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# HORNBY magazine

Issue 99 **September 2015** USA \$12.99 · CAD \$12.99 · AUS \$11.95 · UK £4.20[www.hornbymagazine.com](http://www.hornbymagazine.com)**FIRST REVIEWS****UNDERGROUND S STOCK '00'****PARK ROYAL RAILBUS '00'****HUNSLET 05 '00'****COLLETT 'GRANGE' N****WE SHOW YOU HOW**

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**GOATHLAND**

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TRAIN FORMATIONS**

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Battle of Britain Class – Early BR



R3247 LB&SCR 0-6-0  
'Whitechapel' A1X Terrier Class



R3248 K&ESR 0-6-0  
'Sutton' A1X Terrier Class

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PLAXTON SLF DART

WILTS & DORSET



25813  
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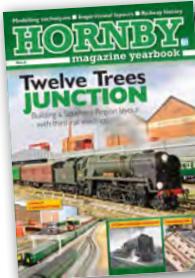


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# HORNBY magazine

September 2015

**Editor:** Mike Wild

**Assistant Editor:** Mark Chivers

**Senior Designer:** Steve Diggle

**Sub-editor:** Andrew Roden

**Contributors:** Evan Green-Hughes, Brian Stephenson,

Tim Shackleton, Nigel Burkin, Graham Gaches, Paul Chetter,

Julia Scarlett, Trevor Jones, John Elliott, Jeremy Kennett,

Simon Denham, Hannah Denham.

## EDITORIAL ADDRESS

*Hornby Magazine*, Key Publishing,  
PO Box 100, Stamford, Lincolnshire PE9 1XQ

**Tel:** 01780 755131

**Email:** [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com)

**Website:** [www.hornbymagazine.com](http://www.hornbymagazine.com)

## ADVERTISING

**Advertising Manager:** Tom Lee

**Email:** [tom.lee@keypublishing.com](mailto:tom.lee@keypublishing.com)

**Telephone:** 01780 755131

**Mobile:** 07969 471756

**Sales Executive:** Ben Harrison

**Email:** [ben.harrison@keypublishing.com](mailto:ben.harrison@keypublishing.com)

**Telephone:** 01780 755131

**Advertising Production:** Cheryl Thornburn

**Tel:** 01780 755131 **Fax:** 01780 757261

**Email:** [cheryl.thornburn@keypublishing.com](mailto:cheryl.thornburn@keypublishing.com)

## ADVERTISING ADDRESS

*Hornby Magazine*, Key Publishing Ltd,  
PO Box 100, Stamford, Lincolnshire. PE9 1XQ

## SUBSCRIPTIONS/MAIL ORDER

PO Box 300, Stamford, Lincolnshire, PE9 1NA, UK

**Tel:** 01780 480404

**Fax:** 01780 757812

**Email:** [Subscriptions - subs@keypublishing.com](mailto:Subscriptions - subs@keypublishing.com)

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## PUBLISHING

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**Managing Director:** Adrian Cox

**Commercial Director:** Ann Saudny

**Group Marketing Manager:** Martin Steele

**Chairman:** Richard Cox

**Webmaster:** Simon Russell

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**ISSUE  
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# WE SHOW YOU HOW!

## 28 WEATHERING

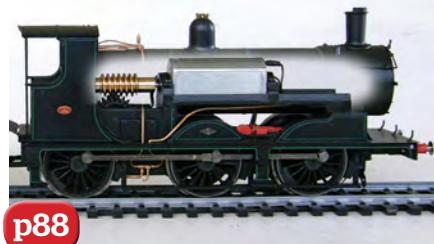
Day-to-day operations quickly took their toll on BR's 20ton steel-bodied grain hoppers. Tim Shackleton shows how replicate a convincing weathered finish on Bachmann's recently released 'OO' gauge models.



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## 32 SIMPLE SIGNALS

Train Tech's 'OO' gauge working colour light signal kits are simple to build and easy to set up, as Nigel Burkin demonstrates.



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## 50 TITLED TRAINS RECREATED

We show you how to use your FREE Sankey Scenics detailing accessories, including locomotive headboards, train reporting numbers and carriage roof boards.

## 88 DCC SOUND

Paul Chetter installs DCC sound in Hornby's recently released 'OO' gauge Drummond '700' 0-6-0, making clever use of the limited space available in this detailed model.

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GONE SOCIAL!**

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social media sites.  
You'll find the latest news, images and  
exclusive videos! Search Hornby Magazine.



# Inside...



## FIRST REVIEWS



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PARK ROYAL  
RAILBUS**



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GWR 'GRANGE'  
4-6-0 for 'N'**

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**74 Heljan Class 05 diesel shunter in 'OO'**

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Mike Wild reflects on a busy month and the arrival of London Transport Museum's S-Stock for 'OO' gauge.

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### UPDATE

The latest exhibits for the Great Electric Train Show are revealed plus all the latest news from Hornby, Bachmann, Heljan, Dapol and more.

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WIN! A Bachmann 'OO' gauge limited edition Class 66 worth £120 in our latest competition.

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### CHARNWOOD FOREST BRANCH

John Elliott reveals the story behind Soar Valley MRC's impressive 'O' gauge layout in the first of a two part feature.

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Mark Chivers presents a selection of Peak District train formations from the 1950s and 1960s which can be modelled using ready-to-run rolling stock.

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### REALITY CHECK

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Mike Wild updates progress with Barrenthorpe shed as its debut at the Warley National Model Railway Exhibition in November edges closer.

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### SHOW GUIDE

Hornby Magazine's comprehensive guide to forthcoming events.

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### STEAM

#### GWR

28XX, Prairie, Hall, 43XX-93XX Mogul, Pannier, Manor, 42XX, 56XX, Earl, Castle, 2251 Collett, King, City, Steam Railmotor

#### LMS

3F, 4F, Duchess/Coronation, Princess, Fairburn Tank, Jubilee, G2 Super-D, Black 5, Ivatt 2MT, Beyer Garratt, Royal Scot/Patriot, Hughes Crab 2-6-0, Midland Compound, Stanier 8F

#### LNER

A1, A2, A3, A4, B1, B12, B17, J15, O4, K1, K4, D11, J52 Saddle, Q6

#### SR

West Country/Battle of Britain, Merchant Navy, Lord Nelson, Schools, Q1

#### LSWR

N15 King Arthur, M7, T9, Beattie Well Tank

#### S&DJR

7F

#### LB&SCR

Terrier, E4

#### L&Y

Class 27 3F

#### SECR

N Class Woolwich, Wainwright 'C', Wainwright 'H'

#### BR Standard & War Department

3MT, 4MT, 5MT, Class 7 Britannia, Class 8 Duke, Class 9F, WD 2-8-0



### DIESEL & ELECTRIC

#### Shunters

Class 03/04, Class 08, Class 20

#### Electric & EMU

Class 86/87, 2-BIL / SR EMU e.g. Brighton Belle

#### Diesel Locomotives

Class 24/25, Class 31, Class 33 Crompton, Class 35 Hymek, Class 37, Class 40, Class 42 Warship, Class 44/45/46 Peak, Class 47, Class 50, Class 52 Western, Class 55 Deltic, Class 56, Class 57, Class 60, Class 66, Class 70, Falcon

#### DMU & related

GWR Diesel Railcar, Blue Pullman, Class 105, Class 108, Class 158, Class 205 Thumper, Class 43 HST, Class 220 Voyager, Class 128 Parcels



### Planned (2015-2016)

9F Crosti, Narrow Gauge, 14XX, N2, J39, J94, D49, V2, S15, Class 14, Class 58, Class 59, Class 67, Class 68, 105 DMU, 150 DMU, 156 DMU, Desiro 185, Class 91, Eurostar 373, Pendolino 390, Javelin 395 (planned projects are subject to change and re-sequencing)

Loyalty & bulk rewards available

# Welcome

## THE EDITOR'S PAGE



LONDON'S UNDERGROUND railway network has always held a fascination. It might not have had glamorous 'Pacifics' or high-speed diesels, but what it does have is action - and plenty of it!

Buried beneath the streets of the capital it is amongst the busiest railway networks in the world transporting 1.265 billion passengers every year across more than 250 route miles.

It is hard to believe that it has taken until now for a ready-to-run model of a London Underground train to be produced. Happily the London Transport Museum has set the record straight and the arrival of the first samples of its 'OO' gauge S-Stock underground units is great news for all - and we've got a full review of this fascinating model on pages 70-73 of this issue. Plus, you can see the unit in action on our test track too at [www.youtube.com/hornbymag](http://www.youtube.com/hornbymag).

The release of the S-Stock is significant. It is the first chance that we as modellers have had to be able to enter into the

world of underground modelling - or sub-surface at least - without the need for kit building and it is also our chance to show that we want models such as this by making it a success for the museum when it goes on sale in September.

More is coming for the London Transport network too. Soon Heljan is to release its model of the Metropolitan Railway Bo-Bo electrics for 'OO' and we hope that it will lead on to production of suitable rolling stock to go with it as well.

The advent of ready-to-run London Underground models shows to me how the 'OO' gauge market is evolving. It has moved quickly through development of the major classes from the main line railway, but with our thirst for new products, new avenues are being explored and for the benefit of the hobby too which has an ever more comprehensive range of models available.

Of course the S-Stock isn't the only new model to reach the *Hornby Magazine* office during July - in fact it is one of four significant new locomotive releases this month standing alongside Heljan's models of the Park Royal railbus and Hunslet Class 05 shunter in 'OO' gauge and Dapol's first brand new locomotive release for 'N' gauge in two years - the GWR 'Grange' 4-6-0.

We've also brought together features on three stunning layouts - Soar Valley Model Railway Club's awe inspiring 'O' gauge Charnwood Forest Branch, City of Canterbury Model Railway Society's 'OO' scale military themed Bigbury and Simon and Hannah Denham's fascinating model of one of preservation's most famous stations - Goathland in 'OO'.

Combined, these three layouts show an impressive cross section of the layouts being built right now and each one with a distinctly different theme. There is much more diversity too - and I wonder how long it will be before we see layouts based on London's sub-surface lines appearing? If you are planning to build one - or any layout for that matter - we would love to hear from you and see pictures of your modelling. E-mail [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com) and we'll be pleased to take a look.

Happy modelling!

Mike Wild  
Editor

## ISSUE GUIDE

### FREE

**50**

FREE with this issue is a set of titled train graphics allowing you to recreate a selection of the famous name trains which operated from the 1930s to the 1960s.

### REVIEWS

**64**

A bumper crop of new releases is headlined by London Transport Museum's S-Stock underground unit, Heljan's Park Royal railbus and Class 05 in 'OO' gauge together Dapol's new GWR 'Grange' 4-6-0 for 'N'. Plus we've got all the latest models and products inside too.

### WE SHOW YOU HOW

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Tim Shackleton shows how to weather grain hoppers in 'OO'.

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Nigel Burkin reveals a simple way to build colour light signals.

**88**

Paul Chetter installs DCC sound in a Hornby Drummond '700'.



### COMPETITION

**12**

In our latest exclusive competition we are offering the chance to win a limited edition model of Class 66 66745 *Modern Railways the first 50 years* in 'OO' gauge.

### CHARNWOOD

**16**

Soar Valley Model Railway Club has realised a 30 year ambition to build a model of the Charnwood Forest Branch. In the first of a two part feature we showcase this recently completed 'O' gauge layout in its first ever magazine feature.

### TRAIN FORMATIONS

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The famous Peak District featured a rich variety of train formations running on the Midland Main Line from London St Pancras-Manchester Central. Mark Chivers shows how to model them.

# Hornby Magazine to debut brand new layout at

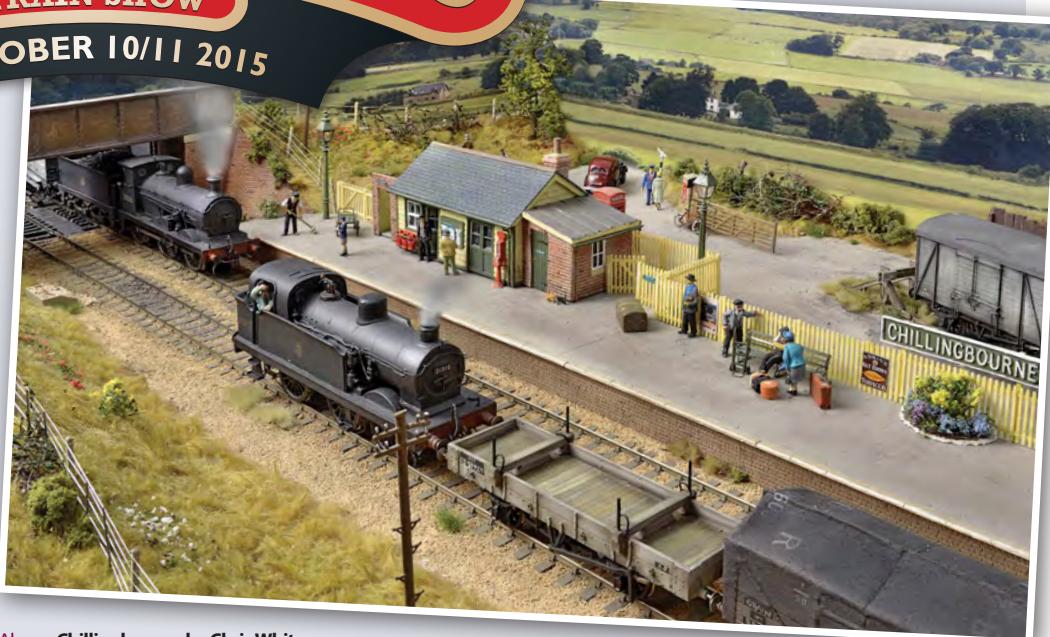


## THE DETAILS

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

WITH just 10 weeks until doors open to the Great Electric Train Show on October 10/11 the *Hornby Magazine* team has begun building a new layout which will make its public debut at the show. West Riding Power is a model of a power station in the West Riding and built in 'N' gauge using the new Bachmann Scenecraft buildings – it will be the feature build for *Hornby Magazine* Yearbook No. 8.

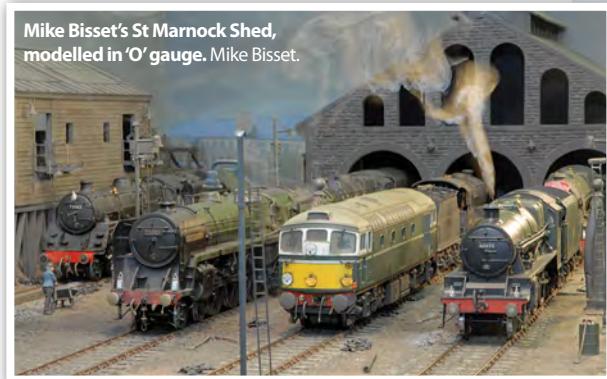
West Riding Power is one of six new layouts announced for the show this month. New additions are Mike Bisset's St Marnock Shed in 'O' gauge set in the 1960s (HM65), Burnshaw North Western by Dave Forshaw in 'N' gauge and



Above: Chillingbourne by Chris White.  
Trevor Jones/Hornby Magazine.

Below: Dave Forshaw's Burnshaw North Western, modelled in 'N' scale. Mike Wild/Hornby Magazine.





**The Hornby Magazine**  
team will be debuting  
this new 'N' gauge  
layout at the Great  
Electric Train Show.  
Mike Wild/Hornby  
Magazine.



set in the 1970s, Cheltenham South and Leckhampton by Gloucester Model Railway Club set in the 1930s, Colin Snowdon's compact North London depot Belmont Road (HM86) and Chris White's delightful Southern Region branch line station Chillingbourne (HM91).

These six new announcements bring the total revealed for the show to 22 with the final layouts for the 28 strong line up to be revealed in HM100. Highlights of the show include Shipley Model Railway Society's Leicester South GC (HM79), Southampton Model Railway Society's Ackthorpe (HM39), Nick Skelton's Rumbling Bridge (HM93), Wirral Finescale Railway Modellers' Widnes Vine Yard (HM35) and Peter Midwinter's Bridge of Muir (HM96) – see Table 1 for the full list.

Belmont Road, Chillingbourne and Manston Airport will form a special Double O Gauge Association area at the show alongside an expanding list of demonstrations to build on the success of last year's Skills Zone.

Demonstrations include laser scanning by Alan Buttler of Modelu where visitors can be scanned in a variety of poses and with footplate equipment to be 3D printed as scale figures, weathering demonstrations by Tim Shackleton and Mick Bonwick together with a return for the 82G Loco Clinic offering expert advice in building locomotive and wagon kits. Additional demonstrations will be hosted on the trade stands of Greenscene and Ceynix Trees covering scenic modelling techniques.

30 traders have been booked to attend including stands from Bachmann, Hornby, Locomotion

Models and Train-Tech as well as Cheltenham Model Centre, DC Kits and D&E Videos, Ten Commandments, Grimy Times/Sankey Scenics, Digitrains, Lord and Butler and more.

Discount advance tickets for the Great Electric Train Show are available to order at [www.greatelectrictrainshow.com](http://www.greatelectrictrainshow.com) or by calling 01780 480404 offering early entry to the exhibition. All tickets include freedom of the Heritage Motor Centre and there is free parking on site. A shuttle bus will operate between Leamington Spa railway station and the venue on Saturday October 10 only.

● [www.greatelectrictrainshow.com](http://www.greatelectrictrainshow.com) for more information, full layout descriptions and trade listings.



Cheltenham South and Leckhampton by Gloucester MRC. Gloucester MRC.

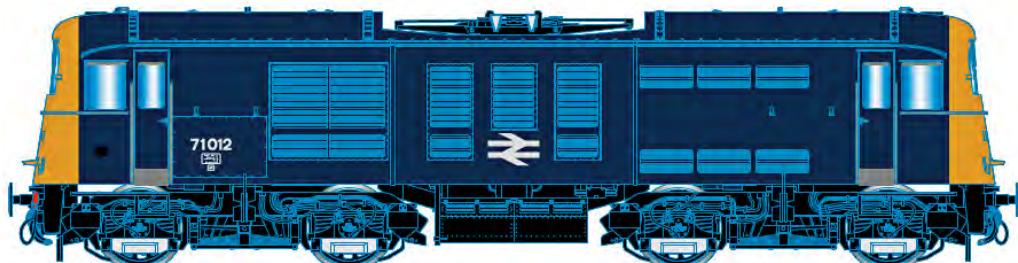
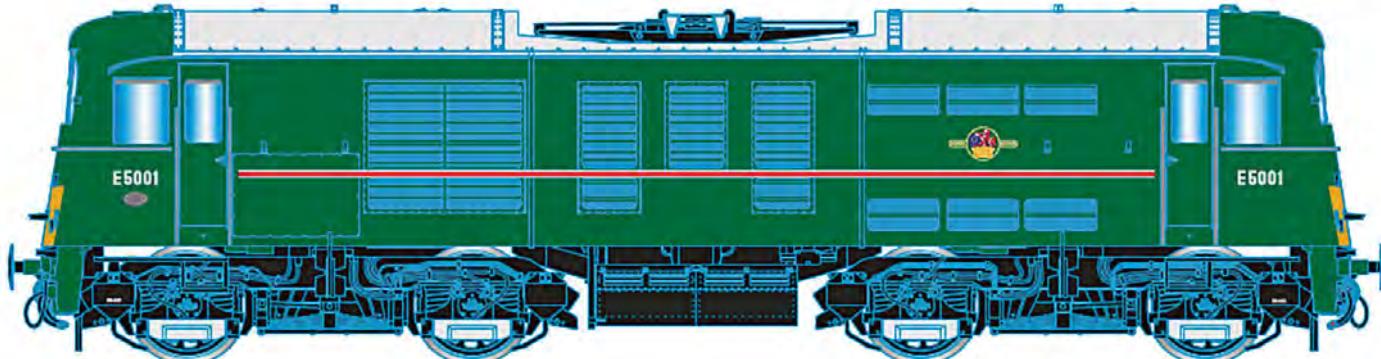
**TABLE 1 - GREAT ELECTRIC TRAIN SHOW EXHIBITS 2015**

LAYOUT	EXHIBITOR	SCALE
Abbotswood Junction (HM89)	Phil and James Bullock	'OO'
Ackthorpe (HM39)	Southampton MRS	'OO'
Aisthorpe (HM95)	Lincoln and District MRC	'O'
Belmont Road (HM86)	Colin Snowdon	'OO'
Bridge of Muir (HM96)	Peter Midwinter	'OO'
Burnshaw North Western	Dave Forshaw	'N'
Chillingbourne (HM91)	Chris White	'OO'
Cheltenham South and Leckhampton	Gloucester MRC	'OO'
Fisherton Sarum (HM22)	Graham Muspratt	'OO'
Gas Lane (HM29)	Bob Vaughan	'OO'
Leicester South GC (HM79)	Shipley MRS	4mm
Manston Airport (HM85)	Andy Hopper	'OO'
North of England Line (HM33)	Scarborough and District RM	'N'
Oakenshaw (HM89)	Redditch MRC	'OO'
Redford Junction (HM77)	Paul Hopkins	3mm
Rumbling Bridge (HM94)	Nick Skelton	'OO'
Shortley Bridge (HMYB7)	Mike Wild/Hornby Magazine	'OO'
Stamford East (HM90)	Lutterworth Railway Society	'OO'
St Marnock Shed (HM65)	Mike Bisset	'O'
West Riding Power	Mike Wild/Hornby Magazine	'N'
Wheal Annah (HM86-HM93)	Nigel Burkin	'N'
Widnes Vine Yard (HM38)	Wirral Finescale RM	'OO'

**Belmont Road by Colin Snowdon.**  
Trevor Jones/Hornby Magazine.



# Hornby's Class 71 GOES LIVE!



**H**ORNBY has revealed the identities of its upcoming 'OO' gauge Class 71 Bo-Bo electric locomotive and opened up pre-orders for the highly anticipated model. The announcement of liveries follows arrival of the first engineering prototype (EP) sample of the '71' for evaluation by the company's engineers.

Hornby announced the Southern Region third-rail and overhead electric at the Warley National Model Railway Exhibition last November (HM91). Three

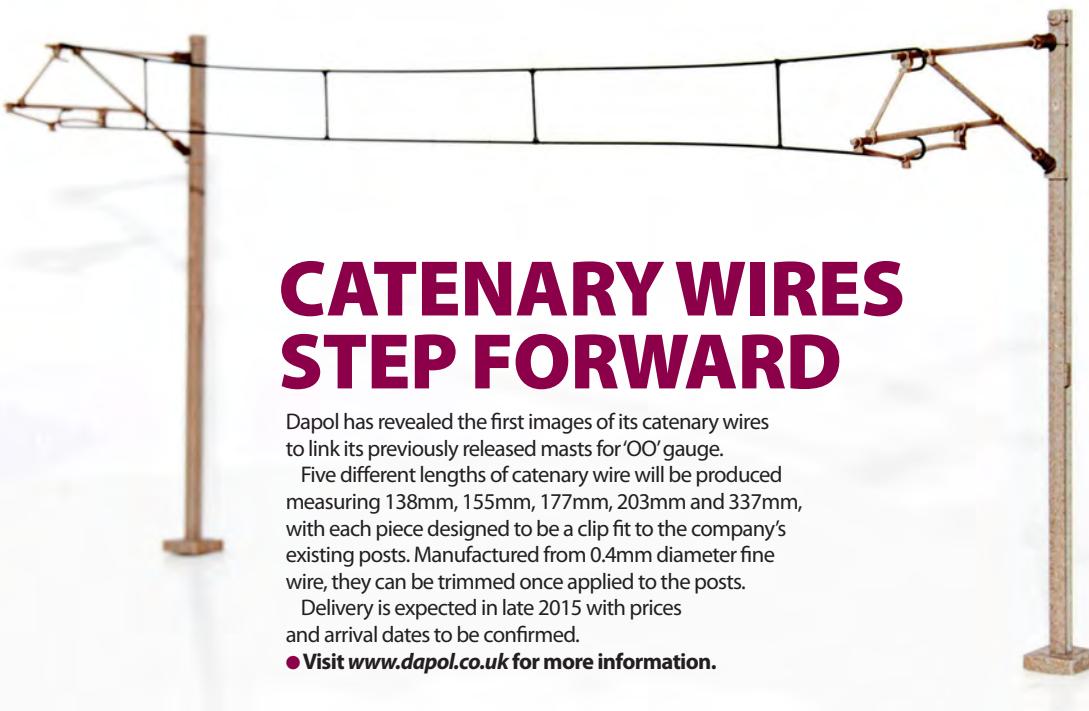
versions will form the initial 2016 catalogue releases covering the National Collection's E5001 in as-preserved BR green livery with small yellow warning panels (Cat No. R3373), 71012 in BR blue livery (R3374) and E5022 in BR plain green livery (R3376).

Internally the model is to feature a five pole skew wound motor, flywheel, sprung buffers, removable front valance and directional lighting plus it will also have a working metal pantograph, enabling the model to be powered by rail or overhead current by means

of a switch beneath the body.

Priced at £149.99, delivery is anticipated for spring 2016 and pre-orders are being taken now through Hornby's website and its retailer network.

● Visit [www.hornby.com](http://www.hornby.com) for more information.



## CATENARY WIRES STEP FORWARD

Dapol has revealed the first images of its catenary wires to link its previously released masts for 'OO' gauge.

Five different lengths of catenary wire will be produced measuring 138mm, 155mm, 177mm, 203mm and 337mm, with each piece designed to be a clip fit to the company's existing posts. Manufactured from 0.4mm diameter fine wire, they can be trimmed once applied to the posts.

Delivery is expected in late 2015 with prices and arrival dates to be confirmed.

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.

## NEW INVICTA 'N' GAUGE LIMITED EDITION

Invicta Model Rail has commissioned Bachmann to produce an exclusive Graham Farish 'N' gauge 35ton Railway Technical Centre (RTC) Tribology Van (Cat No. 373-050Z). The van formed part of the RTC's Tribology Train which was used to conduct rail head adhesion surveys and tests from 1972 until the 1990s.

Limited to 504 models the van will be finished in BR Research Division blue and red livery and based on Bachmann's 'N' gauge VBA van. Priced at £14.95 each, delivery is expected in early 2016.

● Visit [www.invictamodelrail.com](http://www.invictamodelrail.com) for more information.

# 'O' GAUGE 'CATFISH' AND 'DOGFISH'



The first decorated samples of Heljan's 'O' gauge 'Catfish' and 'Dogfish' engineers' ballast hopper wagons have been received by the manufacturer. Both models will be available in a selection of departmental liveries including engineers' black, olive green and 'Dutch' grey and yellow. Priced at £99.95 each, release is planned for late 2015.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.



## 'D16' FOR AUTUMN RELEASE

Approved samples of Hornby's new 'OO' gauge Holden 'D16/3' 4-4-0 have arrived at the company's headquarters for inspection ahead of an anticipated release in September this year.

The 'D16/3' was the final development of the 'Claud Hamilton' by Gresley and saw

service on Great Eastern Main Line expresses from London to East Anglia thanks to their fast, powerful haulage capabilities.

This newly-tooled model will feature a die-cast metal body, three pole motor, flywheel, sprung buffers and removable coal load. Available in four guises as 8825 in LNER black

livery (Cat No. R3233), 62530 in BR lined black with early crests (R3234), E2524 in British Railways black (R3235) and 62581 in BR plain black with early crests and a weathered finish (R3303), each model is priced at £109.99.

● Visit [www.hornby.com](http://www.hornby.com) for more information.

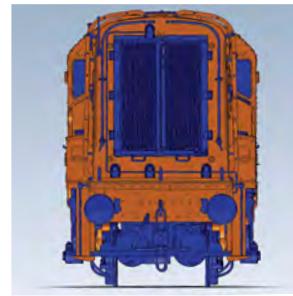
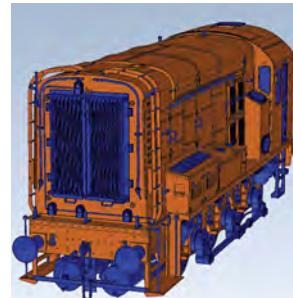


### Ancorton TERRACED COTTAGES

Kit specialist Ancorton Models has expanded its range of laser-cut wood and card kits with the release of a set of terrace cottages for 'OO'. Created in half-relief, the model can be built into a row of five stone terrace cottages and is designed for use as part of a back scene. Measuring 260mm x 40mm x 60mm, the kit is priced at £12.50.

● Visit [www.ancortonmodels.com](http://www.ancortonmodels.com) for more information.

### Dapol commits to tooling with 'O' gauge '08'



Dapol's 'O' gauge Class 08 diesel shunter has signed off on final CAD/CAM drawings for the 0-6-0 during July for tooling work to commence.

First announced in 2012, it will feature a die-cast metal running plate, five pole skew wound motor, all wheel pick up and a 21-pin Digital Command Control (DCC) decoder socket.

Four versions are planned initially as D3048 in BR green with late crests (Cat No. 7D-008-000), 13115 in BR green with early crests (7D-008-001), 08529 in BR blue with wasp stripes (7D-008-002) and D3084 in BR green with late crests and wasp stripes (7D-008-003).

Prices are set at £199 each for the initial batch of models although a delivery date has yet to be confirmed.

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.

# Wickham Trolley breaks cover!

**B**ACHMANN'S planned 'OO' gauge model of the Wickham Type 27 engineers' trolley broke cover in late July when the first engineering sample arrived at the company's Barwell HQ for assessment.

Built by Wickham between 1949 and 1980, more than 600 were constructed and used as engineering personnel carriers for permanent way use.

The 'OO' gauge model was announced in 2013 by the manufacturer.

Bachmann's new tooling includes a detailed body and interior, metal patterned wheels, two radiator variants, end window glazing and a permanently-coupled motorised trailer.

Three versions will be available in BR maroon (Cat No. 32-991), BR engineers' yellow (32-992) and BR engineers' yellow with wasp stripes (32-993).

Prices are set at £79.95 each, although a delivery date has yet to be confirmed.

• Visit [www.bachmann.co.uk](http://www.bachmann.co.uk) for more information.



## WIN A limited edition *Modern Railways* WINCLASS 66!



WORTH  
£120



# 'N'gauge '4MT' tank debuts

Bachmann has received the first engineering prototype samples of its Graham Farish 'N' gauge BR '4MT' 2-6-4T for assessment.

These newly-tooled models feature Bachmann's coreless motor, all driving wheel pick up, interior cab detail and a 6-pin DCC decoder socket. The model's suite of tooling also allows for plain or fluted coupling rods, alternative water filler caps, original or modified water tank vents and lamp bracket differences. Alternative cab roofs for BR Southern Region models and tablet catcher



detail for BR Scottish Region variants have also been built into the tooling.

Two models form the initial releases as 80027 in BR lined

black with early crests (Cat No. 372-535) and 80119 in BR lined black with late crests (372-536).

Priced at £114.95 each,

delivery is anticipated during October/November 2015.

● Visit [www.bachmann.co.uk](http://www.bachmann.co.uk) for more details.



## Heljan reveals... decorated 'O' gauge Falcon

Release of Heljan's 'O' gauge model of Brush prototype diesel D0280 Falcon edges closer following the arrival of decorated samples at the manufacturer's headquarters. Just 750 models of Falcon are being produced split between three variants finished in lime green and chestnut brown (Cat No. 5350), BR green with small yellow warning panels (5351) and BR blue with full yellow ends (5352).

Prices and a delivery date have not been confirmed.

● For more details visit [www.heljan.dk](http://www.heljan.dk)

## QUESTION: Which freight company operates 66745 Modern Railways the first 50 years?

**a. EWS    b. Freightliner    c. GB Railfreight**

*Hornby Magazine* is offering the chance to win an exclusive limited edition model of GB Railfreight operated Class 66 66745 *Modern Railways the first 50 years*.

Produced by Key Publishing to mark the 50<sup>th</sup> anniversary of *Modern Railways* magazine this 'OO' gauge ready-to-run Class 66 uses the Bachmann tooling and features directional lighting and a 21-pin DCC decoder socket.

It is finished in GBRF's most recent Europorte livery and is supplied with etched metal nameplates for optional fitting together with a full detailing pack

for the bufferbeams. Only 504 models of this locomotive have been produced.

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 September 25 2015.

Even if you don't win this limited edition Class 66 can be purchased through the Key Publishing shop at [www.keypublishing.com/shop](http://www.keypublishing.com/shop), by calling Key Publishing's mail order department on 01780 480404 or at the *Hornby Magazine* stand at exhibitions.

## HOW TO ENTER

Send your answer in by visiting [www.hornbymagazine.com](http://www.hornbymagazine.com) and fill in the entry form. Or send your answer, subscriber number (if applicable), and full contact details on a postcard to 'Hornby Magazine 66745 competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to [competitions@keypublishing.com](mailto:competitions@keypublishing.com) with 'Hornby Magazine 66745 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 *HM101*. The closing date for entries is September 25 2015 and winners will be notified by October 1 2015 – usually within a week. No purchase necessary.

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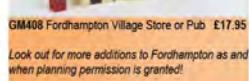
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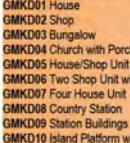
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# The Charnwood Forest Branch

1  
PART

An 'O' gauge spectacular based on a real railway, Soar Valley MRC's layout has been a long time in gestation. **JOHN ELLIOTT** introduces this stunning layout in the first of a two part feature.

PHOTOGRAPHY, MIKE WILD.



**I**N THE BEGINNING was an idea, and this was born in 1981. The Soar Valley Model Railway Club had not long been founded and a modelling project became important to keep the club together. Many thoughts were proposed and debated, but finally the idea to construct the London & North Western Railway (LNWR) branch at Loughborough Derby Road in 'OO' was adopted.

The problems with this project soon became obvious: there was little skill among the members of the time and the desire to get something going as quickly as possible halted the idea. The long research required was beyond the willpower of the small band just starting out as a model railway club. After much soul searching the project was shelved. 30 years later, several members were

pondering what to build now the club's small 'O' gauge layout had become time expired. One of the younger members suggested building Loughborough Derby Road and that short statement set in motion the layout we now call the Charnwood Forest Branch.

Membership had risen from the original six to over 50, with a lot of the original missing skills now very much available and minds well equipped for research. The young members in 1981 were now 30 years older and with age came more patience and better skills.

The committee authorised the space to be made available at 40ft x 15ft (the actual size ended up at 47 1/2ft x 13ft). The Soar Valley MRC has over 3,000sq ft available for layouts. What could we build in that sort of area? Firstly, the terminus at

## STATISTICS

<b>Owner:</b>	Soar Valley Model Railway Club
<b>Scale:</b>	'O'
<b>Length:</b>	47ft 6in
<b>Width:</b>	13ft
<b>Track:</b>	Peco
<b>Control:</b>	Analogue
<b>Period:</b>	BR London Midland Region, 1960

Loughborough and at least one other station on the line, plus the magnificent viaduct at Gracedieu. That was the envisaged concept.

An approach to the local library was made and surprisingly they offered to search all their archives for us for a small donation. The offer was immediately taken up with excellent results. Also, we noticed that Whitwick station was on »

 A Stanier '8F' 2-8-0 leads a mixed goods across Gracedieu viaduct heading for Loughborough Derby Road.





a large curve very suitable for a station to make the layout into a large U shape making it the apex of the layout's design.

Again, fortune came our way with this station - at least the booking hall was still there intact and it is the headquarters of the local historical society, complete with piles of photographs and writings of the branch's history. Also fortunate was the fact that almost all the buildings surrounding Whitwick station were still standing, including the railway bridge, local pub and shops, but in modern dressing.

### MODIFIED HISTORY

One great problem was that passenger service ceased in 1931 and goods workings in the early 1960s. The decision was taken to construct the layout to represent 1960 or thereabouts and imagine that passenger workings had continued to that date as the towns and villages supporting the line grew providing the line with revenue from both passenger and freight traffic. There was an attempt at one time to join the line to Loughborough Midland. The two warring factions - the LNWR and Midland Railway - could not agree and the idea was shelved, a pity as it would have been a very useful cross-country line linking West to East.

This was an excellent solution to accelerate movement intensity on the layout. An extra platform was constructed on the loop at Whitwick to allow passenger workings to stop both ways, reminding us that the line was in fact single track with limited passing opportunities. There is nothing worse than a pretty layout that »





**Left:** Goods trains pass at Whitwick in the hands of a Fowler '4F' 0-6-0 and a Stanier '8F' 2-8-0.



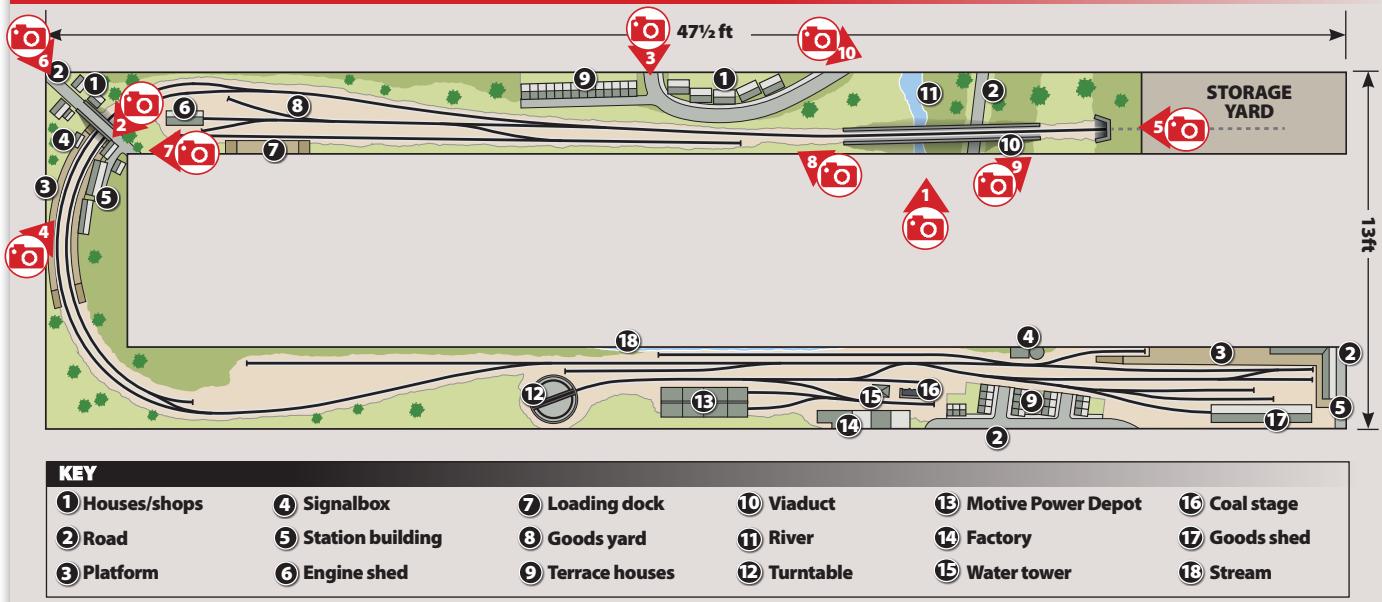
**Right:** Glimpsed through the houses at Whitwick village, a Fowler '3F' 0-6-0T shunts the yard.



**Below:** The red brick buildings at Whitwick reverberate to the sounds of a Brush Type 2 as it enters the station with a van train.



## CHARNWOOD FOREST BRANCH TRACK DIAGRAM (NOT TO SCALE)



does not move. Whitwick is the only place on the branch except Shepshed, which we did not have the space to model.

The yards at Loughborough and Whitwick are modelled to give reason for freight movements and have become an important part of operating. A small siding has been provided for future modelling of one of the many quarry lines coming on to the branch just outside the confines of Loughborough Derby Road station.

The actual track plan, due to space, has been altered at Loughborough but trying to keep to the prototype as near as we could. The same applies to Whitwick yard. As for the buildings, the goods shed at Loughborough is still there standing proud and has been measured to the millimetre. The locomotive shed and station building, canopy and all the usual dressing of a well-used station are sadly no more but enough information has been derived from our excellent sources to give an accurate representation of the buildings and the area around. Many photographs remain but no dimensions. The engine shed is of similar design to the standard LNWR shed, much shortened in length, with Charnwood branch input, and the size of the bays needed no alteration.

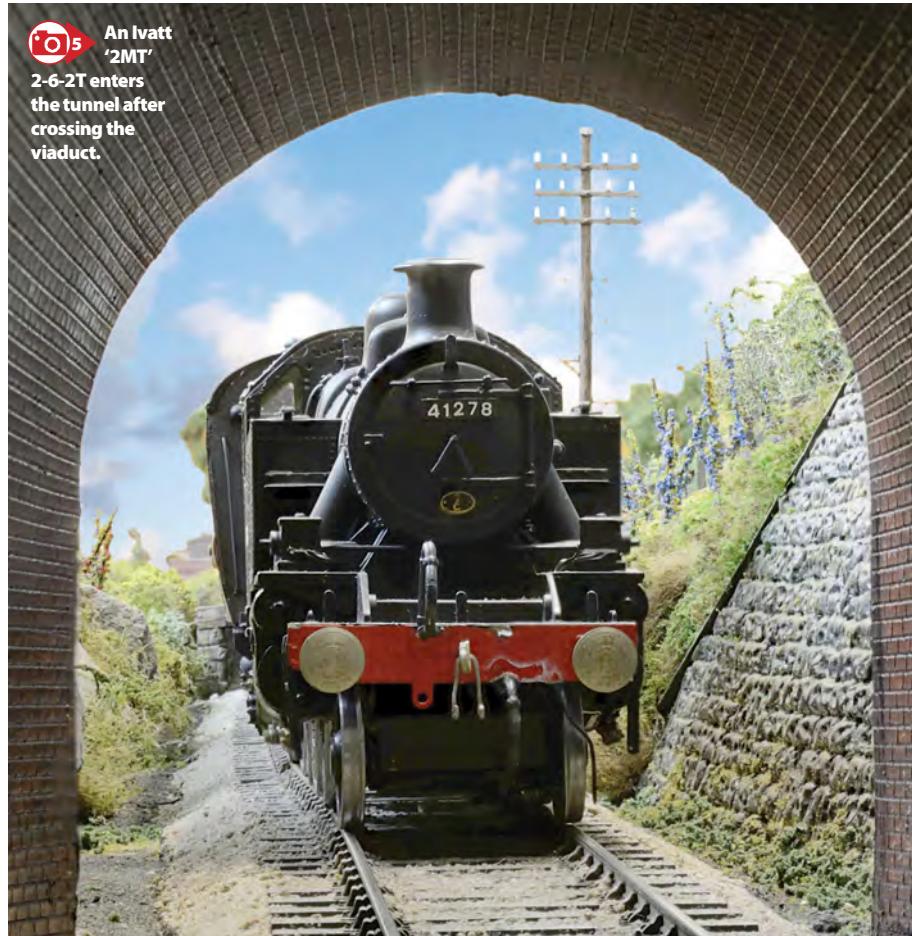
The other problem of altering time is that the buildings still extant look circa 2015 as they duly are. The station hotel at Whitwick is now a white walled hair salon but in 1961 was an orange-red brick pub run by a Mrs May. So not only do you have to research the shape and size

of structures but also how they looked 55 years ago. It's been an interesting challenge.

The viaduct at Gracedieu, although still standing, is slightly forlorn without its track and is almost overgrown. It was like an expedition to the African jungle to measure and photograph this magnificent structure accurately and in its entirety. The brook beneath still runs swiftly especially after a downpour so this feature had to be modelled along with its adjoining cart track that was

once a highway, now almost invisible.

The area in which the line passes is what it says in the title. It is a highly wooded landscape and there are more hills around Whitwick than Switzerland, well nearly! We had to create many contours along the line to give credence to the layout's character. There is hardly a flat baseboard except in the station areas and yards as would be expected but even then Whitwick station and yard are in a cutting. »



*“Fortune came our way with this Whitwick station - at least the booking hall was still there”*

JOHN ELLIOTT



A Stanier 2-6-4T slows to a halt at Whitwick to pass a Brush Type 2 with a mixed goods from Loughborough Derby Road.





PO7 Left: Whitwick station, viewed from above, shows the detailed finish of the buildings and their unusual shapes.



PO8 Below: A Fowler '4F' 0-6-0 leads a mixed goods back along the branch conveying empty wagons from Derby Road and Whitwick.

One other innovation was that we did not want backscene boards hiding the layout from the other side of the layout from the viewer. The great amount of detail to the rear of the buildings is usually lost to the onlooker but not on the Charnwood Forest branch - a train can be followed throughout its journey from the fiddle to the terminus - about 90ft - almost without the viewer moving their position, surely a boon to the observer. The fact the layout is 'O' gauge helps greatly in this endeavour. So far the idea has gone down well with visitors and at exhibitions.

## FOUNDATIONS

To form the basis for the Charnwood Forest Branch there are 14 6ft 6in x 3ft baseboards, plus small additions for the fiddle yard of 12mm plywood supported by 3in x 1in timber. The track is Peco bullhead rail painted and sprayed railway dirt as no track is spotless unless freshly laid and this track had been down since the 1870s and looked it. Control of the points is via Cobalt motors but we are replacing these with Peco equivalents as this method works better for us. Later points were Peco, operated by

push button on a schematic control panel.

Power control is Gaugemaster standard 'O' gauge analogue. We may change to Digital Command Control if funds allow but digital control is not universally liked in the club. The systems we have work well and have as yet no problems to date.

Although the Charnwood branch is for all intents and purposes a single line and staff controlled in real life, the loops were actually signalled with LNWR lower quadrant semaphores. There are four at Whitwick but officially only one at Loughborough Derby Road. We

added an extra one for movement not on the prototype. These wonderful and accurate signals were purchased from Scale Signal Supply and they come complete with servos and control system ready to wire up to a toggle switch.

Locomotives are part kit built and some Sang Chen. We rely greatly on members providing stock although the club does possess several locomotives

and wagons. This is the expensive part of 'O' gauge modelling and unless you have a bottomless pit of money a model railway club is the way to go.

To service the train movements we have an LNWR Webb 'Coal Tank' 0-6-2T, which was a regular on the real thing, but as we move to the 1960s a London Midland & Scottish Railway (LMS) 'Black Five' 4-6-0 fits the bill.

'3F', '2F' and '1F' 0-6-0Ts do the shunting and trip working while Ivatt 2-6-2Ts and 2-6-0s together with BR 'Standard' tanks share the passenger and goods working. A '4MT' 4-6-0 also helps with

the shunting and sometimes Class 20 and Class 25 diesels appear from time to time. Borrowed locomotives for shows range from LMS 2-6-4Ts, Stanier '5MT' 2-6-0 and '8F' 2-8-0s and once upon a time so legend has it an LMS 'Jubilee' 4-6-0 visited the line on an excursion so one miraculously appears to give pleasure to the viewer.

Coaching stock is headed with four Mk 1s in carmine and cream and four Staniers ➤

*"We did not want backscene boards hiding the otherside"*

JOHN ELLIOTT



in maroon and one in carmine and cream, with two non gangwayed coaches too. A pair of two-car Diesel Multiple Units and one 'bubble car' in 1960s green help with passengers. About 40 wagons from many sources provide the means to transport goods. A GUV and CCT can be added to the coaches to give variety.

## OPERATION

To make the layout work we have six or seven operators and a couple of spare hands at exhibitions to give relief for those essential breaks. There are two operators on the terminus, one at the motive power depot and turntable as most locomotives are turned, one at Whitwick, another at Whitwick yard and sometimes two in the fiddle yard to keep trains moving. Being a

single line as one train arrives in the fiddle, another should be ready to leave or the viewing public moves away no matter how good the layout looks. Movement seems to many onlookers the main priority.

Communication between operators is vital to keep the show on the road, so we devised the same system as on our large 'OO' layout Dorehill. Each control panel has an offer switch which gives a red light on the panel to which the train will travel. On the recipient's panel, if the train can be accepted there is a switch that gives a green light on the offering panel to allow trains to proceed. On the Charnwood system we added a yellow light to indicate goods on offer, red for a passenger train, both to receive a green. We use a sequence timetable to

give variation of train movements and this keeps the fiddle operator on the ball and under a little pressure, which adds to the enjoyment at exhibitions.

Please come and see us at our next exhibition. For those we saw at the Nottingham show I hope we entertained you and hope to see some of you at Leeds 2016 and possibly the Great Electric Train Show in the future too. **HOM**

## NEXT MONTH

● In the next issue of *Hornby Magazine* John Elliott looks more closely at the scenic aspects of the Charnwood Forest Branch with photographs dedicated to the Loughborough Derby Road section of this stunning model.



9

**Right:** A Stanier 2-6-4T bursts out of the tunnel on the approach to Gracedieu viaduct with a passenger service for Loughborough Derby Road.

10

**Below:** With a trio of BR carmine and cream Mk 1s behind, a Fairburn 2-6-4T crosses the impressive Gracedieu viaduct heading for Whitwick and Loughborough Derby Road.



# METCALFE

READY CUT CARD KITS

## MAIL ORDERS:

Metcalfe Models, Bell Busk  
Skipton, North Yorkshire, BD23 4DU

## PHONE ORDERS:

**01729 830072**

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**Retaining Wall**

A sectional wall easily extended with more kits.  
Features laser cut capping stones for a clean and crisp look.

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00 Codes PO244 Brick - PO245 Stone £11.99



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Can also be built to make a ramped roadway up to the bridge height.

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00 Codes PO248 Brick - PO249 Stone £12.99

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

**NEW!**

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**Railway Bridge**

Designed to be used with the retaining walls.  
Can be made double or single track over the top.  
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**ALL THREE KITS AVAILABLE IN  
BRICK OR STONE STYLES**



### TOWN & COUNTRY



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N scale version also available  
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Ultra fine applicators for precise flow of liquid  
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### MIDI KIT



**Wooden Pavilion**

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

### MINI KIT



**Picnic Tables**

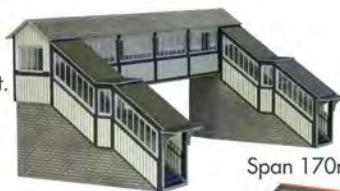
Pack contains three table with  
umbrellas. Note: Umbrella poles  
not included. Made from paper  
clips. Only in 00.  
00 / PO510 / £5.50

### RAILWAY

#### Footbridge

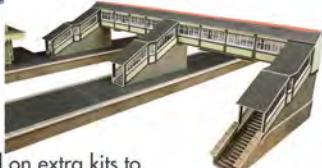
A covered bridge  
detailed inside and out.  
Includes extra lower  
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00 / PO236 / £10.35  
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Span 170mm.

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Easily add on extra kits to  
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# METCALFE

READY CUT CARD KITS

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## INDUSTRIAL PERFECTION...

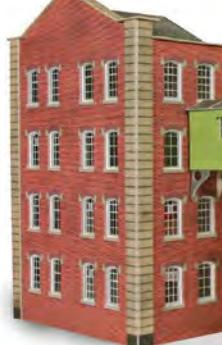
Three industrial buildings that can be arranged in different ways to create superb mills and factories...

### INDUSTRIAL

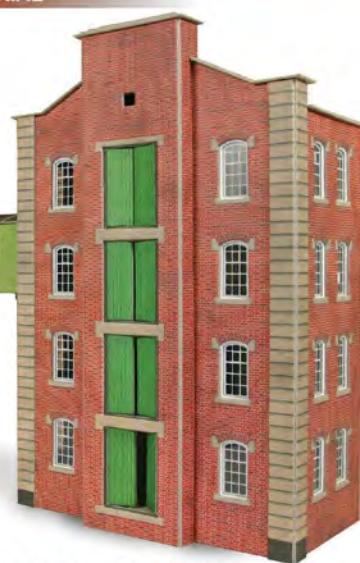
#### 00/ H0 Boilerhouse & Factory Entrance

A grand entrance for your factory designed to stand with the PO283 and PO282 kits. The boilerhouse with its large chimney creates a spectacular scene.

PO284 - £13.99



### INDUSTRIAL



#### 00/H0 Warehouse

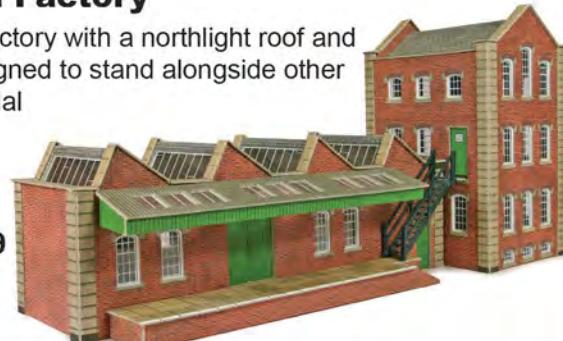
A very sturdy industrial building, that can be built as low relief or stand alone.

PO282 - £13.99

### INDUSTRIAL

#### 00/H0 Small Factory

A single storey factory with a northlight roof and loading bay. Designed to stand alongside other kits in the industrial range.



PO283 - £13.99

## STOP PRESS!

N Scale versions of these industrial buildings to be released very soon...

### TOWN & COUNTRY

#### 00 LOW RELIEF HIGH STREET BUILDINGS

PO271

Great for backdrops and limited spaces.

Works well with our retaining walls as shown here.

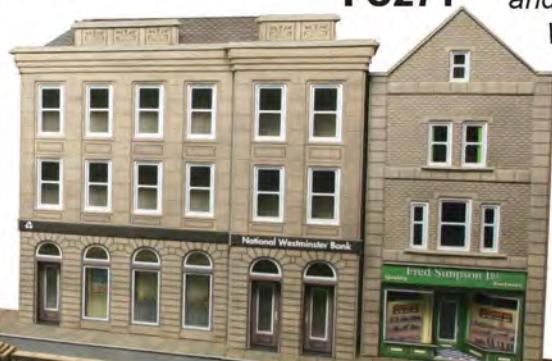
**Pub & Shops:**  
PO205 - £9.20

**Cinema:**  
PO206 - £9.20

**Bank & Shop:**  
PO271 - £11.99

PO205

PO206



# Going against

The arrival of Bachmann's 20 ton grain hoppers gives **TIM SHACKLETON** the opportunity to explore an exciting new range of weathering products.

**T**HERE'S NO SURE-FIRE WAY to weather models. Some methods and materials are more successful than others but only because they're more appropriate to the real life weathering effects we're trying to copy. Sometimes I find myself using them in the exact opposite way to how they're intended, because reality – rather than following modelling convention – is what drives it for me.

In many situations it's perfectly possible to achieve the same results by different means – but not always. Hand finishing, as a case in point, enables you to do things you'd never be able to manage with an airbrush, while some effects are impossible without one! Rather than following any particular course of action I employ many different weathering techniques and media to suit individual projects and it's a particular pleasure for me to discover new ways of achieving the effects I'm after.

Over the years I've used a lot of products designed by Mig Jiminez and when his new Ammo range was launched I was quick to get hold of a selection of items from the extensive online catalogue. Chief among these – and probably new to most railway enthusiasts – are

the filters, streaking fluids and panel line washes. They're primarily targeted at military modellers but suit our purposes just as well – as we'll see.

The effects I was most interested in were paint fading, various degrees of rusting and the subtle streaking that afflicts all objects that spend most of their lives outdoors. Having seen what military modellers can do with Ammo products I was keen to try them for myself and

the arrival of Bachmann's 20ton steel bodied grain hoppers gave me the perfect opportunity.

I don't know why these voluminous, round-shouldered wagons should have got into such a state so quickly, but they can and do show almost as much rust as 16ton minerals while some appear almost unscathed. As ever, the more subtle variety you can build into your modelling, the more convincing the results will be. **HOME**

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
<b>Heavy Chipping fluid</b>	AK-Interactive	AK089
<b>Frame Dirt</b>	Lifecolor	UA719
<b>Burned Black</b>	Lifecolor	UA736
<b>Chipping</b>	MIG Ammo	044
<b>Old Rust</b>	MIG Ammo	042
<b>US Modern Vehicles</b>	MIG Ammo	1007
<b>Streaking Grime for Panzer Grey</b>	MIG Ammo	1202
<b>Streaking Grime</b>	MIG Ammo	1203
<b>Streaking Rust Effects</b>	MIG Ammo	1204
<b>Rainmark Effects</b>	MIG Ammo	1208
<b>Tan for Yellow Green</b>	MIG Ammo	1507
<b>Medium Grey</b>	MIG Ammo	1601
<b>Dark Red Brown panel line wash</b>	MIG Ammo	1605
<b>Dark Wash</b>	MIG Productions	P220



# the grain...

## STEP BY STEP WEATHERING BR 20TON GRAIN HOPPERS

1



Available in both handbraked and through piped versions, Bachmann's Dia 1/271 20ton grain hopper is an outstanding model, every bit as good as the earlier Covhop. People may complain about the £20 price tag but this is something we're just going to have to get used to. European modellers have been paying this kind of money for years.

2



Looking to find fault, some have railed against the beefed up end bracing on the hopper body – there, of course, not to offend the purists but to make the model more robust and less likely to fracture in everyday use.

3



It takes a few seconds to paint out the offending fillet and render it virtually invisible at normal viewing distances. LifeColor Burned Black (UA736) always does a great job of 'vanishing' any areas we don't want to see. Don't use pure matt black for this – it will stand out like a sore thumb. A dark brown-grey is always preferable.

4



I wanted to try the effects of using different types of enamel filters and washes from the Ammo range. First off was a selection of panel line washes. Applied lightly with a  $\frac{1}{4}$ in flat brush, they produce subtle streaks as well as varying degrees of discolouration. There is a slight texture, almost a grittiness to these washes and I think they're very convincing, the 1601 Medium Grey (centre) in particular.

**A group of grain hoppers in typical woebegone condition. The original paint finish, I'd imagine, was not brilliant to begin with and because the grain trade was seasonal, they spent a lot of time standing around doing nothing. Lack of use always seems to make rolling stock deteriorate faster than when it's intensively used.**



## STEP BY STEP WEATHERING BR 20TON GRAIN HOPPERS



Next off, three more wagons and a selection of filters which gently modulate and fade down the underlying livery colour. I thought the slightly brownish tinge of Tan for Yellow Green (1507) worked well here. The furthestmost wagon is a control sample and has had nothing done to it as yet. The differences are barely perceptible but they are present nevertheless – nothing is more unrealistic than a rake of working wagons in exactly the same colour.



Finally, Rainmark Effects (1208). You can get some great results with this product but, as we'll see, I think it's best used later in the process – at this stage, and with this colour of vehicle, the effects are barely visible to the naked eye.

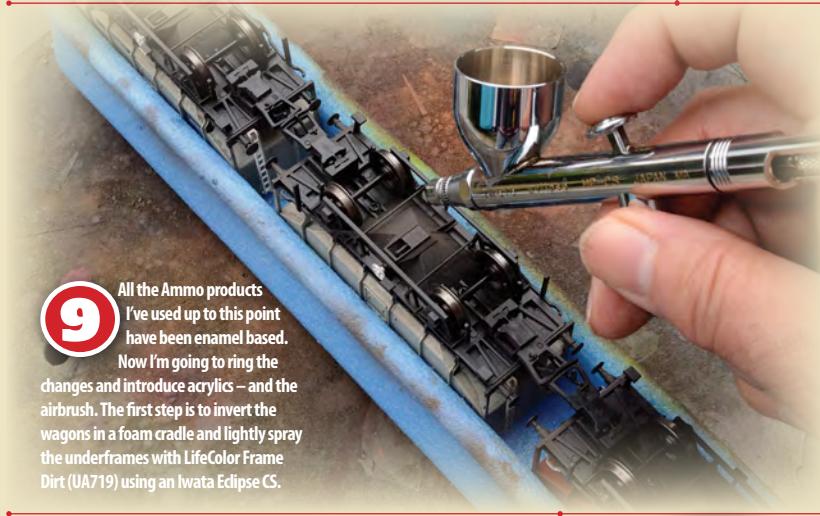


A comparison test with a pair of vacuum-piped vehicles. The straightforward Streaking Grime (1203) made a clear difference whereas the Dark Red Brown panel line wash (1605) was more understated.

Again, the paint is lightly brushed on with a 1/4in brush. If you add too much or don't like the effect, you can brush it away with a drop or two of white spirit.



Once the first application is dry, you can brush on other colours to build up the effect – in this case, subtle tints of Ammo Streaking Grime for Panzer Grey (1202) and Streaking Rust Effects (1204). To emphasise detail, I've picked out the panel lines on the bodywork using MIG Dark Wash (P220). Notice how everything at this stage is misty and indistinct, just like real-life weathering.



All the Ammo products I've used up to this point have been enamel based. Now I'm going to ring the changes and introduce acrylics – and the airbrush. The first step is to invert the wagons in a foam cradle and lightly spray the underframes with LifeColor Frame Dirt (UA719) using an Iwata Eclipse CS.



Ammo's Rust Effects acrylic colours are the basis of the next stage of weathering. They come in a useful set of six with a wide variety of shades. Like all Mig Jimenez products, they are subtle and understated rather than garish.



Next, the wagons that are to be pockmarked with rust are sprayed a base colour from the set – Old Rust (042) – and then handbrushed with AK-Interactive Heavy Chipping (AK 089). This is left to dry for a good 24 hours.



Having oversprayed the 'rusted' areas with body colour and given them an hour's drying time, I'm scrubbing away at the paint with a stiff brush pensioned off from more demanding duties. This quickly starts to reveal areas of rusting – the more grey you take off, the more rust is exposed. Don't scrub too hard, though, or you'll take the brown paint off as well.



Apart from the chipping method, there's no simple way of building up the little flecks of rust you see on freight wagons in the early stages of deterioration. Instead you have to add each of them by hand, dotting the colour on with a fine pointed brush and then, if you wish, streaking them with a broad flat brush dipped lightly in thinners. Getting the right colour is critical – I found Ammo's wash for US Modern Vehicles (1007) looked pretty good. You don't want anything too intense.

Intermediate

Beginner

Advanced

SKILL LEVEL



14

Serious deterioration of the paintwork is represented by dabbing on rust-coloured paint in a random pattern. It's best to use an old worn out brush so the shapes are haphazard. Here I used Chipping (044) from the Rust Effects set. If you prefer enamels, Revell No 84 Leather Brown is a good colour to use.

15



You get six acrylic rust shades in the Ammo Rust Effects set but don't go overboard with different colours – three is more than adequate. Here I've used them to add streaks of fresh rust washed down by the rain. I do this with a very fine brush and an equally light touch!



16

This is the kind of situation where the Ammo Rainmarks wash really comes into its own, applied over the base paint on a heavily rusted vehicle. All of a sudden it stops being a solid colour and starts to acquire the subtle streaking caused by rainwater running down the sides of the wagon.



17

The final stage – prior to fitting transfers and couplings – is to photograph each wagon in turn and really look hard at it. Does it need an extra scrape or two here? Is that rust patch too dark? Isn't it about time I did more with the wheels and underframe? A digital camera can be as important a weathering tool as a decent airbrush.



18



I converted one of the wagons to the earlier (and far less numerous)

Dia 1/270 bulk grain wagons which had riveted

bodywork instead of the welded style seen on the Bachmann model. I made the extra ribbing out of 20thou square Microstrip and added the rivet detail using Archer three-dimensional rivet transfers.



19

With rivets made from resin set on clear film, cut out and applied just like waterslide transfers, these products come in a wide variety of scales, sizes and patterns – the 'HO' scale starter pack covers most eventualities.

20

For lettering and renumbering I used Cambridge Custom Transfers sheet BL133 which gives sufficient material for 21 wagons, including the Dia 1/270 riveted design and the Dia 1/275 vacuum-fitted hoppers which had a longer wheelbase. Prototypically different lettering styles are employed within the set so you can build considerable variety into a rake.



## USEFUL LINKS

AK-Interactive	<a href="http://www.ak-interactive.com">www.ak-interactive.com</a>
Lifecolor	<a href="http://www.airbrushes.com">www.airbrushes.com</a>
MIG Ammo	<a href="http://www.migjimenez.com">www.migjimenez.com</a>
MIG Productions	<a href="http://www.migproductions.com">www.migproductions.com</a>

# SIMPLE SIGNALS

Back to  
**BASICS**

Train-Tech's colour light signal kits make a satisfying evening project, as  
**NIGEL BURKIN** discovers.

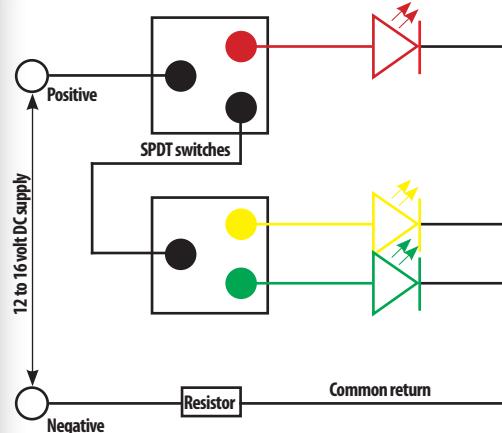


Simple to assemble signal kits are offered complete with LEDs and wiring circuits by Train-Tech. The results are pleasing as this view of the three aspect signal demonstrates.

# Tools and materials

- » Solvent cement
- » Cyanoacrylate adhesive (superglue)
- » Black, aluminium and concrete grey paints
- » 7/0.2mm equipment wire - black, green, yellow and red
- » Two single pole, double throw toggle switches
- » Insulation materials such as heat shrink sleeve or tape
- » Soldering iron and solder
- » Tweezers
- » Modelling knife and spare blades
- » Self-healing cutting mat
- » No. 1 paintbrush for applying solvent cement
- » Flat needle file
- » Optional 1mm drill and pin vice

## Three-colour aspect signal wiring



Wiring of a Train-Tech three aspect signal with a pair of single pole double throw switches.

**C**OLOUR LIGHT SIGNALS can be tricky to model convincingly at the best of times, but they don't have to be. Modellers wanting to assemble colour lights will find the kits produced by Train-Tech of real value and simplicity.

Having demonstrated how to equip Knightwing plastic signal kits with Light Emitting Diodes (LEDs) and metal posts made of hollow brass tube to conceal wiring (HM92), I was keen to see how easy it is to build and install Train-Tech signals – the three aspect Kit No. SK4 being the subject of this article.

One feature of the Train-Tech signals that will be attractive to newcomers to the hobby is the pre-assembled circuit board. Water-clear LEDs are soldered to a long narrow circuit board which slots neatly into the supplied signal post. It has sufficient length to clear the bottom of the signal post and through a mounting hole in the layout baseboard top, even if it is composed of 18mm plywood. At the end of the circuit board are solder pads to connect layout wiring.

The top of the circuit board fits neatly into the signal head box with the LEDs neatly lined up with the holes in the front of the signal. The whole arrangement is simple to assemble, negating much of the worry of soldering LEDs to wiring or copper-clad board.

The signals themselves are very straightforward to build and in the main slot together neatly with the minimum of glue needed. Care has to be taken when removing some of the finer details from the plastic sprue such as the ladder and handrails. A touch of superglue is required to fit the post to the base and the signal head mount. The supplied instructions are very comprehensive and include advice in construction methods as well as direct assembly instructions. Exploded diagrams of signal assembly are included together with specific advice on the electronics and switches needed to

wire and operate the signal. In all, the three aspect signal took around 20 minutes to assemble and a further 20 minutes to paint with acrylic paint – assuming you wish to!

### INSTALLING THE SIGNALS

The signal was wired up with 7/0.2mm equipment wire using appropriate colours for each of the three LED connections and black for the common return wire. The resistor was soldered to the common wire before the signal was tested. It is worth tinning the ends of the wires with solder before making the soldered connection to the solder pads – soldering being the best method of making the connections. If soldering is not to your taste, the instructions suggest wrapping the ends of the wires around the solder pads and securing them with

insulation tape. You could go one stage further and drill a 1mm diameter hole through each solder pad and push the end of the wire through that before wrapping it around the solder pad, making the connection more secure.

The 1K Ohm resistor supplied with the kit allows the signal to be operated on 12-16 volts DC. It was soldered on the common wire to protect the LEDs from being exposed to excessive voltage which would burn them out. For control I chose to combine two single throw, double pole miniature toggle switches to control the signal rather than use a triple throw switch suggested in the instructions. One switch will switch between the red aspect or supply power to the second switch for yellow and green aspects. It means that it is possible to use the first switch to change a proceed (green) aspect back to red without briefly showing the yellow aspect which would not be technically correct but difficult to avoid with a triple throw toggle switch or rotary switch.

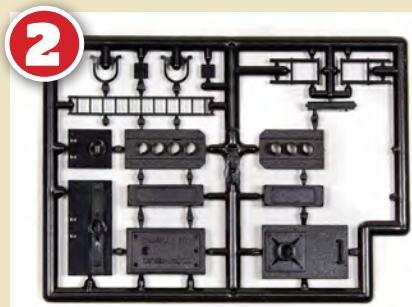
When wiring up, check the instructions as to which side of the electrical circuit is the positive side because LEDs only illuminate when current passes through them in one direction. In the »



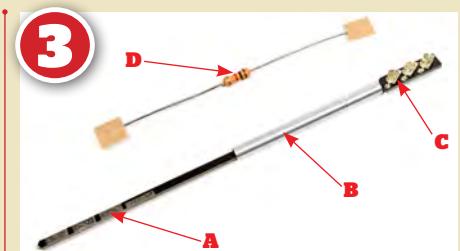
## STEP BY STEP ASSEMBLING TRAIN-TECH SIGNAL KITS



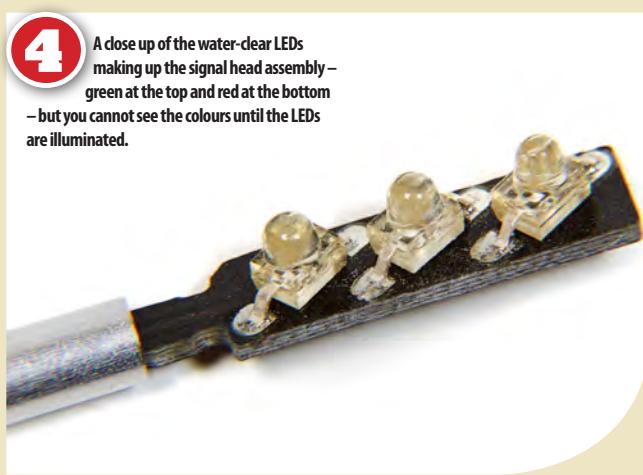
Simple but effective colour light signalling can be installed on an 'OO' gauge layout using one of the eight signal kits available. Each includes pre-assembled LED lighting circuits.



The signal structure is moulded from ABS plastic which is easily assembled using Plastic Weld solvent adhesive. It should be applied sparingly with a small paintbrush.



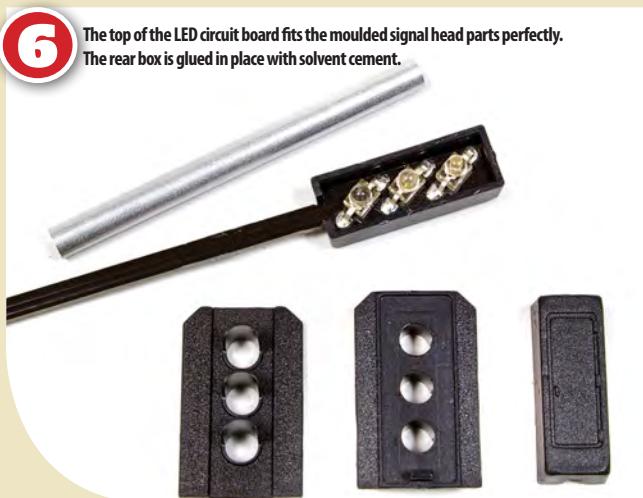
A great selling feature of the Train-Tech signals is the pre-assembled LED circuit board which has convenient solder pads at the base (A) for simple wiring connections. It is designed to fit the supplied signal post (B) and the LEDs fitted to the top fit the moulded signal head perfectly (C). A 1K Ohm resistor is supplied in the kit (D).



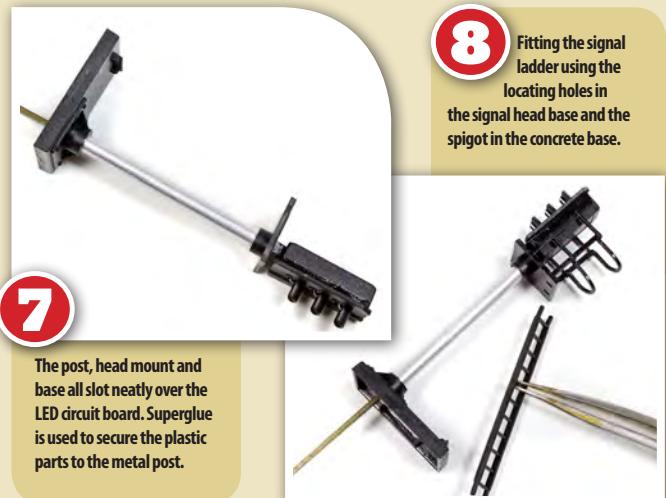
4 A close up of the water-clear LEDs making up the signal head assembly – green at the top and red at the bottom – but you cannot see the colours until the LEDs are illuminated.



Xuron sprue cutters are the perfect tool for removing the signal parts from the sprue. Remove traces of the sprue tags with a small file.



6 The top of the LED circuit board fits the moulded signal head parts perfectly. The rear box is glued in place with solvent cement.



8 Fitting the signal ladder using the locating holes in the signal head base and the spigot in the concrete base.

case of the signal circuit, the coloured leads to each LED are on the positive side of the circuit whilst the common return is the negative side. Connect the power source accordingly.

Ordinarily, the signal would be fitted to the layout by drilling a suitably sized hole (anything from 6mm to 8mm is suggested in the instructions) through the baseboard and slotting the signal into place with regard to line of sight for train drivers. The signal can be fixed in place with a spot of glue or even a sticky pad if desired.

The signal in this article was used to replace the two-colour one constructed from the Knightwing signal components kit. The ballast surrounding the existing signal was soaked

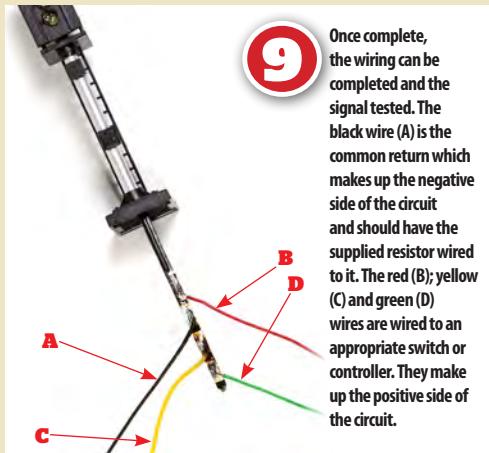
with a little water and once it was soft, the old signal was removed without harming it. Sufficient ballast was cleared from the site to accommodate the base of the Train-Tech signal – the original hole being wide enough to allow the end of the circuit board together with the wiring to slide through to the underside of the baseboard. Once installed and wired to its switches, the signal was secured in place and ballast reapplied around the signal base to blend it into the layout scenery.

### CONTROL OPTIONS

There are several other options for controlling the Train-Tech signals which might appeal more than simply installing some toggle switches

on the layout control panel. Train-Tech offers a simple to use Digital Command Control (DCC) signal controller – the One Touch DCC Signal Controller – which is an accessory decoder that can be used with all DCC systems. Signals are controlled through the DCC system and the signal takes its power directly from the power bus (track power). Remember, power taken for accessories such as signalling takes power away from locomotives and multiple units, so be sure there is sufficient current available from your DCC system when planning to install more than a handful of signals. Train-Tech also produces a range of DCC fitted pre-assembled signals which feature the manufacturer's one-touch addressing function. Two, three and

Intermediate  
SKILL LEVEL  
Beginner Advanced



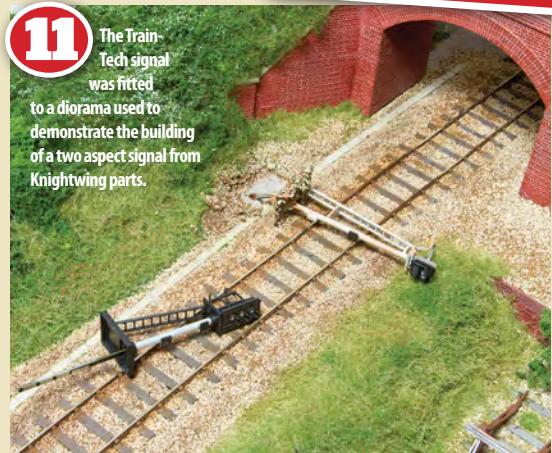
9

Once complete, the wiring can be completed and the signal tested. The black wire (A) is the common return which makes up the negative side of the circuit and should have the supplied resistor wired to it. The red (B); yellow (C) and green (D) wires are wired to an appropriate switch or controller. They make up the positive side of the circuit.



10

Test the signal before fitting to the layout. The signal will operate comfortably with a 12-16 volt DC supply. Do not forget to include the supplied resistor in the circuit, wired to the common return wire.



11

The Train-Tech signal was fitted to a diorama used to demonstrate the building of a two aspect signal from Knightwing parts.



12

The new signal is test fitted to the diorama. Additional ballast was removed from around the mounting hole to accommodate the moulded base.

13

The new signal was painted and installed, being secured in place with a spot of white wood glue. The yellow aspect is shown.



14

The green proceed aspect is at the top of the signal. The model can be controlled with switches for manual control or wired to the Train-Tech SC2 'One Touch' DCC signal controller.

four aspect signals are available in this range.

An alternative control method is automated and independent of the preferred control system via the Heathcote Electronics 'MAS Sequencer' which uses infra red technology for train detection and signal operation. It's a more involved installation to set up but very effective once operational, allowing a series of trackside signals to be operated in the correct sequence and it will be the subject of a future feature in *Hornby Magazine*. Whatever control system you plan to use

with your signals, some thought regarding how they are to be powered will be needed.

I found the signal kit to be a pleasing evening project to build and install, complete with

wiring. The parts went together well and it would present nothing in the way of difficulty for newcomers to the hobby. Experienced modellers can use them to save time and

as the basis of more advanced models. For more information regarding the Train-Tech signal kits and the One Touch DCC Signal Controller, visit [www.train-tech.com](http://www.train-tech.com).

*"The three aspect signal took around 20 minutes to assemble."*

**NIGEL BURKIN**

## PAINTING

The signal could be fitted to the layout without any further attention. However, a few minutes of painting can do much to enhance its appearance. The base was painted stone grey to represent the concrete base to which such a signal will be installed on the full size railway. The silver coloured post could be left as it is or painted light grey. The front of the signal head, ladder and safety railings were painted black. Aluminium coloured paint was applied to the cover fitted to the rear of the signal head. A spot of matt varnish kills the shine and a spot of weathering with rust colours will add character to the model.



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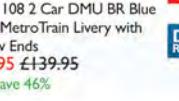
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# THE Peak DISTRICT

With gorgeous scenery and busy main lines the Peak District was and is a fascinating railway location.

**MARK CHIVERS** explores some of the typical trains that ran in the area during the 1950s and 1960s.

**Heading the 1.28pm Derby-  
Manchester Central, Class 25  
D5202 passes Great Rocks  
Junction on May 21 1966.**

Brian Stephenson.

**C**OVERING MORE THAN 500 square miles the spectacular Peak District National Park takes in much of North Derbyshire, extending into Cheshire, Greater Manchester, Staffordshire

and Yorkshire on its periphery.

The advent of the railway had a major impact on the area and improved links between the North West and East Midlands with railway companies carving routes through the sedimentary limestone rock of this vast area to link Manchester with Sheffield and Derby, as well as providing a direct main line passenger link from the North West to London via the Midlands. These new links also allowed coal to be easily transported from the East Midlands to growing industry in the North West.

The area was incredibly rich in mineral deposits and generated much freight including cement, gravel, sand and the infamous limestone traffic, something it continues to do today. The topography of the area also presented the railway engineers with many challenges and where steep gradients remained, some freight services were restricted to a certain number of vehicles before they would require the use of a banking or pilot engine, particularly on the section between Rowsley and Peak Forest.

This month we focus on the routes from



Manchester to Sheffield via the Hope Valley and to Derby via Millers Dale and Rowsley, as well as the routes that radiated from Buxton to Manchester, Millers Dale and Ashbourne in the 1950s and 1960s.

From a railway modelling perspective, suitable locomotives and rolling stock are well catered for by the main ready-to-run manufacturers. Bachmann's 'OO' gauge locomotive roster includes Midland Railway '3F' and '4F' 0-6-0s, London & North Western Railway (LNWR) 'Super D' 0-8-0s, 'WD' 2-8-0s, London Midland & Scottish Railway (LMS) 'Crab' 2-6-0s and 'Jubilee' 4-6-0s as well as Class 25, 45 and 47 diesels. Suitable Diesel Multiple Units (DMUs) are also available such as Derby 'Lightweight' and Class 101 types together with the most glamorous multiple unit of them all, the Midland 'Blue Pullman' which operated on Manchester Central-London St Pancras services in the 1960s.

Hornby motive power includes freight stalwarts such as Stanier '8F' 2-8-0s, BR '9F' 2-10-0s, mixed traffic Stanier 'Black Five' 4-6-0s and express passenger LMS rebuilt 'Royal Scot' 4-6-0s and BR 'Britannia' 4-6-2s. Hatton's of Liverpool's 'OO' gauge Beyer Garratt 2-6-0+0-6-2 locomotives also made regular Peak District sorties and could often be seen heading to or from Gowhole yard near Chinley while Metropolitan-

**Rebuilt 'Royal Scot' 4-6-0 46152 *The King's Dragoon Guardsman* passes Rowsley with a London St Pancras-Manchester Central express on April 30 1958.** Gordon Hepburn/Rail Archive Stephenson.



Vickers Co-Bo diesels, also modelled by Heljan for Hatton's, ventured into the area together with the Park Royal railbuses used on the Buxton-Millers Dale service.

DJ Models is producing a new high-fidelity 'OO' gauge model of the Hunslet 'Austerity' 0-6-0ST, a number of which were allocated to Buxton shed and used on the Cromford and High Peak Railway from Whaley Bridge.

Passenger coaching stock running through the Peak District during the 1950s and 1960s was a mixed bag of pre-nationalisation and new-build BR Mk 1 types with many of the through express trains featuring the new BR Mk 1 carriages, while local services featured a mix of older corridor and non-corridor stock, some of which originated from other regions. Train lengths were around eight vehicles making these formations simpler to model.

Bachmann's extensive range of BR Mk 1 coaches is also supplemented by its recently-introduced LMS 'Porthole' stock together with its LMS 57ft Period One corridor stock. Hornby's growing range of coaches also offers plenty for the area with suitable BR Mk 1s available in BR maroon together with highly detailed Stanier 57ft Period Three corridor coaches including Corridor First, Corridor Third and Brake Third variants, although the range is missing a Stanier 60ft Corridor Composite. However, Dapol's 'OO' gauge model of this variant is still available enabling realistic formations to be represented.

Hornby's most recent introduction is its range of 57ft LMS non-corridor coaches covering the Composite, Third and Brake Third, as used on some local services. Dapol's 'OO' gauge range of coaching stock also features 57ft LMS non-corridor coaches including Brake Third, Third and alternative Composite with lavatory.

Many of the main wagon types are available ready-to-run from the main manufacturers such as wooden bodied wagons, 12ton ventilated vans, 16ton steel mineral open wagons, BR 20ton hopper wagons together with Midland and BR 20ton brake vans. However, one signature wagon type not currently available ready-to-run is the ICI bogie hopper wagon which operated from Peak Forest quarries. Earlier this year (HM95), Hatton's of Liverpool announced that it is working with Oxford Rail to produce a 'OO' gauge model of these distinctive large bogie limestone hoppers which operated between Tunstead Quarry and Northwich refinery from the mid-1930s into the 1990s. 20 differently numbered models are planned.

The following selection of Peak District train formations represents a snapshot of actual formations from the 1950s and 1960s. Whilst not exhaustive, it demonstrates realistic train formations which can be created using ready-to-run products. Given that some of the freight train formations could run to more than 45 wagons, an element of selective compression has been employed where necessary. **HMI**





LMS Fairburn '4P' 2-6-4T BR black early crests (Bachmann), LMS 57ft non-corridor Composite, LMS 57ft non-corridor Brake Third (BR maroon).

**Year:** 1950 **Location:** Buxton **Service:** Buxton-Ashbourne local



LMS Beyer Garratt 2-6-0+0-6-2 BR black early crests (Hatton's), five three-plank open wagons, seven 16ton steel mineral open wagons, seven-plank open wagon, eight 16ton steel mineral open wagons.

**Year:** 1953 **Location:** Cromford **Service:** Loaded mineral



Derby 'Lightweight' two-car DMU,  
BR green with 'speed' whiskers (Bachmann).

**Year:** 1956 **Location:** Millers Dale

**Service:** Local passenger



BR 'Britannia' 4-6-2 BR lined green late crests (Hornby), BR Mk 1 BSK, SK, CK, CK, RU, FO, SK, BSK (BR maroon).



LMS 'Jubilee' 4-6-0 BR lined green late crests (Bachmann), BR Mk 1 SK, SK, SO, BSK, SO, CK, BSK (BR maroon). **Year:** 1958 **Location:** Great Rocks



LMS 'Crab' 2-6-0 BR black late crests (Bachmann), two 16ton steel mineral open wagons, seven-plank open wagon, two 16ton steel mineral open wagons, two seven-plank open wagons, 16ton slope sided steel mineral open wagon, 13 16ton steel mineral open wagons, BR 20ton brake van.



LMS Rebuilt 'Royal Scot' 4-6-0 BR lined green early crests (Hornby), BR Mk 1 CK\*, BSK, SK, FK, SO, SK, BSK (BR maroon except \* BR carmine and cream)

**Year:** 1959 **Location:** Chee Tor **Service:** Manchester-St Pancras



LNWR 'Super D' 0-8-0 BR black late crests (Bachmann), 12ton ventilated van, 'Conflat' with 'A' container, three-plank wagon with 'BD' container, 21 eight plank wagons, BR 20ton brake van, Fowler '3F' 0-6-0 BR black late crests (Bachmann). **Year:** 1959 **Location:** Dove Holes **Service:** Mixed freight



Metrovick 'Co-Bo' BR plain green (Hatton's/Heljan), BR Mk 1 BG, LMS 57ft non-corridor Composite, LMS 57ft non-corridor Brake Third (BR maroon).

**Year:** 1959 **Location:** Peak Forest **Service:** Local passenger



'Midland Pullman' six-car DEMU, Nanking blue and white (Bachmann) **Year:** 1960 **Location:** Chapel-en-le-Frith **Service:** Manchester Central-St Pancras



LMS '4F' 0-6-0 BR black late crests (Bachmann/Hornby), LMS '8F' 2-8-0 BR black (Hornby), 20ton steel mineral open wagon, 15 16ton steel mineral open wagons,



'WD' 2-8-0 BR black late crests (Bachmann), 13ton high-sided steel open wagons, two five-plank open wagons, 13ton high-sided steel open wagon, 16ton steel mineral open wagon, 13ton high-sided steel open wagon, 16ton steel mineral open wagon, 13ton high-sided steel open wagon, two 16ton steel mineral open wagons, three-plank open wagon, two five-plank open wagons, three 16ton steel



plank open wagon, six 16ton steel mineral wagons, seven-plank open wagon, nine 16ton steel mineral open wagons, Midland 20ton brake van.



Midland Railway '3F' 0-6-0 BR black early crests (Bachmann), seven-plank open wagon, 16ton steel mineral open wagons, two 'Conflat' wagons, BR 20ton brake van.

**Year:** 1957 **Location:** Millers Dale **Service:** Local mixed goods



**Year:** 1958 **Location:** Millers Dale **Service:** Manchester Central-St Pancras



**Service:** St Pancras-Manchester Central



**Year:** 1959 **Location:** New Mills South **Service:** Loaded mineral to Manchester

**Class 45 D86**  
passes Chinley  
South Junction  
with a Manchester  
Central-London St  
Pancras express on  
May 21 1966. Brian  
Stephenson.



**Freight was a**  
**major part of the**  
**traffic pattern**  
**in the Peak**  
**District. Stanier**  
**'8F' 2-8-0 48716**  
**heads downhill**  
**through Bakewell**  
**station with an Up**  
**freight on June**  
**4 1960. Kenneth**  
**Field/Rail Archive**  
**Stephenson.**



21ton steel mineral open wagon, 16 16ton steel mineral open wagons, BR 20ton brake van. **Year:** 1960 **Location:** Chinley **Service:** Loaded minerals

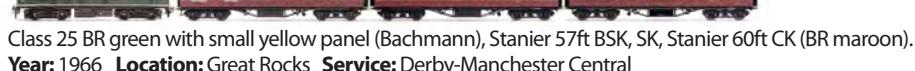
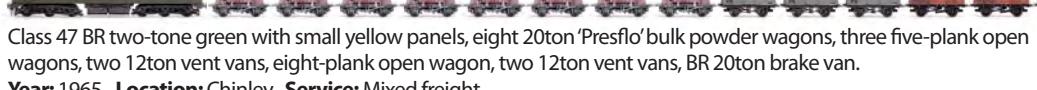
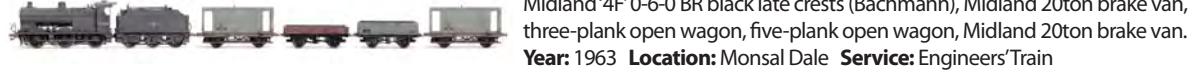


mineral open wagons, seven-plank open wagon, 11 16ton steel mineral open wagons, seven-plank open wagon, 16ton steel mineral open wagon, BR 20ton brake van.

**Year:** 1960 **Location:** Chinley **Service:** Empty minerals

#### USEFUL LINKS

<b>Bachmann</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Dapol</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>DJ Models</b>	<a href="http://www.djmodels.co.uk">www.djmodels.co.uk</a>
<b>Hatton's of Liverpool</b>	<a href="http://www.ehattons.com">www.ehattons.com</a>
<b>Heljan</b>	<a href="http://www.heljan.dk">www.heljan.dk</a>
<b>Hornby</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Oxford Rail</b>	<a href="http://www.oxfordrail.co.uk">www.oxfordrail.co.uk</a>
<b>Replica Railways</b>	<a href="http://www.replicarailways.com">www.replicarailways.com</a>



LMS '8F' 2-8-0 BR black early crests (Hornby), two five-plank wagons, 12ton plywood vent van, 12ton vent van, 12ton shock absorbing five-plank open wagon, 13ton steel 'sand' tippler wagon, two 13ton high-sided steel open wagons, three 12ton vent vans, 16ton steel mineral open wagon, 21ton steel mineral open wagon, 16ton steel mineral open wagon, three five-plank open wagons, Midland 20ton brake van.

**Year:** 1960 **Location:** Chapel-en-le-Frith **Service:** Mixed freight

Class 45 BR plain green (Bachmann), LNER 61ft 6in BCK, LNER 61ft 6in SK, BR Mk 1 SK, LMS 57ft non-corridor Composite, SR four-wheel PMV\*\* (BR maroon except \*\* BR green). **Year:** 1962 **Location:** Great Longstone **Service:** Matlock-Buxton

#### SUITABLE 'OO' READY-TO-RUN FREIGHT STOCK

TYPE	LIVERY	MANUFACTURER	CAT NO.
12ton BR vent van corrugated ends	BR bauxite	Bachmann	38-171C
12ton BR vent van planked ends	BR bauxite	Bachmann	38-161B
12ton BR vent van plywood ends	BR bauxite	Bachmann	38-170C
12ton SR vent van 2+2 planks	BR bauxite	Bachmann	38-082C
12ton shock absorbing open wagon	BR bauxite	Bachmann	37-879
13ton high-sided steel open	BR bauxite	Bachmann	38-326
13ton steel 'sand' tippler wagon	BR bauxite	Bachmann	37-355C
13ton steel 'sand' tippler wagon	BR grey	Bachmann	37-354C
16ton slope-sided steel mineral open	BR grey	Bachmann	37-450A
16ton steel mineral open with top flap	BR grey	Bachmann	37-225G
16ton steel mineral without top flap	BR grey	Bachmann	37-250H
16ton steel mineral open pressed end	BR grey	Bachmann	37-378
20ton steel mineral open wagon	BR grey	Dapol	4F-038-003
22ton 'Presflo' wagon (triple pack)	BR bauxite	Bachmann	38-287
24ton 'CovHop' covered hopper wagon	BR bauxite	Bachmann	38-500
24ton 'CovHop' covered hopper wagon	BR grey	Bachmann	38-501
24ton Iron Ore hopper wagon	BR grey	Bachmann	37-508
BR 20ton brake van	BR bauxite	Bachmann	37-530
BR 20ton brake van	BR bauxite	Hornby	R6508
BR 20ton hopper wagon	BR grey	Hornby	R6677
'Conflat' A wagon	BR bauxite	Bachmann	37-983
'Conflat' with A container	BR bauxite	Bachmann	37-961
'Conflat' with BD container	BR bauxite	Bachmann	37-951B
Three-plank open wagon	BR bauxite	Bachmann	37-926A
Three-plank wagon with BD container	BR bauxite	Bachmann	37-930C
Eight-plank open wagon	BR grey	Bachmann	37-158C
Five-plank open wagon	BR grey	Bachmann	37-016C
Midland 20ton brake van	BR grey	Bachmann	38-550A
Seven-plank open wagon	BR grey	Bachmann	37-081F
ZJV 'Mermaid' Ballast open wagon	Engineers black	Flangeway	ME10
ZUV 'Shark' Ballast plough	Engineers black	Hornby	R6432
BR Mk 1 Corridor Brake Second (BSK)	BR maroon	Bachmann	39-076H
BR Mk 1 Corridor Brake Second (BSK)	BR maroon	Hornby	R4352
BR Mk 1 Corridor Second (SK)	BR maroon	Bachmann	39-026J
BR Mk 1 Corridor Second (SK)	BR maroon	Hornby	R4351
BR Mk 1 Corridor Composite (CK)	BR crim/cream	Bachmann	39-127E
BR Mk 1 Corridor Composite (CK)	BR maroon	Bachmann	39-126G
BR Mk 1 Corridor Composite (CK)	BR maroon	Hornby	R4350
BR Mk 1 Corridor First (FK)	BR maroon	Bachmann	39-151F
BR Mk 1 Gangwayed Brake (BG)	BR maroon	Bachmann	39-176F
BR Mk 1 Gangwayed Brake (BG)	BR maroon	Hornby	R4625
BR Mk 1 Restaurant Car (RU)	BR maroon	Bachmann	39-103C
BR Mk 1 Restaurant Buffet (RB)	BR maroon	Replica Railways	12106
BR Mk 1 First Open (FO)	BR maroon	Bachmann	39-241
BR Mk 1 First Open (FO)	BR maroon	Replica Railways	12136
BR Mk 1 Second Open (SO)	BR maroon	Bachmann	39-051J
BR Mk 1 Second Open (SO)	BR maroon	Hornby	R4643
LMS 57ft Corridor Brake Second (BSK)	BR maroon	Hornby	R4236B
LMS 57ft Corridor Second (SK)	BR maroon	Hornby	R4235B
LMS 60ft Corridor Composite (CK)	BR maroon	Dapol	4P-010-009
LMS 57ft non-corridor Composite (C)	BR maroon	Hornby	R4658
LMS 57ft non-corridor Composite with toilet (CL)	BR maroon	Dapol	4P-010-006
LMS 57ft non-corridor Third (S)	BR maroon	Hornby	R4659
LMS 57ft non-corridor Brake Third (BS)	BR maroon	Hornby	R4678
LNER 61ft 6in Corridor Brake Composite (BCK)	BR maroon	Hornby	R4566
LNER 61ft 6in Corridor Second (SK)	BR maroon	Hornby	R4568
SR Parcels and Misc Van (PMV)	BR green	Bachmann	39-527*
SR Covered Carriage Truck (CCT/PMV)	BR green	Dapol	B388

**Note:** \*Forthcoming model

# NEM couplings

The days of relying on tension lock couplings are in the past. **MARK CHIVERS** examines some of the alternatives available to 'OO' gauge modellers.



A wide range of alternative NEM compatible couplings are available, but our pick are the Kadee series as fitted to the Bachmann 'K3' 2-6-0 on the right of this line up. From the left the Hornby '72XX' 2-8-2T is fitted with a Roco coupling, the Heljan Class 33 has a Hornby/Electrotren hoop and the Bachmann Class 08 is fitted with a Bachmann E-Z mate coupling.

**S**IMPLE THINGS can often make a big difference and that is certainly the case with model railway couplings following the widespread introduction of NEM 362 coupler pockets to 'OO' gauge models.

Before the adoption of these coupler pockets, UK models relied on fixed tension lock couplings, which resulted in a time consuming task of changing coupling types to something more aesthetically pleasing.

Whilst primarily intended for use with European 'HO' scale models, the Normal European Modelling (NEM) Standard for universal coupler pockets has been embraced by manufacturers of 'OO' gauge

ready-to-run rolling stock for more than a decade now. The inclusion of this coupler pocket has revolutionised the hobby and allows the quick and simple replacement of standard tension lock couplings with alternatives in a matter of seconds.

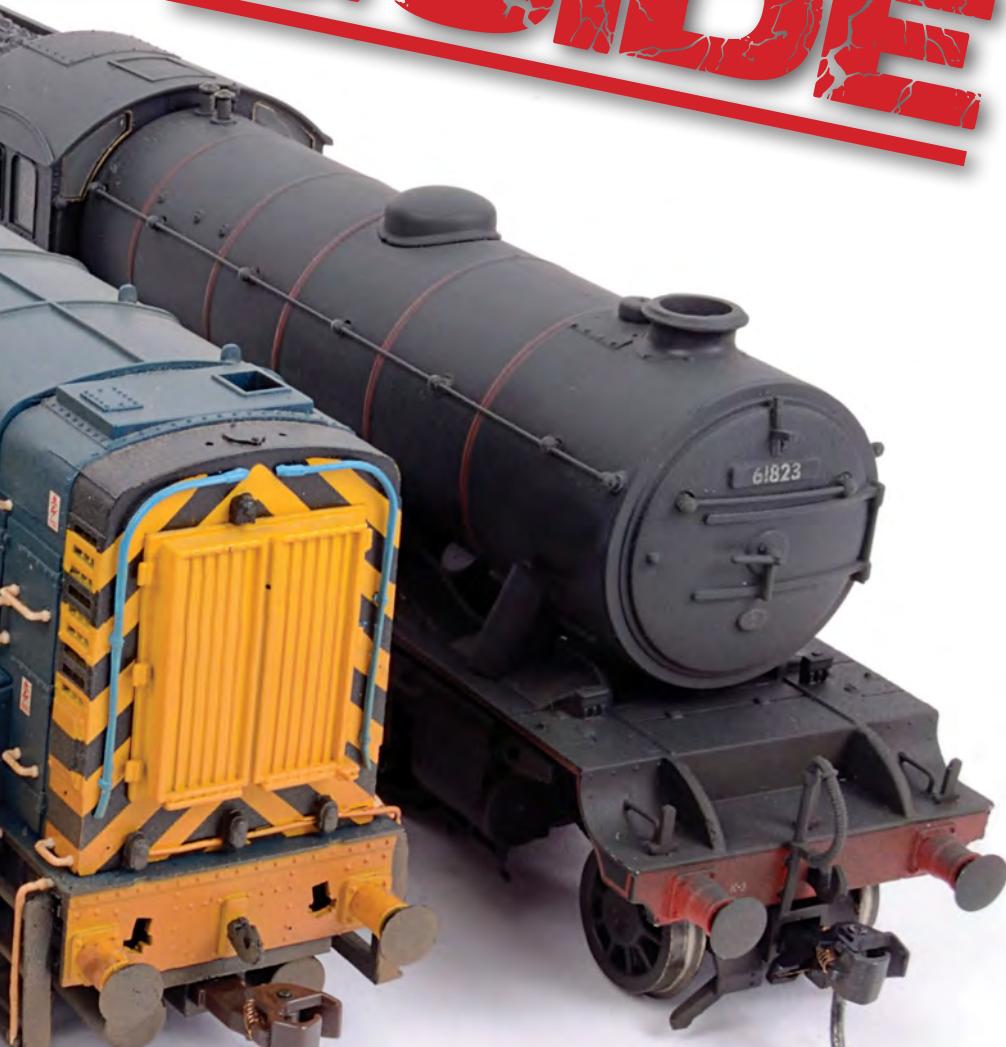
The defined standards require a NEM 362 coupler pocket to conform to a particular size and location on a model as well as accept a specific size NEM 'swallow tail' fitting for quick and easy interchangeability of couplings (see diagram for more details).

Most 'OO' gauge locomotives and rolling stock with NEM 362 coupler pockets are supplied with tension lock couplings as standard, but the variance in size of these

couplings between manufacturers and within ranges is surprising. Unfortunately, in the past some manufacturers have interpreted the NEM 362 standards differently and as a result some models feature coupler pockets located at slightly differing heights and set back further behind the buffer beams than standard.

This has resulted in manufacturers coming up with alternative solutions to overcome coupling compatibility as otherwise the supplied tension lock couplings would sit at different heights between models. The solutions include 'stepping' or 'cranking' the tension lock coupling to overcome the difference in height as well as manufacturing couplings with different length coupling hoops

# EQUIPMENT GUIDE



## SELECTION OF TENSION LOCK COUPLINGS

Manufacturer	Cat No.	Type	Tail length	Coupler length
Bachmann	36-030	long straight	8mm	11mm
Bachmann	36-064	long cranked	8.5mm	13mm
Bachmann	36-061	short straight	8mm	9.5mm
Dapol	COUPNEMOO	straight	8mm	11mm
Heljan	n/a	cranked	8mm	9mm
Hornby	R8219	straight	8.25mm	11mm
Hornby	R8268	large (old style)	8.25mm	11mm

to overcome the gaps between models.

While this helps to solve tension lock coupling issues it has resulted in further problems when seeking to use an alternative coupling as the vast majority of replacement NEM couplings are designed to conform to the NEM standards. If you simply plug these alternatives in to the NEM 362 coupler pockets 'as is' on affected models, it can be frustrating when your rolling stock uncouples whilst operating due to a difference in ride height of the couplings. Equally, you may find that if the pocket is fixed too far behind the bufferbeam, alternative couplings may bring the models too close together which could cause issues on curves such as buffer locking or derailment.

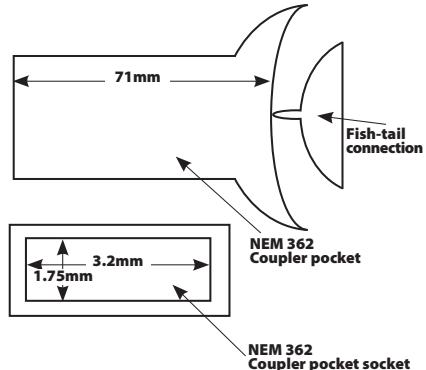
In addition to the standard tension lock couplings some models are supplied with alternative types to take advantage of the NEM 362 coupler pocket and allow you to reduce the gap between vehicles such as Bachmann's NEM pipes bar supplied with its 'OO' BR Mk 1 carriages (which are also available separate in packs of four for £3.50, Cat No. 36-060), Hornby's close couplers supplied with the majority of its high definition carriages and the Electrotren hoop couplings supplied with Hornby's 'OO' gauge twelve-wheel Pullman cars.

The range of NEM couplings available can be daunting, and the products listed represent just a small selection of some of the most popular types suitable for use with 'OO' gauge models.

## NEM 362 coupler pockets

The NEM 362 coupler pocket was designed to allow the easy changing of coupling types on an item of rolling stock utilising couplings with a NEM standard 'swallow tail' fitting at one end.

The coupler pocket must conform to a set of standards laid down by the European Union of Model Railroad and Railroad Fans (MOROP) which stipulate the small box must measure 3.2mm wide x 1.75mm high x 7.1mm deep. The standards also call for the top of the coupler pocket to be positioned 8.5mm above rail height to ensure it matches rolling stock set to the same standards. In some cases, where the pocket isn't built into the model, the coupler pocket also features a flexible triangular 'fish tail' shape at one end for connecting the pocket to the socket on the relevant model.

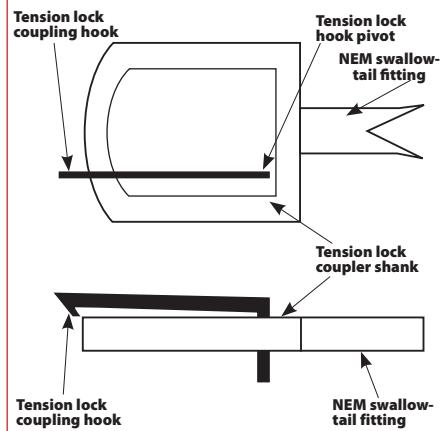


## Tension lock couplings

The popular tension lock coupling was originally developed by Tri-ang Railways and has since become the standard 'OO' gauge coupling supplied with ready-to-run locomotives and rolling stock from the main manufacturers.

Interestingly, since the introduction of NEM 362 coupler pockets, a wider selection of tension lock couplings is available including standard straight couplings in short and long varieties, together with long or short 'stepped' versions as well as NEM 'swallow tail' fitting versions of the older medium and large coupler hoops, such as those supplied with Hornby's recent Railroad diesel locomotives.

Bachmann, Dapol, Heljan and Hornby include tension lock couplings with the majority of their models – although some older models from Bachmann and Hornby aren't equipped with this feature - which can vary in size (see panel, left).



# Kadee Magne-Matic couplings

THE DETAILS	
<b>Manufacturer:</b>	<a href="http://www.kadee.com">www.kadee.com</a>
<b>Cat No:</b>	17, 18, 19, 20
<b>Description:</b>	Kadee Magne Matic couplings – short, medium, long, extra-long
<b>Price:</b>	£4.10 (pack of four)

**U**S MANUFACTURER Kadee's prolific range of couplings includes four NEM Magne-Matic types which are available in small (Cat No. 17), medium (18), long (19) and extra long (20) sizes.

Each coupler is moulded in black plastic and features a swivelling buck-eye style head. A metal trip pin is fitted to aid automatic uncoupling with magnets either in or beneath the track, together with a spring fitted to the knuckle coupler head to ensure it remains self-centring.

The 'swallow tail' fittings on each coupler measure 8mm while the coupler shanks on each (knuckle to coupler pocket)



are different lengths, with the short Kadee measuring 7.1mm, the medium Kadee 8.6mm, the long Kadee 10.6mm and the extra-long Kadee 11.7mm.

When fitting Kadee couplings, it is important to ensure the NEM 362 coupler pockets on all items of rolling stock are at the correct height otherwise performance can be affected with unplanned uncoupling possible (HM78).

GUIDE RATINGS				
Reliability	Setup	Price	Availability	

On test the Kadee Magne-Matic couplers proved simple to use and each type performed reliably. They provide an added fun element to shunting operations and allow you to shunt and uncouple vehicles remotely without hand intervention. The process requires a little practice to master, but works well.

Costing just over £1 each, the Kadee NEM couplers represent good value for money.

## Roco close couplers

**R**OCO'S close coupler is the original design of this type of coupling, which has also been emulated by Hornby's design.

Designed for 'HO' scale and moulded in grey, the Roco close coupler features an 8.5mm NEM 'swallow tail' fitting and is 15.5mm in length in total. It has a cleverly designed auto coupler which clip fits into a similar coupling on the adjacent vehicle. To uncouple, a swivel bar with half hoop fitting below each coupling lifts and forces the plastic on each apart.

During our tests these couplings did prove to be slightly fiddly to connect depending on vehicle type. The shorter length of the coupler unit does appear to make quite a difference with these couplings which resulted in two Roco couplers together struggling to connect between our 'OO' gauge Mk 1 carriages without causing buffer lock. However, a mix of one Roco and one Hornby close coupler



THE DETAILS	
<b>Manufacturer:</b>	<a href="http://www.roco.cc">www.roco.cc</a>
<b>Cat No:</b>	40270
<b>Price:</b>	£4.40 (pack of four)

seemed to work well, the slightly longer Hornby variants providing enough 'give' between vehicles. Despite working out at almost twice the price of the Hornby equivalent (£1.10 each), these couplings do offer a versatile option when used in conjunction with the Hornby close couplers.

GUIDE RATINGS				
Reliability	Setup	Price	Availability	

## Hornby close couplers

**H**ORNBY'S close coupler system is similar to that produced by Roco, although Hornby's product features a longer coupler unit at 18mm.

Moulded in black plastic, the couplings feature an 8.5mm NEM



THE DETAILS	
<b>Manufacturer:</b>	<a href="http://www.hornby.com">www.hornby.com</a>
<b>Cat No:</b>	R8220
<b>Price:</b>	£5.99 (pack of ten)

'swallow tail' fitting at one end and the same design of auto-coupler as the Roco product which simply clip together.

Hornby supplies a pair of these couplings with its premium range of 'OO' gauge models, including Maunsell, Stanier, Hawksworth and Pullman cars, as an alternative to the already-fitted small tension-locks.

On test the extra length of these close couplers resulted in the process of connecting vehicles being simple. We also found that a combination of a

Hornby close coupler in one carriage and one Roco close coupler in the next reduced the gap considerably. Again, NEM 362 coupler pockets need to be aligned for these to work well. Available in packs of ten and equating to approximately 60 pence each, these close couplers from Hornby represent excellent value and are best suited to fixed formations.

GUIDE RATINGS				
Reliability	Setup	Price	Availability	

## Hornby Scharfenberg couplings

THE Hornby International range includes these useful Scharfenberg couplings. Moulded in grey plastic, the coupling comprises two parts – the coupling assembly and an 8mm 'swallow tail' fitting which connect together using a slot on the coupling. This slot also allows height adjustment to be made to the coupling.

The couplings bear a resemblance to some modern styles used on multiple units and are designed for 'HO' scale. Each features a single curved hook and locating socket together with a

### THE DETAILS

Manufacturer:	<a href="http://www.hornbyinternational.com">www.hornbyinternational.com</a>
Cat No:	HC8040
Description:	Scharfenberg couplings (pack of four)
Price:	£8.46

### GUIDE RATINGS

Reliability				
Setup				
Price				
Availability				



On test, we tried them with Bachmann's 'OO' gauge Class 350 Desiro Electric Multiple Unit (EMU) and a Class 150/1 Diesel Multiple Unit (DMU) with mixed results. Clearance

was an issue on both units, but particularly with the Class 350/1.

Equating to £2.12 per coupling, these Scharfenberg couplings work out quite expensive, especially when you need two per multiple unit and they will need modification for reliable operation.

## Bachmann E-Z Mate Mk II couplings

### THE DETAILS

Manufacturer:	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
Cat No:	78035
Price:	£1.55 (per pair)

BACHMANN'S E-Z Mate range includes a selection of buckeye knuckle couplers.

Moulded in brown, the coupling features a plastic knuckle, metal trip pin and knuckle spring to aid operation. It is similar in size and style to the Kadee Magne-Matic No. 20 extra long version with the fixed knuckle coupler measuring 12mm in length, together with an 8mm NEM 'swallow tail' shank. They are particularly use in fixed rakes where the coupler pocket is set back.

On test, the E-Z mate couplings proved robust and reliable on a selection of Bachmann and Hornby stock. It is important to ensure that coupler pockets between adjoining vehicles are set at the correct height for maximum reliability.

The E-Z mate Mk II



### GUIDE RATINGS

Reliability			
Setup			
Price			
Availability			

## Electrotren hoop couplings

LECTROTREN forms part of the Hornby International range of model railway products, and the company's hoop NEM coupler has now appeared as part of Hornby's UK range as a spare part following its use with a few 'OO' gauge models, including the company's popular twelve wheel Pullman cars.

Moulded in black, the Electrotren hoop coupler features an 8.25mm plastic swallow tail fitting at one end together with a metal hoop and plastic hook at the other. The coupler shank measures 13mm, with the hook set at 9mm from the coupler pocket.

On test Electrotren's hoop coupler proved particularly effective with the coupler appearing robust and easy to couple and uncouple by simply lifting the metal hoop and disengaging the plastic hook.

### GUIDE RATINGS

Reliability				
Setup				
Price				
Availability				



These couplings are available in packs of seven, equating to 78 pence each.



## OUR PICK

SO WHICH COUPLINGS WOULD we choose? It really depends on what you wish to achieve from them.

On cost grounds, the Hornby close couplers are great value but they would be most suitable for fixed rake carriage formations, and look good when used in conjunction with the similar Roco versions. If you plan to do a lot of shunting or marshalling of wagons and coaches, however, they may prove frustrating.

Electrotren's hoop coupler and Bachmann's E-Z mate Mk II coupling also represent good value for money and are easy to use, but when you factor in overall reliability, setup and availability the Kadee Magne-Matic range of NEM knuckle couplers would be our choice. They enable realistic hands free shunting operations, are easy to use and come in a variety of lengths offering added flexibility.

### USEFUL LINKS

Bachmann	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
Dapol	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
Double O Gauge Association	<a href="http://www.doubleogauge.com">www.doubleogauge.com</a>
Heljan	<a href="http://www.heljan.dk">www.heljan.dk</a>
Hornby	<a href="http://www.hornby.com">www.hornby.com</a>

# More summer special FORMATIONS

I WOULD LIKE TO let you know how much I enjoy receiving and reading each and every issue of *Hornby Magazine*. I particularly like not only the articles that describe techniques for our varied and diverse hobby but also those that focus on the prototype, including how it works or worked. I have probably learned more about how to build and operate the prototype in miniature from *Hornby Magazine* than I have from a whole host of other books and magazines. I particularly like how you include a feature article on the prototype when a new model is released.

I also really like your series on train formations that include typical examples. May I suggest that a future formations feature might cover summer holiday trains and the inter-regional trains that used to often run over unusual routes using track rarely used by passenger trains. In my early teens living in Dawlish, Devon, in the 1950s I used

to watch with awe the procession of holiday specials from far away places like Halifax or Huddersfield or Hartlepool proceeding along the coastline headed by rare motive power such as an ex-LMS '8F' or a Canton 'Britannia' and, in many cases, formed of stock brought out of retirement just for the summer.

There were also the ramblers excursions that regularly ran on Sundays (track works permitting!) from Nottingham and Derby (with a connection at Trent from Leicester and Loughborough) to Buxton via Uttoxeter and Tissington. Tim Shackleton's article in HM98 on weathering such a train made nostalgic reading as did the timetable extract.

Finally, how about including a feature on a train formation that isn't really a train formation at all! By that I mean the use of bankers and pilots. When living in Dawlish, I used to go to Exeter St David's trainspotting on some summer



Saturdays. The sight of one or more portions of the London-bound Atlantic Coast Express challenging the 1 in 37 bank to Central station was hair raising with its pilot at the front and, often, two bankers at the rear. Then there is the Lickey with multiple 'Jintys' dropping off a

train like flies at Blackwell once Big Bertha was no more. There were many more locations too using banking engines to assist trains.

Anyway, food for thought I hope! Keep on producing such an excellent magazine.

**Mark Collier, by e-mail.**

## COAL BINS HAD MANY POSITIONS

The positioning of coal bins is a topic on which I have commented a number of times in the model press, and I am partly in agreement with James Porter and his observations (HM98).

As he says, almost every layout I have seen depicts coal bins backing against sidings, but I do have to disagree with him when he says it is incorrect. It did occur, and, in certain areas it was fairly common.

This practice seems to have been confined to South East England, more specifically on the Southern and its pre-grouping constituents and Great Eastern lines. It became even more common as time moved on, particularly after nationalisation when the 16ton steel mineral wagons came

into vogue and other rail traffic tailed off, leaving more siding space to be devoted to coal.

The best source I can suggest for photographs of this is one from the Aerofilms files showing Bexhill West coal yard, with every variety of coal bin arrangement on display. It can be found on the excellent Disused Railways website.

Other pictures can be found in albums of Aerofilms pictures published by Ian Allan.

In fact, aerial photographs are amongst the best and almost only source of views of coal bins as they were usually located away from the more active areas of the station and escaped the attention of the average railway photographer.

**Nick Holliday, Surrey.**

## Support our model shops

I do realise for some that it is more convenient to shop online but for me, and I believe many others, the joy of looking around a shop holding a purchase is hard to put into words. If this becomes impossible then the hobby will lose. I am fortunate to have a local

well-stocked model shop and a second one a few miles away. When I can make a visit, I look forward to such trips. Online shopping will only polarise society. Please let's work to keep our local shops open, not create ghost towns.

**Terry Reeves, Basingstoke.**

## Does 'stay alive' keep track clean?

Having returned to railway modelling after sixty years to discover the joys of Digital Command Control (DCC), with its simplicity of wiring and the ability to have multiple locomotives on the same length of track, my first models were fitted with simple non sound decoders and I was surprised to find how quickly a black deposit built up on track and wheels. If this was not removed, unreliable running was the result.

Then *Hornby Magazine* and Paul Chetter's articles on DCC sound with super capacitors came into my life. Now locomotives would run for four feet with the power switched off! However, what I have noticed

is that after extensive running very little deposit appears on track or wheels, and any cleaning is down to a feeling that it ought to be done rather than necessity. I wonder if the deposit was due to 'micro arcing' which is now suppressed by the capacitors. Perhaps Paul could say if there is any scientific basis for what appears to be another plus for DCC sound?

Keep the articles coming on sound fitting as it is rather scary taking a new locomotive apart in the hope that all will fit in when you have not been shown how, complete with wonderful cut away photographs.

**Mike Shepherd, by email.**

## A FLAWED DIAGRAM?

With reference to the August 2015 edition and the DCC Power Games article, I would like to point out that I believe there is a flaw in the Power district schematic on page 45. Nigel's article is fantastic but what I see is a problem with the booster feeds.

I use Digitrax DB150 and 100 as command station and booster

and if I were to set them up in the way your schematic shows I would have a three-fifths shut down if I have a short on power district three. I believe all districts should have their own circuit breakers and not any part of the layout coming directly off a booster or command station.

**Rod Coombs, by e-mail.**

# Some different 'Peak' weathering

I thought that Tim Shackleton's weathering article in the July issue (HM97) was excellent and most instructive. It seems to me that the 'Peaks' have been somewhat neglected recently. These locomotives were among my favourites and the feature will go a long way to improving their weathered appearance.

As a matter of interest, I visited Leicester Midland station in autumn 1966 and took a few photographs of these locomotives and the Class 45. Unfortunately, at that time I couldn't afford an expensive camera so the picture quality leaves a lot to be desired. However, in spite of the quality, these photos are of interest as I've seen nothing similar in any publication.

The locomotive in question was about to depart for Glasgow and was lettered 'St Pancras–Glasgow'. I believe it also said 'Thames Clyde Express' although I can't be sure of that. The locomotive, Class 45 D128, has an interesting stain on the side – is it water? You will also note that it was at a date



These images show Class 45 D128 and its unusual weathering at Leicester Midland in 1966.

before the triangular aperture was installed. One other picture shows the effect of leakage

onto the pale green line next to the large square vent. Another picture shows steam escaping



from the front of the locomotive – who said steam was dead?

**R C Wells, Leicestershire.**

## HATTON'S GOES ABOVE AND BEYOND THE CALL OF DUTY

I have recently purchased a Bachmann '3F' 0-6-0 from Hatton's online at [www.ehattons.com](http://www.ehattons.com) and I'd like to let people know of the fabulous service I received. With the locomotive I also purchased a 21pin DCC chip.

While attempting to fit the chip I managed to damage it and asked Hatton's for advice. It suggested I return the chip and that as I had already ordered a replacement would refund the cost (£12). I then realised that when I refitted the blanking plug the locomotive failed to work on normal DC track. Again, I went back to Hatton's to ask what I could do. It suggested I return the locomotive and that it would replace it or refund me the cost. I sent it back and asked for a replacement. This duly arrived and also the new chip. I fitted the new one and then, of course, all went smoothly and the locomotive runs beautifully.

As the original issue was caused by my clumsiness I think Hatton's went over and above what could reasonably be expected. It is for that reason I would like to wholeheartedly recommend Hatton's to *Hornby Magazine* readers.

**David Beck, Hampshire.**

## How were the NBL 'Warships' moved South?



Having read the review of the Bachmann Class 43, I wondered how the prototype was transferred to the Western Region.

Could anyone advise me by what means and route they were moved? As a modeller of the Scottish scene I have a vision of three diesel-hydraulics being towed by a 'Royal Scot' 4-6-0. Would I need modeller's licence to recreate this scene?

**Walter Duncan, by e-mail.**

# TITLED TRAINS RECREATED



Sankey Scenics produces a wide range of detailing products to recreate the famous titled trains from the 1930s through to the 1960s. Using items from the free title trains accessory sheets with this issue **MARK CHIVERS** shows how to use them and fit them to locomotives and carriages.

**Sankey Scenics locomotive headboards and train reporting numbers are an ideal and simple means of adding a unique touch of detail to a locomotive.**

FREE with this issue of *Hornby Magazine* is a selection of 'N', 'OO' and 'O' scale titled train locomotive headboards, carriage roof boards, tail boards and train reporting numbers from Sankey Scenics' extensive range of miniature signage, to add that extra touch of detail to your rolling stock and locomotive fleet.

To demonstrate how to use your free carriage roof and locomotive headboards we have selected to model the 'Red Rose' passenger train introduced for the 1951 Festival of Britain, which ran between London Euston and Liverpool Lime Street using BR Mk 1 carriages until withdrawal in 1966. In addition to carrying a headboard and carriage roof boards, this train also featured distinctive 'Red Rose' tail boards at the rear of the train.

The detailing sheets with this issue include a selection of named passenger train signage suitable for pre and post nationalisation eras with high profile services such as the 'Merchant Venturer', 'Hook Continental', 'Ocean Liner Express' and 'The Palatine' represented. Headboards and gangway covers are included where appropriate allowing realistic train formations to be created. Plus, if you want to detail a full rake of carriages with these fittings, Sankey Scenics produces complete packs in all three scales.

Carriage destination boards were designed for specific carriage types such as the varied

array of pre-nationalisation stock or BR's newly introduced Mk 1 carriages and resulted in roof boards being positioned at different heights depending on the coach type. For example, BR Mk 1 carriages featured brackets for roof boards at cantrail height on each side while London and North Eastern Railway (LNER) Gresley stock featured roof boards that were situated slightly higher on the roof - reference to photographs is recommended for correct fitting. Many titled trains featured two roof boards on each side of the carriage with one carrying the train's title, while the other highlighted the destination. These are catered for in the Sankey Scenics range.

In addition, extra headboards for the Southern Region's named boat train operations from London Waterloo to and from Southampton Docks also feature, as well as some representing BR's named freight trains from the late 1950s/early 1960s, including the 'Condor' and the 'Tees-Tyne Freight'.

Printed on high quality photographic card, the various titled train boards and reporting numbers can be cut from the sheet with a sharp craft knife and fixed in position. Each exposed cut edge will require colouring with a suitably coloured felt-tip pen or similar while some of the larger items such as locomotive headboards may also require the rear exposed area to be shaded in with an appropriate marker to tone it down.

The step-by-step guide shows you how to apply your free Sankey Scenics titled train locomotive headboards, carriage roof boards and corridor tailboards. **HM**

● Visit [www.sankeyscenics.co.uk](http://www.sankeyscenics.co.uk) for the full range of titled train products and more.

## SANKEY SCENICS

● In addition to the wide range of named train model signage produced for the three main scales, Sankey Scenics also offers rolling stock accessories including van posters and a full range of additional coach destination boards covering over one hundred different destinations. The company also offers a customisation service enabling you to create your own unique carriage destination boards to suit specific models.

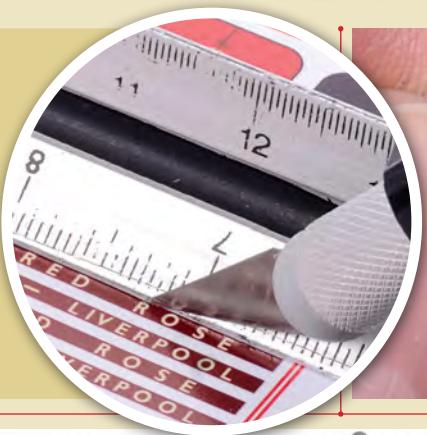
[www.sankeyscenics.co.uk](http://www.sankeyscenics.co.uk) showcases the company's extensive product range on-line while it can also be obtained at model railway exhibitions from the Grimy Times (weathering specialist) stand throughout the year.

In addition, the full range of Sankey Scenics products is now available from Grimy Times Model Railways' new retail premises at 187 Orford Lane, Warrington WA2 7BA.

● Visit [www.grimytimes.co.uk](http://www.grimytimes.co.uk) for more information.

**1**

Carriage roof boards can make a big difference when fixed in position and simply require careful removal from the sheet using a sharp craft knife and straight metal edge.

**2**

The exposed white edge of the card requires touching in with an appropriately coloured felt-tip pen. Gently hold the board between two fingers and lightly apply the edge of the felt tip pen to the exposed edge of the roof board, working round all four sides evenly.

**3**

Correct positioning of the roof boards is important and reference to prototype photographs is useful at this point. On our example the 'Red Rose' title featured at the left hand position on BR Mk 1 carriages, while the train's destination was shown to the right hand side. Ensure each board is straight before fixing in position. If you wish to remove the boards on a regular basis, small amounts of Blu-Tack or similar might be more suitable. For a more permanent solution PVA glue or double sided sticky tape will work.

**5**

Adding the locomotive headboard is the most rewarding part. Carefully remove the headboard from the sheet using a sharp pair of nail scissors. Work your way slowly and methodically round the shape to achieve the best result. Any slight rough edges can be carefully trimmed with the scissors or a sharp craft knife before touching in the exposed edge of card with a grey/silver felt tip pen. The rear of the headboard was also shaded before securing in place using a small piece of Blu-Tack.

**6**

**MIDLAND REPORTING NUMBERS**  
Sankey Scenics provides fully made up reporting number sets which can be cut from the sheet using a sharp craft knife and straight metal edge – alternatively the full pack includes separate numbers to create unique train codes. The exposed edges and rear of the panel were coloured with a black felt-tip pen before fixing to the upper lamp iron on this Hughes-Fowler 'Crab' with a small piece of Blu-Tack.

**4**

Some dedicated train sets also featured a corridor tailboard at the end of the rake of carriages. Remove the tailboard from the sheet using a sharp craft knife and straight metal edge. The rounded corners can be carefully tidied with the craft knife or a small pair of sharp nail scissors. Once the exposed edge has been touched in with an appropriately coloured felt-tip pen, the tailboard can be fixed squarely in place over the corridor connection with PVA glue or Blu-Tack.

**7**

**WESTERN REPORTING NUMBERS**  
The larger BR Western Region train reporting numbers were similarly cut from the sheet with a sharp craft knife and metal straight edge and touched in with a black felt-tip pen before fixing in place centrally to the front of a Hornby's 'Castle' 4-6-0. For temporary fixing they were held in place using a tiny amount of Blu-Tack.

#### TRAIN REPORTING NUMBERS

- To identify a particular service, each train carries its own identification made up of a series of numbers and a letter. Our taster set includes a selection of BR Midland and Western Region train reporting numbers. The Midland region numbers represent the paper labels that were applied to a metal panel and usually fitted to the top lamp iron at the front of the locomotive, while the larger Western Region versions represent the distinctive panels fixed to a special centrally mounted metal frame at the front of its locomotives.

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# BIG BUPY

Combining military and railway interests is popular. **JEREMY KENNETT** explains how City of Canterbury Model Railway Society created its 'OO' gauge exhibition layout set firmly on the Southern Region.

PHOTOGRAPHY, TREVOR JONES.



**B**IGBURY is the main 'OO' gauge exhibition layout of the City of Canterbury Model Railway Society, built by members at our clubroom. It is operated using conventional analogue electrics, as most members don't have Digital Command Control (DCC) fitted stock or wish to convert it.

The layout was planned to replace an existing layout named Wickhambreaux Road, which was a large 16ft x 8ft continuous run, but had become too cumbersome to transport easily due to the size and number of the baseboards.

We opted for a smaller end to end design which also made it easier to fit into the clubroom. Initial planning took several months to reach a suitable design while construction took around two years. But a layout is never quite finished, is it?

Bigbury first appeared in public at our January 2011 exhibition in Canterbury. It is named after an ancient Roman fort just outside Canterbury because part of our plan was to incorporate a civilian country branch line terminus station and incorporate an army base to create some additional interest, both operational and visual.

The fictitious location is somewhere in North Hampshire on the edge of Salisbury

## STATISTICS

<b>Owner:</b>	City of Canterbury MRS
<b>Scale:</b>	'OO'
<b>Length:</b>	16ft
<b>Width:</b>	2ft
<b>Track:</b>	Peco code 100
<b>Control:</b>	Analogue
<b>Period:</b>	BR Southern Region, 1950s

Plain, which allows for our army depot with its own internal railway sidings, leading off-scene to a wider network within the camp. The period is in the mid to late 1950s, using mainly ex-London & South Western »



It looks as if there's been an accident in the Nissen hut – hope he's not too badly hurt. The depot's newest shunter, a Sentinel named Chaucer, is pushing oil tanks towards the unloading area as a 'U1' 2-6-0 approaches the terminus with the passenger working.



**•O2** Nearing the end of its days, a 'D15' 4-4-0 simmers in the station after a gentle run along the branch with a set of 'birdcage' coaches. In the background a rake of horseboxes used to bring the visitors to the regimental polo tournament is stabled in the sidings.

Railway (LSWR), Southern Railway or British Railways Southern Region stock, but with some inter-regional interlopers on troop trains or bringing in supplies.

## FOUNDATIONS

We didn't break the mould in production of Bigbury with the baseboards using a tried and tested method of 6mm plywood tops on a framework of sandwiched construction, with 3in deep sideframes of 4mm plywood either side of 1in softwood spacers. This gives good strength and rigidity whilst keeping the boards fairly light and allowing for switches to be fitted within the depth of the frame, protecting them from damage during transport. Backscenes are integral to the design, with some softwood framing for added strength. So far these have withstood the cold and damp atmosphere in the clubroom remarkably well! Each board is 4ft x 2ft, with a 1ft high backscene panel and the boards bolt together face to face in pairs using end panels for transport. This enables the whole layout to easily fit in the back of a medium sized car.

Track is standard Peco Streamline using live frog points and code 100 rail, to allow the maximum range of member's own stock to be operated. This is ballasted with a range of materials, including finely ground road scrapings! We aimed for a fine grade of ballast as too often the ballast available commercially can look too large for the scale. In the yard areas, a representation of cinders is used in place of normal ballast. All is stuck down using diluted PVA glue. This too holds the track in place, as any pins or staples were removed after ballasting to avoid them being visible.

There is a fiddle yard at the rear of one of the baseboards, hidden by a backscene



panel. We use a system of cassettes made from 6mm MDF or plywood with 25mm aluminium angle screwed on either side to the correct track gauge. These connect to the layout electrically using simple brass spring plates on either side, and seem to be very reliable. There are also simple plasticard back-to-back plates fitted between the aluminium angles at intervals to ensure that stock stays on the track as it enters or exits the cassettes. There are a variety of cassette sizes to cater for locomotives and different train types. We find that keeping locomotives separate from stock allows

for more flexibility in operation and keeps the stock cassettes lighter to handle.

The layout was wired for analogue control and we use handheld controllers with a decent length of cable to allow movement behind the layout when operating. It is wired for two trains to be operated, either using the sections on the civilian lines, or one for civilian and one on the military side. This means that at exhibitions there is usually at least one train moving at most times, helping to keep the interest of the viewing public.

This is one of our own criteria when

looking at layouts for invitation to our own exhibition, as we know the viewer switches off if not much moves. Switches are centre-off for sections, and switch-to-make for point control, using SEEP point motors under the boards, with extended pin rods. These also have integral polarity switches to improve electrical conductivity through the points.

## PLAIN SCENERY

Scenery has been kept fairly simple, imitating the fairly flat landscape of the fictitious location. Any low embankments »

 A 'Dukedog' 4-4-0 prepares to take horseboxes back to its home depot of Newbury. The local platelayers must be looking forward to getting their new hut and store which await a crane to unload them from the grampus engineer's wagon.



around the track areas were built up using shaped polystyrene covered with a layer of newspaper soaked with wallpaper paste and painted brown. Because of the flat landscape, we have used a scratchbuilt Southern Railway style concrete sectional footbridge to disguise the exits to the fiddle yard, both from the main line and the army sidings. This was built by member Jeremy Kennett, based on photographs and observations of various similar prototypes. The bridge provides an access to the army depot from the far side of the main line.

The station building was built by Andy Hopper, and is based on plans of that at Wool in the New Forest to give a suitable LSWR flavour, while the signalbox is

based on a wartime pattern constructed when the line was upgraded with colour light signalling and built by Tony Cooke. The goods shed is a modified Metcalfe kit, clad in plasticard brick and tiles by Donald Baldwin. There is a large transfer shed on the army sidings, allowing for wagons to be brought in from the main branch line, transferred across to the army sidings and taken inside to offload. A troop platform has been provided on the army sidings allowing for short trains to be moved across for loading or unloading troops within the depot. There is also a tank loading ramp on one of the sidings and we operate a train of kit-built 'Rectank' wagons carrying tanks, which create

some added interest. The Nissen huts are from various kits to represent those commonly used in military situations.

A wide variety of scenic materials was used to create a feeling of the countryside around the railway, and the well-kept tidiness of the military depot. Trees were made using methods based on either real twigs or twisted wire with painted foam and scatters for foliage. More recently static grass has been used to improve the grassed areas around the tracksides.

The backscenes have been created using real photographs of the area around Deal, Kent, which have been edited and softened to create a slightly fuzzy distant view. The end backscene behind



'O4

**Right:** The driver of 'M7' 0-4-4T 30053 ignores the activity in the army depot, no doubt he's seen it all before. Bigbury's driver seems to have left the footplate, is that what the Military policeman is waving his arms about?

'O5

**Below:** Plenty of Nissen huts in evidence here, being used as workshops and stores, and all pretty busy. The 'U1' 2-6-0 is a bigger than usual visitor on the branch passenger train today.



the station is actually a reversed image of Woodnesborough, looking across the fields towards the church; another personal interest of one of our members.

We decided that the transfer line between the civilian and military lines should be protected by a pair of gates which could be operated invisibly from behind the backscene. This uses a system of Bowden cables and gears to move each gate individually, and it is interesting to see how many people notice them move when operated during a show.

During exhibitions the layout is quite heavily stocked with road vehicles and other army machinery which has been acquired or built by members. We are also able to call on various civilian vehicles from members to give an impression of the period and location, including the Hants and Dorset bus in the station entrance yard.

## THE TRAINS

Rolling stock is provided by various members, mainly those with similar period layouts themselves. Two of these are members of the Double O Gauge Association, and also have their own widely-travelled exhibition layouts - Manston Airport (HM85) and Chillingbourne (HM91).

Stock is aimed to be representative of the South-Western lines of the Southern Region, with occasional visits from other Southern locomotives and from other regions. One of these is an ex-GWR 'Dukedog' 4-4-0 used for services originating from Didcot on the old Didcot Newbury & Southampton route. An ex-LSWR push-pull set is operated with an 'O2' or 'M7' and other passenger stock is usually a three coach 'birdcage' set.

There is a variety of horse boxes available to transport military horses in and out of the depot, perhaps for a regimental polo tournament? We understand that armoured regiments evolved from former cavalry regiments, so this seems appropriate. A set of scratchbuilt tank wagons provides deliveries of fuel oil to the army base, with an unloading area»

beside the transfer shed. There are also a few other unique scratchbuilt wagons. These provide further interest as people often ask what they are. We tend to use stock with Sprat and Winkle Type 3 couplings for hands free operation using magnets set strategically under the track.

Most of the locomotives, carriages and wagons are heavily modified and weathered ready-to-run, or are kit-built for types not available off the shelf. Locomotives on the roster include 'T9' 4-4-0s, 'M7' 0-4-4Ts, 'G6' 0-6-0Ts, 'D15' 4-4-0s, '700' 0-6-0s, 'U1' and 'N' 2-6-0s plus BR and Fairburn '4MT' 2-6-4Ts. There are a variety of small diesel shunters available for the army sidings too, including one named *Bigbury*.

### A FAIR CHALLENGE

One area we perhaps need to improve on is the variety of operation into and out of the army depot, including the use of the internal line running off scene to another part of the army base. This could provide even more options for trains and movements around the visible yard areas.

Building the layout was always meant to involve as many members as possible with an interest in helping and as most of our members have at least some interest in 'OO' gauge, this was an important project. As with most clubs there are always those with more interest in running trains than building layouts. However we got a lot of people involved and helped to develop the skills of some in aspects that they may not have worked on before. We believe the end result is to a good standard, and enables two or three operators to be kept busy at exhibitions at any time. At a push it can all be operated by one person, but after a very short time becomes somewhat brain-taxing, especially if you try to operate two trains at once! Most of the membership has had a go at operating the layout at exhibitions at some point.

Having first exhibited the layout at our own show, it was invited across the English Channel to Boulogne in November 2011

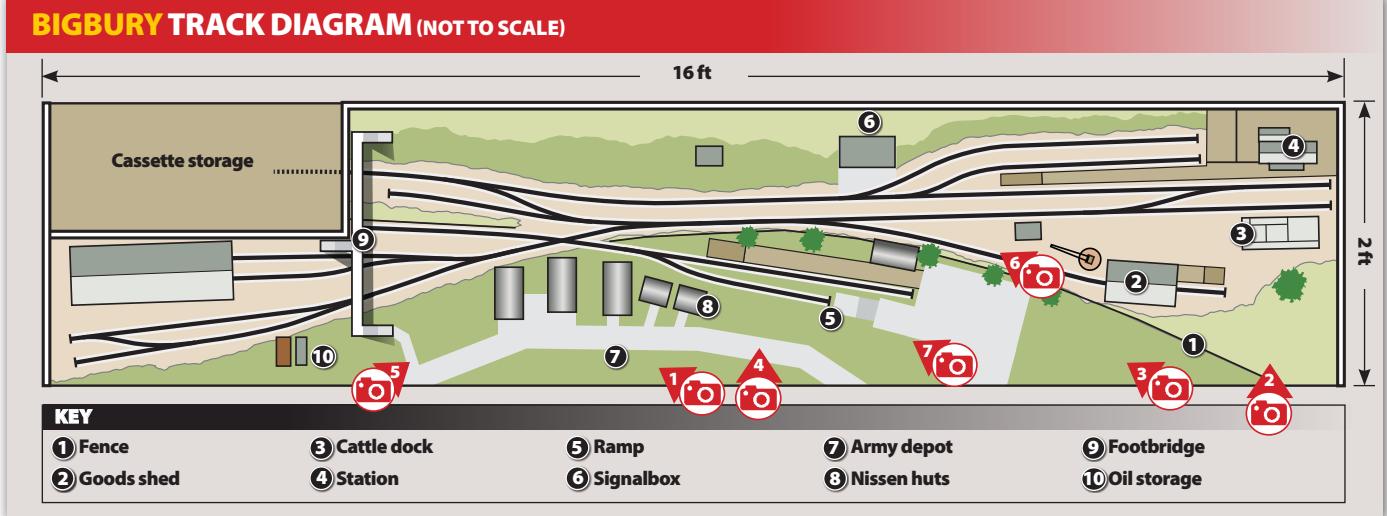
where we were very well looked after - the French certainly know how to do hospitality! Bigbury was also exhibited at the Shepherd Neame Faversham brewery in 2013, at a local Salvation Army fundraising show last year, and at the Folkestone show in October. It is next booked to attend the new Faversham Model Railway Club exhibition on September 12 2015. We are happy to consider invitations to other shows – please feel free to contact us via our website [www.ccmrs.co.uk](http://www.ccmrs.co.uk).

**Below:** A general view of the layout set up in the clubroom. The cassette storage yard is in the small area behind the store shed at the far end which means that the entire length of the layout is scenic.



 A train of tanks arrives at the depot behind a Drummond '700' 0-6-0. The depot services tanks and guns and scraps obsolete ones.

## BIGBURY TRACK DIAGRAM (NOT TO SCALE)



Lots of activity at the army depot. In the background an army shunter is taking wagons through the gate to the main line.



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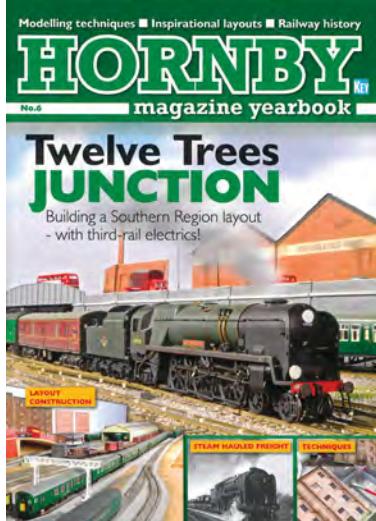
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Twelve Trees Junction, built by author Mike Wild, shows the reader how to develop a layout using the mothballed Project 12 from *Hornby Magazine* as its basis. Features include construction of the baseboard, how to lay track, making scenery and buildings as well as a series of hands on and historical features too. Plus we describe which locomotives and rolling stock operate on the finished layout to ensure authenticity.

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Dapol launch

# GWR 'Grange'

Representing the first all-new locomotive to be released by Dapol in almost two years is the GWR 'Grange' for 'N' gauge. **MIKE WILD** takes a closer look at this mixed traffic 4-6-0.



THE 4-6-0 TYPE was the backbone of the Great Western Railway's locomotive department and through the designs of Churchward and Collett a range of engines were developed to meet all the requirements of the railway.

The 'Grange' class was introduced in 1936 by Collett to be a replacement for the Churchward '43XX' 2-6-0 class which numbered 342. In the end 100 of the 2-6-0s were replaced by the new fleet of 80 'Granges', all of which were built at Swindon Works.

Outwardly the 'Grange' was very similar to the 'Hall' 4-6-0, but it had smaller driving wheels – 5ft 8in as opposed to 6ft 0in on the 'Halls' – and there were differences

in the frame design and footplate too. Being a mixed traffic design they were used for a wide range of duties including perishable goods, excursions, passenger, parcels and general goods. The class were also regularly used as pilot engines for heavy expresses over the Devon Banks where they were paired with classes including 'Hall', 'Castle' and 'King' 4-6-0s as well as early diesel hydraulics.

The last of the class was withdrawn in 1965 and none were preserved. However, the Betton Grange Society is currently building a new 'Grange' at the Llangollen Railway using a combination of common GWR locomotive components and new build items where necessary. Visit [www.6880.co.uk](http://www.6880.co.uk) for more information.

## THE MODEL

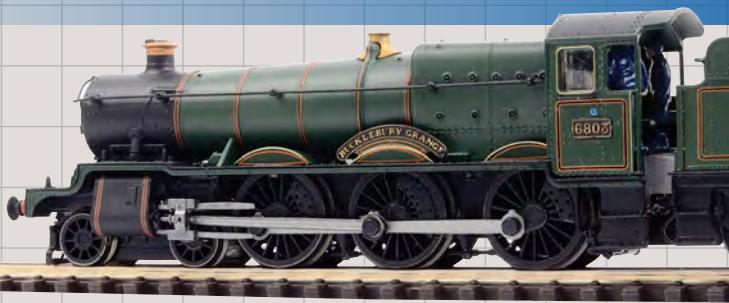
Brand new to the Dapol 'N' gauge range is the Collett 'Grange' 4-6-0 – a perfect partner for its already impressive range of GWR-designed locomotives which includes the 'Hall' and 'Manor' 4-6-0s, '2884' 2-8-0 and '57XX' 0-6-0PT. Dapol is releasing four versions of the 'Grange' with both 3,500gallon and 4,000gallon tenders. The first arrivals are 6809 *Burghclere Grange* in BR lined black and 6803 *Bucklebury Grange* in BR lined green, both paired with 4,000gallon Collett tenders.

The 'Grange' bears more than a family resemblance to the Collett 'Hall' 4-6-0 – in fact there is only one real stand out feature to separate the two at a glance, the footplating. The 'Hall' has a straight footplate from the cylinder casing back to the cab while the 'Grange' has a distinctive step over the cylinders. There are other details which aren't so obvious on first glance include smaller driving wheels, but it goes to show just how clear the GWR's standardisation policy was when it came to its 4-6-0s.

Dapol's model is impressively well

turned out and with an improved paint finish too which has more of the sheen that you would see on a real locomotive. Livery application on both of our samples was very well done with the main body colours being accurate in their shades and standing well next to contemporary models. Detailing is impressive in this area too with fine mixed traffic lining on the BR lined green model – the BR black version having slightly heavy white lining on the wheel splashes. Finishing touches include etched metal name and numberplates, copper cap to the chimney and the all important brass safety valve bonnet. Incorrect though is the route restriction colour code – it should be red for a 'Grange' rather than the blue printed.

Externally Dapol has done an impressive job in recreating the 'Grange' in 'N' gauge. It has

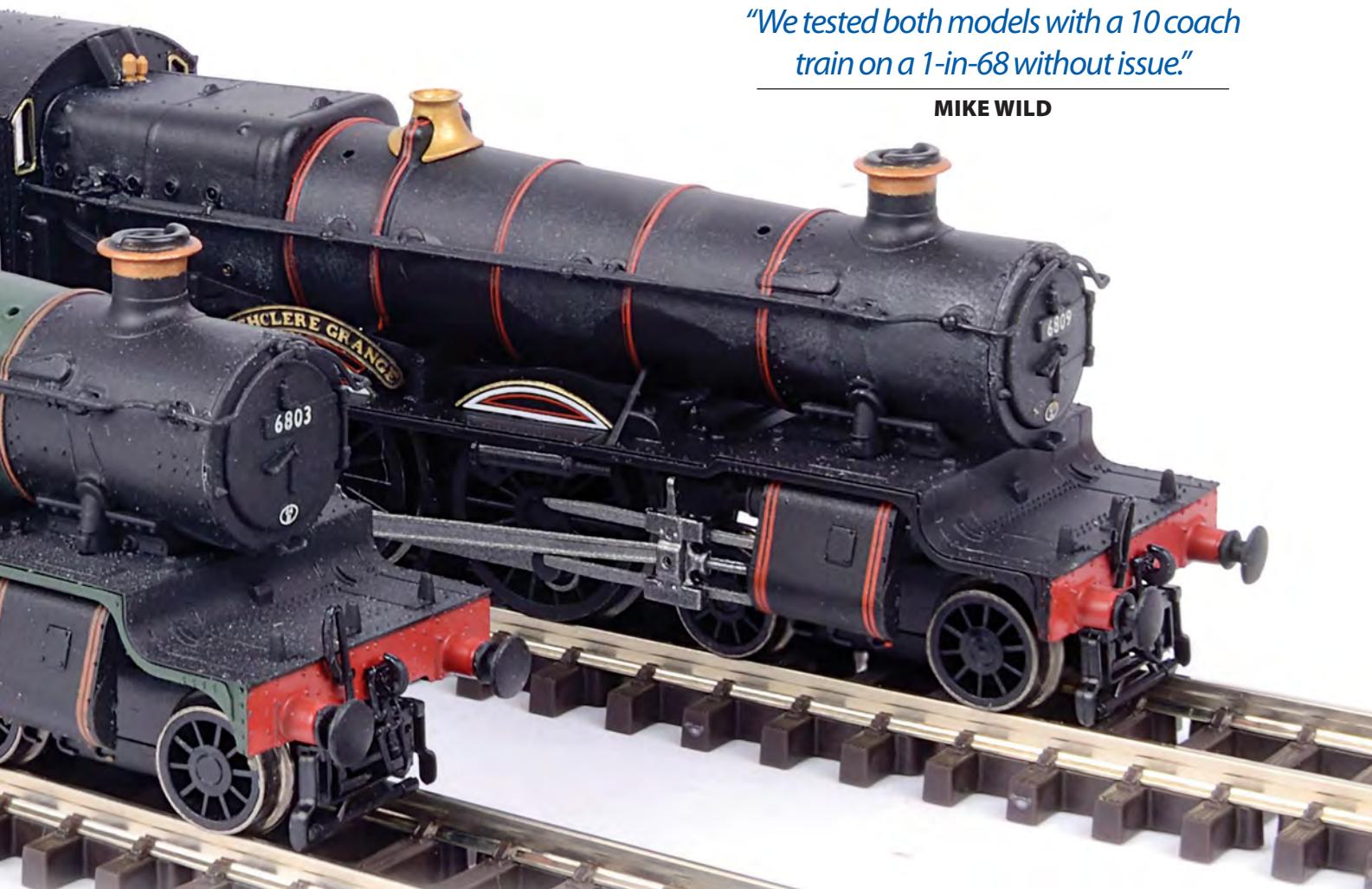


## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.dapol.co.uk">www.dapol.co.uk</a>
<b>Cat No:</b>	2S-019-003
<b>Description:</b>	GWR 'Grange' 4-6-0 6809 Burghclere Grange, BR lined black
<b>Cat No:</b>	2S-019-006
<b>Description:</b>	GWR 'Grange' 4-6-0 6803 Bucklebury Grange, BR lined green
<b>Scale:</b>	'N'
<b>Price:</b>	£134.90
<b>Era:</b>	4/5 respectively
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Couplings:</b>	Rapido couplings in NEM pockets

*"We tested both models with a 10 coach train on a 1-in-68 without issue."*

MIKE WILD



all the hallmarks of the real locomotives and the distinctive stepped footplate is produced correctly too. Separately fitted handrails are fitted throughout, although on the driver's side of the smokebox these, perhaps, stand a little proud as they spread to go around the boiler side pipework.

The smokebox, chimney, safety valve bonnet, boiler taper and firebox all look spot on and capture the appealing looks of these well proportioned mixed traffic 4-6-0s well. The side window cab is neatly produced too with a fine separately fitted handrail, but the interior is quite spartan by comparison.

The tender supplied with the 'Grange' matches that used on the 'Hall' 4-6-0s by Dapol and features a one piece moulding

for the main tender body with added details for the footplate controls and handrails.

Included with each model is a detailing pack which includes a set of fine etched metal fire irons, bufferbeam fittings, a crew, spare traction tyres and alternative couplings including Dapol's magnetic couplings.

## PERFORMANCE

On the track both of our samples performed smoothly and quietly throughout the speed range with the tender mounted motor providing full gear drive to all three driving axles on the locomotive. Add in traction tyres on the rear driving wheels and it all adds up to a powerful package with plenty of capacity to handle a 12 coach

train on the level with ease. On gradients we tested both models with a 10 coach train on a 1-in-68 incline without issue while the 1-in-30 gradient proved to be no issue with the train weight reduced to eight carriages.

The 'Grange' is factory fitted with a 6-pin Digital Command Control (DCC) decoder socket and with the tender body being a simple clip fit installing a chip couldn't be simpler. You will need to choose the decoder carefully though as space is limited – our samples being tested with Gaugemaster DCC23 6-pin decoders. Alternatively if you don't want to install your own decoder Dapol is offering all of its 'Granges' DCC fitted from the factory using the Gaugemaster DCC23 also.

## OVERALL

The 'Grange' fills a useful gap in the range of 'N' gauge Great Western Railway designed motive power and adds to the ever more comprehensive list of quality products for the scale. Its production is excellent and as Dapol's first all new locomotive since the arrival of the 'N' gauge 'Western' in October 2013 it shows a significant step forward for the company which is moving into the process of delivering its long awaited list of new products.

For our money we'd pick the BR lined green version, simply because the lining was much neater on our sample, but the end result is that 'N' gauge has gained another superb new locomotive. Excellent and available now. (MW)

# Heljan completes its Railbus trilogy

After six years of development, Heljan's latest 'OO' gauge railbus is here. **MARK CHIVERS** examines whether it matches the previous two releases.



IT'S BEEN ALMOST SIX YEARS in development, but Heljan's 'OO' gauge Park Royal railbus based on the five prototypes that were built by Park Royal Vehicles for services on lightly used routes in England and Scotland is finally here completing the manufacturer's trilogy of 4mm scale railbuses.

Introduced to service in 1958, three vehicles - M79971-M79973 - were allocated to BR's London Midland Region at Bedford, while the remaining two - SC79970 and SC79974 - were allocated to the Scottish Region. Subsequent reallocations saw all five operating in Scotland in due course, although two relocated to Buxton in the Peak District for a short period in the mid 1960s. Perhaps inevitably, with the changing shape of the railway the five Park Royal vehicles became surplus to requirements and were withdrawn in 1968. None were saved for preservation.

Measuring 42ft long, each seated 50 people and included a large open area for luggage and standing passengers. Scottish allocated vehicles were also modified with extended handrails and folding footsteps for stations with low height platforms. Powered by an AEC 150hp engine, the maximum speed of these four-wheel railbuses was 55mph.

**The railbus captures the ungainly stance of the real vehicles well.**



## THE MODEL

Completing the trio of vehicles announced by Heljan at the Warley National Model Railway Exhibition in 2009 (HM31) this latest model follows the Waggon und Maschinenbau (HM58) and AC cars (HM181) variants for 'OO'. Finished as Scottish Region allocated SC79970, our review sample in BR green livery with cream lining and 'speed whiskers' at each end features destination panels set for Aviemore and Elgin.

From the outset it is clear that Heljan has developed another highly detailed model capturing the curved lines, flat roof and unique look of the attractive prototype well with its two-character headcode panels (the only variant to carry this feature), pair of central windscreens and one-piece curved window glass at each corner. A finely moulded windscreens wiper is provided for the driver's windscreens at each end while the cab front also

includes finely crafted curved metal bumpers, lamp irons, fine metal grab handles, coupling hook and directional headlights. A set of air horns is mounted beneath the underframe on the driver's side at each end.

With plenty of glazing and a concealed motor mechanism, the interior is highly visible and Heljan has modelled this area with passenger seating, driver's cabin, control desks and even finely moulded horizontal seat back

handrails. Heljan has finished the interior in blue which matches the colour of the seat backs and interior trim on this vehicle.

Windows on each side are correctly positioned with one small and three large panes either side of the recessed sliding passenger door, while the area immediately behind the door is left as a blank panel as per the prototype. Extended passenger handrails and folding footsteps are also correctly fitted to this Scottish



#### THE DETAILS

Manufacturer:	<a href="http://www.heljan.dk">www.heljan.dk</a>
Cat No:	11087501
Description:	Park Royal Railbus, SC79970, BR green with 'speed whiskers'
Scale:	'OO'
Price:	£119.95
Era:	5/6
DCC:	DCC ready, 21-pin socket
Couplings:	None

*"Heljan has developed another highly detailed model in the Park Royal railbus."*

MIKE WILD



Region example while roof detail includes moulded ventilators, a fine exhaust outlet and illuminated destination panels at each end. A small silver headlight is included in the separate parts pack for fitting above the destination panel if required, which is a nice touch.

The underframe is equally well presented with finely moulded full relief engine details and pipework picked out in silver and white. On first glance the area around the wheels and axlebox areas appears spartan, but on closer inspection the subtle mould lines represent the basic nature of the prototype well, while crisply moulded SKF axle bearings are picked out in yellow and red. At the outer edges of the underframe the distinctive coil springs are also neatly moulded at the correct angle. Much effort has gone into this area with driveshaft detail, fuel tank, air reservoir, radiator, pipework, battery boxes and more all crisply represented.

Decoration is up to Heljan's usual high standards, the body featuring a neatly applied satin BR green paint finish with crisp cream lining and 'speed whiskers' accurately applied at each end of the vehicle. The roof is finished in dark grey while the underframe is black with engine details picked out in appropriate colours. Crisp vehicle data details, BR crests, destination panels and vehicle numbers are also finely printed. Attention to detail also extends to the emergency door operating handle which has been picked out in red while the water filler cap is neatly finished in silver.

#### PERFORMANCE

Straight from the box the Park Royal railbus ran smoothly and quietly throughout the speed range, no doubt aided by the substantial cast metal chassis which gives this model a heavy weight feeling. It operated confidently through a series of points and track on *Hornby Magazine*'s office test layout for a sustained period. The model also features directional headlights (the prototypes carried tail lamps so tail lights aren't fitted) and interior lighting, together with illuminated destination panels and two-character headcode boxes.

Access to the 21-pin DCC decoder socket requires the passenger handrails and footsteps to be detached carefully first before attempting to remove the bodyshell which separates from the base of the chassis where it is held in place with plastic lugs. An additional keeper plate also needs to be unscrewed before accessing the DCC decoder socket PCB. Incidentally, a spare set of handrails and steps is included in the parts pack.

#### OVERALL

The Park Royal railbus completes the set of 'OO' gauge models announced by Heljan and whilst they only lasted ten years in service with BR it deserves to be another popular release for the Danish manufacturer. A superb addition to the range, this diminutive vehicle is that rare breed of model representing a versatile and useful prototype which exudes presence and runs as well as it looks. (MC)



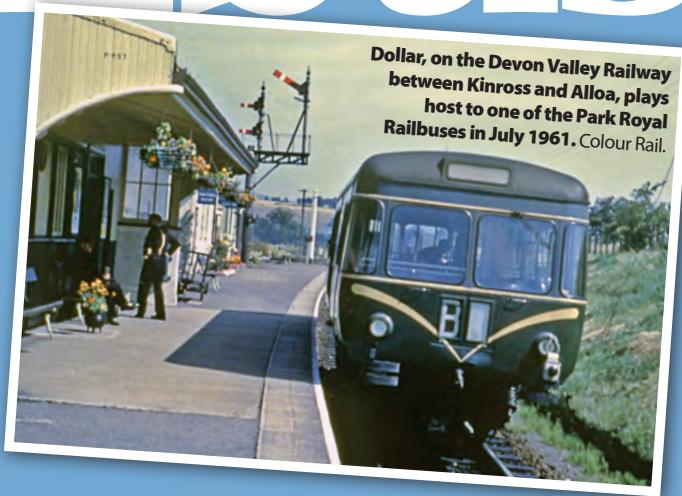
**The interior is fully detailed and the 21-pin decoder socket is mounted in the roof.**

# PARK ROYAL'S Railbus

One of the least successful of the first generation diesel railbuses was the class of five built by Park Royal Vehicles.

**EVAN GREEN-HUGHES**  
explains why they had a very short life and none were to carry on into preservation.

Park Royal railbus  
Sc79970 stands at  
Craigellachie in July  
1960 in original BR  
green with speed  
whiskers. Colour Rail.



Dollar, on the Devon Valley Railway between Kinross and Alloa, plays host to one of the Park Royal Railbuses in July 1961. Colour Rail.



**O**N THE FACE OF IT WHEN British Railways took the decision to experiment with the purchase of a number of European-style small railbuses in 1956

London-based Park Royal Vehicles should have been well placed to win the business. The company had extensive experience in building public service vehicles and had also recently supplied a series of four-wheel multiple units to BR. More importantly they also had a licence to build railbuses on the German Uerdingen principle, a design that had proved so successful on the continent.

It therefore came as something of a surprise when the orders for 20 railbuses were announced in September 1956 that Park Royal had been left off the list of successful bidders, in favour of imports from German firm Waggon und Maschinenbau. Reports suggest that it was thought to be more beneficial to buy an original German product than to pay for a copy of one which had been built in Britain.

However, after some lobbying and further consultation with the regions the matter was reconsidered and the total number of railbuses required was raised to 22. Park Royal was given an order for five, this number being arrived at by reducing the proposed purchases from Wickham of Ware and AC Cars of Ditton.

## FLYING START

It seems as though Park Royal may have been involved with the development of the railbus project from an early date for the company was very quick off the mark and was able to get the first three railbuses built within 14 months from the date of the order. Their design complied with the British Railways specification right from the start and there were few alterations required to the original concept, unlike those from other builders.

The Park Royal vehicles were built on a substantial steel underframe with a completely separate body attached by flexible mountings. The mechanical units fitted were identical to those on contemporary Diesel Multiple Units and included a single AEC engine, Wilson epicyclic gearbox and reversible final drive. One major departure was the use of air brakes, rather than vacuum, and this necessitated a larger compressor being fitted which was driven by belts from the input side of the gearbox.

The first four Park Royals were intended for the London Midland Region but whilst they were in construction services were withdrawn from the Northampton-Blisworth line, meaning that only three were required. Consequently in July 1958 M79971-M79973 were put to work between Bedford and Northampton and on the Hitchin Branch.

In service they proved to be unreliable and spent a lot of time in Wolverton works for repairs and by December the following year the London Midland Region reported that they were now surplus, their duties having been taken over by conventional DMUs.



With a reduction in requirements for railbuses in Scotland two were sent back to the London Midland Region and used on the Buxton-Millers Dale service. In May 1966 one of the pair stands at Buxton. Colour Rail.

## ON SCOTTISH METALS

The Scottish Region was much more enthusiastic about the idea and duly received Sc79970, originally intended for the Midland, and Sc79974. These two were modified during build and were supplied with retracting steps, enabling passengers to enter from ground level. 79974 took up duties on the Dalzellington Branch in November 1958 while 79970 arrived in February 1959 and was put to work on the Speyside route through Aviemore where it replaced a Bristol built railbus.

Following their redundancy the three London Midland examples were sent to Scotland where they retained their fixed steps and initially their M number prefixes. 79972 replaced 79970 at Aviemore while the others made appearances on the Ayr-Dalzellington and Lugton-Beith route. Railbus services were extended to the Kilmarnock-Ardrossan-Ayr route and the Darvel branch but these generated little traffic and inevitably were to fall victim to closure.



A Park Royal railbus, now carrying small yellow warning panels, passes a pair of Class 20s on the approach to Ayr in the early 1960s. Colour Rail.

## FACTS AND FIGURES

<b>Built:</b>	1958
<b>Builder:</b>	Park Royal Vehicles Ltd
<b>Number in class:</b>	Five (79970-79974)
<b>Withdrawn:</b>	1966-1968
<b>Number preserved:</b>	0
<b>Engine:</b>	AEC 220, 11.3litre
<b>Transmission:</b>	Self changing gears Wilson epicyclic
<b>Brake:</b>	Air operated tread
<b>Wheelbase:</b>	19ft 8in
<b>Wheel diameter:</b>	3ft 0in
<b>Length:</b>	43ft 4in
<b>Width:</b>	9ft 3in
<b>Height:</b>	11ft 9in
<b>Weight:</b>	15tons
<b>Seats:</b>	50, second class

## OBSOLETE

By 1965 there were only four regular duties for railbuses in Scotland and the writing was on the wall for even those services. Two of the Park Royals 79972/79973 were consequently transferred to Buxton where they worked the Miller's Dale service for a short period but both were in works in June 1966 and repairs were not authorised. 79974 was taken out of traffic in November and in January 1967 79970 was condemned with the final example 79971 following the month after.

Despite being less than ten years old no one was interested in buying any of the Park Royals, their unreliability and fragile nature perhaps being one of the reasons that preservation societies went for the more substantial German-built examples. The body from 79971 was taken off its chassis and dumped on the ground at Millerhill Yard where it served as a bothy for a number of years but all the rest of the class were cut up.

The Park Royals were, by all accounts, well-built machines but their tendency to 'nod' when under way due to the long overhang at each end made them less popular than some of the other railbuses. Had the mass branch line closures of the 1950s and 1960s not taken place they may well otherwise have had a long and useful life. **Hm**

# London Transport Museum delivers S stock for 'OO' **Going underground**

In a first for ready-to-run London Transport Museum has commissioned an exclusive model of the S7 and S8 stock which has changed the face of London's sub-surface lines. **MIKE WILD** reviews the new four-car train pack for 'OO'.

**H**OW TIMES have changed. A few years ago few would have believed that third-rail Electric Multiple Units would be possible in ready-to-run, but we've seen an impressive range of products enter the market. Now, though, the London Transport Museum has broken more new ground with the first ever ready-to-run model of a London Underground multiple unit.

Its chosen subject is the new face of London's sub-surface lines – the S7 and S8 stock which was introduced to the network in 2010. These trains have been built by Bombardier to replace A60, A62, C69, C77 and D78 stock on the Metropolitan, Circle, District and Hammersmith and City lines. The S8 stock, which is formed into an eight-car train, is specifically operated on the Metropolitan line and was the first to be introduced. S7, seven-car trains, entered service from 2012.

In total 191 trains formed of 1,395 vehicles have been ordered which is amongst the largest single train orders for Britain. The S stock has a maximum speed of 62mph, but a higher acceleration rate than its predecessors. The units are also equipped with regenerative braking which returns energy to the network under braking.

**Illuminated destination blinds and directional lighting bring the characterful cab fronts to life.**



*"The model captures the characterful 'face' of the prototype well with its deep driving compartment windows."*

**MIKE WILD**



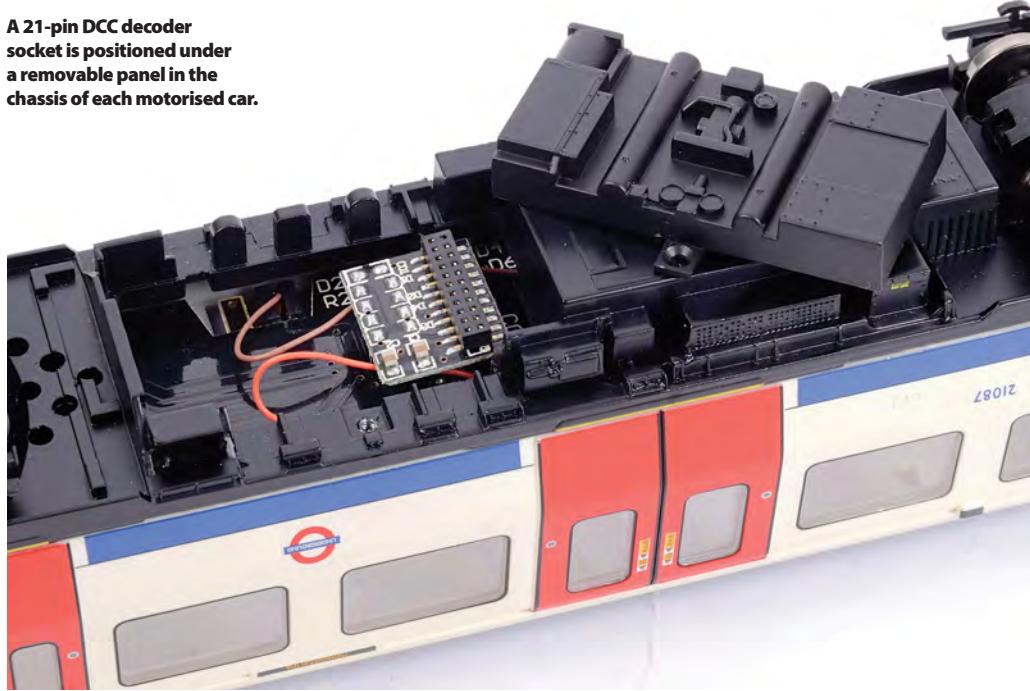


Destination blinds light up adding detail to the well finished front end. Vehicle numbers are also displayed on the ends of each driving car.

#### THE DETAILS

Manufacturer:	<a href="http://www.ltmuseum.co.uk">www.ltmuseum.co.uk</a>
Cat No:	35-990
Description:	London Underground S8 four-car EMU
Scale:	'OO'
Price:	£280.00
Era:	9
DCC:	DCC ready, 21-pin decoder (x2)
Couplings:	Unique clip couplings between cars

A 21-pin DCC decoder socket is positioned under a removable panel in the chassis of each motorised car.



#### THE MODEL

London Transport Museum is releasing the S stock models as a four-car train pack with four further single vehicles being available which can be used to make up either an S7 seven-car train or a full S8 eight-car train.

For review we received a sample of the four-car train pack. It contains two driving cars and two trailer cars. Each driving car is fitted with a low profile motor and mechanism driving the rear bogie as well as a 21-pin DCC decoder socket and directional lighting.

Between the cars are clip together couplings – similar in design to those used on Bachmann's Blue Pullman DEMU, but without any means of conducting power – which make this unit simple to put together once it is out of the box. An uncoupling bar is also supplied to assist with separating vehicles. The small profile wheels are a little more difficult than conventional wheels to rail due to their recessed position, but roll smoothly and freely once on the track.

The two driving cars are, correctly, longer than the trailer cars with

an additional bay at the front for the driving compartment.

The model captures the characterful 'face' of the prototype well with its deep driving compartment windows, an illuminated external display and directional head and tail lights. Added to this are separately fitted windscreens wipers on what is otherwise pretty much a one piece body moulding except for the addition of glazing and the gangway

connections at the inner ends.

However, while it is a one piece moulding this is no negative. Bachmann has done the museum proud in producing a detailed body profile which accurately reflects the prototype with its angled tumblehome to the lower third, flush glazed windows and sliding doors which correctly stand proud of the body. The roof is detailed appropriately too, although the mouldings of the fan panel did look a little heavier than on some of Bachmann's most recent diesel and electric models.

The sparse interiors of the S stock have been represented in plain grey plastic – these units having a greater standing capacity than seated – and these cover the low profile mechanism and electrical circuits.

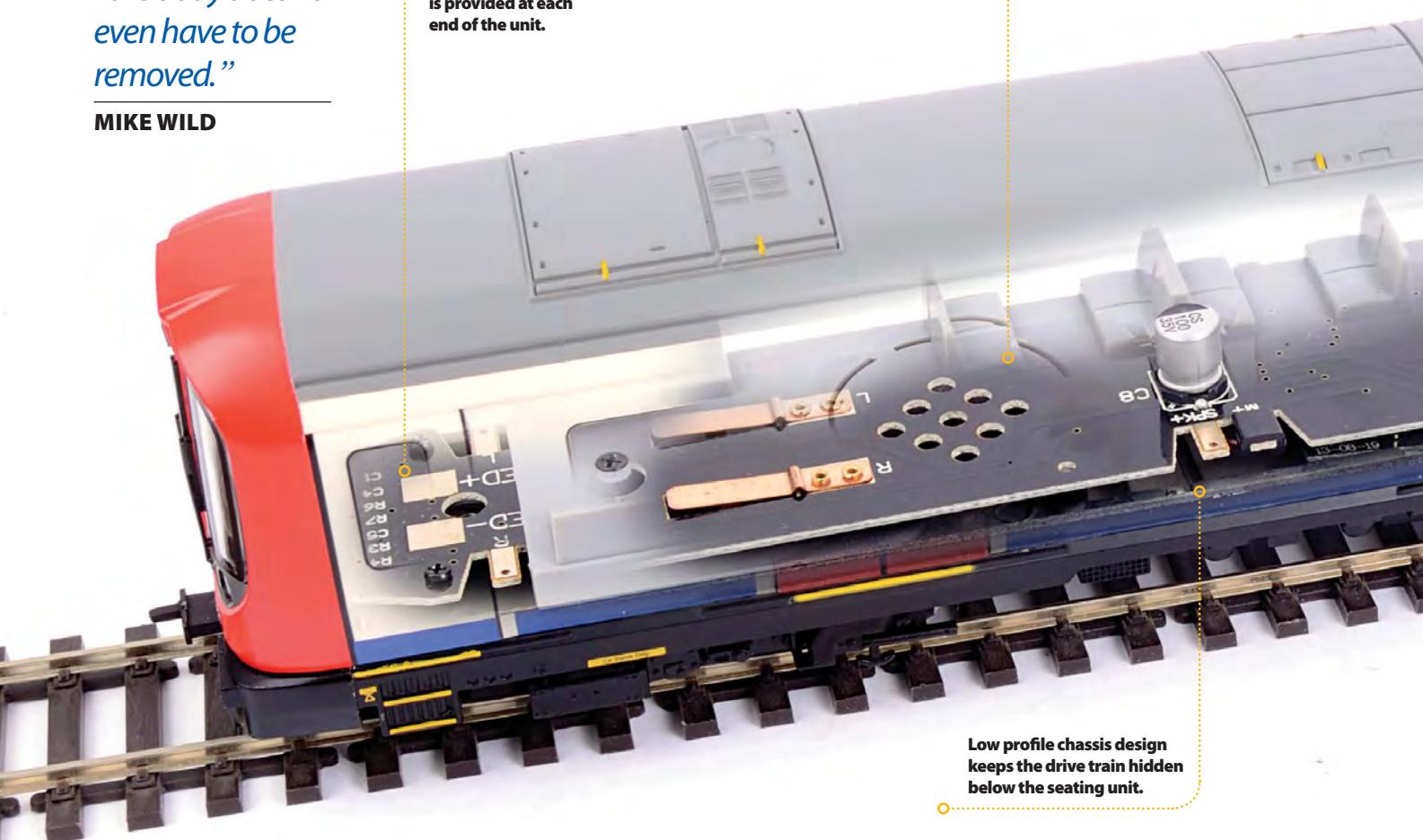
The driving cars have die-cast metal underframes which offer full and comprehensive detailing of the underfloor area while the centre trailer cars have plastic underframes. All ride on neatly detailed bogies with differing details depending upon their position under the train.

Decoration of the S stock units meets the high standard that we expect from Bachmann with crisp edges between all the main body colours of red, white and blue and superb fine printing of warning signs on the sliding doors, fully legible Underground logos on each coach and vehicle numbers in the correct positions. The frames are »



*“Access to the decoder socket couldn’t be simpler - the body doesn’t even have to be removed.”*

MIKE WILD



equally well detailed with printed matter including warning notices and yellow stripes below each door.

## PERFORMANCE

The S stock units are supplied DCC ready with each motorised car requiring its own 21-pin DCC decoder to operate. There are no electrical connections between the cars and lighting is confined to directional head and tail lights.

Access to the interior is straightforward – three screws of two different sizes must be removed to allow the body of the driving cars to be unclipped from the die-cast chassis. This reveals the interior where provision has been made for a speaker to be installed above the leading bogie. This requires a pre-determined part of the floor to be cut out – solder terminals are provided on the circuit board below the seating for a speaker to be connected to. Happily access





to the decoder socket couldn't be simpler – the body doesn't even have to be removed. All that is required is to undo a single screw in the chassis to release the removable panel for decoder installation.

In terms of the overall chassis design Bachmann has done an impressive job in creating a low profile mechanism for the S Stock which sees the entire motor and gearbox hidden beneath the seating. This alone is excellent news for the future of model multiple units and sets these models apart from the rest.

Performance of the power train is good too with the compact mechanism providing plenty of power. However, the two motors in our sample weren't speed matched meaning that one was working against the other at times. Through sustained running on the level though we found our sample to be smooth with excellent slow speed control.



## OVERALL

London Transport Museum has broken new ground for 'OO' gauge ready-to-run products and it is exciting to see the capital's fascinating underground railway system being brought into the limelight. An eight car set will doubtless look impressive and Bachmann and the museum have done a superb job in replicating the new face of the London Underground subsurface lines in miniature.

The use of a low profile mechanism is excellent and a big step forward in multiple unit chassis design. This new model deserves to be a success. The London Transport Museum made a bold move to produce a ready-to-run underground train, but in that it has created a model which will go down in history as the first of its kind. Let's hope there is more to come! (MW)



# Heljan's

# HUNSLET

Diesel shunters came in all shapes and sizes. **MARK CHIVERS** takes a closer look at the brand new Heljan model of the Hunslet Class 05 0-6-0.



The BR wasp stripes are evenly and crisply supplied on this sample of D2592.



**A**NNOUNCED at the 2012 Warley National Model Railway Exhibition in Birmingham (HM67), the first of Heljan's long-awaited newly-tooled 'OO' gauge Class 05 Hunslet 0-6-0 diesel shunters is now available.

Commissioned by the British Transport Commission, 69 locomotives were built by the Hunslet Engine Company of Leeds between 1955 and 1961 for use on the Eastern and Scottish Regions of British Railways.

Powered by an eight cylinder Gardner engine, the initial batch of 11136-11143 (D2550-D2557) and 11161-11176 (D2558-D2573) were 25ft 4in long over buffers with cabs taking the height to 11ft. The later batch of D2574-D2618 had the roof raised to 12ft. This extra height offered more visibility for drivers and included an additional horizontal window just below the roofline. The wheel diameter was also increased on this batch to 3ft 9in from 3ft 4in.

Primarily designed for shunting, these small locomotives were fitted with electric marker lights from new and driver's controls on both sides of the cab for added operational flexibility. Maximum speed was 18mph.

While most were withdrawn by 1968, one survived in regular

Working directional lights are fitted as standard.

A 6-pin DCC decoder socket has been built into the chassis block.



Fine coupling rods and scale wheels complete the underframe.



The compact lines of the Class 05 have been captured well by Heljan.



## THE DETAILS

**Manufacturer:** [www.heljan.dk](http://www.heljan.dk)

**Cat No:** 2520

**Description:** Class 05 D2592, BR green with 'wasp stripes'

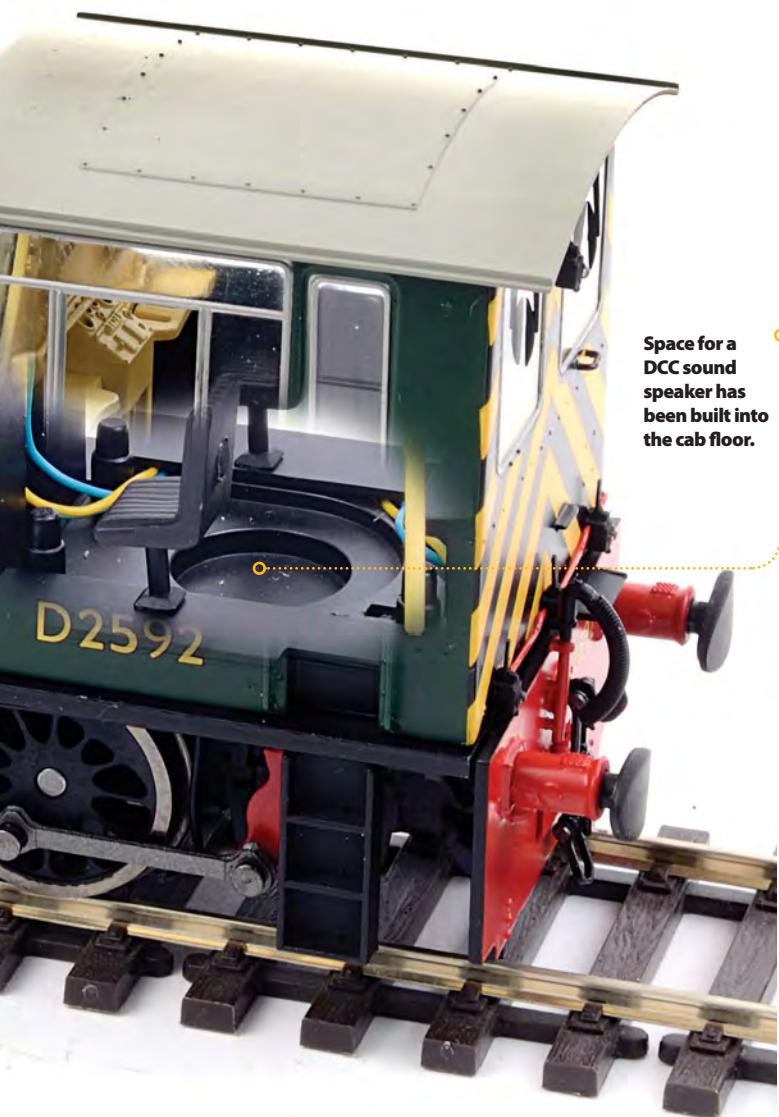
**Scale:** 'OO'

**Price:** £129.95

**Era:** 5

**DCC:** DCC ready, 6-pin socket

**Couplings:** Small tension locks in NEM pockets



Space for a DCC sound speaker has been built into the cab floor.

the buffer beam while a set of fine working head and tail marker lights is fitted at each end which light up according to the direction of travel. These lamps are most effective, raising the bar for ready-to-run 'OO' gauge shunting locomotives in our view. Sprung plastic buffers are fitted to the buffer beams as is a neat NEM coupler blank at each end which hides the coupler pocket when not required. This is removable and a pair of NEM small tension lock couplings is supplied separately.

Moving along the locomotive, the engine compartment doors are well represented with each featuring a set of metal handles. The locomotive solebar features the shunter's riding position, access steps, fine sandpipes and sandboxes front and rear and a set of fine bare metal coupling rods.

The impressive cab moulding is a separate part from the rest of the body and is commendably well moulded with its distinctive curved roof. Fine horizontal and vertical grab handrails are fitted on both sides of the cab while the effective flush glazing highlights the added visibility this batch of locomotives afforded the drivers and even includes a partially opened window on the left-hand side.

Window beading is neatly picked out in silver, while cab windscreens wipers and air horns are also included together with cab interior detail including intricate driver's control equipment and seats all finished to a high standard. The rear cab windows also afford a view of the delicate handbrake lever.

Decoration on our sample was as we've come to expect from Heljan featuring a high quality, evenly applied satin BR green paint finish with light grey roof, black underframe and red buffer beams. Well executed crisply painted yellow and black 'wasp stripes' feature at each end. Printed detail elsewhere is equally well represented with fine BR crests, legible Hunslet builder's plates and crisp numbers applied, the latter also finished with fine black borders.

service on the Isle of Wight for use on infrastructure trains into the 1980s. A small number have been preserved.

## THE MODEL

Four 'OO' gauge models form the initial batch of releases and feature the larger cabs of the later-built locomotives with our review sample finished as D2592 in BR green with 'wasp stripes'. Also just released are D2600 in BR green (Cat No. 2521), D2595 in BR blue (2522) and Departmental No. 88 in BR green (2523): all have 'wasp stripes'.

The subject of our sample, D2592, was delivered new to the North Eastern Region's Wakefield depot in 1959 and subsequently reallocated to Ardsley, West Hartlepool and Haymarket depots

before its withdrawal in 1968.

It is clear that Heljan has invested much time and effort to develop a stunning 'OO' gauge replica of these boxy locomotives. Comprising a highly detailed plastic bodyshell together with a die-cast metal chassis, the front of the locomotive looks just as it should with its distinctive radiator slats topped off with a crisply moulded Hunslet name badge finished in red and gold.

Attention to detail is such that a fine mesh is attached behind the radiator slats while a suite of fine handrails, grab handles, exhaust outlet, marker light conduits, metal screw link couplings and correctly set vacuum brake pipes are all present. Additionally, the vacuum brake pipe run is modelled along

## PERFORMANCE

This model doesn't disappoint in the performance stakes either. Straight from the box our sample ran smoothly and near silently throughout the speed range, demonstrating plenty of power available for its primary shunting role and reaching scale speeds far in excess of the prototype's range. That said, following a period of running in the model also proved capable of fine speed control too together with good traction, no doubt aided by its heavy metal chassis.

A small circular space has been provided for a Digital Command Control speaker in the cab floor of this model which is accessed by removing the cab and then the rest of the body to reveal a 6-pin DCC decoder socket. The accompanying instructions are basic although they do warn that it may be necessary to trim the insulation on a DCC decoder to fit - but you must ensure this is done with care bearing in mind it has a metal chassis.

The directional lighting was a slight area of concern on our sample as the directional head marker light appeared very faint in one direction, although this may have been caused following a 'rough-shunt' in the post. Tail lights worked perfectly in both directions.

## OVERALL

This is sure to be another winner from the Danish manufacturer. Whilst not in the glamorous league of main line locomotives, this diminutive model is no less impressive with its sheer good looks, phenomenal amount of intricate detail, bar-raising operating marker lights and powerful mechanism.

Some parts are very delicate and our review sample did suffer some slightly bent details, but Heljan has certainly packed a great deal into a small package and it will undoubtedly prove a very popular model. Performance is exceptional too making this a great new choice for those searching for a shunter. (MC)

# Hunslet's class 05 Diesel shunter

In the rush to replace steam as the primary form of shunting engine British Railways ordered a large number of different designs of diesel shunter, one of which was the relatively short-lived Hunslet Class 05, as **EVAN GREEN-HUGHES** recalls.

**I**N THE EARLY YEARS following nationalisation British Railways had a constant requirement for small shunters to work in yards that generated only light amounts of traffic. The design for a standard form of large diesel-electric shunter was already established (HM93), but there was no obvious outstanding candidate for light duties, with many different classes being available from several manufacturers in the UK.

Consequently British Railways management opted to purchase examples from many sources, partly to see which would be best in service but mostly because no single works had the capacity to provide all that was required.

The Hunslet Engine Company in Leeds had a formidable reputation as a supplier of railway engines. Founded in 1864 the company had begun to build diesel locomotives in the 1930s and had considerable experience of the type by the time that the modernisation

**High roofed Class 05 D2611 approaches Marshland Junction with a brake van special on June 14 1963.** Colour Rail.



of BR's shunting operations was being considered. In 1953 the company received an order to build 24 shunters with diesel mechanical transmission for use on light goods trains and in yards but was given a fairly free hand as to the actual design. The result was to become the Class 05.

## EASTERN INTRODUCTION

These locomotives had a much more bulky appearance than those of some of the other manufacturers, despite the fact that they employed the same tried and tested Gardner eight-cylinder engine and were equipped with a lofty and very spacious cab, designed

**Class 05 D2601 stands at Goole shed in the company of a line of 'WD' 2-8-0s in the early 1960s.** Colour Rail.



FACTS AND FIGURES	
<b>Introduced:</b>	1956-1961
<b>Builder:</b>	Hunslet Engine Company, Leeds
<b>Original nos:</b>	11136-11143/11161-11176 (later D2550-2573 in order)
<b>Number series (from 1957)</b>	D2550-D2618 (D2612 later Dept 88)
<b>Total built:</b>	69
<b>Regions:</b>	Eastern, North Eastern, Scottish, Isle of Wight
<b>Withdrawn:</b>	1966-1981
<b>Engine:</b>	Gardner 8L3
<b>Horsepower:</b>	204hp
<b>Transmission:</b>	Hunslet mechanical
<b>Wheel arrangement:</b>	0-6-0
<b>Train heat:</b>	Not fitted
<b>Brakes (loco):</b>	Air
<b>Brakes (train):</b>	Vacuum
<b>Maximum tractive effort:</b>	14,500lbs (D2550-D2573) 17,400lbs (D2574-D2618)
<b>Length:</b>	25ft 4in
<b>Width:</b>	8ft 3in
<b>Height:</b>	11ft 0in (12ft D2574-D2618)
<b>Weight:</b>	31tons (D2550-D2573) 32tons (D2574-D2618)
<b>Wheel diameter:</b>	3ft 4in (D2550-D2573) 3ft 9in (D2574-D2618)
<b>Max speed:</b>	18mph
<b>Fuel capacity:</b>	300gallons

to give drivers a good all-round view.

They were fitted with vacuum train brakes, unusual at that time for small shunters, and also had progressive features such as electric marker lights. Dual controls were also fitted so that they could be driven from either side of the cab. This first batch was numbered 11136-11143 and 11161-11176 with deliveries commencing in October 1955. The first were allocated to Ipswich, Norwich and Grantham sheds.

Even before the first batch was finished a second order was placed for another 45 engines which were given the numbers D2574-D2618, the numbering system for diesels by then having changed.

This batch differed from the first in having a cab roof which was 12in higher than the original and by having wheels which were increased in size from 3ft 4in to 3ft 9in. These could always be identified because they had an additional window over the cab side window and they were fitted with oval, rather than round buffers.

Deliveries of this second series commenced in July 1958 and followed on immediately from the first batch. On delivery D2574 was allocated to 68C Stranraer and those up to D2584 followed it to the Scottish Region. From D2586 onwards the rest of the class was allocated to the North Eastern Region with Wakefield receiving a substantial allocation.

## INTO TRAFFIC

In service the class proved reliable, as did many other shunting engines fitted with the Gardner engine, but there was one significant issue which was with the design of the cab door which was only some 14in wide and which proved something of a challenge for portly traincrew!

Despite their impressive reliability many of

**Hunslet 0-6-0 11169 (later D2566), from the original batch with 3ft 4in driving wheels and a lower height cab, stands at Norwich shed in 1959.** [www.railphotoprints.co.uk](http://www.railphotoprints.co.uk)



these locomotives were soon without work as the yards and sidings for which they had been designed were closed down due to the decline in railway freight traffic. BR's National Traction Plan of the mid 1960s was designed to rationalise the locomotive fleet by eliminating some of the smaller classes and the Hunslets were slated for disposal even though they were only a few years old. The majority were sold off either for scrap or for reuse between 1966 and 1968 but one, D2554, was transferred to the Isle of Wight where it was to be the only locomotive based there for many years with the rest of the island's rail traffic being handled by ex-London Transport underground stock.

This '05' was also to become the only one of the class to receive BR blue livery, being renumbered 05001 and later 97803. Other locomotives moved into departmental stock including D2612 at Faverdale Works in Darlington as No 88 while D2615 had become No 89. Duport Steel bought a number for their plants at Briton Ferry and Llanelli while the NCB had examples at Yorkshire Main Colliery, Bentley and Hatfield Main.

## PRESERVATION

Today there are four genuine '05s' still in existence. D2554 remains on the Isle of Wight with the Isle of Wight Steam Railway, D2578 is privately preserved at the Moreton Industrial Park Hertfordshire, D2587 is in the Heritage Shunters collection at Rowsley while D2595 sees regular service at the Ribble Steam Railway. All three of those on the mainland visited Hunslet's works in 1968/1969 for refurbishing before further use. There is also a similar machine which went direct from Hunslet for industrial use and is now at the Didcot Railway Centre but which was never in BR stock, although it often appears in BR livery.

The Hunslet Class 05 was one of those designs that was perfectly suited to the job it was built for, but for which the job eventually disappeared leaving them redundant long before they were worn out. Fortunately we can still see examples at work on our heritage lines, even though the bulk of the class left the main system almost 50 years ago. [Hunslet](#)



**D2594, from the second batch of locomotives with 3ft 9in driving wheels, stands outside an unknown shed in the 1960s.** Colour Rail

# Hawksworth coaches debut for 'N'



**N**EW to the Graham Farish range are these sublime new models of the GWR Hawksworth designed carriages.

They were introduced from 1948 with construction starting after nationalisation. The first were turned out in GWR chocolate and cream livery but, from 1949, all new builds were delivered in BR carmine and cream. Their final livery was BR maroon which was applied from 1956. The last were withdrawn in the mid-1960s.

Bachmann's new range of Hawksworth covers the Corridor Third, Corridor Composite, Brake Third and Full Brake. Initially they are being released in GWR chocolate and cream and BR carmine and cream liveries.

For review we received samples of the Corridor Third, Brake Third and Full Brake in BR carmine and cream livery – all three sporting excellent livery application.

Detailing of the body, roof and underframe is exquisite. The sides feature correct window arrangements for each vehicle together with fine moulding of the door hinges, handles and grabrails. The underframe is fully detailed too with truss framing, full relief battery boxes and more while the roof has excellent rivet detail together



with separately fitted pipework from the toilet compartments.

The bogies are finished to a very high standard with fine detail throughout. Turned metal wheels are fitted together with a close coupling mechanism which brings the gangways of these vehicles within 1mm of each other and still allows them to comfortably negotiate second radius curves.

Also included is a detailing pack containing gangway covers and bufferbeam fittings.

The arrival of the 'N' gauge Hawksworth has raised the bar for rolling stock in this scale once again and these are sure to be very popular. (MW)

With superb livery application and sublime detail the new Graham Farish Hawksworth carriages and fantastic models.

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Cat No:</b>	374-510
<b>Description:</b>	Hawksworth Brake Third, BR carmine and cream
<b>Cat No:</b>	374-535
<b>Description:</b>	Hawksworth Corridor Third, BR carmine and cream
<b>Cat No:</b>	374-585
<b>Description:</b>	Hawksworth Full Brake, BR carmine and cream
<b>Price:</b>	£29.95
<b>Era:</b>	4
<b>Couplings:</b>	Rapido couplings in NEM pockets



# Network SouthEast Mk 2s for 'N'

Network SouthEast (NSE) livery has come to Bachmann's range of BR Mk 2a carriages for 'N' gauge with release of this Brake Second Open (BSO).

Finished in the later darker version of the blue, grey, red and white livery, the model matches the revised NSE colours applied to the sector's locomotive fleet, including the Class 50s which operated West of England services between London Waterloo and Exeter St Davids.

The model depicts Mk 2a BSO 9422 and uses the high quality tooling launched in 2014 for these vehicles. The complex livery is neatly applied with excellent paint definition between colours and printed NSE logos and numbers together with no smoking signs



on the flush-glazed windows.

Fitted with a detailed interior, well-defined bogies and underframe, metal wheels and Rapido couplings in NEM coupler pockets, this carriage marks another fine addition to the Bachmann 'N' gauge rolling stock roster. (MC)

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Cat No:</b>	374-682
<b>Description:</b>	BR Mk 2a Brake Second Open, Network SouthEast
<b>Price:</b>	£28.95
<b>Era:</b>	8
<b>Couplings:</b>	Rapido couplings in NEM pockets

# This month's **OXFORD** New Releases



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# Bachmann's Class 37 returns in MAINLINE COLOURS

**THE DETAILS**

<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Cat No:</b>	32-784
<b>Description:</b>	Class 37/0 37242, Mainline blue (weathered)
<b>Price:</b>	£124.95
<b>Era:</b>	8/9
<b>DCC:</b>	DCC ready, 21-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

**T**HE EARLY PRIVATISATION period is represented by this new version of Bachmann's 'OO' gauge Class 37/0 which has been released as 37242 in the Mainline aircraft blue livery carried by the prototype in the late 1990s.

This incarnation of the Class 37/0 has been part of the

manufacturer's catalogue for a number of years although it is the first time this particular sub-class has been generally available in the Mainline colours from Bachmann.

The model matches the prototype well and features separate cab front handrails, black-rimmed headcode marker lights, high intensity headlight,



older style electrification flashes, bonnet mounted aerial, orange cantrail safety stripe and oval buffers at both ends - although strictly speaking the prototype unusually featured a pair of 'chopped' buffers at one end and some of the bodyside

access steps should have been removed for this time period.

That said, decoration is well executed and features an evenly applied blue livery to the body with grey roof and crisply printed silver Mainline logos and lining. A light brown coating of

## 'OO' GAUGE

## Kernow CAR brake van



Kernow Model Rail Centre continues to expand its range of exclusive Cornwall-inspired models with the release of this Bachmann 'OO' gauge BR 20ton CAR brake van finished in BR bauxite with yellow panels for use with air braked trains.

This latest model is based on vehicle B954867, which appeared on local trip workings from St

Blazey depot and features 'To work with air braked trains only' lettering together with a weathered appearance representing rust, staining and peeling bodyside paintwork. Bachmann's decoration of this model is exemplary and even features sooty deposits on the roof around the guard's stove chimney. (MC)

**THE DETAILS**

<b>Supplier:</b>	<a href="http://www.kernowmodelrailcentre.com">www.kernowmodelrailcentre.com</a>
<b>Cat No:</b>	37-537Y
<b>Description:</b>	BR 20ton brake van, BR bauxite and yellow (weathered)
<b>Price:</b>	£24.95 (plus p&p)
<b>Era:</b>	8/9
<b>Couplings:</b>	Small tension locks in NEM pockets

## DCC Concepts helps store controllers

Handset storage can be a problem for layout operators, but DCC Concepts has developed a useful product which provides a simple means of holding a DCC handset when not in use. This new addition is the Controller Caddy, designed with 21st century model railway layout control in mind.

Manufactured in durable plastic and supplied with four screws, it simply fixes to the side of a layout baseboard ready for storing a DCC handset. As well as being suitable for accepting a wide range of controllers it features a graduated holder which is also suitable for accommodating most sizes of modern smartphones. Having tried this product for ourselves we have found it to be a new must-have addition for all our DCC controlled layouts.

Simple, effective and very useful. (MC)

**THE DETAILS**

<b>Supplier:</b>	<a href="http://www.gaugemaster.com">www.gaugemaster.com</a>
<b>Cat No:</b>	DCC-CC1
<b>Description:</b>	Controller Caddy
<b>Price:</b>	£7.95
<b>Scale:</b>	Any



factory-applied weathering tones down the livery, while exhaust blackening features on the roof. On test, our review sample ran

smoothly throughout the speed range, although it was slightly noisier in one direction initially - this improved with running in.

Fitted with a 21-pin DCC decoder socket the model also features a pair of switches underneath the fuel tanks which allow the

locomotive cab and tail lights to be switched off, if required. A welcome return in what is sure to be a popular livery. (MC)

#### 'HO' AND 'OO' GAUGE

## Noch releases field grass tufts

New from Noch are these 'HO' (3.5mm:1ft) scale tufts of field grass. Each pack contains 42 tufts created from small static mid green grass fibres and light green coloured flock. Each tuft is seated on a small dot of dried glue at its base and is ready for placing on a scenic section of a layout with additional glue. Perfect for representing wild grass in a meadow, field or riverside location, they are designed for 'OO' applications - but may well find use in other scales too. (MC)

#### THE DETAILS

<b>Supplier:</b>	<a href="http://www.gaugemaster.com">www.gaugemaster.com</a>
<b>Cat No:</b>	07034
<b>Description:</b>	Grass Tufts 6mm Field Plants
<b>Price:</b>	£5.50
<b>Era:</b>	Any



#### 'OO' GAUGE

## Leyland DAF 85 goes worldwide



The DAF 85 two axle tractor unit and 40ft box trailer have been released in Parcelforce Worldwide colours by Oxford Diecast in 1:76 scale. It represents a 1997 registered vehicle.

An even gloss red paint finish together with legible graphics complete the model with front and rear lights are picked out too.

Perfect for modern-era modellers. (MC)

#### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.oxforddiecast.co.uk">www.oxforddiecast.co.uk</a>
<b>Cat No:</b>	76DAF002
<b>Description:</b>	DAF 85 40ft box trailer, Parcelforce
<b>Price:</b>	£21.95
<b>Era:</b>	9

#### 'OO' GAUGE

## Oxford's af-Ford-able Cargo box van

New from Oxford Diecast is its first tooling of the 1980s introduced Ford Cargo box van for 'OO' gauge. Registered as RVT 18W, this model represents a vehicle from its debut year of manufacture, 1981.



It is finished to Oxford's usual high standards with neat printing of the BRS logos and lining over the smart white base colours. Excellent and available now. (MC)

#### THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.oxforddiecast.co.uk">www.oxforddiecast.co.uk</a>
<b>Cat No:</b>	76FCG001
<b>Description:</b>	Ford Cargo box van, BRS
<b>Price:</b>	£11.95
<b>Era:</b>	7/8

## 'OO' GAUGE

# Aspinall 2-4-2T returns in crimson

**F**IRST RELEASED in 2014 (HM79), Bachmann's 'OO' gauge Lancashire and Yorkshire Railway (L&YR) 2-4-2T returns to the range in LMS lined crimson as 10713.

Built to a John Aspinall design by Horwich Works in 1895, the prototype was withdrawn from operational service just over 40 years later, during the late 1930s.

Bearing the hallmarks of previous releases, this attractive model features exquisite lining and plenty of fine detail including separate smoke box door dart,

one-piece curved metal handrail, lamp iron over the smoke box door, sprung metal buffers, turned metal whistle, intricate safety valve detail and more. Closer inspection reveals the detailed cab interior with decorated levers, sight glasses and glazed windows.

The standard of finish is excellent, featuring a neatly lined LMS crimson and black satin paint finish with shaded gold numbers, lined wheels and crisply printed London, Midland and Scottish Railway Company crests.

Bachmann's smooth running

chassis equalled this model's high quality appearance, with our sample performing effortlessly throughout the speed range.

Exuding Victorian charm, this is another stunning release from Bachmann suitable for 1930s period layouts. (MC)



## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Cat No:</b>	31-168
<b>Description:</b>	L&YR 2-4-2T 10713, LMS crimson
<b>Price:</b>	£105.95
<b>Era:</b>	3
<b>DCC:</b>	DCC ready, 6-pin socket
<b>Couplings:</b>	Small tension locks in NEM pockets

## 'OO' GAUGE

## Delightful bubble car



The Messerschmitt KR200 bubble car has joined Oxford Diecast's ever growing range of 'OO' scale cars. Introduced in 1955 to a design by Fritz Fend these German-made three-wheel cars were built at Messerschmitt's Regensburg factory and had a top speed of 56mph.

The first of these newly-tooled models is finished in a deep orange

colour and features a glazed driver's cabin, silvered headlights and beading, orange interior and cream handlebars for steering, as these vehicles were effectively a three-wheel scooter with a cockpit.

A set of tiny rubber tyred wheels complete this marvellous miniature model which is sure to add period character to any layout set from 1955 to the present day. (MC)

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.oxforddiecast.co.uk">www.oxforddiecast.co.uk</a>
<b>Cat No:</b>	76MBC001
<b>Description:</b>	Messerschmitt KR200 Bubble Car, Rouge Sardine
<b>Price:</b>	£4.45
<b>Era:</b>	6

## 'N' GAUGE

## AA motorbike and sidecar



An AA patrolman's motorcycle and sidecar is a highlight new addition to Oxford Diecast's growing 'N' gauge range. The newly-tooled motorcycle and sidecar is finished in the Automobile Association's famous golden yellow and black livery and follows in



the footsteps of Oxford's 4mm scale model of the same vehicle. Decoration to each bears the usual hallmarks of the manufacturer's products with good density paint finish and crisply printed logos and lettering. An excellent new addition to Oxford's growing range. (MC)

## THE DETAILS

<b>Manufacturer:</b>	<a href="http://www.oxforddiecast.co.uk">www.oxforddiecast.co.uk</a>
<b>Cat No:</b>	NBSA001
<b>Description:</b>	Motorbike/Sidecar, AA
<b>Price:</b>	£3.49
<b>Era:</b>	3/4



#### 'HO' GAUGE

## Plastic Sheet



German manufacturer Auhagen's range of scenic materials includes these useful 'HO' scale plastic modelling sheets, finished with exposed concrete and natural stone wall effects.

Manufactured from strong polystyrene, the exposed concrete sheet is finished in an off-white colour while the natural stone wall effect sheets are finished in brown. Whilst primarily to

'HO' scale they are suitable for 'OO' gauge applications too, and would benefit from careful painting and weathering.

Ideal for creating walls and structure modelling, each sheet is 3mm thick and measures approximately 200mm x 100mm featuring a realistic embossed finish. Supplied in packs of two and four sheets, a wide range of finishes is available. (MC)

#### THE DETAILS

<b>Supplier:</b>	<a href="http://www.goldenvalleyhobbies.com">www.goldenvalleyhobbies.com</a>
<b>Cat No:</b>	AUH52234
<b>Description:</b>	Exposed concrete sheets, pack of two
<b>Price:</b>	£3.30
<b>Cat No:</b>	AUH52237
<b>Description:</b>	Natural stone wall sheets, pack of four
<b>Price:</b>	£7.80

#### 'OO' GAUGE

## Painted footplate crew

Master Piece Figures has increased its range of locomotive footplate crews designed with specific ready-to-run models in mind.

Three sets have been released to complement Hornby's newly-tooled LSWR Drummond '700' 0-6-0 locomotive together with new sets suitable for Bachmann's recent Midland '1F' 0-6-0T and London Brighton and South Coast Railway 'E4' 0-6-2T.

Each pack features a pair of cast metal figures in a selection of poses with alternative positions for driver and fireman,



depending on the pack.

Supplied fully painted, decoration is excellent with overalls, jackets, hats and shirts all picked out in appropriate colours.

Perfect for adding that finishing touch to footplates. (MC)

#### THE DETAILS

<b>Manufacturer:</b>	Master Piece Figures, 01428 727341
<b>Contact:</b>	01428 727341
<b>Cat No:</b>	FP109
<b>Description:</b>	Drummond '700' driver seated right hand side, fireman on left
<b>Cat No:</b>	FP110
<b>Description:</b>	Drummond '700' driver stood left hand side, fireman seated
<b>Cat No:</b>	FP111
<b>Description:</b>	Drummond '700' driver stood at rear of cab, fireman coaling firebox
<b>Cat No:</b>	FP95
<b>Description:</b>	Johnson '1F' driver right hand to regulator, fireman left hand to cabside
<b>Cat No:</b>	FP107
<b>Description:</b>	Billinton 'E4' driver looking out of cab,



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R3310	BR 4-6-2 'Bude' West Country Class - Late BR	£124.50
R3311	BR 4-4-0 'Westminster' Schools Class - Early BR	£119.50
R3312	BR Green 4-6-2 'Minoru' A3 Class - BR 1955	£144.50
R3313	LMS 0-6-0 4F Class - LMS Unlined Locomotive	£87.50
R3324	LNER 0-6-0T J50 Class Locomotive	£69.50
R3336	LNER 4-6-2 Flying Scotsman A3 Class - NRM 2015 Rededication	£149.50
R3340	BR 2-HAL 2 Car Electric Multiple Unit Train Pack	£114.50
R3343	First Great Western Class 08 822 Diesel Shunter 'John'	£94.50
R3344	Network Rail A1A-A1 Diesel Class 31285 Loco	£142.50
R3345	Freightliner Co-Co Diesel Class 66504	£61.50
R3346	DB Schenker Co-Co Diesel 'Marco Polo' Class 92	£70.50
R3347	EWS Co-Co Diesel 'Wagner' Class 92019 Electric Loco	£71.50
R3348	EWS Bo-Bo Diesel Electric Class 67 016 Loco	£124.50
R3351	Northern Rail Diesel Class 153 Diesel Loco	£79.50
R3352	FGW Diesel Class 153 Diesel Loco	£79.50
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R3354	Barabel 0-4-0 Sentinel Locomotive	£49.50
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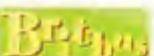
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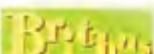
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# Sound-fitting a 'Black Motor'

Not every new model is perfectly designed for DCC sound, but sometimes that can actually be helpful. **PAUL CHETTER** shows how to fit DCC sound into one of Hornby's highly detailed new Drummond '700' 0-6-0s.

**A**S DELIGHTFUL as Hornby's '700' 0-6-0 is, there isn't much space at all for fitting Digital Command Control (DCC) sound (HM98). But it's a beautiful model and I can't be the only modeller who wants to hear it in full cry. Can it be done? Yes – and it's not nearly as tricky as you might think.

Cutaway views can often be helpful in deciding how much free space is available and where components can be housed. Unfortunately, that's not always the case as ballast weights, locating lugs and fixing pillars may not be shown. Similarly, unusual construction can also make an apparently ideal space unusable.

The narrow outline and gap below the boiler of the original locomotives and the low height of their tenders mean that the space inside the model is already at a premium. The steel plates used to add weight to the tender and the

spacing of the tender top fixing pillars would require some modification of the tender to accommodate a full sized sound decoder. As a recent release all these models will be under warranty, so I decided to aim for a great sound without major modifications which would disadvantageously affect that.

## COMPONENT CHOICE

Unlike many of Hornby's recent releases, there is no provision made for speaker fitting at all. In fact the design of the tender chassis makes it almost impossible to accommodate a speaker in there. However, on the plus side there is space available for a full sized Zimo 10mm x 15mm x 11mm cube speaker within the boiler, fixed to the chassis casting immediately in front of the motor. This has the added advantage that the exhaust, blower, ejector and cylinder draining sounds would emanate from roughly the correct location.

The tender has a DCC socket but

precious little room to accommodate a decoder. The Zimo MX648, however, is short enough to fit transversely within the top and is narrow enough to avoid fouling on the four screw fixing points in that area.

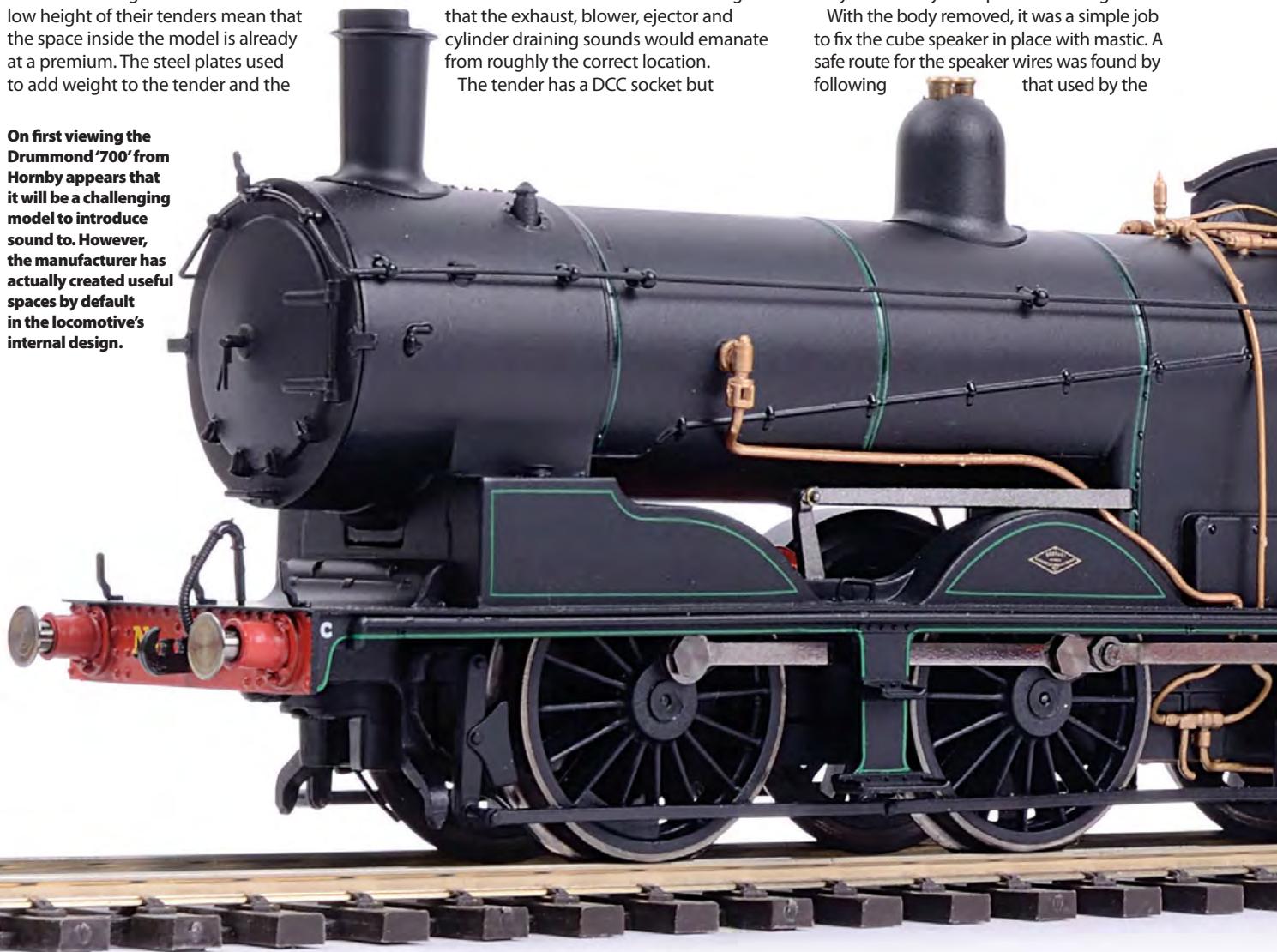
## SPEAKER INSTALLATION

Access is gained by unclipping the front coupling, removing a single screw in the locomotive chassis, moving the body backwards by a few millimetres to disengage the rear locating lug and then lifting it clear. It is worth noting that the lower part of the boiler is actually part of the chassis. This means that there is a very close tolerance along the body/chassis joint between the firebox and smokebox. If any wires become trapped here on reassembly they will be very susceptible to damage.

With the body removed, it was a simple job to fix the cube speaker in place with mastic. A safe route for the speaker wires was found by following

that used by the

**On first viewing the Drummond '700' from Hornby appears that it will be a challenging model to introduce sound to. However, the manufacturer has actually created useful spaces by default in the locomotive's internal design.**



STEP BY STEP **INSTALLING DCC SOUND IN A HORNBY DRUMMOND 'BLACK MOTOR'****1**

Beginner      Intermediate      Advanced

The internal spaces of the Drummond '700' don't appear to lend themselves to sound installations, but in fact there is a useful position ahead of the motor in the locomotive and, by carefully selecting a decoder, space above the metal weight in the tender for a decoder to be positioned.

motor wires. Hornby has provided a series of channels to allow these wires to be held in place with no prospect of being pinched or making contact with the open gears.

Although this took a few minutes to tease the speaker wires into the correct positions, it was not difficult and the rather neat result was very satisfying.

No further work was needed in the locomotive so I replaced the body - carefully avoiding any trapped wires - and refitted the securing screw.

### DECODER INSTALLATION

Two easily accessible screws and a front lug are used to hold the tender chassis and tender top together. To separate them, remove these screws, tilt the top forwards to disengage the fixing lug and lift clear. It is a pleasure to see that all six tender wheels are equipped with pick-ups, but a little disconcerting that they are so exposed, albeit within the protective enclosure of the tender superstructure.

Before installing the decoder, I made the only modifications required by drilling two 0.8mm holes for the speaker wires to enter the tender so that they could be joined to the decoder. I twisted the speaker wires around those already fitted to the model between locomotive and tender, before feeding them through the holes I had prepared.

The DCC socket takes up most of the available space inside the tender. After careful measurement and scrutiny of the tender top, ballast weights and fixing points, I established that the MX648 could be located transversely just behind the top's locating pillars. These appear to be a single separate moulding with a bridging piece between them. A hidden space was thus created between the top of the ballast weight and the underside of the tender's top plate, roughly the depth of the decoder. I loosely fitted the decoder in this position and replaced the ballast weight without tightening its fitting screws tightly. The wires from the

speaker were joined to the purple wires from the decoder and insulated with heat-shrink tubing before fitting the 8 pin plug into the DCC socket. Replacing the tender top and fixings finished the physical installation work.

Sadly no 'Black Motors' made it to preservation so I have created an 0-6-0 freight locomotive sound project using recordings of similar engines. It won't be totally accurate for the real thing but it should be close enough for most modellers.

### A NEW ZIMO FEATURE

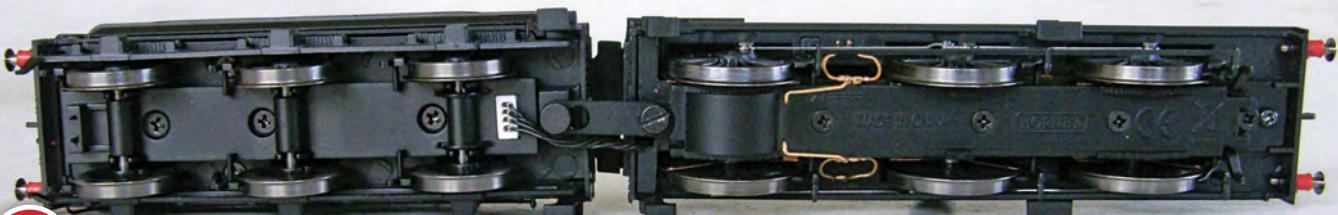
I have been working directly with Zimo software engineers to bring additional features to the range. One of these is the introduction of a 'Brake Key'. This is not the use of a Zimo standard feature like the Shunt Key, but a genuinely new feature.

The momentum of a train of several hundred tons takes some stopping in the real world where mass has a physical effect, especially ➤

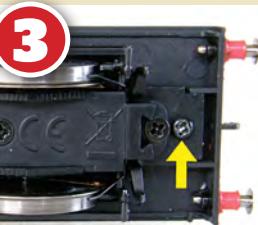
#### WHAT WE USED

PRODUCT	SUPPLIER	PRICE
Drummond '700' 0-6-0	<a href="http://www.hornby.com">www.hornby.com</a>	£109.99
Zimo MX648R Sound Decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£93.00
Zimo 10mm x 15mm x 11mm miniature speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£8.50



STEP BY STEP **INSTALLING DCC SOUND IN A HORNBY DRUMMOND 'BLACK MOTOR'**

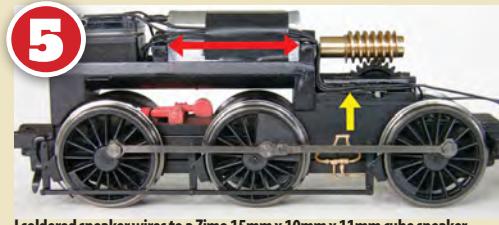
**2** In a move which is probably sensible where thin wires pass between locomotive and tender, Hornby has elected to make the locomotive to tender connection semi-permanent, requiring the use of tools to separate them.



With the front coupling removed, the forward body retaining screw can be seen, arrowed.



**4** The tender has two screws to fix the top to the chassis, arrowed, and a lug at the front which must be disengaged.



**5** I soldered speaker wires to a Zimo 15mm x 10mm x 11mm cube speaker before fixing it to the chassis with mastic. Note the protrusions indicated with the red arrows. These help to avoid the motor wires becoming trapped during assembly and the channels provided to hold the wires in place, one of which is indicated with a yellow arrow.



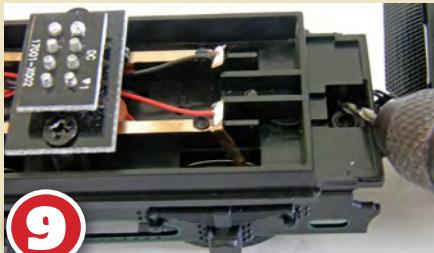
The channels continue to the point at which the wires exit below the footplate. I used this path to safely install the speaker wires.



**7** I placed a strip of insulating tape over the inverted base of the speaker to remove any possibility of shorting.



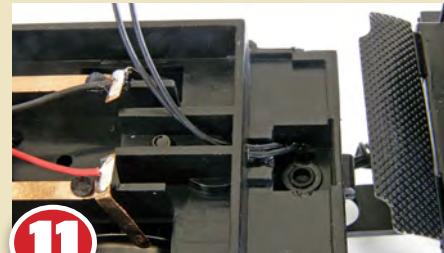
**8** In this overview the DCC socket and blanking plate are clearly visible on the tender chassis. The exposed metal strips form pick-ups for each of the tender's six wheels. It does introduce a potential for a short, especially with steel weights suspended closely above.



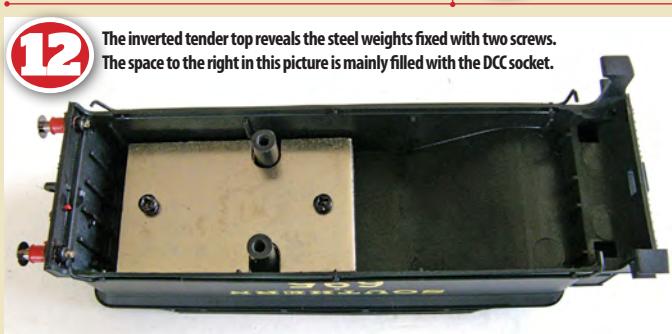
**9** There is no useable pathway for the speaker wires to enter the tender body. I drilled a 0.8mm hole through the side of the moulding which supports the drawbar fixing.



**10** I drilled a second hole to the same location from a point which will be inside the body proper.



**11** The speaker wires were then twisted around the existing tender to locomotive wiring for support and disguise before being threaded through these holes.



**12** The inverted tender top reveals the steel weights fixed with two screws. The space to the right in this picture is mainly filled with the DCC socket.



**13** With the weights removed, the pillars for their fixing screws and the moulded bridge between the tender top securing pillars indicates that there is a hidden space produced above the weights.

if that happened to be unfitted freight. Consequently, using knowledge of the road, the locomotive's braking capabilities and the weight of the train, the driver would anticipate the required changes in speed, much of it controlled by use of the regulator and reverser.

DCC decoders are able to simulate this momentum by allowing prolonged drifting

(coasting). Such high momentum settings, however, make it very difficult to stop at a precise point if you only have the equivalent of the regulator to control things. Generally, operators use compromise values. With this new development from Zimo we no longer need to be concerned about any adverse effects of realistic momentum as the feature brings an

active and progressive braking force to bear.

To operate it, reduce the speed steps with your throttle control as the real driver would close the regulator to reduce steam to the cylinders. The Brake Key is best used in 'Momentary' mode, since you will wish to vary the length of any brake applications.

Short dabs of the brake key produce only small

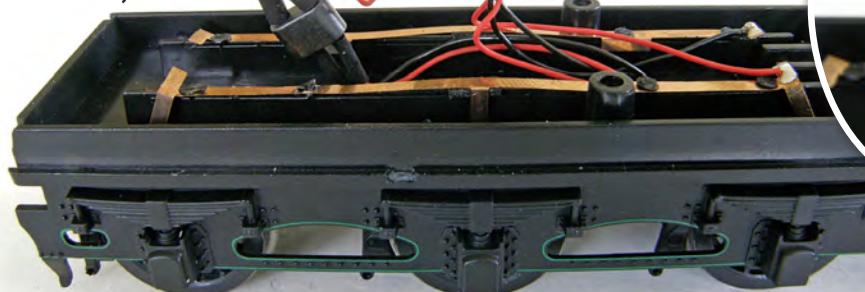


This proved to be an ideal location for the MX648R, fitted transversely. The decoder is supplied factory fitted with an exceptionally effective insulated sleeve.

**15** I refitted the weights but did not fully tighten the securing screws to avoid putting pressure on the decoder, which was, nevertheless, held securely in place.

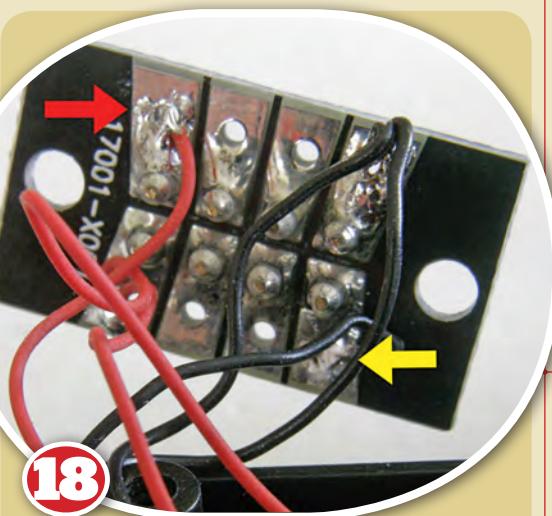
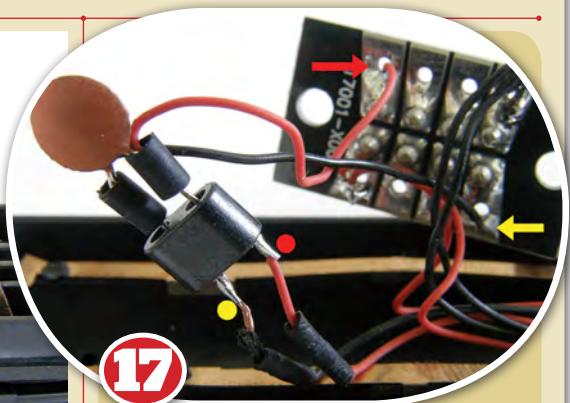


**16** Below the DCC plug is a small suppression capacitor. In some cases these can be the cause of erratic or unpredictable running on digital with some decoders. These serve no useful purpose in a DCC fitted model so now would be a good time to remove it if you intend to.



**17**

To do so, detach the wires at the points indicated by the spots and arrows. The wires should then be reattached following the colour coding shown.



**18**

This is the result you are aiming for. Twist this gently to tuck all the wires safely below the DCC socket and re-fix the socket with the two screws provided.



**19**

The steel weights will now hang slightly lower so to prevent any shorting if they accidentally touch in use. I covered the exposed pick-up rails with a strip of insulating tape.



## TIP

Using existing wire channels can assist in creating safe routes for speaker and decoder wires to pass through a locomotive body.

**20**

I trimmed the decoder and speaker wires to a suitable length before joining them and insulating with heat-shrink tubing. The decoder was plugged in and I tested the direction of travel before reassembling the tender chassis and superstructure completing the installation.

braking forces used for speed trimming. Long applications will result in much higher braking forces resulting in a controlled emergency stop. Applications can be made for any duration between these extremes. The amount of brake force applied is, therefore, entirely in the hands of the person in control. This is a feature of the decoder, so the brake key can be used

with identical results on all DCC systems.

Current users of my steam sound projects will know that F5 gives a change in sound representing either a light engine or heavily loaded train. An additional new feature is that the inertia and momentum settings are automatically adjusted to suit the selected mode. This means in practice that a light

engine will sound less heavily worked and will accelerate and decelerate more responsively than if heavy train mode is selected. This all helps to add to the realism of operations, without overcomplicating things. This sound project is available from Digitrains and a number of updated sound files featuring the new braking feature are being made available too. [HJM](#)

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# Goathland

**SIMON AND HANNAH DENHAM** didn't have to look far from home for their inspiration – they modelled this beautifully preserved station on the North Yorkshire Moors Railway in 'OO'... to brilliant effect, as Simon explains.



SOMETIMES A LOCATION just gets into your blood and for us that place is the North Yorkshire Moors Railway (NYMR) and particularly the pretty little station of Goathland. It starred as Aidensfield in the television series *Heartbeat* and in a Harry Potter film as Hogsmeade. It is fair to say that it has character aplenty and is very well known.

Goathland station was originally named Goathland Mill and opened in 1865 on a new deviation line built by the North Eastern Railway (NER). It replaced the rope worked Beck Hole incline which was part of the original route from Whitby to Pickering opened by George Stephenson in 1836. With Goathland situated 500ft above sea level the new deviation line has a ruling gradient of 1-in-49 and provides a rousing challenge of steam »

## STATISTICS

<b>Owner:</b>	Simon and Hannah Denham
<b>Scale:</b>	'OO'
<b>Length:</b>	12ft
<b>Width:</b>	8ft
<b>Track:</b>	Peco code 100
<b>Control:</b>	DCC, Hornby RailMaster and eLink
<b>Period:</b>	Preservation, North Yorkshire Moors Railway

 Two Stanier 'Black Fives' draw to a halt at Goathland before going down grade to Grosmont.





Class 25 D7528 ticks over between the platforms at Goathland with the BR blue and grey Mk 1 set.

locomotives on today's preserved NYMR.

The station buildings at Goathland were built to designs by NER architect Thomas Prosser in 1865 with few changes being recorded over the years except for the later addition of the lime and coal drops, gents toilet, wooden waiting room and ladies room. The last recorded changes were in 1908, although the buildings have since been restored by the NYMR for continued use.

The North Yorkshire Moors Railway is one of railway preservation's great triumphs. It covers 18 miles from Grosmont to Pickering making it the second longest preserved railway in Britain and it carries over 250,000 passengers every year.

Why did we choose this as the location for our model? Simply because it is where my father took me to when I was growing up. It was an inspirational location full of memories which cemented an interest in railways of all sizes.

Planning for the new layout took six months with construction another 18 although, as with so many layouts, Goathland is constantly evolving. The original plans envisaged a permanent layout in a spare bedroom and this restricted its size to 12ft x 8ft. This presented a real challenge – the phrase "We have to make it smaller" was often heard. But thanks to the fact that Hornby has modelled the station buildings in Skaledale – not exactly as they are but easily altered – some of the usual challenges of modelling a real location were made much easier. Plus with the real location being close by we had ample opportunity to visit the station.

The baseboards are built from 9mm plywood supported by 2in x 1in bearers and legs, with dowels locating them and snap connectors holding them together. As the layout developed we convinced ourselves it would be good to exhibit it, and this required drastic alterations to wiring and altering the legs to make them more easily transportable. It now has two 3ft x 4ft baseboards and six 4ft x 2ft boards. If we were starting again we would standardise on the smaller size throughout.



**Above:**  
Goathland  
is fully DCC controlled  
using Hornby's  
RailMaster system.  
A second screen is  
mounted above the  
layout for viewers to  
watch operations unfold.

**Left:** Resident  
BR '4MT' 2-6-4T  
80135 passes through  
the three arch bridge at  
Darnholme heading for  
Grosmont.

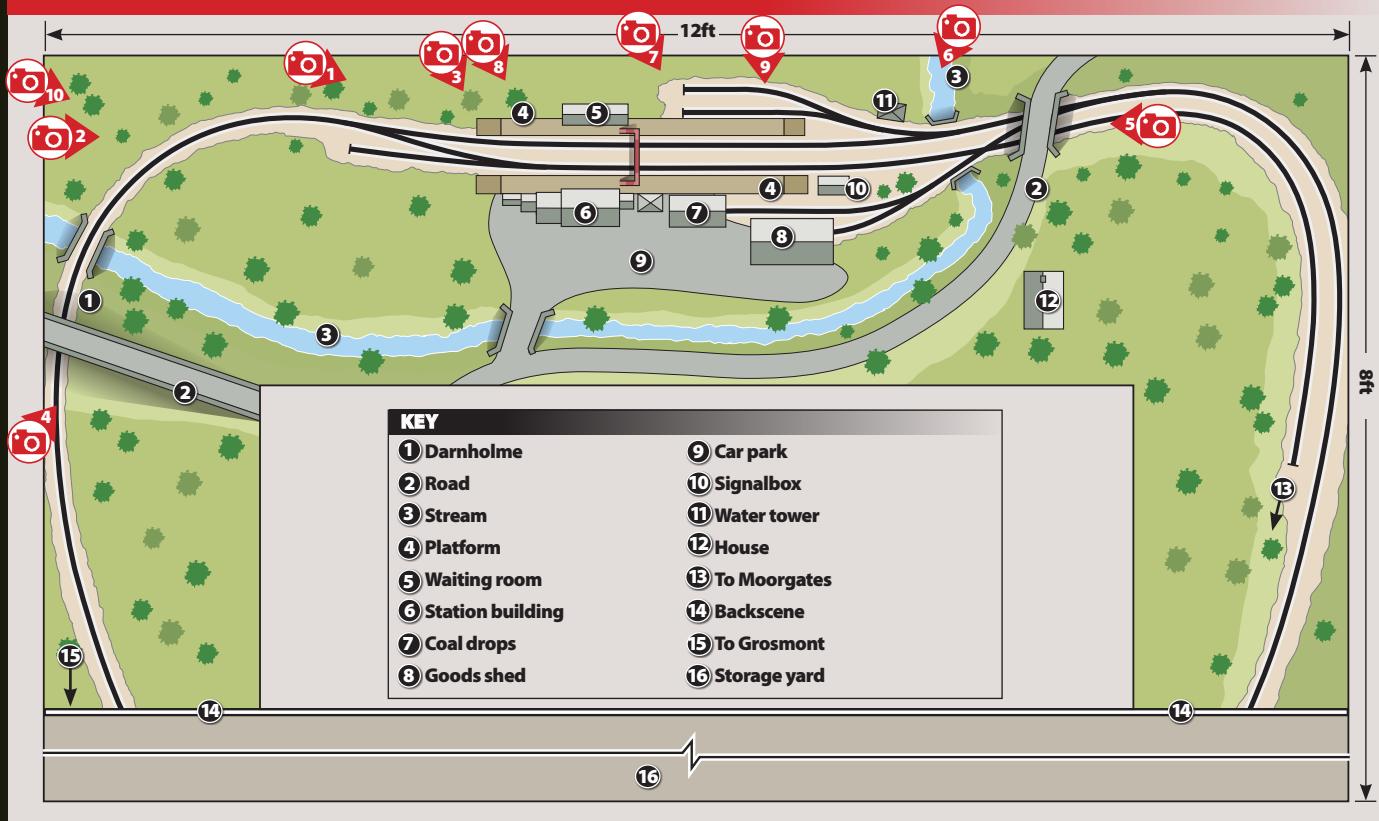
## REALISTIC GRADIENTS

We tried to copy the gradients of the real location but with the inevitable compression needed we realised the gradients were too steep so these had to be eased slightly. The curves coming through Darnholme and on the south bound approach were also made tighter to fit everything in but otherwise the trackplan is very close to the original - after all, the site is there for everyone to see and errors or omissions would be obvious.

The trackwork on Goathland is all assembled from the Peco code 100 range which has been ballasted and then weathered to reflect the look of real track. Added to this is a full complement of signals plus a feature we are particularly proud of – the point and signal rodding.

Hannah and I have quite different perspectives on the layout and while mine is the track in the station Hannah prefers the cameos we've placed around the layout. Some of these cameos are based on the real »

## GOATHLAND TRACK DIAGRAM (NOT TO SCALE)



station – NYMR founder members Tom and Erika Salmon are sitting on their favourite seat overlooking the railway, while the Stationmaster John Bruce hands the section token to the train driver. That loveable rogue from *Heartbeat* Claude Greengrass is being arrested by the police, and there are camping coaches and a barrel organ complete with sound and lights playing to the crowds.

We've also gone to great lengths to add as much detail as possible and to add a miniature population befitting of one of Britain's most popular heritage railways. The platforms are busy and equally the roads are well filled with vehicles too, just as they are around the station in the popular summer months. We've also added working lamps on the platform and interior lighting to the buildings too giving the station that little bit of extra character.

### OPERATION

Goathland is fully controlled by Hornby's RailMaster computer control system. We use the elink box as the communication point between the layout and the computer and use either the computer or tablets to exploit the full potential of the operating system.

Its matrix style track diagram is very simple to set up and use and when we are on show we take a second monitor which is fixed above the layout so that viewers can see what we are doing to select trains and provide the next movement. It has been challenging at times and there is a lot to learn, but there are not many exhibition layouts operating with this system at the moment.

RailMaster controls the trains, points and even the signals which are operated by »

**⑮** Right: Gresley 'V2' 2-6-2 4771  
Green Arrow simmers in the loop at Goathland, framed by the road bridge.





Above: Sole surviving LNWR 'Super D' 0-8-0 49395 awaits departure time with a train for Pickering.



Heathcote Electronics servo motors linked to the DCC system by Digitrax stationary accessory decoders. The points are controlled by SEEP point motors running through the same manufacturer's accessory decoders.

We have received help from members of Scarborough and District Railway Modellers throughout the construction of Goathland, particularly John Hodges who helped build the layout as well as exhibit it. As with most clubs though if you need a hand with something members are always ready, willing and able to help and this has been a great asset to us in the layout's development.

## MODELLING PRESERVATION

Recreating preservation in model form is utterly enjoyable. It brings with it a great sense of freedom which you can't get elsewhere in railway modelling. Our only rule is that the locomotive must have operated on the NYMR to be able to enter our roster for exhibitions, but that gives us an incredible variety of locomotives to choose from to head our trains – how else could you realistically run a Fowler '7F' next to a BR blue 'Deltic'?

On the steam front we have locomotives from all of the Big Four railway companies as well as BR Standards while the diesel fleet is equally diverse. NYMR favourites include Gresley 'A4' 60007 *Sir Nigel Gresley*, Stanier 'Black Five' 44767 *George Stephenson*, BR 'Standard Four' 4-6-0 75029 *The Green Knight* and, of course, the railways well known BR '4MT' 2-6-4T 80135 in BR lined green livery.

We are always evolving the fleet and as a new locomotive arrives on the railway – even just as a visitor – we look for ways to add it to the fleet. Highlights from the visiting engines list include Fowler '7F' 2-8-0 53809, new build Peppercorn 'A1' 60163 *Tornado*, Gresley 'V2' 2-6-2 4771 *Green Arrow* and 'Super D' 0-8-0 49395.

Passenger stock includes a rake of BR maroon Mk 1s, a set of BR blue and grey Mk 1s plus Gresley teak corridor carriages and a carmine and cream Mk 1 set which we also operate an inspection saloon with to replicate the set used on the NYMR.

Whilst the majority of the formations are passenger sets due to the preserved nature of the model, we haven't forgotten freight traffic either. We have several sets of goods stock which are used to replicate demonstration freights which are often operated by the railway during enthusiast events.

## LESSONS LEARNED

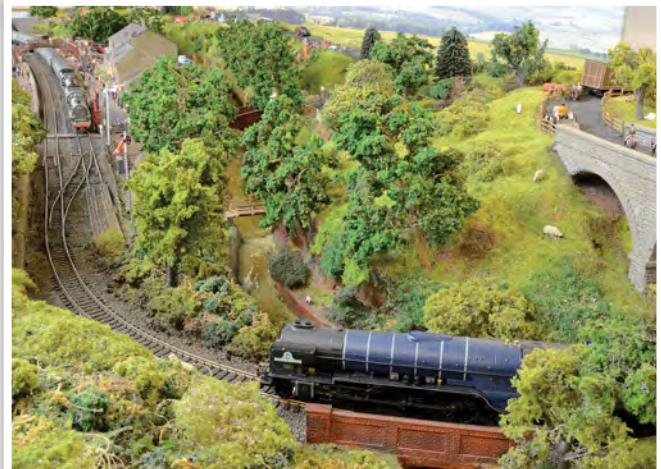
What have we learned from building Goathland? Most importantly that modifying a fixed layout to make it portable is a real challenge – it is definitely much easier and better to create a portable layout from scratch! But building and exhibiting Goathland has been a real pleasure and public recognition of the location is marvellous. We won 'Best in Show' at this year's Bridlington exhibition which was a real accolade that we are very proud of.

For our next project – which will be a Scarborough and District Railway Modellers club layout – we're tackling Grosmont, also on the NYMR. It'll be much bigger than Goathland and we're actively designing it now. As it takes shape we'll be sure to keep *Hornby Magazine* readers updated! 





**•O9** The Skaledale range of buildings based on Goathland have been used to recreate this popular location. It's the added details which make the finished scene though.



**•O10** Peppercorn 'A1' 60163 *Tornado* approaching Goathland where it will cross with a pair of 'Black Fives'. This area of the layout has been compressed to allow inclusion of Darnholme's famed three arch bridge.

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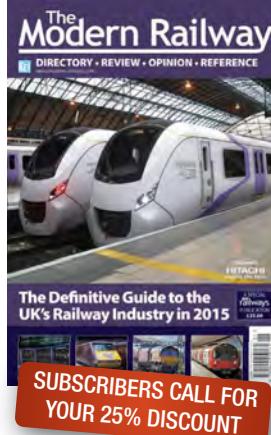


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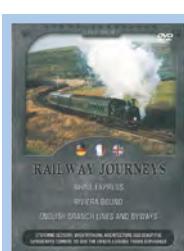


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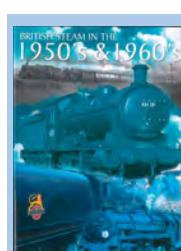


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# Standardisation

Standardisation was very much a feature of the British Railways steam era but the idea had been part of railway life for well over half a century, as **EVAN GREEN-HUGHES** explains.

**M**OST ENTHUSIASTS are aware of the British Railways 12 'Standard' locomotive designs which between them could cover every duty from the humble pick-up goods to the fastest express trains. They shared features such as cab layout and mechanical arrangements making them easy for railwaymen to understand. More importantly they shared a number of major components with boilers, cylinders and other items being interchangeable between some of the classes.

At the time their introduction was hailed as a massive step forward in the post-war modernisation of the railways but in reality their entry into service was merely the culmination of a policy which had been dabbled with by many pre-grouping railways but ultimately honed to perfection by the Great Western Railway (GWR).

In the early years of steam railways most locomotives were ordered in penny numbers by one or other of the newly formed companies and development was so rapid that there were no really large standard classes. Only eight of the Liverpool

and Manchester Railway's 'Rocket' style of engine were built - and even so not all of these were identical - before they were superseded by a better design. By 1842 things had settled down a little and the Great Western Railway was operating 62 of its broad gauge 'Fire Fly' 2-2-2s. However the policy at that time was to treat each class as a separate project and to design components from a blank sheet of paper whenever a new locomotive class was to be produced.

## AMERICAN ECONOMY

Although the railways of America at first drew much of their influence from British practice the special conditions that applied in that country soon meant that manufacturers there developed their own designs.

By 1865 the 4-4-0 was already established as the principal and most suitable wheel arrangement and unlike in the UK most locomotives were built by contractors rather than by the railways themselves. This led to prominent companies such as Baldwin developing standard styles of locomotives which could be built cheaply and in large numbers and shared components

between the various sub-classes.

British engineers could see the advantages of what was happening in the United States but the reality of UK operations was that no single wheel arrangement was suitable for all duties. However building small numbers of locomotives of differing designs increased costs and made the provision of spare parts much more difficult and so clearly some move had to be made towards rationalisation.

There then developed two trains of thought as to how this could best be done. On railways such as the Midland a policy developed of concentrating production on a small number of similar classes with large numbers of locomotives built to each design whereas on other lines, such as the London & South Western Railway (LSWR), the emphasis was placed on building whatever the traffic department called for but incorporating as many standard parts in the various designs as was possible.

Dugald Drummond of the LSWR, as outlined in HM98, was able to design his '700' 0-6-0 freight locomotives and 'M7' 0-4-4Ts in such a way as boilers, cylinders and motion were common between the »



Right: Whether it was a heavy freight locomotive, a tank engine or an express locomotive, the GWR's locomotives all bore a resemblance to each other throughout Churchward and Collett's time as Chief Mechanical Engineer. Collett '2884' 2-8-0 – a modified version of the Churchward '28XX' 2-8-0 - 3800 approaches West Drayton and Yiewsley with a down class 6 freight on October 19 1963. Brian Stephenson.

Below: Regarded by many as the ultimate development of the GWR 4-6-0, Collett 'Castle' 5042 *Winchester Castle* nears Yarnton with the up 'Cathedrals Express' on October 20 1959. Even this four-cylinder express locomotive owes much of its design principles to those established by Churchward in the early years of the 20<sup>th</sup> century. D.M.C. Hepburne-Scott/Rail Archive Stephenson.



**The Southern Railway isn't famed for its standardisation, but Drummond and Maunsell both employed it in their locomotive designs including the former's 'M7' 0-4-4T which shared parts with the '700' class 0-6-0s. 'M7' 30047 leaves Rogate with the 2.50pm Petersfield-Midhurst on September 10 1950.**  
E.C. Griffith/Rail Archive Stephenson



**The ideals of standardisation were brought to the fore in BR's fleet of 'Standard' steam locomotives which included Britain's first two-cylinder 'Pacific' – the 'Britannia' class. In 1967 70024 climbs Shap at Greenholme with a northbound freight in 1967.**

Patrick Russell/Rail Archive Stephenson



two without affecting the performance of either design. This introduced considerable savings in the construction of both classes and reduced the amount of money that the company had to expend in stocking spare boilers and other parts, something which also enabled a quicker turnaround when locomotives were in works. Many other railways went some way towards this ideal, with one particular common idea being to produce both tank and tender versions of the same locomotives for different duties, but including virtually all the same mechanical parts.

## A NEW BROOM

True standardisation really came to the railways of Britain in 1902 when George Jackson Churchward was appointed to the post of Locomotive, Carriage and Wagon Superintendent of the GWR. Churchward was influenced by American practice and had become impressed with the economies that a greater use of standard parts offered. He was convinced that a relatively small number of designs fitted with many common parts could be provided to cope with all the traffic requirements that then existed.

He had served for some years as assistant to his predecessor, William Dean, and this had allowed him to work on his ideas in the background without the glare of publicity and the first of his proposed range, two-cylinder 4-6-0 100, was actually constructed during Dean's last months in office.

Churchward's designs were simple and

rugged - in fact they were much simpler than many of the designs that had gone before. Out went complicated double framing eventually - although he was responsible for some classic 4-4-0s while the standard range was being developed. Also discarded for main line locomotives were inside cylinders. The new locomotives would be single framed with two outside cylinders (common to all) and inside Stephenson valve gear. Pivotal to his designs were a series of standard taper boilers suitable for use on different classes which used high boiler pressure to maximise their thermal efficiency. He also introduced the principle of casting cylinders and smokebox saddles in one piece and later installed superheating on many locomotives.

Churchward's genius was in sketching out long term traffic requirements of the Great Western Railway and rationalising them into a small number of designs. His original proposals were for no more than six classes with each one, once settled upon, to be in production for at least ten years. Although the number of designs eventually rose to many more than six - and indeed, Churchward's programme was never really completed - the principles he established lasted the Great Western until the end of its days.

## THE LMS DEVELOPS

While standardisation was of great benefit to a railway the idea was not without its drawbacks. The designs which Churchward laid out were to put the Great Western in



**Stanier, a former Swindon employee, introduced standardisation to the LMS and developed a 'family' look for his locomotives. The most successful were the 'Black Five' 4-6-0 and '8F' 2-8-0 which shared common parts. On August 22 1961 'Black Five' 45016 heads a freight for Oban beside Loch Awe.**  
D.M.C. Hepburne-Scott/Rail Archive Stephenson

the forefront of locomotive development for many years and were successfully developed by William Stanier after he had moved from Swindon to the London Midland & Scottish Railway (LMS).

Unfortunately rigid standardisation fixes development and makes fundamental changes very hard to implement without losing the benefits gained. So GWR two-cylinder 4-6-0s were still being built essentially to the Churchward pattern in the 1950s when development elsewhere rendered some aspects obsolete.

The principles laid down by Churchward were enthusiastically adopted by many railway engineers who followed him. The London and North Eastern Railway's (LNER's) Edward Thompson was a fan of standardisation and it was his intention when appointed to the Chief Engineer's post to begin such a programme but this was thwarted by a series of circumstances which meant it never came to full fruition. Stanier at the LMS, however, was able to get much further down the road and his most numerous designs, the 'Black Five' 4-6-0 and '8F' 2-8-0 shared a large number of common parts. They were amongst the most successful locomotives ever to run in Britain.

The Southern Railway under Maunsell's leadership also operated a fleet of locomotives with a distinct 'family' appearance and many common parts - but the railway's desire to focus on electrification and an eclectic range of pre-grouping designs meant that its programme was never likely to be completed.

## STANDARD CONCEPT

So when British Railways started designing its 'Standard' steam locomotives the concept was well understood and proven in

service. As is well known Robert Riddles' team produced a series of locomotives based largely but far from exclusively on LMS practice. 999 engines were built to only 12 different designs and these ranged from small '2MT' 2-6-2Ts right through to the 'Britannia' 4-6-2s (the first two cylinder 'Pacifics' to run in Britain) and the mighty '9F' 2-10-0 freight engines, which were by far the most numerous class and very possibly the finest steam locomotives ever built in Britain.

Boilers, cylinders, wheels and other fittings were made interchangeable wherever possible and the principles that guided Churchward in the early years of the century served just as well as they had many years before. In operation the 'Standards' were efficient and popular but they were to have little if any long-lasting influence on the railway scene for, even five years before the last was built, a decision had been taken to dispense with steam altogether and to replace with modern and more efficient diesel traction.

What is surprising at that stage is that for some reason railway management chose to completely disregard the lessons of history and embark on a replacement programme which saw a multitude of diesel designs introduced with little in common with each other. It was many more years before the railways settled down to a few standard classes of diesel, but not before many millions of pounds had been spent on unsuccessful designs.

Churchward led the way and his philosophy was probably brought to its ultimate conclusion by British Railways. Finance and economy may not be the most interesting reasons for locomotives to be built - but standardisation gave us some of the all-time great designs. **HTM**



**The BR 'Standard' classes were purposeful locomotives designed with ease of construction and maintenance in mind. They also shared common cab layouts. On July 26 1963 BR '4MT' 2-6-4T 80016 waits to depart from Redhill for Tonbridge. C.R.L. Coles/Rail Archive Stephenson.**

# STAFF PROJECTS

## PROJECT POINT MOTORS

### PHASE ONE!

**N**A LAYOUT MEASURING 8ft x 3ft I've managed to include 45 points and they all need point motors to bring Barrenthorpe up to standard for its exhibition debut on the *Hornby Magazine* stand at the Warley National Model Railway Exhibition this November.

Recently I've started on the first phase of this mammoth installation project by beginning work on the main line points on the scenic side of the layout. This area is being equipped with DCC Concepts Cobalt motors which I had available

while the fiddle yard area is to be fitted out with Peco solenoid motors. All will be driven by DCC Concepts accessory decoders – our personal preference – using the ADS series for the solenoids at the rear and AD series decoders specifically designed for use with the Cobalt slow action motors on the scenic section.

The ultimate aim is that all these decoders will be fed back to an illuminated display panel which, with LED lighting, will show the routes selected making it easier for operators to see what is happening out front.

#### RAPID INSTALL

Progress is quick with Cobalt point motors – their physical installation takes a matter of minutes and not much longer to add the wiring to the AD series decoders either. Of course, we could have used the manufacturer's new DCC fitted Cobalt iP point motors which have a built-in decoder – making installation even quicker – but we couldn't let the ready supply of original Cobalts stashed in the corner of the office go to waste.

The first area to be tackled was the junction complex. Here pairs of points need to change in tandem in

order to create safe routes through the junction so rather than giving each point motor an individual address the points which form a pair are given matching addresses but with the wire feeds the opposite way round for correct operation. This means changing a pair of points requires a single accessory address to be selected, easing operation.

For the addressing of the point decoders we've followed a pattern established on Twelve Trees Junction where addresses are grouped. On the scenic section addresses 20-29 will be allocated to outer main line points, 30-39

It's back to work on our 'N' gauge office test track Barrenthorpe, and with 45 point motors to install we've embarked on phase one – the main line and its complex of junctions. **MIKE WILD** catches up on progress so far.

#### THE DETAILS

Name:	Barrenthorpe
Scale:	'N'
Size:	8ft 3in x 3ft 4in
Track:	Peco code 55 (scenic section) Peco code 80 (fiddle yard)
Control:	DCC, Gaugemaster Prodigy/analogue
Period:	BR 1950s/1960s, Midland/Eastern Region



Leading a van train, a Western Region Class 42 'Warship' has worked its way onto the Midland Region as it takes the junction. The signals are from Eckon and are controlled by Train-Tech SC1 accessory decoders.

The Hornby Magazine team is always busy behind the scenes. This is what they've been up to.



### MIKE WILD

Points and signals have been the focus of attention this month as Barrenthorpe takes a very more steps forward to being exhibition ready.



### MARK CHIVERS

Detailing projects have been at the top of the list on Mark's workbench including renumbering and weathering a BR blue liveried Class 33 as 33025 *Sultan*.

It has been a busy month of electrical work on Barrenthorpe. Here's a selection of the products and tools we've been using on the layout.



A batch of Cobalt slow action point motors built up and ready to install on the layout. Once the arms are fitted it takes a matter of minutes to fit these to the points for reliable operation.

will be allocated to inner main line points and addresses from 40-59 will be for the locomotive depot. This leaves 1-10 for the fiddle yard which means each pair of points can be numbered for the road number it accesses. Hopefully this will make the layout simple to operate.

## SIGNALLING THE WAY

Electrical installations haven't just been confined to point motors. We've also been busy installing signalling for the layout, but rather than our usual choice of semaphore signals we've elected to use the Eckon range of colour light signals supplied by Gaugemaster. These are being controlled by Train-Tech SC1 signal accessory decoders which are supremely simple to set up – the one-touch learning mode being a quick means of setting the address of each signal.

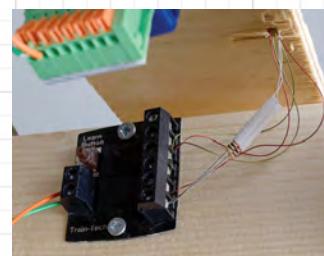
Altogether we've installed two twin head junction signals and three standard two aspect signals to control train operations. On the whole these are accurate for the period and routing, except for one of the twin head signals which needs a 'feather' adding to the top of the right hand signal aspect to control trains crossing from one main to the other.

We've also aimed to be a little

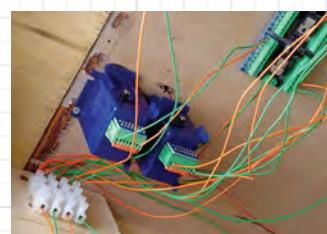


DCC Concepts eight-way AD series accessory decoders are being used to power the Cobalt motors under the turnouts. Ultimately we'll be making use of the LED connections to build an illuminated control panel.

clever with the set up for the signals. By giving them the same address as the point they signal the route through we've been able to make the signals change aspect at the same time as the point changing direction. Whilst this might not be entirely realistic – since the signals should reset to red after a train has passed in all cases – it will make operation much slicker which is an important consideration for this busy four track main line.



Train-Tech SC1 accessory decoders have been used to control the signals through our digital handsets.



The underside of Barrenthorpe is getting busy. In view here is a pair of Cobalt turnout motors, an AD series eight-way accessory decoder and the plug-in terminal block which links the two baseboards together electrically.

We wanted to take this a step further to avoid conflicting routes being set up, but ultimately it meant that access to the goods loop on the outer main line could only be achieved if the crossover was set too which limited operation too much. In the end we have settled on the goods loop point and signal being independent from the crossover. Barrenthorpe is quickly turning

into an intensive layout on the electrical front, but, in all honesty, none of it is complicated – it just requires a methodical approach. All we have to do is connect the right wires in the right order and set the addresses accordingly – the complexity is in the circuit boards. It has all been enjoyable and each stage has been tested to ensure it works as planned.

## THE NEXT STAGE

With the electrical side of the layout advancing nicely we'll soon be turning attention onto the scenic side to develop the foreground and start building up the ground contours around the gradient. Plus a plan needs to be devised to create a scenic break at the turntable end of the layout to make a suitable transition to the 'off stage' areas of the layout. That plan is still in development, but with the railway running smoothly we're now ready to start weathering and ballasting the new main lines to prepare the layout for its debut at the Warley National Model Railway Exhibition in November this year.

Barrenthorpe is already proving to be a much more enjoyable layout to run and its abilities as a test track are very clear. Onwards and upwards! 

## BARRENTORPE IS SUPPORTED BY...



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



DCCconcepts Pty Ltd, 3/13 Lionel Street, Naval Base, WA 6165 Australia

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



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



[www.train-tech.co.uk](http://www.train-tech.co.uk)

# 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](http://www.hornbymagazine.com)

## AUGUST

### 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](http://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 3QZ  
**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](http://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](http://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](http://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  
**Website:** [www.carnforthstation.co.uk](http://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](http://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](http://www.sdrmweb.co.uk)  
**Contact:** 07788 713874  
**Features:** Layouts, trade support, demonstrations and refreshments.

### 22/23 CARRICKFERGUS MODEL RAILWAY EXHIBITION

**Hosts:** Ulster Model Railway Club  
**Location:** Carrickfergus Museum and Civic Centre, Carrickfergus 7D  
**Times:** Sat 10am-5pm, Sun 1pm-5pm  
**Prices:** Free  
**Website:** [www.ulstermodelrailwayclub.co.uk](http://www.ulstermodelrailwayclub.co.uk)  
**Contact:** 07850 953563  
**Features:** Three layouts, trade support, demonstrations, refreshments and disabled access.

### 29 FOLKESTONE, HYTHE AND DISTRICT MRC OPEN DAY

**Hosts:** Folkestone, Hythe and District Model Railway Club  
**Location:** St Andrews Methodist Church Hall, Cheriton Road, Cheriton CT19 4DY  
**Times:** 10am-4.30pm  
**Prices:** Admission £0.50  
**Website:** [www.folkestone-mrc.com](http://www.folkestone-mrc.com)  
**Contact:** 01303 239889  
**Features:** Layouts, demonstrations, locomotive clinic, refreshments and parking.

### 29 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

**Hosts:** Hillingdon Railway Modellers  
**Location:** Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF  
**Times:** 10am-4pm  
**Prices:** Adults £4  
**Website:** [www.hillingdonrailwaymodellers.co.uk](http://www.hillingdonrailwaymodellers.co.uk)  
**Contact:** 020 8368 4090  
**Features:** Two large club test tracks in 'O' and 'OO' available, DC and DCC, club sales, meet club members and refreshments.

### 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](http://www.invernessmrc.org.uk)  
**Contact:** 07711 29780  
**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](http://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, Lincolnshire DN21 1BE  
**Times:** Sat 1.30pm-6pm, Sun 1.30pm-6pm, Mon 10.30am-6pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £10  
**Website:** [www.gainsboroughmodelrailway.co.uk](http://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.

### 30 HODDESDON MODEL AND RAILWAY CLUB ANNUAL SHOW

**Hosts:** Hoddesdon Model and Railway Club  
**Location:** Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX  
**Times:** 10am-5pm  
**Prices:** Adults £2, children £1,  
**Website:** [www.hoddesdonmrc.org.uk](http://www.hoddesdonmrc.org.uk)  
**Contact:** 07542 560493  
**Features:** Layouts, trade support, childrens rides, radio controlled boats, refreshments, disabled access and parking.

### 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.

## SEPTEMBER

### 5 CUMBERNAULD MODEL RAILWAY GROUP OPEN DAY

**Hosts:** Cumbernauld Model Railway Group  
**Location:** The Link Education Centre, Bron Way, Cumbernauld, North Lanarkshire G67 1EW  
**Times:** 10am-4pm  
**Prices:** Adults £1, accompanied children free  
**Website:** [www.cumbernauldmg.org.uk](http://www.cumbernauldmg.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](http://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](http://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](http://www.amrc.hampshire.org.uk)  
**Contact:** 07590 429643  
**Features:** 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

**5/6 DERWENT RAILWAY SOCIETY OPEN DAYS**  
**Hosts:** Derwent Railway Society  
**Location:** Phoenix Court, The Square, Cragg Road, Cleator Moor, Cumbria CA25 5PT  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Free  
**Contact:** 07706 627067  
**Features:** Four layouts, trade support and refreshments.

**5/6 GUILDEX 2015**  
**Hosts:** Gauge O Guild  
**Location:** Telford International Centre, St Quentin Gate, Telford, Shropshire TF3 4JH  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Non members £10, members £5  
**Website:** [www.gaugeoguild.com](http://www.gaugeoguild.com)  
**Features:** 17 layouts, trade support, demonstrations, workshops and refreshments.

**5/6 HEART OF THE MIDLANDS MODEL RAILWAY EXHIBITION**  
**Hosts:** Soar Valley Model Railway Club  
**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.svrmrc.co.uk](http://www.svrmrc.co.uk)  
**Contact:** 01530 450187  
**Features:** 23 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

**5/6 WELSHPOOL MODEL RAILWAY EXHIBITION**  
**Hosts:** Welshpool and Llanfair Light Railway  
**Location:** Welshpool Raven Square Station, Powys SY21 7LT  
**Times:** Sat 9am-5pm, Sun 9am-5pm  
**Prices:** Free  
**Website:** [www.wllr.org.uk](http://www.wllr.org.uk)  
**Contact:** 07802 711810  
**Features:** Six layouts, displays and refreshments. Admission fees payable for other events operating in conjunction with light railway gala. Visiting locomotive and intensive timetable in operation.

**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/bsrlsoc](http://www.tinyurl.com/bsrlsoc)  
**Features:** 25 layouts, trade support, miniature steam rides, refreshments and parking.

**12 BRAMBLETON MODEL RAILWAY CLUB OPEN DAY**  
**Hosts:** Brambleton Model Railway Club  
**Location:** Highfield Oval, Ambrose Lane, Harpenden, Hertfordshire.  
**Times:** 2pm-5.30pm  
**Prices:** Adults £2, concessions £1.50, children £1.50  
**Website:** [www.brambleton.co.uk](http://www.brambleton.co.uk)  
**Contact:** 01763 261250  
**Features:** Extensive outdoor 'O' gauge layout, 16mm live steam, meet club members and refreshments.

**12 BURY ST EDMUNDS MODEL RAILWAY EXHIBITION**  
**Hosts:** Bury St Edmunds Model Railway Club  
**Location:** Village Hall, Risby, Bury St Edmunds, Suffolk IP28 6RT  
**Times:** 10am-4pm  
**Prices:** Adults £5, concessions £4, accompanied children under 14 free  
**Website:** [www.burystedmundsrmrc.com](http://www.burystedmundsrmrc.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.favershamrmrc.org.uk](http://www.favershamrmrc.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 Road, 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+3) £25 (£22) – advance ticket prices in brackets  
**Website:** [www.ngaugeshow.co.uk](http://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](http://www.steam-museum.org.uk)  
**Contact:** 01793 466646  
**Features:** Layouts, trade support, demonstrations, societies, refreshments and disabled access.

**12/13 WOKING MODEL RAILWAY EXHIBITION**  
**Hosts:** Railway Enthusiasts' Club  
**Location:** Woking Leisure Centre, Kingfield Road, Woking, Surrey GU22 9BA  
**Times:** Sat 10.30am-5.30pm, Sun 10am-5pm  
**Prices:** Adults £7, children £3  
**Website:** [www.rec-farnborough.org.uk](http://www.rec-farnborough.org.uk)  
**Contact:** 01252 542574  
**Features:** Layouts, trade support, demonstrations, displays, refreshments, parking 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](http://www.westonsupermaretrainshow.com)  
**Contact:** 01934 425075  
**Features:** 25 layouts, trade support, refreshments and disabled access.

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**13 WHITE HORSE MODEL RAILWAY, ENGINEERING AND GARDEN RAILWAY SHOW**  
**Hosts:** West Wiltshire Society of Model Engineers  
**Location:** White Horse Country Park, Coach Road, Westbury, Wiltshire BA13 4LX  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, children free  
**Website:** [www.wwsme.org.uk](http://www.wwsme.org.uk)  
**Contact:** 07557 965870  
**Features:** Layouts, model boats, stationary engines, live steam rides, refreshments and parking.

**19 CULM VALLEY MODEL RAILWAY EXHIBITION**  
**Hosts:** Culm Valley Model Railway Club  
**Location:** Willand Village Hall, Cullompton, Devon EX15 2PL  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, children £1.50  
**Website:** [www.cvmrc.co.uk](http://www.cvmrc.co.uk)  
**Contact:** 01884 840369  
**Features:** 16 layouts, trade support, refreshments, parking and disabled access.

**19 FOULSHAM MODEL RAILWAY RUNNING DAY**  
**Hosts:** Holy Innocents' Church  
**Location:** Holy Innocents' Church, Foulsham, Norfolk, NR20 5RZ  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, children £1  
**Contact:** [malcolm@modeltraintracks.co.uk](mailto:malcolm@modeltraintracks.co.uk)  
**Features:** Railway films and refreshments.

**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  
**Website:** [www.tvmsr.org.uk](http://www.tvmsr.org.uk)  
**Contact:** 07810 701366  
**Features:** 12 layouts, trade support, refreshments, parking and disabled access.

**19 OXFORD MODEL RAILWAY EXHIBITION**  
**Hosts:** Oxford and District Model Railway Club  
**Location:** United Reformed Church Halls, Collinwood Road, Risinghurst, Oxford OX3 8HH  
**Times:** 10.30am-5pm  
**Prices:** Adults £5, accompanied children free  
**Contact:** [tjheatfield@hotmail.com](mailto:tjheatfield@hotmail.com)  
**Features:** 12 layouts, trade support, demonstrations, refreshments and disabled access.

**19 SHENFIELD MODEL RAILWAY EXHIBITION**  
**Hosts:** Mid Essex Model Railway Club  
**Location:** Shenfield High School, Oliver Road, Shenfield, Essex CM15 8RY  
**Times:** 10am-5pm  
**Prices:** Adults £5, children £3  
**Website:** [www.MidEssexMRC.org](http://www.MidEssexMRC.org)  
**Contact:** 01277 216098  
**Features:** 27 layouts, trade support, societies, refreshments, parking and free bus shuttle to/from Shenfield railway station.

**19 WADEBRIDGE MODEL RAILWAY EXHIBITION**  
**Hosts:** Wadebridge 34007 Locomotive Society  
**Location:** Wadebridge School, Gonvena Hill, Wadebridge, Cornwall  
**Times:** 10am-5pm  
**Prices:** Adults £3.50, concessions £2.50, children £2, family £10  
**Features:** Layouts, trade support, refreshments and parking.

**19/20 BLACKPOOL AND NORTH FYLDE MRC EXHIBITION**  
**Hosts:** Blackpool and North Fylde Model Railway Club  
**Location:** Cardinal Allen High School, Melbourne Avenue, Fleetwood, Lancashire FY7 8AY  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5.50, concessions £5, children £2.50, accompanied children free.

**Website:** [www.blackpoolandnorthydemrc.co.uk](http://www.blackpoolandnorthydemrc.co.uk)  
**Features:** 20 layouts, trade support, parking and refreshments.

## 19/20 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](mailto:colin.beasley@dsl.pipex.com)  
**Features:** Club layouts and members.

## 19/20 DARTFORD MODEL RAILWAY EXHIBITION

**Hosts:** Erith Model Railway Society  
**Location:** The Leigh Academy, Green Street Green Road, Dartford, Kent DA1 1QE  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, concessions £4.50, children £2.50, family (2+2) £13  
**Website:** [www.ukmodelshops.co.uk/erithmrs/index.html](http://www.ukmodelshops.co.uk/erithmrs/index.html)  
**Contact:** 07736 560956  
**Features:** 17 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

## 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](http://www.redditch-mrc.com)  
**Contact:** 01527 540289  
**Features:** 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 19/20 SCALEFORUM 2015

**Hosts:** Scalefour Society  
**Location:** Stoke Mandeville Stadium, Mandeville Road, Aylesbury HP21 9PP  
**Times:** Sat 10.30am-5.30pm, Sun 10am-4.30pm  
**Prices:** Adults £9, Scalefour members £6  
**Website:** [www.scalefour.org/scaleforum](http://www.scalefour.org/scaleforum)  
**Features:** 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](http://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.cdsme.co.uk](http://www.cdsme.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](http://www.onemrc.org.uk)  
**Contact:** 01394 274929  
**Features:** 14 layouts, trade support, societies, demonstrations, parking and refreshments.

## 26 CLEVELAND MODEL RAILWAY CLUB AUTUMN OPEN DAY

**Hosts:** Cleveland Model Railway Club  
**Location:** Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ  
**Times:** 10am-4pm  
**Prices:** Adults £1, children £0.50  
**Website:** [www.cmrc.club](http://www.cmrc.club)  
**Contact:** 07864 880242  
**Features:** Layouts, demonstrations, displays, club stall, refreshments, parking and disabled access.

## 26 ENFIELD MODEL RAILWAY EXHIBITION

**Hosts:** Enfield Whitewebbs Railway Modellers  
**Location:** Whitewebbs Museum of Transport, Whitewebbs Road, Enfield, Middlesex EN2 9HW  
**Times:** 10.30am-5pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £10  
**Contact:** 020 8508 1938  
**Features:** 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 26 IPSWICH RAILWAY MODELLERS ASSOCIATION OPEN EVENT

**Hosts:** Ipswich Railway Modellers Association  
**Location:** 40a Norfolk Road, Ipswich, Suffolk, IP4 4HB  
**Times:** 10am-1pm  
**Prices:** Free  
**Website:** [www.irma.org.uk](http://www.irma.org.uk)  
**Features:** Club layouts, members, second hand stall and refreshments.

## 26 LODDON VALE MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Loddon Vale Model Railway Club  
**Location:** St Peter's Church Hall, Church Road, Earley, Berkshire RG6 1EY  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, children £2, family £7  
**Website:** [www.lvmrc.co.uk](http://www.lvmrc.co.uk)  
**Contact:** 0118 988 2035  
**Features:** Layouts, trade support, societies and refreshments.

## 26 PLYMSTOCK MODEL RAILWAY SHOW

**Hosts:** Plymouth 'G' Scale Group  
**Location:** Plymstock Community Centre, Memory Lane, Plymouth, Devon PL9 9GH  
**Times:** 10.30am-4pm  
**Prices:** Adults £2.50, concessions £2, children £1  
**Contact:** 01752 361687  
**Features:** 'G' scale layouts, trade support, refreshments and disabled access.

## 26 RAILS AT ROWSLEY

**Hosts:** LMS Carriage Association  
**Location:** Joseph Paxton's Rowsley Station Building, Peak Shopping Village, Rowsley DE4 2JE  
**Times:** 10am-4.30pm  
**Prices:** Free entry  
**Website:** [www.lmsca.org.uk/exhibition](http://www.lmsca.org.uk/exhibition)  
**Features:** Three layouts, displays and vintage bus shuttle service to/from Peak Rail on the Saturday.

## 26 THETFORD MODEL RAILWAY SHOW

**Hosts:** Thetford and District Model Railway Show  
**Location:** Charles Burrell Centre, Staniforth Road, Thetford, Norfolk IP24 3LH  
**Times:** 10am-4pm  
**Prices:** Admission £4  
**Website:** [www.tdmrs.com](http://www.tdmrs.com)  
**Contact:** 01842 765890  
**Features:** Ten layouts and trade support.

## 26 TRI-ANG SOCIETY VINTAGE TRAINS EXHIBITION

**Hosts:** The Tri-ang Society  
**Location:** Timperley Village Hall, 268 Stockport Road, Timperley WA15 7UT  
**Times:** 10.30am-4.30pm  
**Prices:** Adults £3.50, children £1.50, family £5  
**Contact:** [milesfrowland@hotmail.com](mailto:milesfrowland@hotmail.com)  
**Features:** Exhibits, trade support and refreshments.

## 26/27 BOSTON MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Boston Model Railway Society  
**Location:** Stickney Village Hall, Stickney, Boston, Lincolnshire PE22 8BG  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, accompanied children free  
**Contact:** 07958 137122  
**Features:** Nine layouts, trade support, refreshments, parking and disabled access.

## 26/27 HALIFAX MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Halifax Model Railway Club  
**Location:** North Bridge Leisure Centre, North Bridge, Halifax, West Yorkshire HX3 6TE  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £6, unaccompanied children £3, accompanied children free  
**Website:** [www.halifaxmrc.co.uk](http://www.halifaxmrc.co.uk)  
**Contact:** 01422 371489  
**Features:** 16 layouts, trade support, parking and disabled access.

## 26/27 SPALDING MODEL RAILWAY CLUB OPEN WEEKEND EVENT

**Hosts:** Spalding Model Railway Club  
**Location:** Pinchbeck Village Hall, Knight Street, Pinchbeck, Spalding, Lincolnshire PE11 3RB  
**Times:** Sat 10am-4pm, Sun 10am-4pm  
**Prices:** Free  
**Website:** [www.spaldingmodelrailwayclub.org.uk](http://www.spaldingmodelrailwayclub.org.uk)  
**Features:** Layouts and refreshments.

## 26/27 STAPLEHURST MODEL RAILWAY EXHIBITION

**Hosts:** The Staplehurst Society  
**Location:** Staplehurst Village Centre, High Street, Staplehurst, Tonbridge, Kent TN12 0BJ  
**Times:** Sat 11am-5pm, Sun 10am-4pm  
**Prices:** Adults £2.50, children £1  
**Contact:** 01580 891390  
**Features:** Layouts and displays.

## 26/27 WORTHING MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Worthing Model Railway Club  
**Location:** Durrington High School, The Boulevard, Worthing BN13 1LA  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £5, accompanied children free  
**Website:** [www.worthingmrc.co.uk](http://www.worthingmrc.co.uk)  
**Contact:** 07970 633908  
**Features:** 14 layouts, trade support, societies, refreshments, parking and disabled access.

## 27 BANBURY MODEL RAILWAY EXHIBITION

**Hosts:** Banbury and District Model Railway Club  
**Location:** Banbury Academy, Ruskin Road, Banbury, Oxfordshire OX16 9HY  
**Times:** 10am-5pm  
**Prices:** Adults £5, children £3, family (2+2) £13  
**Website:** [www.bdmrc.co.uk](http://www.bdmrc.co.uk)  
**Contact:** 01295 660445  
**Features:** Layouts, trade support, refreshments and parking.

# OCTOBER

## 2-4 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

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

## 3 BRADFORD MODEL RAILWAY CLUB AUTUMN EXHIBITION

**Hosts:** Bradford Model Railway Club  
**Location:** St Winefride's Church Hall, St Paul's Avenue, Wibsey, Bradford, West Yorkshire BD6 1ST  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, concessions £3, children £1  
**Website:** [www.bradfordmrc.org.uk](http://www.bradfordmrc.org.uk)  
**Contact:** 01274 698861  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

## 3 CHIPPENHAM MODEL RAILWAY SHOW

**Hosts:** Bentley Model Railway Group  
**Location:** Sheldon School, Hardenhuish Lane, Chippenham, Wiltshire SN14 6HJ  
**Times:** 10am-5pm  
**Prices:** Adults £4.50, children £3  
**Website:** [www.chippenhammrs.org.uk](http://www.chippenhammrs.org.uk)  
**Contact:** 01249 657283  
**Features:** 15 layouts, trade support, refreshments and parking.

# Planning an exhibition?

• *Hornby Magazine's Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: [hornbymagazine@keypublishing.com](mailto: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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# SPALDING MODEL RAILWAY EXHIBITION

[www.spaldingmodelrailwayclub.org.uk](http://www.spaldingmodelrailwayclub.org.uk)

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Sun 9am-5pm   Sun 10am-4pm

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
E4 Brighton tank	<a href="http://ehattons.com/e4">ehattons.com/e4</a>	£93.46	Mar 2013							
Modified Hall class	<a href="http://ehattons.com/mh">ehattons.com/mh</a>	£106.21-£114.71	Mar 2012							
Class 43 NBL Warship	<a href="http://ehattons.com/c43">ehattons.com/c43</a>	£118.96	Mar 2013							
Hawthorn Autocoaches	<a href="http://ehattons.com/hac">ehattons.com/hac</a>	£58.61	Mar 2013							
Wickham trolley car	<a href="http://ehattons.com/wtc">ehattons.com/wtc</a>	£67.96	Mar 2013							
Class 5MT	<a href="http://ehattons.com/5mt">ehattons.com/5mt</a>	£85 (EST)	Mar 2015							
LNWR Webb coal tank	<a href="http://ehattons.com/wct">ehattons.com/wct</a>	£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](http://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	<a href="http://ehattons.com/c73">ehattons.com/c73</a>	£105.00	March 2012							

GWR Railcar, Class 68, Class B4, IDA flat, Turbot - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	<a href="http://ehattons.com/j94">ehattons.com/j94</a>	£82.00	Aug 2014							
14xx	<a href="http://ehattons.com/14xx">ehattons.com/14xx</a>	£99.00	Sep 2014	Feb 2015						
Hatton's King	<a href="http://ehattons.com/king">ehattons.com/king</a>	£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	<a href="http://ehattons.com/c05">ehattons.com/c05</a>	£100.00	Jun 2013							
Metropolitan Bo-Bo	<a href="http://ehattons.com/mbb">ehattons.com/mbb</a>	£107.00	May 2014							

Park Royal railbus, Class O2/3, Class 1366 - view these projects at [www.ehattons.com/projectupdates](http://www.ehattons.com/projectupdates)

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 700	<a href="http://ehattons.com/c700">ehattons.com/c700</a>	£101.90	Dec 2013							
Class 9f Crosti-boiler	<a href="http://ehattons.com/9fc">ehattons.com/9fc</a>	£111.20	Dec 2013							
D16	<a href="http://ehattons.com/d16">ehattons.com/d16</a>	£101.90	Dec 2013							
Class S15	<a href="http://ehattons.com/s15">ehattons.com/s15</a>	£124.99	Dec 2014							
King	<a href="http://ehattons.com/horking">ehattons.com/horking</a>	£148.14-£179.99	Dec 2014							
Class J50	<a href="http://ehattons.com/j50">ehattons.com/j50</a>	£74.06	Dec 2014							
Hornby Adams Radial	<a href="http://ehattons.com/horar">ehattons.com/horar</a>	£111.10	Dec 2014							
Merchant Navy	<a href="http://ehattons.com/mn">ehattons.com/mn</a>	TBC	Mar 2015							

LMS Coaches, K-Type Pullmans - view these projects at [www.ehattons.com/projectupdates](http://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	<a href="http://ehattons.com/oxcw">ehattons.com/oxcw</a>	£9.00	Jan 2015							
Adam's Radial	<a href="http://ehattons.com/ar">ehattons.com/ar</a>	£88.00	Jan 2015							
Hatton's ICI hopper	<a href="http://ehattons.com/ici">ehattons.com/ici</a>	£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](http://www.ehattons.com/projectupdates)**

Information correct at the time of going to press. All information subject to change



**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](http://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](http://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](http://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

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## OO Gauge (1:76 Scale)

### Steam locos



R3302 '1940: Return from Dunkirk' 75th Anniversary Train Pack 700 class 0-6-0 325 in Southern black 3 Maunsell coaches in Southern green - Ltd Ed (Hor) **NEW** £231.47



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** £89



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) **BARGAIN** £89  
32-828A Class 2MT Ivatt 2-6-0 46526 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  
31-128A Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £142.95) **BARGAIN** £94



R3277 Class 3800 County 4-4-0 3833 "County Of Devon" in Great Western green - Railroad range (Hor) £64.80



31-628DC Class 3F 0-6-0 43620 in BR black late crest - weathered. DCC On Board (Bac) (list £119.95) **BARGAIN** £79  
R3205 Class 4900 4-6-0 4965 'Road Ashton Hall' in BR. New tooling for 2013. Special edition etched name & number (Hor) £105



R3169 Class 4900 4-6-0 Hall 5972 'Olton Hall' in GWR (Railroad range). New tooling for 2013 (Hor) £67  
31-881 Class 4F 0-6-0 43875 BR black early emblem and Johnson/Deeley tender (Bac) £84.96



R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66  
R3224 Class 5XX 2-8-0 5239 in BR black late crest (Hor) £111.20



32-085 Class 56XX 0-6-0 6639 in BR black early emblem (Bac) **NEW** £76.46

**NEW**



32-084 Class 56XX 0-6-0 6677 in GWR green (Bac) **NEW** £76.46

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

**NEW**



R3239 Class 700 0-6-0 30315 in BR late crest (Hor) £101.90

**NEW**



R3240 Class 700 0-6-0 30693 in BR early crest (Hor) £101.90

**NEW**



R3225 Class 72XX 2-8-2 7233 in Great Western green (Hor) £120.50

**NEW**



31-013 Class 7F 2-8-0 S&DJR 53808 in BR black late crest & Deeley tender (Bac) (list £134.95) **BARGAIN** £89

**NEW**



31-221 Class 8P Duchess 4-6-2 46233 "Duchess Of Sutherland" in BR green early crest & MK1 support coach in BR maroon (Hor) **NEW** £157.60

**NEW**



R3195 Class 8P Duchess 4-6-2 46247 "City Of Liverpool" BR green early emblem (Hor) **NEW** £119.95

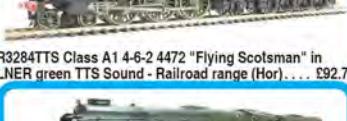
R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) **BARGAIN** £64

**NEW**



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER green TTS Sound - Railroad range (Hor) £92.70

**NEW**



32-550B Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) **BARGAIN** £95

R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) £79

**NEW**



R3245TTS Class A1 Peppercorn 4-6-2 "Tornado" in BR BR (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

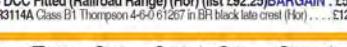
**NEW**



32784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) (list £92.25) **BARGAIN** £59

R3114A Class B1 Thompson 4-6-0 61267 in BR black late crest (Hor) £120

**NEW**



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 6395 'Lucie Muckaback' LNER black (Bac) £102.21



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 BR black early emblem (Bac) £93.46



35-076 Class E4 Brighton tank 0-6-2 473 Southern green (as preserved) (Bac) £93.46



31-366 Class 03 0-6-0 diesel shunter D2016 in BR Green (Bac) £70.51

31-364 Class 03 0-6-0 diesel (Bac) £70.51

1405A Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered) (Hor) (list £115) **BARGAIN** £75



1406 Class 14 "Teddy Bear" British Steel '45' (Ex British Rail Green) (Weathered) (Hor) (list £115) **BARGAIN** £75



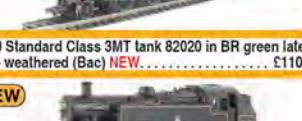
1600 Class 16 North British diesel D8400 BR green grey roof. Ltd Ed of 750 pcs (Hor) (list £134.95) **BARGAIN** £72



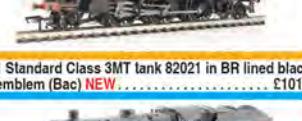
1601 Class 16 North British diesel D8401 BR green small yellow warning panels. Ltd Ed of 750 (general release) (Hor) (list £134.95) **BARGAIN** £72



1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels. Ltd Ed of 750 (general release) (Hor) (list £134.95) **BARGAIN** £72



1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hor) (list £144.95) **BARGAIN** £72

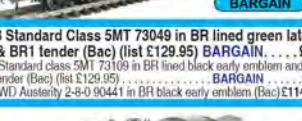


1603 Class 16 North British diesel D8407 BR green wth full yellow ends. Ltd Ed of 750 (general release) (Hor) (list £134.95) **BARGAIN** £72

1604 Class 16 North British diesel D8409 BR green grey roof. Gloss finish. Ltd Ed of 750 (general release) (Hor) (list £134.95) **BARGAIN** £72



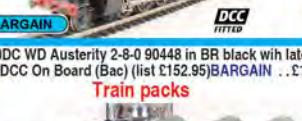
32-038DS Class 20 20124 in BR blue wth indicator discs weathered. DCC Sound (Bac) **NEW** £195.46



32-044 Class 20 D8028 in BR green indicator discs & tablet catcher (Bac) **NEW** £93.46

4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103

4D-012-003 Class 22 B-B Diesel Hydraulic D6316 in BR Green. Small yellow panels and disc headcode box (Dap) £103

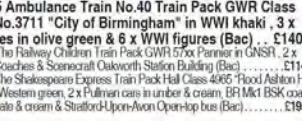


4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green. Amended yellow panels and disc headcode box (Dap) £103

2320 Class 22 Baby Deltic D5900 green headcode discs and frost grilles

- gloss (Hor) (list £129.95) **BARGAIN** £69

2321 Class 22 Baby Deltic D5901 green headcode discs and frost grilles (Hor) (list £129.95) **BARGAIN** £69



2308 Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hor) (list £119.95) **BARGAIN** £67

2302 Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hor) (list £119.95) **BARGAIN** £67

2304 Class 23 Baby Deltic diesel D5904 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2305 Class 23 Baby Deltic diesel D5905 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2306 Class 23 Baby Deltic diesel D5906 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2307 Class 23 Baby Deltic diesel D5907 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2308 Class 23 Baby Deltic diesel D5909 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2309 Class 23 Baby Deltic diesel D5910 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2310 Class 23 Baby Deltic diesel D5911 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2311 Class 23 Baby Deltic diesel D5912 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2312 Class 23 Baby Deltic diesel D5913 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2313 Class 23 Baby Deltic diesel D5914 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2314 Class 23 Baby Deltic diesel D5915 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2315 Class 23 Baby Deltic diesel D5916 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2316 Class 23 Baby Deltic diesel D5917 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2317 Class 23 Baby Deltic diesel D5918 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2318 Class 23 Baby Deltic diesel D5919 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2319 Class 23 Baby Deltic diesel D5920 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2320 Class 23 Baby Deltic diesel D5921 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2321 Class 23 Baby Deltic diesel D5922 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2322 Class 23 Baby Deltic diesel D5923 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2323 Class 23 Baby Deltic diesel D5924 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2324 Class 23 Baby Deltic diesel D5925 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2325 Class 23 Baby Deltic diesel D5926 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2326 Class 23 Baby Deltic diesel D5927 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2327 Class 23 Baby Deltic diesel D5928 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2328 Class 23 Baby Deltic diesel D5929 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2329 Class 23 Baby Deltic diesel D5930 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2330 Class 23 Baby Deltic diesel D5931 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2331 Class 23 Baby Deltic diesel D5932 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2332 Class 23 Baby Deltic diesel D5933 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2333 Class 23 Baby Deltic diesel D5934 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2334 Class 23 Baby Deltic diesel D5935 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2335 Class 23 Baby Deltic diesel D5936 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2336 Class 23 Baby Deltic diesel D5937 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2337 Class 23 Baby Deltic diesel D5938 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2338 Class 23 Baby Deltic diesel D5939 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

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2341 Class 23 Baby Deltic diesel D5942 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2342 Class 23 Baby Deltic diesel D5943 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2343 Class 23 Baby Deltic diesel D5944 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2344 Class 23 Baby Deltic diesel D5945 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2345 Class 23 Baby Deltic diesel D5946 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

2346 Class 23 Baby Deltic diesel D5947 BR Green large yellow ends (Hor) (list £119.95) **BARGAIN** £67

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## Wagons

R6677 BR 21 Ton Hopper Wagon E270706 (Hor)	£13.88
R6679 BR Horse Box M42369 (Hor)	£18.51
R6682C LNER Extra Long CCT Van 1238* (Hor)	£12.49
R6709 Loadhaut ZBA Ruck (Black & Orange) (Hor)	£9.25

NEW



R6720 Railroad LWB Open Wagon 'T. Threadgold' (Hor)

NEW

38-502 'Coy' covered hopper British Industrial Sand bauxite & black (Bac)	£18.25
38-502 Pack of 4 (Bac) (list £91.80)	£22.95
38-502 Megapack of 8 (Bac) (list £183.60)	£45.90
37-479 1 plank wagon in BR bauxite (Late) (Bac)	£8.46



38-116 100 Ton TEA Bogie Tank Wagon 'Aviation Fuel' (Bac)

NEW

38-115 100 ton TEA bogie tank wagon in Fina - weathered (Bac)

£35.66

38-033 100 tonne HHA bogie hopper wagon in COLAS (Bac)

NEW

38-034 100 tonne HHA bogie hopper wagon COLAS - weathered (Bac)

£36.51

38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac)

£33.96

38-030B Single (Bac)

£33.96

37-628B 102 Tonne GLW Thrall BRA steel strip carrier in EWS weathered (Bac) (list £19.95)

£22.95

37-628B Pack of 4 (Bac) (list £19.80)

£45.90

38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac)

£17.81

38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac)

£17.81

37-639 12 ton planked ventilated van in LMS grey (Bac)

£12.71

38-084 12 ton Southern 2+2 planked ventilated van in Standard grey (Bac)

£11.88

38-374 12 ton ventilated van planked ends LNER oxide (Bac)

£8.46

38-375A Pack of 4 (Bac) (list £9.80)

£30

38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac)

£33.96

38-030B Single (Bac)

£33.96

37-628B 102 Tonne GLW Thrall BRA steel strip carrier in EWS weathered (Bac) (list £19.95)

£22.95

37-628B Pack of 4 (Bac) (list £19.80)

£45.90

38-325\* Single (Bac) (list £14.50)

£30

38-325\* Megapack of 8 (Bac) (list £116)

£74

38-325\* Pack of 4 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £116)

£70

38-327\* Single (Bac) (list £14.50)

£30

38-327\* Pack of 4 (Bac) (list £58)

£145

38-327\* Megapack of 8 (Bac) (list £116)

£74

38-327\* Pack of 4 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) (list £116)

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38-327\* Single (Bac) (list £14.50)

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38-327\* Pack of 4 (Bac) (list £58)

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38-32

## Prices valid until 09/09/15

Orders received after this date for products that have increased in price will be given a refund

### Man-made scenic structure - non-railway

LK-45 Flexible field fencing. Approx 1060mm (42in). 5 pieces (Pec) ... £3



R8243 Surface Mounted point motor (Hor) ... £7

### Switches & Levers

R044 Passing contact lever frame switch (for point motors) (Hor) ... £9

### Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tri) ... £17

### Accessories

GM51 Locomotive Wheel Cleaning Pads (for GM50) (Gau) **NEW** ... £16

SFX10 Steam icon sound capsule (with built battery, speaker & motion detector) (Tri) ... £37

### Spares



36-026 10 x Mk2 Couplings mini type - long (Bac) ... £4.68

SL-111 Finescale insulated rail joiners/plates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pec) ... £2

SL-110 Finescale rail joiners/plates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) ... £2

SL-111 Insulated rail joiners/plates (for OO & HO 3.0 gauge code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec) ... £2

### Metall Conductive RAIL JOINERS

### RAIL JOINERS

### RAIL JOINERS

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge Pack of 24 (Pec) ... £2.50

36-030 Mk2 Couplings NEM shaft (straight) pocket x 10 (Bac) ... £6

19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Pec) ... £3.50

TT4561 Tidy Track Roto Wheel Cleaner OO/HO Gauge (Woo) ... £21.75

### Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) ... £5

36-033 Brass lined coach disc wheels on axles (10 axles) (Hor) ... £3.50

R8056 Metal disc wheels on axles (10 axles) (Hor) ... £5

36-008A Pair of Commonwealth coach bogies (Bac) ... £5

### Man-made scenic structure railway-related

89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/00 scales. DCC ready (Hor) ... £199

### 89121 21.5 metre (90ft) Motorised turntable

### turntable

### motorised

### turntable

LK-55 76ft Well type turntable (Pec) ... £38

R083 Buffer Stop (Hor) ... £140

R083 Box of 6 (Hor) ... £8

R636 Double track level crossing (Hor) ... £18

### LK-55 76ft Well type turntable

### turntable

### 76ft

44-189 Gated Level Crossing (170 x 100 x 37mm) (Bac) ... £33.11

SL-431 100kg lift and storage unit (Pec) ... £11

44-508 100kg Dumper Unit (Pec) (list £15.45) **BARGAIN** ... £5.50

OCCATI Overhead Mk3 High Speed Category Single Mast (Pack of 10) ... £8

5 long arm & 5 short arm easi-track mounting system (Oap) ... £12

R514 Platform Canopy x 2 (Hor) ... £12

SL-40 Rail built buffer stop (Pec) ... £1.50

R460 Straight Platform (Hor) ... £3.50

### Signals

ECKB232 2 light signal red/yellow standard square head (Bac) ... £16

DS1 One Touch DCC Signal Home (R/G) (Tri) ... £22

### ECKB232 2 light signal red/yellow standard square head

### square head

### DS1 One Touch DCC Signal Home

### (R/G) (Tri)

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) ... £22

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

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

### Buildings - general

44-040 Diesel fueling point - Scenecraft range (162 x 37 x 56mm) (Bac) ... £13

44-244 Low relief accountants (80 x 24 x 115mm) (Bac) ... £20.36

### 44-040 Diesel fueling point

### Scenecraft range

### 162 x 37 x 56mm

### (Bac)

### 44-244 Low relief accountants

### 80 x 24 x 115mm

### (Bac)

44-253 Low relief greengrocers (66 x 19 x 109mm) (Bac) ... £20.36

P0261 Pair of red brick terraced houses (Card Kit) (Met) ... £8

P0226 Parish Church (re-designed) (Met) ... £13

44-159 Pendon Little Chapel Cottage (137 x 70 x 96mm) (Bac) ... £28.01

44-157 Pendon Wagon & Horses Pub (230 x 95 x 100mm) (Bac) ... £40.76

44-0005 Portable office (96 x 42 x 34mm) (Bac) ... £16.96

### Railway publications

36-2015 Bachmann Branchline 2015 Catalogue (Bac) ... £6.80

R8150 Hornby 2015 Catalogue (Hor) ... £7.50

### Buses

UK6043 ADL Enviro 400H First London (Nor) ... £48

B1119 Bristol Lodekka LD6G Closed Platform, Short Radiator 'Wilt & Dorset' (Circa 1956 - 1974) Route: Salisbury - 3 (Bac) ... £21

B113A Bristol Lodekka LD6G Open Platform, Long Radiator 'Wilt & Dorset' (Circa 1956 - 1972) Route: Basingstoke Andover - 76 (Bac) ... £21

B1635 Bristol LS Coach, Bristol Tramways (EFE) ... £28

### NEW



B203A Bristol MW Bus - 'Wilt & Dorset' (Circa 1966 - 1981) (Bac) **NEW** ... £17

### NEW



B203B Bristol MW Dual Purpose - 'Wilt & Dorset' (Circa 1966 - 1981) (Bac) **NEW** ... £17

### NEW



18017 Daimler Fleetline 'Bournemouth Corporation' (EFE) **NEW** ... £28

### 18014EFE

Daimler MCW Fleetline 'Greater Manchester Transport' (EFE) ... £26.50

### NEW



B021A Leyland Leopard Duple Dominant II 'Midland Scottish' (Circa 1978 - 1990) Route: 39 - Callander (Bac) **NEW** ... £16

### NEW



B021B Leyland Leopard Duple Dominant II 'Midland Scottish' (Circa 1983 - 1990) Route: 33 - On Tour (Bac) **NEW** ... £16

### NEW



29631 Leyland Olympian 'Metrobus' (EFE) **NEW** ... £28

### NEW



DA91 Leyland Roadtrain Low Loader 'Mines Rescue Service' (Circa 1985 - 1995) Reg.No: C291 GNY (Bac) **NEW** ... £9

### NEW



27214 Leyland TD1 Open Back - Reading Corporation (EFE) **NEW** ... £26.50

AM46611A New Routemaster, London United, 10 Hammersmith (C) ... £29.99

AM46611B New Routemaster, London United, 10 King's Cross (C) ... £29.99

### NEW



24822 Plaxton Minibus - Northumbria (EFE) **NEW** ... £26.50

15719 Plaxton Panorama Elite - London County N.B.C. (EFE) ... £26.50

7678PAN001 Plaxton Panorama I Southdown (Oxf) ... £13

### NEW



26705 Plaxton Paramount 3500 - Stagecoach Caledonian Express (EFE) **NEW** ... £26.50

20645 Plaxton Pointer Dart 'Arriva The Shires' (EFE) ... £24

36711 Plaxton SLF Dart - Arriva Medway Towns (EFE) ... £26.50

UK9010 Scania OmniCity Stagecoach London special Scania 100 Years branding (Nor) ... £48

### Cars

### NEW



76AH3003 Austin-Healey 3000 Ivory white/black (Oxf) **NEW** ... £5

44-533 Blister of 8 cars to fit IPA car transporter wagon. 2 needed for each 38-250 (Bac) ... £10.16

76W0004 Wolseley 18/85 Maroon/Ivory (Oxf) ... £4.45

### Commercial vehicles

L14 2 forklift trucks - 1 red, 1 yellow (Bac) ... £7



**NEW Opening hours**

10:00 - 17:00 Mon - Fri  
09:00 - 17:00 Sat  
10:00 - 16:00 Sun



From 2nd Sep: 07:00 - 20:30 Mon - Fri  
07:00 - 18:00 Sat, 09:00 - 17:00 Sun

**NEW**



DA89 AEC Mammoth Major flatbed steel bar load - 'Rosser of Pontlly' (Circa 1957 - 1967) (Bas) **NEW** £10  
760WB010 Bedford OWB Bristol Tramways (Oxd) £13  
76DAF03CT DAF 105 Skeletal Trailer Freightliner (Oxd) £18

**NEW**



76DAF002 DAF 85 2 Axle 40ft Box Trailer  
Parcelforce (Oxf) **NEW** £18  
76EC001 ERF EC Olympic 40ft Fridge Scottee Transport (Oxf) £18

**NEW**



DA86 Foden DG 6x4 Flatbed "British Road Services"  
Fleet No 2D106 (circa 1945-1960) (Bas) **NEW** £8.99  
76FCG001 Ford Cargo Van BRS (Oxf) £11  
76FCR001 Fowler B6 Crane Mansions Duke of York (Dorsi) £13  
76FB6001 Fowler B6 Showmans Locomotive 'The Lion - Anderson & Rowland' (Oxf) £13  
76KRS001 Konkranes Reach Stacker (for freight containers) in  
Konkranes blue, Fully possible (Oxf) £17  
DA85 Leyland FG Integral Van "Fire Brigade Decontamination Unit" (circa  
1963-1978) (Bas) £19

**NEW**



76MAN001 MAN L2000 Curtainside Pollock (Oxf) £11  
76S143001 Scania 143 40t Curtainside Pollock (Oxf) £18  
76SHL01CT Scania Highline Cab/Trailer & Container 'Eddie Stobart' (Oxf) £20  
76SHL02WF Scania Highline Walking Floor Eddie Stobart (Oxf) £19  
76TR2004 Scania Irizar PB 'Eddie Stobart' (Oxf) £16  
76DBU001 Scania Topline Drawbar Unit 'Eddie Stobart' (Oxf) £22  
76CTR001 Thurston Canvas Tractor (Oxf) £10

**Military ground vehicles**

76BF002 40mm Bofors Anti-Aircraft Gun as used by the British Army/Navy  
1947- late 1980s in olive drab (Oxf) £4.95  
76B0016 Bedford OYC Tanker Eastern Command 1941 (Oxf) £10

**NEW**



76QLD001 Bedford QLD Army Fire Service (Oxf) **NEW** £11  
76SP004 Pioneer Artillery Tractor 'Royal Artillery 1st Army' (Oxf) £9

**Public Service vehicles**

**NEW**



76TLM007 Leyland TLM Fire Engine Closed Cab  
Morecambe & Heysham (Oxf) **NEW** £10

**Underground vehicles**

99935 2 car 1938 tube set 'Dinosaur' as per Isle of Wight (not  
motorised) (EFE) £65

**N Gauge**  
**Steam locos**

**NEW**



76095a Britannia Pacific 4-6-2 70000 "Britannia" in BR  
Green late crest and original smoke deflectors (Dap) £107

**NEW Opening hours**

10:00 - 17:00 Mon - Fri  
09:00 - 17:00 Sat  
10:00 - 16:00 Sun



From 2nd Sep: 07:00 - 20:30 Mon - Fri  
07:00 - 18:00 Sat, 09:00 - 17:00 Sun

**NEW**



372-626 Class 2MT Ivatt 2-6-0 46440 in BR lined black  
early emblem (Gra) £93.46  
25-015-004 Class 2MT Ivatt 2-6-2 BR black early emblem - weathered (Dap) £57

25-015-003 Class 2MT Ivatt 2-6-2 in BR black late crest (Dap) £53

372-210 Class 3F steam loco 7524 in LMS black (Gra) £94.46

25-010-002 Class 49xx Hall steam loco 4914 'Craemore Hall' in BR lined  
green late crest (Dap) £95

25-010-003 Class 49xx Hall steam loco 4951 'Priority Hall' GWR lined  
green late crest (Dap) £93.46

372-081 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) £93.46

25-012-002 Class 4F 0-6-0 43975 BR black early emblem & Johnson  
tender (Gra) £93.46

372-080 Class 4F 0-6-0 43204 BR black late crest & Fowler tender (Gra) £93.46

372-138 Class 5A 6-0 5100 in LMS plain black (Gra) £110.46

25-007-009 Class 5xx Pannier #5724 GWR green GWR lined lettering (Dap) £61

25-007-008 Class 57xx Pannier #5764 GWR green 'Great Western'  
lettering (Dap) £61

25-007-010 Class 57xx Pannier 0-6-0 6746 in GWR green shirburn  
emblem - DCC fitted (Dap) £68

25-007-005 Class 57xx Pannier tank steam loco #97 London Transport  
maroon (Dap) £61

**NEW**



372-019-006D Class 6800 4-6-0 6803 "Bucklebury Grange"  
in BR lined green late crest. DCC Fitted (Dap) **NEW** £119

25-019-003 Class 6800 4-6-0 6809 'Burchlere Grange' in BR lined black  
early emblem (Dap) **NEW** £100

**NEW**



372-019-003D Class 6800 4-6-0 6809 "Burchlere Grange"  
in BR lined black early emblem. DCC Fitted (Dap) **NEW** £119

25-017-010 Class 7MT Britannia 4-6-2 70008 'Robert Burns' in BR  
green early emblem. DCC Fitted (Dap) £119

25-017-003 Class 7MT Britannia 4-6-2 70015 'Apollo' BR green early  
emblem (Dap) £101

25-017-004 Class 7MT Britannia 4-6-2 70021 'Morning Star' BR green  
late crest (Dap) £101

372-181 Class 8P Duchess 4-6-2 46229 'Duchess of Hamilton' BR green  
early emblem (Gra) £101

25-013-005D Class 9F 2-10-0 92006 in BR black early emblem & BR1G  
tender - weathered. DCC Fitted (Dap) £101

25-013-001 Class 9F 2-10-0 92008 BR black late crest & BR1G tender (Dap) £97

25-013-003 Class 9F 2-10-0 92220 'Evening Star' in BR green late  
crest & BR1G tender - weathered. DCC Fitted (Dap) £113

372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick  
green (Gra) £133.75

**NEW**



372-800B Class A1 4-6-2 60163 "Tornado" in BR Express  
blue (as preserved) (Gra) £135.96

**NEW**



372-385 Class A2 4-6-2 525 'A H Peppercorn' LNER Apple  
green (Gra) **NEW** £135.96

25-008-003 Class A4 steam loco 60004 'William Whitelaw' in British  
Railways Garter blue (Dap) £105.96

25-008-001 Class A4 steam loco 60012 'Commonwealth of Australia' in  
BR green early crest (Dap) £105.96

372-079 Class B1 4-6-0 1040 'Roeder' in LNER lined black (Gra) £110.46

N079 Class B17 9F 2-10-0 2683 'Everton' LNER Apple green (Dap) £93.46

372-402 Class 38D 0-6-0 1856 LNER Lined Black flat sided tender (Gra) £80.71

372-401 Class J30 0-6-0 404960 BR black early emblem & flat sided  
tender (Gra) £80.71

25-016-001 Class M7 0-4-4 in Southern Railway green (Dap) £80.71

**NEW**



372-932 Class N 2-6-0 31811 in BR black late crest (Gra) **NEW** £106.21

**NEW**



372-931 Class N 2-6-0 31844 in BR black early  
emblem (Gra) **NEW** £106.21

**NEW**



372-930 Class N 2-6-0 886 in SR Olive green (Gra) **NEW** £106.21



372-427 Class WD Austerity 2-8-0 90201 in BR black late  
crest - weathered (Gra) (list £144.95) **BARGAIN** £89



371-828B Class 47/0 diesel 47096 in BR blue (Gra) **NEW** £101.96



371-825B Class 47/0 diesel 47152 in BR green small  
yellow panel (Gra) **NEW** £101.96



371-245 Class 47/7 diesel 47710 'Sir Walter Scott' in BR  
ScotRail (Gra) **NEW** £101.96



371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales'  
Own Queen of Yorkshire in BR blue (Gra) **NEW** £93.46



371-286 Class 55 diesel D002 'The King's Own Yorkshire Light  
Infantry' in BR green half yellow ends (Gra) **NEW** £93.46



371-004-007 Class 56 diesel 56090 in BR blue large logo  
(Doncaster built) (Dap) **NEW** £101



371-355 Class 60 diesel 60011 in DB Schenker (Gra) **NEW** £93.46



371-636 Class 70 PowerHaul diesel 70003  
Freightliner (Gra) (list £119.95) **BARGAIN** £82.50



371-385 Class 70 PowerHaul diesel 70003 Freightliner (Gra)  
(list £119.95) **BARGAIN** £82.50



371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in  
each car) (Gra) (list £119.95) **BARGAIN** £98



371-510 Class 101 3 car DMU in BR blue (Gra) (list £159.95) **BARGAIN** £76

371-511 Class 101 3-car DMU in BR blue & grey (Gra) £118.96

2D-009-002 Class 121 single car DMU 'Bubble car' 55032 BR blue/grey (Dap) £90

2D-009-002 Class 121 single car DMU 'Bubble car' 55032 BR blue/grey (Dap) £90

2D-009-002 Class 121 single car DMU 'Bubble car' 55032 BR blue/grey (Dap) £90

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2D-009-002 Class 121 single car DMU 'Bubble car' 55032 BR blue/grey (Dap) £90

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## Spares

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)	£1.18



## Track - Code 55 Finescale Streamline

SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible Wooden Sleeper track (Pec)	£8.40
SL-300F Single (Pec)	£3
SL-302F 1 yard of Nickel Silver Flexible Track Concrete Sleepers (Pec)	£3.50
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SL-309F 3-way finescale turnout (Pec)	£9.11
SL-E387F Finescale curved double radius left hand point electrofrog (Pec)	£2.26
SL-E386F Finescale curved double radius right hand point electrofrog (Pec)	£1.11
SL-E390F Finescale double slip electrofrog (Pec)	£3.35
SL-E388F Finescale left hand large point electrofrog (Pec)	£1.11



2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap)	£1.17
2A-000-014 Packets for NEM magnetic couplings x 20 (Dap)	£1.18



SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec)	£2
TA4560 Tidy Track Roto Wheel Cleaner N Gauge (Woo)	£1.25

## Wheel sets

379-410 Axles 3 hole disc wagon wheels - Pack of 10 (Gra)	£6
379-412 Axles coach wheels - Pack of 10 (Gra)	£5.74

## Man-made scenic structure - railway-related

379-200 4 x Platform sections (red brick) (Gra)	£9
NB-55 Turntable Kit, well type, deck length 151mm (Pec)	£1.38

## Signals

379-400 100 Tonne HHA Bogie Hopper Wagon Freightliner - weathered (Gra)	£28.01
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## Buildings - general

2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap)	£2.22
2L-001-003 Signal - motorised, GWR home round post (Dap)	£2.22
2L-002-001 Signal - Motorised, LMS home upper quadrant (ex-NSIGN3) (Dap)	£2.22

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42-103 Farm house (60 x 61 x 151mp) (Gra)	£25.46
PN174 Low Relief Terraced House Fronts - red brick (Pec)	£6.50
PN175 Low Relief Terraced House Fronts - stone (Pec)	£6.50

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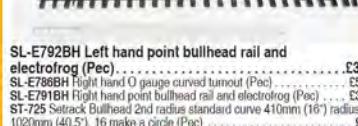
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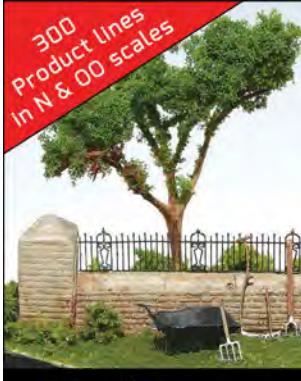
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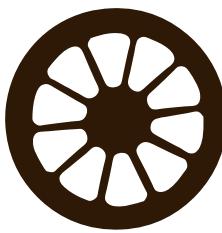
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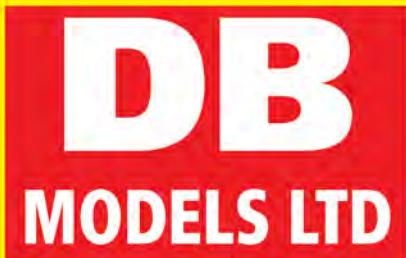
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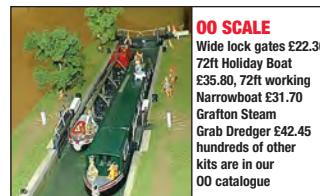
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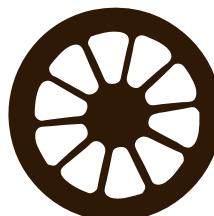


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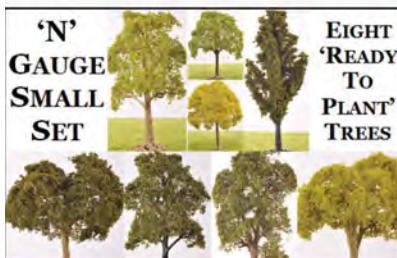
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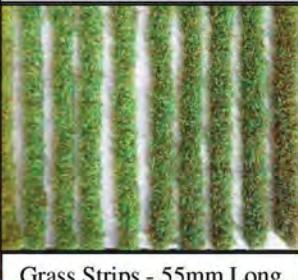


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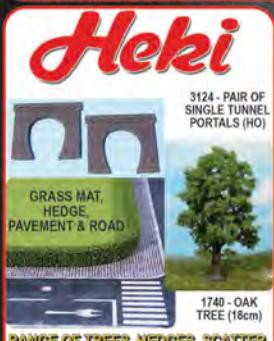
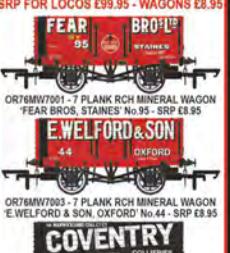
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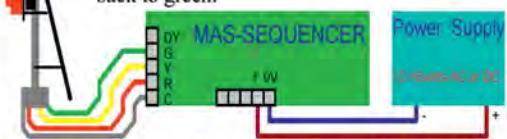
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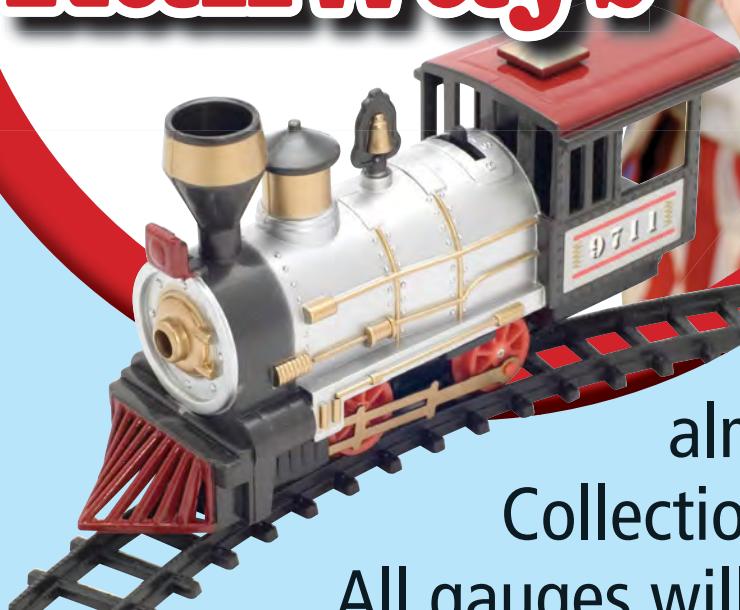
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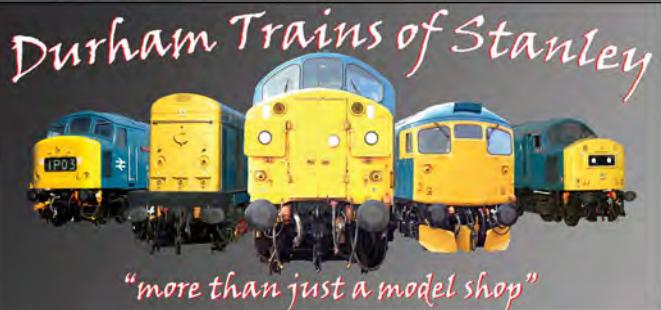
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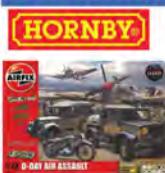


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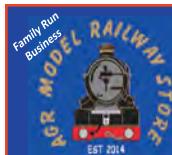
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 2S-021-001D - Q1 BR Black Early Crest 33016 DCC  
 2S-021-002 - Q1 BR Black Late Crest 33018  
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2F-024-012 - Siphon G BR W1459  
 2F-024-016 - Siphon G BR W1459 Weathered

**Also released this month include;**

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 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-020-001 - B17 Liverpool Wartime Black 2864  
 2S-020-001D - B17 Liverpool Wartime Black 2864 DCC  
 2S-020-002 - B17 Liverpool BR Early Crest 61664  
 2S-020-002D - B17 Liverpool BR Early Crest 61664 DCC  
 2S-020-003 - B17 Manchester City LNER Apple Green 2871  
 2S-020-003D - B17 Manchester City LNER Apple Green 2871 DCC  
 2F-024-012 - Siphon G BR W1459  
 2F-024-016 - Siphon G BR W1459 Weathered

### OO GAUGE



4F-033-011 - 24T Steel Ore Hopper - BR B433419  
 4F-033-012 - 24T Steel Ore Hopper - BR B433419 Weathered



4F-060-009 - Grampus - BR DB990653  
 4F-060-010 - Grampus - BR DB990653 Weathered



4F-040-007 - 4 Plank - GWR 45583  
 4F-040-008 - 4 Plank - GWR 45583 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-046-001 - IKA Megafret Twin Pack Wtbd + 2 x 45' High Cube Containers  
 4F-013-013 - Gunpowder Van - LMS 209014  
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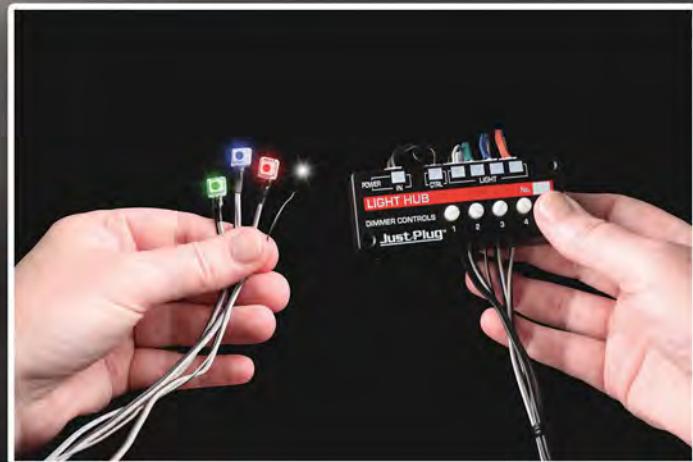
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