low relief dentist houses (120 x 19 x 105mm) (Bac) £21.21
44-211 Low Relief Gasometer (133 x 66 x 247mm) (Bac) £41
44-216 Low Relief High Street Store (200 x 37 x 100mm) (Bac) £25.46
44-205 Low Relief Industrial Unit (272 x 56 x 127mm) (Bac) (list £32.50) **BARGAIN** £19
44-241 Low relief local bank (97 x 38 x 103mm) (Bac) £18.66
44-222 Low Relief Newsagents (70 x 22 x 110mm) (Bac) £14.41
44-232 Low Relief Pub (80 x 20 x 122mm) (Bac) £16.96
44-233 Low Relief Beer Of Torracca (120 x 30 x 105mm) (Bac) £16.96
44-227 Low Relief Rear of Victorian Terraced (204 x 56 x 160mm) (Bac) £42.46
44-219 Low Relief Store Factory (256 x 26 x 140mm) (Bac) £33.96
PD276 Low relief terrace house backs - red brick (Met) £10

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



PO274 Low relief terrace house fronts - red brick (128w x 73d x 125h mm) (Met) £10



44-246 Low relief terraces (120 x 19 x 104mm) (Bac) £22.91
44-257 Low relief Victorian school (249 x 39 x 92mm) (Bac) £33.96
R9766 Maestro Market - Skalesdale 'The Street' Collection (Hor) £25
PO261 Pair of red brick terraced houses (Card Kit) (Met) £9
PO226 Parish Church (re-designed) (Met) £28.01
PO282 Warehouse - low relief or stand-alone (Met) £11
44-157 Pendon Wagon & Horses Pub (230 x 95 x 100mm) (Bac) £40.76
PO283 Small factory kit (Met) £12
R8621 Terrace house (left hand) - Skalesdale (Hor) £12
R8622 Terrace house (right hand) - Skalesdale (Hor) £12
PO272 Terraced shop fronts - brick - 128 (w) x 73 (d) mm (Met) £13
PO282 Warehouse - low relief or stand-alone (Met) £11
44-0006 Wooden village hall (160 x 96 x 70mm) (Bac) £38.21

Man-made scenic structure - non-railway

44-504 Cable Drums (x4) (20 x 9 x 20mm) (Bac) £6
LK-45 Flexible field fencing. Approx. 100mm (42in). 5 pieces (Pac) £2.50
R9782 Holiday Coach Access Steps (Hor) £9.80
GM370 Tarmac road 80mm wide (1m) (Gau) £6.95

Bridges, Tunnels & Walls

44-0617 Double-track overhead bridge (120 x 19 x 104mm) (Bac) £42.46
R860 Elevated sidings (320mm length) (Hor) £19
R076 Foot Bridge (Hor) £14
PO236 Footbridge (Met) £8
C003 Girder Bridge plastic kit (Dap) £6.65
44-228 Low Relief Double Track Tunnel Portal (175 x 10 x 94mm) (Bac) £13.60
R8641 Platform footbridge - Skalesdale 'Raisdale' range (Hor) £22
44-152 Railway Road Over Bridge (102 x 104 x 88mm) (Bac) £36.21
M0056 Tarmac road 80mm wide (1m) (Gau) £6.95

Minerals, Water & Rocks

GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau) £3

People - civil

36-407 1950s Train Crew x 6 (Bac) £6.21
36-047 Locomotive staff x 6 (Bac) £6.21
36-046 Shopping figures x 6 (Bac) £6.21
36-045 Station passengers sitting x 6 (Bac) £6.21
36-044 Station passengers standing x 6 (Bac) £6.21
36-043 Station staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £12
ST-244 Setrack curved double radius right handed point insulfrog (Pec) £12
ST-201 Setrack double straight (Pec) £1.75
ST-205 Setrack isolating standard straight & switch (Pec) £2.75
ST-247 Setrack medium radius Y point insulfrog (Pec) £9
ST-226 Setrack No. 2 radius double curve (Pec) £2.30

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £7.50
ST-204 Setrack Quad Straight (Pec) £3
ST-204 Box of 24 (Pec) £3
ST-202 Setrack short straight (Pec) £1
ST-203 Setrack special short straight (Pec) £1

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £64
SL-100 Single (Pec) £2.80
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £62
SL-102 Single (Pec) £2.75
SL-99 3 way medium radius point insulfrog (Pec) £22
SL-90 Double slip insulfrog (Pec) £28

SL-98 Large Y point (Pec) £10
SL-E98 Large Y point electrofrog (Pac) £10

SL-87 Left hand curved point (Pec) £10.50
SL-E87 Left hand curved point electrofrog (Pec) £11
SL-E88 Left hand large point electrofrog (Pec) £10
SL-89 Left hand large point insulfrog (Pec) £10

SL-96 Left hand medium point (Pec) £9
SL-E96 Left hand medium point electrofrog (Pec) £9
SL-92 Left hand small point (Pec) £8
SL-94 Long crossing insulfrog (Pec) £8.50
SL-96 Right hand curved point (Pec) £10.50
SL-E86 Right hand curved point electrofrog (Pec) £11
SL-E88 Right hand large point electrofrog (Pec) £10
SL-E88 Right hand large point insulfrog (Pec) £10
SL-95 Right hand medium point (Pec) £9
SL-91 Right hand small point (Pec) £8

SL-80 Single slip insulfrog (Pec) £27
SL-E97 Small Y point electrofrog (Pac) £8.50
Track - Code 75 FineScale Streamline
SL-102F 1 yard (91.5cm) length of finescale Nickel Silver concrete-sleeper track (Pec) £3
SL-102F Pack of 25 (Pac) £84

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £64
SL-100F Single (Pec) £2.85
SL-E190 3 way finescale medium radius point electrofrog (Pec) £24
SL-E190E Code 75 Medium Radius Concrete sleeper turnout LH (Pac) £11
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-E194 Finescale long crossing 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-E195 Finescale right hand medium point electrofrog (Pec) £11
SL-E191 Finescale right hand small point electrofrog (Pec) £10
SL-E180 Finescale single slip electrofrog (code 75 rail) (Pac) £29

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
R8095 1st radius double curve (8 make a circle) (Hor) £2.50
R8095 Circle of 8 (Hor) £15
R8096 2nd radius curve (Hor) £2
R8097 2nd radius double curve track (8 make a circle) (Hor) £2.25
R8097 Circle of 8 (Hor) £18
R8099 3rd radius double curve track (8 make a circle) (Hor) £3
R8099 Circle of 8 (Hor) £12
ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pac) £17

R8262 Double 4th radius curve (8 make a circle) (Hor) £3
R818 Double isolating track (Hor) £7

R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £2.25
R8222 Extension Pack B. Contains 1 x R8073, 2 x R800, 4 x R807, 1 x R806, 1 x R803 (Hor) £21
R8223 Extension Pack C. Contains 1 x R8073, 2 x R800, 4 x R807, 1 x R806 (Hor) £21
R8224 Extension Pack D. 1 x R8072, 3 x R806, 1 x R808, 1 x R836, 1 x R803 (Hor) £32
R910 Fishplates/rail joiners x 12 (Hor) £2

R8074 Left hand curved point (Hor) £14.40
R814 Left hand diamond crossing (Hor) £10
R8077 Left hand Express point (Hor) £16
R8072 Left hand Standard point (Hor) £9
36-877 Left hand point (same as Hornby R8077) (Bac) £11.65
36-872 Left hand standard point (Bac) £7.52
SL-104F Length of steel-sleeper flexible track (Pec) £3.80
SL-104F Box of 25 (Pac) £56
R803 Long Straight (Hor) £3.25

36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £32.50) BARGAIN £24.80
36-603 Single (Bac) £2.76
R820 Rearrailer/uncoupler (Hor) £4.50
R8075 Right hand curved point (Hor) £14.40
36-875 Right Hand Curved Point Radii 438mm Arcs 22.5 & 33.75 (same as Hornby R8075) (Bac) £11.65
R8073 Right Hand Standard Point (Hor) £9
36-878 Right-Hand Point (same as Hornby R8078) (Bac) £11.65
36-873 Right Hand Standard Point (Bac) £7.52
R610 Short Straight (Hor) £1.50
36-621RP Single 36" (914mm) length of flexible track (Bac) £3
36-621RP Pack of 25 (Bac) £69

R821 Pack of 24 Single 970mm length of flexible track (Hor) £66
R821 Single (Hor) £3
R800 Box of 24 Standard Straight (Hor) £33
R600 Single (Hor) £1.40
ST-100 Starter Track Set (Pac) £52
36-601 Straight track 335mm (same as Hornby R601) (Bac) £1.70
SL-113 Transition track for converting code 75 to 100 for OO & HO gauge Pack of 4 (Pac) £5.50
R617 Uncoupling Ramp (Hor) £3
36-876 Y Point Radii 852mm Arcs 11.25 (same as Hornby R8076) (Bac) £8.33
CB-Flex 10 X Pre cut Cork Bed for Flexi Tracks (Pac) £10
ST1471 12 Single Track Strips Of OO/HO Gauge Track Bed - 1.75" x 24" (Woo) £7.80
ST1474 24" Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75" x 24" (Woo) £7.40
GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19
SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £8
R838 Roll of track foam underlay Approx. 4880mm (16ft) (Hor) £9
Railway publications
36-2014 Bachmann Brandline 2014 25th Anniversary Catalogue (Bac) £6.38
Buses
16137 16137 - Leyland PD2 Highbridge - C.L.E. (Cónas Impair Eireann) (EFE) £28
35212 35 BET 6 Bay Single Lamp 'Streetlight Transport' (EFE) £24
UK6043 ADL Enviro 400H First London (Nor) £48
UK6039 ADL Enviro 400H Stagecoach In London (Nor) £48
UK8021 ADL Enviro200 Dart London General (Nor) £45
UK8020 ADL Enviro200 Dart London United (Nor) £45
UK6034 ADL Enviro400H Hybrid Stagecoach Oxford (Nor) £48
B010 AEC Reliance/Duple Dominant II coach 'London Coaches' (circa 1978 - 1993) (Bas) (list £16.99) BARGAIN £10
30715EFE AEC Renown - 'North Western' (EFE) £27
23234 AEC RF coach 'London Transport' (EFE) £24
34207 AEC RL1 Weymann d/cock bus 'Midland General' (EFE) £24
LLB-04 Alton Lowlander d/cock bus 'Highland Omnibuses' (Bri) (list £33) BARGAIN £10
38703 Alexander Y Type bus 'Eastern Scottish' (EFE) £26
20139 Bedford OB coach 'Seaview Services' (EFE) £24
R1088 Bristol Lodexka LD1 Open Platform Short Radiator 'Bristol Omnibus Co.' - 233 to Chippenham (circa 1957-1973) (Bas) £21
B111A Bristol Lodexka LH Open Door Crosville (K20) (Bas) £21
B111B Bristol Lodexka SR Closed Door Crosville (C84) (Bas) £21
B111C Bristol Lodexka SR Cad Door Crosville (H16) (Bas) £21
B202A Bristol MW Single Deck Bus 'Crosville' to Blaenau Ffestiniog (circa 1964-1977) (Bas) NEW £16
32308EFE Bristol NELH Coach - 'West Yorkshire' (EFE) £26
38115 Bristol VRT - 'Western S.M.T.' (EFE) £26
76COM004 Commer Commando Billy Smart's (Ox) £12
OM41609B Crossley DD42 Stockport, 16 Stockport Stepping Hill (Cor) £30
OM41609A Crossley DD42 Stockport, 47 Stockport Crossley Rd (Cor) £30
NEW
OM41609B Crossley DD42 Stockport, 16 Stockport Stepping Hill (Cor) £30
OM41609A Crossley DD42 Stockport, 47 Stockport Crossley Rd (Cor) £30
E31306 Daimler B20 "London Driver Training Bus" (EFE) NEW £28.50
AN1-25 Leyland Atlantean (NBC) 'Yorkshire Rider Leeds' (Bri) (list £33.99) BARGAIN £8
26807 Leyland Duple Coach 'Barton Transport' (EFE) £23
B011bs Leyland Leopard Duple Dominant II 'Grey Green' (circa 1976-1991) (Bas) (list £16.99) BARGAIN £10
B007 Leyland Leopard/Duple Dominant 2 dual purpose coach 'Maldstone & District' (circa 1979 - 1994) (Bas) (list £16.99) BARGAIN £10
B008 Leyland Leopard/Duple Dominant 2 express coach 'East Kent road car' (circa 1978 - 1993) (Bas) (list £16.99) BARGAIN £10
31708 RMC Routemaster Coach - Green Line (EFE) £26
14902 Leyland National MK1 Short - 'Ribble NBC' (EFE) £28
14410 Leyland National Short 1 Door 'Greater Glasgow PTE' (EFE) £28
26612 Leyland Olympian 'Arriva Yorkshire' (EFE) £16
16136 Leyland PD2 Highbridge 'C.L.E. Southern Ireland' (EFE) £32
76LRT004 Leyland Royal Tiger 'Maldstone & District' (Ox) £12
76LRT005 Leyland Royal Tiger 'Cumbria' (Ox) £12
2737EFE Leyland TD1 - 'Gork City transport' (EFE) £27
NEW
76PAN001 Plaxton Panorama I Southdown (Oxf) NEW £13
31708 RMC Routemaster Coach - Green Line (EFE) £26
R831 Scania Alexander R d/cock bus 'Yorkshire Rider Leeds' (Bri) (list £33) BARGAIN £15
UK6006 Scania OmniCity London United RATP Group. Production run of 600 (Nor) £48
36709 SLF Dart Series 2 One Door - 'First Southampton' (EFE) £26
E28823 Titan London Transport Golden Jubilee Bus (EFE) NEW £29
76WFL001 Weymann Fanfare Leyland Southdown (Oxf) £12
OM46705B Wright Eclipse 2 'National Express Dundee, 29 Charleston via City Centre' (Nor) £32
OM46707B Wright Eclipse 2 'Potteries Express, X55 Hull City Centre' (Cor) £30
OM46706A Wright Eclipse 2, 'Celtic Buses, X75 Llanidloes' (Cor) £30
OM46502A Wright Eclipse Gemini 2 'Brighton and Hove, 7 Brighton Marine' (Nor) £32
OM46502B Wright Eclipse Gemini 2 'Brighton and Hove, 7 Hove George Street' (Nor) £32
OM46501B Wright Eclipse Gemini 2 'Metro Line, 52 Victoria' (Nor) £32
TOOLING (Cor) £32
OM46505B Wright Eclipse Gemini 2 'Go Ahead Northern Angel of the North, 21 Durham' (Cor) £32
OM46505A Wright Eclipse Gemini 2, 'Go Ahead Northern Angel of the North, 21 Newcastle' (Cor) £32

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details

Cars

44-533 Blister of 8 cars to fit IPA car transporter wagon. 2 needed for each 38-250 (Bas) £10.16

NEW



76XK003 Jaguar XK Convertible Ultimate Black (Oxf) NEW £4.75

NEW



76XKR003 Jaguar XKR-S 2 Door Coupe Polar White (Oxf) NEW £4.75

NEW



76LAN1109008 Land Rover Series 1 109 Open Ferguson Tractors (Oxf) NEW £4.95

76BSA006 Motorbike/Sidecar Police (Please note, some outer sleeves incorrectly refer to item as N Gauge) (Oxf) £3.95

NEW



76RR003 Range Rover Evoque 2 Door Coupe Baltic Blue (Oxf) NEW £4.75

Commercial vehicles

L14 2 torklift trucks - 1 red, 1 yellow (Bas) £2

37902 AEC Ergonomic 2 axle flatbed 'London Brick Co. - Phorprores' (EFE) £27



DA22 AEC Mammoth major tanker 'Smith & Robinson' (Bas) (list £7.99) BARGAIN £5



DA05 AEC Mammoth Major Tanker - 'Fletcher Miller Oils' (Bas) (list £6.99) BARGAIN £4

76AEC017 AEC Matador 2nd Belt Gordon Highlanders (Oxf) £11



DA15 Albion CX7 8W box van 'B.R.Mills' (Bas) (list £7.99) BARGAIN £5



DA13 Albion HD57 8W Flat - 'Teas Side Carriers' (Bas) (list £6.99) BARGAIN £4

76ATKL002 Atkinson 8 Wheel Flatbed 'Chivers' (Oxf) £12



76ATK002 Atkinson Borderer 40ft Fridge Trailer 'Gibbs & Fraserburgh' (Oxf) £14

DC202003 - Austin J2 van 'Hoyd Mail' Non limited (Oxf) (list £4) BARGAIN £2

76BD012 Bedford CX Queen Mary Trailer Wynne (Oxf) £13



D-90 Bristol 8W Flatbed - 'Somerset Wire Company' (BRS) (Bas) (list £6.99) BARGAIN £3



D-86 Bristol HA artic Flatbed - 'PHILBLACK' (BRS) (Bas) (list £6.99) BARGAIN £3



DA26 Bristol HG Van BRS Bradford parcels (Bas) (list £7.99) 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 Coker Zero (Oxf) £18

76TCAB004C Coca Cola 1 Cab Box Trailer (Oxf) £18



DA08 D Series Box Van - 'BRS - Islandlink' (Bas) (list £6.99) BARGAIN £4



DA03 D-Series flatbed kerbstone load 'Marshall's' (Bas) (list £8.99) BARGAIN £4



76DBT006 David Brown Tractor RAF Blue/Grey (Oxf) NEW £4.95



76LV001 ERF LV Flatbed in red (Oxf) £13



DA16 Foden DG 8W box van 'Bouls-Tillotson' (Bas) (list £7.99) BARGAIN £5



76FT016 Ford Transit SWB Low Roof AA (Oxf) NEW £4.75

76FT005 Ford Transit van high top LWB 'Network Rail' (Oxf) £4

76FCR001 Fowler B6 Crane Marston's Duke of York (Dorset) (Oxf) £13

76FOW003 Fowler B6 Locomotive WW1 France (Oxf) £12

76FOW002 Fowler B6 Road Locomotive Pickdolls Titan (Oxf) £13

EM76509 - Jan-Tap & Articulated trailer 'British Railways' Fleet No. YE 2032 N (Poc) (list £3.99) BARGAIN £5

DA83 Karrier Bantam Artic Dropside 'British Railways' (circa 1953-1963) (Bas) £9.99



DA14 Karrier Bantam Artic Van 'National Carriers' (Bas) (list £6.99) BARGAIN £4



DA06 Karrier Bantam Dropside 'Bradford Corporation' (Bas) (list £6.99) BARGAIN £4



D-99 Karrier Bantam Dropside 'RAF' in Nato green (Bas) (list £6.99) BARGAIN £3



DA02 Karrier Bantam Flatbed - 'RAF - Nicosia' (Stone) (Bas) (list £6.99) BARGAIN £3

76KRS003 Konecranes Eddie Stobart. Fully posable (Oxf) £20

MEC-01 - Leyland Mouth Organ box van in cream (Bas) (list £2) BARGAIN £2

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



DA21 Leyland Boxer van 'Wilkinson's' (Bas) (list £6.99) BARGAIN £4

CO-X8 - Leyland Comet Parcelvan in cream (Bas) (list £9) BARGAIN £2



76L TE003 Lotus Elite Sunburst Yellow/Silver (Oxf) NEW £4.45

76MAN01FR MAN TGX XLX refrigerated trailer 'Turners of Soham' (Oxf) £18

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

DC225006 Huston Bucyrus 19 - LNER Schömer (Cor) £16

76SC110002 Scania 110 Flatbed Trailer BRS (Oxf) £19

76SC94001 Scania 94 6 Wheel Curtainside TNT (Oxf) £12

76VHSCAB Scania cab - plain white (no or operator) (Oxf) £8

76SHL03TK Scania Highline Petrol Tanker 'Eddie Stobart' (Oxf) £18



76SHL02WF Scania Highline Walking Floor Eddie Stobart (Oxf) NEW £19

76DBU001 Scania Topline Drawbar Unit 'Eddie Stobart' (Oxf) £22

76VOLD1BL Volvo FH Box Lorry in white (Oxf) £12

76VOLD1WF Volvo FH Walking Floor 'Alex Anderson' (Oxf) NEW £18

76DTR001 Whiteleggs Trailer (Oxf) £9.95

Military ground vehicles

76CMP005 CMP LAA Tractor Desert 2nd NZ 41 Battery (Oxf) £8.95

76COM001 Commer Commando 1 112 deckchair bus RAF blue (Oxf) £13

76COM002 Commer Commando BOAC (Oxf) £13

Public Service vehicles



76AM005 AEC Mercury TL Derbyshire Fire Service (Oxf) NEW £17

C104 - Austin A40 Patina in 'Birmingham Police' (Bas) (list £4) BARGAIN £130



76DL4005 Dennis Light Four New World NFS (Oxf) NEW £10

76FT011 Ford Transit Lomond Mountain Rescue (Oxf) £4.75

76SCA02HB Scania 380 Horsebox Police (Oxf) £14

Underground vehicles

80503EFE 1959 Picolety Tube Line Driving Car 'D' static model (EFE) £45

N Gauge

Steam locos

372-626 Class 2MT Ivatt 2-6-0 45440 BR lined black early emblem (Gra) £93.46

372-625 Class 2MT Ivatt 2-6-0 45621 in BR lined green late crest (Gra) £93.46

2S-015-001 Class 2MT Ivatt 2-6-2 in LMS black (Dap) £53



2S-009-005 Class 3800 2-8-0 3819 in GWR green GWR lettering (Dap) NEW £105



2S-009-007 Class 3800 2-8-0 3822 in BR black late crest (Dap) NEW £105

2S-009-008 Class 3800 2-8-0 3846 in BR black early emblem (Dap) NEW £105



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 lined 'British Railways' lettering (Dap) £33

2S-010-002 Class 40xx Hall steam loco 4914 'Craemore Hall' in BR lined green late crest (Dap) £95



372-751 Class 4MT Fairburn 2-6-4 tank 42096 in BR black early emblem (Gra) £89.21

2S-007-008 Class 57xx Pannier #5704 GWR green 'Great Western' lettering (Dap) £61

2S-007-012D Class 57xx Pannier 0-6-0 5704 Great Western green - DCC Fitted (Dap) £82

2S-007-010D Class 57xx Pannier 0-6-0 8700 in GWR green shirbutton emblem - DCC Fitted (Dap) £82

372-481 Class 6P Jubilee 4-6-0 45572 'Eir' in BR lined green late crest - weathered (Gra) £118.96



372-480 Class 6P Jubilee 4-6-0 5664 'Nelson' in LMS Crimson (Gra) £110.46

2S-001-001 Class 7800 Manor 4-6-0 7801 'Anthony Manor' in GWR green shirbutton emblem (Dap) £100



2S-001-000 Class 7800 Manor 4-6-0 7810 'Draycott Manor' in BR lined green late crest (Dap) £100

2S-001-000D Class 7800 Manor 4-6-0 7810 'Draycott Manor' in BR lined green late crest. DCC fitted (Dap) £119



372-181 Class 8P Duchess 4-6-2 46229 'Duchess of Hamilton' BR green early emblem (Gra) £127.46



372-182 Class 8P Duchess 4-6-2 46235 'City of Birmingham' BR green late crest (Gra) £127.46



372-183 Class 8P Duchess 4-6-2 46240 'City of Coventry' BR crimson late crest (Gra) £127.46

2S-013-004 Class 9F 2-10-0 92052 BR black early emblem & BR1C tender (Dap) £87

2S-013-001 Class 9F 2-10-0 92088 BR black late crest & BR1C tender (Dap) £87

2S-013-002D Class 9F 2-10-0 92226 in BR black late crest & BR1G tender. DCC fitted (Dap) £106



372-802 Class A1 4-6-2 60147 'North Eastern' in BR green early emblem (Gra) (list £144.40) BARGAIN £111

372-800A Class A1 4-6-2 60163 'Tornado' BR lined Brunswick green (Gra) £133.75

ND129G Class A3 steam loco 2744 'Grand Parade' LNER apple green (Dap) £99

ND129AD Class A3 steam loco and tender 60045 'Lemberg' in BR lined green late crest. DCC fitted (Dap) £122

372-400 Class J39 0-6-0 1856 LNER Lined Black flat sided tender (Gra) £80.71

ND207C Class Q1 0-6-0 C1 in SR black (Dap) £90

ND207D Class Q1 0-6-0 C7 steam loco in SR black (Dap) £83

372-427 Class WD Austerity 2-8-0 92021 BR black late crest - weathered (Gra) £122.83

372-426 Class WD Austerity 2-8-0 92566 in BR black late crest (Gra) £116.96



372-185 Princess Coronation Class 4-6-2 46226 'Duchess of Norfolk' in BR Express Passenger blue early emblem (Gra) £127.46



372-185 Princess Coronation Class 4-6-2 46236 'City of Bradford' in BR black early emblem (Gra) £127.46

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



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

2D-007-001 Class 65 diesel 'Malcolm' 6 Megafuel wagons & 45 containers (Dap) £140



2D-010-003 Class 67 diesel loco in Arriva Trains Wales blue 2x Mk3 coaches and Mk3 DVT to match (Dap) £131

Visit

www.ehattons.com/new

for new releases

Diesel locos

371-019 Class 08 diesel 08807 in EWS - weathered (Gra) £76.46
 372-952 Class 14 diesel 14029 in BR blue (Gra) £62
 372-953 Class 14 diesel D0526 BR green weep stripes - weathered (Gra) £72.08



371-032 Class 20 diesel 20063 in BR blue indicator discs - weathered (Gra) £93.46



371-031 Class 20 diesel 20192 in BR blue indicator box (Gra) £84.96



2D-012-000^ Class 22 diesel loco 6326 in BR blue full yellow ends (Dap) (list £136.89) BARGAIN £99



2D-012-003^ Class 22 diesel loco D6319 in BR green small yellow panels (Dap) (list £136.89) BARGAIN £99



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
 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



371-166 Class 37/4 diesel 37406 'The Saltire Society' in Railfreight Distribution (Gra) £89.21



371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) £89.21



371-168 Class 37/5 diesel 37506 Railfreight Red Stripe (Gra) £89.21



371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) £89.21

2D-003-011 Class 52 diesel loco D1009 'Western Invader' in BR blue full yellow ends - weathered (Dap) £94
 2D-003-010 Class 52 diesel loco D1062 'Western Courier' in BR blue full yellow ends - weathered (Dap) £94
 2D-003-006 Class 52 diesel loco D1065 'Western Consort' in BR maroon small yellow panels (Dap) £94
 2D-003-005 Class 52 diesel loco D1072 'Western Glory' BR blue full yellow ends (Dap) £91



371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR blue (Gra) £93.46
 371-288 Class 55 diesel 'Deltic' D6002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46
 371-289 Class 55 diesel 'Deltic' D6007 'Puma' 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 56030 BR blue large logo (Doncaster built) (Dap) £101



371-657 Class 57 diesel 57309 'Pride of Crews' in DRS Compass (Gra) £93.46
 371-656 Class 57 diesel 57312 in Network Rail yellow (Gra) £93.46
 ND103h Class 58 diesel 58044 Triple Grey Unbranded (Dap) £99
 371-355 Class 60 diesel 60011 in DG Schenker (Gra) £93.46
 371-384 Class 60 diesel 60200 in EWS - weathered (Gra) £99.41
 371-385 Class 60 diesel 60540 in Freightliner (Gra) £89.21
 2D-007-000 Class 60 diesel 60709 in MSC/GBFF 'Sorrento' ship (Dap) £70
 371-396 Class 60/9 diesel 60731 'InterhubGB' in GBRT (Gra) £89.21

Electric locos

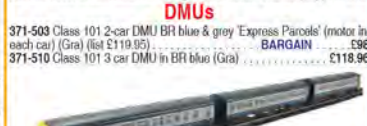
ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) BARGAIN £67
 ND099S Class 86 electric 86605 Freightliner Triple Grey, Dummy (Dap) (list £43.95) BARGAIN £26
 ND099Q^ Class 86 electric Freightliner Power Haul new style pantlo (Dap) (list £117.89) BARGAIN £59



ND147 Class 88 Twin pack Network Rail 88901 & 88902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £69
 371-515 Class 87 electric 87019 'St Winstan Church' Virgin traine (Gra) (list £100) BARGAIN £85



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 lines 43094 & 43104 (Dap) £135



371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) £98
 371-510 Class 101 3-car DMU in BR blue (Gra) £118.96



371-740 Class 251 Blue Pullman 6 car Midland set in Nanking blue (Gra) £229.46



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



371-702 Class 350/1 Desiro 4-car EMU 350 101 in London Midland (Gra) (list £159.20) BARGAIN £122
 371-700^ Class 350/1 Desiro 4-car EMU 350 111 'Apollo' unbranded Silverflick (Gra) £122
 371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £122.80) BARGAIN £122
 372-677 Class 411 4 CEP 4-car EMU in BR blue & grey (Gra) £137.02

Train sets - analogue



370-180 Seaside Excursion Class 4F 44044 in BR black late crest and BR Mk1 BCK & SO coaches in maroon (Gra) £110.46

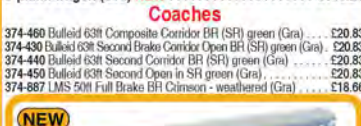
Train sets - DCC



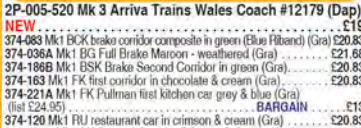
370-070 Cornish Riviera Class 42 D829 in BR green and BR Mk1 BCK & SO coaches in chocolate & cream (Gra) £157.21



370-080 Countryside Coal Digital Set Class 3F Jinty No.23 in SDJR blue, Midland brake van, 7-plank wagon & 5-plank wagon (Gra) NEW £140.21



374-460 Bullied 638 Composite Corridor BR (SFR) green (Gra) £20.83
 374-430 Bullied 638 Second Brake Corridor Open BR (SFR) green (Gra) £20.83
 374-440 Bullied 638 Second Corridor Open BR (SFR) green (Gra) £20.83
 374-450 Bullied 638 Second Open in SFR green (Gra) £20.83
 374-887 LMS 50H Full Brake BR Crimson - weathered (Gra) £18.66



2P-005-520 Mk3 Arriva Trains Wales Coach #12179 (Dap) NEW £19

374-083 Mk1 BCK brake corridor composite in green (Blue Riband) (Gra) £20.83
 374-036A Mk1 BG Full Brake Maroon - weathered (Gra) £21.68
 374-186B Mk1 BSK Brake Second Corridor in green (Gra) £20.83
 374-183 Mk1 FK first corridor in chocolate & cream (Gra) £20.83
 374-221A Mk1 FK Pullman first kitchen car grey & blue (Gra) (list £24.95) BARGAIN £13
 374-120 Mk1 RU restaurant car in crimson & cream (Gra) £20.83
 374-060C Mk1 SK Second Corridor Crimson & Cream (Gra) £20.83
 374-010C Mk1 SO Second Open Crimson & Cream (Gra) £20.83
 CH002 Mk3 bogie set 4 coaches in blue/grey buffers (Dap) £71
 374-855B Stanier Third Corridor LMS Crimson Lake (Gra) £20.83

377-675A 100 Tonne JPA Cement Wagon VTG Lafarge Cement Silver (Gra) £20.36
 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 £11.95) BARGAIN £5.50
 377-952 15 Ton High Sided Steel Open Wagon (Smooth Sides) BR Bauxite (Early) (Gra) (list £8.50) BARGAIN £5
 373-901C 46 Tonne glw HAA Hopper EWS - weathered (Gra) £11.01
 373-509 46 Tonne glw HAA Hopper Wagon BR Bauxite - Weathered (Gra) £9.78
 373-508A 46 Tonne glw HAA Hopper Wagon BR Coal Sector Grey (Gra) £9.93
 373-584 46 Tonne POA box mineral wagon reinforced ends in ARC (Tipton) Yellow (Gra) (list £11.40) BARGAIN £7
 377-603 80 Ton GLW Brill YAA Bogie Bolster Wagon Departmental yellow (Gra) £19.51
 377-601B 80 Tonne glw BDA Bogie Bolster Wagon BR Railfreight Red (Gra) £19.51
 374-787 BR 4 Wheel CCT Van BR Blue (Gra) £16.96



374-785 BR 4 Wheel CCT Van BR Lined Maroon (Gra) £16.96
 374-788 BR 4 Wheel CCT Van Express Parcels Red Star (Gra) £16.96
 374-786 BR 4 Wheel CCT Van Tartan Arrow (Gra) £16.96
 373-236 Bulk grain bogie hopper wagon Polybulk (Gra) £33.96



373-235 Bulk grain bogie hopper wagon 'Traffic Services' - weathered (Gra) £36.51
 377-786 Covered Hopper Wagon 'Soda Ash' Light Grey (Gra) £15.26
 377-355 Intermodal Bogie Wagons With Two 45ft Containers 'DHL' (Gra) £30
 377-701 JJA Mk2 Auto-Ballast Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £33.96
 377-651 MBA 'Monsterbox' EWS without buffers (Gra) £18
 377-651 Pack of 4 (Gra) (list £89) BARGAIN £56
 377-651 Megapack of 8 (Gra) (list £178) BARGAIN £126
 377-752 Midland 20 Ton Brake Van BR Grey (Gra) £11.86
 374-038A PGA bulk aggregate hopper wagon 'Tarmac' (weathered) (Gra) £7
 377-725 SPA Wagon Steel Coal Wagon Railfreight red (Gra) (list £15.85) BARGAIN £11
 377-725^ Megapack of 8 (Gra) (list £126.80) BARGAIN £80
 373-555C TEA 100 ton bogie tank wagon in 'Shell' - weathered (Gra) £14.41
 377-990 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
 373-270 Triple pack 8 Ton cattle wagons BR bauxite early - weathered (Gra) £30.56
 373-335 Triple pack Conflat wagons BR bauxite AF containers 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
 373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £30.56



377-935^ Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) BARGAIN £20
 373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £30.56



DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

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

Electronic components

GM52 Multi-voltage Track Tester (Gau) £5



DCC40 Reverse loop control module (Gau) £32

Lighting equipment

NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 150/MkIII Play&Play) (Dap) £8

Spare

2A-000-006 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) £5
 2A-000-009 Magnetic coupling conversion kit for non-NEM couplings (ex-NSPARE9) (Dap) £9
 2A-000-013 Magnetic couplings - long arm - 5 pairs (Dap) £18
 2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18
 2A-000-008 Magnetic NEM couplings - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17
 379-402 NEM short couplings - Pack of 20 (Gra) £5



SL-301F Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £1.50
 TT4560 Tidy Track Roto Wheel Cleaner N Gauge (Woo) £18.25

Wheel sets

379-412 Axles coach wheels - Pack of 10 (Gra) £5.74

Man-made scenic structure - railway-related

379-200 4 x Platform sections (red brick) (Gra) £9
 SL-340 Buffer Stop Rail Built Type (Pec) £1.40
 42-070 Coaling Tower (138 x 104 x 175mm) (Gra) £64
 NB-55 Turntable Kit, well type, deck length 151mm (Pec) £12

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22
 2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap) £22

Buildings - general

42-077 Georgian Townhouse (61 x 51 x 50mm) (Gra) £21.21
 42-204 Low-relief bonded warehouse (112 x 23 x 90mm) (Gra) £20.83
 42-104 Red Brick Hay Barn (Gra) (list £33.50) BARGAIN £18

Man-made scenic structure - non-railway

NB-45 Flexible Field Fencing (Pec) £2.25

Track - Code 80 Setrack

ST-8 2 setrack buffer stops (Pec) £1.25
 ST-19 N Setrack No. 4 radius double curve (Pec) £2
 ST-17 N Setrack No.3 radius double curve (8 form a circle) £1.75
 286.5mm/11.75 radius (Pec) £1.75
 ST-12 No.1 radius double curve (Pec) £1.20
 ST-3 No.1 radius single curve (Pec) £1
 ST-15 No.2 radius double curve (Pec) £1.25
 ST-50 Right hand crossing (Pec) £8



ST-5 Setrack right hand point insulfrog (Pec) £8
 ST-2 Short straight (Pec) £0.80
 ST-1 Standard straight track (Pec) £1
 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



300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £52
 SL-300 Single (Pec) £2.60
 SL-E387 Left hand curved point electrofrog (Pec) £9
 SL-387 Left hand curved point insulfrog (Pec) £9
 SL-E389 Left hand large point electrofrog (Pec) £9
 SL-389 Left hand large point insulfrog (Pec) £9
 SL-E396 Left hand medium point electrofrog (Pec) £8
 SL-396 Left hand medium point insulfrog (Pec) £8
 SL-E386 Right hand curved point electrofrog (Pec) £9
 SL-386 Right hand curved point insulfrog (Pec) £9
 SL-388 Right hand large point insulfrog (Pec) £9
 SL-E395 Right hand medium point electrofrog (Pec) £8
 SL-395 Right hand medium point insulfrog (Pec) £8
 SL-397 Y point insulfrog (Pec) £8

Track - Code 55 Finescale Streamline



300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec) £68
 SL-300F Single (Pec) £2.90



SL-302F Pack of 30 1 yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £78
 SL-302F Single (Pec) £3
 SL-E399F 3-way finescale turnout (Pec) £26
 SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £9.50
 SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £9.50
 SL-E390F Finescale double slip electrofrog (Pec) £31
 SL-390F Finescale double slip insulfrog (finescale only) (Pec) £31
 SL-E389F Finescale left hand large point electrofrog (Pec) £9.50



The UK's largest model railway and diecast retailer

7F-080-011 8 Plank Wagon Lay Main (Dap) £34
7F-080-012 8-plank wagon "Rosa, Smith" (Dap) £33

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £60
SL-700BH Single (Pec) £6
SL-E787BH Left hand O gauge curved turnout (Pec) £47
SL-E782BH Left hand point bullhead rail and electrofrog (Pec) £38
SL-E786BH Right hand O gauge curved turnout (Pec) £47
SL-E791BH Right hand point bullhead rail and electrofrog (Pec) £38
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"). 16 make a circle (Pec) £50
ST-700 Setrack Bullhead straight 400mm (15.5") (Pec) £5



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

Cars

43AP007 Austin Princess Late Black (Oxf) NEW £18



43AS003 Austin Seven RN Saloon Maroon (Oxf) NEW £12



43ASV002 Austin Seven RN Van AA (Oxf) £13
43ASV001 Austin Seven RN Van in Princess (Oxf) £12



43ASV003 Austin Seven RN Van Liptons Tea (Oxf) NEW £12



CC57002 Continental GT V8 S UK Press Car Monaco Yellow NEW TOOL (Cor) £22
VA09517 Ford Escort Mk1 RS2000, Vista Orange (Cor) £19
VA11702 Ford Sierra RS Cosworth Moonstone Blue (Cor) £15
43JAGV12001 Jaguar V12 in light blue (Oxf) £18



VA13602B VW Golf Mk2 1.3C Nevada Beige LHD (Deutschland) (Cor) NEW £19



VA13503 Mini 1275GT 1979 Tricontinent British Saloon Car Championship, Overall and Class A Winner, Richard Longman (Cor) £21

43FDE012 Ford 400E Van Glamorgan Police (Oxf) £12



G Scale

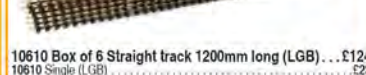
Steam locos

91401 Thomas the Tank Engine (with moving eyes) (Thomas the Tank range) (Bac) £160

90069 Percy and the Troublesome Trucks train set (Thomas the Tank range) (Bac) £199

90087 Thomas Christmas Delivery train set (Thomas the Tank range) (Bac) £260

12010 Point Motor/Switch Drive (LGB) £24



10610 Box of 6 Straight track 1200mm long (LGB) £124

10610 Single (LGB) £23

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30



DS Double power controller brake simulator (Gau) £119

DF Double/Twin power unit feedback (Gau) £79



D Double/Twin track power controller (Gau) £69

HH Hand Held Circuit Controller Feedback (Gau) £32



Q Quadruple 4 circuit power controller (Gau) £130

W Walkabout circuit controller (Gau) £29

Analogue power supplies



M1 Transformer Output 2 x 16v AC 1A (Gau) £37

T1 Uncoated 2 x 16v AC Transformer (Gau) £18

Analogue point control



CDU Capacitor Discharge Unit (Gau) £11

PL-35 Capacitor Discharge Unit Mk2 (Pec) £12

PCU1 Electronic points control unit (Gau) £90

MCPU Mains Powered CDU Unit (Gau) £20

PCU2 Point Control Slave Unit for use PCU1 (Gau) £43

DCC decoders

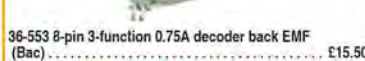


DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) £94

DCR-8PIN-Harness Single (Hat) £10

DCR-8PIN-Harness Box of 5 (Hat) £48

36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac) £13.60



36-553 8-pin 3-function 0.75A decoder back EMF (Bac) £15.50

DCC accessory decoders



36-561 EZ Command Dynamis 4-output point decoder (similar to Hornby 86247) (Bac) £38.55

36-520 EZ Command 5 amp booster transformer (Bac) £190

36-507 EZ Command Dynamis system - Additional handset (Bac) £64.13

DCC controllers



DCC02 Prodigy "Advance 2" starter DCC controller package (Gau) £215

DCC03 Prodigy "Advance 2" Wireless starter DCC controller package (Gau) £369

DCC49 Prodigy 8 Amp booster unit (Gau) £144



DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99



DCC01 Prodigy Express Package. Can be extended the DCC13 Walkaround or DCC51 Wireless (Gau) £124

DCC51 Prodigy Wireless Conversion Set (Gau) £200

524-027 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144

DCC accessories

4A-001-001 DCC Signal controller for 2 signals (all scales) (Dap) £24

Point motors

PL-9.5 Mounting Plates for use PL-10E (Pec) £2.25

PL-10W High performance turnout point motor (Pec) £5

PL-10WE High performance turnout point motor extended pin (Pec) £5



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) £26

PL-10 Single (Pec) £4.50



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) £25

PL-10E Single (Pec) £4.50

PM-2 Seep point motor (Gau) £3.50

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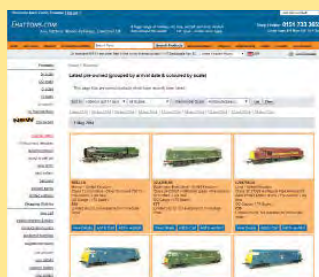
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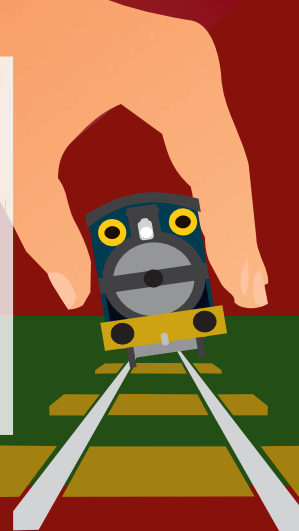
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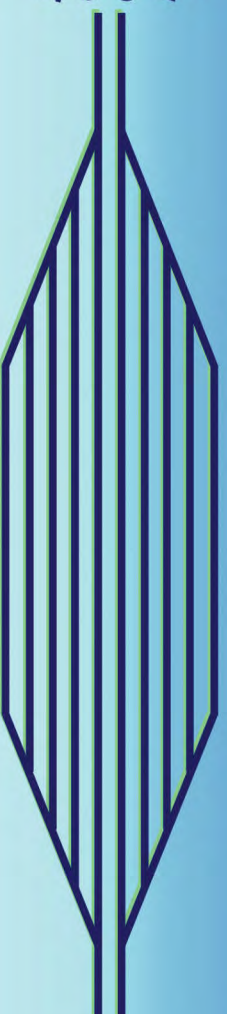
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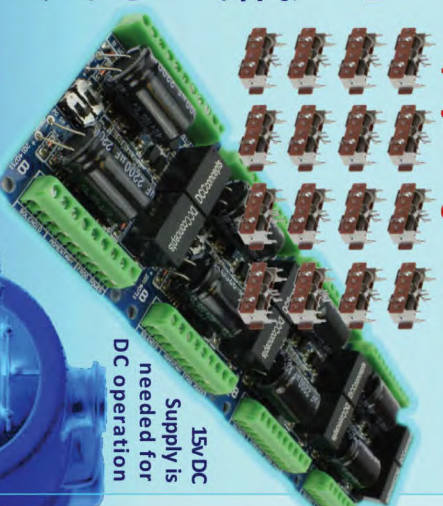
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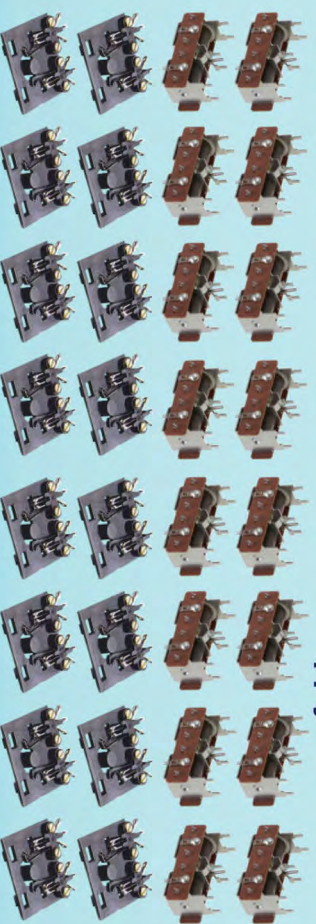
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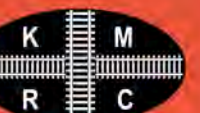
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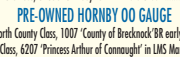


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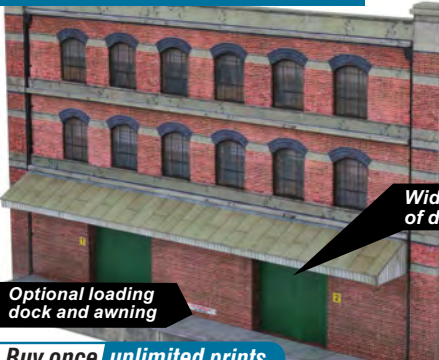
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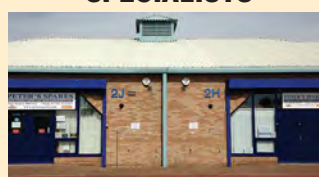
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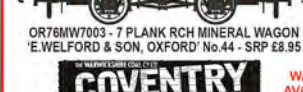
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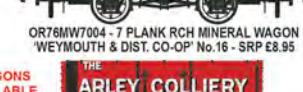
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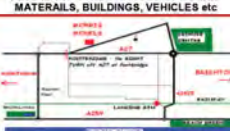
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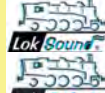
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RUMBLING BRIDGE

British Railways Scottish Region was the catalyst for Nick Skelton's beautifully detailed model of Rumbling Bridge. Featuring DCC control and sound fitted locomotives this 'OO' scale layout is a popular exhibit on the show circuit.

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STEP BY STEP GATED LEVEL CROSSING



The gated level crossing is gradually disappearing with the modern world, but it was once a daily part of railway life. Nigel Burkin shows how to build a gated level crossing with manually operated gates.

ALLANBRIDGE

Four years of planning and construction resulted in this busy modern era exhibition layout which was built by Bonnybridge and District Model Railway Club to allow realistic portrayal of today's railway operations in 'OO' scale.



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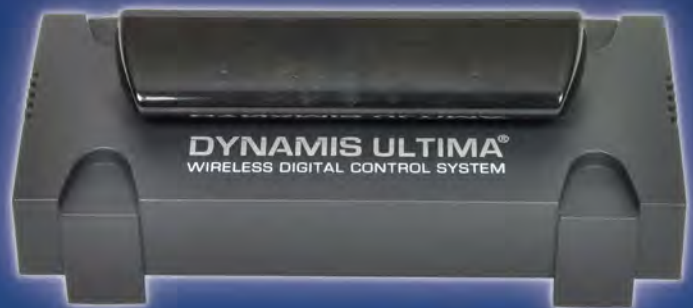
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