



40 NEW MODELS
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HORNBY magazine

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North Devon in Gauge 1 at Hatherleigh Junction!



FIRST REVIEWS

Hornby Drummond '700' 0-6-0



Bachmann Class 43 'Warship'



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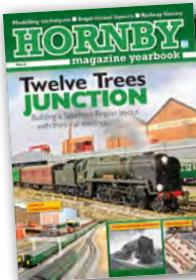


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HORNBY magazine

August 2015

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WIN! A Hornby 'OO' gauge Colas Rail Freight liveried Class 56 worth £150 in our exclusive competition.



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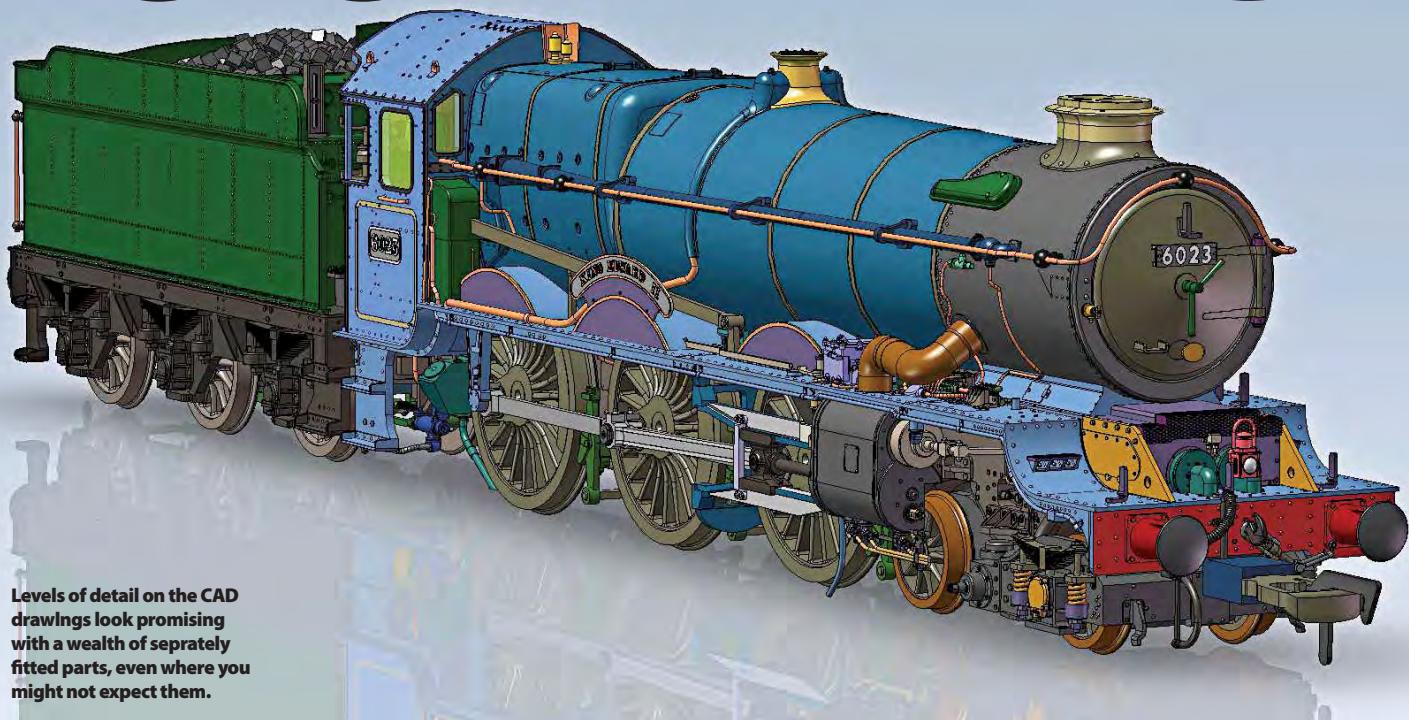
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HATTON'S CLAIMS FIRSTS FOR 'OO' 'KING'

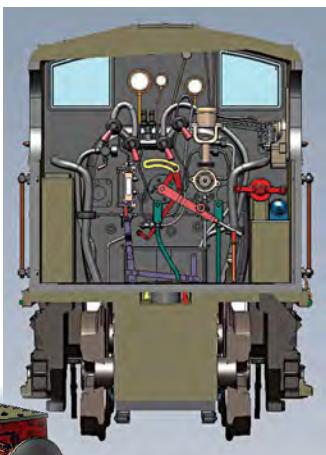
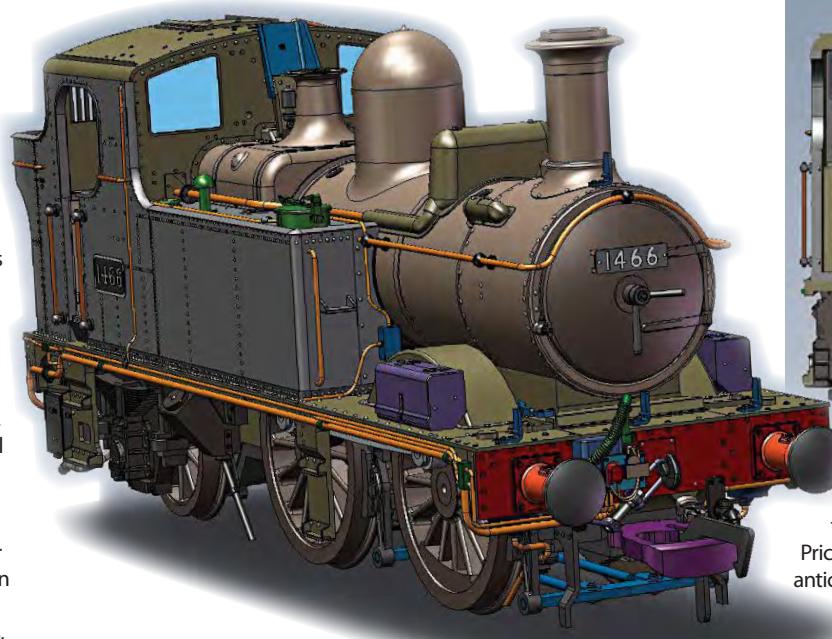


HATTON'S '14XX' PROGRESSES

Hatton's has received the latest CAD/CAMs of its exclusive 'OO' gauge Collett '14XX' 0-4-2T.

Manufactured on behalf of Hatton's by DJ Models, the locomotive promises "exceptional levels of detail for a ready-to-run model," including etched numberplates fixed to brackets on the smokebox door and bodysides, separately fitted pipework wherever possible, a hook to hang dummy screw link couplings on and a full gear drive to all driving wheels.

Sixteen versions of the model are planned, covering '14XX', '48XX' and '58XX' variants, and the specification includes five-pole motor, 6-pin DCC decoder socket, speaker provision within the bunker for DCC sound installations, blackened wheels,



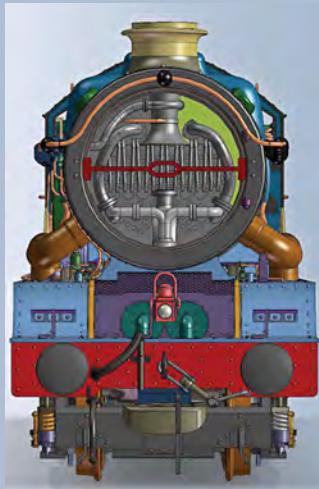
painted cab interior, all wheel pick-up, top feed variations and more.

Priced at £99 each, delivery is anticipated in late 2015/early 2016.

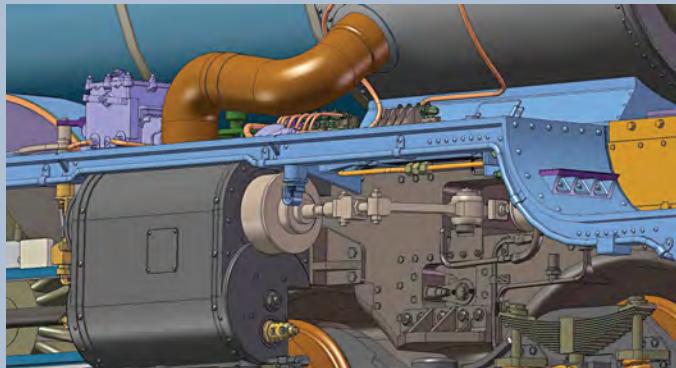
Visit www.ehattons.com for more information.

HATTON'S of Liverpool has revealed the CAD/CAM drawings for its new 'OO' gauge model of the GWR 'King' 4-6-0 and claims it is on track to be the UK's most detailed ready-to-run model. It also says it will be the first British outline tender locomotive to feature a gear drive chassis to all driving wheels.

The CAD/CAM drawings, revealed during June, show the detail being designed into these new models with separately fitted parts including three alternative smokebox doors (plain GWR, plain GWR with step and plain BR with step), single and double chimneys in tall and cut down guises, fully modelled smokebox interior, in service and as preserved



The smokebox interior is to be modelled too.



cabs and two-different steam feed pipes (early and late variants).

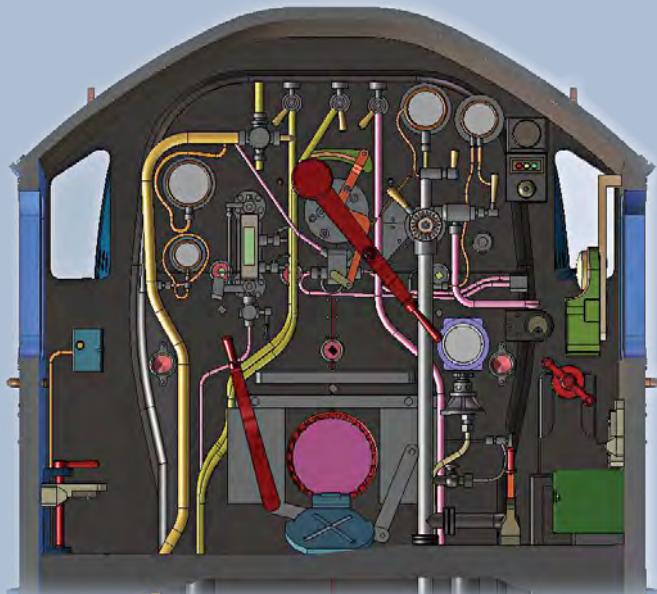
All models are set to feature bracket mounted etched brass locomotive numberplates, etched brass nameplates, detailed representation of the inside motion, intricate valve and separately fitted pipe detail, fluted connecting rods with corks, oil filler detail, speedometer cables (where appropriate), GWR coupling hook for securing coupling to the bufferbeam, tapered and parallel buffers, full tender brake rigging, removable tender coal load, etched brass lifting eyes and more.

Cab detail includes Automatic Train Control equipment, firebox front plate, regulator, firebox door handle and driver's seat together with a full complement of dials, gauges and levers.

Designed to operate on second radius curves as a minimum, the bogie has been designed to have no daylight visible behind while the close-coupled electrical locomotive-

to-tender connection will be sprung.

The model will be driven by a five-pole coreless motor and gear train powering all driving wheels via a gear train in a similar



Locomotion announces more models



Locomotionmodels.com has added two new 'OO' gauge limited edition locomotives to its National Railway Museum (NRM) National Collection in Miniature range of models, with the promise of more announcements to come later this year.

These latest additions include a specially commissioned model of Hornby's newly-tooled Collett 'King' 4-6-0 6000 *King George V* in

as-preserved BR green livery with early crests and Bachmann's English Electric Type 1 D8000 in BR plain green livery, with both models featuring a gloss paint finish.

Just 250 models of 6000 *King George V* will be decorated with this paint finish and will include a signed limited edition certificate while 500 models of D8000 will also be produced, 150 of which will feature Digital Command

Control (DCC) sound installed.

Prices for D8000 are set at £109.95 (DCC ready) and £209.95 (DCC sound) per model while 6000 *King George V* is priced at £159.99. Each model will also feature Locomotion Models' new National Collection in Miniature branding on the packaging. Both are due for release in the second half of 2015.

Visit www.locomotionmodels.com for more information.

manner to that employed in contemporary diesel models. A 21-pin DCC decoder socket together with space for a 40mm x 20mm rectangular speaker enclosure for DCC sound installations have been designed into the tender too.

Manufactured for Hatton's by DJ Models, 15 variants are planned with each model featuring appropriate livery and detail elements, according to the prototype and period.

Pre-order prices are set at £169 for DCC ready and £179 for DCC fitted models, with delivery anticipated for late 2015/early 2016.

Visit www.ehattons.com for more information.

IN BRIEF

The extensive range of Martin Finney 4mm scale locomotive and tender kits is now under the ownership of Brassmasters. Castings and sundry components are now obtainable through Brassmasters' website and complete kits are expected to be available once more during the Autumn.

Visit www.brassmasters.co.uk for more information.

Dapol has reached agreement with Scotrail and Direct Rail Services (DRS) to produce a model of its forthcoming Class 68 Bo-Bo diesel locomotive in the Scottish railway operator's distinctive Saltire livery. The 'N' gauge model is currently at the CAD/CAM stage, while the 'OO' gauge model has progressed to tooling. Model identities, prices and anticipated delivery dates have yet to be confirmed.

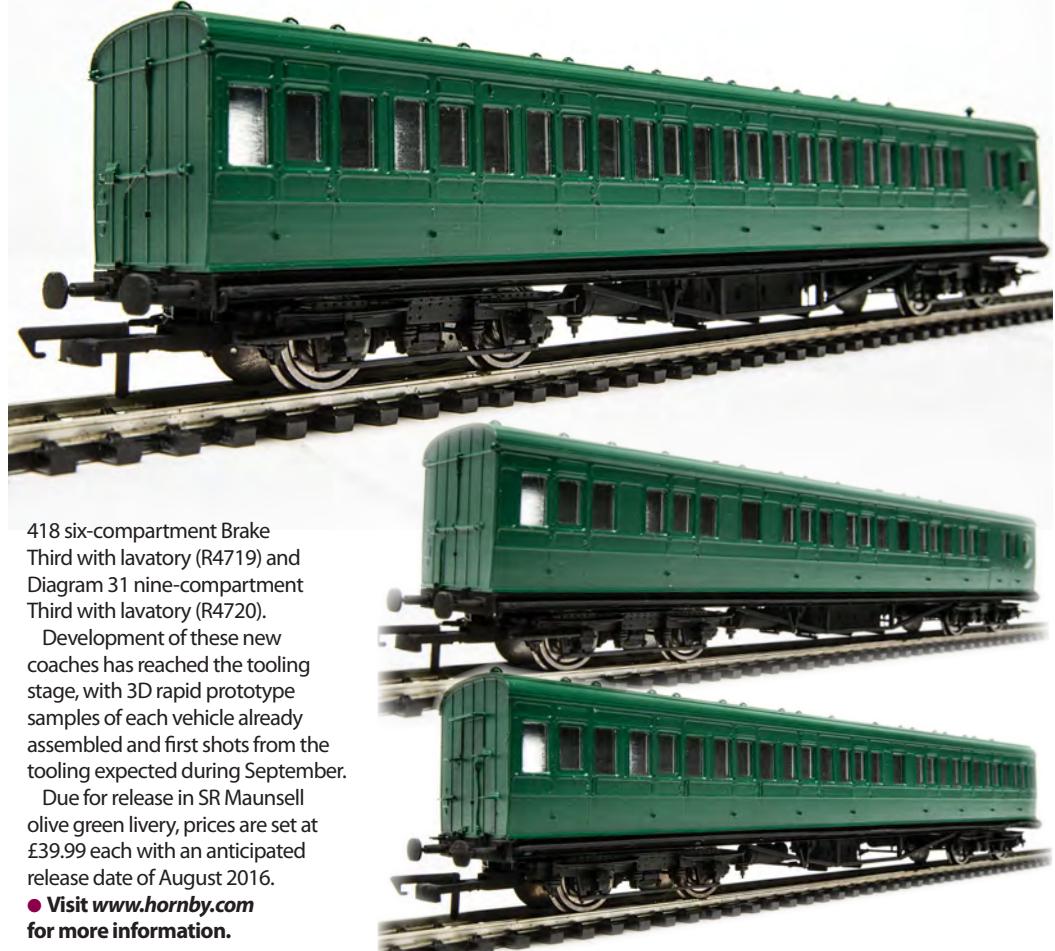
Visit www.dapol.co.uk.

HORNBY UNVEILS NEW MAUNSELL 58ft STOCK

WITHIN WEEKS of announcing new 'OO' gauge Great Western Railway (GWR) Collett 57ft 'bow ended' corridor coaches (HM97), Hornby has unveiled more 'OO' gauge rolling stock plans for release in 2016 with a range of ready-to-run Southern Railway (SR) Maunsell 58ft non-corridor coaches.

Introduced during the 1930s, these carriages operated on a wide variety of services across Devon, Dorset, North Cornwall, and further afield. They were rebuilt from ex-London & South Western Railway (LSWR) 48ft non-corridor stock at the SR's Lancing Works in West Sussex by extending the original bodies with new lavatory sections and steel panelled brake compartments and mounting them on SR Maunsell 58ft underframes. To disguise the joins, distinctive triangular weatherboards ran the entire length of these newly-converted vehicles, which also helped prevent water ingress to the underframes.

Four different models will be available including a Diagram 99 eight-compartment Brake Third (Cat No. R4717), Diagram 98 six-compartment Brake Composite with lavatory (R4718), Diagram

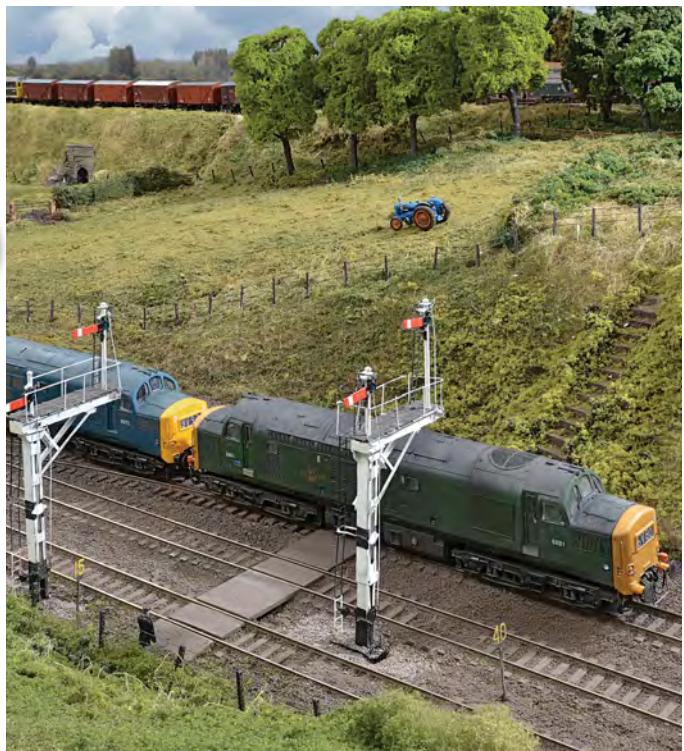


418 six-compartment Brake Third with lavatory (R4719) and Diagram 31 nine-compartment Third with lavatory (R4720).

Development of these new coaches has reached the tooling stage, with 3D rapid prototype samples of each vehicle already assembled and first shots from the tooling expected during September.

Due for release in SR Maunsell olive green livery, prices are set at £39.99 each with an anticipated release date of August 2016.

● Visit www.hornby.com for more information.



Abbotswood Junction for THE GREAT ELECTRIC TRAIN SHOW OCTOBER 10/11 2015

Phil and James Bullock's 1970s set Abbotswood Junction is confirmed for the Great Electric Train Show, sponsored by *Hornby Magazine*, which takes place on the weekend of October 10/11 2015 at the Heritage Motor Centre in Gaydon, Warwickshire.

Abbotswood Junction (HM89) is set on the BR Midland Region and features DCC sound fitted diesel locomotives in 'OO' scale running on the Birmingham-Worcester line. The addition of Abbotswood Junction brings the total to 16 covering scales

from 'N' to 'O' gauge and including Scarborough and District Railway Modellers' North of England Line (HM33), Nick Skelton's Rumbling Bridge (HM94), Southampton Model Railway Society's Ackthorpe (HM39), Shipley Model Railways Society's Leicester South GC (HM79), Wirral Finescale Modellers' Widnes Vine Yard (HM35) and more.

● www.greatelectrictrainshow.com has full details of all attending layouts, pre-order discounted tickets and more.



'Austerity' prototype approved

DJ Models has approved new engineering prototypes of its 'OO' gauge Hunslet 'Austerity' 0-6-0ST following modifications and improvements to the tooling. Five standard models of the

0-6-0ST in LNER and BR liveries form the initial batch of releases together with a selection of limited edition commissions.

● Visit www.djmodels.com for more information.

Olivia's limited Class 37s



Sheffield retailer Olivia's Trains has received the first decorated samples of its limited edition Bachmann 'OO' gauge Class 37 diesel locomotives. Two models will be available as 37402 in Direct Rail Services (DRS) 'compass' livery and 37418 East Lancashire Railway in English

Welsh and Scottish Railway (EWS) livery. Delivery is expected during November 2015. Prices are set at £132 for DCC ready models, £160 for DCC fitted models and £253 for Olivia's DCC sound fitted models.

● Visit www.oliviastrains.com for more details.

Bachmann commissions BR training bus



Bachmann is commissioning an exclusive 'OO' gauge Bristol VRT from Exclusive First Editions (EFE) in British Rail (BR) training livery as carried by BNU 679G when used by BR's Department of Mechanical and Electrical Engineering for staff

training. The model will feature the unique blue, yellow and red livery applied to the vehicle and will include BR logos and training vehicle branding, replicating the prototype. It costs £37.50.

● Visit www.bachmann.co.uk

Kernow 'O2s' moves closer

Production of Kernow Model Rail Centre's 'OO' gauge Adams 'O2' 0-4-4T locomotives is due to get underway shortly following approval of the final decorated samples of the 'mainland' models. A choice of seven models will form the initial batch of releases with detail differences catered for. Prices are set at £119.99 with a discount available for pre-orders.



● Visit www.kernowmodelrailcentre.com for more details.

DRIVING COURSE WINNER...

■ The winner of HM96's exclusive competition to win a Severn Valley Railway driving experience course is Mr R B Townsend from Ruislip in Middlesex. Congratulations!

Hornby reveals Adams 'Radial' running sample

In mid-June, Hornby revealed further progress on its 'OO' gauge London & South Western Railway (LSWR) Adams '0415' 4-4-2T, having received the latest engineering running sample of the model and issuing a video of it operating on the development department's test track.

The model will have a die-cast

chassis and boiler, five-pole skew wound motor, separately fitted metal handrails and sprung metal buffers. Three are due for release covering BR lined black and LSWR lined green liveries.

Prices are set at £119.99 each, with delivery in late 2015.

● Visit www.hornby.com for more information.



BR AUTOTRAILERS APPROACH

Decorated samples of Bachmann's 'OO' gauge BR Autotrailers have been received by the company's engineers for evaluation.

Designed by Hawksworth for BR (WR) to diagram A38/A40, the coaches were similar in appearance to the earlier Great Western vehicles with cab windows and driving controls at one end of the



vehicle for push-pull operation. Available in BR carmine and cream (Cat No. 39-575), BR maroon

(39-576) and BR crimson (39-577), they are anticipated for release during November/December

2015, priced at £68.95 each.

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

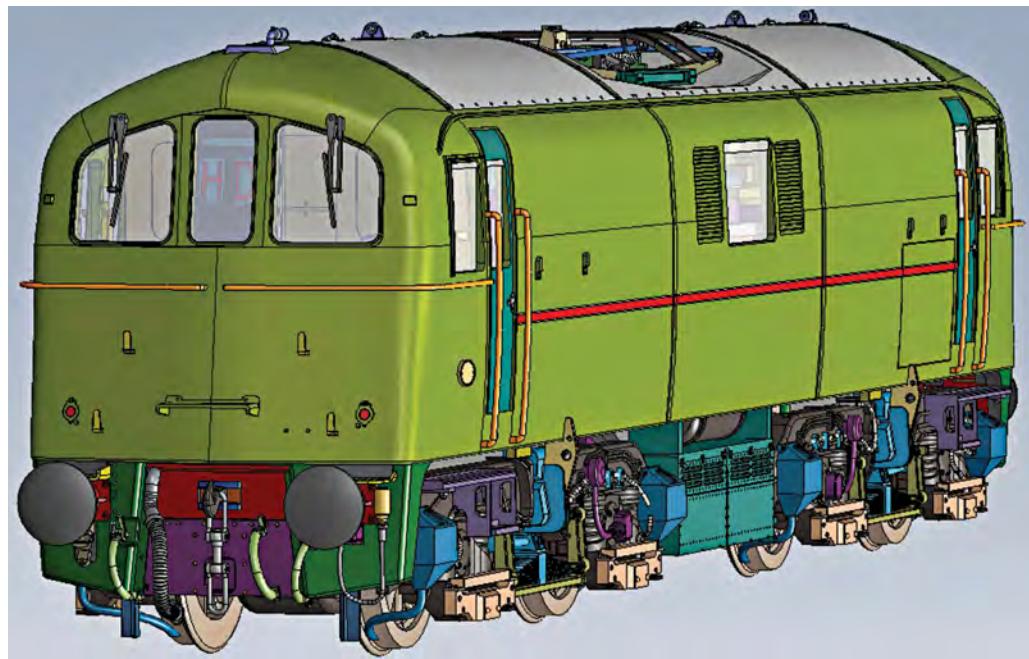
TOOLING STARTS FOR DJ MODELS' CLASS 71

THE latest development CAD/CAM drawings of DJ Models' crowd source funded 'OO' gauge BR Southern Region Class 71 Bo-Bo electric locomotive (HM87) have been issued with the manufacturer revealing in mid June that the locomotive has progressed to the tooling stage.

The tooling will cater for two different body styles, cab ends and alternate roof details with the specification also including die cast metal chassis, coreless motor, a choice of lighting options, decorated cab interior, etched steel windscreens wipers, poseable overhead electric pantograph, replacement front valance and a wealth of separately applied parts.

The model will include a 21-pin DCC decoder socket and space for a large rectangular enclosed speaker. An on/off lighting switch for analogue control and a selection of appropriate route headcodes will also be included.

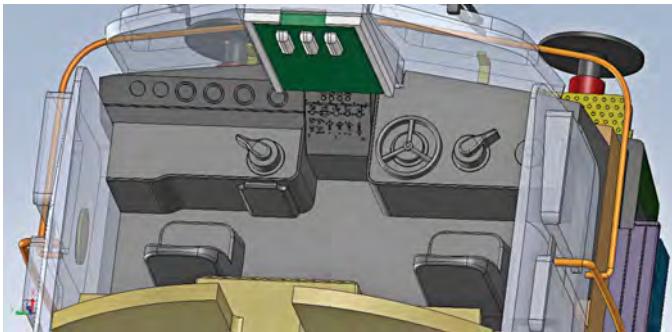
Five models are being produced initially as E5003 in BR green with small yellow panels (Cat No. OO71-001), E5004 in plain BR green (OO71-002), 71009 in BR blue with full yellow ends (OO71-003), 71013 in BR blue with full yellow ends (OO71-



004) and E5010 in BR green livery with full yellow ends.

Prices are set at the crowd sourced price of £125 for pre-orders, operated by Kernow Model Rail Centre on behalf of DJ Models, placed before the October 1 deadline.

● Visit www.kernowmodelrailcentre.com for more information.



WIN A HORNBY® COLAS RAIL CLASS 56!



FIRST SAMPLES FOR LSWR GATE STOCK ARRIVE



Kernow Model Rail Centre (KMRC) has taken delivery of the first assembled engineering prototype sample of its forthcoming 'OO' gauge London and South Western Railway (LSWR) 1914 Gate Stock push-pull coaches.

Displayed for the first time at the Great Central Railway's Model Event in June, the Driving Brake Third and Third coaches are now being evaluated ahead of further tweaks to the tooling. Priced at £99.99 per set for pre-orders and with a choice of Southern Railway and BR liveries, a delivery date has yet to be confirmed.

● Visit www.kernowmodelrailcentre.com for more information.

'Warship' debuts in 'O' gauge



Heljan has revealed a sample of its new 'O' gauge diesel-hydraulic – the Class 42 'Warship', following confirmation of the identities of its standard and limited edition models during May (HM97).

Priced at £699 each, five standard named models will be produced for general release together with six unnamed and limited edition models for 'O' gauge specialist Tower Models.

Delivery is expected in 2016.
● Visit www.heljan.dk or www.tower-models.com for more information.

Oxford Rail 'Radial' breaks cover

Oxford Rail has unveiled the first working pre-production sample of its 'OO' gauge model of the London and South Western Railway (LSWR) Adams '0415' 4-4-2T.

The model incorporates a die-cast metal chassis, tanks and coal bunker for added weight together with metal buffers, detailed cab interior and separately fitted metal handrails.

Following adjustment to the tooling

and electrical tests, the model has now been approved for production.

Three liveries are planned for the initial batch in LSWR green livery, BR lined black with early crests and BR lined black with late crests.

Prices are set at £99.95 with delivery anticipated towards the end of this year.

● Visit www.oxfordrail.com for more information.



Hornby Magazine is offering the chance to win one of Hornby's latest releases – Colas Rail liveried Class 56 56087. This newly released model of the Doncaster built locomotive in its current condition features directional lighting, a highly detailed body and underframe and an 8-pin DCC decoder socket. 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 August 25 2015.

QUESTION...

Where was 56087 built?

- a.** BREL, Crewe
- b.** BREL, Doncaster
- c.** Brush, Loughborough

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 Class 56 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 Class 56 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 HM100. The closing date for entries is August 25 2015 and winners will be notified by September 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.

GAUGEMASTER.com

The Online Home of The Engine Shed

DCC CONTROL

DIGITAL CONTROL SYSTEMS



DCC01 Prodigy Express System £149.95



DCC02 Prodigy Advance2 System £279.95



DCC03 Prodigy Advance2 Wireless System £479.95

DECODERS

| | |
|---------------------------------------|--------|
| DCC22 CLASSIC 2 Function Micro | £24.95 |
| DCC23 CLASSIC 6 Pin-Plug-in Decoder | £24.95 |
| DCC27 OMNI 21 & Pin Decoder | £18.95 |
| DCC28 OMNI 6 Pin Decoder with Harness | £20.95 |
| DCC29 OMNI Direct Plug Decoder | £19.95 |
| BPDC227 OMNI 21 & Pin Decoder (5) | £89.95 |
| BPDC228 OMNI 6 Pin with Harness (5) | £89.95 |
| BPDC229 OMNI Direct Plug Decoder (5) | £89.95 |
| DCC31 Accessory Decoder 4 Accessories | £59.95 |
| DCC31 Accessory Decoder Kato Unitrack | £15.95 |

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| DCC ACCESSORIES | |
| DCC11 Prodigy Extension Plate | £37.95 |
| DCC13 Prodigy Adv2 Wireless Walkaround | £179.95 |
| DCC14 Prodigy Adv2 Backkit Walkaround | £129.95 |



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| DCC15 "Decoder Doctor" Decoder Tester | £79.95 |
| DCC40 Auto Reverse Module | £39.95 |
| DCC49 Prodigy DCC Booster Unit 8 Amp | £179.95 |
| DCC51 Prodigy Wireless Conversion Set | £259.95 |
| DCC55 Prodigy Wlrd Computer Interface | £45.95 |
| DCC60 Spare Prodigy | £3.25 |
| DCC61 Medium NEM 652 Socket (5) | £7.95 |
| DCC65 Prodigy Universal Lead (2m) | £4.95 |
| DCC63 Prodigy Adv Power Supply Unit | £24.95 |
| DCC64 Prodigy Power Pack Lead | £6.95 |
| DCC65 Prodigy Express Power Supply Unit | £25.95 |
| DCC71 Prodigy Decoder Tester | £9.95 |
| DCC72 8 to 21 Pin Adapter | £4.50 |
| DCC77 Prodigy Walkaround Adapter | £3.95 |

ANALOGUE CONTROL

MAINS POWERED CONTROLLERS



| | |
|-----------------------------------|--------|
| GMC-COMBI Single Track Controller | £39.95 |
| GMC-100M Single Track | £84.95 |

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| GMC-100MO Single Track O Scale | £84.95 |
| GMC-10LGB Single Track G Scale | £99.95 |
| GMC-10LGBSF Single Track G Scale Fan | £169.95 |
| GMC-P Single Track Simulation | £39.95 |
| GMC-PO Single Track Simulation O Scale | £99.95 |

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| GMC-D Twin Track | £94.95 |
| GMC-DO Twin Track O Scale | £164.95 |
| GMC-DF Twin Track Feedback | £99.95 |
| GMC-DS Twin Track Simulation | £164.95 |
| GMC-TS Three Track Simulation | £174.95 |

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| DCC01 Prodigy Express System | £149.95 |
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| DCC02 Prodigy Advance2 System | £279.95 |
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| DCC03 Prodigy Advance2 Wireless System | £479.95 |
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STRUCTURES



KESTREL
DESIGNS

OO SCALE LASER CUT KITS (Ctd.)



GM453 Garden Shed Kit £6.00

OO SCALE "FORDHAMPTON" PLASTIC KITS

Fordhampton is a bustling market town on a busy mainline running through the rolling South Downs. With both local and express services steaming through, Fordhampton Station serves all kinds of trains from commuters travelling to and from London as well as excursions to the seaside at Brighton! Wherever you are going the station master will be happy to help you get to your destination.



GM401 Fordhampton Station £25.00



GM402 Fordhampton Signal Box £10.50



GM403 Fordhampton Footbridge £17.50



GM404 Fordhampton Level Crossing £11.50



GM405 Fordhampton 60s Estate House £15.95



GM406 Fordhampton Locomotive Shed £19.95



GM407 Fordhampton Carriage Platforms £9.95



GM408 Fordhampton Village Store or Pub £17.95

Look out for more additions to Fordhampton as and when planning permission is granted!

N GAUGE PLASTIC KITS

| | |
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| GMKD01 House | £4.25 |
| GMKD02 Shop | £4.25 |
| GMKD03 Bungalow | £4.25 |
| GMKD04 Church with Porch | £5.75 |
| GMKD05 House/Shop Unit with Glazing | £6.50 |
| GMKD06 Two Shop Unit with Glazing | £6.50 |
| GMKD07 Four House Unit | £6.50 |
| GMKD08 Country Station | £8.50 |
| GMKD09 Station Buildings | £5.25 |
| GMKD10 Island Platform with Flat Canopy | £8.00 |
| GMKD11 Flat Canopy | £5.75 |
| GMKD12 Small Signal Box | £6.25 |
| GMKD13 Farm Rail Fencing Brown | £3.00 |
| GMKD13W Farm Rail Fencing White | £3.00 |
| GMKD14 Telegraph Poles | £3.00 |
| GMKD15 Windows Doors & Guttering | £4.25 |
| GMKD16 Platforms (2) | £2.75 |
| GMKD17 Platform Ramps (2) | £2.25 |
| GMKD18 Station Yard Huts | £3.25 |
| GMKD19 Weighbridge & Office | £4.25 |
| GMKD20 Coal Office | £3.25 |
| GMKD21 Level Crossing/Keepers Cottage | £5.75 |
| GMKD22 Four Greenhouses | £3.00 |
| GMKD23 Two Domestic Garages | £3.00 |
| GMKD24 Water Tower | £3.75 |
| GMKD25 Corner Shop | £4.50 |
| GMKD26 Corner Pub | £4.50 |
| GMKD27 Three Storey Townhouse | £5.75 |
| GMKD28 Three Storey Town Shop | £5.75 |
| GMKD29 Modern Station | £7.75 |
| GMKD30 Modern Station Waiting Room | £5.50 |
| GMKD31 Station Masters House | £6.25 |
| GMKD32 Pair Pre War Semi Det. Houses | £7.00 |
| GMKD33 Boilerhouse & Chimney | £6.25 |
| GMKD34 Stable Block | £3.75 |
| GMKD35 Cow Shed | £3.50 |
| GMKD36 Barn | £5.75 |
| GMKD37 Farm House | £7.25 |

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| GMKD38 Steel Footbridge | £7.25 |
| GMKD39 Modern Industrial Unit | £5.75 |
| GMKD40 Modern Fire Station | £7.00 |
| GMKD41 Platforms Wide (2) | £3.25 |
| GMKD42 Platform Ramps Wide (2) | £2.75 |
| GMKD43 Goods Shed | £7.50 |
| GMKD1000 Town Station | £16.95 |
| GMKD101 Old Factory with Chimney | £19.95 |

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| GMKD38 Steel Footbridge | £7.25 |
| GMKD39 Modern Industrial Unit | £5.75 |
| GMKD40 Modern Fire Station | £7.00 |
| GMKD41 Platforms Wide (2) | £3.25 |
| GMKD42 Platform Ramps Wide (2) | £2.75 |
| GMKD43 Goods Shed | £7.50 |
| GMKD1000 Town Station | £16.95 |
| GMKD101 Old Factory with Chimney | £19.95 |

N GAUGE LASER CUT KITS

The same as the ultra detailed OO equivalents (GM451/1/452/GM453) - pack sizes vary from the 4mm versions though

| | |
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| GMKD51 Wooden Fencing | £5.00 |
| GMKD52 Lattice Fencing | £5.00 |
| GMKD53 Garden Sheds (2) | £5.00 |

N GAUGE VALUE KIT SETS

| | |
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| GMKD2000 Station Set | £14.95 |
| GMKD2001 Town Set | £12.95 |
| GMKD2002 Suburban Set | £14.95 |
| GMKD2003 Farm Set | £16.95 |

TOOLS



TOOLS

MODEL RAILWAY MAINTENANCE



GM50 OO/HO Locomotive Wheel Cleaner £39.95

GM47 N Gauge Wheel Cleaner £34.95

GM51 Spare Pads for GM50 £17.95

GM49 Spare Pads for GM47 £17.95

GM59 N Scale Wheel Cleaner £15.95



GM60 OO Scale Wheel Cleaner £19.95

GM61 Precision Lubricator £4.75

GM667 Superfine Oil Pen w/Teflon Particles £9.75

GM668 Electrical Contact Oil Pen £9.75



GM61 Precision Lubricator £4.75

GM667 Superfine Oil Pen w/Teflon Particles £9.75

GM668 Electrical Contact Oil Pen £9.75



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Hatherleigh JUNCTION

BOB HUNTER opted for Gauge 1 for his fictional North Devon station and the results are a spectacular showcase of what can be achieved in large scales.

PHOTOGRAPHY, TREVOR JONES.



BEING A POMPEY LAD and growing up in the heart of the Southern Region (SR) this layout was always going to feature Southern steam. However, with a love of Western Region (WR) diesels-hydraulics the location had to cover both. The era would be 1964 to 1968, so that Southern steam can work alongside the diesels. This being Gauge 1, an area where short trains were common was essential. North Devon seemed ideal and after a look at a map of the area, Hatherleigh was the perfect location. Hatherleigh is a small town in Devon, north of Okehampton. It used to have a railway station with a passing loop and sidings. Hatherleigh Junction, however, is

a figment of my imagination - the junction of a railway that existed and one that didn't. The one that existed and where Hatherleigh station was situated was on a light railway opened in July 1925 that ran from Torrington to Halwill Junction. The Southern Railway station at Halwill was the junction for services from Exeter via Okehampton to Bude and Padstow, as well as the Torrington branch. The line between Halwill Junction and Torrington was never well patronised, only requiring one carriage, usually hauled by an Ivatt '2MT' 2-6-2T locomotive in later years. There was however, some freight activity from the china clay works at Meeth. Torrington had facilities for loading milk tanks. From Torrington a line was built by the London & South

STATISTICS

| | |
|-----------------|---------------------------------------|
| Owner: | Bob Hunter |
| Scale: | Gauge 1, 1/32nd scale |
| Length: | 34ft |
| Width: | 3ft |
| Track: | Tenmille products |
| Control: | Analogue |
| Period: | BR Southern/Western Region, 1964-1968 |

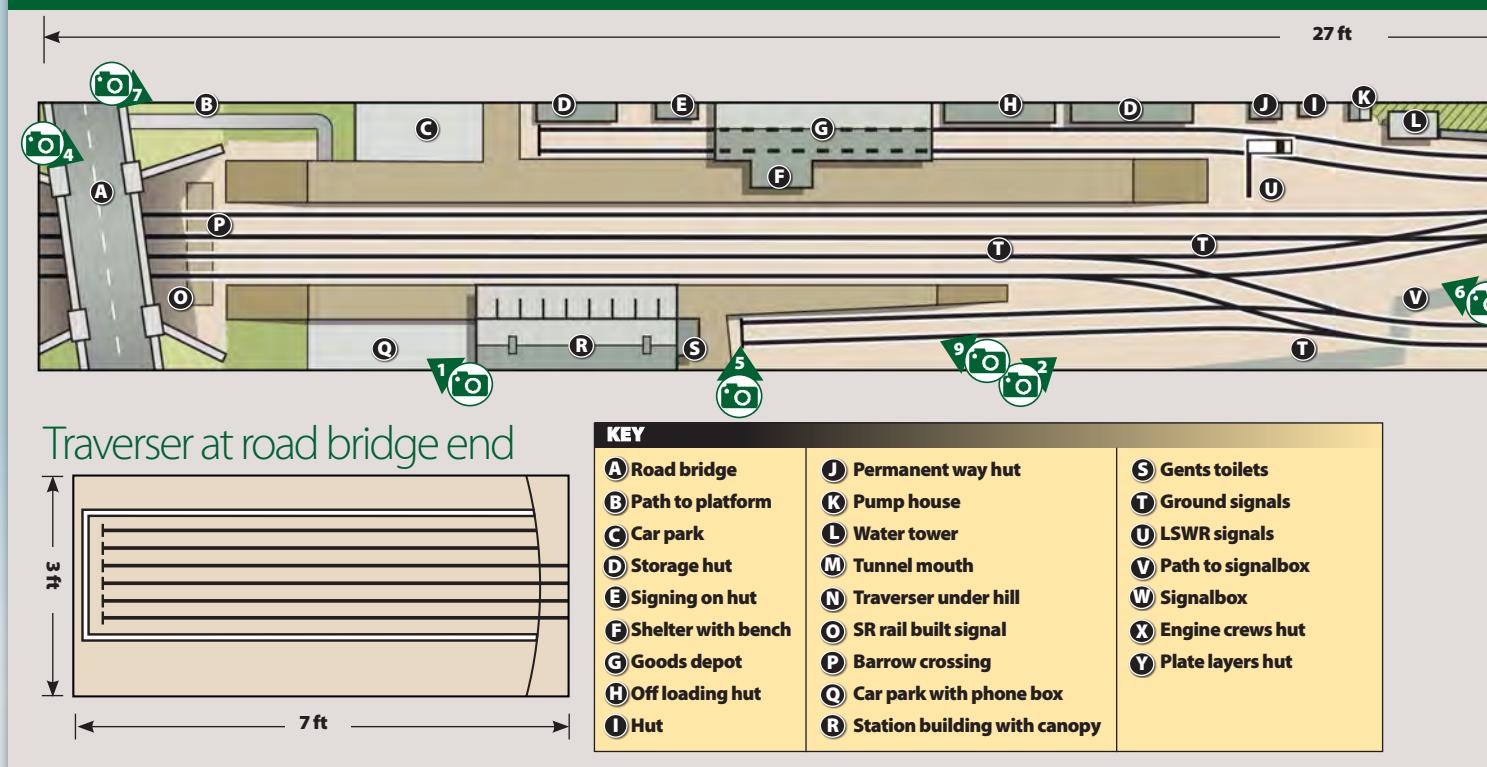
Western Railway (LSWR) to Barnstaple and beyond and this line was used for the haulage of milk and china clay. The line of my imagination that didn't exist, but was at one time proposed, was a direct line built to main line standards between Barnstaple, Torrington and »



D844 Spartan, one of the North British Locomotive built 'Warships.' As the very first locomotive I 'copped' at Eastleigh in 1967, I have a soft spot for this machine. D6317 emerging from under the road bridge has large headcode boxes fitted higher up on the nose than the conventional headcode panel and was one six Class 22s fitted with these.

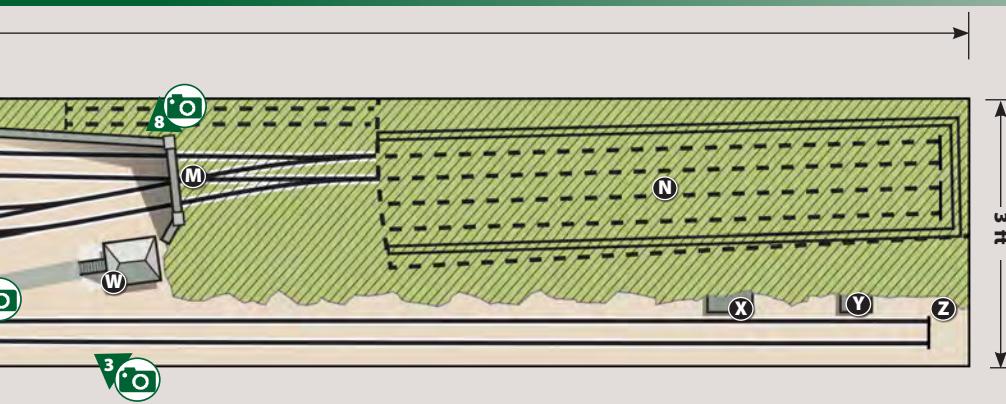


HATHERLEIGH JUNCTION TRACK DIAGRAM (NOT TO SCALE)



Bulleid 'West Country' 34019
Bideford emerges from the tunnel with a passenger train from Okehampton. 34019 is an Aster locomotive originally designed for live steam but converted to electric traction.





Two china clay wagons in the old Halwill branch. Up until about 1972 the black tarpaulin covers were just tied down over the wagon but after 1972 an upright bar attached to the wagon was used to raise new blue tarpaulin covers giving them a tent like appearance. My layout is pre-1972 so dark grey tarpaulins are sufficient. D802 *Formidable* idles in the bay platform while D6303 is about to head off to Okehampton with a milk train.



An aerial view of the layout looking from the road bridge towards the tunnel to Okehampton and the truncated line to Halwill.



Okehampton then on to Plymouth. Hatherleigh Junction would have been where it met the line from Halwill Junction to Torrington. On my layout the line from Halwill has closed and the truncated line is used for stabling locomotives and rolling stock. In reality, the Southern Region was responsible for the lines in North Devon until the WR took control of all lines west of Salisbury on January 1 1963. Under SR control the locomotives used would have been mostly steam, whereas diesel-hydraulic classes would dominate under WR control. Passenger services between Waterloo and Torrington via Barnstaple ceased on September 5 1964 and with it steam haulage. Passenger services between Torrington and Halwill Junction were withdrawn on March 1 1965 and total closure took place south of Meeth, including Hatherleigh, that day also. Barnstaple-Torrington passenger trains continued until October 2 1965 and trains for china clay ran until September 1982, the line also being used for bulk milk traffic until October 1978. The final special train ran to Torrington on January 27 1983, when the track was lifted and a cycle/walking path called the Tarka Trail was created.

ORIGINS

I have always been fascinated by the Bulleid 'Pacifics' and the WR diesels especially the D800 'Warships' and the Class 22s. Back in the early 1990s I got to know Steve Harrod and Rob Mabbett through seeing their 'OO' gauge layout Somerford, which had the diesel-hydraulics. I had written a couple of articles in the mid-1990's on converting the old Hornby 'OO' Class 21 into a Class »



Left: D6309 is a production Class 22 from a batch built between 1958 and 1960. This batch from D6306 to D6333 had many differences over the years and is a nightmare for the modeller. These locomotives, with eleven-spoke wheels, were the mainstay of WR and SR branches in Devon and Cornwall in the 1960s.



22 and also a D600 'Warship'. These drew the attention of a gentleman called Fred Phipps who it turned out had been working on his own 1:32 scale (Gauge 1) Class 22. He came over with parts he had finished including the cab and nose and the quality of workmanship and accuracy were amazing. I quickly introduced Fred to Steve and Rob and everyone was so impressed with Fred's work that they persuaded him to manufacture his Class 22 as a kit so they could build one for themselves and it sold reasonably well. I worked with him on the next kit which was the Scottish Region Class 21/29. By this time people were clamouring for more diesel-hydraulic locomotive kits in Gauge 1 and so Fred began work on a D800 model to everyone's delight. With these two diesel-hydraulic models now available Rob and Steve set to work on two wonderful model railways for their locomotives to be displayed on. One, Worcester Road, built by Steve, still makes the occasional foray out on the exhibition circuit. One of those who knew Rob and Steve was Trevor Hale, who had built the baseboards with track for a new Gauge 1 layout housed in an old Royal Air Force hangar. However the use of the hanger was no longer available and so the layout became homeless and was put up for sale. I am hopeless at carpentry and electrical wiring and here was a part built layout with all the bits I can't do, done. So against my better judgement I bought it.

THE LAYOUT DEVELOPS

The eight baseboards arrived in February 2005, with almost all the wired track in place, the track being from Tenmille Products with finescale turnouts, as requested. Basic platforms had been built, the beginnings of a road bridge,



a complete goods shed and reception shed, a clocking on office, a water tower and pump house, an embankment and two traversers. Included in the deal were four completed milk tanks.

The four scenic baseboards in the middle of the layout are 5ft x 3ft. At each end of the layout are 7ft long traversers: the one at the road bridge end has three tracks and slides across two 3½ft x 3ft baseboards. The 7ft traverser at the tunnel end has two tracks and swings on a pivot. There is a locomotive holding bay track under the embankment next to the tunnel. Trains go through the tunnel and on to the traverser, which has two

“North Devon seemed ideal and after a look at a map of the area Hatherleigh was the perfect location.”

BOB HUNTER

exits - the tunnel and the holding bay. Having nowhere to put a 34ft long layout I had to store it and work on two baseboards at a time in the front room. Luckily I have an understanding wife! While this was happening we had work done on our house and part of the refurbishment was a loft conversion allowing me to put up six of the eight baseboards. The next stage of our refurbishment, if

all goes well, is to build a garage long enough to house the entire layout. Gauge 1 is basically divided into two separate scales - the old 10mm:1ft and the more modern (and international) 1:32 scale, which is more accurate with regard to the width of the track. Traditionally most British manufacturers have produced locomotives and rolling stock in the former, but that has begun to change, now »



D601 Ark Royal gets the right of way from the LSWR lattice signal. This is Fred's latest kit, which came out late in 2014. All five locomotives were based at Plymouth Laira all their lives and never ran in North Devon, but a case can be made that if the line was directly connected to Plymouth, Laira drivers could have worked them through on china clay/milk turns. The steam locomotive is a Finescale Brass '4MT' and as 80041 was an Exmouth Junction locomotive.



most new product is in 1:32 scale. Track standards also vary between Standard with a back-to-back measurement of 40mm ideally suitable for the greater tolerances needed for outdoor layouts and Finescale with a back-to-back of 42mm as used on Hatherleigh Junction. There are a few specialist companies that manufacture accessories such as signals, station furniture and such like in this scale but it has to be said that most things have to be made either from

a kit or from scratch, which can be both time consuming but also rewarding. The station building is based on the station at Bideford, but of brick rather than stone. This station is on the old Torrington to Barnstaple line and is now renovated and used as the Bideford Railway Heritage Centre. My model of it is made of plywood with embossed Gauge 1 English Bond brick overlay from South Eastern Finecast. I found a company in York which could manufacture the window frames and

station canopy valance from my drawings. The chimney pots and SR lamp posts/shades are from castings made by Fred. The LSWR station railings are etches from Blacksmith Models and although are actually 'O' gauge seem to fit the bill. They were beefed up a bit by soldering additional vertical and horizontal rodding to make the etches more resilient. I got the station nameboards from Station Signs and made the frames for them out of girder shaped metal rodding. Other »



"I have always been fascinated by Bulleid 'Pacifics' and the Western Region diesel hydraulics."

BOB HUNTER

 D844 approaches Platform 1 with a passenger train from Plymouth to Barnstaple while D825 occupies Platform 2.





left: Seen exiting the tunnel, the Bulleid Brake Composite was perfect for a short branch train and was exactly what was used on the Torrington to Halwill line though whether it carried many First Class passengers is open to question! Bulleid 'West Country' 34019 *Bideford* is at the head.



Below: D825 *Intrepid* was fitted with a Stone-Vapor boiler and Maybach engines at 2,200hp hauls an ex-GWR 'Toad' brake van and five 13ton china clay wagons

notice boards and such like were found from various sources at model railway shows. The buffer stops are from the Ken Martin range. The trackside warning signs I commissioned from Gilplates after supplying the artwork. The LSWR Type 1 signalbox is scratch built. The window frames were acquired from the same source as the station window frames. The signals are from Model Signal Engineering, one of which was adapted to make a SR rail built signal. Both signals operate in much the same way as real signals do - there is a pivoting arm at the base of the signal attached to a metal rod that runs just under the ballast and modelling clay to the back of the layout. The operating switches are hidden, one behind the road bridge embankment, the other in one of the wayside huts. Of the four ground signals in place, only one is powered so far, by a Hornby point motor. The initial structure for the hill concealing the swinging traverser was chicken wire over pre-shaped steel straps 1in wide and 2mm deep. These were screwed in to the baseboard before being covered in papier mâché and a final layer of plaster. The tunnel is lined with English Bond brick embossed plastic card. Inside the tunnel thin black cloth fixed to hang down like a curtain conceals the traverser behind, while allowing trains to come and go. The tunnel mouth itself is a heavily cut down Skytrex 'O' Gauge resin casting. All the buildings/huts are scratchbuilt and made from plastic card and based on buildings seen in photographs taken in the 1950s and 60s in the area.

SCENERY

The trees on the layout are sea moss with leaves from The Little Leaf Company scattered and glued on. The trackside bushes are made from rubberised horsehair with MiniNatur Scale 1 Summer



Ivy generously spread over to create the bramble type bushes. The grass was from various sources and with different lengths and colours mixed together applied using a static grass applicator. The ballast for the permanent way was mostly 'OO' gauge for the main line and 'N' gauge for the sidings. White modelling clay was used on all the surrounding ground and in parts of the siding. Point rodding has been installed from the signalbox to the three visible points. The next project will be to install signal wiring and spindles.

THE TRAINS

At present I have two steam locomotives - 'West Country' 34019 *Bideford* and BR '4MT' 2-6-4T 80041, the latter Digital Command Control fitted. The diesel fleet covers original NBL D600 class 'Warships', production Class 42 'Warships' and NBL Class 22 hydraulics. All ten diesels on the layout are from the Fred Phipps Models range and powered by Buhler motors. These are connected to a worm

"The signals are from Model Signal Engineering. Both operate in much the same way as real signals do."

BOB HUNTER

and wheel at a ratio of 25:1 for slow speed. One axle is powered in each bogie, connected to the axle via a Delrin chain. However, on my new model of D601 I am using two Portescap motors with ABC Mini E gears with a speed ratio of 30:1 for smooth slow running with a Delrin chain attached to two of the three axles. I have two carriages - one passenger and one full brake - five china clay wagons, five milk tanks, two brake vans and two Great Western Railway (GWR) ventilated vans. Much of the freight stock is from the Mercian Models range. Trevor Cousins, the proprietor, has been very helpful in supplying a variety of buffer types and axleboxes, he also introduced me to Ken Wilkes. Another thing I am not

good at is soldering. Ken very kindly offered to solder all the wagons kits I had bought from Mercian and on the subject of soldering, Fred helped a great deal on the layout, soldering locomotive chassis, railings, signal posts amongst other things. Both were a great help and are much appreciated. Hatherleigh Junction was designed to be portable as an exhibition layout, though it has never been taken to any shows as it is too much for one person to manage alone. That may well change in the future, however. Modelling in Gauge 1 has proved to be a highly rewarding challenge and I will continue to enjoy the layout and the development of it and the rolling stock which runs on it. 



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RAILWAY

Footbridge

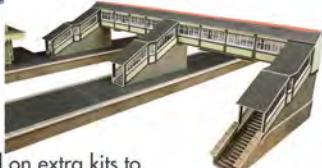
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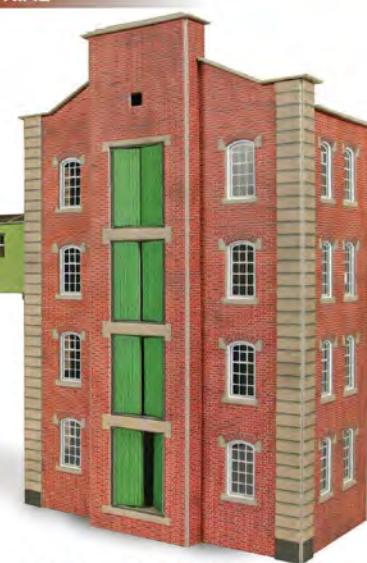
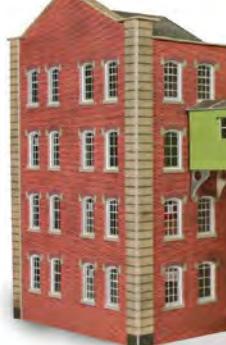
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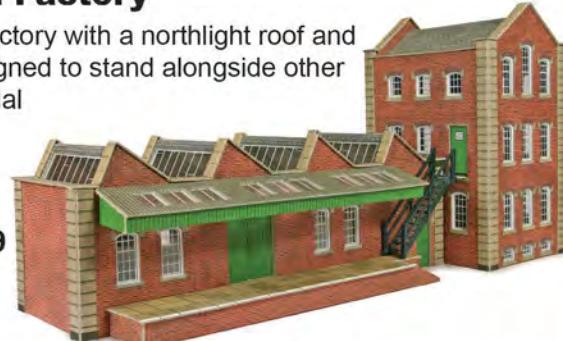
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Summers in the South

TIM SHACKLETON recalls the holiday traffic of the steam era – workings that regularly took unfamiliar stock and locomotives to far-flung parts of the country.

ASIGHT LONG VANISHED from our railway is the longstanding Saturday-only workings that between June and September ferried holidaymakers between the industrial North and Midlands of England and the popular coastal resorts. Similar trains went East-West and back again – Sheffield-Blackpool and Nottingham-Skegness for example – while others ran weekly between such unlikely places as Walsall and Hastings, Cleethorpes and Axminster and Birkenhead and Bournemouth. At any given moment on a summer Saturday, scheduled trains and special workings alike could be found criss-crossing the country between virtually all points of the compass.

This holiday-month project is to model one

such train, the longstanding Saturdays only Bradford-Poole and return which finally came to an end with the closure of the Great Central route in 1966. The journey was an exhausting nine-hour epic via Sheffield, Nottingham, Rugby, Banbury, Oxford, Reading and Southampton and, on the whole, the stock tended to look equally tired. There was no restaurant or buffet car, so it was either sandwiches and pork pies or a mad dash to the refreshment room at one of the intermediate stops. The locomotives were changed en route though 'Black Fives' made regular appearances at Bournemouth in the mid 1960s. The stock worked right through, bringing the unfamiliar outline of Stanier, Thompson and Gresley stock to the South coast, while green Bulleid and Maunsell coaches provided an equally refreshing splash of colour in the drab West Riding.

A 'Black Five' speeds through the shire counties with a train of equally tired-looking Maunsell stock bound for one of the South coast resorts. In an era when liveries were far more conformist than they are today, such inter-regional workings were one of the highlights of summer Saturdays.

THROUGH EXPRESS SERVICES

NEWCASTLE, DARLINGTON, YORK to SOUTHAMPTON and BOURNEMOUTH
BRADFORD, HALIFAX, HUDDERSFIELD to SOUTHAMPTON, BOURNEMOUTH and POOLE
Via Banbury and Basingstoke

WEEKDAYS

| | F | SO | SX | SO |
|------------------------|------|------|-------|-------|
| | pm | pm | am | am |
| | 9:40 | — | 9:37 | 8:30 |
| | — | — | 9:15 | 8:52 |
| | — | — | 9:18 | 9:25 |
| NEWCASTLE | ... | ... | ... | ... |
| Darlington | ... | ... | ... | ... |
| Sunderland | ... | ... | ... | ... |
| West Hartlepool | ... | ... | 10:5 | — |
| Stockton | ... | ... | 10:26 | — |
| Egglestone | ... | ... | 11:20 | — |
| York | ... | ... | 11:20 | — |
| Pontefract (Baghill) | ... | ... | 12:0 | — |
| Moorthorpe | ... | ... | 12:0 | 10:24 |
| Wetherby | ... | ... | 12:0 | 10:42 |
| Rottingdean (General) | ... | ... | 12:0 | 11:16 |
| Rottingdean | ... | ... | 12:0 | 11:43 |
| BRADFORD (Exchange) | ... | ... | — | — |
| Hallifax | ... | ... | 10:0 | — |
| Bingley | ... | ... | 10:16 | — |
| Huddersfield | ... | ... | 10:42 | — |
| Penistone | ... | ... | 11:2 | — |
| Sheffield (Victoria) | ... | ... | 11:27 | — |
| Nottingham (Victoria) | ... | ... | pm | pm |
| Loughborough (Central) | ... | ... | 2:37 | 2:40 |
| Leicester (Central) | ... | ... | 3:1 | 3:1 |
| Rugby (Central) | ... | ... | 3:46 | 3:46 |
| Wolverhampton | ... | ... | 4:20 | 4:20 |
| Banbury | ... | ... | 4:30 | 4:30 |
| Oxford | ... | ... | 4:36 | 4:36 |
| Reading | ... | ... | 4:40 | 4:40 |
| Basingstoke | ... | ... | 4:45 | 4:45 |
| Winchester City | ... | ... | 5:23 | 5:23 |
| Eastleigh | ... | ... | 5:37 | 5:44 |
| Southern Central | ... | ... | 6:0 | 6:0 |
| Brockenhurst | ... | ... | 6:0 | 6:0 |
| Weymouth | ... | ... | 6:0 | 6:39 |
| New Milton | ... | ... | 6:0 | — |
| Christchurch | ... | ... | 6:17 | 6:13 |
| Tokesdown | ... | ... | 6:23 | 5:52 |
| Bournemouth | ... | ... | 6:33 | 7:2 |
| BOURNEMOUTH Central | ... | ... | 6:36 | 7:9 |
| BOURNEMOUTH West | ... | ... | 6:40 | 6:37 |
| POOLE | ... | ... | 6:50 | 7:16 |
| | — | 6:54 | — | 7:28 |

F-Fridays only. Runs 7th July to 18th August.

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SX-Sundays excepted.

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88-Seats are reservable in advance for passengers joining at Bournemouth on payment of a fee of 2s. Od. per seat, except on Saturday 25th July, 5th and 12th August when all Newcastle passengers will require a Special Supplementary Ticket (see page 75).

89-Seats are reservable in advance for passengers joining at Darlington except 22nd, 29th July and 5th August.

90-Fridays only. Runs 7th July to 18th August.

91-Saturdays excepted.

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STEP BY STEP

RECREATING THE BRADFORD-POOLE SUMMER SATURDAY WORKING

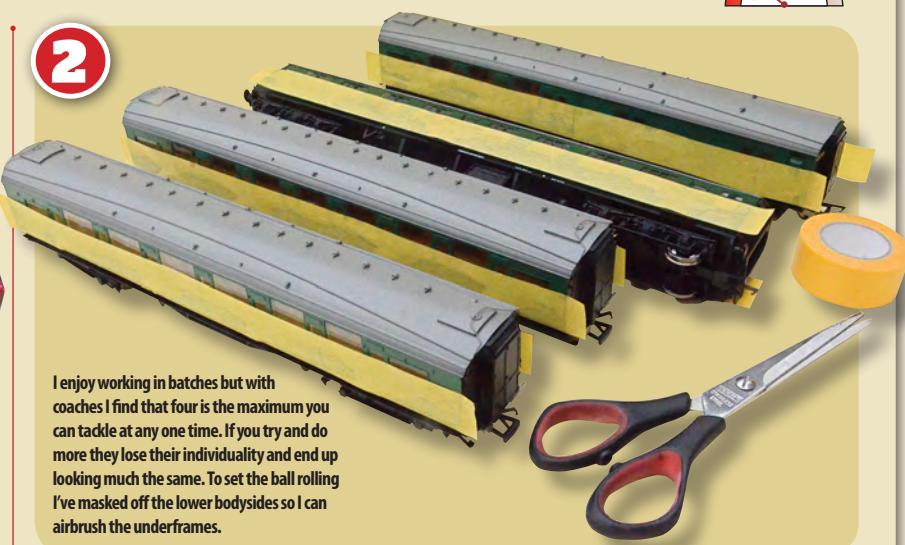
Intermediate
Beginner  Advanced



1

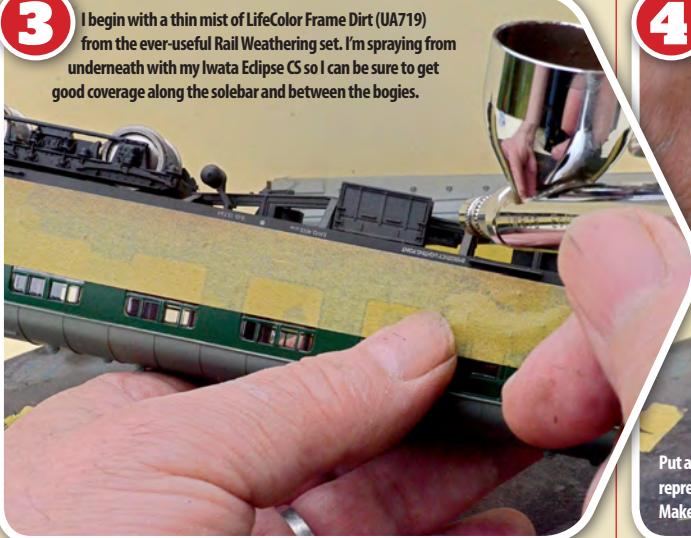
My starting point was a mixed rake of Hornby Maunsell and Bachmann Mk 1 coaches. Bulleid coaches would have been preferable – the Southern Region rarely mixed Mk 1s in with its Maunsell stock on these duties but the better detail of the Mk 1 stock compared to the old Bachmann Bulleids was preferable.

2



3

I begin with a thin mist of LifeColor Frame Dirt (UA719) from the ever-useful Rail Weathering set. I'm spraying from underneath with my Iwata Eclipse CS so I can be sure to get good coverage along the solebar and between the bogies.

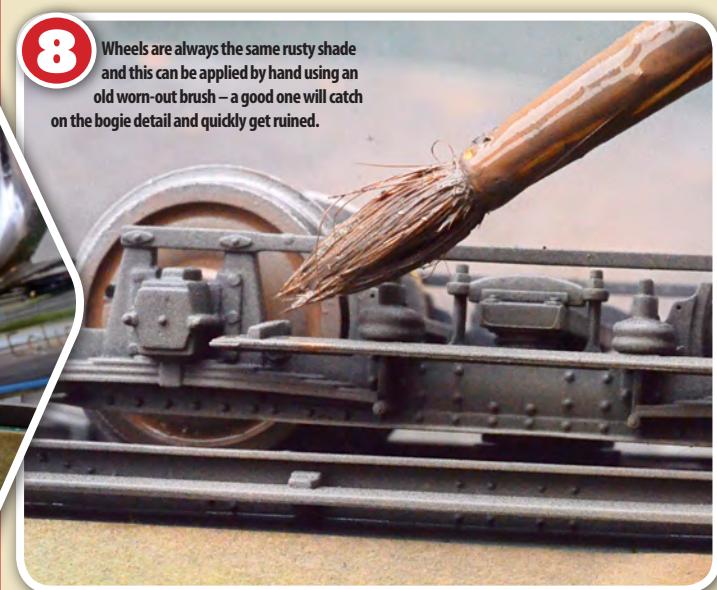


4

Put a little of the same mix on the ends as well to represent the road dirt that splashes up from the track. Make sure any lettering remains at least partially visible.



STEP BY STEP RECREATING THE BRADFORD-POOLE SUMMER SATURDAY WORKING



The coach roofs will need more drastic toning-down. Whatever colour they were outshopped in, they quickly turn a sooty grey-brown. My usual starting point is Roof Dirt (UA722) from the LifeColor Rail Weathering set.

Weathered coach roofs are not the same colour – all-steel Mk 1 coaches look slightly lighter in tone than the fabric covered Maunsell roofs – but again the variations are very subtle. I've gone over the roofs again with LifeColor Burned Black (UA736), being careful not to create any definite areas that look radically different.



Finally the different shades are blended together with another thin coat of Roof Dirt (UA722). When I'm finally able to see the set as a whole, I can add further tints if I feel it's worth it – the same applies to the underframes.



Contemporary observers noted that the plain green livery applied to the Southern Region's Mk 1s was not as bright as that on Bulleid and Maunsell coaches. Bachmann's current version of Southern Region green is too dark, however, and sits uncomfortably with Hornby's choice of colour which, I feel sure, is much nearer the mark. I carefully airbrushed a yellow acrylic filter from the ComArt range over the green to achieve a better colour balance.



Because they were so much older than the Mk 1s, I wanted some of the Hornby Maunsell coaches to have a dowdy down at heel look. A lightly airbrushed coat of ComArt's Soft Dirt filter helps tone down the body colour.



Other Maunsell coaches in the set received a coat of Winsor & Newton Galeria satin varnish, which serves to intensify the colour and create a bit of sparkle – just as revarnishing the real coaches did. The subtle variety of finishes among the eight coaches in the set is entirely prototypical.

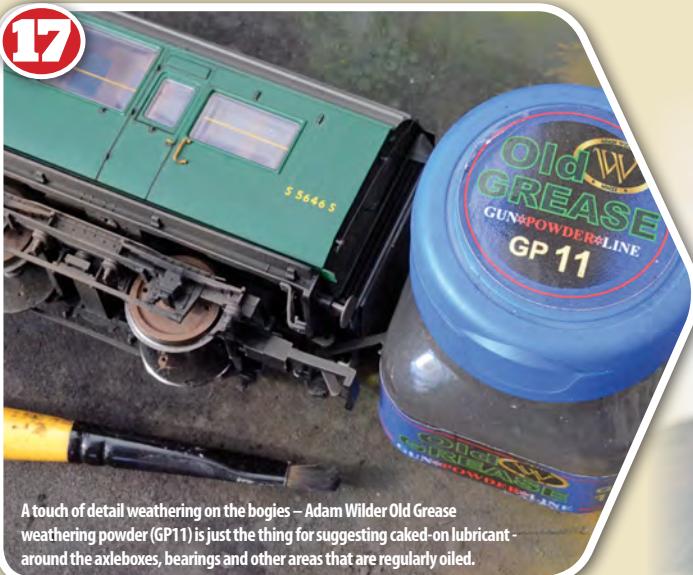


Using a fine-tipped brush, it's a good plan to run a pin wash of dark brown-grey along panel lines and around window frames. This will emphasise their relief by creating false shadows. I use the ready-mixed Dark Wash from MIG (P220) but it is easy enough to mix your own from well thinned enamels. Brush away any surplus with white spirit.



I used a different technique to emphasise the rivet detail on the Maunsell Open Second. Using my fine brush I put tiny spots of the Dark Wash in the corner of each panel, then lightly brushed along the lines of rivets using a touch of white spirit.

STEP BY STEP **RECREATING THE BRADFORD-POOLE SUMMER SATURDAY WORKING**



17
A touch of detail weathering on the bogies – Adam Wilder Old Grease weathering powder (GP11) is just the thing for suggesting caked-on lubricant – around the axleboxes, bearings and other areas that are regularly oiled.

18 Don't forget a build-up of road dirt on the coach ends where it has splashed up from the wheels of the preceding vehicle. Over airbrushed Frame Dirt I've added a few tints of Dark Mud weathering powder (PO33) from the MIG range.



19
Being made of wood, carriage footboards are highly susceptible to weathering and if you study photographs you can see how they quickly take on a pale, silvery grey tone, especially under doorways. I represented this by brushing on MIG Panzer Grey (PO35), another useful weathering powder that has many applications in railway modelling.

| WHAT WE USED | | |
|--------------------|-----------------|---------|
| Product | Manufacturer | Cat No. |
| Deep yellow filter | ComArt | 1-031 |
| Soft Dirt filter | ComArt | 2-101 |
| Satin Varnish | Galleria | |
| Frame Dirt | Lifecolor | UA719 |
| Roof Dirt | Lifecolor | UA722 |
| Burned Black | Lifecolor | UA736 |
| Matt Leather | Lifecolor | LC36 |
| Matt Rust 2 | Lifecolor | LC38 |
| Dark Wash | MIG Productions | P220 |
| Dark Mud | MIG Productions | PO33 |
| Panzer Grey | MIG Productions | PO35 |
| Old Grease | Wilder | GP11 |

USEFUL LINKS

| | |
|------------------------------|--|
| ComArt, Lifecolor and Wilder | www.airbrushes.com |
| MIG Productions | www.migproductions.com |
| Galleria | www.windsornewton.com |





20

The yellow band indicating First-Class accommodation was applied to Southern Region stock used on boat train services from 1960 on, but did not become widespread elsewhere until 1963. We assume this one has escaped its normal diagram! Bachmann correctly models the early narrower version of this band, with a thin line of green below the yellow.



21

I've been very catholic in my selection of stock for this holiday train, and one of these Maunsell Open Seconds would have been an unusual sight on an inter-regional train, especially so late in the steam era. Maunsell and Bulleid stock on the same train was very common, as were Bulleids plus Mk 1s all in green livery. While Maunsell and Mk 1 stock in the same consist would not have been totally impossible, it was rare to see them in a mixed formation.



22

By the early 1960s the long-serving Maunsell coaches were approaching the end of their working lives and were looking increasingly dowdy. A large proportion of the fleet had been withdrawn as a result of the Kent Coast electrification in July 1959. By December 1962, when the Southern last used them, few Maunsells were still in regional stock and they were withdrawn en masse.



Just-Plug SYSTEM

Lighting buildings used to be a challenge involving a range of skills, but Woodland Scenics has changed all that with its Just-Plug lighting system. **MIKE WILD** shows how to use this new product range and adds extras to bring Twelve Trees Junction new life after dark.



Woodland Scenics Just-Plug system is a quick and simple means of adding internal lighting to buildings.

ADDING LIGHTING to buildings used to be a difficult project, but that is no longer the case with the introduction of Woodland Scenics' new range of Just-Plug lighting products. As the name suggests the Just-Plug system is a plug-in lighting system covering all the main elements needed to install interior lighting in buildings and more.

The system was launched in America but in June the first wave of products for this new range arrived in the UK via Bachmann Europe. To put the system to the test we took on an installation project on *Hornby Magazine's* Twelve Trees Junction layout to see how it all works and what it can do.

Traditionally lighting of buildings required LEDs, an understanding of basic electric practice and skills in soldering. It could be time consuming and doubtless put modellers off from including this atmospheric addition to their layouts.

Twelve Trees Junction's station and town scene have been used as our test bed for these

products which has resulted in a comprehensive installation featuring 26 lights from the Just-Plug series. These are linked to the specially designed Light Hubs – each of which can power four LEDs and feature dimmer switches for each output – these in turn are connected to Expansion Hubs which connect the mains power supply to further Expansion Hubs and four Light Hubs from each Expansion Hub. It may sound complicated but it really is a very simple system – see diagram.

Moreover, it doesn't stop at just the lighting circuits themselves. It covers specific kits for blacking out the interior of buildings, window films to improve the performance of interior lights – and to tint the windows too – a very handy Tidy Wire Kit which does exactly what it says. Plus, while we have used the warm white LEDs for our project, there are a number of other lighting colours available in the range.

To complete our scene we added station

lamps and street lamps using the DCC Concepts swan neck lamp range. Using the value packs – each of which contains six full height lamps, two wall mounted lamps, a pack of LEDs and miniature circuit boards to connect the lamps to a 9-12v power supply – we were able to quickly and neatly add these high performance lamps where needed. Installation of these does require basic soldering skills, but an installation diagram is provided with each pack.

The introduction of lighting to Twelve Trees Junction's town scene and station has changed the look of the layout instantly adding more character and detail. The atmosphere it creates is excellent and the speed with which the Just-Plug lighting system can be connected up is impressive.

The step by step guide with this feature explains how we went about the installation on Twelve Trees Junction. [HMI](#)

USEFUL LINKS

Woodland Scenics
DCC Concepts Lamps

www.bachmann.co.uk
www.hornbymagazine.com

Overlooking the station
a 'Warship' has just arrived from Exeter while a 2-EPB waits in the platform behind. All of the buildings are illuminated with the Woodland Scenics Just-Plug system..



STEP BY STEP JUST-PLUG LIGHTING SYSTEM

1

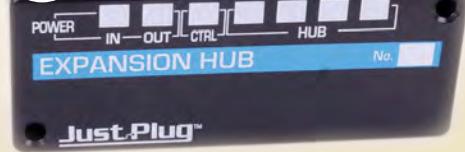
The newly released Just-Plug lighting system from Woodland Scenics encompasses all the parts you could need to install building lights – and it all just plugs together too: no soldering is required at all! The range includes lighting hubs, expansion hubs, stick on LED and nano LED lights in a variety of light colours, a light block kit, window film, a tidy wire kit, connecting cables and a power supply.

2



The standard lighting hub has a single input for power and four outputs to connect Just-Plug system lights to. Four dimmer controls are provided allowing each output to be adjusted to suit particular applications.

3



Most layout lighting situations will need more than four outputs and the Expansion Hub is the simple answer to that. It has been designed with 'in' and 'out' power connections allowing multiple Expansion Hubs to be connected together. Four hubs can then be connected from the right-hand four outputs. The maximum number of lights which can be run from a single power supply is 50.

4



A standard connection has been designed for all Just-Plug components. All you have to do is join the cables in the right order by pushing the plugs into the correct sockets – it is that simple.

5



Illustrating a basic setup, from the left we have the mains power supply (which includes a built in transformer), an Expansion Hub, a Light Hub and a single LED. This basic setup can be expanded to suit by connecting additional Expansion Hubs, Light Hubs and, finally, LEDs.

6



A lot of the work in this project is in preparing the buildings for interior lighting. By their very nature resin buildings leak light extensively but Woodland Scenics has developed products to stop this problem. The Light Block kit contains a black rubber based paint and two rolls of black sealant. Painting the inside of the building with the black paint is the first step – the black sealant will be used later.

7

Having blacked out the building interior the next step is to add an LED. With just this single Stick On LED the lighting wasn't particularly effective, but Woodland Scenics has developed a Light Diffusing Kit which changes the appearance of the lighting altogether.



8

The Diffusing film from the Light Diffusing Kit (fixed in place with the supplied sticky spots) alters the performance of the light and means that a single Stick On LED can be used to illuminate the whole of this building.

9

To improve things further the Diffusing Kit also includes a Window Tint which has no effect on the quality of light from inside but stops light entering the building.



**10**

The Window Tint film needs to be immediately behind the window with the Diffusing Film behind that. We found that the sticky spots suffered in heat and fixed all the film in place in the rest of the buildings for this project with contact adhesive, carefully applied to avoid it appearing in the windows.

**11**

As well as the large Stick On LEDs, Woodland Scenics also produces packs of Nano LEDs – and these have huge potential. They are just 2mm in diameter and can be fitted into small spaces. To add extra lighting to this building we drilled a 2mm hole above the doors in the porch and then passed a Nano LED through from the inside.



Inside the blacked out roof it is difficult to see the Nano LED – the small spot of light is the giveaway. Once the room lights are turned down this addition makes a huge difference and is a perfect tool for lighting doorways. It could be used in many other locations too.

12

To fit lights into the rest of the buildings for this project is a simple case of repeating the steps above. Once ready to fit an 8mm hole through the baseboard surface will accept the plug from each lamp taking it out of sight.

**14**

Having drilled the hole and fed the wire through this building is ready to reinstate on the platform. Initially we temporarily positioned all the buildings to check for light leaks.



Some areas of this project were more challenging than others. The raised scenery around the station meant drilling 85mm deep holes through the upper scenic layers, foam structure and plywood baseboard below. Careful threading of the wires from each building followed.

15

With all the buildings positioned loose in their locations they were temporarily connected to the Light and Expansion Hubs so we were able to see how things were looking. It highlighted a couple of buildings where the Window Tint and Diffusing Film needed adjusting or redoing and also where light leaks were occurring from underneath buildings.

**17**

The station buildings were particularly prone to light leaks at their base. To prevent this we used the sealant – supplied in a rolled strip – from the Light Block Kit and pressed a length around the base of each building that was affected by light leaks.

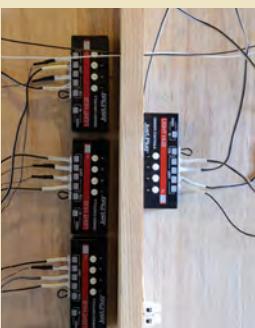
18

To fix the building in position we could have used just the sealant, but because this layout has to travel we opted to double up for safety and add contact adhesive around the building footings. It was then positioned on the layout and left to set – repeating the process for all other buildings.

19

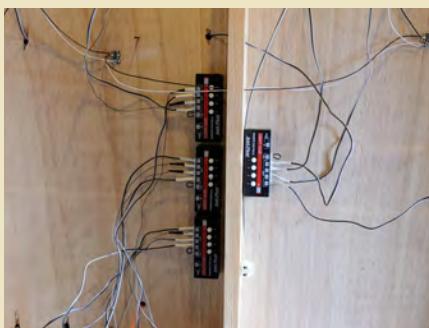


We left the layout overnight for the buildings to set in place and then turned the baseboard on its side to allow final positioning of the wiring, Light and Expansion Hubs underneath.



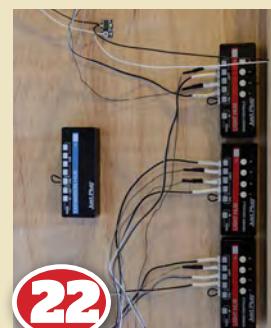
20

First the Light Hubs were fixed underneath the baseboard in suitable positions to connect to the lights above using the supplied crosshead screws.



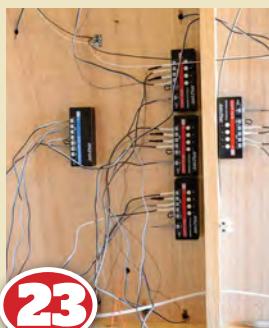
21

The wiring might look complex, but this is all simple repetition of the same circuit. This loose wiring will all need to be tidied up before it can be called complete – loose wires hanging from underneath will get damaged.



22

To allow all of the Light Hubs to be connected to the main power supply Expansion Hubs are needed. This project used two Expansion Hubs to feed six Light Hubs – each Expansion Hub can feed four Light Hubs.



23

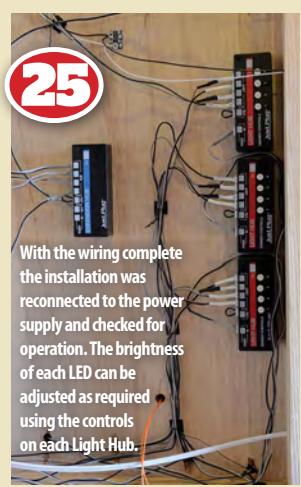
Using Connecting Cables the Expansion Hubs can be connected together and in turn the Light Hubs are connected to the outputs on the Expansion Hub – the only problem being what to do with the extra length of wire.

24



The Tidy Wire Kit produced as part of the Just-Plug system is an ideal and simple means of securing wires underneath the baseboard and grouping them together.

Should you wish it also includes self adhesive labels which can be used to annotate the purpose of each wire.



25

With the wiring complete the installation was reconnected to the power supply and checked for operation. The brightness of each LED can be adjusted as required using the controls on each Light Hub.

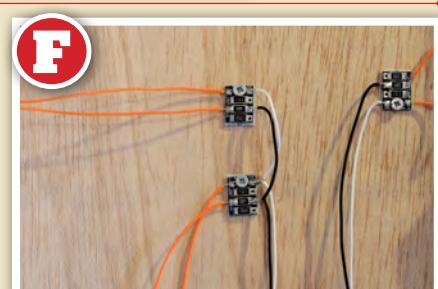
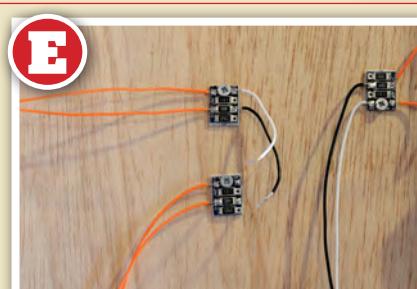
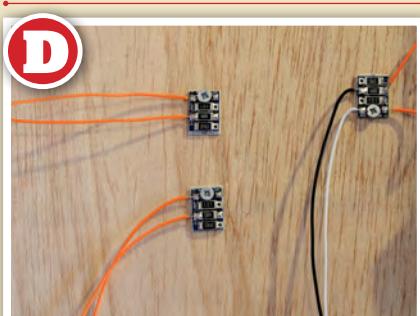
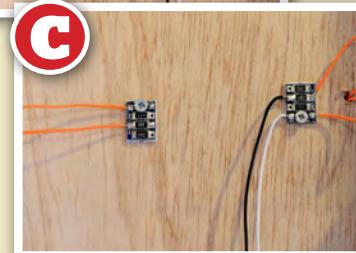
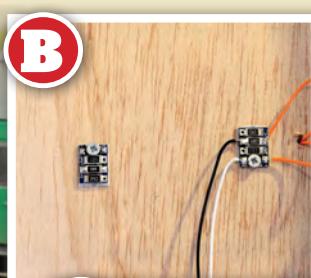
WHAT WE USED

| PRODUCT | CAT NO. |
|--|---------------|
| Woodland Scenics Just-Plug equipment | |
| Light Hub and lights | WJP5700 |
| Expansion Hub | WJP5702 |
| Light diffusing window film | WJP5715 |
| Light Block Kit | WJP5716 |
| Tidy Wire Kit | WJP5717 |
| Stick on LEDs, warm white | WJP5740 |
| Nano LEDs, warm white | WJP5743 |
| Connecting cables | WJP5760 |
| UK power supply | WJP5772 |
| DCC Concepts swan neck lamps | |
| Swan neck lamp value pack, Southern Region green | DML-SRBRSW-VP |
| Swan neck lamp value pack, soft black | DML-BLKSW-VP |



STEP BY STEP WIRING DCC CONCEPTS STATION LAMPS

Intermediate
Beginner Advanced



Wall mounted

BASEBOARD

Three years after the first instalment of his Corkscrew Lines layout, **CHRIS JONES** returns to reveal a new baseboard support system for his multi-level layout which uses readily available shelving brackets.



UNFORTUNATELY there is just no getting around it: for the average railway modeller living in a typical British house finding somewhere in the home to construct and operate a model railway layout can be a major headache. Indeed, sometimes it is such a significant obstacle that any plans for a layout much larger than a shunting plank are abandoned completely.

If you are one of those fortunate souls who can construct an exquisite micro layout in just a few square feet and you are perfectly satisfied when operating it, then I am very envious. It is probably because I have spent almost 30 years working on the operations side of the real railway that I find it very difficult to compromise and accept a modest model railway of my own that does not allow me at least to try and recreate some of the scale and complexity of the real thing.

Back in 2012 I wrote articles in HM55 and HM62 detailing how I had created a modular baseboard system for my ambitious double garage layout – Corkscrew Lines Mk 1. The system allowed for four separate levels of layout all stacked above each other and joined by a central helix. It all worked beautifully and had it not been for a decision last year to move house then I would still be happily using the system today.

Thankfully our new home also has a double garage but this time it is slightly smaller and needed to be fully converted to make it habitable. Rather than simply continuing with my previous system in the new garage I decided it would be wise to perhaps draw breath and look at what I wanted from a layout and maybe see if there was an easier and faster way to achieve it. After much thought I concluded my preferred layout concept and size had not really changed and I still wanted to have the multiple levels running around all the walls of the garage and I definitely wanted to retain the helix linking it all together. However, the revised construction system I settled upon, and will describe here, not only easily accommodated everything I needed but is actually far simpler, more economical, faster to assemble and – crucially – far more flexible.

Corkscrew Lines consists of four baseboard levels stacked vertically using metal twin-slot shelving components. Chris checks the height and viewing angles for the upper levels whilst standing. The top level will be for storage only and will incorporate a return loop over a central peninsula which is yet to be constructed. Although compromised with lack of height below the ceiling, this level will be monitored via CCTV cameras and will be semi automated.

BOARDS



The open and uncluttered look of the levels is well demonstrated here. Infill baseboard sections are currently being constructed to slot in between those salvaged from the previous layout. Soon the next big task of track laying will begin.

MULTI-LEVEL SYSTEM

Building a multi-level layout cannot be done using conventional baseboard construction techniques. Stacking boards above each other obviously requires some form of vertical support. My previous system had been totally freestanding using plywood end panels to take the weight of the baseboards.

However, in the new garage I knew exactly where all of the hidden studwork timbers were because I had marked their positions as the conversion work took place and noted that there were dozens on each wall so I had no concerns about securing the layout to the studs and letting the structure itself take the weight. Having decided the layout no longer necessarily needed to be freestanding, I then needed to find a system which allowed me to reuse my baseboard sections and still give me the essential four independent layout levels. After much research the most obvious solution was to go with metal twin-slot shelving for the Corkscrew Lines Mk 2.

Twin-slot shelving has been around for many decades and I have installed it in cupboards

as a storage solution many times in the past. It uses painted steel components and is very strong. The interlocking metal brackets are available in numerous lengths and will take a good load before failing. Subject to spreading the load evenly between the adjoining sections, I would never even come close to putting a strain on the system with my lightweight baseboards. Other benefits are the ability to adjust baseboard heights if needed simply by unclipping and moving the brackets and the speed with which the uprights and shelves can be installed - literally a couple of minutes.

It isn't a perfect solution: if you were to purchase the number of uprights and brackets I needed in a high street DIY superstore then this could be an extremely expensive system and it is unlikely you would be able to find the exact quantities or lengths of uprights and brackets you required. The only other issue is that the uprights need to be very accurately installed ensuring every bracket is at the same height as those fitted to the uprights on either side. You may be able to retain some accuracy

using a spirit level over a small section of one wall, but that is almost impossible to maintain with any notion of precision when installing uprights to all four 16ft walls in a garage.

BULK PURCHASE

How do you deal with the two concerns of cost and accuracy? Issues regarding cost were dealt with very easily by going online and doing what the retailers do by purchasing the steel uprights and brackets direct from the manufacturer in bulk with free postage and overnight delivery. I purchased my shelving from Charles Watson Ironmongers in Halifax but other manufacturers with similar systems are available. I spent just over a couple of pounds per upright and bracket. With prices like those I do not consider this to be an expensive option when tackling a project of this size.

That just leaves the question of accuracy. Simply measuring a constant height from the floor or the ceiling before fitting an upright was never going to be good enough as there are inevitably going to be variations from one ➤

STEP BY STEP **INSTALLING A SHELVING BRACKET MOUNTING SYSTEM**

The range of twin-slot shelving uprights and brackets is extensive. Corkscrew Lines uses 1,980mm uprights and 470mm and 610mm brackets to support baseboards of 2ft and 2ft 6in width. Buying components in bulk direct from the manufacturer is economical and fast with free overnight delivery.



2 An essential and valuable tool in setting out the shelving bracket support system is this Bosch PLL360 laser level. Considering the considerable savings in time and effort and the accuracy it provided, the PLL360 proved an excellent purchase.



3 The Bosch PLL360 laser level finder projects horizontal and vertical lines allowing accurate markings to be made on the walls ready for the installation of the metal shelving uprights.



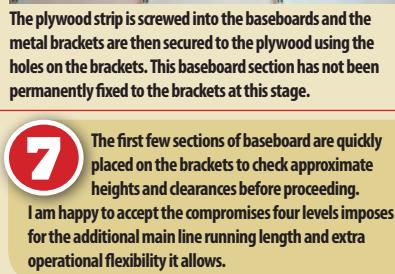
The first two uprights have been screwed to the wall with 4in woodscrews driven straight into the concealed studwork. The pencil marks show the datum line around the room provided by the laser level finder.



5 Baseboard sections used on the previous version of the layout are modified by the addition of a plywood strip underneath which rests on the projecting end of the metal brackets.



The plywood strip is screwed into the baseboards and the metal brackets are then secured to the plywood using the holes on the brackets. This baseboard section has not been permanently fixed to the brackets at this stage.



7 The first few sections of baseboard are quickly placed on the brackets to check approximate heights and clearances before proceeding. I am happy to accept the compromises four levels imposes for the additional main line running length and extra operational flexibility it allows.



The twin-slot shelving means the baseboards are self supporting, allowing for completely open storage areas underneath the layout. Here components salvaged from the original layout are awaiting reuse.



10 Having mocked up a selection of baseboards, the next step is to begin final fitting. The design of the longer brackets means the rear of the baseboard needs to be lifted to ensure everything is horizontal. A spirit level and a temporary plywood spacer are used to calculate the height difference.

side of the room to the other. Ideally I needed a perfectly level line around the entire room to use as a datum for fitting every upright.

The solution was a laser level and after some research I opted for the Bosch PLL360 cross line model. Even with favourable internet prices, this was a not insignificant £100 purchase, but it has proven to be one of the best tools I have ever owned. The level is mounted on a tripod then automatically finds a true horizontal and vertical level and projects a fine laser line around the entire room. Once I had marked the

horizontal level on the walls and then drawn the position of the hidden wall studs, I had the precise position for the first fixing screw for each upright right around the room. Having already made sure the electrics were installed from the ceiling to hang between the studs, I had no fears about drilling into any hidden wires. With a powerful cordless drill it took no more than a couple of minutes to fix each upright to the studs using 4in screws. So simple was the system that it took just a couple of hours in total to install all of the uprights for the entire room.

LEVELLING UP

The metal brackets were then simply clipped into position once I had decided on the height for my four baseboard levels. I have screwed a thin plywood strip under all of the baseboards to allow them to be fully supported by the brackets. However, the brackets have a slight rise along their length and are not completely horizontal when installed so I needed to find a quick and simple way to raise the height of the baseboards and also even out any slight variations caused by small differences in dimensions for the timber.



11
A batch of plywood spacer blocks are marked out of a spare section of plywood strip and then pre drilled ready to be fixed to the underside of the baseboards where they rest on the metal brackets.



12
A spacer block is screwed into the bottom of the baseboard and strips of 1mm mounting card are added as necessary to ensure everything is totally horizontal. The whole process takes just a couple of minutes and allows any variations in the baseboard timber dimensions to be accommodated and compensated for.



13
Before the adjoining baseboard section is fitted with spacer blocks it is bolted to its neighbour to ensure the accurate horizontal adjustments are maintained for the entire 16ft length of the wall.



14
Corner section baseboards are bolted together and as each piece is added the entire level becomes more rigid. If planned properly then track sections could be removable allowing baseboard sections to be unbolted and removed if required.



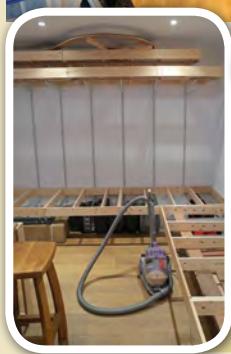
15
Two levels of baseboard are shown being supported by the metal brackets and plywood strip sections. When the lowest level is completed lighting will be fitted to the underside of the level above (probably LED strip lights) to give even illumination.



16
Another bonus of the twin-slot system is being able to provide temporary shelves for tools or projects without taking up valuable floor space. Simply clip a few brackets onto the uprights and you have an improvised workbench.



17
Two walls are shown with the lowest level baseboard sections completed and fixed into position. Hardboard backscene sections can be fitted to the back of the baseboards to hide the exposed metal upright sections.



18
To allow easy access to the lowest level baseboard sections for track laying I have temporarily unclipped the metal brackets for the higher levels and have stored the baseboard sections as high as possible. This is yet another benefit of this extremely flexible system.



19
With certain upper level baseboard sections removed you can see how easy it would be to incorporate a feature viaduct or bridge section into the layout with its base sitting on the level below. I may incorporate something like this into the top level in a corner of the room with trains running well above head height.

To achieve this I used small sections of plywood screwed into the bottom of the baseboards with slivers of 1mm thick mounting card added to allow incremental adjustments. To ensure rigidity I then fitted securing bolts between all baseboard sections. Once a hardboard backscene is added the metal uprights will be concealed and each level will appear to be floating and unsupported. Mounting directly to the wall like this will also provide a completely unencumbered storage area below the layout free of any supporting legs. So there you have it - a system which is

absolutely perfect for an ambitious multi-level scheme like mine which is not only economical and accurate but fast and simple to install. It doesn't have to be restricted to grand multi-level projects either. Layouts along the wall of a room could perhaps have another shelf or two above to support a lighting pelmet and store modelling paraphernalia. Or what about an ambitious 'N' gauge layout built on a shelf with a helix at each end? The helix could feed a storage level below and further scenic shelves above. With twin-slot shelving there

are so many options and permutations.

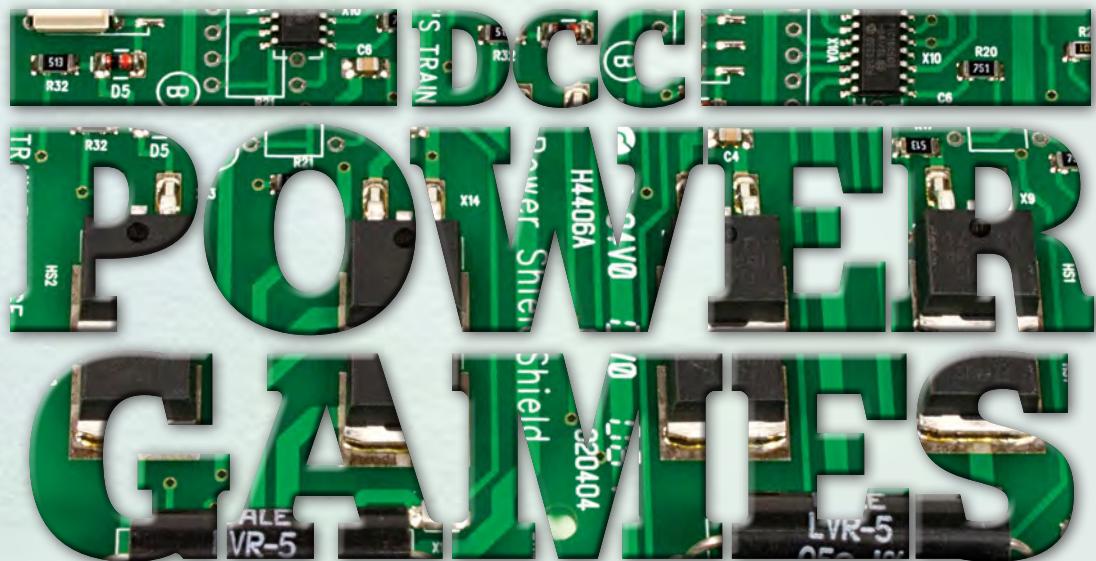
I hope to continue to share my Corkscrew Lines adventures with you as I will shortly be embarking on the construction of a helix for the layout which will be housed in an outbuilding and linked to the layout itself via a series of tunnels. [HOME](#)

GET MORE ONLINE!

- For more on the ongoing construction of the Corkscrew Lines visit corkscrewlines.blogspot.co.uk



A case for power districts – a layout that supports multiple train operation by taking advantage of the drive anywhere, park anywhere feature of DCC. Its operation can be refined with power districts, whilst the relatively heavy current consumption of the large six-axle locomotives with lights and sound which inhabit this layout will benefit from the enhanced power supply.



DCC POWER GAMES

Power districts, boosters and other power management devices can do much to improve any DCC layout. **NIGEL BURKIN** explains what they are, what they do and how and where to use them on a digital layout.



DIGITAL COMMAND CONTROL (DCC) layouts of all sizes can benefit from power management to control current supply and the impact of short circuits on operations and equipment as I have discovered during the construction of several layouts of varying sizes and complexity. There is nothing complex about this - it is simple to implement with power districts and boosters and they

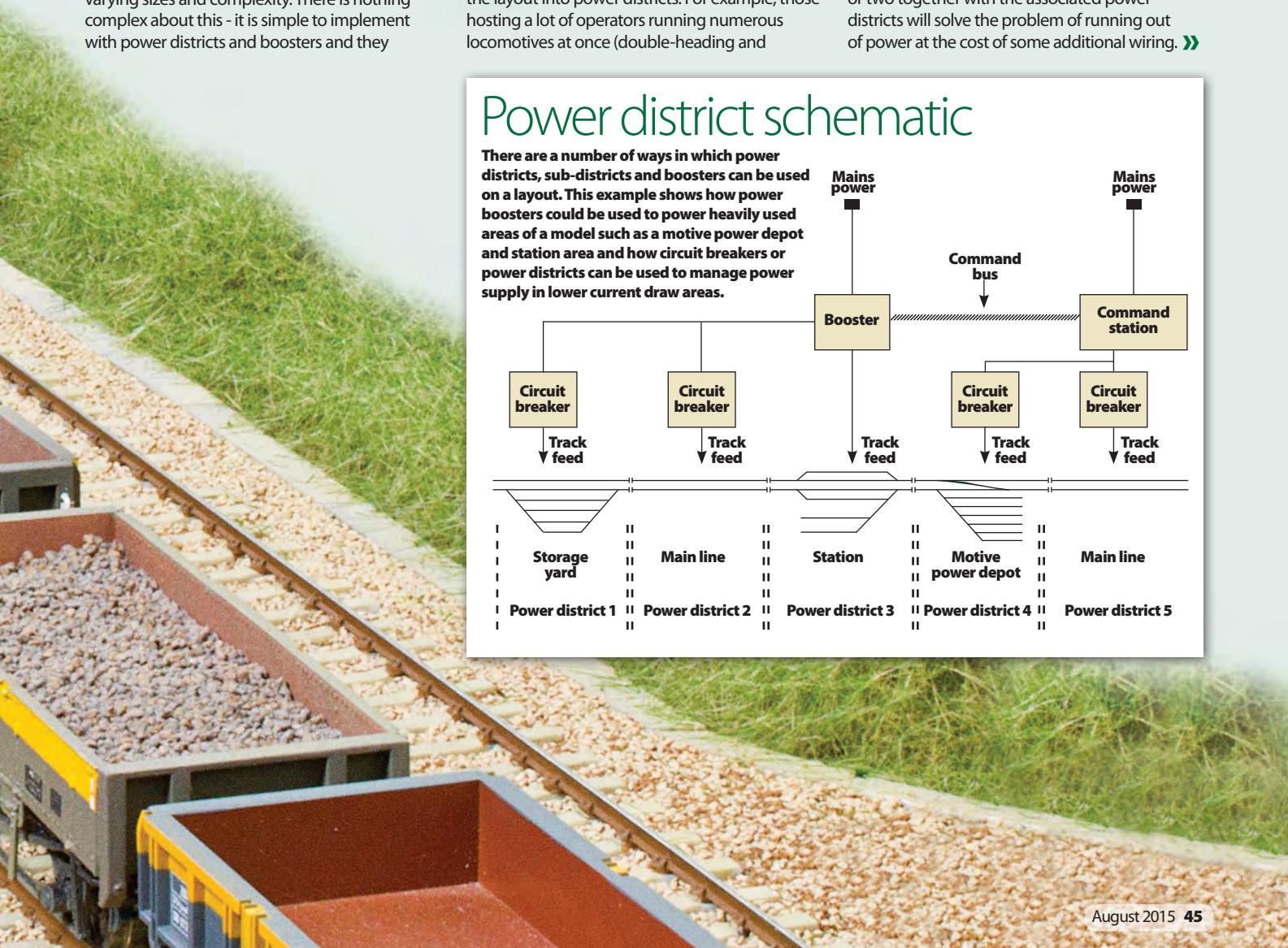
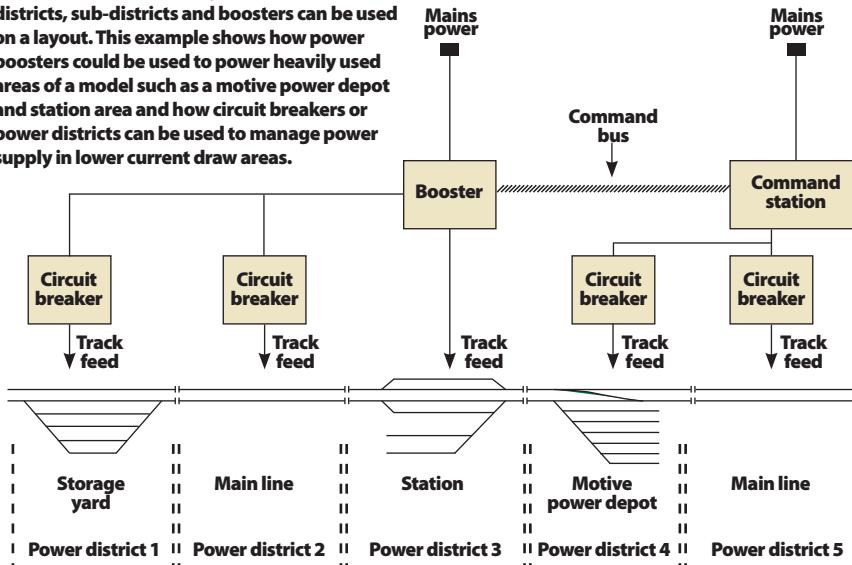
deliver many benefits to layout operation.

Some modellers imagine that power districts only suit large and complex multi-track layouts. It is true that complex layout themes and those supporting a large number of operators can run into a number of operating and technical challenges which are readily solved by dividing the layout into power districts. For example, those hosting a lot of operators running numerous locomotives at once (double-heading and

banking for example) can soon exceed the power rating of the base DCC system. The typical 5amp capacity of an advanced starter set is consumed pretty quickly with the loss of operational functionality when more than a handful of trains are on the move, particularly when digital sound is involved. An additional booster or two together with the associated power districts will solve the problem of running out of power at the cost of some additional wiring. »

Power district schematic

There are a number of ways in which power districts, sub-districts and boosters can be used on a layout. This example shows how power boosters could be used to power heavily used areas of a model such as a motive power depot and station area and how circuit breakers or power districts can be used to manage power supply in lower current draw areas.



INTELLIGENT MANAGEMENT

That said, power management can be so much more intelligent than that. With a little thought, the use of power districts can be incorporated into the layout plan to enhance operations and protect most parts of the layout from short-circuits that arise from derailments and operating error. Any layout can benefit regardless of whether the capacity of the base DCC system meets the power demand or not. In addition to enhancing power supplies, power districts and smaller sub-power districts can be focussed on specific areas of operation based on electrical supply including stations, branch lines, goods yards, fiddle yards and carriage sidings to mention a few.

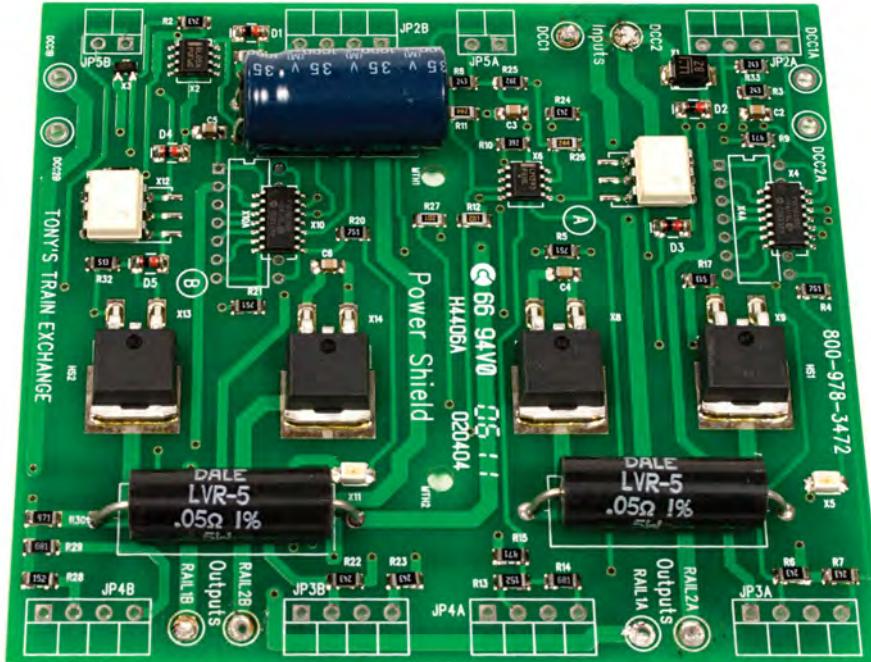
A clear candidate for applying a power district is a large Motive Power Depot (MPD) – a location where more than the usual number of locomotives congregate and a favourite feature of many layouts. Whether they are on the move or not, locomotives draw a small amount of power to keep the decoders in contact with the command station. Add working lights and sound and the current consumption of a stationary locomotive increases, adding to the load on the digital system.

Installation of power districts is either implemented during tracklaying and wiring or added after the basic layout and electrical wiring is complete and the layout is working satisfactorily. Adding boosters to a DCC system to power the operating areas is very simple – they are generally plug and play devices – and a retrospective installation is easy to do.

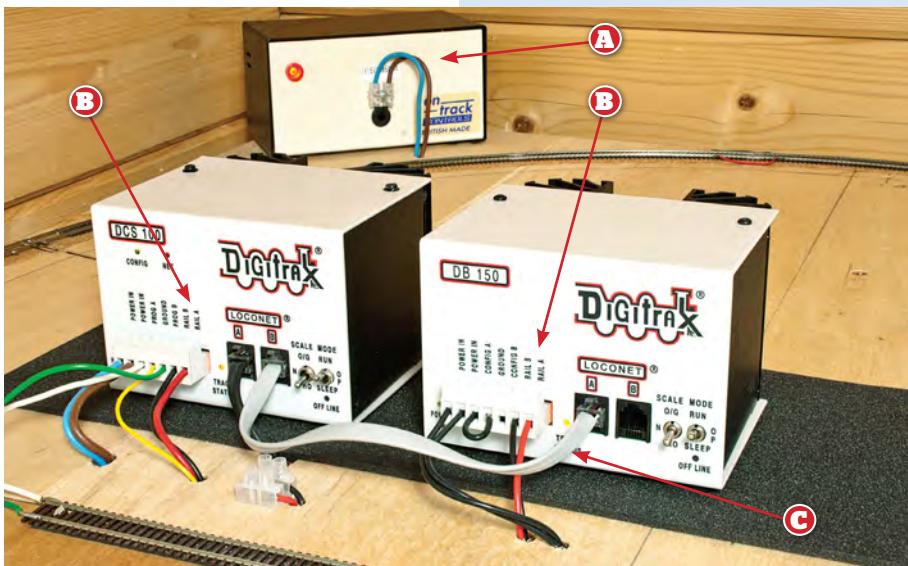
WHAT ARE POWER DISTRICTS?

A power district is an electrically independent operating zone of a layout with its own power supply isolated from and wired independently of the rest of the layout – in effect it is an electrical block. Power is supplied to each district using a booster and dedicated power bus (the pair of wires that supplies power to the track from the DCC system) so more current is supplied to the layout.

Dividing up the layout into two or more blocks means that the output of the base DCC system



A power management module called a Power Shield. It is a sophisticated circuit breaker designed to distribute power district current to several smaller sub-power districts and provide short-circuit protection for them.



Power games: this pair of boxes represents 10amps of traction juice on tap to power the author's home layout projects. Every power district booster needs power from a dedicated mains transformer (A). Note should be made of rail labelling protocols (B) for correct wiring between power districts. The only connection between the DCC base station (DCS100) and the booster (DB150) is a connection for digital communication (C).

is not required to cover as much of the layout track as before. Consequently, the total current demand of locomotives sitting or running on the layout is spread over several power supplies effectively reducing the load on each. You could think of them as individually wired layouts within the larger layout, but interconnected by track.

Each power district has its own power bus which is not connected to any other power supply. The same dropper wires connect the power bus to the track in the same manner as the power bus used to supply power from the base DCC system. Isolation of each power district is essential for correct operation so when installing power districts particular care has to be taken to isolate the rails between districts in addition to installing separate wiring.

The track running from one power district to the next is 'double gapped' which means that both rails have an isolation gap cut into them to complete the electrical isolation of the

power district. There must be no connection between them either through the rails or wiring because doubled power may cause serious damage to a digital system. For example, wiring a double track main line as two power districts is a logical application but needs care



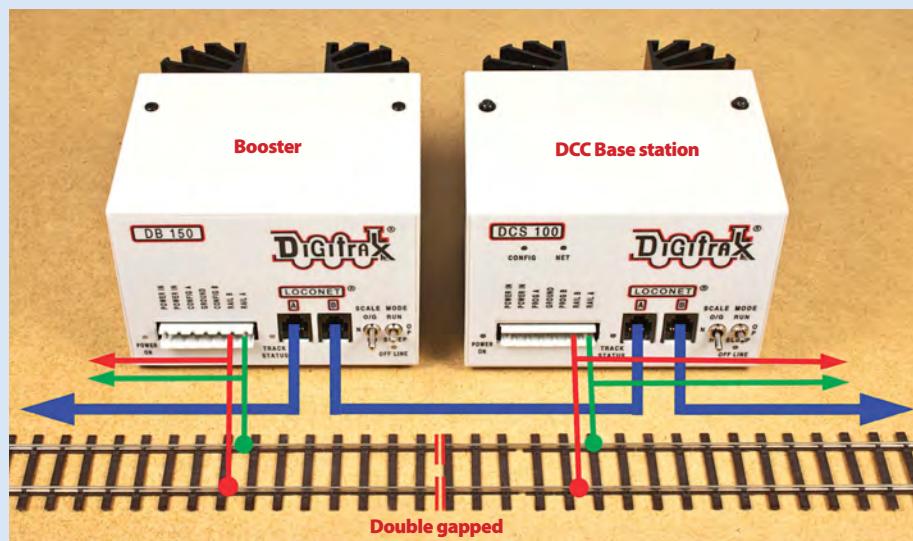
to ensure that all crossovers between the two running lines have gaps cut in both rails.

Once complete, each power district will have its own power supply with full current capacity independent of adjacent power districts. Adding a second power district and separate booster to a layout will supply it with double the available current divided over two operating zones. Double the current means double the operational capability and double the fun!

In effect, every DCC layout has at least one power district because the digital system powering it has a booster incorporated in the base station. For most, the single power district is all that is required, particularly when the layout is small in size, has simple track formations, is operated by one person at a time or runs fewer than three trains at once. Nonetheless, there will be areas of the layout that will benefit from some power management and if the cost of a booster cannot be justified, a simple power management module may suffice.

BOOSTERS

A booster, sometimes called an 'amplifier' is the device needed both to supply current to the power district and ensure that the district is fed with amplified digital data packets from the command station. One booster is needed for each and every power district. Unfortunately, they are not cheap to buy because they contain some fairly hefty electrical components and also have the delicate circuitry needed to reliably



Power districts are wired independently of each other with the only connection between the booster and the base DCC system is that required for digital packet communication. Each power district needs its own power bus and when track crosses from one to the next, it must be double gapped.

amplify and transmit digital data packets originating from the command station.

Typically, a booster takes the form of a box similar in shape and size to the base DCC system box with the same ports for a power bus to supply the track and to connect it to a suitable mains transformer. Each booster needs a power supply with a current rating equal to or greater than the booster's current capacity, so factor

in the cost of a mains transformer capable of delivering up to 5amps of current for a typical booster used in 'N' and 'OO' gauge applications. Some manufacturers offer boosters with 8amp capacity for larger scales which will need a correspondingly powerful transformer.

Boosters are equipped with the same sensitive short-circuit detection as the base DCC system which means that they will trip the instant a »

A compact layout such as the 'N' gauge Wheal Annah may seem like an unlikely candidate for power management. Nonetheless, it would benefit from a couple of sub-power districts and power management modules to protect the DCC equipment and decoders from the effects of short-circuits.



short-circuit is detected – one of the benefits of using them. Short-circuit detection is restricted to the power district to which the booster is connected, limiting disruption on the layout. A short-circuit in a freight yard wired as a separate power district will cause its booster to trip without affecting operations on the rest of the layout.

Boosters are connected to the DCC base station either through dedicated connection ports or the throttle bus wiring so the command station's digital instructions are seamlessly communicated to all power districts. This ensures that digital signals are constant throughout the layout and trains can travel from one power district to the next without interruption. It is the only connection that should exist between the two – power supplies being completely independent. One interesting case is the Digitrax system where the connection for data packet transmission is made through the LocoNet network and not through dedicated connection ports. Operations remain seamless from one district to the next regardless of the connection method and operators eventually forget that they are even there.

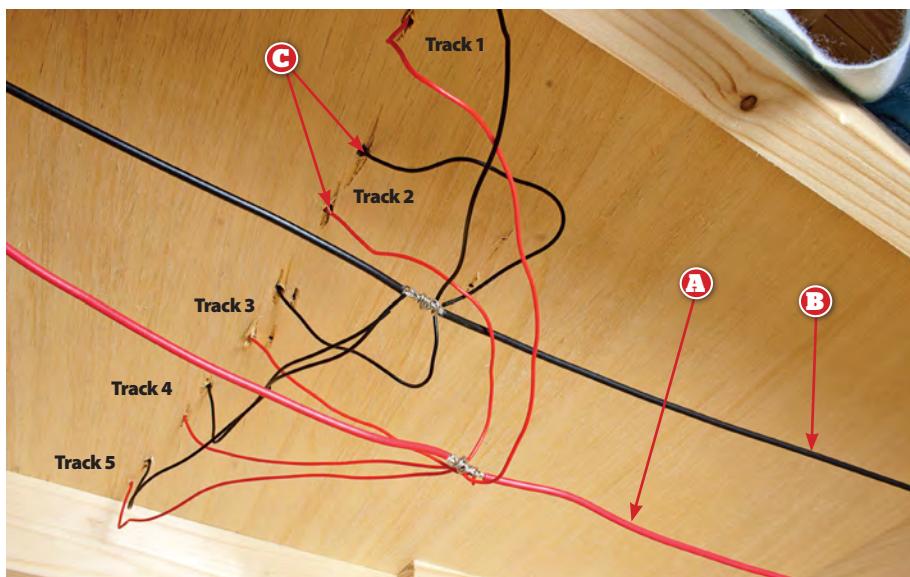
It is advisable to read the manuals supplied with boosters because they have a number of useful features which can be tweaked to enhance operations, depending on the type and brand. The track voltage is one such feature. The Digitrax DB150 Samp booster I use on my layout has switches to control voltage output and to take it offline if necessary. Some boosters also allow some tweaking of the short circuit detection time.

WIRING CONSIDERATIONS

Separate power bus wiring for each power district is essential. Moreover, the power supplied to each power district must be in sync with each other and the base DCC system. Take a look at your DCC system and boosters and check the labelling of each power bus port. You will see that they will be labelled with something like 'Rail A' and 'Rail B' or left and right rail or some similar protocol.

All DCC layout wiring where devices such as boosters are to be used has to follow this protocol and this is done by deciding which rail is the 'left rail or rail A' and which is the 'right rail or rail B' (or whatever labelling your chosen DCC system has decided to use – the actual names are not important as long as they are followed exactly) when wiring up the layout. Allocate a cable colour to each, label them and apply the protocol consistently throughout the layout. Take care to identify the rails with circular layouts and be sure that the outer rail and inner rails are correctly identified to avoid confusion.

When you reach a boundary between power districts, be sure that the same rail is wired to the correct power bus wire on both sides of the isolation gap so they are in sync with each other whilst keeping the power supply separated. Crossing the wiring over the boundary between power districts so



What is a power bus? It is as simple as two heavy gauge wires (24/0.2mm) running along the layout from the DCC system (A and B) to supply power to the track and trains. Wiring convention suggests red and black are suitable colours for the wiring, although other colours can be used. Finer gauge dropper wires connect the bus wires to the track above the baseboard (C).

they are out of sync can be damaging to major DCC components the first time a train attempts to pass from one power district to the next.

Many add-on components need to be wired correctly with the left and right rail wiring clearly defined so they remain in sync with the command station. Such components include reversing modules, block occupancy detection for asymmetrical DCC operation in addition to power district boosters.

SUB-POWER DISTRICTS

A single power district can be divided up into a number of sub-power districts using power management modules which are, in effect, specialised circuit breakers. Examples include the Tony's Train Exchange Power Shield and the Digitrax PM42. They are

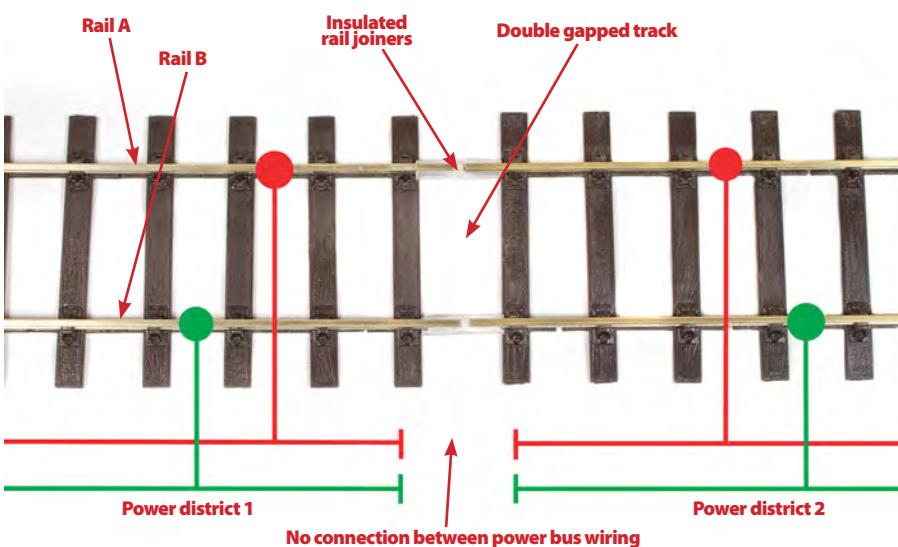
offered in multiples of one to four circuits per module and are less expensive to buy than boosters which makes them perfect for smaller layouts where operations will not put pressure on power supplies.

Power management modules work in the same way as a booster in that they detect short-circuits and shut down the district independently of others on the layout, allowing other operators to continue to drive their trains. The benefits are the same: minimal disruption to the rest of the layout while a short is present and they also protect the digital system from potentially damaging electrical faults by intercepting a short-circuit before it reaches the booster.

Power management modules make it possible to divide a power district into a number of smaller sub-power districts which are

An engineer's possession on the author's layout. There is scope for three power districts in this area of the layout. Firstly, the Down line (1) which is occupied by a Class 33 and ballast hopper wagons. The Up line (2) would become the second power district as occupied by the Class 73/1 on a spoil train. Finally, the yard (3) would make the third power district so shunting operations with the Class 09 can be undertaken without the risk of disrupting operations on the main. Trains will be able to run between the power districts without interruption.





Digital systems require the power bus across the boundary between power districts to be in sync even though they will not be connected. Identify which rail and wire colour relates to which output on the DC system and booster(s) before wiring up. The track is double gapped with insulating rail joiners which will prevent the gap from closing when the rails expand in warm conditions.

independent of each other. They allow control of smaller operating zones within a power district such as a group of sidings or a depot branching off a secondary line or branch.

The difference between the use of a booster and a power management module is that the latter does not provide additional current. It simply controls what is already supplied from the booster and, unlike boosters, most do not need a power supply.

The same wiring rules apply to sub-power districts as apply to power districts. The track running from one to the next has to be double gapped and the bus wiring separated too. Wiring to the rails has to be kept in sync with each other over the boundary in the same manner as power districts.

One interesting capability of some power management modules - the Digitrax PM42, for example - is the ability to control a reverse loop where a short-circuit will be an inevitability unless the loop is isolated from the rest of the layout. The loop becomes a sub-power district with automatic polarity switching when a train enters the loop with track polarity reversed. The same feature may be used when wiring triangular junctions and turntables.

ACCESSORY POWER DISTRICTS

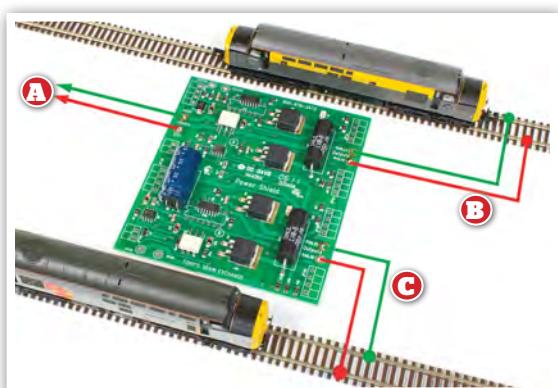
Boosters are undoubtedly a considered purchase for most DCC modellers, so to use one to supply layout accessory decoders alone will seem excessive. Nonetheless, supplying point, signal and other layout features with an independent power supply offers significant advantages.

Firstly, point decoders and signal drivers all take current away from locomotives and that current usage can be significant. Furthermore, when accessory decoders are powered from the main power bus a short-circuit on the layout will make the changing of powered points impossible and realignment of an incorrectly set point causing a short has to be done manually - it will always be the least accessible one! Power management and switching modules can be added to an accessory power bus for lighting and animated effects too.

Power districts are simple in their application and connecting boosters to a DCC system is usually plug and play. Power districts do not need to be added to a layout straightaway but can be easily incorporated at a later date when time and finances permit. It may take a few operating sessions to decide where power districts will be most effective in the overall plan. **HM**

Tips

- It is better to upgrade to a more powerful DCC system first before adding boosters to enhance power if using a low-powered entry-level DCC system.
- Plan in advance and even consider fitting the additional wiring needed for power districts during layout construction.
- Keep it simple - only install as many power districts as is needed - sometimes only two (the original system together with one booster) are needed for even a large layout.
- Consider building and wiring the layout with just the single power district supplied by the base DCC system and make sure everything works before expanding the system.
- Each power district needs its own power bus wiring - the layout wiring between track and the booster.
- Power district wiring has to be completely separate from any other layout power bus wiring.
- Separately wired power districts (or blocks) makes fault-finding a little easier.
- Boosters need an independent power supply, so factor in the cost of a quality mains transformer for each booster when planning for power districts if one is not included with the equipment.
- Both rails of track crossing a power district boundary must be double gapped. No exceptions.
- Check your DCC system's bus wiring protocols and follow it exactly to keep rails and wiring in sync between power districts and sub-power districts.
- Label your wiring clearly.
- Power management modules and sub-power districts can take the place of boosters on small layouts to save money. They need the same wiring protocols as power districts.
- Power management modules provide short circuit protection and distribute power but do not supply additional current.
- Always read product manuals - not all boosters have the same features!



Sub-power districts can be incorporated using power management modules such as this two-way module. They do not boost power but better manage power supplied by the booster (A). Each sub-power district must be wired as if it is a power district with double gapped isolation of the track and separate wiring (B and C). Such devices are cost effective alternatives to boosters for compact layouts where additional power is not needed.

Below: A prime example of a near run through a turnout which would shut a power district down. As the short-circuit trips, stopping the Class 09 as it runs over a common crossing with reversed polarity, running on the adjacent main line - a separate power district - remains unaffected.



Power Base is a modern Magnadhesion!

GRADIENTS

Gradients have always posed a problem to model railway builders. **MIKE WILD** tackles the subject using DCC Concepts Powerbase equipment to install two gradients on our much modified N gauge office test track, with impressive results.



Having read the article in HM95 about the Power Base system of increasing the haulage capacity of today's model locomotives, it appears to me to be a modern take on the system used by Tri-ang model railways in the 1960s when they had a similar problem, inasmuch as the locomotives weighed a lot less than their die-cast Hornby Dublo counterparts.

So what Tri-ang did was to use a system called Magnadhesion in which small magnets were built into the power bogies of diesels and also fitted to steam locomotive chassis. The driving wheels were either sintered iron or die-cast with steel tyres and the rails in the track were plated steel so the magnets gave an attraction to the steel rails and helped the model to pull better.

I don't doubt that there has been a lot of technological progress since the late 1950s/ early 1960s in magnets and so on – and of course we have had traction tyres fitted to wheels especially on diesel or electric models for the same purpose.

I remember that I modified an old Tri-ang *Flying Scotsman* to represent an 'A3' in its later days with non-corridor tender and German smoke deflectors and detailed it as *Sandwich*. To get it to pull a decent load I took the glow element out of

Quick notes...

I completely agree with Hugh Morton (HM97) that there is a shortage of Scottish engines available in ready-to-run. The 'J36', 'J37' and 'J38' 0-6-0s are all needed as too would be a 'D30' or 'D34' 4-4-0. Who wouldn't want a 'Jingling Geordie' or 'Wandering Willie' running on their layout?

Phil Mead, Hitchin, Herts

■ I used to be able to get Skinley scale drawings from The Sussex Modeller which advertised in the model railway press. It seems to have disappeared over the last 12 to 18 months. Does anybody know idea where I can get Skinley drawings from now?

*Mike Parker,
Swadlincote, Derbyshire*

Evocative

HAVE NOW RECEIVED the model 'J15' 0-6-0 from Hornby. It is excellent and I am over the moon with it. I had it lightly weathered and renumbered 65420. This was the 'J15' we had at Bury St Edmunds

shed (31E) in the early 1950s.

When I was a young fireman there, this locomotive was used only on the Bury to Thetford goods train with Arthur Metcalfe the regular driver. This was a real



'N'valve settings were different for a reason

As a footnote to the excellent article on the Maunsell 'N' 2-6-0s (HM97), some readers may wonder why the return crank setting on these engines was different from the norm for an inside-admission piston-valve engine.

Conventional Walschaerts setting has the eccentric and radius rods almost in line to minimise wear in full forward gear, but this combined with the then standard linkage to the reversing rod on Southern Railway locomotives led to a reversal of normal cab operation, resulting in a minor accident when a driver put his engine into

reverse by mistake following a stop in a tunnel. To save time this was counteracted by setting the return crank as shown rather than by introducing further linkage as was done with later engines.

The radius/eccentric rod setting therefore operated unconventionally, and these engines were almost unique in this regard in Britain. In practice it wasn't really a problem - when some of them became tank engines it made no difference at all as they spent half their remaining lives in reverse. Congratulations to Bachmann on getting it right!

Chris Barclay, Wavendon.



recreation

Titfield Thunderbolt line. As the only train on the line, we could do as we pleased (almost). We stopped at the platelayer's huts, dropped off some coal and had a cup of tea. A little shunting at Barnham and then onto Thetford Bridge followed by a quick shunt, then back to the depot.

The 'J15' was so easy to work and a delight to fire, too. I had several firing turns with Arthur on 65420 and I now look forward to the arrival of the 'D16' model, which I also fired on many trips. Oh happy days!

R Mortlock, Felixstowe, Suffolk.



OVER ENGINEERED?

I've just read the Bridging the Gap feature in HM97. I think that the lift out bridge in this project is over-engineered.

I have a layout in a dedicated, 12ft x 8ft shed and due to the location of the garden path the shed door is in a corner and since I wanted a continuous run type system and a duck-under was a non-starter for me, I had to think in terms of a lifting flap. I made the flap from an offcut of the MDF I'd used for the baseboard with two further pieces glued underneath as stiffeners.

The hinges were put on wooden offcuts to lift them slightly above baseboard level so that as the flap lifts, the rail ends do not foul each other. At the other end the electrical connection is made using a 'chocolate block' type plug and socket.

The rails were laid across the flap, fixed in place and once all was secured, the rail ends were cut and any burrs removed. The flap is held in place for running by a couple of bolts and the whole assembly has served me well.

If the bridging piece is to carry scenery then I can understand that a more elaborate solution is required, but if it's literally just a bridge to span a gap, then I'd suggest a simpler installation could work too.

John Simmonds, by e-mail.

Test carefully before using costly decoders

I pre-ordered the special edition National Railway Museum Hornby 4073 Caerphilly Castle (R3237) and on receipt of this locomotive I tested it in analogue mode and it ran well. As my layout is DCC I decided to fit a sound decoder as I am slowly changing to fitting sound decoders to all new locomotives.

But thank goodness I erred on the side of caution! I fitted a Hornby decoder and started to programme it. I powered up my DCC system and the decoder started to smoke and went 'pop'!

I contacted two model shops to

see if they were aware of a problem, and found they had returned several locomotives to Hornby as they had been informed that there was a fault on the internal board when changing from analogue control to DCC. The cost to me was a blown decoder but if I had gone ahead and fitted my sound decoder it would have cost me at least £90.

The model has now been returned to Hornby. A lesson well learnt: before you fit an expensive decoder, fit a cheaper one first to test out the model.

Mal Guthrie, by e-mail.

SHOULD MODELLERS MULTITASK?

On the subject of model railway shows, I don't go to many these days, but one thing I have found is that when operators are asked something about the layout they often stop operating to talk.

This is a very common thing I found and I felt annoyed that the

operator could not talk and work the models at the same time. On the positive side, there are some clubs that do a very good job of running layouts continuously and you can tell by the number of spectators around certain layouts.

W Briggs, Stockton-On-Tees.

Parcels trains carried passengers

In your Train Formations article in HM97 you show the actual make up of several parcel trains over the years. One headed by a Class 26 in 1975, shows passenger vehicles in the formation.

What was not made clear in the article was that these kinds of services were in use over much of the system as timetabled 'passenger trains' providing overnight services, often by interesting routes (usually involving 'rare curves' or otherwise freight only lines) and, in my early 20s back then, provided a comfortable night on the old Mk 1 bench seats. Now, in my 60s, I might reconsider the idea of 'comfortable' though!

But the point is that these



were, from an enthusiast point of view, very welcome and, from a modeller's position, provide an opportunity for something

very different from a normal passenger or parcels working.

Greg Heathcliff, Swindon, Wilts.

COAL BINS SHOULDN'T HAVE BACKS TO SIDINGS

I have just finished reading the feature on the 'O' gauge layout Trebudoc. In almost every way it is a superb example of modelling but in common with many other layouts it makes the mistake of depicting coal bins with their backs to the siding.

Unless someone can provide photographic evidence to

the contrary it would be fair to say coal bins almost always faced the track and set back some way allowing vehicular access to the loaded wagons.

Most coal delivered to a siding was unloaded directly on to lorries and these had to be able to park next to the loaded wagons. When the coal was transferred to the

bins it would usually be done by wheelbarrow. There would also be a set of steps to access the wagon and a balance type scale for weighing the coal into 1cwt sacks.

Almost every layout I have seen depicts coal bins backing against the siding, which is incorrect.

James Porter, Cleckheaton, West Yorkshire.



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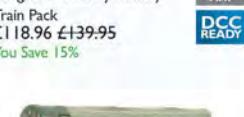
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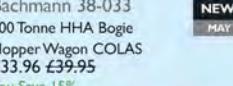
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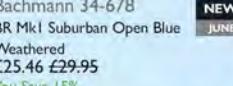
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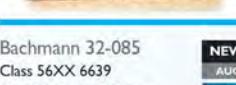
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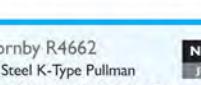
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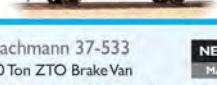
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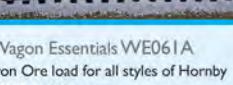
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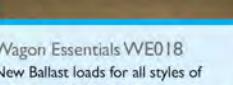
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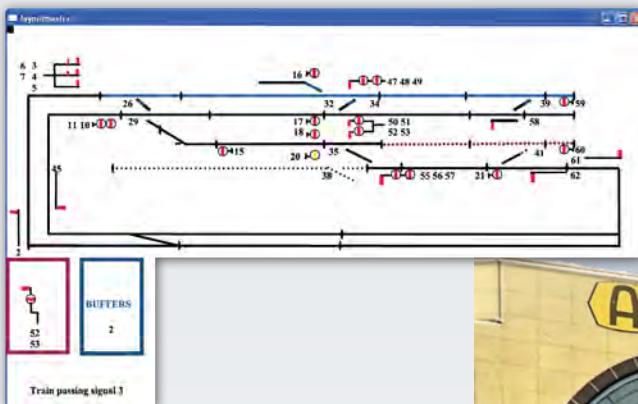
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LIVE
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Chesterfield Town

WHERE THE SIGNALS CALL THE SHOTS



The real railway was controlled by signals and **TONY NEWTON'S** home based Chesterfield GC follows that pattern with computer control. Here he explains how the layout was developed and how it works.

PHOTOGRAPHY, TREVOR JONES.

CHESTERFIELD TOWN is a fairly conventional 'OO' gauge terminus-to-fiddle-yard layout tucked into a room about 11ft 6in x 9ft, even making use of the space in a fitted wardrobe. With the merest nod in the direction of reality, Chesterfield Town is where the main line from Lincoln of the Lancashire Derbyshire and East Coast Railway (LDECR), taken over by the Great Central Railway (GCR) in the early 20th Century, terminates because it ran out of support to get to either Lancashire or the East Coast.

For the purposes of this flight of fancy, the GC loop through the town just didn't get built and the LDECR makes the town's only connection with the GCR main line at Arkwright Junction a few miles to the East. Passenger trains to Yorkshire, Lincolnshire, London, and the East coast are timetabled, with the incursion of a Midland service from Nottingham via Mansfield.

It's inspired by Frank Dyer's Borchester, intended to create some of the feel of a modest station in a small town in industrial England. Copying shamelessly from Borchester, there's off-stage industry and a colliery branch, and goods trains are postulated to serve them as well as the normal station traffic.

The on-stage area – plus part of the fiddle yard – corresponds to the station limits and the rest of the fiddle yard acts as both Chesterfield East in the up direction, the first block section along the main line, and the colliery branch in the down. The buildings are mostly modified card kits with a couple of scratchbuilt items. The stock is partly proprietary with one or two etched brass and cast kits for locomotives consistent with a former GCR route in the late 1950s, and some kit-built goods and coaching stock.

The layout looks like a through station but it is operated as a terminus, with the platform tracks assumed to be buffered a little way beyond the down overbridge »



STATISTICS

| | |
|-----------------|---------------------------------|
| Owner: | Tony Newton |
| Scale: | 'OO' |
| Length: | 11ft 6in |
| Width: | 9ft |
| Track: | SMP with handbuilt points |
| Control: | Analogue with computer software |
| Period: | BR Eastern Region, 1950s |

 'A5' 4-6-2T 69812 exits the tunnel on the approach to Chesterfield GC with the 7.00am from Lincoln. The computer controls the track feeds once the operator has set the signals and route correctly.



and only the colliery branch going through the bridge to the fiddle yard. Frankly, a through station is exactly how it was built, before I realised that a terminus was more interesting to work. There are plans to re-hash it to look like a real terminus with offices more consistent with Chesterfield's status as headquarters of the LDECR, which it was, rather than an intended wayside station on a line that got curtailed at the last minute. Experiments with mock-up buildings show that it could work visually, with a sense of arrival at the end of a journey.

OPERATION

This is all very well, but what's the layout about? Essentially it's about operation, making the layout run like a fragment of the real railway, controlled by the signals. If you obey them you have power; if you don't you haven't. But you don't have to bother with electrical sections and switching them to controllers.

It's all done by computer - it doesn't take over the layout but connects to an interface to enforce conformity with the signalbox locking table and to allocate a controller to the route signalled - a fair approximation of what railways did. The interface comprises a clever set of components provided by the Model Electronic Railway Group (MERG), which inputs the signal and point lever settings to the software and outputs the software's results to relays to set the signals and points and feedstrips - an odd term maybe for electrical sections but sensible shorthand because they have to be treated as something different from signal sections for the whole thing to work.

When you pull a lever (actually an ordinary switch on the panel) the software rejects, with explanation, any lever action that doesn't conform to the locking table and implements it if it does. If the lever controls a signal, the software also supplies power to the feedstrips in the section the signal guards. Similarly, when the signalman puts the signal back after a train has passed it, the software logic records that the train now occupies the next section without any need for train detection circuits.

All of this is to support operation of the railway. There is a screen display showing controller allocations and settings of points and signals - including shunt signals (fixed dummies on the layout) and the off-stage signals essential to modelling how trains were controlled in reality. There's also an inset on the screen showing a driver the next signal he has to obey, so viewers start to see a model of the railway rather than a model railway.

The software can handle two trains on the move at once, energising the feedstrips in the sections controlled by

PO2 A 'J10' 0-6-0 simmers in the yard as 'A5' 69812 reverses out of the station light engine - the empty stock having been removed by the station pilot.



the signals. But what happens when three trains are in the station, or approaching it? Does it use isolating switches?

Yes, but only sort of. This is where I've leaned heavily on the prototype's steam days Rule 55 which required, very broadly speaking, that if a train was held for more than three minutes at a signal out of sight of the signalbox, a member of the crew had to go to the 'box and remind the signalman, who then had to put a collar on the relevant lever to lock

it and ensure that he didn't forget it.

I've ignored the fact that this rule applied only to a train hidden from sight and I've taken all sorts of other liberties - it's just too useful to miss. I've not used physical collars but instead have installed a further switch next to the switch for each signal - or just the lowest numbered signal if there's more than one on that post - and the signalman pulls it when he holds a train there. This isolates the post's home berth (a train length on its approach side), shows it dotted on the »

TABLE 1 - CHESTERFIELD GC TIMETABLE EXTRACT

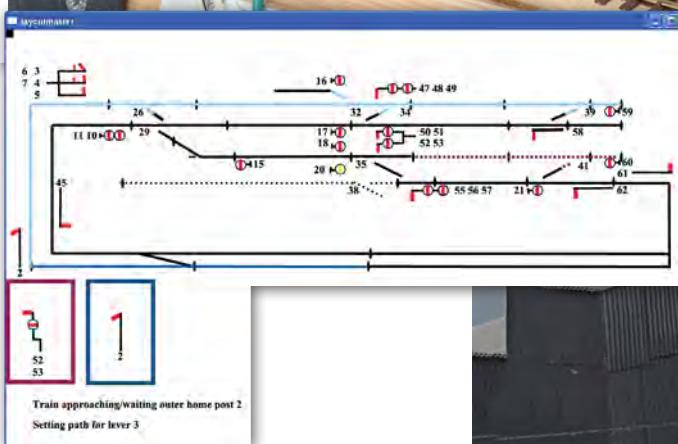
| Time | Type | Direction | Platform | Origin | Destination | Notes |
|--------|--------------|-----------|------------|---------------------|------------------|-------------------------|
| 8.15am | Passenger | Down | Platform 3 | 7.45am ex-Sheffield | | DMU |
| 8.23am | Passenger | Down | Platform 1 | 7.00am ex-Lincoln | | |
| 8.35am | Light engine | Down | Platform 1 | Engine shed | For 8.50 ECS | |
| 8.50am | Empty stock | Up | Platform 1 | | Carriage sidings | Stock from 8.23 arrival |
| 8.55am | Light engine | Up | Platform 1 | | Engine shed | From 8.23 arrival |

Right: Tony Newton looks on as an 'O4' draws in loaded coal wagons from the colliery and an 'A5' slows to a stop in the station.





Left: The computer control system highlights the route to be taken for the 'A5' 4-6-2T from the fiddle yard to platform 1 in the station. The driver must obey the signals, otherwise there will be no power to move the train.



display, and frees the allocated controller if required. Some other train can then be brought into play using that controller.

So it is an isolating switch, but you use it as a piece of real signal control with the software taking care of what's isolated and what gets power. If the train needs to reverse back from the signal, the software provides for this by keeping for each signal a list of signals that can authorise such reversal, immediately if required or later if you collar it for the time being. Buffers can be considered as a fixed stop signal, so that's how you can deal with a terminating train.

RUNNING THE RAILWAY

The layout is run to a sequence table masquerading as a timetable based on John Cockcroft's article *The Ins and Outs* in *Model Railways*, January 1990. The times simply set the order of movements and are made to conform to them by a pseudo-clock built from Meccano that's set by an operator to keep track of progress as the moves are completed.

Considering the extract from the timetable (see Table 1), suppose it's just after 8.15am. The 7.45am from Sheffield has arrived in Platform 3 and its outward signal (52) has been collared. The 7.00am from Lincoln is ready to leave the fiddle yard (FY) for Platform 1 behind 'A5' 4-6-2T 69812. The signalman accepts it from Chesterfield East by means of



Below: The station pilot, a Thompson 'L1' 2-6-4T reverses into the station to collect the empty stock from the 7.00am arrival from Lincoln. In platform 3 the 7.45am from Sheffield formed of a Class 110 DMU ticks over.

a 'New Train' button on the panel and clears outer home (Signal 2, offstage).

The blue controller is free so the software connects it to the section guarded by Signal 2 as far as Signal 3 (also offstage, just behind the overbridge at the up end) and it also connects up FY-2. Since the train hasn't yet passed Signal 2, the display shows FY-2 in deep colour (train on line) and 2-3 in pale colour (line clear). It also shows Signal 2 clear in the driver's inset (blue bordered) as the next signal to obey.

At 8.21am the 8.23am arrival has passed Signals 2 and 3 and enters Platform 1. The signalman has restored Signals 2 and 3 and the software has recorded section [3-buffers] as train on line, disconnected [FY-2] and [2-3] (line blocked, black) and shown in the driver's inset that the buffer stop is his next signal to obey.

At 8.23am the 8.23am arrival comes to rest short of the buffers. 69812 is uncoupled and is held by shunt Signal 59 (hidden by the Platform 2 buildings) and the signalman collars it to isolate the engine. At 8.35am the station pilot, 'L1' 2-6-4T 67722, comes to take away the empty coaching stock (ECS) of the 8.23am arrival.

At 8.50am 67722 has coupled up to the ECS. The signalman sets the crossover, lever 34, and clears station starter (47) and the up section signal (45, another off-stage signal), thereby allowing the ECS to leave for the fiddle yard. The path of the ECS is shown red because the software took that controller from the collared platform 3 when signals 2 and 3 were cleared to allow it to enter the station.

The down end of Platform 1 is shown dotted blue by virtue of signal 59 being

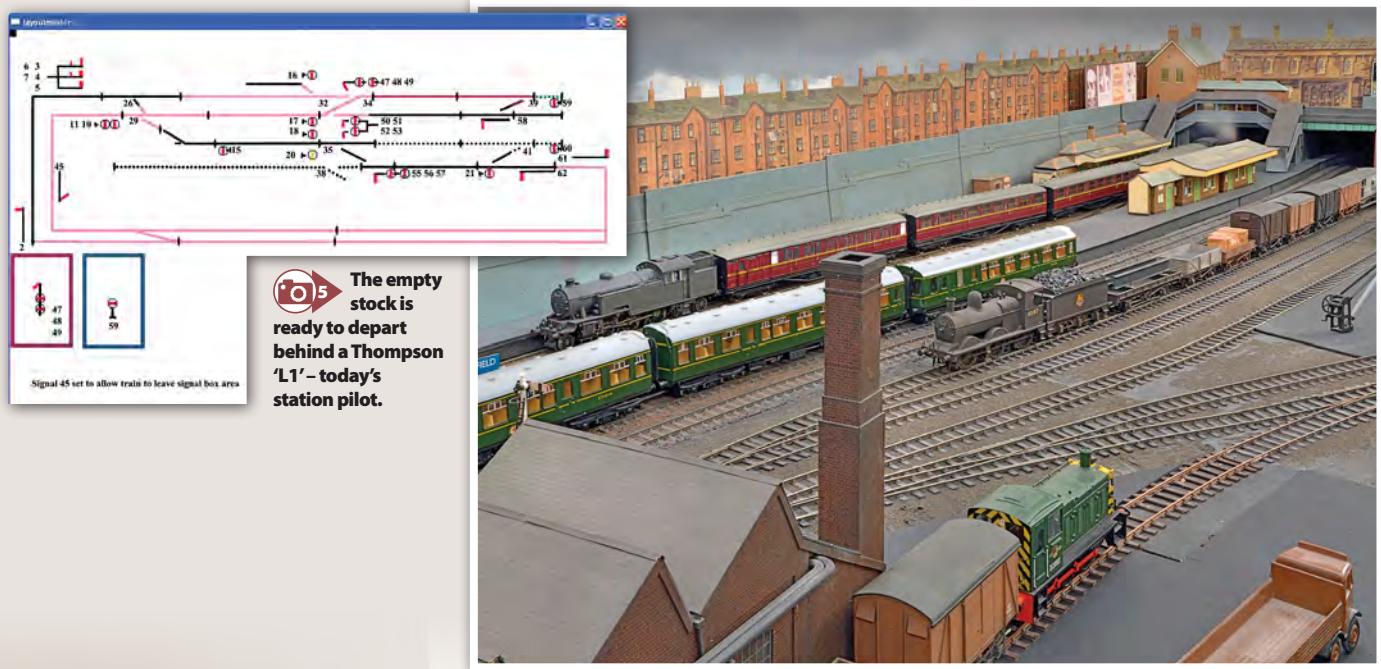
collared at 8.23am, thereby isolating the train engine, but keeping its blue controller allocation whilst the station pilot couples up to the ECS to take it away at 8.55am.

At 8.55am the ECS has passed 47, so the signalman has uncollared 59 and cleared it so 69812 has moved up to 47 to be clearly visible from the 'box. The ECS has also left the station limits at signal 45, so the signalman has cleared 47 and 69812 is departing to the fiddle yard.

OBEY THE SIGNALS

Generalising, you have two controllers and if you obey the signals then you can have as many trains on-stage as will fit in the signal sections, with power applied consistently and manifestly where it's needed, provided you move only two of them at any one time. The software and wiring can in fact handle »

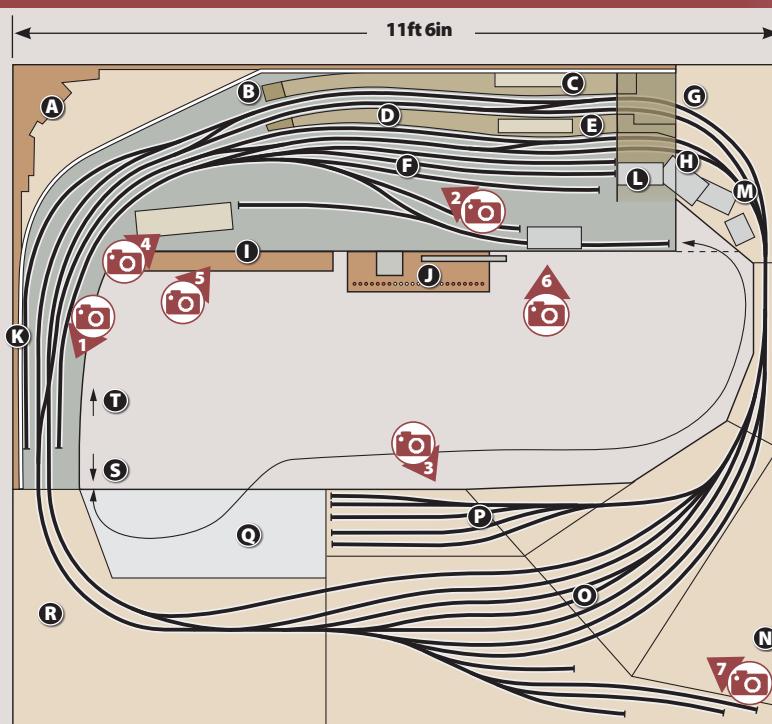




PO7 An overview of Chesterfield GC looking across the storage yard to the station. The layout operates as a terminus with the only through trains being to the colliery.



CHESTERFIELD TOWN TRACK DIAGRAM (NOT TO SCALE)



KEY

- A** Factories at high level behind retaining wall
- B** Signalbox
- C** Platform 1
- D** Platform 2
- E** Platform 3
- F** Goods yard
- G** Terminating lines
- H** To Colliery
- I** Switch Bank
- J** Control panel
- K** Parcels depot
- L** Station building and forecourt on overbridge
- M** Turnout not used in normal operation
- N** Room entrance
- O** Storage yard
- P** Locomotive storage
- Q** Wardrobe
- R** To engine shed, carriages sidings, Arkwright Junction
- S** Up
- T** Down



The goods yard offers a busy location for forming and shunting trains. Scammel lorries are loaded from box vans.



up to four controllers and four moving trains but I restrict it to two because I have only two Pentrollers and they're such a joy to use that I don't want my inferior third controller brought into action!

All shunting in the signalled area is performed similarly under the control of these signals. As with prototype practice, the goods yard is not signalled so it's shown as a stub on the display and is connected to whichever controller feeds the train entering into it via Signal 56. Re-entry to the signalled area is controlled by Signal 20 whose collar switch can be used to release that controller whenever the train there doesn't need to move for a time - for example the goods pilot, 'J10' 0-6-0 65187 arrived before 7.00am and has been standing in the yard for an hour or so with Signal 20 collared between shunts, and the image on page 57 shows it still waiting as 69812 from the Lincoln arrival pulls away from Platform 1 at 8.55am.

From the branch, control is by Signals 62 (off-stage) and 55. Trains are allowed onto the colliery branch by signal 61 - yet another off-stage. This is again a case of oversignalling since prototype practice is more likely to be a Stop and Await Instructions board or similar.

SEPARATE ROLES

The layout can readily keep three to four operators happy: separating the roles of driver and signalman is something on which visitors have commented enthusiastically. However it can be worked by one person and even maintain some of this feeling of separation of roles.

Chesterfield GC continues to enthuse and encapsulate both myself and fellow operators and has been a pleasure to build. **HM**

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Hornby delivers

FIRST
REVIEW

DRUMMOND 'Black Motor'

The humble 0-6-0 has found favour in recent years and especially in 'OO' gauge.

MIKE WILD takes a detailed look at Hornby's new Drummond '700' 0-6-0 – a new entrant for the Southern Region with great potential.



BRITAIN'S RAILWAYS wouldn't have survived without the humble 0-6-0 goods engine. In 1947, the last year of the 'Big Four' railway companies, there were 12,491 tender locomotives in service of which a staggering 4,386 were 0-6-0s representing 35% of the fleet.

Until relatively recently the 0-6-0 has been down the pecking order when it comes to ready-to-run models, but in recent years its fortunes have changed with the likes of the LNER J15' 0-6-0 from Hornby plus models of the SECR C' 0-6-0, LMS 4F' 0-6-0 and LNER J11' 0-6-0 from Bachmann setting the record straight.

The arrival of the new Drummond

'700' 0-6-0 bucks the trend further with this being the third Southern Railway/Region operated six-coupled goods engine to be produced for 'OO' gauge following in the footsteps of Hornby's Bulleid 'Q1' 0-6-0 and Bachmann's C' 0-6-0.

The Drummond '700' class, often referred to as 'Black Motors', was introduced in 1897 with construction of the fleet of 30 locomotives contracted to Dubs and Co and they could be found throughout the London & South Western Railway (LSWR) network.

In 1921 rebuilding of the class with superheating began, and that is the form in which Hornby has modelled the '700' class with its raised boiler pitch and lengthened

smokebox which made these goods engines so distinctive. Reality Check looks at the history of the '700' class in more detail on pages 68-71.

THE MODEL

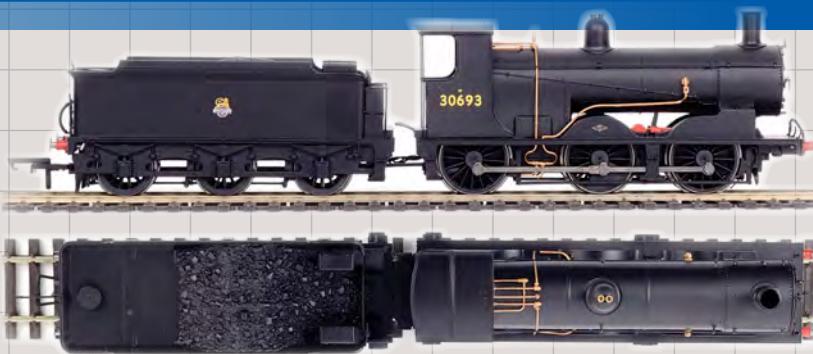
For review we had the opportunity to look over 30693 which is delivered by Hornby in BR black with early crests on the tender. It carries a Guildford (70C) shedcode on the smokebox. This locomotive was built in March 1897 and entered traffic as LSWR 693. It was rebuilt with a Maunsell superheater in April 1926 and remained in traffic until 1961 when it was withdrawn.

The '700' was a very austere looking locomotive. Its external appearance was simple and rugged

with the inside motion giving it a very clean design. Hornby has replicated its shape superbly with the distinctive overhang of the footplate ahead of the leading driving wheels and, above, the smokebox protruding forward of the saddle to reflect the design of the superheated locomotives.

There is one area of the model though which isn't accurate and that is the angle of the support brackets for the handrails on the boiler side. These are positioned at 90 degrees to vertical and should be aligned to follow the radius of the boiler.

Nevertheless, this, as far as we can see, is the only defect on an impressive locomotive model. The stovepipe chimney looks spot on



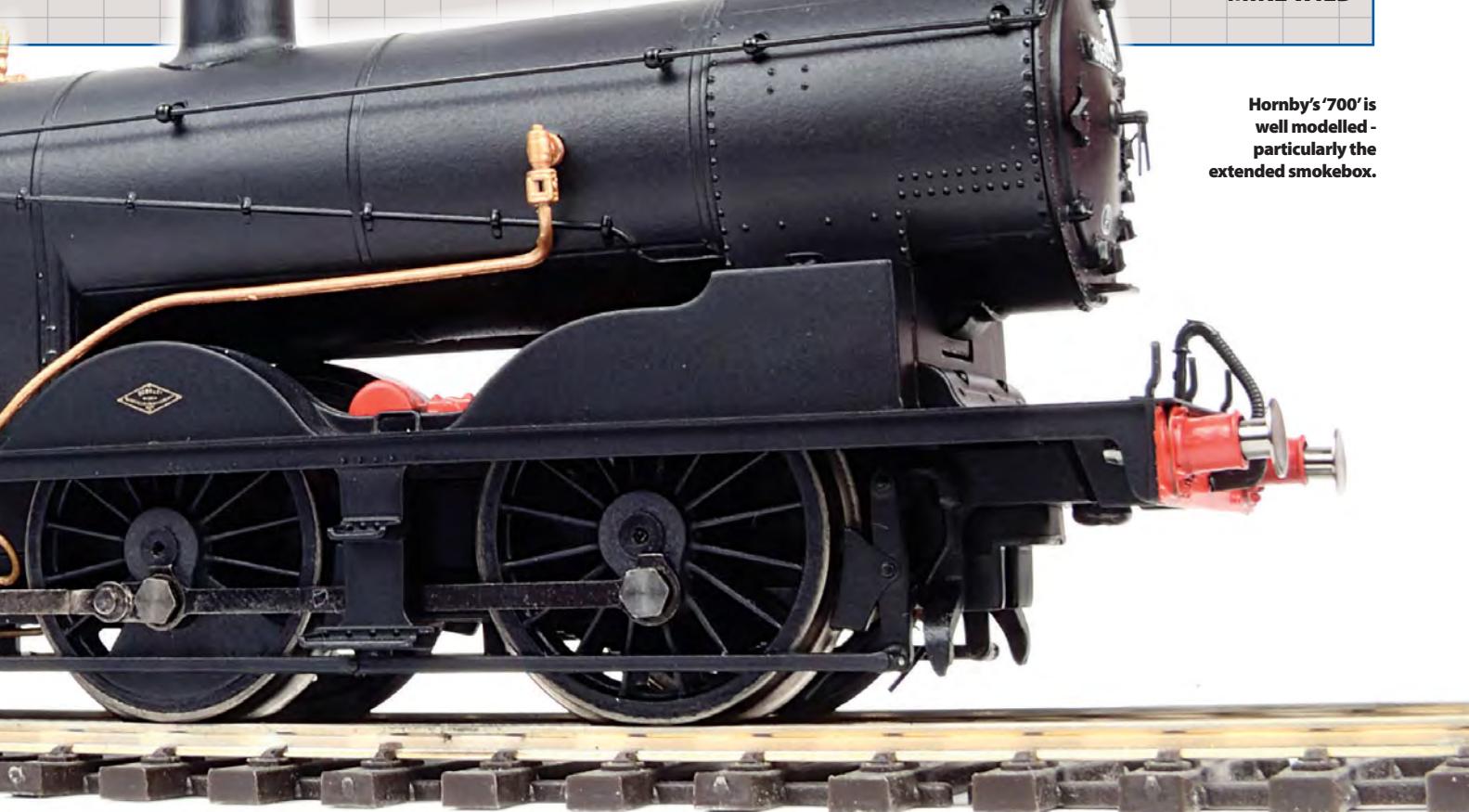
THE DETAILS

| | |
|---------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R3240 |
| Description: | Drummond '700' 0-6-0 30693, BR black |
| Scale: | 'OO' |
| Price: | £109.99 |
| Era: | 4 |
| DCC: | DCC ready, 8-pin socket |
| Couplings: | Small tension locks in NEM pockets |

This compact 0-6-0 is 220mm long from buffer to buffer.

"Hornby has replicated the Drummond '700s' shape superbly"

MIKE WILD



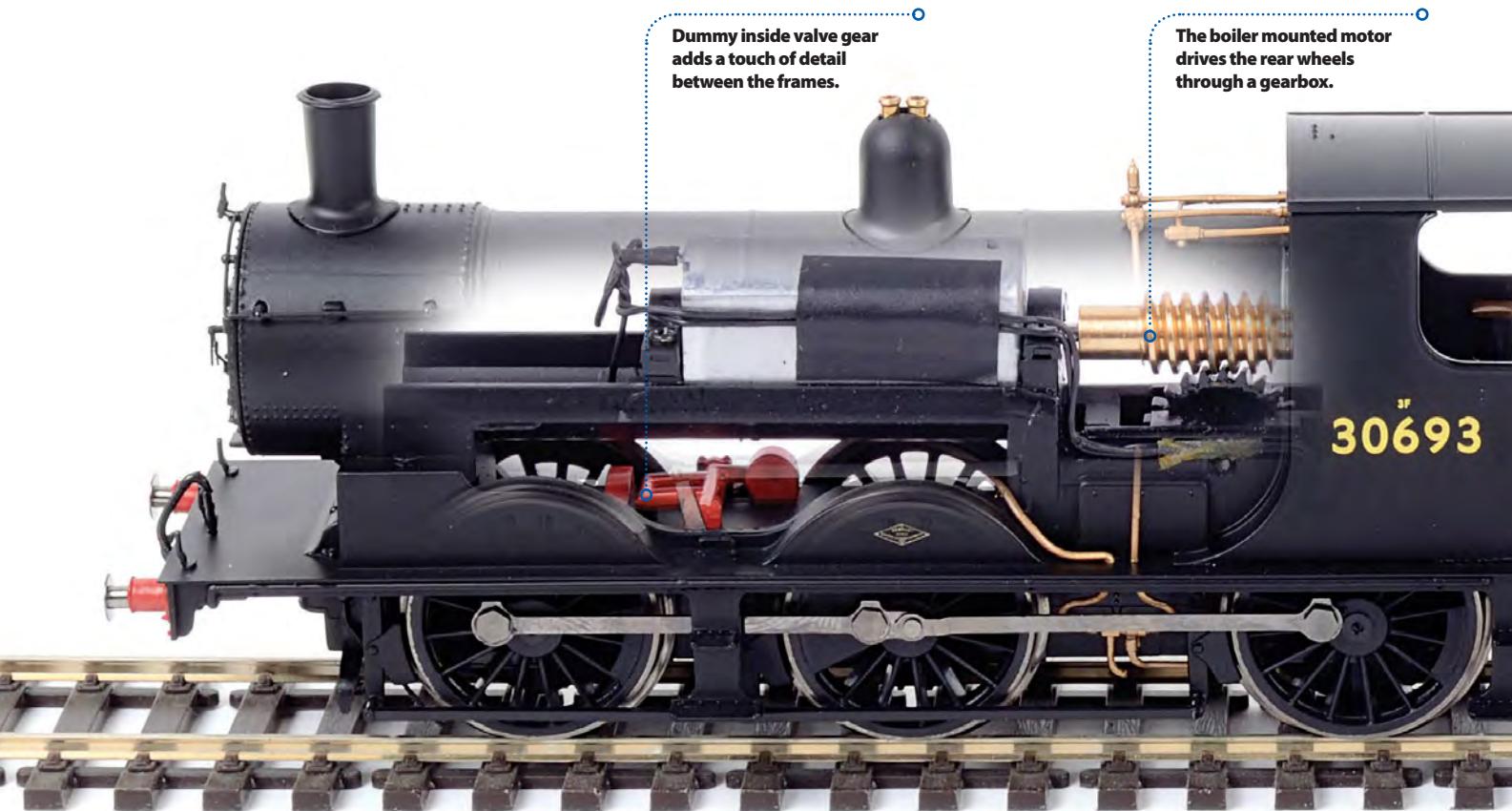
– and is open all the way through into the smokebox - while the smokebox door below features correct Drummond style clamps and additional lamp brackets either side of the separately fitted smokebox dart for Southern Region headcode discs. Add to this sprung metal buffers, a fine handrail, correct BR numberplates and a step at the bottom of the smokebox and it adds up to an impressively well done front end.

Moving along the boiler the inside motion is represented below and daylight is visible under the full length of the boiler between the smokebox saddle and firebox, just as it should be. This is due to clever positioning of the motor »

Hornby's '700' is well modelled - particularly the extended smokebox.



The nose-heavy stance of these 0-6-0s has been captured well.



The fussy front end
includes the myriad of
smokebox fittings.



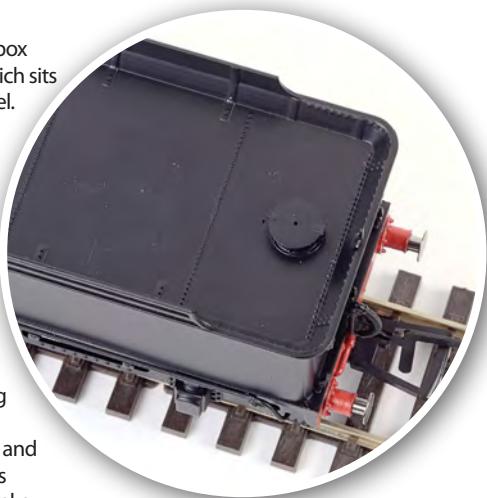
Dummy inside valve gear adds a touch of detail between the frames.

The boiler mounted motor drives the rear wheels through a gearbox.

and gearbox with the latter being positioned in the firebox connected to the motor which sits neatly inside the boiler barrel.

Clack valve pipework is all present together with the whistle, safety valves and reversing rod while the cab exterior captures the design of the prototype very well indeed. The wheels and underframe are also beautifully detailed with outside brake rigging around the front two driving wheels, different spacing between the front to centre and centre to rear driving wheels and a full complement of brake shoes, guard irons and sandpipes. Brake rigging for the tender is supplied separately together with brake pipes for the bufferbeams and an optional coupling for the front of the locomotive.

Importantly for an open cab engine the interior of the cab is fully detailed with regulator, reverser, pipework, firehole and gauges. You will also find wood coloured 'seats' and a separately fitted fallplate. The latter has to hide a substantial gap between the locomotive and tender. This gap can be adjusted, but it is something of an all or nothing routine resulting in either a close coupled tender where the fallplate fouls the tender body or accepting the larger gap between the two

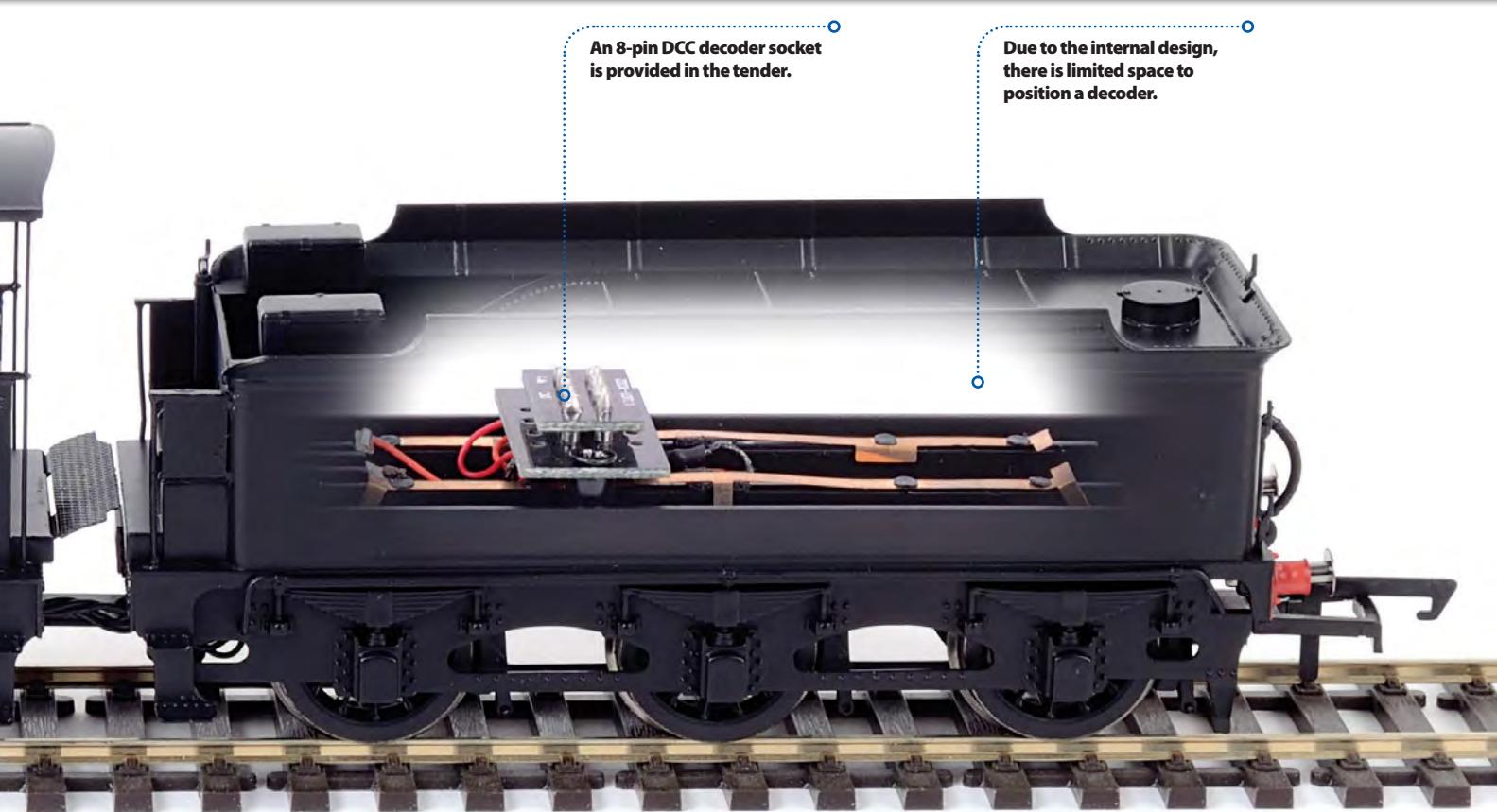


components. Equally the mounting pin for the drawbar on the tender side is a push fit which makes it difficult to remove and remount as it requires a degree of force where there is little to push against.

The tender itself is an excellent model of the prototype and features a well detailed coal space below the moulded plastic coal load together with toolboxes, handbrake handle and a full complement of lamp brackets at the rear. Sprung buffers complete the tender together with a factory mounted dummy coupling hook.

PERFORMANCE

On the track our sample of the Drummond '700' was a stunning little locomotive with total silence



from its motor and geartrain from the word go – the wheels against the rails made more noise than the mechanism!

Having run it in both directions we subjected the model to continuous running for eight hours with a short goods train and it comfortably handled a range of pointwork without any issue at all. We were also impressed with its haulage capacity – our sample handled an impressive eight coaches without any signs of slipping, even when restarting with the weight of the train on a curve.

The '700' is fitted with an 8-pin DCC decoder socket which is mounted in the tender. This is simple to access as it requires two surface mounted screws from the tender chassis to be released allowing the tender body to be angled upwards and away from its front lug mount. However, in a backwards move Hornby hasn't included any provision for adding digital sound to this locomotive – the usual speaker position being omitted – and there is also very limited room even for a small standard motor control decoder inside the tender with the factory fitted weights in place. There are other options for speaker positions, making it possible to add sound to the '700' with a little care and thought – something we will come back to in a future issue of *Hornby Magazine*.



OVERALL

The Drummond '700' has been eagerly anticipated here in the *Hornby Magazine* office and beyond and whilst this exciting new release isn't without its faults, Hornby has still delivered a gorgeous locomotive which offers an important and valuable

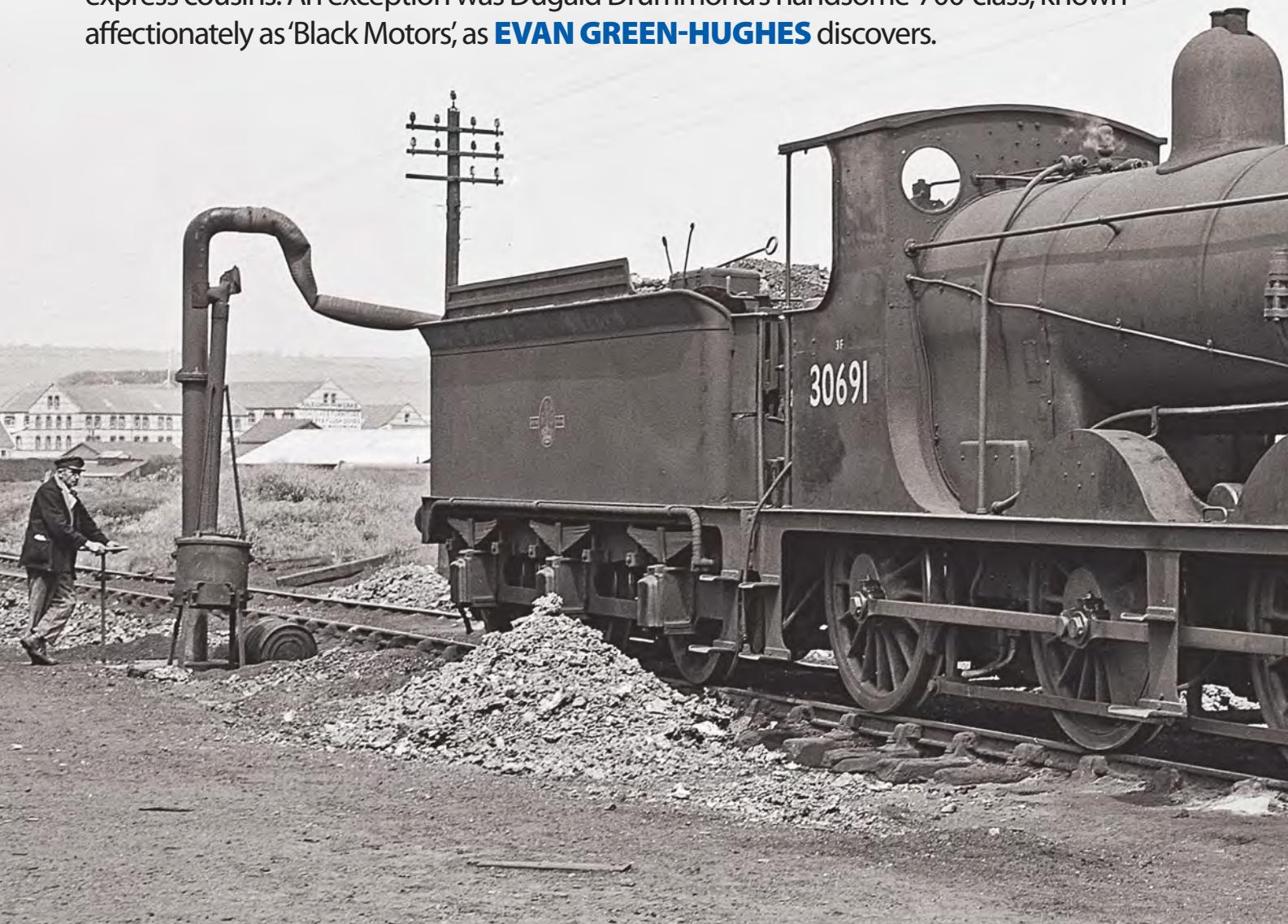
new choice of motive power for Southern Region goods trains.

With the exceptional performance of its mechanism this model is sure to win favour with anyone who models the Southern Railway or BR Southern Region as these were such useful and hardworking locomotives. (MW)



Drummond's 'Black Motor'

Heavy duty freight engines rarely got the same attention from enthusiasts as their express cousins. An exception was Dugald Drummond's handsome '700' class, known affectionately as 'Black Motors', as **EVAN GREEN-HUGHES** discovers.



THE LATE VICTORIAN ERA saw the development of the inside framed 0-6-0 as the predominant type of freight locomotive with most of the major railways operating examples of this wheel arrangement. The London & South Western Railway (LSWR) was no exception and in 1895 due to increasing traffic it found itself in need of additional locomotives of this type.

What the traffic department wanted was an all-purpose modern powerful 0-6-0 tender engine capable of hauling the heaviest goods trains but also suitable for other duties if circumstances required. Unfortunately the company's Chief Mechanical Engineer, William Adams, was ill at this time but his

works manager, W.F. Pettigrew, attended the Locomotive Committee meeting on his behalf and was able to obtain permission in principle for the building of 30 locomotives and to seek prices from a number of outside contractors. A final decision was to await the return to duty of Mr Adams.

Regrettably William Adams' health continued to decline and in consequence he was replaced by Dugald Drummond, a colourful character by then in his fifties, who had lately been in business on his own with not entirely successful results but before that he had been the Chief Mechanical Engineer of the Caledonian Railway.

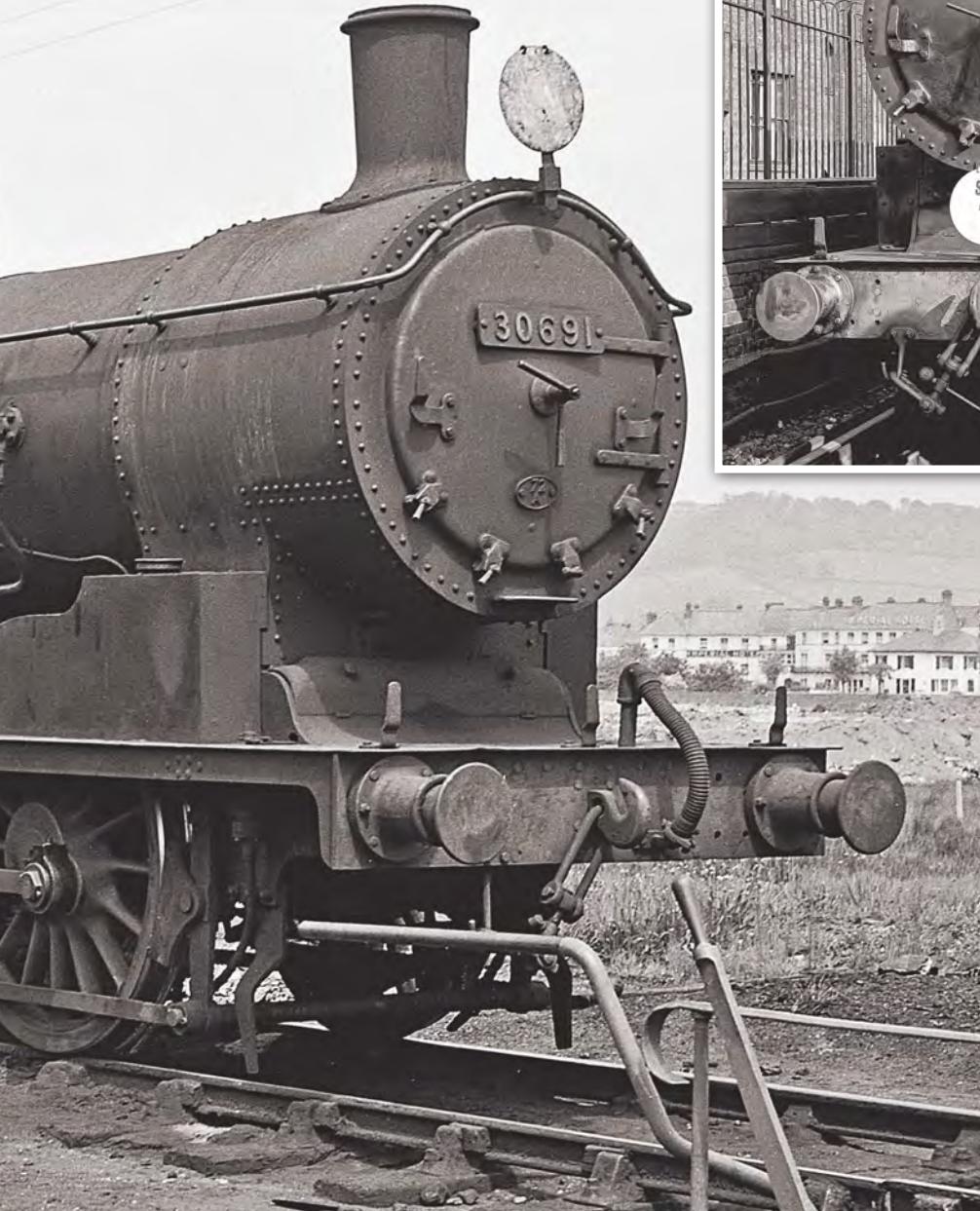
One of Drummond's first acts on arrival with the LSWR was to prepare a fresh set of drawings for the 0-6-0 and circulate them

round potential builders with a view to getting fresh prices, which he duly presented to the Locomotive Committee for approval, immediately sparking a political row as to whether the engines had previously been sanctioned or not. Whatever the outcome of that discussion an order was placed on Dubs and Co of Glasgow for 30 locomotives at a cost of £2,695 each, with delivery promised within 12 months.

COMMON PRACTICE

These engines, which were to become the '700' class, were largely based on Drummond's earlier Caledonian Railway practice but were redrawn so that as many parts as possible including boilers, cylinders and motion would be common

The Drummond '700' class worked far and wide across the ex-LSWR network. On May 19 1959 30691 takes water at Barnstaple shed. Ken Cook/Rail Archive Stephenson.

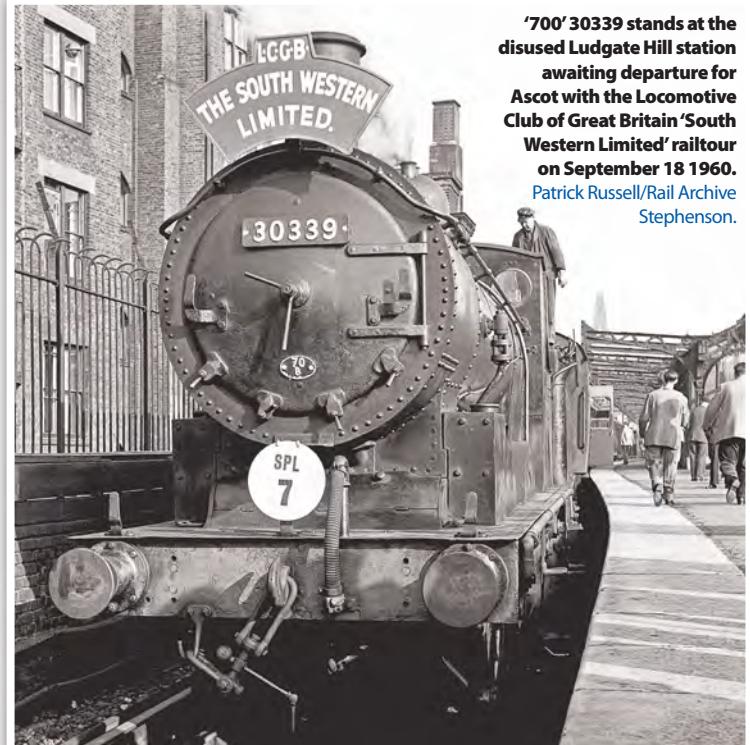


between them and the new 'M7' 0-4-4Ts then under construction. Boilers of 4ft 5in diameter were used, feeding 18½in x 26in cylinders and driving wheels of 5ft 1in diameter, ensuring a powerful and well-balanced machine which was unusually for the time also fitted with vacuum brakes to engine and tender. Although nominally only goods engines they entered service with brightly burnished fittings including coupling rods, and painted in lined green livery which helped to make them stand out from the crowd and brought them to the attention of enthusiasts.

Numbered 687 to 716 the new engines were delivered between March and June 1897 but like many classes there were teething troubles, particularly with

the regulators which developed a habit of sticking open and later had to be modified. Four engines also were found to have faulty driving axles and had to be laid aside until replacements could be sent from the manufacturer. Initial allocations were to Nine Elms, Strawberry Hill, Guildford, Northam, Salisbury and Exmouth Junction where the new engines were not confined to goods duties but were regularly used for passenger specials.

Within a year there was a change to the numbering of the 700s and 702-716 were given the numbers of engines which had recently been scrapped in random order but the actual duties performed by the class remained the same. By 1903 the class was universally known as the 'Black



'700' 30339 stands at the disused Ludgate Hill station awaiting departure for Ascot with the Locomotive Club of Great Britain 'South Western Limited' railtour on September 18 1960. Patrick Russell/Rail Archive Stephenson.

| FACTS AND FIGURES | |
|---------------------------|---|
| Designer: | Dugald Drummond |
| Builder: | Dubs and Co, Glasgow. |
| Built: | 1897 |
| Withdrawn: | 1957-1962 |
| Number in class: | 30 |
| Purpose: | Freight |
| BR power class: | 4F |
| Wheel arrangement: | 0-6-0 |
| Weight (engine): | 42ton 15cwt (as built) 46ton 15cwt (superheated) |
| Weight (tender): | 36ton 14cwt (original type) |
| Driving wheels: | 5ft 1in |
| Boiler diameter: | 4ft 5in |
| Boiler length: | 10ft 6in (as built) 12ft (as rebuilt) |
| Boiler pressure: | 175psi 180psi (superheated) |
| Cylinders: | Two, inside 18½in x 26in (later 19in x 26in) |
| Tractive effort: | 22,487lbs 23,500lbs (superheated) |
| Coal capacity: | 4tons |
| Water capacity: | 3,500gallons |

Motors' a nickname that has some sort of connection with their use on troop trains during the Boer War and the name was to stick with them for their rest of their lives.

There were many detail alterations to the class during their early years; some were built with Adams-pattern conical smokebox doors but these were replaced over time with the Drummond version, the spark arrestors were replaced with a revised type and 687 and 700 were fitted with Westinghouse air brake equipment so that they could be used to pull air braked coaches from other railways.

During the First World War the class was worked very hard and were often seen far away from their home territory hauling both freight and troop trains, »

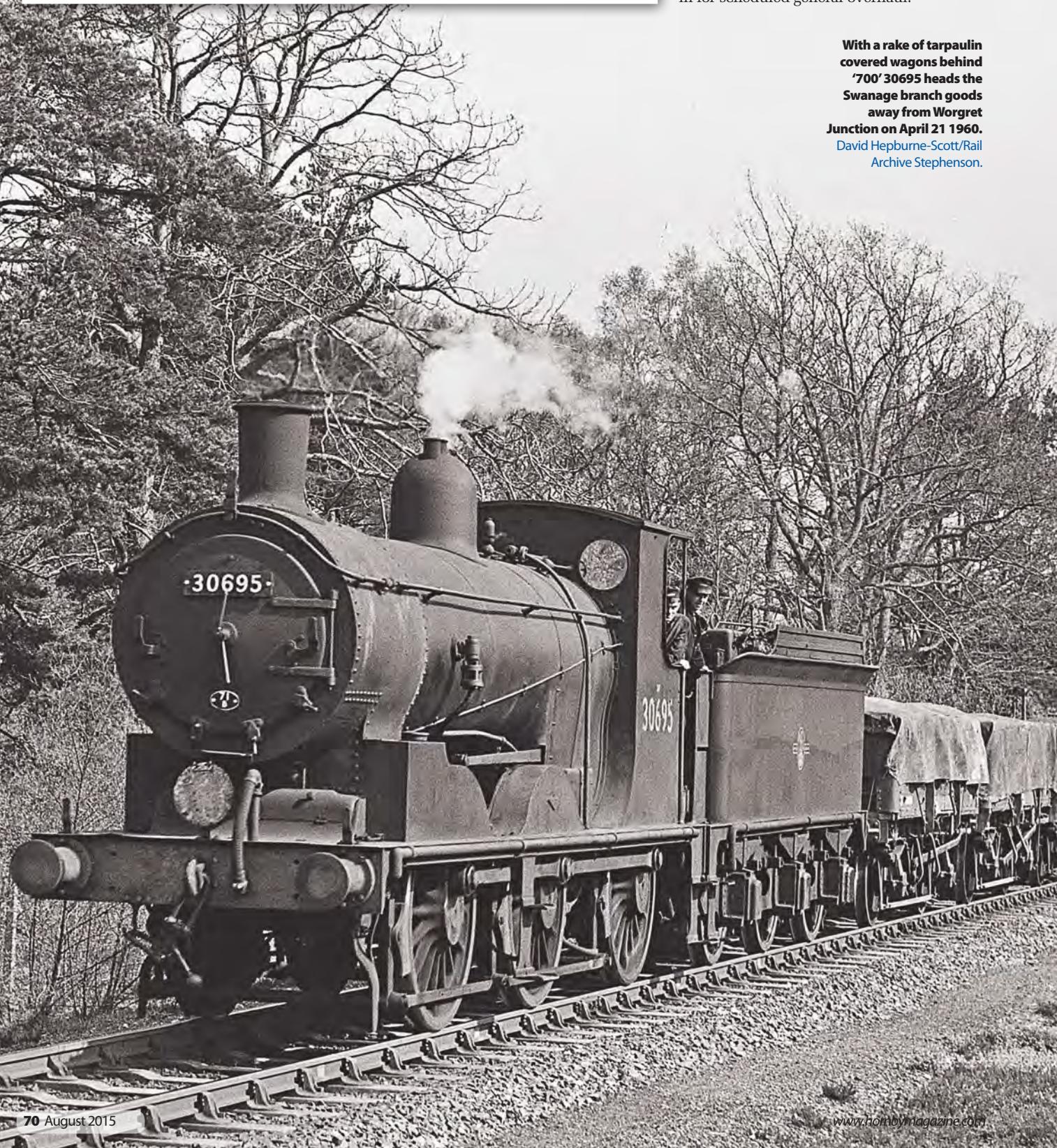


'700' 315 passes Virginia Water in 1934 with goods for Southampton Docks. Lewis Coles/Rail Archive Stephenson.

examples reaching places as diverse as Peterborough, Oxford and Gloucester.

After the conflict the then Chief Mechanical Engineer Robert Urie decided to modernise the class and took 316 into the works at Eastleigh where it was rebuilt with an extended smokebox, superheater, stove pipe chimney, modified cylinders, a new firebox and with the boiler mounted nine inches higher in the frame than previously. To accommodate these modifications the frames were lengthened by 18in at the front. After a few months in traffic the decision was taken to similarly modify all the other members of the class, starting with ten others in 1921, with the work being done as locomotives came in for scheduled general overhaul.

With a rake of tarpaulin covered wagons behind '700' 30695 heads the Swanage branch goods away from Worgret Junction on April 21 1960. David Hepburne-Scott/Rail Archive Stephenson.



IN SOUTHERN SERVICE

In 1925 with the 'Black Motors' now in Southern Railway ownership there was an exchange of tenders between various classes, with the intention of reducing the overall length of some of the 'T9s' and 'D15s' so that they could be accommodated on some of the short turntables that still existed at that time. The '700s' lost 20 of their original tenders which were replaced with examples which had 7ft wheelbase instead of 6ft 6in, and which had previously been with 'K10s' and 'L11s', it being thought necessary to retain six-wheel tenders with the 'Black Motors' and thus precipitating a three-way tender swap between classes.

From 1929 all the class were painted in Southern lined black livery with 326 being the last to be repainted but this was modified to unlined black later and all were painted in this style from 1936 onwards. By this time the heavier freight train diagrams had passed to newer 4-6-0s and 2-6-0s as had the holiday and special passenger workings and consequently the 'Black Motors' found themselves on more mundane work that had been liberated by the scrapping of older engines. This position was reversed to some extent during the Second World War when an increase in traffic, coupled with the loan of more modern engines to other operators, caused the 700s to return to many of their earlier duties.

In original condition with a non-superheated boiler and short frames, Drummond '700' 0-6-0 309 stands at Eastleigh shed in 1920. Reginald Clark/Rail Archive Stephenson.



THE FINAL YEARS

The whole class survived to enter British Railways stock and had 30000 added to their original number, interestingly no attempt was made to tidy up the messy numbering system from LSWR days and bring all the class into a continuous series. Again the class was painted in unlined black.

By this time they were spending more time on branch and local goods duties but some did occasionally turn up on passenger work, usually deputising for other traction in the event of breakdown. One was even recorded working a Waterloo-Bournemouth express tender

| NUMBERING | | | |
|---------------|---------------|-------------|--|
| Original LSWR | Later LSWR/SR | BR | |
| 687-701 | 687-701 | 30687-30701 | |
| 702 | 306 | 30306 | |
| 703-704 | 308-309 | 30308-309 | |
| 705 | 315 | 30315 | |
| 706 | 317 | 30317 | |
| 707-709 | 325-327 | 30325-30327 | |
| 710 | 339 | 30339 | |
| 711 | 346 | 30346 | |
| 712 | 350 | 30350 | |
| 713 | 352 | 30352 | |
| 714 | 355 | 30355 | |
| 715 | 368 | 30368 | |
| 716 | 459, then 316 | 30316 | |

first from London to Woking following the failure of a 'Merchant Navy' on February 12 1957, while another was recorded at 53mph while substituting for a BR '5MT' 4-6-0 between Woking and Waterloo.

However with the arrival of the more modern BR Standard steam engines and Modernisation Plan diesels brought the first withdrawals for the '700' class in September 1957 after 30688 was involved in a head-on collision with an Electric Multiple Unit at Staines. 30352 was the next to go in 1959, followed by 30687 in 1960, with a steady withdrawal of the rest until the final three examples were taken out of service in December 1962. Although this was officially the end 30316 actually worked as a snowplough in the Eastleigh area until February 1963 while 30689 and 30700 also were taken from the scrapline and used as ploughs during that severe winter. 30689 and 30700 left Exmouth Junction separately and in steam for scrapping at Eastleigh in December 1963 and January 1964 this being the last time that the class was seen in steam on the main line.

Although the class had gained immense popularity with enthusiasts and railwaymen by the time they were withdrawn there was little interest from the developing heritage railway sector in saving one and consequently all were quietly dismantled and the parts sent for scrap. Many 0-6-0s from the same period have, however, survived and their continued use on heritage lines gives us the chance to see just how important this type of engine was to the development of freight traffic in the Victorian era. 



Hornby Class 56s return in NEW LIVERIES



NEW FROM HORNBY is this pair of 'OO' gauge Class 56 diesels in previously unavailable liveries for the first time as 56084 in BR large logo blue and 56087 in Colas Rail Freight yellow, orange and black. Built by British Rail Engineering Limited in 1980 at Doncaster Works, 56084 was the first of the class delivered to BR in large logo blue from new, while 56087 remains in revenue earning service wearing Colas Rail Freight's latest livery some 35 years later.

These impressive models really do look the part straight from the box sitting purposefully on their intricately detailed bogies. Both feature large horn grilles together with red diamond multiple working cables, lamp irons, revised buffer beam and protruding light clusters. In addition, each model features a number of detail differences including the high intensity square cab front lights, roof-mounted cab radio aerials and revised cantrail grille arrangement on the Colas example, while the large logo blue model features original circular lights and original cantrail grilles without cab roof aerials. Tooling

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R3181 |
| Description: | Class 56 56084 BR large logo blue |
| Price: | £140.99 |
| Cat No: | R3265 |
| Description: | Class 56 56087 Colas Rail Freight |
| Price: | £147.99 |
| Scale: | 'OO' |
| Era: | 7/8 and 9 respectively |
| DCC: | DCC ready, 8-pin decoder socket |
| Couplings: | Small tension locks in NEM pockets |

limitations for the Colas liveried model have resulted in the model featuring one piece cab front handrails while in reality these have been split in two on the prototype either side of the high-intensity headlight. This, though, should be an easy modification to correct. The cab roof aerial mounting is also different in reality, but neither of these really detracts from what is still a superbly detailed model.

The standard of paint finish is very good throughout, particularly on the Colas Rail Freight example with crisp edges between each colour and fine printing of the lettering and Colas Rail logos at each end of the locomotive. The BR large logo livery

is also well finished with crisply printed large logos and numbers over the BR blue paint work with good colour density. However, one slight discrepancy with this livery has resulted in the omission of the fine upper yellow band above the cab windows which should extend around the sides between the windows and the edge of the roof.

The interiors on both models are not forgotten with decorated cab interiors featuring painted fire extinguishers and driver's desk console handles and see-through engine room grilles.

A change from previous releases of the Class 56, the rotating cooling fan arrangement now

appears static as the mechanism to operate it was missing from our samples. However, this mechanism did affect performance of some models previously and as a result, straight from the box, our samples ran smoothly and quietly throughout the speed range with ample haulage capacity to move a 12 coach train without issue.

Both models feature an 8-pin Digital Command Control (DCC) decoder socket, NEM coupling pockets together with a separate pack of parts containing small tension lock couplings, unpainted bufferbeam pipes and detailing.

These new additions are sure to prove popular. (MC)



'OO' GAUGE

Container retrospective

C-Rail Intermodal has stepped back in time to produce a range of containers typical of the late 1980s through to the mid 2000s. First off are three 20ft boxes in the colourful liveries of CAST, Overseas Containers and Genstar. Each has accurate door detail and other design features specific to their period. Examples of these designs are still to be seen 'grounded' and in use for storage. (TS)



THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.c-rail-intermodal.co.uk |
| Description: | 20ft deep sea containers |
| Price: | £7.00 each |
| Scale: | 'OO' |
| Era: | 9 |

High-end weathering materials from Mig Jiminez



Over the years Spain's Mig Jiminez has built himself a formidable reputation for his weathering work and the innovative products that carry his name. The new Mig AMMO range continues that tradition – a wide selection of colour washes, paints, weathering pigments, special effects, streaking fluids, filters and much else. Designed to be used straight out of the bottle these materials are as good as it gets in terms of colour

accuracy, chemical formulation and manufacturing quality. They're not cheap – around £5 for a typical 35ml bottle and £16 or so for one of the many sets available – but if you've mastered the basic techniques using enamels and acrylics they are the logical next step in the quest for weathering excellence. In future issues we'll be looking in more detail at the possibilities opened up by this exciting new range. (TS)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.migjiminez.com |
| Cat No: | Various |
| Description: | Weathering materials |
| Scale: | Any |
| Price: | From £4.95 |

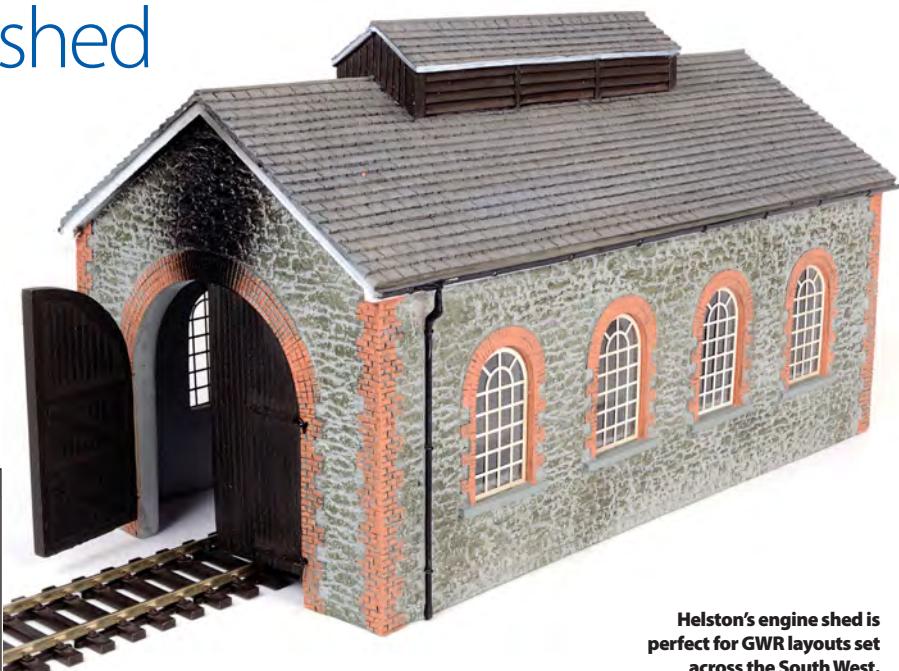
'OO' GAUGE

Helston engine shed

New from Kernow Model Rail Centre (KMRC) is this 'OO' gauge Bachmann Scenecraft single track stone engine shed, modelled on that once at Helston.

This cast resin model features grey stone effect walls, arched brick windows, grey slate roof and neat wood effect ventilators. The shed also features a weathered black patch above the entrance to represent sooty deposits from steam locomotives and includes separately supplied and opening doors.

Measuring 190mm long and 95mm wide, fully glazed and partially weathered, this is another exclusive edition from KMRC which complements other models in its range of 'OO' gauge buildings and accessories and is well suited for layouts set in the South West or beyond. (MC)



Helston's engine shed is perfect for GWR layouts set across the South West.

NORTH BRITISH 'Warship'

DEBUTS FOR 'OO'

FIRST REVIEW

The Western Region's hydraulics have a strong following, but has Bachmann created the definitive model of the 'Warship' in its new North British Class 43?

MIKE WILD takes a closer look at this brand new production.

Bachmann has delivered a stunning new model its recreation of the North British built Class 43 'Warship'.



THE SOUND OF A DIESEL-hydraulic 'lifting off' from a station stop is one of those memories which never fades and the popularity of the Western Region's distinctive fleet of hydraulics has seen many

models produced over the years.

In the past we've seen first rate productions of the 'Western', Swindon built 'Warship', 'Hymek' and even the Class 14 0-6-0. But until now the North British Locomotive Company (NBL) built fleet of 33

production locomotives has never been modelled. Bachmann has now addressed this in fine fashion.

Externally, and at first glance, there is little difference between the Swindon built Class 42 'Warships' and the NBL built Class

43s. However, they were very different inside. The Class 43s had a pair of NBL/MAN L12V18/21B engines which developed 2,200hp in total, driving the wheels via Voith LT306r hydraulic transmissions. The Class 42s were



The new Bachmann North British 'Warship' is 238mm long.



The roof is highly detailed, especially with the addition of roof vents of lifting eyes which are supplied separately.

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.bachmann.co.uk |
| Cat No: | 32-066 |
| Description: | Class 43 'Warship' D835 <i>Pegasus</i> , BR green |
| Scale: | 'OO' |
| Price: | £139.95 |
| Era: | 5 |
| DCC: | DCC ready, 21-pin socket |
| Couplings: | Small tension locks in NEM pockets |

Bufferbeam details are supplied separately together with an optional lower valance.



fitted with Maybach engines and Mekhydro transmissions.

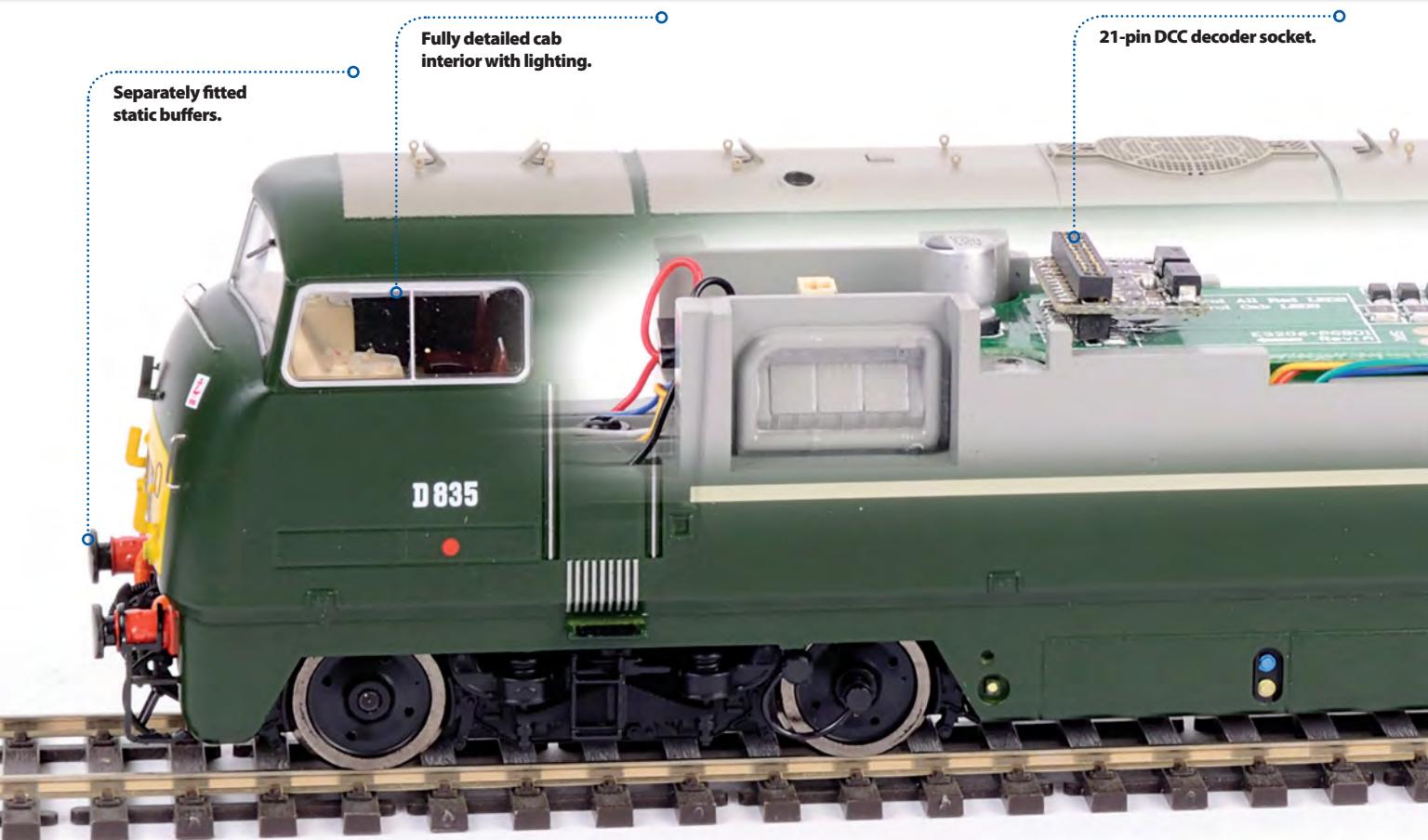
The Class 43s (though they never received these numbers in service) were ordered by BR in 1958 and production started in 1959 with the last of the 33 locomotives

entering traffic in 1962. They carried numbers D833-D865. Initially they were all allocated to Plymouth Laira but some were later sent to Newton Abbot and Old Oak Common. They shared duties with the Class 42s, but were rarely

seen on the London Waterloo-Exeter route as Southern Region drivers weren't trained on them.

The Class 43s remained in traffic long enough to carry BR blue livery – originally all were delivered in BR green to be followed by

BR maroon from the mid-1960s – but withdrawals started in 1969 with the last retired in 1971. None of the Class 43s have been preserved, although Class 42s D821 *Greyhound* and D832 *Onslaught* have been saved. »



THE MODEL

Bachmann's model of the Class 43 was announced in 2013. The Class 42 has long been a part of its range, but the new model uses none of that tooling, being produced from the ground up including a new chassis.

For review we received a sample of BR green liveried D835 *Pegasus* – names were applied in alphabetical order with the North British locomotives being allocated names starting with the letters P to Z – which features yellow warning panels and a Newton Abbot (83A) shed code on the bufferbeam.

There may be very few external differences between the Class 42s and Class 43s but Bachmann has put a significant amount of work into creating this new model. Everything is finely produced and neatly done and the quality of the mouldings throughout is excellent. The shape, style and character of these distinctive machines has been captured well with the body featuring the complex curves around the cab front and correct profiles along the body.

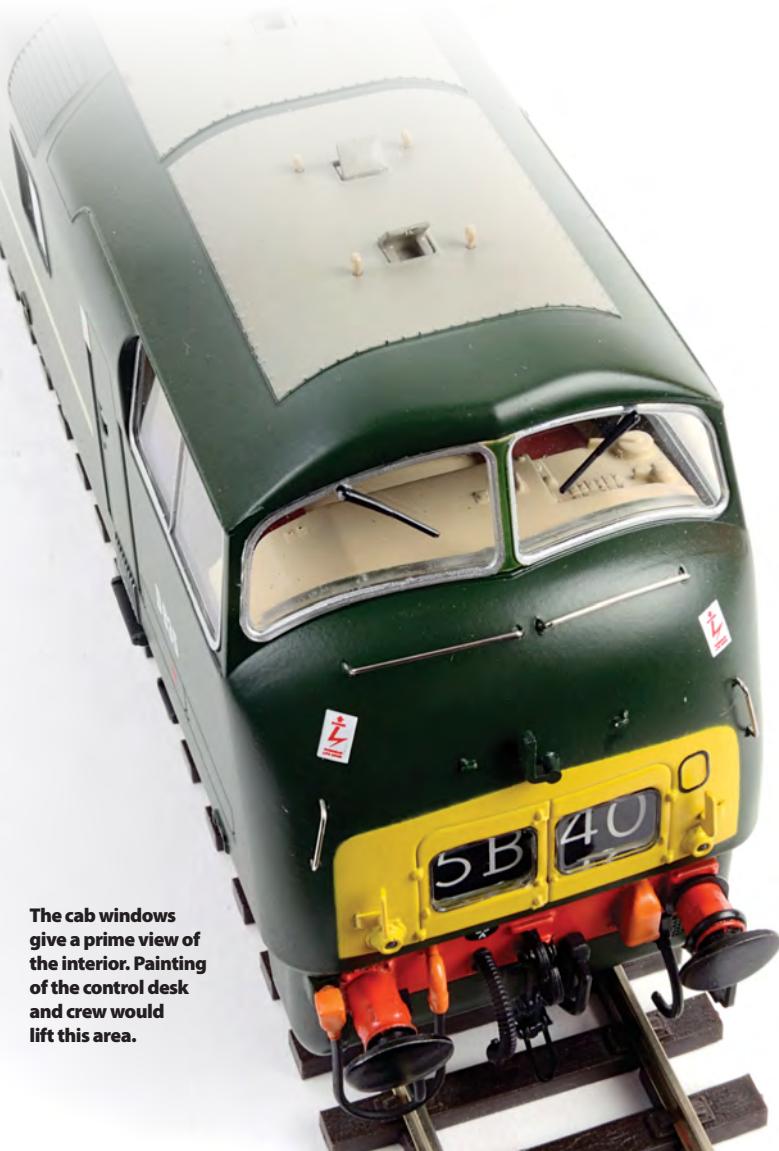
The cab front itself is very well detailed and features all the elements of the real locomotives including lamp irons, head and tail lamps and headcode boxes. One small point – and it would be difficult, if not impossible, to

model in this scale – is that the handrails below the cab windows should have three supports each from the body and not two.

Moving back to good things and the model is supplied with a factory fitted front step on the driver's side buffer at each end of the locomotive. The comprehensive detailing pack comes with all the fittings to add the lower front valance and full bufferbeam detail to the model which really enhances the look of the Class 43. Buffers are static but the heads are separate parts inserted into the buffer shank so they still look the part.

The detailing pack with the model includes many small fittings for the model. This is good in some ways as it allows customisation of the position of roof vents and a choice of steps too, but in others it does mean there are potentially more than 40 detail parts which can be fitted after purchase when you include all the lifting hooks for the roof! Still, with all the parts fitted this is a very impressive locomotive.

Going back to the bodyside and the large cabside windows feature the correct raked angle while the rest of the body has grilles and windows in all the right places. Better still, Bachmann has made the effort to model areas of the engine compartment on



The cab windows
give a prime view of
the interior. Painting
of the control desk
and crew would
lift this area.



Below: The new NBL 'Warship' is being released in BR green, BR maroon and BR blue.



the die-cast chassis which looks superb when glanced through the clear glazed side windows.

The roof is superbly done – especially with the addition of roof vents and lifting hooks – and includes correct positioning of the exhausts for the Class 43 and supremely fine etched roof fan grilles.

The central underframe section has differences on each side as it should, while the bogies are a tour de force with excellent moulded detail, relief, speedometer cable and in-line brake shoes too.

Decoration of our sample of D835 was exactly what we expect from Bachmann. It will benefit from etched nameplates to replace the factory printed versions, but the quality of the printing is excellent in all areas. We only noted a slight variance from a perfect colour

edge on one of the cab fronts where there was a tiny furring of the yellow panel edge into the green body colour. Otherwise paint application was first rate.

PERFORMANCE

The performance of our sample was interesting. Straight from the box running light engine we could tell that this model had a high power draw and while it was perfectly capable of running at all speeds we found it more difficult to control at lower speeds. However, fitting it with a DCC decoder resolved all of this and gave us a superb running locomotive able to run perfectly from a crawl to maximum speed.

During our tests we loaded the model with an eight coach train and ran it for eight hours continuously – a load it managed

with ease – and we increased this to 12 carriages for further load testing. This is more than enough for almost all layouts and a load which the model still handled well.

The Class 43 is fitted with a 21-pin DCC decoder socket and, unlike the Class 42, also features provision for installation of a speaker. This is the form of an 'enclosure' under one of the roof fans which is designed to host a 28mm round speaker. However, the enclosure isn't sealed and will require this addressing and the rear of the speaker covering for the best performance. Nevertheless, with a sound decoder installed this model both looks and sounds the part of the prototype.

The lighting on the Class 43 is a big improvement over the Class 42. Gone are the bright white lights behind the headcode panel and in its place are much

more subtle 'amber' coloured lights which are much more in keeping with the 1960s feel of the locomotive. It also features switches in the underframe which allow the cab interior lights to be turned on or off and the tail lights to be controlled in this way too.

OVERALL

Enthusiasm for the Western Region's hydraulics never ceases and this new model of the Class 43 will, I'm sure, be a massive hit with all those replicating the activities of BR's Western Region from the 1960s onwards.

Bachmann's reputation is very good with diesel models and with all the detail items fitted it is by far and away the best model of a production 'Warship' we have ever had for 'OO' gauge with performance to match too. (MW)

'OO' GAUGE

Network Rail gauging train Class 31

JOINING THE HORNBY range during June is this model of Network Rail liveried Class 31 31285 – one of the locomotives dedicated to the structure gauging train and fitted with additional infra red lights on the cab front and a camera too.

This is the second time that one of Network Rail's Class 31s has been modelled by Hornby – the first issue being 31233 in 2011. This new version of 31285 models the locomotive around 2010/2011 when it was fitted with rectangular lighting – prior to this period and after it the locomotive was fitted with round infra red lighting.

Hornby's modelling of the prototype is excellent and this version is also factory fitted with a high intensity headlight. The additional infra-red lighting sits correctly at the No. 2 end of the locomotive and completes this detailed locomotive.

Paint work on our sample was

evenly applied and it correctly features different shades of yellow on the bodyside and cab fronts. The Network Rail logos, locomotive numbers and additional lining are all neatly printed together with a printed version of the video camera mounted in the No. 2 end cab front panel.

Performance on the track was nothing short of excellent with our sample performing smoothly and quietly throughout the speed range. In a change from previous Class 31 releases this model doesn't have a motor driven roof fan – this omission, from our experience, results in an improvement in the running characteristics and is no bad thing. An 8-pin DCC decoder socket and directional lighting are also fitted.

Interest in Network Rail test trains remains strong and with the writing on the wall for the Class 31s this model will soon be representing part of Britain's railway history. (MW)

Hornby's latest Network Rail Class 31 is 31285 with is delivered with infra red lights and correct twin yellow livery.



'OO' GAUGE

EWS livery for Hornby 67

Hornby's high-fidelity 'OO' gauge Class 67 receives its second airing in English, Welsh and Scottish Railway's (EWS) standard maroon and gold livery as 67016.

Bearing the hallmarks of previous releases including die-cast metal chassis, sprung metal buffers, etched metal cooler group mesh, separately fitted windscreen wipers, multiple working jumper cables and see through engine room grilles, this is another super package from Hornby.

Decoration is up to the manufacturer's usual high standards featuring a smooth, evenly applied satin maroon and gold paint finish with crisply printed lettering and livery separation together with orange cantilever safety stripe, white cab handrails, cab step treads picked out in yellow and

exhaust silencer decorated in a convincing metallic paint finish.

An excellent performer which features an 8-pin DCC decoder socket, NEM coupling pockets and directional lighting featuring switchable day or night settings. (MC)

THE DETAILS

| | |
|---------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R3348 |
| Description: | Class 67016 EWS maroon and gold |
| Scale: | 'OO' |
| Price: | £139.99 |
| Era: | 9 |
| DCC: | DCC ready, 8-pin decoder socket |
| Couplings: | Small tension locks in NEM pockets |



THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R3344 |
| Description: | Class 31 31285, Network Rail yellow |
| Scale: | 'OO' |
| Price: | £162.25 |
| Era: | 9 |
| DCC: | DCC ready, 8-pin socket |
| Couplings: | Small tension locks in NEM pockets |

**'OO' GAUGE**

Oxford delivers new trucks



New from Oxford Diecast are these 'OO' gauge articulated trucks modelling a 1996 DAF85 in Royal Mail red and a 1995 Scania R143M in Pollock Ltd colours. Both models feature a die-cast metal cab unit and trailer chassis together with a moulded plastic box trailer, the Royal

Mail model featuring a standard 40ft box trailer while the Scania features a curtainside version.

Decoration is up to Oxford Diecast's usual high standards with good colour density and crisply printed lettering and detail. Both models were well finished. Super. (MC)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.oxforddiecast.co.uk |
| Cat No: | 76S143001 |
| Description: | Scania 143 40ft curtainside Pollock |
| Cat No: | 76DAF001 |
| Description: | DAF 85 40ft box trailer Royal Mail |
| Price: | £21.95 |
| Scale: | 'OO' |
| Era: | 9 |

QUICK REVIEWS**'OO' GAUGE**

Bentley T2 goes two-tone



Oxford Diecast's 'OO' gauge Bentley T2 gets its second airing decorated in a metallic nutmeg brown and silver sand paint finish. Registered as AYP12T from the late 1970s, this classic car features detailed white interior, black steering wheel, front fog lights, silver wheels, black bumpers, silver door handles and trim together with lights front and rear neatly picked out in appropriate colours. (MC)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.oxforddiecast.co.uk |
| Cat No: | 76BT2002 |
| Description: | Bentley T2 saloon, Nutmeg Silver Sand |
| Price: | £4.75 |
| Scale: | 'OO' |
| Era: | 7-9 |

'HO' GAUGE

Living room scene

Preiser's range of accessories now includes a set of 'HO' scale figures for a living room scene. Containing five figures the set also includes a two piece suite, a cabinet, a table and a television on a cabinet. (MC)

THE DETAILS

| | |
|---------------------|--|
| Supplier: | www.gaugemaster.com |
| Cat No: | 10649 |
| Description: | Family living room set |
| Price: | £16.25 |
| Scale: | 'HO' |
| Era: | 9 |

'HO' GAUGE

Faller launches pump trolley

German manufacturer Faller's range of model railway accessories and kits includes this 'HO' gauge hand operated pump trolley. Instructions are basic but the diagram supplied is easy enough to follow. Whilst European in appearance, it does build into a pleasant static model of these distinctive vehicles. (MC)

**THE DETAILS**

| | |
|---------------------|--|
| Supplier: | www.gaugemaster.com |
| Cat No: | 180926 |
| Description: | Hand pump trolley |
| Price: | £3.50 |
| Scale: | 'HO' |
| Era: | 4-9 |

'OO' GAUGE

'Dutch' Class 37 hits the right note



The '37' is a great model - and it sounds goods too with this latest generation sound decoder.

NOTHING BEATS a well executed digital sound chip when it comes to model locomotives and especially one which can capture the raw nature of a hard working locomotive under power.

New to the Bachmann roster is this 'Dutch' grey and yellow liveried Class 37/0 as 37254 with a weathered finish and containing an ESU LokSound decoder to represent the distinctive sounds of the English Electric 12CSV1 1,750hp engine which is so popular in real and model form.

The Bachmann Class 37 is well known and does an excellent job of replicating the prototype. This particular version, correctly, features cutaway bufferbeam fairings, nose mounted radio aerials and white coloured headcode panel lights together with a high intensity light below.

"Bachmann has done a great job of capturing the distinctive sound of the Class 37."

MIKE WILD

| THE DETAILS | |
|----------------------|--|
| Manufacturer: | www.bachmann.co.uk |
| Cat No: | 32-785DS |
| Description: | Class 37/0 37254, 'Dutch' grey and yellow |
| Scale: | 'OO' |
| Price: | £239.95 |
| Era: | 8 |
| DCC: | DCC sound fitted, 21-pin socket |
| Couplings: | Small tension locks in NEM pockets |

Application of the base livery is excellent with crisp edges between all colours and fine printing of numbers, crests and data panels. Over the top of this is a simple weathered finish which, on the whole is good except for misting of 'weathered black' colours on the upper bodyside and a lack of weathering on top of the bogie side frames.

What is really impressive about this model though is the performance of its sound decoder.

In general I lean more towards aftermarket sounds for their performance benefits, but credit where it is due, Bachmann has done a sterling job of capturing the distinctive sound of the Class 37 in this decoder. It is mated to a roof mounted 28mm diameter speaker which has plenty of volume.

Our initial reaction was that the locomotive as supplied is set up for rapid operation and with more realistic heavy freight formations behind, as this locomotive would have, the sounds left a little to be desired in terms of their driving characteristics. Happily this can be resolved simply and quickly with adjustment of three Configuration

Variables (CVs) to modify the locomotive's maximum speed (CV5), mid-speed (CV6) and deceleration time (CV4). In the end we settled on setting CV4 to 100 to extend the time it takes to decelerate, CV5 to 125 to reduce the maximum speed and CV6 to 60. This meant we could take the locomotive from standing to full power and back to coasting within 6ft (with a little practice) and without accelerating the train to excessive speeds either.

Added to this the decoder offers a further eight sound functions including horns, brakes and flange squeal as well as separate lighting functions to control the directional lighting and cab interior lighting. The model also features switches in the fuel tank to manually turn the cab interior lights and taillights off.

This new DCC sound fitted Class 37 is sure to be a great ear turner for layouts of all shapes and sizes and even though it comes at a cost, this is an impressive addition to the Bachmann range with sound performance to match its looks. (MW)



Twin Track Sound for the Class 47

The third diesel locomotive with Hornby's Twin Track Sound (TTS) budget Digital Command Control (DCC) sound decoder is the Class 47, released in June as 47401 in BR large logo livery.

Like the TTS Class 37 and 40 (HM92), the '47' uses the former Lima tooling and is placed into the RailRoad range which gives it a retail price, including sound, of just £85.

This model isn't so concerned with how it looks as how it sounds and that is where this TTS fitted Class 47 really delivers. The TTS decoder features an impressive range of

driving features – especially for the price point – allowing the driver to take full control over the engine note to reflect different levels of working from express passenger to heavy freight, up grade and down. This is all controlled by using specially designed Function keys which allow manual notching of the engine to raise its rev range using F5 and reduce it using F6. It can also be returned to idle at any point using F7, even if the model is running at full speed. At the opposite end of the scale it also allows the locomotive to

| THE DETAILS | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R3287TTS |
| Description: | Class 47 47401, BR large logo blue |
| Scale: | 'OO' |
| Price: | £84.99 |
| Era: | 7/8 |
| DCC: | DCC fitted, Hornby TTS 8-pin sound decoder |
| Couplings: | Large tension locks in NEM pockets |

deliver full power using F8 to represent a locomotive working hard at the head of a heavy train.

The actual sounds are very good with the engine note sounding just right for the Class 47 together with its distinctive horns and a variety of other sound functions – 24 in total which offer a comprehensive range of noises for the locomotive. The speaker housing did have a couple of air gaps to one side and

would benefit from these being sealed as some of the engine sounds, particularly at high power levels, are a little muffled.

Nevertheless, for a sound fitted locomotive which costs just £85 the TTS Class 47 – like the '37' and '40' delivers excellent value for money and a sound decoder with driving performance levels only delivered by a handful of after market products. (MW)

Hornby adds TTS to Flying Scotsman



A new addition to Hornby's popular Railroad Twin Track Sound Digital Command Control (DCC) steam locomotives is this 'OO' gauge model of LNER 'A1' 4-6-2 4472 Flying Scotsman in LNER apple green livery.

This latest release features 17 sound functions including three different whistles, coal shovelling, guard's whistle, coupler clank and doors slamming. Other sounds

include blowdown, safety valve, injector and cylinder drain cock noises together with the sound of wheelslip to simulate a slippery start when attempting to move a heavy train. It all offers plenty of play value for kids in particular and on our sample suffered no distortion to the sounds.

A useful coasting function is also possible by toggling F17 while a selection of different

THE DETAILS

| | |
|----------------------|---|
| Manufacturer: | www.hornby.com |
| Cat No: | R3284TTS |
| Description: | LNER 'A1' 4-6-2 4472 Flying Scotsman with TTS sound |
| Price: | £99.99 |
| Scale: | 'OO' |
| Era: | 3 |
| DCC: | DCC sound fitted, 8-pin decoder socket |
| Couplings: | Small tension locks in NEM pockets |

whistles – including a burst of four quick blasts – offers variety to the sound output from the model.

Decoration and finish is well executed with the model featuring a crisp simplified version

of LNER lined green livery.

Whilst the sound file on this model doesn't offer a synchronised exhaust this is a great value package for entry-level DCC sound. (MC)

'N' GAUGE

'Southern Bogie B'

FIRST
REVIEW

NEW TO BACHMANN'S Graham Farish 'N' gauge range is the Southern Railway 'Van B' luggage van which offers a new choice of vehicle to go with the recently released 'Merchant Navy' 4-6-2 (HM96) and 'N' 2-6-0 (HM97) as well as the manufacturer's new range

of Bulleid carriages for the scale.

The 'Van B' vans were originally designed for luggage transport and could regularly be found at the head of passenger formations. They were also commonly found in parcels trains in which they travelled across much of the British railway network in later life. The 50ft long vans were

introduced in 1937 with the last being withdrawn in the 1980s.

The new 'N' gauge model is the first time that this characteristic vehicle has been produced for the scale as a ready-to-run model. Our sample, S204S, is finished in BR Southern Region green and features smart application of the

simple livery of green with a grey roof and black underframe. This version also features black ends.

The detailing of this new parcels van is sublime. Bachmann has done an excellent job in capturing the straight sided shape of the van together with intricate moulding of the bodyside planking, metal

'N' GAUGE

Weathered 'subs' for the '70s



London King's Cross suburban services from the early 1970s can be modelled with the arrival of a new batch of BR blue liveried Mk 1 57ft suburban stock for 'N' gauge.

These carriages operated out of King's Cross with Class 31 haulage making them a perfect train formation to operate with the recently released Graham Farish Class 31. The 57ft carriages use previously available tools for the compartment stock and feature a weathered finish.

The vehicles are Brake Second E43152 and Second E46094.

The weathering on both vehicles consisted of a simple airbrushing of track dirt on the underframe and lower body together with road dirt on the carriage ends. The subtle effects of this are good for a factory applied finish.

For those looking to represent Eastern Region suburban trains from London these are useful new additions. (MW)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.bachmann.co.uk |
| Cat No: | 374-313 (Brake Second), 374-292 (Second) |
| Description: | BR Mk 1 57ft suburban carriages, BR blue |
| Scale: | 'N' |
| Price: | £23.50 each |
| Era: | 6/7 |
| Couplings: | Rapido couplings |

| THE DETAILS | |
|----------------------|--|
| Manufacturer: | www.bachmann.co.uk |
| Cat No: | 374-631 |
| Description: | Southern Railway 'Van B' van S204S, BR green |
| Scale: | 'N' |
| Price: | £25.95 |
| Era: | 5 |
| Couplings: | Rapido couplings in NEM pockets |



... as is the fully detailed underframe which includes full relief modelling of the battery boxes and other items.

support straps and doors – the latter featuring modelled door furniture picked out in black. Added to this each window also has mesh printed onto it – a nice touch.

The roof of the 'Van B' reflects the vent pattern of the prototype and also includes periscopes pointed in each direction. The underframe

is outstanding and features full relief mouldings for the battery boxes, vacuum reservoirs and brake rigging plus a fantastically detailed pair of bogies. These are fitted with turned metal wheels which assist in the smooth running of our sample. Rapido couplings are fitted as standard in NEM pockets with



RECOMMENDED READING

CUMBRIAN STEAM

| | |
|-------------------|--|
| Author: | Gordon Edgar |
| Publisher: | Amberley Publishing |
| Website: | www.amberley-books.com |
| ISBN: | 978-1-4456-3962-8 |
| Price: | £14.99 |
| Spec: | 96 pages, softback |

CUMBRIAN STEAM



RECENTLY RELEASED from Amberley Publishing is this collection of photographs celebrating steam locomotives in Cumbria.

The book covers steam operations on the West Coast Main Line, Settle-Carlisle and Maryport and Carlisle routes with plenty of views of steam locomotives operating in and around Carlisle. Whilst there are many images of steam locomotives operating on charter trains in recent years there are also many period shots of locomotives at work during the 1960s.

The book offers plenty to inspire railway modellers, not just of the period scene but also demonstrates how steam locomotives and the modern railway blend together.

Featuring more than 180 informatively captioned photographs, with some truly evocative shots of 'Britannias', 'Royal Scots' and 'Black Fives' hard at work in their final days through Cumbria, this is a useful addition to the library. (MC)

'N' GAUGE



Blue is the colour

The highly popular and useful BR Mk 1 General Utility Van (GUV) is back in 'N' gauge from Bachmann as Eastern Region vehicle E93955. Making this version stand out is the addition of Motorail lettering under the NXV TOPS code. The van is superbly turned out with neatly applied paint and lettering throughout – the latter fully legible. With its beautifully detailed body and underframe this new release is an ideal addition to a 1980s layout as tail traffic for a Motorail train. (MW)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.bachmann.co.uk |
| Cat No: | 374-134 |
| Description: | BR Mk 1 GUV E93955, BR blue |
| Scale: | 'N' |
| Price: | £28.95 |
| Era: | 7 |
| Couplings: | Rapido couplings in NEM pockets |

'N', 'HO', 'OO' GAUGE

Noch grows its plant range

THE DETAILS

| | |
|---------------------|--|
| Supplier: | www.gaugemaster.com |
| Cat No: | 23102 |
| Description: | Noch embankment vegetation |
| Price: | £13.50 |
| Scale: | 'N', 'HO', 'OO' |
| Era: | Any |



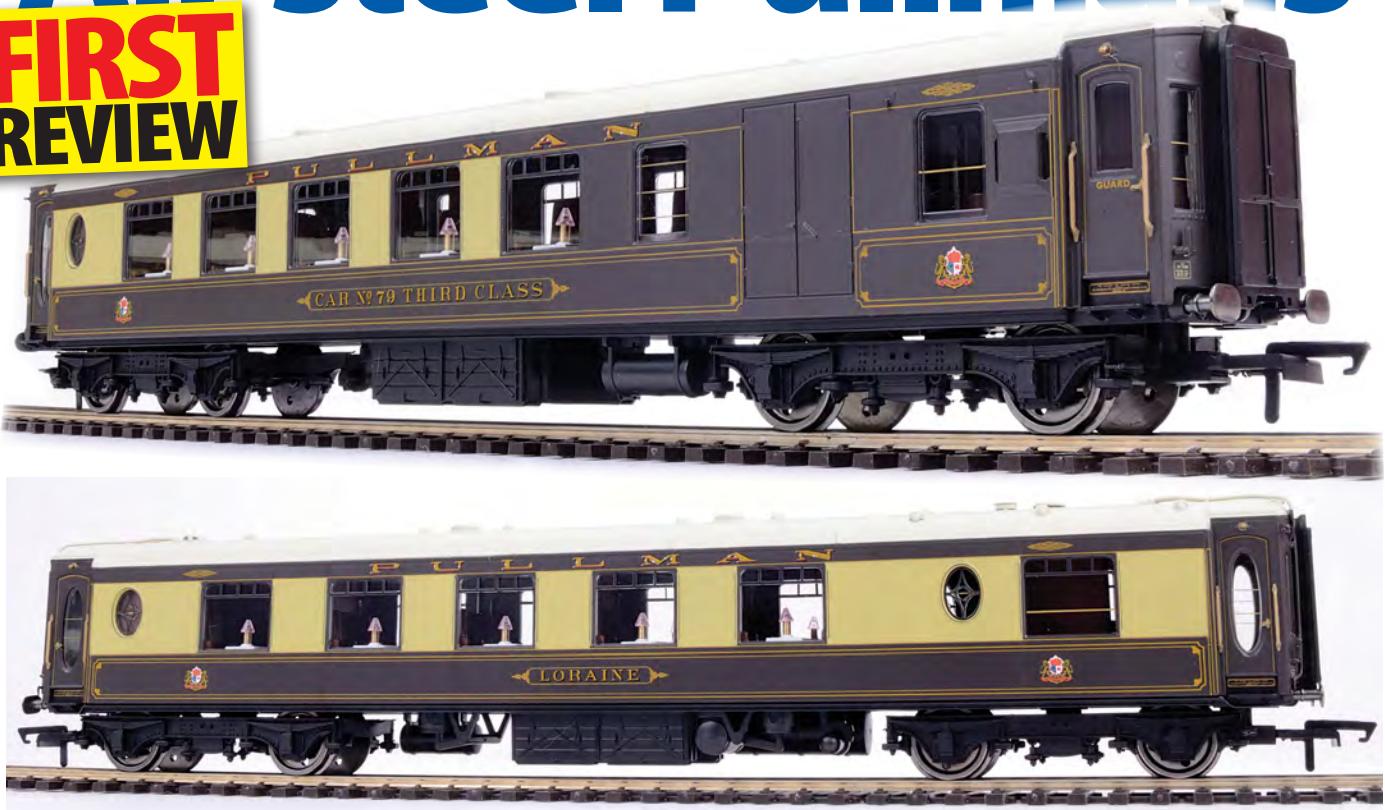
This pack of embankment vegetation and scatter material contains a large quantity of dried sea foam in several colours together with two packs of light green and dark green scatter to represent leaves.

With enough material to create 40-50 shrubs or small trees, this is a super value pack which is also supplied with a Noch DVD containing hints and tips on how best to use their products, albeit narrated in German. (MC)

Hornby launches All-steel Pullmans

'OO' GAUGE

FIRST REVIEW



FOllowing in the footsteps of its extensive catalogue of Pullman carriages, covering 12-wheel vehicles, matchboard sided and aluminium panelled carriages, Hornby released the first of its new K-Type all-steel Pullman cars at the end of June.

The new all-steel Pullmans were announced in the 2015 catalogue with five vehicles entering the market covering Brake Third, Kitchen First, Kitchen Third, Parlour First and Parlour Third types. The all-steel K-Types were introduced in 1928 for the LNER's 'Queen of Scots' Pullman service from London King's Cross to Edinburgh and Glasgow. Some later moved onto the Southern Region including Kitchen First *Lorraine* and Parlour First *Agatha* in 1961 for use in the 'Bournemouth Belle' formation.

For review we had the opportunity to examine Brake Third No 79, Kitchen First *Lorraine* and Parlour First *Agatha*. The all

THE DETAILS

| | |
|----------------------|---|
| Manufacturer: | www.hornby.com |
| Cat No: | R4662 |
| Description: | All-steel K-Type Pullman Brake Third, No. 79 |
| Cat No: | R4663 |
| Description: | All-steel K-Type Pullman Kitchen First, <i>Lorraine</i> |
| Cat No: | R4664 |
| Description: | All-steel K-Type Pullman Parlour First, <i>Agatha</i> |
| Price: | £49.99 each |
| Era: | 3 |
| Couplings: | Small tension locks in NEM pockets |

steel bodies are completely new toolings for Hornby and feature different window arrangements to previous batches, but follow the pattern of previous top of the range Pullmans in featuring table lighting. All vehicles in the new batch of all-steel cars have been turned out in standard Pullman umber and cream with white roofs.

Livery application on all three of our samples was excellent – we'd expect no less – with the body colours matching that of previous vehicles and featuring intricate gold lining, Pullman

legends and crests together with vehicle names/numbers.

The bodies are superbly recreated and match the appearance of the prototypes superbly. Each features finely detailed panels, flush glazing and separately fitted handrails to each door. The underframes are also new toolings with full relief details including battery boxes and vacuum reservoirs, but without truss framing as on previous Pullman carriages.

The most obvious difference in these carriages is the roof with

each one featuring a fantastically detailed metal roof with rivet patterns, strengthening bars and even chequer plate effect steps above the gangway connections at each end. The ends of each vehicle feature separately fitted lamp irons together with sprung buffers and a Pullman style gangway cover over the gangway connection.

The bogies are the same as on previous eight-wheel Pullmans and feature turned metal wheels, electrical pick-ups to operate the table lamps (these carriages are compatible with analogue and DCC systems) and NEM coupling pockets with small tension locks. Each coach also comes with alternative close couplings and optional roof boards.

Hornby's reputation for quality models of the Pullman Car Co vehicles has been upheld by these new all-steel vehicles and they will allow more accurate formations to be created for the Eastern Region and beyond. Excellent and available now. (MW)



Gresley suburbans appear in maroon

First announced in 2011, Hornby's 'OO' gauge Gresley non-corridor stock has proved incredibly popular, but surprisingly these carriages have only been available in LNER teak and BR crimson liveries – until now.

Four BR maroon liveried models were announced as part of Hornby's 2015 range with First Class E81035E (Cat No. R4648), Composite E88097E (R4649), Brake Third E86099E (R4650) and, the subject of our review, Third E82288E (R4675).

The standard of decoration is superb with the model featuring a smooth satin BR maroon paint



finish together with black ends, grey roof and crisply printed no smoking window labels and coach numbers. Sprung metal buffers, turned metal wheels and NEM coupling pockets complete the picture. Excellent and available now. (MC)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.hornby.com |
| Cat No: | R4675 |
| Description: | BR Gresley Suburban Third Class Coach, BR maroon |
| Price: | £40.25 |
| Era: | 5 |
| Couplings: | Small tension locks in NEM pockets |



'OO' GAUGE

London's not burning with new fire engines

Oxford Diecast's 1:76 scale range of models is bolstered by this special 150th anniversary set of London fire appliances.

Containing six model fire engines including a Leyland TLM/Metz turntable ladder-pump, Bedford heavy pump unit, AEC dual purpose appliance, Dennis F106 dual purpose appliance, Dennis F8

pump and AEC Merryweather turntable ladder, each is finished in a London Fire Brigade livery of the period.

The presentation pack also features a potted history for each vehicle detailing where the prototype was based when in service with the London Fire Brigade and results in an impressive collectable set. (MC)

THE DETAILS

| | |
|----------------------|--|
| Manufacturer: | www.oxforddiecast.co.uk |
| Cat No: | 76SET31 |
| Description: | 150 years of London Fire Appliances – six-piece set |
| Price: | £75.00 |
| Era: | 3-8 |

'OO' GAUGE

More extra long CCTs arrive...

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THE DETAILS

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| Cat No: | R6683C |
| Description: | BR (LNER) extra-long CCT van, BR crimson |
| Price: | £19.99 |
| Era: | 4 |
| Couplings: | Small tension locks in NEM pockets |

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'N' GAUGING SOUND

The new breed of 'N' gauge models inspired **PAUL CHETTER** to explore their potential for sound installation – and, as he discovers, it is possible to get a big effect from a small space.

A CHANCE ENCOUNTER with the new Land Ship train pack by Graham Farish for 'N' gauge consisting of a Midland Railway designed '4F' 0-6-0 plus three Mk 4 tanks on bogie wagons with their connection to my adopted city of Lincoln compelled me to investigate the practicality of Digital Command Control (DCC) sound for the smaller scale.

I discovered that though relatively straightforward, the restricted space and the diminutive size of the model require high attention to detail and preparation. Skill and confidence with a soldering iron will be required when removing and relocating wires on the decoder, though it might just be possible to avoid the need for this.

It is fairly obvious from the outside that there will be little if any available space in the locomotive body. But on the positive side there are pick-ups on all 12 wheels which gave me confidence that there would be an adequate power supply.

The tender top simply pulls off its chassis with an upward movement - there are no screws to remove. Four tiny pegs on the chassis locate into four holes in the tender sides. This is very convenient but it would be prudent to limit its removal and refitting as a small amount of wear is added each time.

You will see from the cutaway picture that the small space available to fit a decoder and speaker is severely compromised by the manufacturer's arrangements for DCC provision. I measured the inside dimensions of the tender top and after deducting the height of items which could not be sacrificed there is the potential for a 37mm x 13mm and 7mm deep installation.

SMALL SPACE

Clearly space is at a premium and even then some moulded and fitted parts will need to be removed. There is only one sound decoder available which will fit. Fortunately, it's a Zimo MX648 with the correct '4F' sound so there is no compromise on quality.

The speaker was a little more problematic. There is enough area to allow a Zimo 11mm x 15mm 'sugar cube' speaker except in height - even the low profile version is too deep to fit. Handily, the depth of the enclosures of these speakers can be reduced significantly. A small loss of performance is to be expected, but by and large the results are still satisfactory.

ALTERING THE TENDER

A non-sound DCC installation only requires removal of the tender top and blanking plate, inserting a suitably sized six pin decoder and refitting the tender top. The onboard

arrangements to make this possible also render sound fitting impossible, so these items need to be removed. Whilst this is not a difficult task, the tolerances are very small so good dexterity will be required. Also note that modifying the model in this way may invalidate your warranty.

I released the two screws holding the DCC socket in place, before de-soldering the pick-up and motor wires and discarding the circuit board. The motor wires are cut close to their entry into the tender so to prevent them disappearing, I temporarily soldered the scrap pick-up wires to them.

There are two plastic pillars moulded into the chassis insert and the end of the drawbar fastening screw which occupy part of the space earmarked for the speaker. I cut off the pillars as close to their bases as possible before trimming the remains flush with a scalpel. I filed down the end of the screw until it was flush with the surface too. The plan was to fit the speaker between the wheel arches and the inside of the tender top, allowing the motor wires to pass below the speaker between the arches.

SPEAKER MODIFICATIONS

I spent time modifying the speaker in two ways to reduce the overall height whilst retaining the maximum enclosure volume.

I have successfully reduced the size of the

Adding sound to the new 'N' gauge LMS '4F' 0-6-0 has transformed its operation.



speaker connections for other installations, so I did the same here. This removes the protruding part of the clip and the surrounding plastic allowing the connecting wires to fit within the overall height without adding to it. This allows the enclosure to be 1.25mm deeper than it would otherwise need to be – every little helps.

The enclosure was removed from the speaker by gently prising it apart. Be careful to separate these parts at the correct seam. It is essential that the clear plastic gasket remains firmly attached to the speaker as this retains the voice coil in place. I reduced the depth of the enclosure by running the open side along a flat warding file, finishing off on a flat sheet of 800 grit wet and dry paper.

The enclosure was re-fixed to the modified enclosure with a complete bead of cyano glue applied sparingly with a cocktail stick. Ensure that no glue gets inside the speaker itself as this may prevent parts from moving correctly.

DECODER CHANGES

MX648 decoders are supplied with a thick insulating sleeve. In this case the increased width and thickness would not be a problem, but the few additional millimetres added to the length could be the difference between a snug fit and none at all. The speaker wires are attached to the decoder close to its edge, also hampering fitment. I slit the insulation lengthways along one edge

and peeled it off. This resulted in easy access to the decoder wires so I decided to remove all unnecessary function output wires and reverse the direction of the speaker wires to avoid undue stress on them at the decoder edge. I used Kapton tape to re-insulate the decoder.

INSTALLATION

The preparation above ensures that installing the components should be trouble free. I cut to length the pick up feeds and soldered them to the connection posts provided. Similarly the motor wires from the decoder and motor were joined and insulated.

A problem I encountered at this stage was that the motor wires each required a joint below the speaker. The shrink tubing insulation of these joints increased their thickness sufficiently to raise the prepared speaker, in turn preventing the tender top from seating correctly. I removed the shrink tubing, fixing the wires in place with nail varnish which also provides good electrical insulation in a thin layer.

I reduced the length of the purple speaker wires, but left enough to form a gentle loop in each which would finally be accommodated above the decoder, but allow a degree of movement during fitting before soldering the wires to the speaker. Decoder and speaker were fixed with sticky but flexible

mastic, allowing their position to be adjusted during re-fitting of the tender top.

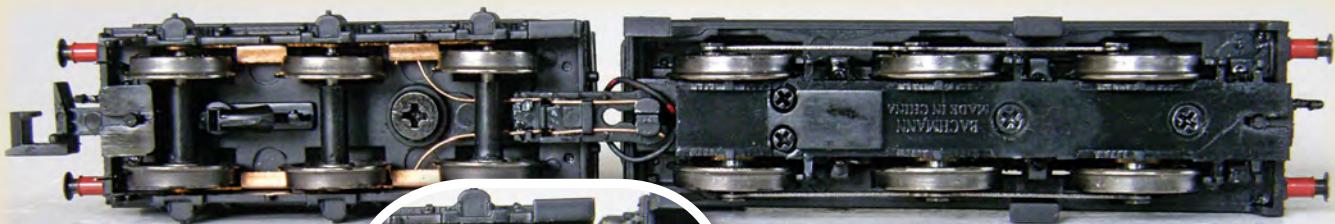
FINAL FLOURISHES

The level of detail of this model is remarkable – it puts my 'O' gauge '4F' in the shade! However, the coal load is made from cast metal to increase the tender's weight. The representation falls below the standard set for the rest of the model and is painted in gloss black too. The bunker is fitted with coal rails so I added a layer of real coal to improve the appearance.

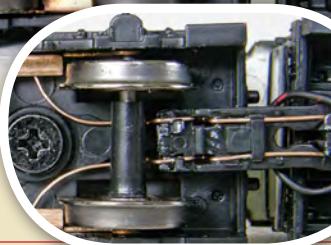
This model is fitted with a coreless motor. Rather than the motor coils being wound around an iron core in typical fashion, there is no core, the coils typically being held within baskets resulting in a very low mass motor. Zimo decoders are highly configurable so smooth running can be achieved with a few CV changes if needed. There is a special 'Farish' version of the '4F' sound project available from Digitrains which will be loaded on request with these settings prepared for the user.

Installing DCC sound into 'N' gauge models is a challenge, but the results of this project are really quite impressive. While it won't be possible to add sound to every 'N' gauge locomotive, Bachmann's move back to locomotive drive mechanisms has certainly made it all the more possible to create workable compact installations for these tiny but beautifully detailed products.

STEP BY STEP **INSTALLING DCC SOUND IN A GRAHAM FARISH 'N' GAUGE '4F' 0-6-0**



1 The locomotive and tender are permanently coupled. This allows wires to the motor without the need for plugs and sockets. This is a good solution as the complete model is still small enough to be handled easily as a single unit.

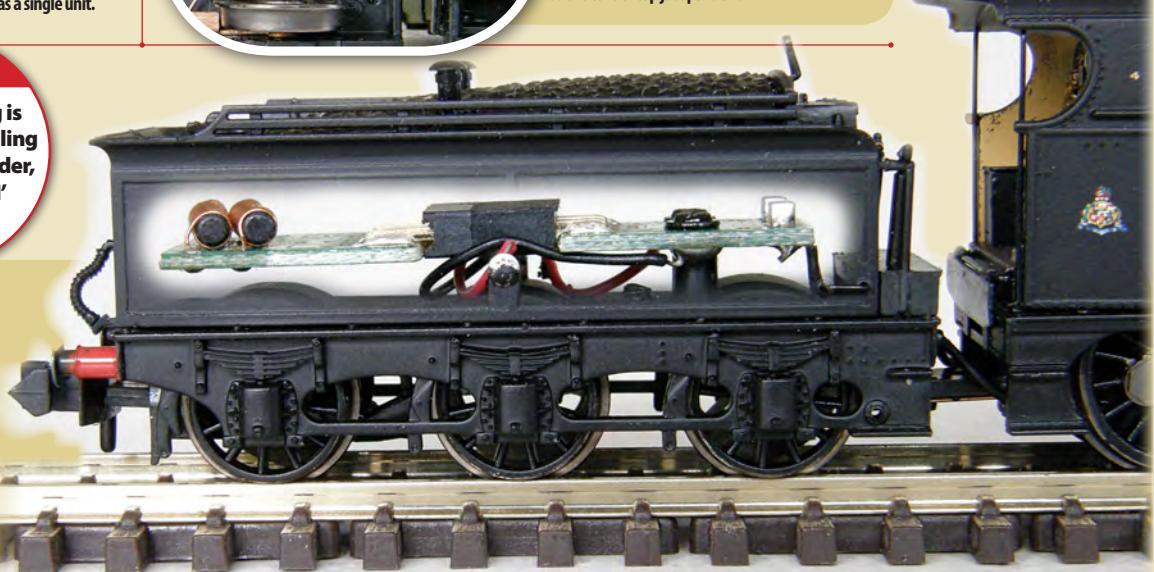


2 This closer view shows the motor wires and the ingenious drawbar/power connector mechanism. Tempting as it might look, there's no need to undo that screw as the tender top just pulls off.

TIP

Careful planning is essential for installing a DCC sound decoder, especially in 'N' gauge.

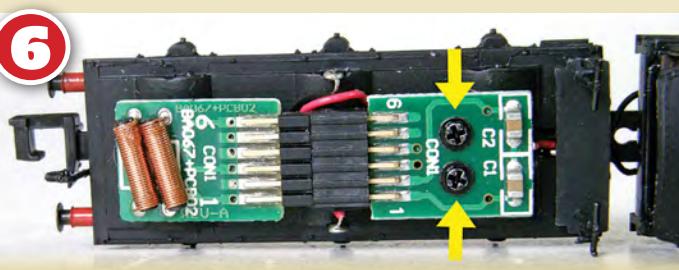
3 There's not much space to start with, but the DCC socket arrangement takes up most of what space there is inside the tender. The locomotive boiler is filled with the motor and gearbox.



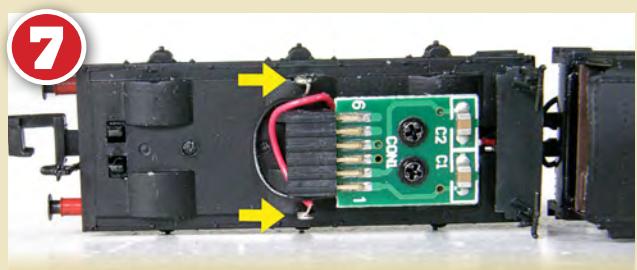
4 The maximum length available inside the tender is 37mm.



5 The internal depth is 8mm but the overlap and wheel arches reduce this by 2mm.

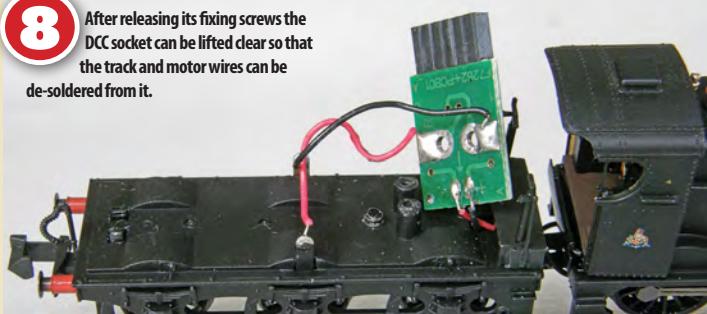


The DCC socket board is fixed in place with two screws, arrowed, and needs to be removed to create space for this installation.

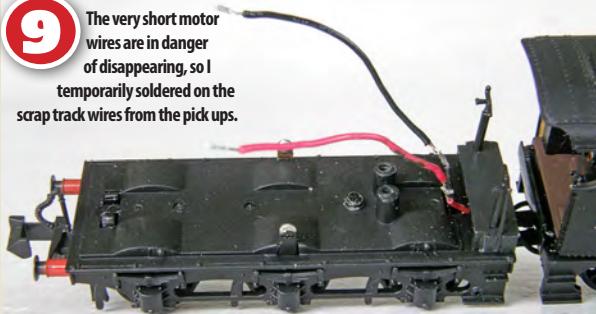


With the blanking plug removed, a non-sound decoder could be inserted and the body refitted to complete the task. The track wiring posts can be seen clearly, arrowed.

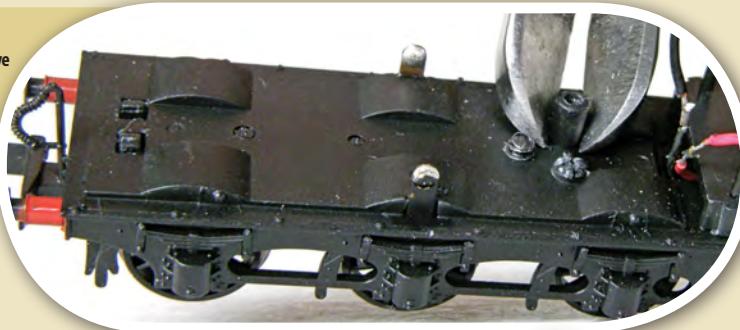
8 After releasing its fixing screws the DCC socket can be lifted clear so that the track and motor wires can be de-soldered from it.



9 The very short motor wires are in danger of disappearing, so I temporarily soldered on the scrap track wires from the pick ups.



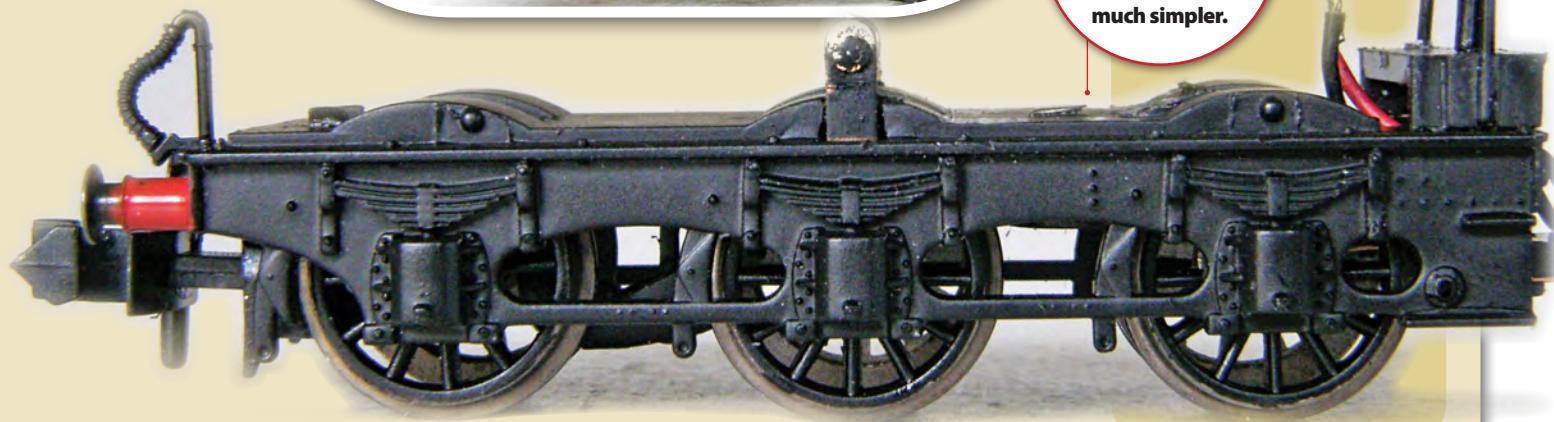
10 I used side cutters to remove the bulk of the socket supporting pillars before trimming them flush at the base.



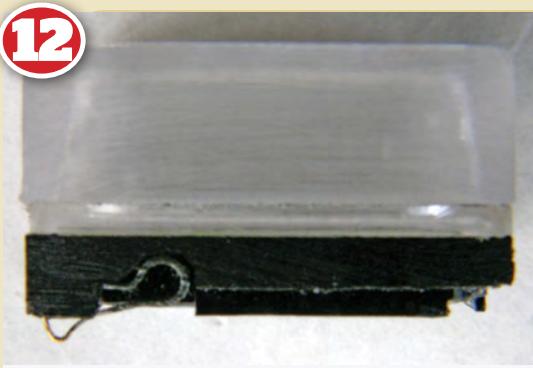
11 This side view shows the complete removal of the pillars and the drawbar screw filed down flush.

TIP

Removing unused pillars and keeping wires short and tidy will make installation much simpler.



12



I used this 'old stock' cube speaker with a translucent enclosure to illustrate its internal volume before and after modification. They are now normally black. There is a clear gasket to which the enclosure is fixed. Remove the enclosure without disturbing this gasket.

13



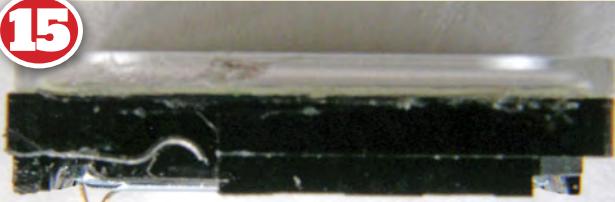
The copper voice coil is below its retaining gasket. If this is removed when splitting off the enclosure, the speaker will probably be destroyed which is why this stage of the project has to be handled with absolute care.

14



This side view shows the enclosure removed and the gasket retained. Note how the spring clip protrudes from the base of the speaker.

15



This shows one of the terminals after it has been reduced and plastic shrouding removed to allow speaker wire to fit without adding bulk. Soldering of the speaker wires, sensible in any case, is now necessary.

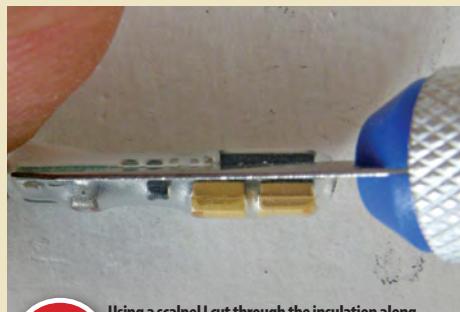
STEP BY STEP INSTALLING DCC SOUND IN A GRAHAM FARISH 'N' GAUGE '4F' 0-6-0



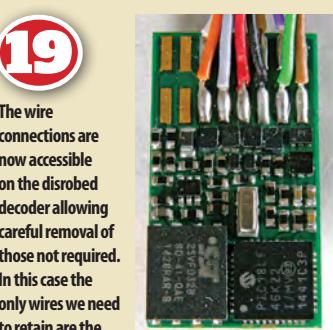
16 The speaker pictured from below. One terminal is modified at this stage.



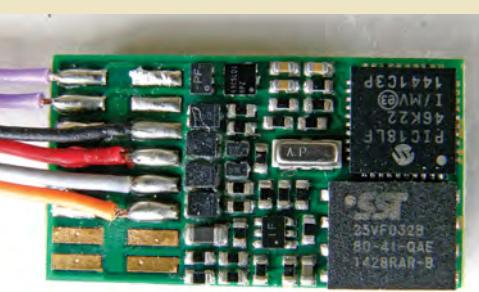
17 The Zimo MX648 is supplied fitted with an insulation sleeve. Whilst very effective, when used in very confined spaces the few millimetres added can complicate the installation. In this case, the increased length would prevent it from fitting the space available.



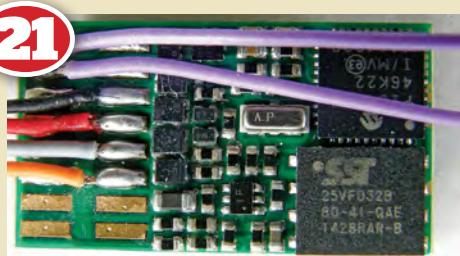
18 Using a scalpel I cut through the insulation along the edge of the decoder where no parts are located enabling the sleeve to be peeled off.



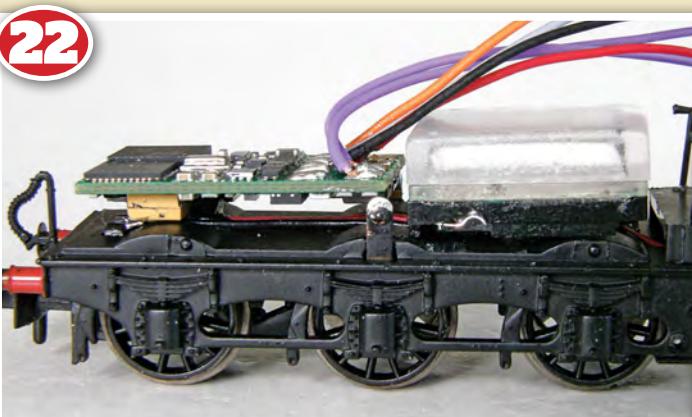
19 The wire connections are now accessible on the disrobed decoder allowing careful removal of those not required. In this case the only wires we need to retain are the orange and grey motor connections, black and red pick up connections and the pair of purple wires for the speaker. All others can be removed.



20 All unnecessary wires were removed to save space and help to keep things neat and tidy. The purple speaker wires exit from the edge of the decoder and might be stressed if pressed tightly against the speaker.

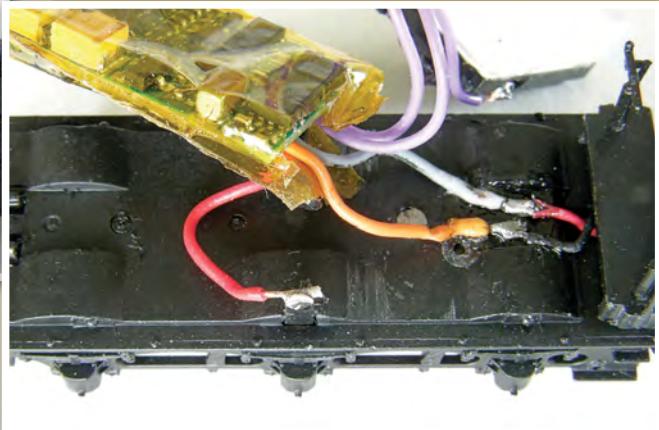


21 This step is optional and requires very delicate soldering. I decide to relieve any potential mechanical impact on the speaker wires by reversing the direction in which they were attached to the relevant solder pads. This will allow any bending forces to be distributed along the whole length of the wires rather than a single point close to where they are attached. It also allows some flexibility in speaker and decoder location.



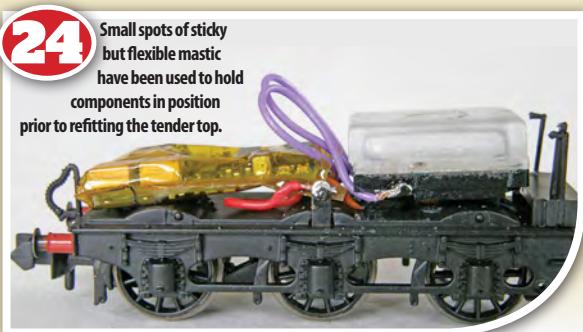
22 This shows roughly the final positions of speaker and decoder and was set up to allow the track and motor wires to be cut to their respective correct lengths; orange and grey wires connected to the motor wires below the speaker, black and red wires soldered directly to the track wiring posts.

23 Connections have been completed with the motor wires fixed in place and insulated using nail varnish. The decoder has been insulated with Kapton tape. A quick test for the direction of travel is sensible at this stage as the pick up connections can easily be swapped if necessary.



The new breed of locomotive drive steam models from Bachmann's Graham Farish brand provides opportunities for sound installation in the smaller scale.





24 Small spots of sticky but flexible mastic have been used to hold components in position prior to refitting the tender top.

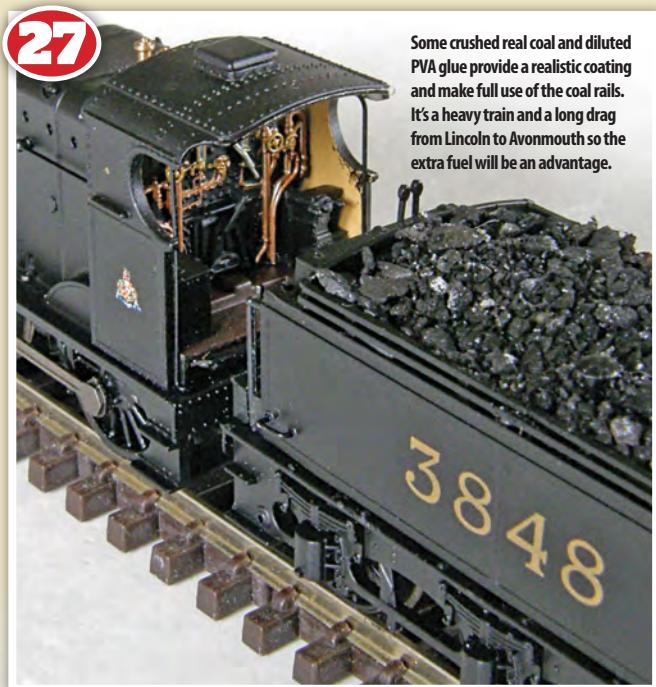
| WHAT WE USED | | |
|--|--|---------|
| PRODUCT | SUPPLIER | PRICE |
| Graham Farish '4F' from Land Ship train pack | www.bachmann.com | £104.95 |
| Zimo MX648 Sound Decoder | www.digitrains.co.uk | £92.00 |
| Zimo 10mm x 15mm cube speaker | www.digitrains.co.uk | £8.50 |

25

When reassembled, there is no indication of the tender's newly acquired equipment until the driver blows the whistle!



What a contrast. The superbly executed cab interior decoration compared to the shiny painted rippled metal casting of the coal load.



Some crushed real coal and diluted PVA glue provide a realistic coating and make full use of the coal rails. It's a heavy train and a long drag from Lincoln to Avonmouth so the extra fuel will be an advantage.



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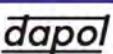


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Inverbo

 A BRCW Type 2
coasts through the
point work on the approach
to Inverboydie. The signals
are manually operated,
but are set to receive servo
motors in the future.



Boydie

How do you model gravity shunting in 'OO' gauge? As **ANDY STRATHIE** reveals, Greenock and District MRC's Banff-based layout shows it can be done with remarkable authenticity.

PHOTOGRAPHY, NIGEL BURKIN.

THE PASSENGERS disembark the recently arrived train and the locomotive is uncoupled from its coaches. Instead of running round its train in a loop, the locomotive propels the stock back up the line and drops off the coaches, just short of the platform end, clear of the point to the departure platform. The stock continues up the line alone. The point is changed between the locomotive and coaches. The Guard, using his handbrake, slows the train until the slope brings it to a halt. Then gravity takes over, the coaches running under the guard's control back into the departure platform. The locomotive can then run round onto the front of the train for its return trip.

This was what our chairman described to me in late 2013 about a rather unusual shunt release practice at a station on the North coast of Aberdeenshire in Banff. A little further investigation followed and turned up a cine film on YouTube filmed from the window in the end of the coach the guard used to sight for the braking manoeuvre. "Do you think we could replicate that move in 'OO' gauge?" Club Chairman Brian Thompson asked. "Oh yes!" I replied.

With that short conversation an idea was born. A week later a track plan, costing forecast and materials list was presented to the club for the committee to peruse. Following a short deliberation, our 4mm scale layout based loosely on Banff was born. The name of the layout comes from one of the distilleries close to Banff and the River Boyndie that runs into the North Sea nearby.

The criteria for the layout were fairly tight. It was to be built in six months for its first show, was to be light and easy to assemble, capable of two person operation and transportable in a large estate car complete with operators and overnight bags



TO2 A BRCW Type 2 eases across the main line river bridge at Inverboyndie.

and would be wired for Digital Command Control with provision for analogue models.

INSPIRATION

The real Banff station was opened in the mid 1800s as part of the Banff, Macduff and Turriff extension railway. This was an extension of the Banff, Macduff and Turriff Junction railway that joined the Great North of Scotland Railway (GNSR) main line at Inveramsay in Aberdeenshire. The main traffic on the line came from the fishing and whisky industries.

Banff had a large fishing fleet in those days and it also had two distilleries that carried the name Banff, with both being in the nearby village of Inverboyndie. The site of the second distillery was chosen for its plentiful supply of clear water and for its good access to the GNSR line. The GNSR had built a single siding alongside the line in 1885. During the Second World War one of the warehouses was damaged in a bombing raid by a German bomber.

The warehouse burned for days and a large amount of stored whisky was lost in the fire.

The station building at Banff was a rather grand affair, as was often the case in the area. It had two platforms with a train shed to protect the departing passengers, but very little protection on the arrival platform. The station was extended to incorporate new toilets later in life, the newer extension visible in the stonework and roof of more recent photographs. We believe that there had been a run round loop at the arrival platform at some point, but it may have been removed later. A large goods shed and loading dock were built on the seaward side of the station and a locomotive shed was built below the cliff on the landward side of the lines.

In order to make operation more interesting, we placed the harbour at the opposite end of the layout from where it is in the prototype and made the distillery a harbourside item instead of being further up the line. This also meant we could ➤

STATISTICS

| | |
|-----------------|---------------------------|
| Owner: | Greenock and District MRC |
| Scale: | 'OO' |
| Length: | 11ft 8in |
| Width: | 2ft 6in |
| Track: | Peco code 100 |
| Control: | DCC, Lenz Set 100 |
| Period: | BR Scottish Region, 1960s |



hide the fiddle yard behind the distillery buildings. The real station at Banff closed to passengers in 1951, to freight in 1961 and the whole route in 1966.

CONSTRUCTION

The first stage was the construction of the baseboards. Following trials with a couple of other layouts - privately owned Durwoody Halt (HM86) and our club 'O' gauge layout Holmeskirk - we built the new baseboards using two 150mm deep strips of 6mm Far Eastern plywood. These had sandwiched between them 150mm long blocks of 45mm x 45mm dressed red pine. This box beam construction is light, strong and easily curved to produce a more interesting

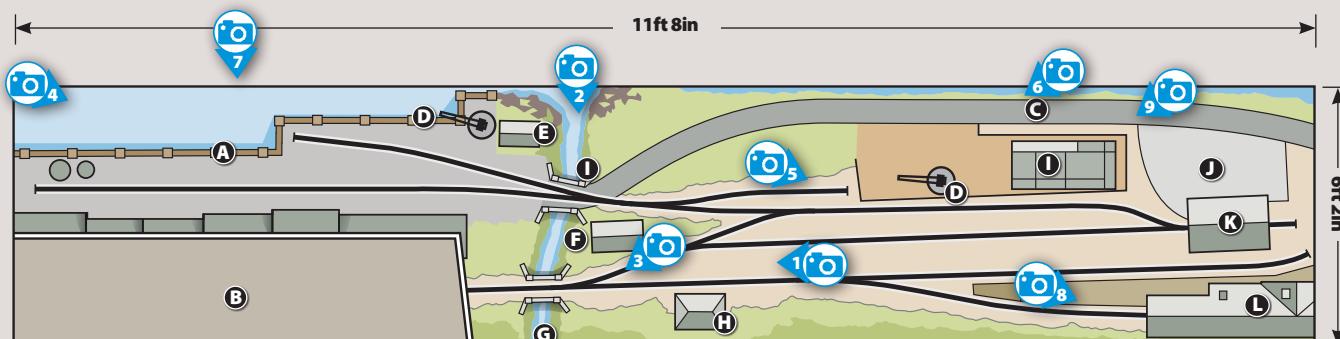
frontage to the layout. The ends were made from a 150mm deep 18mm plywood strip, this having the thickness and strength for the locating bolts and alignment dowels.

The first board to build was the easier of the two. 5ft 10in long and 2ft 6in wide, it supports the station and goods yard and has simply a flat 9mm plywood top. The second board was a little trickier as it contains the pivoting sector plate fiddle yard and a dropped front to form a small harbour scene. Instead of having the two cross braces, it has one long one running parallel to the sides for the full length of the board.

This design of baseboard has become our club standard and, although the boards take longer to build than conventional



INVERBOYNIE TRACK DIAGRAM (NOT TO SCALE)



KEY

- A** Harbour and distillery
- B** Hidden four road sector plate
- C** Road

- D** Crane
- E** Provendar store
- F** Cottage

- G** Boyndie 'burn'
- H** Signalbox
- I** Loading and cattle

- J** Yard
- K** Goods shed
- L** Station building



baseboards, these can be custom built into some unique shapes. They are light and the box section means that legs can be located into sockets created by adding a block of 45mm x 45mm pine. The boards were finished with a coat of white emulsion underneath to aid fault finding in low light and a coat of grey paint on top to reduce the risk of wood being visible should the ballast or scenery be chipped or damaged.

TRACK AND CONTROL

The track used is Peco code 100 with live frog points for reliable running of short wheelbase locomotives. The points are switched using SEEP point motors with built in switching. The switching mechanism is by push button with a Capacitor Discharge Unit to give enough power to throw the points.

The signalling is manual for now, but is soon to be upgraded using Peco's Smartswitch servo driver board following success with the system on the Chairman's

layout Kilbowie and panel mounted switches to control them. Control of the stock is by a Lenz set 100 and two handheld LH100 units. This is carried in its own flight case and simply connected to the required layout at each show through a standard umbilical cable. When dismantling the layout, the controllers, cable and sundries are simply put into their respective slots in the flight case.

The track was weathered using Humbrol Chocolate Matt (98) and ballasted using Woodland Scenics light grey, medium grade ballast. This was fixed down using PVA glue at a ratio of 50:50 with water and a drop of washing up liquid. The ballast has some minor colouring in places to break up the grey finish. Small rare earth magnets were fitted in various areas of the layout to provide hands free uncoupling for the Kadee couplings on the stock. These were marked using small clumps of foliage or a scale figure on the platform.

We have purposely omitted the locomotive

running shed as we thought it dominated the scene and didn't bring much to the operation of the layout. The signalbox has been moved to the station throat from its original position on the freight platform.

STRUCTURES

The construction of the buildings was split amongst the members. Brian Thompson tackled the distillery, goods shed and signal cabin, Callum Dale took on the fishing boat and harbour store, Jack Keddie built the two cranes and Andy Strathie built the main Banff station building.

The signal cabin began life as a Walthers switching tower. It received new Scottish style windows, a more tasteful paint job and detailing. It was repositioned from the original Banff trackplan to a more traditional position. The harbour store is the Wills goods yard store (kit SS63), built as standard but with some detailing and a medium dusting of weathering to give it a used look.

The goods shed is entirely scratchbuilt in »

Greenock Model Railway Club

Greenock and District Model Railway Club has had its clubrooms at several locations in Greenock and Gourock since the club was founded in 1978 and from 2010 it has been based at Fort Matilda railway station in the west end of Greenock.

Designed by renowned architect James Miller for the Caledonian Railway and opened in 1890, the building is a fine example of a suburban station in the 'Arts and Crafts' style and has been Category B listed for over 40 years.

Still a working station on the busy Gourock to Glasgow line, Fort Matilda has been unstaffed since the mid-1980s and when

we 'adopted' the building the interior had been stripped out some years previously in anticipation of another use which did not come to fruition. With grant assistance from the Railway Heritage Trust and the Stations Community Regeneration Fund, we organised a complete refurbishment of the interior plus the doors and windows to make it suitable for our purposes.

The building is available for use by other local clubs and community groups and we have hosted events during which many members of the public have commented that they are happy to see this well-known local landmark finding an appropriate new use.

Plasticard to a Highland Railway hipped roof design, although made slightly smaller than scale in order to fit in a tight corner. Packing cases, barrels and coal sacks have been added to complete the scene. The yard cranes are a Peco LK-35 and a Wills SS51. Both were built, rigged and weathered by Jack. One is in the goods yard, the other is on the harbour side.

The fishing boat started life as a Kibri fire boat (9154) equipped with scratchbuilt rigging, a new cabin, mast and nets. The fender tyres along the side came from a box of old toy cars that were being dumped.

The main station building was based on a set of scale drawings I had drawn up of the original station building of Banff in 1960s condition. I noted that the building had been extended as the windows and stonework on the new section had a



A BRCW Type 2 ticks over in the yard while a Class 120 stands in the platform.



different style from the rest of the building. The building was framed with 1.5mm plastic sheet and clad in Slater's embossed dressed stone while the extension was clad in random stone. The corner stones are Wills as are the windows and doors.

By far the largest building on the layout is the distillery at the harbour. This low relief structure was based on the Dewar's distillery at Aberfeldy, the reason being that it has a rather interesting roofline. No two of the buildings have the same roof type. The bonded store has a peaked roof while the malthouse has a traditional Charles Doig designed pagoda chimney top. The mash house where the malt is roasted in hot water has a sloped roof and the offices have a gable roofed frontage. The building also hides the sector plate fiddle yard behind.

The last building on the layout is the small cottage. This is simply a card shell painted with a rough coat of white acrylic paint to create the texture of a whitewashed render. The cottage was placed between the main line and the harbour branch and a small garden created around it.

THE TRAINS

Most of the stock on the layout is ready-to-run, but pretty much everything has something done to it before going into service. Wagons have Kadee couplings fitted and have some weathering. Most of the locomotives are sound fitted and detailed.

The heavily weathered Hornby 'Pug' 0-4-0ST has had a stovepipe chimney fitted and the racing mechanism has been tamed using a Lenz Silver decoder and having a prototypical 'tender' built from a Bachmann five-plank wagon. The tender is also fitted with pick-ups to help the collection of



TO 6 An English Electric Type 1 pauses in the yard before collecting the next pick up goods departure.

power from the rails. The rest of the roster is:

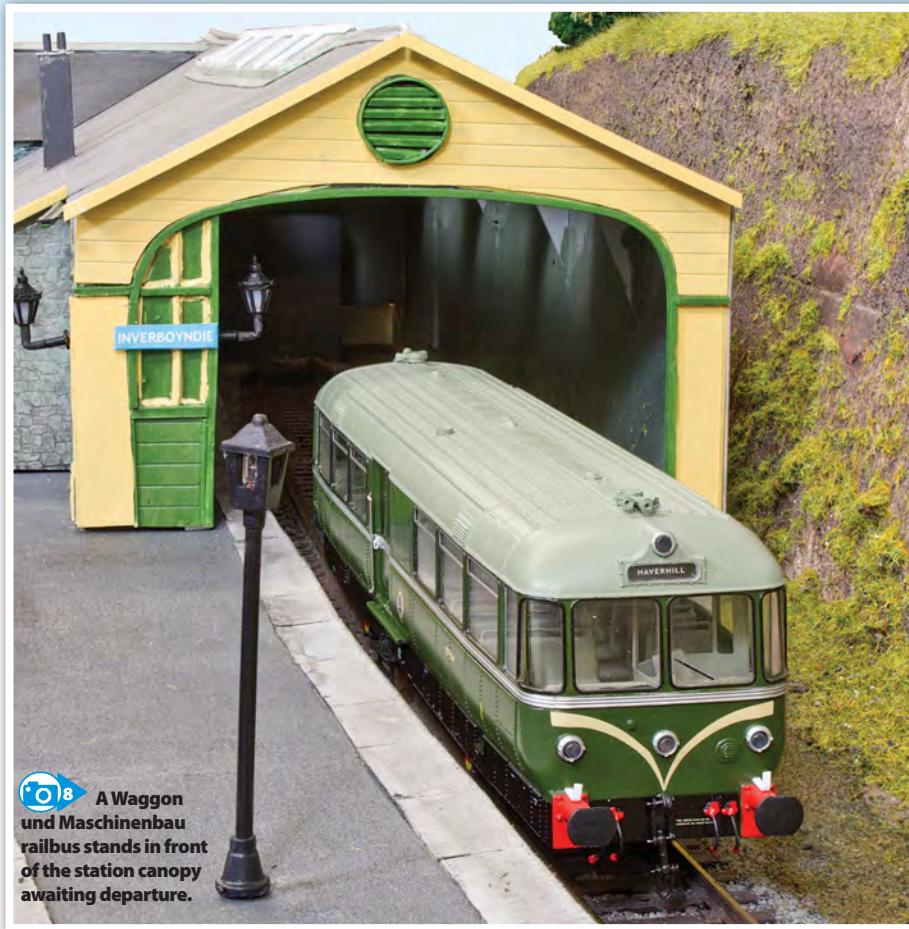
- Ivatt '4MT' 2-6-0 with ESU sound chip and extra pick-ups added to the tender.
- Ivatt '2MT' 2-6-0 with Lenz Silver chip.
- Stanier '4MT' 2-6-4T ESU sound decoder.
- Class 20 in BR green with headcode boxes, ESU sound decoder and a bass reflex speaker.
- Class 27 in BR green with an ESU sound

decoder and a bass reflex speaker.

- Class 105 Diesel Multiple Unit (DMU) in BR green with 'speed whiskers' and Lenz Mini Silver decoder.
- Class 120 DMU in BR green with small yellow panels. This is an MTK kit with added detail including tablet exchange equipment unique to this area on DMUs.
- Heljan railbus with a Bachmann »

TO 7 Banff Distillery keeps the resident Caledonian 'Pug' busy shunting the yard and docks.





PO18 A Waggon und Maschinenbau railbus stands in front of the station canopy awaiting departure.

the locomotive. The speed is increased until the locomotive comes to the end of the platform, then it drops off, leaving the coach to coast up the line. The operator then backs the speed steps of the coach off until it stops, reverses the coach again, changes the point to the departure road and coasts the coach gently into the shed. The locomotive runs up past the signal cabin and backs down on to the train, ready to depart back up the line with the next service train. The whole operation



21-pin decoder.

We also run the layout in a fictitious 1970s era and this has Class 20s, 25s, 26s and 27s, all in BR blue and fitted for DCC operation. At exhibitions a Bachmann Class 03 and a Hornby Sentinel shunter are used to shunt the harbour branch.

The rolling stock varies during exhibitions as the sector plate is quite small. After running for an hour or two the stock is removed to the stock box and a fresh set of wagons is put back in its place. Various opens, vans, tanks and flat wagons deliver and collect whisky barrels (full or empty), molasses, fuel oil, dry goods, machinery and farm equipment in the goods yard area.

USING GRAVITY

To create the gravity shunt release we had to do some heavy modification to one of the coaches. John Miller took on this task and his first job was to fit a Black Beetle motor bogie and a Lenz chip, followed by adding pick-ups to the unpowered bogie for smoother running.

The train engine and coach are run into the station as a double header in operational terms – clearly the real coach would have been unpowered. The DCC consist is then split over an uncoupling magnet in the arrival road and the locomotive is moved forward to offset the Kadee coupler. The locomotive is reversed up against the coach coupling with the heels of the couplings together. Now comes the tricky bit. With the coach direction changed, the locomotive begins to push against the coach and, once moving, the coach is started moving in the same direction a few speed steps behind

takes about 30 seconds from arrival to departure and is quite difficult to master.

EXHIBITIONS

The layout had a test outing at the Kyle Model Railway show in May 2014 and debuted fully finished at the Perth show in June of that year. It is booked to appear at the Ayr model railway exhibition at the Citadel Centre in Ayr on September 19/20 2015.

Following that, it will be at the Greenock

show at the Lyle Kirk, Union Street building, Greenock on October 17/18. This event is our club's 30th consecutive annual show and the fourth one at our new venue at the Lyle Kirk. The last outing of the year will be at the Falkirk Club's annual exhibition at the Forth Valley College, Falkirk on November 28/29.

NEXT STEPS

Our latest projects are an 'N' gauge layout based on the Waverley Route in the 1960s.

This layout is at the baseboard building stage and sections should be complete by our show in October and we also have a new large 'OO' gauge layout based on the Glasgow & South Western Railway line between Dumfries and Ayr. Greenock and District MRC is a busy modelling club and we are always excited to be producing new models. Inverboynie is different to the rest in featuring its unique shunt release procedure, but it is a talking point and one we are proud to have created. 

 An Ivatt '2MT' 2-6-0 rumbles into the station with a single coach train passing the 'Pug' stabled in the goods yard.



Cobalt Alpha

Never before in the history of the hobby has one small electronic device made such a difference...

Whether you choose to drive your trains with DC or DCC, the Cobalt **Α** Alpha Digital Encoder will allow you access to the advantages of digital accessories and let you create control panels fast and with incredibly easy wiring.

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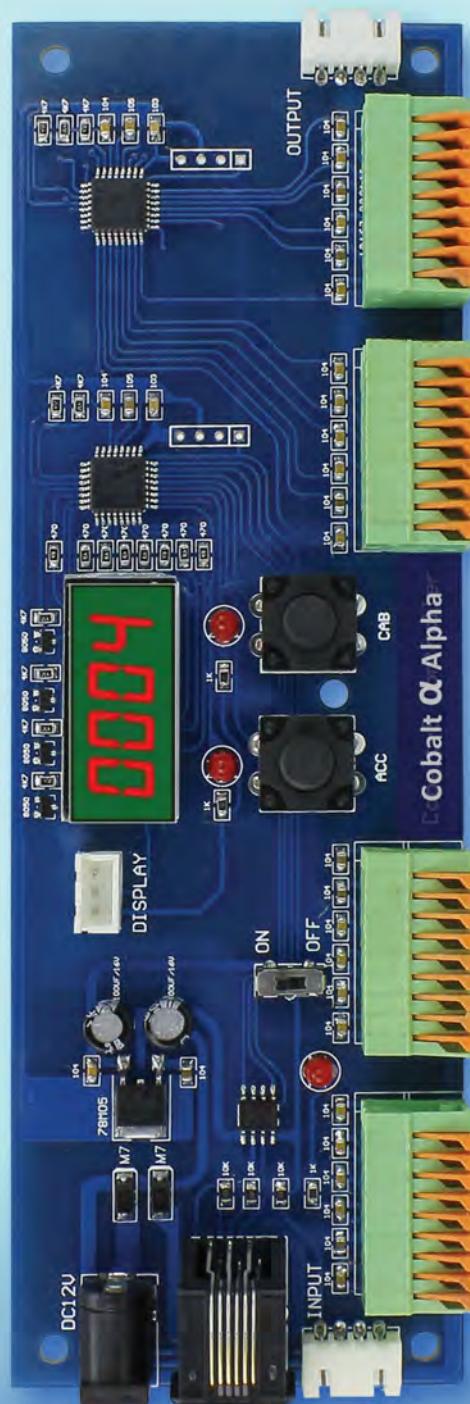
Each has 12 SPDT connection sets and can manage 12 x 2-way digital devices. It doesn't matter if your layout is big or small as you can use just 1... or you can inter-connect more than 100 if you need to!

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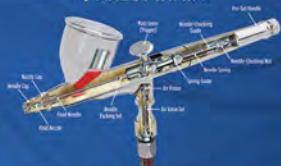
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While electric traction is not unusual today, in 1916 when the North Eastern Railway opened its Shildon-Newport overhead system it was. Designed for the transport of mineral traffic, this 1,500v DC railway was run by a fleet of EF1 class Bo-Bo electrics. On May 14 1923 No 11 leads a coal train at Simpasture.

W Rogerson/Rail Archive Stephenson

UNUSUAL TRACTION

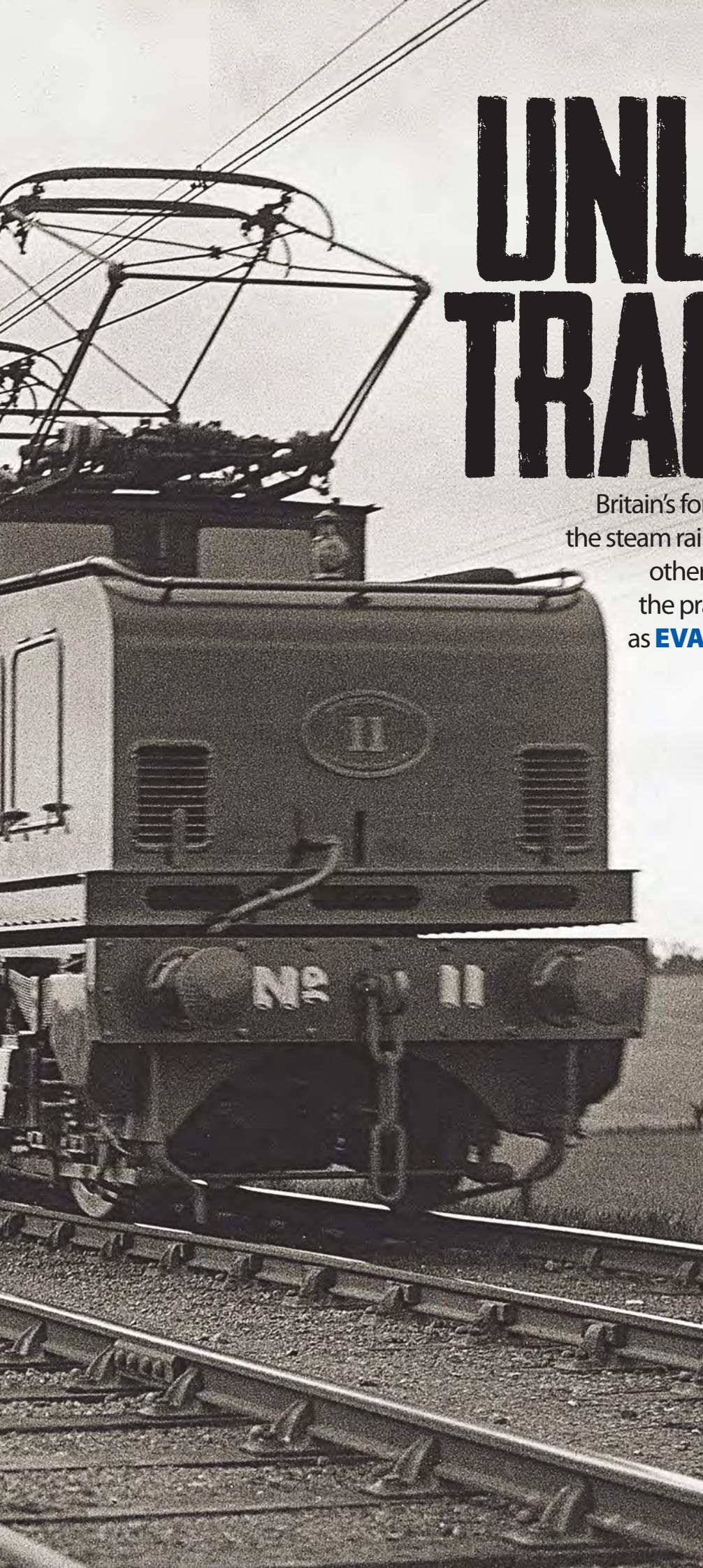
Britain's fortunes were built on the back of the steam railway but there have been many other forms of traction, ranging from the practical to the downright bizarre, as **EVAN GREEN-HUGHES** discovers.

ON FEBRUARY 21 1804 the world's first practical steam locomotive made its first faltering journey along the Penydarren Ironworks tramway in South Wales.

The locomotive was constructed by Richard Trevithick who was a passionate believer in the power of steam but its real purpose was to win a bet for the tramway's owner and so after that journey the line went back to horse power and the steam engine remained a curiosity of interest mainly to the scientific community.

Like many early lines the Penydarren was then worked by horses, as the canals had been before it, and this form of traction reigned supreme (pun intended!) for the next 20 years. Despite the adoption of the steam engine horses continued to haul some trains for the next 150 years being particularly common in collieries and small works where the cost of operating a locomotive was not justified. For the same reason many horses were employed shunting on the main railway system, a practice that did not die out until the 1950s.

When the Stockton and Darlington Railway was built most of it was designed for use by George Stephenson's new steam locomotives but there were portions that were considered too steep for engines. There the answer was to provide a large stationary steam power plant which drove ropes fitted between the lines onto which wagons could be hooked so that they could be drawn up and down hills. This neatly solved a problem that has faced railway engineers ever since - how to provide sufficient energy to drive a train along without having to provide a mobile power plant that is so large that it wastes a great deal of its output hauling itself around.»



A few years later the Liverpool and Manchester Railway was designed from the outset to provide a comprehensive public transport service for both goods and passengers and therefore it was essential that the most efficient and economical method of propulsion was provided. At that time it was still not clear whether the steam locomotive would be up to the task and in fact George Stephenson actually favoured rope haulage on parts of the line, something which eventually was provided only at the Liverpool end of the route. The Rainhill Trials pitted various kinds of steam engine against each other but such was the uncertainty that one entrant *Cycloped* consisted of a single vehicle powered by a horse on a sort of treadmill which was seriously considered by some to be a viable alternative to steam.

By 1835 steam was the supreme form of traction but performance was still limited by the inherent disadvantages of the steam engine, namely the requirement to carry around both the fuel and the method of converting it to energy, which severely limited the power available at the rails. The answer was to have the power plant remote from the train itself but the problem was how best to get the energy generated to the train so it could be used for propulsion.

BRUNEL'S FOLLY

One novel solution which achieved quite widespread use was the atmospheric system in which a large diameter pipe was laid between the tracks of a normal railway line. This pipe had a slot all the way along the top which was covered by a leather flap and trains were fitted with an apparatus which resembled in shape a large table tennis bat and which was inserted into the tube so that the handle part stuck through the slot and was connected to the train. The piston, as it was called, was a close fit in the tube and so when the air was exhausted from the pipe in front of the piston the train would move forward driven only by air pressure. Large static pumping plants were required every few miles to exhaust the air from the pipe.

The first application of this principle, which was short lived, was the West

London Railway at Southwark but in 1843 the Dublin and Kingstown Railway (DKR) extension to Sankey was opened on the atmospheric system. Performance was truly staggering, 30mph being achieved uphill in almost total silence on passenger trains and tests having been operated at speeds considerably in excess of that.

Following the success of the DKR similar schemes were adopted by the London and Croydon but the biggest development was on the South Devon Railway where the idea was adopted by no lesser man than Isambard Kingdom Brunel. He doubted that any steam engine then available would be able to cope with the gradients of his line between Exeter and Newton Abbot and so instead he turned to the atmospheric railway. Unfortunately he got his sums wrong and his pipes were undersized for the work required, as were the static pumping plants, and there were problems with the sealing flap on the top of the pipe.

After a few unsuccessful years of operation the idea was abandoned at great cost, but even today the severe gradients of this line and the remains of the pumping houses are evidence of this bold experiment. While no atmospheric railways survived, the principle of using vacuum to move objects in a tube found great favour in department stores and factories where it was used for sending messages and cash from location to location and many such installations lasted until comparatively recently.

AN ELECTRIC IDEA

The abandonment of all the atmospheric railways meant that steam was to dominate for a few years but by the end of the 19th century the widespread use of electricity presented another alternative. In 1883 the Volks Railway in Brighton commenced operations using electric power and this was followed nine years later by underground lines in London.

The story of the development of the third-rail electrified network by the London & South Western Railway, and later the Southern, is well known but perhaps less familiar is the Shildon to Newport scheme of the North Eastern Railway



which in many ways laid the foundation of much of what we have today.

This self-contained 18-mile route was the brainchild of Sir Vincent Raven, the railway's Chief Mechanical Engineer and was electrified using the overhead system at 1500v DC, being completed in January 1916. Ten heavy freight Bo-Bo locomotives were provided to haul lengthy coal and mineral trains and their performance matched anything that could be achieved with steam. This pilot scheme worked so well that the NER even embarked on a plan to electrify its part of the East Coast main line but this was to become a casualty of the economic situation after a short length of wire had been erected and only one express passenger locomotive built.

The NER system lasted until 1935 when the cost of replacing the overhead wiring could not be justified due to declining traffic levels but one of the locomotives lived on as a depot shunter at Ilford until 1964.

PLANE CRAZY

While the NER's alternative to steam was very successful the same cannot be said for another development which first ran in Milngavie, Scotland, in 1930. The Bennie Railplane consisted of a single coach suspended from an overhead structure in the fashion of a cable car and running on a guide track. This whole assembly was then mounted on a large gantry that straddled a conventional railway line leaving room for steam trains to pass beneath.



The Bennie Railplane, built in 1929-1930, was an experiment in the future of rail travel and featured a single carriage mounted on a high level gantry and powered by propellers. It was designed to offer express travel above existing railway lines with a maximum speed of 120mph. It never took off, but is a lasting memory of Scottish engineer George Bennie's incredible design. Science and Society Picture Library.



Horse power was used from the very earliest days of the railway, but lasted in daily service for shunting on the main line system into the 1950s. In 1938 horse shunting takes place with a pair of LMS wagons, a 10ton van and 12ton open wagon. Colling Turner/Rail Archive Stephenson.

The 'coach' was powered along by a reversible aircraft style propeller at each end and was designed to reach speeds of 120mph, the idea being that fast passenger services would travel above the conventional tracks, leaving room for freight and local trains below. The prototype car and its 130 yards of track was used until 1937 for development purposes but financial backing for a commercial scheme never materialised and the remains of the supporting gantry were finally dismantled in the early 1950s.

BATTERY POWER

Designers have for many years promoted the idea of using batteries to power trains, and this was also the case in the days of steam. Experiments commenced in 1890 in Belgium but developments were always held back by the weight of conventional lead acid batteries. Viable battery units were in use in Germany from the early 1950s and British Railways had one set, which was used on Aberdeen-Ballater services from 1957. The truly novel idea here though was not that the train was powered by batteries, but that the current to recharge those batteries came from hydro-electric power stations nearby, making this train one of the cleanest ever to be built. This two-car unit still survives today and is used as locomotive hauled stock at the Royal Deeside Railway.

In the late 1940s it was clear that steam was one day going to be replaced by

something else, but contemporary diesel locomotives were underpowered and as yet did not offer a viable alternative. A bold experiment was that by the Western Region of British Railways which in 1950 imported a Swiss locomotive fitted with a gas turbine, following it up with another machine but this time built by Metropolitan Vickers. These engines were powerful but burned copious amounts of fuel, being ultimately unsuccessful as gas turbines didn't and don't respond well to the varying power demands of railway operation. The advantage of the gas turbine was its very light weight in relation to the horsepower produced and this led to the adoption of this type of engine in the prototype Advanced Passenger Train.

In the USA things went further and very large gas turbine locomotives were used on heavy freights where they proved themselves capable of performances unimaginable to the designers of steam engines. Ultimately though the gas turbine was proved unsuccessful in railway use and never found general acceptance.

While steam was the primary motive power of the railways for the first 150 years of their existence it was by no means the only way that trains could be powered. Horses, vacuum, electricity, batteries, gas turbines and propellers all made a contribution to the railway we have today - something which we perhaps ought to acknowledge more often in our modelling efforts. [HM](#)



The Western Region operated two gas turbine locomotives – Swiss built Brown Boveri 18000 and Metropolitan Vickers 18100. On May 29 1950 gas turbine 18000 leaves Exeter St Davids with a down express. John P. Wilson/Rail Archive Stephenson.

SHOWGUIDE

Welcome to the *Hornby Magazine* Show Guide – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies, and is updated each issue. Entries marked in blue are new shows to the listing. We recommend checking the society website or using the contact details provided to check a show or event is on before travelling. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication. For more show dates visit www.hornbymagazine.com

JULY

11 HODDESDON MODEL RAILWAY EXHIBITION

Hosts: Sheredes School Association
Location: Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY
Times: 10.30am-5pm
Prices: Adults £4.50, concessions £3, children £3, family (2+2) £12
Contact: 07866 641215
Features: 20 layouts, trade support, refreshments and parking.

11 OTLEY MODEL RAILWAY EXHIBITION

Hosts: Otley Lions Club
Location: Methodist Hall, Boroughgate, Otley, West Yorkshire LS21 1HB
Times: 10am-5pm
Prices: Adults £3.50, children £1
Website: www.otleylions.org.uk
Features: Layouts, trade support, displays, memorabilia and refreshments.

11 TRAIN COLLECTORS SOCIETY SUMMER EXHIBITION 2015

Hosts: Train Collectors Society
Location: Weatherly Centre, Off Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB
Times: 10.30am-5.30pm
Prices: Adults £4.50, children £1.50, family £9
Website: www.traincollectors.co.uk
Contact: 07801 818764
Features: 20 layouts, trade support, displays, refreshments, parking and disabled access.

12 KEIGHLEY MODEL RAILWAY SMALL SCALES FESTIVAL

Hosts: Keighley Model Railway Club
Location: Clubrooms, Knowle Mills, South Street, Keighley, West Yorkshire BD21 1SY
Times: 10am-4.30pm
Prices: Adults £3.50, children £2.50
Website: www.keighley-mrc.org.uk
Features: 12 layouts, trade support, refreshments parking and disabled access.

12 PENARTH MODEL RAILWAY EXHIBITION

Hosts: Barry and Penarth Model Railway Club
Location: The Paget Rooms, Victoria Road, Penarth CF64 3EG
Times: 11am-4.30pm
Prices: Adults £3, children £2
Website: www.bpmrc.org.uk
Features: Layouts, trade support and refreshments.

12 SEVENOAKS MODEL RAILWAY SHOW

Hosts: The London Theatre
Location: Sevenoaks Primary School, Bradbourne Road, Sevenoaks, Kent TN13 3LB
Times: 10am-4pm
Prices: Adults £6, concessions £5, children £5
Website: www.modelrailwayexhibition.com
Contact: 0208 694 1888
Features: 20 layouts, trade support, model bus display, demonstrations, refreshments, parking and disabled access.

18 FESTIVAL OF MODEL TRAMWAYS

Hosts: Tramway Festival
Location: Arnhem Gallery, Fairfield Halls, Park Lane, Croydon CR1 1DG
Times: 10am-5pm
Prices: Adults £8, accompanied children free
Website: www.tramwayinfo.com
Features: Tramway layouts, trade support, demonstrations and refreshments.

18 FRINTON-ON-SEA MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: St Mary's Church Hall, Old Road, Frinton-on-Sea, Essex CO13 9BX

Times: 10am-4.30pm
Prices: Adults £3.50, children £1.50, family £9
Contact: 07595 255150
Features: 15 layouts, trade support and refreshments.

18 SHEFFIELD – THE GREAT RAILWAY DAY

Hosts: Sheffield Jesus Centre
Location: The Sheffield Jesus Centre, Bromhall, Sheffield, South Yorkshire S10 2FB
Times: 10.30am-2.30pm
Prices: Adults £2, accompanied children £1
Website: www.sheffieldjesuscentre.org.uk
Contact: 0114 252 1155
Features: Layouts, railway art display, refreshments and disabled access.

18 THE LEEDS MODEL COMPANY EXHIBITION

Hosts: Tappers Model Railway Club
Location: Bromley Common Methodist Church, Bromley Common Road, Bromley, Kent BR2 9RZ
Times: 10am-5pm
Prices: Adults £4
Website: tappersinplate.weebly.com
Features: Layouts and trade support.

19 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAY

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: 1.30pm-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

25 BARNSTAPLE MODEL RAILWAY EXHIBITION

Hosts: Barnstaple Model Railway Club
Location: Christ Church, Bear Street, Barnstaple, Devon EX32 7BN
Times: 10am-4pm
Prices: Adults £4, concessions £3.50, accompanied children free
Website: www.barnstaplemrc.co.uk
Features: 12 layouts, trade support, refreshments and disabled access.

25 BRIDPORT MODEL RAILWAY EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: United Church Hall, East Street, Bridport, Dorset DT6 3LJ
Times: 10am-4.30pm
Prices: Adults £3.50, children £1
Contact: 01308 861754
Features: Layouts, trade support, displays and refreshments.

25 PEVENSEY BAY MODEL RAILWAY EXHIBITION

Hosts: Pevensey Bay Model Railway Club
Location: Pevensey Memorial Hall, Church Lane, Pevensey, East Sussex BN24 5LA
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, children £1.50, family (2+2) £8
Website: www.pevenseybaymrc.co.uk
Contact: 01323 763590
Features: 16 layouts, trade support, refreshments and disabled access.

25 TOY AND MODEL TRAIN SHOW

Hosts: Sussex Vintage Model Railway Collectors
Location: Knole Hall, Knole Road, Preston Park, Brighton, East Sussex BN1 6RB
Times: 10am-4.30pm
Prices: Adults £3, concessions £2.50, accompanied children free
Website: www.sussex-transport.co.uk/svmyrc

Contact: 01256 350764

Features: Vintage layouts, trade support and refreshments.

25/26 COLWYN MODEL RAILWAY CLUB EXHIBITION

Hosts: Colwyn Model Railway Club
Location: Craig y Don Community Centre, Queen's Road, Craig y Don, Llandudno, LL30 1TE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, children £2
Website: www.colwynmodelrailwayclub.co.uk
Features: Layouts, trade support and refreshments.

25/26 CUPAR MODEL RAILWAY EXHIBITION

Hosts: Cupar and District Model Railway Club
Location: Corn Exchange, Cupar, Fife KY15 4BT
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.cuparmrc.co.uk
Contact: 01334 655965
Features: 15 layouts, trade support, demonstrations, refreshments and disabled access.

25/26 ST JOHN'S CHARITY MODEL RAILWAY EXHIBITION

Hosts: St John's Primary School
Location: St John's Primary School, Trent Vale, Stoke On Trent ST4 6SB
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, children £2, family (2+2) £10
Contact: 07747 087050
Features: 22 layouts, trade support, demonstrations, refreshments, parking and disabled access.

25/26 REDCAR MODEL ENTHUSIASTS WEEKEND

Hosts: Kirkleatham Museum
Location: Kirkleatham Museum, Kirkleatham, Redcar TS10 5NW
Times: Sat 10am-3.30pm, Sun 10am-3.30pm
Prices: Admission free
Contact: 01642 479500
Features: Layouts, demonstrations, model boats, plastic kits, die-cast and Meccano models.

26 THIRSK MODEL RAILWAY EXHIBITION

Hosts: Thirsk and District Model Railway Group
Location: Thirsk Town Hall, Westgate, Thirsk YO7 1QR
Times: 10am-4.30pm
Prices: Adults £4, concessions £2, children £2, family (2+2) £10
Website: www.expo-thirsk.co.uk
Contact: 07766 697708
Features: 13 layouts, trade support and refreshments.

AUGUST

1 EXMOOR-RAIL

Hosts: Exmoor Coast Railway Modellers
Location: Minehead Eye, Mart Road, Minehead, Somerset TA24 5BJ
Times: 10am-4.30pm
Prices: Adults £4, children £1.50, family (2+2) £9
Contact: 01643 706736
Features: 14 layouts, trade support, demonstrations, refreshments and disabled access.

1 LONDON AND NORTH WESTERN RAILWAY SOCIETY OPEN DAY

Hosts: London and North Western Railway Society
Location: Severn Valley Railway, Kidderminster Station, 1 Comberton Place, Kidderminster DY10 1QR
Times: All day
Prices: Usual SVR ticket prices apply
Contact: 01773 279407
Features: Society modelling team, LNWR displays.

1/2 CLEVELAND MODEL RAILWAY EXHIBITION

Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4.50, concessions £3.50, children £3.50, family (2+2) £12.50
Website: www.crmc.club
Contact: 07864 880242
Features: 12 layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

1/2 MODEL RAILWAYS PLUS 2015

Hosts: Tinkers Park
Location: Tinkers Park, Hadlow Down, near Buxted, East Sussex TN22 4HS
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, children £2
Website: www.tinkerspark.com
Features: 24 layouts, trade support, refreshments, parking, 2ft gauge passenger railway and traction engine rides plus a display of historic Southdown Motor Services vehicles on the Sunday.

1/2 SOUTHWOLD MODEL RAILWAY EXHIBITION

Hosts: Waveney Valley Model Railway Club
Location: Saint Felix School, Halesworth Road, Southwold IP18 6SD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, 12-17 £3, 11 and under free
Website: www.waveneyvalleymrc.150m.com
Features: 20 layouts, trade support, demonstrations, outdoor rides, refreshments, parking and disabled access.

1/2 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

2 DEAL MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Astor Theatre, Stanhope Road, Deal, Kent CT14 4AB
Times: 10am-4.30pm
Prices: Adults £4, children £1.50, family £10
Contact: 07595 255150
Features: 15 layouts, trade support and refreshments.

2/3 HELSTON AND FALMOUTH MODEL RAILWAY CLUB OPEN DAY

Hosts: Helston and Falmouth Model Railway Club
Location: Gunwalloe Village Hall, Gunwalloe, Helston, Cornwall TR12 7QG
Times: Sun 11am-7pm, Mon 11am-7pm
Prices: Adults £2, children £1
Website: www.fmrcc.co.uk
Features: Five layouts, demonstrations and refreshments.

8/9 LEYLAND MODEL RAILWAY EXHIBITION

Hosts: Leyland Model Railway Club
Location: South Ribble Council Offices, West Paddock, Leyland PR25 1DH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, children £3.50, family (2+2) £12.50
Website: www.leylandmrc.com
Features: Layouts and trade support.

8/9 RAILWELLS 2015

Hosts: Wells Railway Fraternity
Location: Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10.30am-5pm
Prices: Adults £6, accompanied children free
Website: www.railwells.com
Contact: 01749 938362
Features: 15 layouts, trade support, demonstrations and displays. Includes Scalefour Southwest and 3mm Society 50th Anniversary section.

8/9 ST ANDREWS MODEL RAILWAY EXHIBITION

Hosts: East Neuk Model Railway Club
Location: St Andrews Town Hall, Queens Garden, St Andrews, Fife KY16 9TA
Times: Sat 10am-5.30pm, Sun 10.30am-5pm
Prices: TBA
Website: www.eastneukmrc.co.uk
Contact: 01333 450976
Features: Layouts, trade support demonstrations and refreshments.

8 BEXHILL MODEL RAILWAY EXHIBITION

Hosts: Bexhill Model Railway Club

Location: St Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex TN40 1SE

Times: 10am-5pm

Prices: Adults £4, children £2, family £10

Contact: bexhillmrc@gmail.com

Features: Layouts, trade support, refreshments, parking and disabled access.

15 SILVERFOX DCC MODEL RAILWAY CLUB EXHIBITION

Hosts: Silverfox DCC Model Railway Club

Location: Woughton Leisure Centre, Rainbow Drive, Chaffron Way, Leadenhall, Milton Keynes MK6 5EJ

Times: 10am-4pm

Prices: Adults £5, children £2.50, family (2+2) £12

Website: www.silverfoxdcc.club

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

15/16 MIDLAND RAILEX

Hosts: Midland Railway - Butterley

Location: Midland Railway - Butterley, Butterley Station, Ripley, Derbyshire DE5 3OZ

Times: Sat 10am-4.30pm, Sun 10am-4.30pm

Prices: Adults £13.50, concessions £12.50, children £6.75, family (2+3) £33.75

Website: www.midlandrailex.co.uk

Contact: 01773 570140

Features: 20 layouts, trade support, demonstrations, heritage steam and diesel trains, refreshments and parking.

16 STOCKPORT COMMUNITY RAILSHOW 2015

Hosts: Stockport Railway Station

Location: Platform 3, Stockport Railway Station, Grand Central Way, Stockport, Cheshire SK3 9HZ

Times: 10am-4pm

Prices: Free

Features: Layouts, trade support, societies, visiting locomotives and local rail partnerships. All proceeds to local charity.

22 ASTOLAT MODEL RAILWAY CLUB OPEN DAY

Hosts: Astolat Model Railway Club

Location: Barge Building Shed, National Trust, Dapdune Wharf, Wharf Road, Guildford GU1 4RR

Times: 11am-5pm

Prices: National Trust entry fees apply

Website: www.astolatmrc.co.uk

Contact: 01483 722098

Features: Club layouts, members layouts and club test track.

22 LUDLOW MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club

Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT

Times: 10am-4.30pm

Prices: Adults £2.50, concessions £2, children £1.50

Contact: 01588 672145

Features: 16 layouts, trade support, refreshments, parking and disabled access.

22 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club

Location: Cogenhoe Village Hall, York Avenue, Cogenhoe, Northampton NN7 1NB

Times: 10am-4.30pm

Prices: Adults £3, family (2+2) £7

Website: www.ndmrc.org

Contact: 01604 890275

Features: Layouts, trade support, societies, outdoor rides, refreshments, parking and disabled access.

22 WHITSTABLE MODEL RAILWAY EXHIBITION

Hosts: East Kent Model Railway Society

Location: United Reformed Church, Middle Wall, Whitstable, Kent CT5 1BW

Times: 10am-4pm

Prices: Adults £3, children £1.50, family (2+3) £7

Contact: 07743 704547

Features: 12 layouts, trade support and refreshments.

22/23 BORTH Y GEST MODEL RAILWAY SHOW

Location: Church Room, Borth y Gest, near Porthmadog, Gwynedd, North Wales LL49 9LU

Times: Sat 11am-5pm, Sun 10.30am-4pm

Prices: Adults £2, accompanied children under 12 free

Contact: 01766 514889

Features: Layouts, light refreshments and disabled access.

22/23 CARNFORTH MODEL RAILWAY WEEKEND

Hosts: Carnforth Station Trust

Location: Carnforth Heritage Centre, Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR

Times: Sat 10am-4pm, Sun 10am-4pm

Prices: Adults £2, children free

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Website: www.carnforthstation.co.uk

Contact: 01524 735165

Features: Eight layouts, trade support and refreshments.

22/23 CRICH MODEL TRAM AND RAILWAY EXHIBITION

Hosts: National Tramway Museum

Location: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP

Times: Sat 10am-5pm, Sun 10am-5pm

Prices: Adults £14, concessions £11, children £8, family (2+3) £37

Website: www.tramway.co.uk

Contact: 01773 854321

Features: Layouts, full museum access and refreshments.

22/23 PICKERING MODEL RAILWAY EXHIBITION

Hosts: Scarborough and District Railway Modellers

Location: Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA

Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £4, concessions £3.50, children £2, family (2+2) £10

Website: www.sdrmweb.co.uk

Contact: 07788 713874

Features: Layouts, trade support, demos and refreshments.

22/23 CARRICKFERGUS MODEL RAILWAY EXHIBITION

Hosts: Ulster Model Railway Club

Location: Carrickfergus Museum and Civic Centre, Carrickfergus BT38 7DG

Times: Sat 10am-5pm, Sun 1pm-5pm

Prices: Free

Website: www.ulstermodelrailwayclub.co.uk

Contact: 07850 953563

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

29 NORTH CORNWALL AND DEVON MRC OPEN PUBLIC AND RUNNING DAY

Hosts: North Cornwall and Devon Model Railway Club

Location: Parkhouse Centre, Bude, Cornwall, EX23 8LD

Times: 10am-4.30pm

Prices: Adults £3, accompanied children free

Contact: 01566 772667

Features: 24 layouts, trade support and refreshments.

29/30 INVERNESS MODEL RAILWAY EXHIBITION

Hosts: Inverness and District Model Railway Club

Location: Thistle Hotel, Millburn Road, Inverness IV2 3TR

Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £5, children £2, family (2+2) £10

Website: www.invernessmrc.org.uk

Contact: 07711 129780

Features: Layouts, trade support, refreshments and parking.

29/30 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group.

Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU

Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm

Prices: Adults £1.50, children 75p

Website: www.bathgreenpark.co.uk

Contact: 01984 639509

Features: Tamerig and Bath Green Park layouts in operation.

29-31 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS

Hosts: Gainsborough Model Railway Society

Location: Florence Terrace, Gainsborough, Lincs 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.

SHOW GUIDE

| | | | |
|--------------|--|---|--|
| 30 | HODDESDON MODEL AND RAILWAY CLUB ANNUAL SHOW | Location: Loughborough Grammar School, Burton Walks, Loughborough, Leicestershire LE11 2DU Times: Sat 10.30am-5pm, Sun 10.30am-4pm Prices: Adults £8, concessions £7, children £4, family £20 Website: www.svmrcc.co.uk Contact: 01530 450187 Features: 23 layouts, trade support, demos, societies, refreshments, parking and disabled access. | Website: www.tvmrs.org.uk Contact: 07810 701366 Features: 12 layouts, trade support, refreshments, parking and disabled access. |
| 30/31 | NEATH AUGUST BANK HOLIDAY MODEL RAILWAY SHOW | Hosts: Cefn Coed Museum Location: Cefn Coed Museum, Neath Road, Crynant, Neath SA10 8SN Times: Sun 10am-4pm, Mon 10am-4pm Prices: Free entry Contact: 01639 750237 Features: Layouts, trade support, parking and refreshments. | |
| 31 | HARROGATE MODEL RAILWAY SHOW | Hosts: Bilton Grange Model Railway Club Location: Bilton United Reformed Church, Skipton Road, Harrogate, North Yorkshire HG1 4LN Times: 10am-4pm Prices: Adults £3, children £1, family (2+2) £6 Contact: 01423 521542 Features: 14 layouts, trade support, refreshments and disabled access. | |
| 5 | CUMBERNAULD MODEL RAILWAY GROUP OPEN DAY | Hosts: Cumbernauld Model Railway Group Location: The Link Education Centre, Brae way, Cumbernauld, North Lanarkshire G67 1EW Times: 10am-4pm Prices: Adults £1, accompanied children free Website: www.cumbernauldmrg.org.uk Contact: 01236 612099 Features: 24 layouts, trade support and refreshments. | |
| 5 | SELBY MODEL RAILWAY EXHIBITION | Hosts: Selby Salvation Army Location: Portholme Church, Portholme Road, Selby YO8 4QH Times: 10am-4.30pm Prices: Adults £3, children £1 Contact: 01757 701169 Features: 12 layouts, trade support, refreshments, parking and disabled access. | |
| 5 | TADWORTH AUTUMN 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 £5, concessions £4, children £3, family (2+2) £10 Website: www.ndmrc.info Contact: 07758 458827 Features: 21 layouts, trade support, refreshments, parking and disabled access. | |
| 5/6 | ALN VALLEY RAILWAY TRUST MODEL RAILWAY EXHIBITION | Hosts: Aln Valley Railway Trust Location: Lionheart Station, Lionheart Enterprise Park, Alnwick, Northumberland NE66 2EZ Times: Sat 10.30am-4pm, Sun 10.30am-4pm Prices: Adults £4, concessions £3, family £8 Website: www.alnvalleyrailway.co.uk Contact: 01665 606168 Features: Ten layouts, trade support, societies, displays, refreshments, parking and disabled access. | |
| 5/6 | ANDOVER MODEL RAILWAY EXHIBITION | Hosts: Andover Model Railway Club Location: John Hanson School, Floral Way, Andover, Hampshire SP10 3PB Times: Sat 10am-5pm, Sun 10am-4pm Prices: Adults £5, concessions £4.50, children £1 Website: www.amrc.hampshire.org.uk Contact: 07590 429643 Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access. | |
| 5/6 | HEART OF THE MIDLANDS MODEL RAILWAY EXHIBITION | Hosts: Soar Valley Model Railway Club | |
| 12 | BISHOP'S STORTFORD MODEL RAILWAY EXHIBITION | Hosts: Bishop's Stortford Railway Society Location: Birchwood High School, Parsonage Lane, Bishop's Stortford CM23 5BD Times: 10.30am-4.30pm Prices: Adults £5, children £2, family (2+2) £12 Website: www.tinyurl.com/bsraislsoc Features: 25 layouts, trade support, miniature steam rides, refreshments and parking. | |
| 12 | BURY ST EDMUND'S MODEL RAILWAY EXHIBITION | Hosts: Bury St Edmunds Model Railway Club Location: Village Hall, Risby, Bury St Edmunds IP28 6RT Times: 10am-4pm Prices: Adults £5, concessions £4, accompanied children under 14 free Website: www.burystedmundsmrc.com Contact: 01284 700219 Features: 14 layouts, trade support, refreshments, parking and disabled access. | |
| 12 | FAVERSHAM MODEL RAILWAY EXHIBITION | Hosts: Faversham Model Railway Club Location: West Faversham Community Centre, Bysing Wood Road, Faversham, Kent ME13 7RH Times: 10am-4.30pm Prices: Adults £4, concessions £3, children £2 Website: www.favershammrc.org.uk Contact: 07931 589001 Features: 17 layouts, trade support, societies, refreshments, parking and disabled access. | |
| 12/13 | GRANTHAM MODEL RAILWAY SHOW | Hosts: Grantham Railway Society Location: Walton Girls High School and Sixth Form, Kitty Briggs Lane, off Harlaxton Rd, Grantham NG31 7JR Times: Sat 10am-5pm, Sun 9.30am-4.30pm Prices: Adults £4, concessions £3, children £2, family (2+2) £10 Contact: 01476 407569 Features: Layouts, trade support, refreshments and parking. | |
| 12/13 | INTERNATIONAL N GAUGE SHOW | Hosts: Meridienne Exhibitions Location: Warwickshire Exhibition Centre, near Leamington Spa CV31 1XN Times: Sat 10am-5pm, Sun 10am-4pm Prices: Adults £10 (£9), concessions £9 (£8), children £5 (£4), family (1+3) £15 (£13) / (2+2) £25 (£22) – advance ticket prices in brackets Website: www.ngaugeshow.co.uk Features: 31 layouts, trade support, demonstrations, refreshments and parking. | |
| 12/13 | SWINDON RAILWAY FESTIVAL | Hosts: STEAM- Museum of the Great Western Railway Location: STEAM, Firefly Avenue, Swindon, Wiltshire SN2 2EY Times: Sat 10am-5pm, Sun 10am-5pm Prices: Adults £12, concessions £9, children £8, family (2+1) £28 / (2+2) £32 Website: www.steam-museum.org.uk Contact: 01793 466646 Features: Layouts, trade support, demonstrations, societies, refreshments and disabled access. | |
| 13 | WESTON-SUPER-MARE LATE SUMMER MODEL RAILWAY SHOW | Hosts: Keith Price Location: The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare BS24 7DX Times: 10am-4.30pm Prices: Adults £6.50, concessions £6, children £2, family £15 Website: www.westonsupermaretrainshow.com Contact: 01934 425075 Features: 25 layouts, trade support, refreshments and disabled access. | |
| 19 | LICHFIELD MODEL RAILWAY EXHIBITION | Hosts: Trent Valley Model Railway Society Location: The Life Church, Netherstowe, Lichfield WS13 6TS Times: 10am - 4.30pm Prices: Adults £4, concessions £3, children £3, family (2+2) £11 | |
| 19 | COVENTRY MODEL RAILWAY CLUB OPEN WEEKEND | Hosts: Coventry Model Railway Club Location: Unit 3, Coventry Canal Basin Warehouse, Leicester Row, Coventry CV1 4LH Times: Sat 10am-5pm, Sun 10am-4pm Prices: Adults £2, accompanied children free Contact: colin.beasley@dsl.pipex.com Features: Club layouts and members. | |
| 19/20 | REDDITCH MODEL RAILWAY EXHIBITION | Hosts: Redditch Model Railway Club Location: Trinity High School, Grove Street, Redditch B98 8HB Times: Sat 10am - 5pm, Sun 10am-4.30pm Prices: Adults £5, concessions £4.50, children £3, family (2+2) £14 Website: www.redditch-mrc.com Contact: 01527 540289 Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access. | |
| 19/20 | SHIPLEY MODEL RAILWAY EXHIBITION | Hosts: Shipley Model Railway Society Location: Baildon Recreation Centre, Green Lane, Shipley, West Yorkshire BD17 5JH Times: Sat 10am-5pm, Sun 10am-4.30pm Prices: Adults £6, children £2.40, family £11 Website: www.shipleymrs.org.uk Contact: 01274 593031 Features: 15 layouts, trade support, parking, refreshments and disabled access. | |
| 20 | CHICHESTER STEAM ON SUNDAY OPEN AFTERNOON | Hosts: Chichester and District Society of Model Engineers Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS Times: 2pm-5pm Prices: Admission to site FREE, train tickets £1 each Website: www.csdsme.co.uk Contact: 07954 051594 Features: Train rides, model railway layout and refreshments. | |
| 20 | NEEDHAM MARKET MODEL RAILWAY EXHIBITION | Hosts: One Model Railway Club Location: Needham Market Community Centre, School Street, Needham Market, Suffolk IP6 8BB Times: 10.30am-4pm Prices: Adults £4, concessions £3, children £3, family (2+2) £10 Website: www.onemrc.org.uk Contact: 01394 274929 Features: 14 layouts, trade support, societies, demonstrations, parking and refreshments. | |

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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| | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|----------------------|--|-----------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| E4 Brighton tank | ehattons.com/e4 | £93.46 | Mar 2013 | | | | | | | |
| Modified Hall class | ehattons.com/mh | £106.21-£114.71 | Mar 2012 | | | | | | | |
| Class 43 NBL Warship | ehattons.com/c43 | £118.96 | Mar 2013 | | | | | | | |
| Hawthorn Autocoaches | ehattons.com/hac | £58.61 | Mar 2013 | | | | | | | |
| Wickham trolley car | ehattons.com/wtc | £67.96 | Mar 2013 | | | | | | | |
| Class 5MT | ehattons.com/5mt | £85 (EST) | Mar 2015 | | | | | | | |
| LNWR Webb coal tank | ehattons.com/wct | £102.00 (EST) | Sep 2014 | | | | | | | |

Birdcage coaches, Class 5P4F Stanier Mogul, Class 24/1, Class 90, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehattons.com/projectupdates

| | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|----------|--|---------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 73 | ehattons.com/c73 | £105.00 | March 2012 | | | | | | | |

GWR Railcar, Class 68, Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

| | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---------------|--|-----------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| J94 | ehattons.com/j94 | £82.00 | Aug 2014 | | | | | | | |
| 14xx | ehattons.com/14xx | £99.00 | Sep 2014 | Feb 2015 | | | | | | |
| Hatton's King | ehattons.com/king | £169.00-£179.00 | Aug 2014 | Nov 2014 | | | | | | |

| | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|--------------------|--|---------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 05 | ehattons.com/c05 | £100.00 | Jun 2013 | | | | | | | |
| Metropolitan Bo-Bo | ehattons.com/mbb | £107.00 | May 2014 | | | | | | | |

Park Royal railbus, Class 05, Class 02/3, Class 1366 - view these projects at www.ehattons.com/projectupdates

| | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
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| Class 9f Crosti-boiler | ehattons.com/9fcb | £111.20 | Dec 2013 | | | | | | | |
| D16 | ehattons.com/d16 | £101.90 | Dec 2013 | | | | | | | |
| Class 700 | ehattons.com/c700 | £101.90 | Dec 2013 | | | | | | | |
| King | ehattons.com/horking | £148.14 - £179.99 | Dec 2014 | | | | | | | |
| Class S15 | ehattons.com/s15 | £124.99 | Dec 2014 | | | | | | | |
| Class J50 | ehattons.com/j50 | £74.06 | Dec 2014 | | | | | | | |
| Hornby Adams Radial | ehattons.com/horar | £111.10 | Dec 2014 | | | | | | | |
| Merchant Navy | ehattons.com/mn | TBC | Mar 2015 | | | | | | | |

LMS Coaches, K-Type Pullmans, D16, Class 700, Class S15 - view these projects at www.ehattons.com/projectupdates

| | Link | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|---------------------|--|-----------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| 7 plank wagons | ehattons.com/oxcw | £9.00 | Jan 2015 | | | | | | | |
| Adam's Radial | ehattons.com/ar | £88.00 | Jan 2015 | | | | | | | |
| Hatton's ICI hopper | ehattons.com/ici | £24.00 / £25.00 | Mar 2015 | | | | | | | |

Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change



Branchline 2015 New Items

Class J72 0-6-0T Pre-order for £75.00



31-060 8680 in LNER lined green
31-061 69001 in BR black with early emblem
31-062 69028 in BR black with late crest

Class 6P Royal Scot 4-6-0 Pre-order for £135.00



31-285 6130 'The West Yorkshire Regiment' in LMS crimson
31-286 46163 'Civil Service Rifleman' in BR black
31-287 46151 'The Royal Horse Guardsman' BR green

Class V2 2-6-2 Pre-order for £135.00



31-566 3645 in LNER black
31-567 60881 in BR green with late crest

Class J39 0-6-0 Pre-order for £80.00



31-866 1803 in LNER Black
31-867 64792 in BR black with early emblem

Class K3 2-6-0 Pre-order for £95.00



32-279A 1304 in LNER lined black
32-281 61862 in BR lined black with early emblem

Class 94xx 0-6-0 Pre-order for £85.00



35-026 9402 in GWR Green
35-026 9487 in BR black with early emblem
35-027 9479 in BR black with late emblem

LNWR 0-6-2T Webb Coal Tank Pre-order for £102.00



35-050 LNWR plain black livery

35-051 LMS black livery

35-052 BR black early emblem

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

Class 70 diesel



31-590 70015 in Freightliner livery with air intake modifications £152.95

31-591 70805 in Colas livery with air duct boxes £98.00

Class 55 Diesel Pre-order for £113.01



32-532 55007 "PINZA" BR blue - Finsbury Park white cab windows
31-533 D9001 "St. Paddy" in BR two-tone green - weathered

See the entire range at ehatton.com/bachmann2015

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

Limited Edition J94s & Austerities, Class 14xx & Kings from Hatton's, being produced by DJ Models

Class 14xx Pre-order for £99



Pristine

H1401 48xx 4825 in GWR unlined green Great Western
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.ehatton.com/j94

Austerities & J94 Limited Editions of 200 Pre-order for £99



Pristine

J9401 "Robert" in NCB Bold Colliery lined green
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
IJ9409 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 2015

www.ehatton.com/14xx

Class 6000 King Pre-order for £169



HK01 6000 "King George V" in GWR lined green with roundel
HK02 6019 "King Henry V" in GWR lined green with shield
HK03 6021 "King Richard II" in GWR lined green with shirtbutton

HK04 6029 "King Edward VIII" in GWR un-lined wartime green
HK05 6018 "King Henry VI" in GWR lined green
HK06 6025 "King Henry III" in BR ultramarine blue
HK07 6027 "King Richard I" in BR/GWR lined green
HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
HK10 6009 "King Charles II" in BR lined green with early crest
HK11 6017 "King Edward IV" in BR lined green with late crest
HK12 6026 "King John" in BR lined green with late crest
HK13 6005 "King George II" in BR lined green with late crest
HK14 6024 "King Edward I" in BR lined green with late crest

DCC Fitted versions also available for £179
HK01DCC - HK14DCC

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00 Gauge (1:76 Scale)
Steam locos



R3118 BR Castle (Double Chimney) 7023 "Penrice Castle" (Hor) £120



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) BARGAIN £89



31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem. DCC On Board (Bac) (list £159.95) BARGAIN £99



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) BARGAIN £89
R3106 Class 2800 2-8-0 steam loco 2807 in GWR as preserved (Hor) £120



32-828A Class 2MT Ivatt 2-8-0 46526 in BR lined green late crest - weathered (Bac) £110.46



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) BARGAIN £80
31-128^ Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £142.95) £94



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) (list £119.95) BARGAIN £79



R3223 Class 42XX 2-8-0 4257 in BR black late crest (Hor) £111.20



R3205 Class 4900 4-6-0 4965 'Rood Ashton Hall' in BR New tooling for 2013. Special edition etched name & number (Hor) £105



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) £84.96



32-276 Class 4P Compound 4-4-0 1072 in LMS black Fowler tender - Railroad range (Hor) NEW £69.50



R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66

R3224 Class 52XX 2-8-0 5239 in BR black late crest (Hor) £111.20

31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) £127.46



31-783 Class 6959 Modified Hall 7904 "Fountains Hall" in BR black early emblem - weathered (Bac) £114.71



R3225 Class 72XX 2-8-2 7233 in Great Western green (Hor) £120.50



31-013 Class 7F 2-8-0 S&DJR 53808 in BR black late crest & Deeley tender (Bac) (list £134.95) BARGAIN £89



R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Hor) (list £139.99) BARGAIN £105



R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) BARGAIN £64



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green TTS Sound - Railroad range (Hor) NEW £92.70



32-550B^ Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) BARGAIN £95

R3245TTS Class A1 Peppercorn 4-6-2 "Tornado" in BR Blue (as running on mainline) - TTS Sound (Hor) £143.70

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



R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) BARGAIN £59

R3114 Class B1 Thompson 4-6-0 61267 in BR black late crest (Hor) £120



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



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



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) £93.46



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) £93.46



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) £93.46



R3228 Class J94 0-6-0 12 in National Coal Board blue (Hor) £68.10



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac) (list £134.95) BARGAIN £79

31-012 Class Q4 2-8-0 Robinson ROD 63743 (shed 9G) in BR black late crest - weathered. Ltd Edition of 512 (Bac) (list £148.72) BARGAIN £119



31-366 Class 03 0-6-0 diesel shunter D2016 in BR Green (Bac) £70.51



31-364 Class 03 0-6-0 diesel shunter D2383 in BR green wasp stripes - weathered (Bac) £76.46

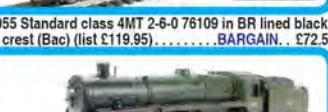
R3261 Class 09 09017 National Railway Museum maroon - Railroad range (Hor) £34.20



32-954 Standard class 4MT 2-6-0 76058 in BR lined black early emblem (Bac) (list £119.95) BARGAIN £74



32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) (list £119.95) BARGAIN £72.50



32-956 Standard class 4MT 2-6-0 76125 in BR lined black late crest (Bac) (list £119.95) BARGAIN £75



32-957 Standard class 4MT 2-6-0 76130 in BR lined black late crest (Bac) (list £119.95) BARGAIN £75



32-958 Standard class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) BARGAIN £82



32-509 Standard class 5MT 73109 in BR lined black early emblem & BR1B tender (Bac) (list £129.95) BARGAIN £89

32-261 WD Austerity 2-6-0 90441 in BR black early emblem (Bac) (list £114.71) BARGAIN £72



32-260DC WD Austerity 2-6-0 90448 in BR black with late crest. DCC On Board (Bac) (list £152.95) BARGAIN £109

Train packs



30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 "City of Birmingham" in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £140.20



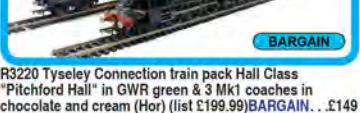
25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Sconeck Oakworth Station Building (Bac) £114.71



30-525 The Shakespeare Express Train Pack Hall Class 4965 "Rood Ashton Hall" in Great Western, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) £195.45



31-364 Class 03 0-6-0 diesel shunter D2383 in BR green wasp stripes - weathered (Bac) £76.46



R3261 Class 09 09017 National Railway Museum maroon - Railroad range (Hor) £34.20



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 (Hel) (list £134.95) BARGAIN £72



1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release). (Hel) (list £134.95) BARGAIN £72

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1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72

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32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) £97.71

BARGAIN

1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) (list £144.95) **BARGAIN** £72

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32-816 Class 47/3 47365 'Diamond Jubilee' BR Railfreight Distribution (Bac) (list £14.95) **BARGAIN** £72

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1603 Class 16 North British diesel D8407 BR green with full yellow ends. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72

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32-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) (list £114.95) **BARGAIN** £72

BARGAIN

1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hel) (list £134.95) **BARGAIN** £72

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4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

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

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D1000h Class 22 B-B Diesel Hydraulic D6329 (front A) BR blue full yellow ends (Dap) £104

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4D-003-011 Class 52 diesel loco D1002 "Western Explorer" in BR green small yellow panels (Dap) £109

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4D-003-010 Class 52 diesel loco D1010 "Western Campaigner" in BR blue full yellow ends (Dap) £109

BARGAIN



4D-003-009 Class 52 diesel loco D1021 "Western Cavalier" in BR blue full yellow ends (Dap) £109

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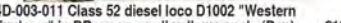
4D-003-008 Class 52 diesel loco D1023 "Western Fusilier" in BR maroon small yellow panels (Dap) £109

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32-287 Class 101 2 Car DMU in BR blue & grey "Cambridge/Norwich" (Bac) £135.96

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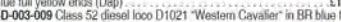
32-286 Class 101 2 Car DMU in BR green small yellow panel "Shrewsbury/Aberystwyth" (Bac) £135.96

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32-285 Class 101 2 Car DMU in BR green speed whiskers "Newcastle/Middlesbrough" (Bac) £135.96

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31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow ends (DCC on Board) (Bac) (list £129.95) **BARGAIN** £74.50

BARGAIN



31-329 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) **BARGAIN** £96

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31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) **BARGAIN** £116

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31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) **BARGAIN** £116

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32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) **BARGAIN** £72.50

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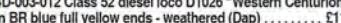
32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) **BARGAIN** £86

BARGAIN



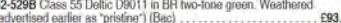
32-918 Class 395 Javelin 4 car EMU "Sir Chris Hoy" in Southeastern (Hor) £157.40

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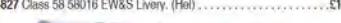
32-922 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar. (Hor) £157.40

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32-927 Class 67 67006 'Royal Sovereign' (Hor) (list £139.99) **BARGAIN** £110

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4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) **BARGAIN** £75

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32-908 Class 66/9 66731 "InterhubGB" in GBRf Europe (Bac) (list £93.46) £93.46

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32-909 Class 105 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) **BARGAIN** £78

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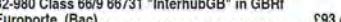
32-910 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-911 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-913 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-914 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-915 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-916 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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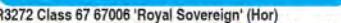
32-917 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-918 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-919 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-920 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-921 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-922 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-923 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-924 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-925 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-926 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-927 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-928 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-929 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-930 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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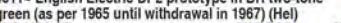
32-931 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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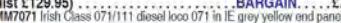
32-932 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-933 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-934 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-935 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-936 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-937 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-938 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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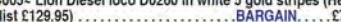
32-939 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-940 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-941 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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32-942 Class 105 2 Car DMU in BR blue full yellow ends (Bac) (list £119.95) **BARGAIN** £78

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Electric locos



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31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR blue single pantograph (Bac) (list £112.45) **BARGAIN** £86



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31-679 Class 85 (AL5) Bo-Bo Electric 85056 in BR blue single pantograph (Bac) (list £139.95) **BARGAIN** £79



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31-680 Class 85 (AL5) Bo-Bo Electric 85057 in BR blue single pantograph (Bac) (list £139.95) **BARGAIN** £79



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31-681 Class 85 (AL5) Bo-Bo Electric 85058 in BR blue single pantograph (Bac) (list £139.95) **BARGAIN** £79



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31-682 Class 85 (AL5) Bo-Bo Electric 85059 in BR blue single pantograph (Bac) (list £139.95) **BARGAIN** £79



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31-683 Class 85 (AL5) Bo-Bo Electric 85060 in BR blue single pantograph (Bac) (list £139.95) **BARGAIN** £79

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with live stock information31-265 Class 419 Motor Luggage Van (MLV) in BR Southern Region green (Bac) (list £104.95) **BARGAIN** £644608 BR green Mk1 SK second corridor in lights
£33.80
4649 BR Gresley Suburban Composite Coach Maroon (Hor) **NEW** £37.27
4650 BR Gresley Suburban Third Class Brake Coach, Maroon (Hor) **NEW** £37.27
4675 BR Gresley Suburban Third Class Coach, Maroon (Hor) **NEW** £37.27
4619 BR Maroon Mk1 BG full brake/parcels coach (Hor) **NEW** £37.27
4621 BR maroon Mk1 TSO tourist second open (Hor) **NEW** £37.27
39-298C BR Mk1 BOK Brake Composite Corridor (WR) Chocolate & Cream (Bac) £33.11
39-298E BR Mk1 BOK Brake Composite Corridor Maroon Weathered (Bac) £33.96
39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac) £29.71

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56
36-165A Plasser Tamper track maintenance machine (motorised) (Bac) £63.7131-575 Windhoff MPV Multi-Purpose master and slave units in 'Network Rail' (Bac) (list £148.95) **BARGAIN** £77
31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) **BARGAIN** £79

Track cleaning fluid

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

Train sets - analogue

R1176 Eurostar 2013 Train Set (Hor) £140
30-077 Midland Metropolitan 32-217 style London Transport maroon pannier (different number to 30-076 version) (Bac) £89.24

30-160 Rural Commuter set Class 105 2 car DMU in BR green small yellow panels (Bac) £84.99

Train sets - DCC

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) £255

Coaches

R4671 RailRoad LMS 4 Wheel Coach (Hor) £13.88
R4674 RailRoad LNER 4 Wheel Coach (Hor) **NEW** £13.88
R4672 RailRoad SH 4 Wheel Coach (Hor) £13.88R4582 1960s Brighton Belle 3 car pack in umber and cream (Hor) (list £148.99) **BARGAIN** £130
R4636 Arriva Trains Wales Mk3 Bullet first class (Hor) £26.40
R4635A Arriva Trains Wales Mk3 TSO second class (Hor) £26.40

NEW

R4188C BR (ex LMS) 68' 12 wheel restaurant car in BR blood and custard (Hor) **NEW** £36
R4603 BR blue & grey (Western Region) Mk3 buffet (Hor) £26.40
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

R4610 BR blue & grey Mk2E TSO tourist second open lights (Hor) £27.80

R4642 BR chocolate & cream Mk1 BG full brake/parcels coach (Hor) £19

R4644 BR chocolate & cream Mk1 TSO tourist second open (Hor) £19

R4620 BR crimson and cream Mk1 SO second open (Hor) £19

R4609 BR green Mk1 BSK brake second corridor in lights (Hor) £33.80

R4609A BR green Mk1 BSK brake second corridor lights (Hor) £33.80

R4607 BR green Mk1 CK composite corridor lights (Hor) £33.80

39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian' (with lighting) (Bac) (list £48.95) **BARGAIN** £2639-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) **BARGAIN** £2439-291A BR Mk1 FP Pullman parlour 1st coach in blue/grey (with lighting) (Bac) (list £48.95) **BARGAIN** £2439-274A BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered (Bac) (list £39.95) **BARGAIN** £2139-301A BR Mk1 SP Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) **BARGAIN** £2439-300C BR Mk1 SK Pullman Second Kitchen in Umber & Cream 'Car 335' (With Lighting) (Bac) (list £48.95) **BARGAIN** £26

39-501 BR Mk1 SLP Sleeper Car in blue & grey (Bac) £36.50

39-503 BR Mk1 SLP Sleeper Car in blue & grey Inter-City (Bac) £33

39-503 Pack of 4 (Bac) (list £155.80) **BARGAIN** £122

39-502 BR Mk1 SLP Sleeper Car in maroon (Bac) £33

39-502 Pack of 4 (Bac) (list £155.80) **BARGAIN** £120

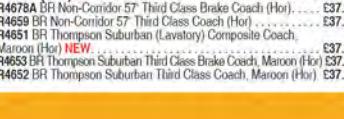
39-052G BR Mk1 SO Second Open Crimson & Cream (Bac) £33.11

39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) **BARGAIN** £2639-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) **BARGAIN** £18

39-363 BR Mk2 TSO Tourist Second Open Network South East (Bac) £33.96

R4595 BR Mk2 TGS in blue & grey lights Eastern Region (Hor) £32.90

R4658 BR Non-Corridor 57' Composite Coach (Hor) £37.27



R4678 BR Non-Corridor 57' Third Class Brake Coach (Hor) £37.27

R4659 BR Non-Corridor 57' Third Class Coach (Hor) £37.27

R4651 BR Thompson Suburban (Lavatory) Composite Coach, Maroon (Hor) **NEW** £37.27

R4653 BR Thompson Suburban Third Class Brake Coach, Maroon (Hor) £37.27

R4652 BR Thompson Suburban Third Class Coach, Maroon (Hor) £37.27

R4667 East Coast Trains Mk4 Buffet (Hor) **NEW** £26.38R4668 East Coast Trains Mk4 DVT (Hor) **NEW** £26.38

NEW

R4665 East Coast Trains Mk4 First Class Coach (Hor) **NEW** £26.38R4666 East Coast Trains Mk4 Standard Open Coach (Hor) **NEW** £26.38R4668 East Coast Trains Mk4 Standard Open Coach (Hor) **NEW** £26.38R4696C East Coast Trains Mk4 Standard Open Coach (Hor) **NEW** £26.38

R4538 Ex-SR Uncoated open 2nd class coach in BR green (Hor) £37

R4522B Gresley (Non Vestibule) suburban 3rd class coach in BR green (Hor) £37

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Prices valid until 13/08/15

Orders received after this date for products that have increased in price will be given a refund

NEW



37-508 24 ton ore hopper wagon in BR grey - weathered (Bac) **NEW** £12.71



R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) £19

R6606 Box of 12 (Hor) (list £24.99) **BARGAIN** £210

R6706 3 x open wagon - S.C.P. (Hor) - Sodor Scrap & Inks van (The Tank range) (Hor) (list £34.99) **BARGAIN** £14

38-0418 31 Tonne OBA open wagon in Railfreight (Hor) £16.53

38-0418 Pack of 4 (Bac) (list £87.80) **BARGAIN** £60

38-0418 Megapack of 8 (Bac) (list £175.60) **BARGAIN** £116



38-1208 Megapack of 8 35 Ton VAA box van sliding door in Railfreight red & grey - Weathered (Bac) (list £191.60) **BARGAIN** £136

38-1208 Single (Bac) £20.36

38-1208 Pack of 4 (Bac) (list £95.80) **BARGAIN** £72

38-1254 35 Ton VBA box van sliding door EWS (Bac) (list £191.60) **BARGAIN** £14

38-1254 Pack of 4 (Bac) (list £95.80) **BARGAIN** £54

38-1254 Megapack of 8 (Bac) (list £191.60) **BARGAIN** £102

38-1264 35 Ton VBA box van sliding door in BR bauxite weathered (Bac) (list £24.95) **BARGAIN** £20.36

38-1264 Pack of 4 (Bac) (list £99.80) **BARGAIN** £72

38-1264 Megapack of 8 (Bac) (list £199.60) **BARGAIN** £136

38-0204 46 Tonne glw CEA covered hopper wagon EWS - weathered (Bac) £15.68

38-0204 Pack of 4 (Bac) (list £73.80) **BARGAIN** £58

38-0204 Megapack of 8 (Bac) (list £147.60) **BARGAIN** £110

37-603A 46 Tonne glw VGA sliding wall van in EWS - weathered (Bac) (list £21.95) **BARGAIN** £16

37-603A Pack of 4 (Bac) (list £87.80) **BARGAIN** £62

37-603A Megapack of 8 (Bac) (list £175.60) **BARGAIN** £122



38-005C 46 Tonne HSA hopper wagon in BR bauxite - weathered (Bac) (list £18.95) **BARGAIN** £10

37-061C 5 plank wagon wooden floor in BR grey (Bac) £11.01

37-062A 5 plank wagon wooden floor Edwin W. Badland (Bac) (list £12.95) **BARGAIN** £7

37-062A Pack of 4 (Bac) (list £51.80) **BARGAIN** £27

37-063 5 plank wagon wooden floor in Fandom (Bac) (list £12.95) **BARGAIN** £8

37-064 Pack of 4 (Bac) (list £51.80) **BARGAIN** £30

4F-031-020 6 wheel milk tanker "United Dairies" - weathered (Bac) £12

4F-031-018 6 Wheel Milk Tanker Express Dairy E - weathered (Bac) £14

37-081F 7 plank end door wagon in BR grey (Bac) £12.12

37-085A 7 plank end door wagon in North End (Bac) (list £14.25) **BARGAIN** £7

37-085A Pack of 4 (Bac) (list £57) **BARGAIN** £27



37-082A 7 plank end door wagon in Park Lane Wigan (Bac) (list £14.25) **BARGAIN** £7

37-082A Pack of 4 (Bac) (list £57) **BARGAIN** £27

37-187 7 plank wagon coke rails T. L. Hale (Tipton) Ltd (Bac) (list £14.25) **BARGAIN** £8

37-187 Pack of 4 (Bac) (list £57) **BARGAIN** £30

37-162 8 plank end door wagon "R. W. Hill & Son" (Bac) (list £14.95) **BARGAIN** £8

37-162 Pack of 4 (Bac) (list £59.80) **BARGAIN** £30

37-163 8 plank end door wagon "William Harrison" (Bac) (list £14.95) **BARGAIN** £8

37-163 Pack of 4 (Bac) (list £59.80) **BARGAIN** £30



38-151B^ Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £191.60) **BARGAIN** £106

38-151B^ Single (Bac) (list £25.95) **BARGAIN** £14

38-151B^ Pack of 4 (Bac) (list £95.80) **BARGAIN** £54



38-351A BAA steel carrier steel coils in Railfreight Metals (Bac) (list £25.95) **BARGAIN** £14

38-351A Pack of 4 (Bac) (list £103.80) **BARGAIN** £52



38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) (list £479.60) **BARGAIN** £330

38-427 Single (Bac) £46.71 **BARGAIN** £172

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38-425 Bulk grain bogie hopper VIG Traffic Services - weathered (Bac) £51.99

38-425 Pack of 4 (Bac) (list £239.80) **BARGAIN** £192

38-425 Megapack of 8 (Bac) (list £479.60) **BARGAIN** £370

38-350A BZA steel carrier steel coils in EWS (Bac) (list £25.95) **BARGAIN** £14

38-350A Pack of 4 (Bac) (list £103.80) **BARGAIN** £52

38-345A~ FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £29.95) **BARGAIN** £17

38-345A~ Pack of 4 (Bac) (list £119.80) **BARGAIN** £68

38-345A~ Megapack of 8 (Bac) (list £239.80) **BARGAIN** £128

4F-014-004 Fruit D W2023 in BR maroon - weathered (Dap) £15

4F-060-008 Grampus wagon D6990488 in BR black - weathered (Dap) £13

R6693 GWR Toad Van (Hor) £15.73

38-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) (list £49.95) **BARGAIN** £28

37-313 Pack of 4 (Bac) (list £199.80) **BARGAIN** £106

37-314 Intermodal bogie wagon 2 x 45ft containers in Sabarmati (Bac) (list £49.95) **BARGAIN** £29

37-314 Pack of 4 (Bac) (list £199.80) **BARGAIN** £108

38-212A J.A. auto ballast in Railtrack curved top profile (4 per rake each) Generator wagon (Bac) £42.46

38-212A Pack of 4 (Bac) (list £199.80) **BARGAIN** £160

38-200A Megapack of 8 JPA bogie cement hopper "VTG Lafarge Cement" (Bac) (list £287.60) **BARGAIN** £166

38-200A Single (Bac) (list £35.95) **BARGAIN** £22

38-200A Pack of 4 (Bac) (list £143.80) **BARGAIN** £85

38-751 Long Tube Wagon BR Bauxite (Early) (Bac) £22.06

38-752 Long Tube Wagon BR Bauxite (Late) (Bac) £22.06

38-300 ATO (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) £20

38-300 Pack of 4 (Bac) (list £99.80) **BARGAIN** £77

38-340 Pack of 3 13 Ton high sided steel open wagons in BR bauxite - weathered (Bac) (list £47.95) **BARGAIN** £25

38-340 Pack of 3 13 Ton high sided steel open wagons in BR bauxite - weathered (Bac) (list £47.95) **BARGAIN** £25

37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) **BARGAIN** £28

37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) **BARGAIN** £28

37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) (list £46.95) **BARGAIN** £28

37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors - weathered (Bac) £33.95

37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) (list £43.95) **BARGAIN** £25

38-652 PCA Melalain Bulk Powder Wagon Grey - weathered (Bac) £52

R6571 Petrol tanker wagon in black shell (Hor) £6.71

R6571 Pack of 6 (Hor) (list £37.80) **BARGAIN** £33

4F-027-002 Silver Bullet EMEKA 33 87 789 80031 (Dap) £22

4F-027-004 Silver Bullet EMEKA 33 87 789 80131 (Dap) £22

Containers & Loads

76CONT003 Container WII Malcolm (Oxt) £7.95

38-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.54

DCC decoders

38-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12

DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110

DCR-21PIN-Direct Single (Hat) £57

DCR-21PIN-Direct Box of 5 (Hat) £14.50

36-557 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) £70

X9659 4-pin decoder for some train set locos and Sentinel (Hor) £10

BPDCC27 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10 mm) x 5 (Gau) £71

36-015 Metal 3-hole disc wagon wheels on 10 metal axles - Pack of 20 (Bac) £5.50

R8096 Metal disc wheels on axles (10 axles) (Hor) £5

R8098 Metal spoked wheels on axles (10 axles) (Hor) £5

36-010 Pair of Collett bogies (Bac) £5.06

Man-made scenic structure - railway-related



£38

LK-55 76ft Well type turntable (Pec) £14.00

DCC accessory decoders

44-189 Gated Level Crossing (170 x 100 x 37mm) (Bac) £33.11

NEW Loco Lift and storage unit (Pec) £11

44-508 Motive Power Depot Accessories (Bac) (list £15.45) **BARGAIN** £9.50

R514 Road Relief Canopy x 2 (Hor) £12

44-540 Rail buffer stop (Pec) £1.50

R334 Station canopy (Hor) £19

R460 Straight Platfrom (Hor) £30

Signals

R169 Home junction signal (Hor) £10

DS1 One Touch DCC Signal Home (P/G) (Tra) £22

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) £22

4L-001-002 Signal - Motorised, Square post GWR distant lower quadrant (ex-OOSIGN2) (Dap) £22

Buildings - general

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

44-134 1930's Semi Detached Houses (140 x 70 x 110mm) (Bac) £33.96

Buildings - general

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13

44-237 Low Relief Factory Side (215 x 30 x 95mm) (Bac) £33.11

44-205 Low Relief Industrial Unit (272 x 56 x 127mm) (Bac) £32.50

P0274 Low relief terrace house fronts - red brick (128w x 73d x 125h mm) (Met) £19

44-246 Low relief terraces (120 x 19 x 104mm) (Bac) £22.91

P0261 Pair of red brick terraced houses (Card Kit) (Met) £8

P0228 Parish Church (re-designed) (Met) £13

44-159 Pendon Little Chapel Cottage (137 x 70 x 96mm) (Bac) £28.01

Accessories

GM56 OO Buffer stops x 2 (Gau) £10

CL1 Standard Coach Lighting Strips - Cool White (Tra) £17

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17

SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

Spares

36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68

SL-11 Finescale rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2

SL-11 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) £2

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Spares

44-001 Double-track overroad bridge (Bac) £42.46

P026 Foot Bridge (Hor) £14

R8008 Grand suspension bridge (Hor) £39

44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

P0247 Railway Bridge in Stone (Met) £13

M0054 Red brick card sheets - 4 x thick, 4 x thin. Plus 1 sheet of roofing slates (Met) £5

P0244 Retaining Wall in Red Brick - 4 wall sections per kit (Met) £11

Bridges, Tunnels & Walls

44-0017 Double-track overroad bridge (Bac) £42.46

P026 Foot Bridge (Hor) £14

R8008 Grand suspension bridge (Hor) £39

44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41

P0247 Railway Bridge in Stone (Met) £13

M0054 Red brick card sheets - 4 x thick, 4 x thin. Plus 1 sheet of roofing slates (Met) £5

P0244 Retaining Wall in Stone - 4 wall sections per kit (Met) £11

PO245 Retaining Wall in Stone - 4 wall sections per kit

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2F-031-006 6 Wheel Milk Tanker West Park Dairy (Dap) £13
377-601B 80 Tonne gw BDA Bogie Bolster Wagon BR Railfreight Red (Gra) £19.51
377-600A 80 Tonne gw BDA Bogie Bolster Wagon Loadhaul (Gra) (list £24.95) **BARGAIN** £15
NR-44F WB Butterley steel coal wagon in brucle - weathered (Pec) £8
NR-44BW Coal/mineral wagon - Butterley steel type in BR grey (weathered, removable load) (Pec) £6
377-802 FNA Nuclear Flask Wagon Flat Floor & Round Buffers - Flask 14 (Gra) (list £29.95) **BARGAIN** £17



ST-6 Setrack left hand point insulfrog (Pec) £50
ST-5 Setrack right hand point insulfrog (Pec) £50
ST-1 Standard straight track (Pec) £50
ST-300 Starter Track Set (Pec) £44
379-450 Straight Track 174mm (Gra) £10
379-450 Pack of 12 (Gra) £10
Track - Code 80 Streamline
SL-302 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-302 Pack of 25 (Pec) £64

377-802 FNA Nuclear Flask Wagon Sloping Floor & Oval Buffers - Flask 38 (Gra) (list £29.95) **BARGAIN** £15

377-701 JJA Mk2 Auto-Ballaster Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £33.96

2F-032-002 Megafat Wagon (3368 4943 055) + 2 Stobart Rail Containers (Dap) £25

2F-033-001 Megafat Wagon (3368 4943 076) + 2 Less Cx2 Containers (Dap) £25

377-965 Triple pack 13 Ton high sided steel open wagons BR brucle - weathered (Gra) £8.01

373-666 Triple pack 14 Ton tank wagons 'Esso' - weathered (Gra) £30.56

373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £30.56

DCC decoders



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

Lighting equipment

NC0406 Light Bar coach lighting unit for modern coaches/multiple units (Class 158/MkIII/Plug&Play) (Dap) £8

Spares

2A-000-006 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) £5

SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50

2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17

2A-000-014 Pockets for NEM magnetic couplings x 20 (Dap) £12



SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2

TT4560 Tidy Track Roto Wheel Cleaner N Gauge (Woo) £18.25

Man-made scenic structure - railway-related

379-200 4 x Platform sections (red brick) (Gra) £9

Signals

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22

2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN2) (Dap) £22

Buildings - general

42-197 Coal Distribution Building (91x55x88mm) (Gra) **NEW** £42.46

NEW



42-298 Low Relief Boiler House (186x28x157mm) (Gra) **NEW** £36.51

42-297 Low Relief Cooling Tower (105x210x260mm) (Gra) **NEW** £39.48

PN144 Retaining Wall (Stone) (Met) £7.50

Grass, Ground, Lichen, Hedges & Foliage
HN100 150mm lengths of hedge x 6 (K&M) £11

42-254 Low Relief Power Signal Box (120x24x40mm) (Gra) **NEW** £23.76

42-298 Low Relief Turbine Hall (230x45x107mm) (Gra) **NEW** £33.71

Bridges, Tunnels & Walls

ST-111 Double straight track (Pec) £1.50

ST-20-zivel Crossing gates for single track (Pec) £7

ST-19-1 Setrack No. 4 radius double curve (Pec) £2.50

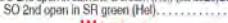
ST-17-1 Setrack No.3 radius double curve (6 form a circle) £2

208.5mm/1.75" radius (Pec) £2

ST-12 No.1 radius double curve (Pec) £1.50

ST-3 No.1 radius single curve (Pec) £1.50

ST-15 No.2 radius double curve (Pec) £1.50



4912 BR Mk1 SO 2nd open in blue & grey (Hel) £250

4910 BR Mk1 SO 2nd open in carmine & cream (Hel) (list £25) **BARGAIN** £250

4914 BR Mk1 SO 2nd open in SR green (Hel) £250

Wagons

1040 200xx VAA sliding door van in BR brucle - early (Hel) £63

1042 200xx VAA sliding door van in Railfreight red & grey (Hel) £63

1004 33xx class B tank in Mobil Charlington red (Hel) £63



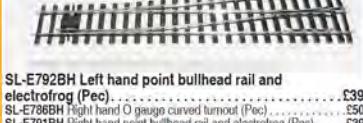
1003 33xx class B tank in Regent black (Hel) £83
1002 33xx class B tank in Waste Oil black (Hel) £83
7F-051-006 5-plank wagon 'BF' M318263 (Dap) £35
7F-031-003 5-wheel milk tanker in 'Milk Marketing Board' (Dap) £26
7F-100-004 SR 257 'Pillbox' Brake van 35683 in BR brucle & grey right hand ducket (Dap) £26

Track - Code 124 Bullhead Streamline



SL-700B Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) £73
SL-700BH Single (Pec) £6.50
SL-E787BH Left hand O gauge curved turnout (Pec) £50

Track - Code 80 Streamline



SL-300 1 yard (91.5cm) length of Concrete Sleeper Nickel Silver Flexible track (Pec) £3
SL-300 Pack of 25 (Pec) £64
SL-399 Left hand large point insulfrog (Pec) £10
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-396 Left hand small point insulfrog (Pec) £10
SL-388 Right hand large point insulfrog (Pec) £10

Track - Code 55 Finescale Streamline



SL-395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9

Track - Code 55 Finescale Streamline



SL-300 Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec) £84
SL-300 Single (Pec) £26
SL-E399F Finescale curved 3-way finescale turnout (Pec) £26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec) £11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec) £11
SL-E389F Finescale double slip electrofrog (Pec) £35
SL-E389F Finescale left hand large point electrofrog (Pec) £11
SL-E396F Finescale left hand medium point electrofrog (Pec) £10

Track & Points

16150 Left hand point, electrical switch, 22.5 degrees radius 3 (LGB) £78
10610 Straight track 1200mm long (LGB) £23
10610 Box of 6 (LGB) £124

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) £30

p3000 Digital 15V 4A Multi-purpose Transformer (Hel) £32

DF Double/Twin power unit feedback (Gau) £79

D Double/Twin track power controller (Gau)



Q Quadruple 4 circuit power controller (Gau) £130
W Walkabout circuit controller (Gau) £20

Analogue power supplies

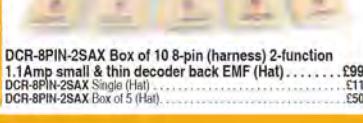


M1 Transformer Output 2 x 16v AC 1A (Gau) £37
T1 Uncased 2 x 16v AC Transformer (Gau) £18

Analogue point control

CDU Capacitor Discharge Unit (Gau) £11
PL-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) £52
PL-15 Twin Microswitch (Pec) £7

DCC decoders



DCR-8PIN-2SAX Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) £99

DCR-8PIN-2SAX Single (Hat) £11

DCR-8PIN-2SAX Box of 5 (Hat) £50

DCC controllers



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 controllers



50200 ECOS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU) £509
36-508 EZ Command Dynamics Pro Box to allow up to 4 36-507 wireless handsets (Gau) £163.29
36-507 EZ Command Dynamics system - Additional handset (Bac) £144.13

Point motors



524-042 NCE Power Cab controller 12V 1.5A (NCE) £136
DC-449 Prodigy 8 Amp booster unit (Gau) £144
DC-14 Prodigy Advance 2 Backlit Walkaround controller (Gau) £99
DC-521 Prodigy Wireless Conversion Set (Gau) £200
524-027 S65 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE) £144

Point motors



PL-10W High performance turnout point motor extended pin (Pec) £6



PL-10WE High performance turnout point motor extended pin (Pec) £6



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec) £34

PL-10E Point Motor Extended Pin (use PL-10) (Pec) £6

PL-10E Bag of 6 (Pec) £34



PM-2 Seep point motor (Gau) £3.50

PM-4 Seep point Motor Self Latching Switch (Gau) £4



PL-11 Side mounted point motor (Pec) £7.50

PL-50 Turnout switch module (makes wiring easy) (Pec) £14

Switches & Levers



PL-13 Accessory Switch for fitting to turnout motor (Pec) £3

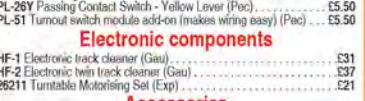
PL-26B Passing Contact Switch - Black Lever (Pec) £5.50

PL-26R Passing Contact Switch - Red Lever (Pec) £5.50

PL-26W Passing Contact Switch - White Lever (Pec) £5.50

PL-28Y Passing Contact Switch - Yellow Lever (Pec) £5.50

PL-51 Turnout switch module add-on (makes wiring easy) (Pec) £5.50



HF-1 Electronic track cleaner (Gau) £31

HF-2 Electronic track cleaner (Gau) £37

26211 Turntable Motorising Set (Exp) £21

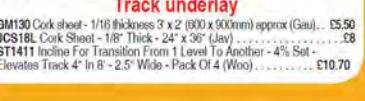
Accessories



PL-41 Rail Cleaning Rubber (Pec) £3

SL-14 Track Fixing Pins (Pec) £1.50

Spares



TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo) £25.25

Minerals, Water & Rocks

B1382 Ballast Shaker - Medium - Gray (Woo) £8.60

Track underlay

GM100 Cork sheet - 1/16 thickness 3 x 2 (900 x 600mm) approx (Gau) £5.50

JCS180 Cork Sheet - 1/8" Thick - 24" x 36" (Jew) £8

ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" In 2.5" Wide - Pack Of 4 (Woo) £10.70

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 R 3243/A Late Crest K1 62024/7 £117
 R 32042 Early Crest K1 62015 £117
 R 3305 E/C Weathered K1 62059 £117
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 R 3287 BR CLASS 47 Large Logo £79.99
 R 3289 CLASS 37 Network Rail £79

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 R4620 Crimson & Cream 2nd open
 R4621 Maroon TSO
 R4642 Chocolate & Cream parcels coach
 R4643 Maroon 2nd open
 R4644 Chocolate & Cream TSO
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 R4531 B/C Gresley Full Brake
 R4468 Gresley Buffet Blue/grey £39.95
 R4406A Crimson & Cream Brake 3rd £21
 R4407A Crimson & Cream Composite £21
 R4408A Crimson & Cream Brake Comp £21

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 Buffet £33
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 R6466/67/68 0TA EWS Red £13 ea
 R6489/70/71 0TA Thamesboard Blue £12 ea
 R6541 Total £6.95
 R6543 Murco 100t Tank £17
 R6642/A/B/C Shunters Wagon GW £9
 R6643/A/B/C Shunters Wagon BR £9
 R6647 Ex Blue Spot Barrier £9.60
 R6650 BR Black Trout £16.50
 R6401A BR 9 Plank Grey £5.50
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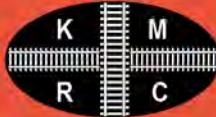
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| 31-086 3200 Class 4-4-0 9017 BR Black E/F | £104.99 |
| 31-087 3200 Class 4-4-0 9003 GWR Green | £104.99 |
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| 31-167 & 1/4-2-2-0 No. 5079 BR 'Lancet Blue' E/F, weathered | £79.99 |
| 31-188 Jubilee No. 45565 'Victoria' BR L/C, weathered | £118.99 |
| 31-189 Jubilee No. 45606 'Falkland Islands' BR E/F, weathered | £118.99 |
| 31-318 Holmwood Class J11 (GCR) 93 5317 LNER Black | £77.99 |
| 31-465 Wainwright C Class No. 31579 BR Black I/C | £99.99 |
| 31-529 A2 No. 60534 'Irish Elegance' BR Green E/F | £144.95 |
| 31-530 A2 No. 526 'Sugar Paint' LNER Green | £125.99 |
| 31-565 V2 No. 60862 BR Lined Green & Double Chimney | £101.99 |
| 31-628 Class 9F 0-6-0 Pannier Tank No. 366 GWR Green | £74.95 |
| 31-636 Class 64xx 0-6-0 Pannier Tank No. 6417 BR Black E/F | £72.99 |
| 31-637 Class 64xx 0-6-0 Pannier Tank No. 6412 BR Green I/C | £72.99 |
| 31-714 Class F1 16261 'A Jarrold Ruby' BR lined Black E/F | £84.95 |
| 31-780 Modified Hall Steam Loco 6988 'Swallowtail' BR L/C | £106.99 |
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| 31-782 Modified Hall Steam 6965 'Hirsteinale Hall' BR L/C | £114.95 |
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| 32-509 Standard Class 5M 73103 BR Black E/F, BR1 Tender | £105.99 |
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| 32-626A Ivatt Class 2M 2-6-0 46526 BR Green L/C, weathered | £93.99 |
| 35-075 Class F4 0-6-2 Steam Locomotive No. 579 LBSC Umber | £93.95 |
| 35-076 Class F4 0-6-2 No. 473 Southern Green | £93.95 |
| 35-077 Class F4 0-6-2 No. 52556 BR Black E/F | £93.95 |
| 35-078 Class F4 0-6-2 No. 52500 BR Black L/C | £93.95 |
| 36-160 Rural Commuter Train Set | £89.99 |
| 31-364 Class 03 Diesel Shunter No. D2383 BR Green weathered | £76.99 |
| 31-365 Class 03 Diesel Shunter No. 03 170 BR Blue, weathered | £70.95 |
| 31-366 Class 03 Diesel Shunter No. D2016 BR Green | £70.95 |
| 31-577 MPV Unit No. 98910 & 989100 | £99.99 |
| 31-588 Class 70 Powerhauled 70 005 Freightliner, weathered | £99.99 |
| 31-655 Class 47 No. 47301 Red Stripe Freightliner DCC Ready | £87.99 |
| 31-658 Class 47 No. 47 130 190 'Tropicana' Standard Petrolium | £87.99 |
| 31-995 MS1 Prototype No. 10000 BR Brunswick Green | £97.99 |
| 31-996 MS1 Prototype No. 10000 BR Brunswick Green | £97.99 |
| 31-997 MS1 Prototype 10000 BR Brunswick Green Full Eggshell | £97.99 |
| 32-285 Class 101 2 Car DMU BR Green w/Speed Whiskers | £127.99 |
| 32-286 Class 101 2 Car DMU BR Green w/Small yellow panel | £127.99 |
| 32-287 Class 101 2 Car DMU BR Blue & Grey | £135.95 |
| 32-287A Class 101 2 Car DMU BR Blue & Grey, whrd. | £144.95 |
| 32-288 Class 101 2 Car DMU BR Blue & Grey | £135.95 |
| 32-390 A Class 37 Diesel No. 37 905 Trainload Metals | £93.99 |
| 32-390/2A B Class 37 Diesel No. 37 906, Original Railfreight | £93.99 |
| 32-558 Class 47 No. 47 130 190 'Tropicana' Standard Petrolium | £87.99 |
| 32-595 Class 47 No. 47 130 190 'Tropicana' Standard Petrolium | £87.99 |
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| 32-725 Class 47 No. 47 130 190 'Tropicana' Standard Petrolium | £87.99 |
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| 32-727 Class 47 No. 47 130 190 'Tropicana' Standard Petrolium | £87.99 |
| 32-728 Class 47 No. 47 130 190 'Tropicana' Standard Petrolium | £87.99 |
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| H4672 | Railroad Sh. 4 Wheel Coach | £14.99 | 371-455 Class 37 No. 37 251 DR Blue, weathered | £106.99 | 20-012-008 Class 22 Diesel No. D6311 BR Green | £115.99 | ND145H Class 26 No. D5307 BR Green - headcode disks | £91.99 |
| R4675 | Greyel Suburban 3rd Class Coach E82286E BR | £90.25 | 371-456 Class 37/0 No. 37 133 BR Civil Engineers Dutch | £101.99 | 20-012-008 Class 22 Diesel No. D6311 BR - DCC Fitted | £135.99 | ND145J Class 26 No. D5326 BR Green - headcode disks | £91.99 |
| R4676 | M33 Intercity 125 Coach Pack x 3 TGS/TRS/TS/BSL | £99.99 | 371-511 101 3 Car DMU BR Blue & Grey | £127.95 | 20-012-009 Class 22 Diesel No. D6316 BR Green | £121.99 | ND147 Class 26 Twin Pack Network Rail | £69.99 |
| R4677 | Non-Condor 5/7th 3rd Class Brake Coach No. 20724 LMS | £40.25 | 371-515 156 2 Car Northern Rail | £96.99 | 20-012-009 Class 22 Diesel No. D6316 BR - DCC Fitted | £141.99 | | |
| R4678 | Non-Condor 5/7th 3rd Class Brake M2079M BR | £40.25 | 371-557 158 2 Car East Midlands Trains | £96.99 | 20-012-010 Class 22 Diesel No. D6326 BR Green | £115.99 | ND205A Class 27 Diesel No. D5356 BR Green | £99.99 |
| R4678A | Non-Condor 5/7th 3rd Class Brake M2077M BR | £40.25 | 371-558 158 2 Car DMU No. 158 1 BR Blue | £104.99 | 20-012-010 Class 22 Diesel No. D6326 BR Green | £135.99 | ND205B Class 27 Diesel No. D5356 BR Green | £99.99 |
| | | | 371-559 158 2 Car DMU No. 158 2 BR Blue & Grey | £127.95 | 20-012-011 Class 22 Diesel No. D6327 BR Green | £115.99 | ND205C Class 27 Diesel No. D5356 BR - DCC Fitted | £117.99 |
| | | | 371-602 42 Warship Diesel No. 832 "Oslaught" BR | £106.99 | 20-012-012 Class 22 Diesel No. D6330 BR Blue, weathered | £121.99 | ND205D Class 27 Diesel No. D5356 BR Blue with full yellow ends | £97.99 |
| | | | 371-635 70 Diesel No. 70 006 Freightliner Powerhaul | £102.99 | 20-012-012 Class 22 Diesel No. D6330 BR Blue, weathered | £141.99 | ND205D Class 27 Diesel No. 27 008 BR Blue | £97.99 |
| | | | 371-636 70 Diesel No. 70 003 Freightliner Powerhaul | £102.99 | 20-012-020 Class 22 Diesel No. D6330 BR Blue, weathered | £115.99 | ND205D Class 27 Diesel No. 27 032 BR Blue with as above - DCC Fitted | £117.99 |
| | | | 371-637 56 Diesel No. 57 605 "Tomes Castle" First GW | £92.99 | 20-012-013 Class 22 Diesel No. D6315 BR Green, weathered | £101.99 | ND207B Class 27 Diesel No. 30 003 BR Blue | £99.99 |
| | | | 371-656 57 Diesel No. 57 312 Network Rail Yellow | £93.99 | 20-012-013 Class 22 Diesel No. D6315 wtrd - DCC Fitted | £141.99 | ND207D Class 27 Diesel No. 30 003 BR Blue | £99.99 |
| | | | 371-657 57 Diesel Class 57 Diesel No. 57 309 "Pride of Crewe" BR | £101.99 | 20-012-014 Class 22 Diesel No. D6328 BR Blue | £135.99 | ND207B Class 27 Diesel No. 30 003 BR Blue | £99.99 |
| | | | 371-700 350 01 Design 4 Car EMU 350 111 "Apollo" Silverlink | £134.99 | 20-012-014 Class 22 Diesel No. D6328 BR Blue - DCC Fitted | £135.99 | ND207C Class 27 Diesel No. 30 003 BR Blue | £99.99 |
| | | | 371-702 350 01 Design 4 Car EMU 350 101 London Midland | £134.99 | 20-013-000 Class 22 Diesel No. D6327 BR Blue | £100.99 | ND207D Class 27 Diesel No. 30 003 BR Blue | £99.99 |
| | | | 371-741 Midland Pullman 4 Car Unit, BR Blue with yellow ends | £229.99 | 20-013-000 Class 22 Diesel No. D6327 BR Blue - DCC Fitted | £120.99 | ND209B Class 122 Single Car TMR 122 100 Regional Railways | £97.99 |
| | | | 371-742 42 Warship Diesel No. 810 "Cockade" BR wtrd | £106.99 | 20-013-001 Class 22 Diesel No. D6327 BR Green | £104.95 | ND209C Class 27 Diesel No. 27 008 BR Blue | £97.99 |
| | | | 371-753 70 Diesel No. 70 006 Freightliner Powerhaul | £102.99 | 20-013-001 Class 22 Diesel No. D6327 BR wtrd - DCC Fitted | £141.99 | ND209D Class 27 Diesel No. 27 032 BR Blue with full yellow ends | £97.99 |
| | | | 371-763 70 Diesel No. 70 003 Freightliner Powerhaul | £102.99 | 20-013-010 Class 22 Diesel No. D6327 BR Green, weathered | £101.99 | ND209D Class 27 Diesel No. 27 032 BR Blue with as above - DCC Fitted | £117.99 |
| | | | 371-777 77 Diesel No. 90 Electric 90 036 Freightliner | £58.99 | 20-013-012 Class 22 Diesel No. D6327 BR Green - DCC Fitted | £109.99 | ND209Z Class 122 Single Car DMU No. 960015 Network Rail | £109.99 |
| | | | 371-780 77 Diesel No. 90 Electric 90 036 Freightliner | £58.99 | 20-013-012 Class 22 Diesel No. D6327 BR Green, non-motorised | £144.99 | | |
| | | | 372-243 Class 47/7 No. 47 701 "Saint Andrew" BR Blue | £NEW 101.95 | 20-013-012 Class 22 Diesel No. D6327 BR Green - non motorised | £NEW 144.99 | | |
| | | | 372-245 Class 47/7 No. 47 710 "Sir Walter Scott" BR Scrat | £NEW 101.95 | 20-013-013 Class 22 Diesel No. D6327 BR Green | £44.99 | | |
| | | | 372-246 Class 47/7 No. 47 711 "Haymarket" Network South East | £NEW 101.95 | 20-013-013 Class 22 Diesel No. D6327 BR Green | £45.95 | | |
| | | | 372-246 Class 47/7 No. 47 715 "Haymarket" Network South East | £NEW 101.95 | 20-015-011 Class 122 Single Car DMU W5500 BR Green | £NEW 105.95 | | |
| | | | 372-246 Class 47/7 No. 47 716 "Haymarket" Network South East | £NEW 101.95 | 20-015-012 Class 122 Single Car DMU W5500 BR Green | £NEW 106.95 | | |
| | | | 372-246 Class 47/7 No. 47 717 "Haymarket" Network South East | £NEW 101.95 | 20-015-020 Class 122 Single Car DMU W5500 BR Wtrd | £NEW 126.99 | | |
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| | | | 372-246 Class 47/7 No. 47 723 "Haymarket" Network South East | £NEW 101.95 | 20-015-035 Class 27 Diesel No. D5369 BR Green | £44.99 | | |
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| | | | 372-246 Class 47/7 No. 47 731 "Haymarket" Network South East | £NEW 101.95 | 20-015-039 Class 27 Diesel No. D5369 BR Green | £44.99 | | |
| | | | 372-246 Class 47/7 No. 47 732 "Haymarket" Network South East | £NEW 101.95 | 20-015-039 Class 27 Diesel No. D5369 BR Green | £45.95 | | |
| | | | 372-246 Class 47/7 No. 47 733 "Haymarket" Network South East | £NEW 101.95 | 20-015-040 Class 27 Diesel No. D5369 BR Green | £44.99 | | |
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| | | | 372-246 Class 47/7 No. 47 736 "Haymarket" Network South East | £NEW 101.95 | 20-015-041 Class 27 Diesel No. D5369 BR Green | £45.95 | | |
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| | | | 372-246 Class 47/7 No. 47 742 "Haymarket" Network South East | £NEW 101.95 | 20-015-044 Class 27 Diesel No. D5369 BR Green | £45.95 | | |
| | | | 372-246 Class 47/7 No. 47 743 "Haymarket" Network South East | £NEW 101.95 | 20-015-045 Class 27 Diesel No. D5369 BR Green | £44.99 | | |
| | | | 372-246 Class 47/7 No. 47 744 "Haymarket" Network South East | £NEW 101.95 | 20-015-045 Class 27 Diesel No. D5369 BR Green | £45.95 | | |
| | | | 372-246 Class 47/7 No. 47 745 "Haymarket" Network South East | £NEW 101.95 | 20-015-046 Class 27 Diesel No. D5369 BR Green | £44.99 | | |
| | | | 372-246 Class 47/7 No. 47 746 "Haymarket" Network South East | £NEW 101.95 | 20-015-046 Class 27 Diesel No. D5369 BR Green | £45.95 | | |
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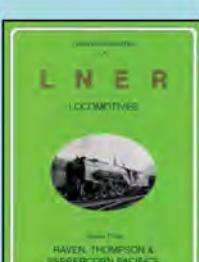
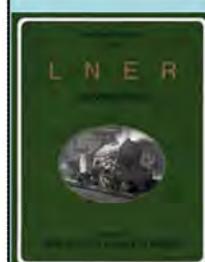
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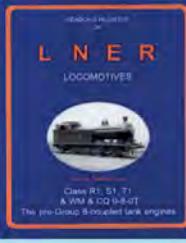
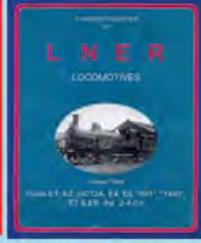
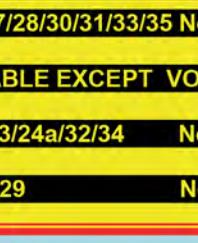
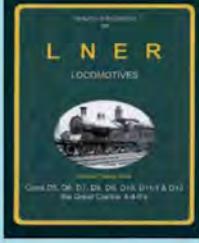
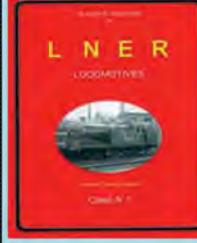
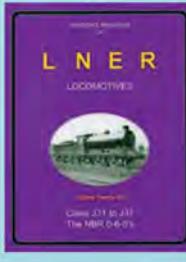
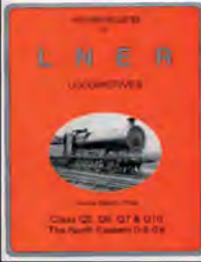
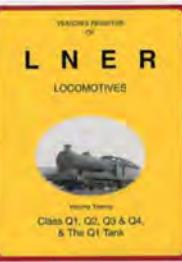
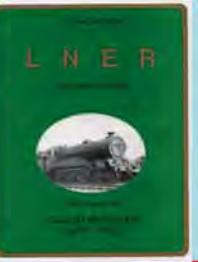
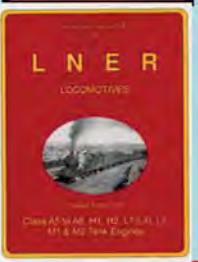
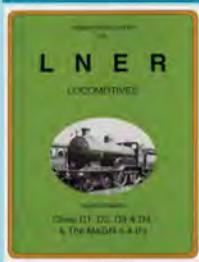
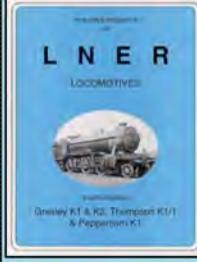
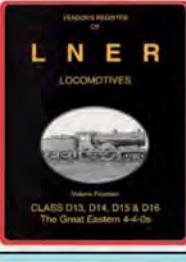
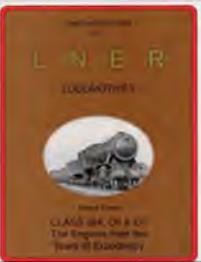
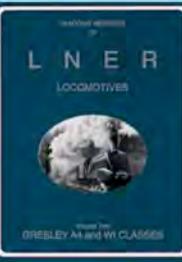
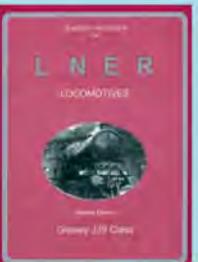
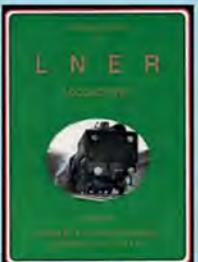
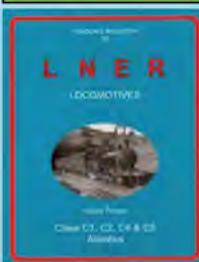
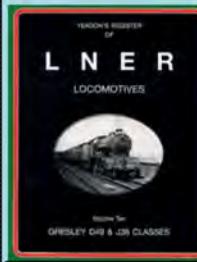
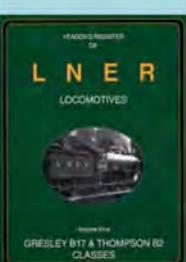
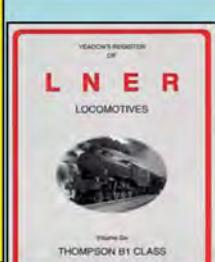
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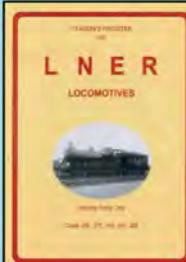
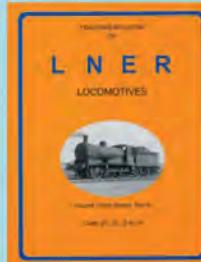
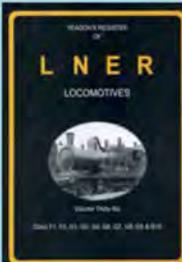
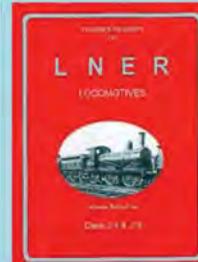
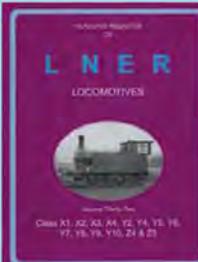
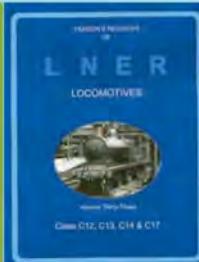
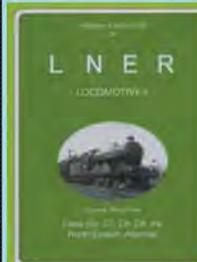


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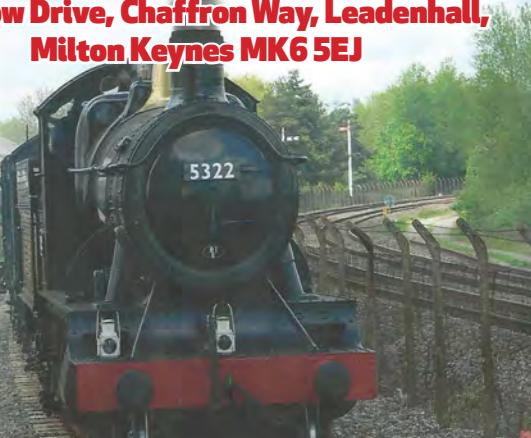
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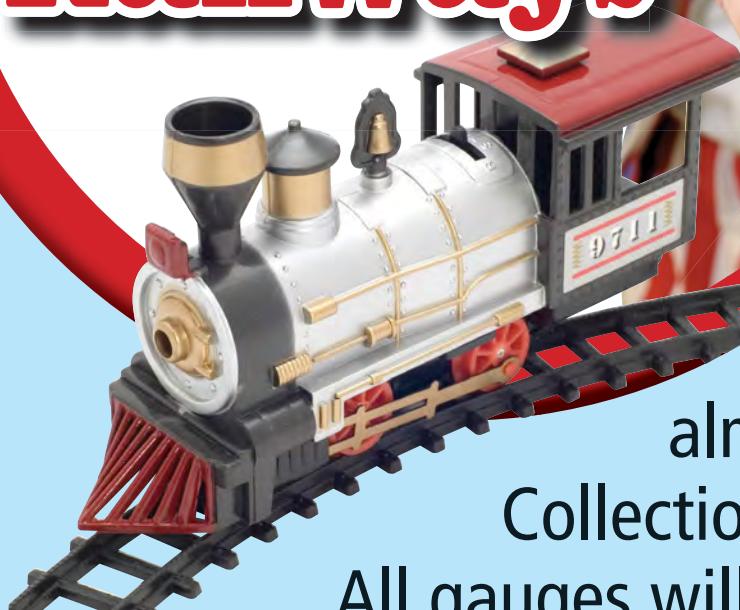
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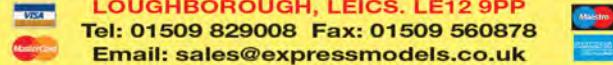
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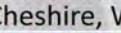
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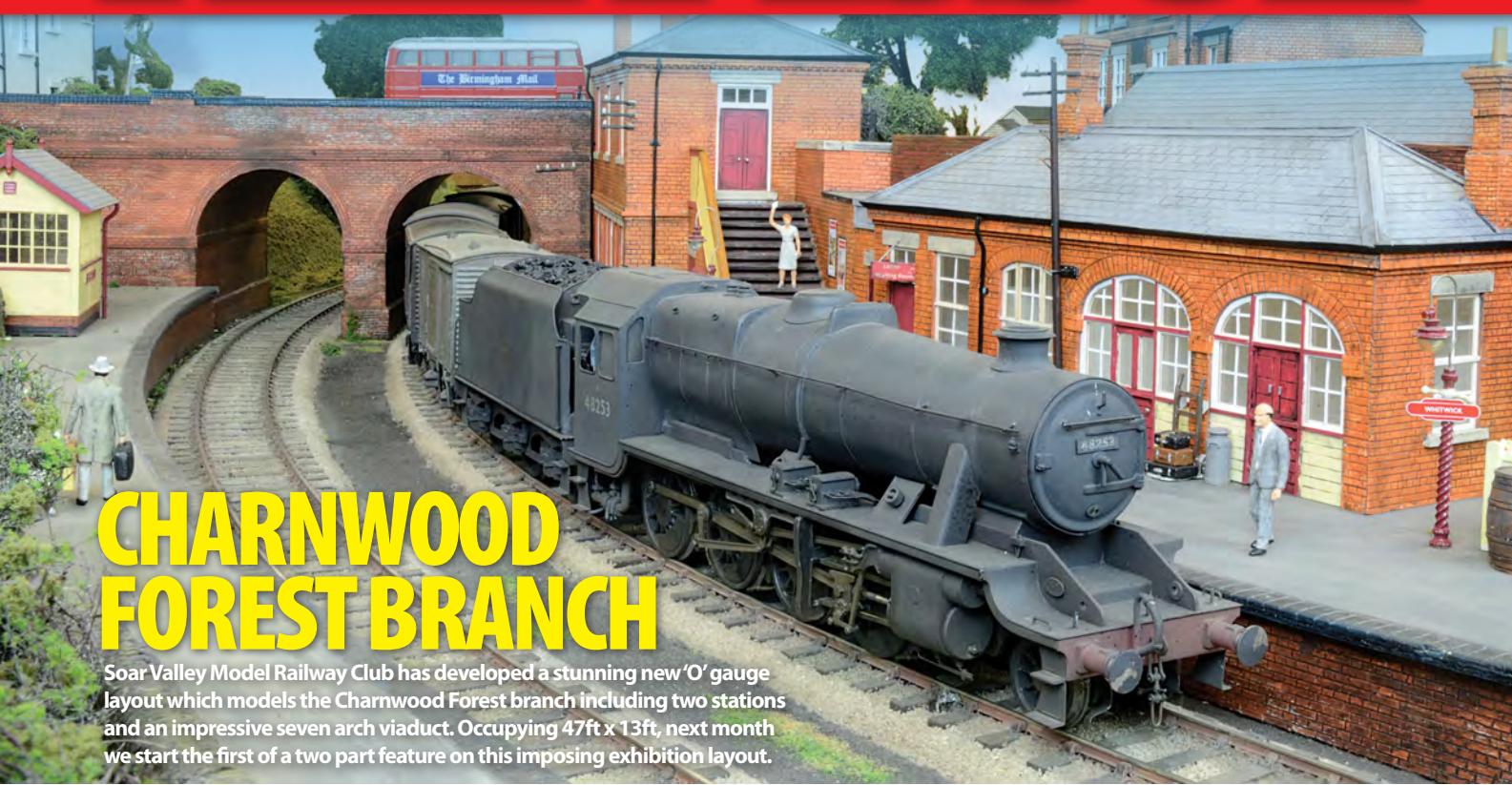
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NEXT ISSUE



CHARNWOOD FOREST BRANCH

Soar Valley Model Railway Club has developed a stunning new 'O' gauge layout which models the Charnwood Forest branch including two stations and an impressive seven arch viaduct. Occupying 47ft x 13ft, next month we start the first of a two part feature on this imposing exhibition layout.

BUILDING

TRAIN-TECH SIGNALS

Train-Tech has developed a reputation for simple and useful electronic products for model railways. Nigel Burkin tackles its colour light signal kits and explains all you need to know to build and install them.



GOATHLAND

Simon Denham set out to recreate one of preservation's most famous stations in 'OO' scale. Next issue we take a closer look at his take on the North Yorkshire Moors Railway's Goathland.



Weathering grain hoppers

Bachmann's new 24ton grain hoppers for 'OO' are ripe for a detailed weathering project. Tim Shackleton goes to town on these new wagons and shows how to create a variety of realistic finishes.



THE **NEXT ISSUE OF**
HORNBY
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is on sale on August 13 2015
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PLUS

We'll be reviewing all the latest models, reporting the latest news and helping you get the most out of your modelling projects.



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'N' releases in July

Grange



2S-019-001 - Kingstone Grange 6820 GWR Shirtbutton
 2S-019-001D - Kingstone Grange 6820 GWR Shirtbutton DCC
 2S-019-002 - Bampton Grange 6802 GWR Green G & W
 2S-019-002D - Bampton Grange 6802 GWR Green G & W DCC

2S-019-003 - Burghclere Grange 6809 BR Black Early Crest
 2S-019-003D - Burghclere Grange 6809 BR Black Early Crest DCC
 2S-019-004 - Stowe Grange 6856 BR Black Early Crest
 2S-019-004D - Stowe Grange 6856 BR Black Early Crest DCC

2S-019-005 - Forthampton Grange 6837 BR Lined Green Early Crest
 2S-019-005D - Forthampton Grange 6837 BR Lined Green Early Crest DCC
 2S-019-006 - Bucklebury Grange 6803 BR Lined Green Late Crest
 2S-019-006D - Bucklebury Grange 6803 BR Lined Green Late Crest DCC

Also released this month include;

2F-036-013 - Bulk Grain Hopper - GWR 42311
 2F-036-014 - Bulk Grain Hopper - GWR 42311 Weathered
 2P-011-204 - Gresley LNER Teak Brake 5535
 2P-011-205 - Gresley LNER Teak Brake 5546
 2P-011-302 - Gresley LNER Teak Buffet 9118
 2P-012-301 - Maunsell Coach BR 1st Class SR Green 7665
 2P-012-302 - Maunsell Coach BR 1st Class SR Green 7367
 29-012-351 - Maunsell Coach BR Brake 3rd Class SR Green 4048
 2P-012-352 - Maunsell Coach BR Brake 3rd Class SR Green 4051
 2P-012-400 - Maunsell Coach BR 3rd Class SR Green 2350

2P-012-401 - Maunsell Coach BR 3rd Class SR Green 2351
 2P-012-451 - Maunsell Coach BR Composite Class SR Green 5137
 2P-012-452 - Maunsell Coach BR Composite Class SR Green 5145
 2P-012-501 - Maunsell Coach BR Brake Van SR Green 406
 2P-012-502 - Maunsell Coach BR Brake Van SR Green 430
 2S-001-003 - Broome Manor GWR Green 7805
 2S-001-003D - Broome Manor GWR Green 7805 DCC
 2S-001-004 - Ditcheat Manor BR Mixed Traffic Black 7821
 2S-001-004D - Ditcheat Manor BR Mixed Traffic Black 7821 DCC

All product release dates correct at time of going to press

'OO' releases in July



4F-037-009 - Conflat & Container - LMS K1

4F-037-010 - Conflat & Container - LMS K1 Weathered

Also released this month include;

4D-006-000 - Class 73 Airtour Suisse 73102 Intercity
 4D-006-001 - Class 73 73105 Large Blue Logo
 4D-006-002 - Class 73 73124 BR Blue
 4D-006-003 - Class 73 73135 BR Blue
 4D-006-004 - Class 73 E6003 SR Green with Light Grey Lower Panels
 4D-006-005 - Class 73 E6039 Early Blue with SYP and Double Arrow Logo
 4D-006-006 - Class 73 73138 'Dutch' Yellow and Grey Civil Engineers
 4D-006-007 - Class 73 73138 'Lisa' GB Rail Freight Blue / Yellow
 4F-032-011 - Rectangular Tank - BR 28
 4F-032-012 - Rectangular Tank - BR 28 Weathered
 4F-034-007 - 21T Hopper - BR E289516
 4F-034-008 - 21T Hopper - BR E289516 Weathered
 4F-038-100 - 20T Steel Mineral - Bolsover 6390
 4F-038-101 - 20T Steel Mineral - Bolsover 6390 Weathered
 4F-046-001 - IKA Megafret Twin pack Wtbd + 2 x 45' High Cube Containers



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