

SPECIAL PROMOTIONS

R2191 LNER 4-6-2 "Colorado", Class A3 £79.99 includes p&p

Named after the horse which won the 1926 2000 Guineas and owned by Lord Derby, the "Colorado" was built as an A3 in December 1928 in LNER lined green with GN tender. This livery was carried until May 1943 when it was painted black.

R2150 Millennium Loco 0-4-0 £19.99 plus p&p

Using the ever popular 0-4-0 ex-caledonian 'Pug' model as inspiration, this celebratory locomotive, of which only 2,000 have been produced, has been especially commissioned with the Hornby collector in mind.

R2064B GWR Dean Goods 0-6-0 £79.99 includes p&p

A veritable workhorse that was most suited for all Great Western Railway lines. Presented here in the livery of the 1927 to 1934 period, the model is tender driven and certainly captures the essence of the GWR era.

R2285 LMS 4-6-2 "Queen Elizabeth", £79.99 plus p&p

This was the second of the five LMS streamlined locomotives which were specifically liveried to haul The Coronation Scot between London and Scotland in the late 1930's.

Clarification of Hot Line Telephone Number

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Please note that the Mail Order Hotline number 01664 482838 can only be used for special promotions through the Club magazine and is not a mail order line for general Hornby products.

Enquiries of a general nature should either be routed through your local Service Dealer or via Hornby Hobbies' new Internet on-line sales facility.

If you wish to order but do not want to damage your magazine, please photocopy the order form and use that to place your order.

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*Price includes postage and packing only on these selected models.

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Issue Forty Four

February/March 2005

The official magazine of the

Hornby Collectors Club

www.hornby.com

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The Hornby Collector
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Consultant Editor
Susan Pownall

Design & Production
DSP Limited

Print Production
Exchange Print

Membership Organiser
Sarah Woodhouse

Club Address
Hornby Collectors Club
PO Box 25
Melton Mowbray
Leicestershire
UK LE13 1ZG

Tel: 0870 062 4001
Fax: 01664 480257

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expressed by contributors to the magazine.

Editorial



The highlight of this issue is certainly the wealth of new models being introduced in 2005, notably in the first quarter. This year sees the Hornby World expanding even more than at any other time. The revolutionary Live Steam range now includes possibly the most famous locomotive in the world – The ‘Flying Scotsman’, liveried in the famous Apple Green of the LNER.

For the conventional powered model train enthusiasts, look out for the ‘Eddie Stobart’ set with its corporate liveried locomotive and operating timber wagon. Then there are the new and extensively detailed steam and diesel outline locomotives – the Grange, Sir Nigel Gresley’s A1 and A3 Classes, as well as the BR Class 31 diesels. These are to be supplemented by the Class 60 and Class 08 diesels during the year. Turning to rolling stock, the Gresley coaches and highly detailed Pullman Cars herald the way for the equally detailed LMS coaches of the 1930s, whilst the Hornby Freight Wagon series is extended substantially in the first quarter of 2005. A little later on, a notable inclusion to this range will see the launch of the widely seen 40 ton Bogie Ballast Hopper, known as the ‘Seacows’.

Skaledale also sees additional buildings and categories being added as the year goes on. We will be reviewing these once release dates have been confirmed.

Member of the Month...Our random computer draw has chosen member 52745, Mr Robert Palser from Romford in Essex. Congratulations, Robert, your Member of the Month free prize is on its way to you with the compliments of Hornby Hobbies.

COMPETITION TIME

Warners Group Publications are donating 10 family tickets for the London Festival of Railway Modelling which is taking place at Alexandra Palace over the weekend of 2nd and 3rd April 2005. The tickets will be sent out to the 10 winners directly from Warners immediately after the closing date of Friday, 4th March 2005.

All you have to do is answer the following three railway-related questions, all of which can be found in this issue of Hornby Collector.

- Who was the designer of the 6800 Grange Class Locomotive, now modelled by Hornby?**
- Name the route run by ‘The Northumbrian’ in the 1950s.**
- Where is the 2005 Festival of British Railway Modelling being held?**

Put your answers on a postcard and send with your name, address and membership number to Issue 44 Competition, Hornby Collectors Club, PO Box 25, Melton Mowbray, Leicestershire, UK. LE13 1ZG.

Rules of Entry

- Strictly limited to one entry per current member of the Hornby Collectors Club.
- The competition is not open to employees of Hornby, Warners Group Publications, their agents or families.
- No correspondence to be entered into in conjunction with the competition.
- Entries defaced or altered in any way will be deemed null and void.
- Entries must be received in the Hornby Collectors Club office no later than noon on Friday, 4th March 2005.
- No cash equivalent is available.
- The results of the competition will be announced in Issue 45 of Hornby Collector and the winners notified by post. Tickets will be sent to the winners directly from Warners Group Publications.
- The judges' decision is final.

Competition Results

The railway sleuths amongst you had no difficulty in identifying the Hornby Live Steam LNER 4-6-2 ‘Mallard’, R2339, a detail of which we featured in our Issue 43 competition.

The winner of the R2432 BR Castle ‘Sir Edward Elgar’, one of a Limited Edition of 1000 and kindly donated to Hornby Collector by the Hereford Model Centre is:

Member: Mr Andrew Wallace
Membership number: 62317

From: Bermuda

Congratulations!

Your prize is being sent directly by the Hereford Model Centre, who recently commissioned this special Hornby locomotive.

SPECIAL FEATURE - by W M J Cairns

SIMPLE SCENICS

A Mobile Cattle Dock

This little project comprises a small facility that was used at the station of Wixford, now closed, and was used to load cattle and other animals into cattle trucks for transport by rail. It is simple to make, depending on the age and skill of the builder. Materials used are wood, plastic or metal and it takes about two hours to build and assemble subject to the chosen materials. Younger modellers are advised to have adult supervision as cutting is required.

Cattle Docks were a familiar feature at many stations in the steam era, where cattle and other livestock were held pending despatch to their destination in cattle trucks. They were usually in the form of a raised platform surrounded by a stout fence and with a ramp for access. Normally they were located in a siding adjacent to the station but in some country districts where space was limited and with only one siding, a mobile form was provided which could be placed on one side when the siding was being used for other traffic.

Such a form of dock was used at Wixford, a small station on the Barnt Green to Ashchurch line and stood aside from the track until required. A cattle auction was often held in an adjacent field and the animals would be driven to the station after being sold where the mobile ramp would be placed in position by the cattle trucks standing in the siding.

The mobile dock comprised a sloping ramp with railings on each side and was level with the truck floor at one end with the other at ground level so that the animals could be herded up the ramp into the trucks.

To make a model of this feature, follow the drawing which describes the main frame made up of a left and a right side with rails and a floor between the two.

The materials for the dock may be strip wood or styrene plastic, cut to the sizes shown and assembled with suitable adhesive, glue or plastic cement. Make the frames first, and then assemble the floor and rails, keeping all square. Finish by painting as shown.



The station at Wixford had a through line and one siding and a reasonable representation could be the Skaledale waiting room and two ramps and platform units. The siding ran parallel to the platform line. For a scenic feature, have an auction in progress near the station with penned animals, farm people, an auctioneer and the usual motley of people with a flock or herd of animals en route to the ramp, in position. R564, R562, R561 and animals R565, R768 and R767 are ideal.

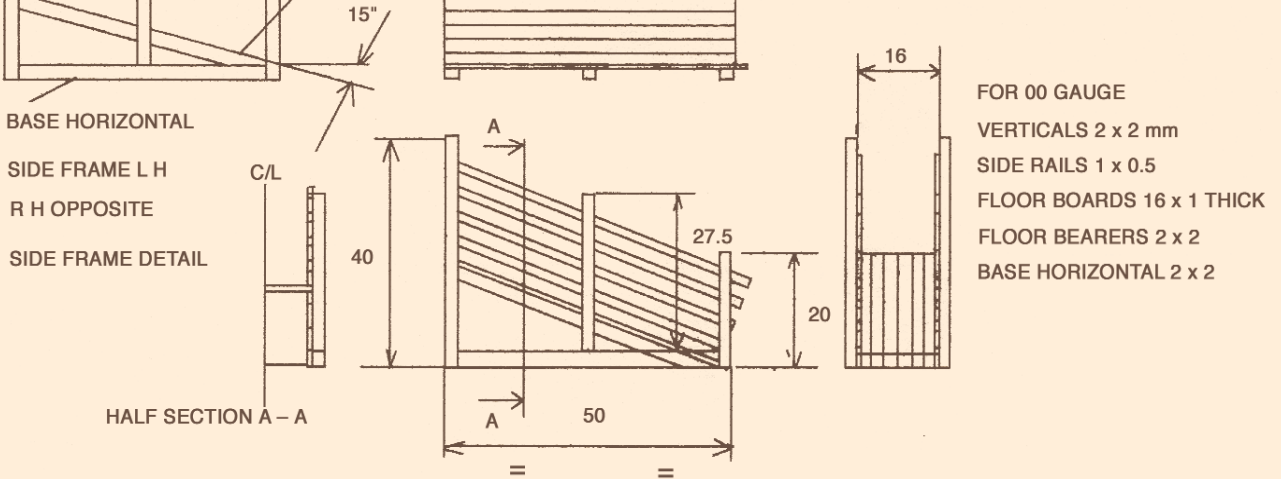
For further information, the book ‘Barnt Green to Ashchurch’ by Robert Essery has a record of all the stations on this line, plus a picture of the ramp at Wixford.

MAKE A TEMPLATE FOR THE SIDE FRAME



MAKE SIDE FRAMES FIRST AND ADD FLOOR BEFORE FIXING SIDE RAILS

MATERIAL WOOD FINISHED DARK BROWN WITH WHITE SIDE RAILS



THE AIA-AIA

By Pat Hammond

Better known today as the Class 31, back in 1962, when the model first made an appearance, it was referred to as the 'Type 2 Brush diesel' or by its unusual wheel arrangement - the 'AIA-AIA'. Indeed, even earlier than this it was referred to in the factory as the 'LVE' which stood for 'Lee Valley Enterprise' a name with which the Stratford based Brush 2s were associated. Until its introduction, the Tri-ang Railways range had no British main line diesels and its arrival was welcomed with open arms. In 1963 it was by far the most popular solo locomotive in the Tri-ang range with orders totalling 13,500.

Prototype

The Brush Type 2s were the first mainline diesels to be associated with the Eastern Region and the subject was probably chosen for the model to pacify Eastern Region enthusiasts who felt that they had been ignored in the past. The class had been introduced to British Railways in 1957 and was a pilot scheme design as part of the modernisation plan.

It caused a lot of interest at the time because no equivalent diesel type had, until then, run on British Railways and it was suggested that the Type 2 power range would supply most of BR's diesel locomotive needs in the future.

Early Blue D5578 R357

The first batch of models had been produced late in 1962 and were based on the only blue liveried member of the class. The model therefore had a blue body and roof, pale blue window surrounds and late BR decals. 4,000 were made in this livery and it was the only version of the model that did not have yellow end panels.

Matt Green D5572 R357G

The next batch, made early in 1963, was in a matt Brunswick green with grey roofs and numbered D5572 or, in a few cases, D5578. There were pale blue lines down the sides but, unlike the prototype, this colour was not extended to the window surrounds. So popular did the model prove to be that it remained in production for five years during which over 106,000 were made.



Experimental Blue D5578 R357B

An Experimental blue model with a white roof and two white lines along its sides had arrived in the shops in 1965 and remained in production for a period of two years during which time, 10,000 models were made. The model was based on that used on the locomotive that pulled British Rail's XP64 train.



Electric Blue D5572 R357

The model may also be found in Electric blue livery. This was a bright blue similar to that used for the earlier versions but with BR arrowed logos and no lines along its sides.

The model was probably made in this colour plastic for one year only, 1968, but over 33,000 were produced. The Electric blue model continued to carry the codes '9D80' and '4C01' used on the green model but, unlike the green version, it had an all yellow cab front.

Rail Blue D5572 R357

For all intents and purposes the Rail blue model was the same as the Electric blue one of the year before except for the shade of plastic used and the fact that it had oval buffers instead of round ones. It was made between 1969 and 1971 during which time over 42,000 were made.

Gloss Green D5572 R357

For 1972 it was decided to bring the green model back again but, although it retained the running number and the overall appearance of the earlier version, it differed in having a gloss finish and a rear bogie pickup. The model remained in the catalogue until 1976 with batches being made each year. The total production of the gloss green model was 114,000.

Maroon NSW 42202 R357A

This was meant to represent a NSW 422 Class diesel familiar to Australians living in New South Wales. The colour was reasonable, but the real locomotive was a late '60s Clyde-GM design with an angular body and, apart from being double ended, it looked nothing like a Brush Type 2. The model was available from 1974 until 1976 and a total of 11,300 were made. Early models had a varnished gloss finish but on later ones the finish was matt.

The Australian version was the swan song of a model that had sold in hundreds of thousands over the years and, no doubt, earned the company a lot of money in the process. Towards the end of production the tool had become very worn; this could particularly be seen in the misshapen windows which had become rounded. When it was decided to replace it in 1976, thought was given to what would be a suitable replacement and a Class 50 was suggested. This, however, was not followed through and, instead, a Class 25 was eventually chosen.

Twenty years later Hornby were offered some tools of the former Airfix Class 31 diesel. Another eight years after that Hornby were in the process of producing a super detailed model of the Class 31.



Mail Order Hotline

Hornby have a new hotline telephone number for club mail order related queries. Please call:

01664 482838

Our customer care operatives will try to assist you.
Please note, this hotline is for mail orders placed through Collector Magazine only.

Railway Related Hotels and Inns

THE HILTON LONDON

Paddington Hotel

Following the feature by Brian Liptrott on Railway Related Hotels in Issue 42 of Collector, Jeff Antonucci has sent us details of another hotel with an interesting railway history.



The recently renovated Hilton London Paddington Hotel was originally built by GWR in 1854, when it was known for the better part of a century as the Great Western Royal Hotel.

It was connected to Paddington Station in London and was used for official GWR business for many years. The hotel, like so many railway related businesses fell on hard time after WWII and was neglected for a long time.

Recently, the hotel has benefited from a £60 million 21st Century makeover by Muirgold Limited and has been reborn as the Hilton London Paddington.

From the pictures you can tell that great effort and expense was put in to keep as much of the original Victorian era GWR splendour and character. Indeed the GWR shirt button logo is still present throughout.

The hotel's rebirth is a gleaming example of how historic old railway properties can serve the modern day traveller whilst still preserving a proud history. If you find yourselves in Paddington, make sure to visit the hotel.

SPECIAL HORNBY CLUB OFFER

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HORNBY05

THE LNER A4 PACIFIC

By Chris Ellis

Issue 43 of Hornby Collector carried a special feature on the superb new A4 Locomotive which the company has recently released, to great acclaim by model railway enthusiasts. The history of the 'real thing' all started as early as the 1930s.



R 2339 LNER 4-6-2 'MALLARD' CLASS A4 R 2340 BR 4-6-2 'GOLDEN PLOVER' CLASS A4 R 2338 NE 4-6-2 'SIR CHARLES NEWTON' CLASS A4 R 2494 BR 4-6-2 'GUILLEMOT' CLASS A4

By the early 1930s, leading railway companies were making a distinct effort to make rail travel more efficient and much faster on key routes. The German Railways (Deutsche Reichsbahn) showed the way with a twin-car diesel train – the Flying Hamburger, which linked Hamburg and Berlin with an average speed of 77.4 mph. This required sustained speeds of over 100 mph on some stretches. The service started in May 1933 and soon after, another high-speed diesel train 'the Burlington Zephyr' made headlines in the USA. Naturally these achievements interested railway managements in Britain and none were more interested than the directors of LNER. Senior personnel of the LNER, including Nigel Gresley, visited Germany to see and ride on the new train in the spring of 1934. This led to the LNER directors asking the German manufacturers, Maybach, to quote for supplying both two-car and three-car high-speed diesel units for the LNER East Coast route. The 'Flying Hamburger', however, carried only 140 passengers and lacked the facilities such as dining car etc of existing LNER expresses. Nigel Gresley was of the opinion that steam could be used to give a comparable service. With this in mind, LNER carried out a trial with a short 150 ton train hauled by 'Flying Scotsman' in November 1934 from London to Leeds and back, achieving a top speed of 95 mph out and touching 100 mph on the return run. In March 1935, a heavier load was hauled by the new A3 Papyrus – due out in Hornby Live Steam model form in 2005 – on a similar trial, achieving 88.5 mph out but running much faster back, touching 108 mph and running over 100 mph for 12½ miles.

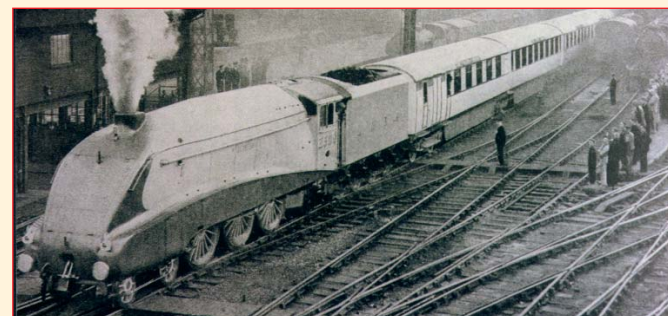
These results confirmed to the LNER Board that they could achieve high-speed express running with steam rather than diesel power. On 28th March 1935, Gresley got the go-ahead to design and build a new high-speed train. A suitable opportunity for this was the Silver Jubilee of King George V, celebrated that year. A new streamlined fast train 'The Silver Jubilee' was planned to run the Kings Cross-Newcastle route in only four hours. The entire project had only 25 weeks for design and build in order to be in service in September 1935 – a short time scale that would be impossible to match today.

The A3 Pacific was the obvious starting point for the locomotive design but Gresley made a number of improvements to increase the speed and give more efficient steaming. Cylinder diameter was reduced to 18½ inches; the firebox was slightly lengthened (and boiler shortened); the blast pipe arrangements were improved and the boiler pressure was increased from 220 lb on the A3 to 250 lb. The springs were beefed up and bigger balance weights were fitted, making the new A4s (as they were designated) the most smooth riding of all Gresley engines. The most notable change from the A1s and A3s of course, was the distinctive sleek streamlined casing that created a sensation at the time, just as it still does today when you see a preserved A4. Gresley got the inspiration for the wedge shape from a French high-speed petrol twin-car train which had been designed by E. Bugatti, the famous racing and sports car builder. Gresley rode this train on the Paris-Deauville route and was impressed by the way the sloped nose cut through the air so smoothly.

The first four locomotives 2509 – 2512 were Silver Link, Quicksilver, Silver King and Silver Fox respectively. They had a silver-grey finish with the names painted on the body sides. The silver seven-coach train was equally striking, having streamlined lower valances and rubber seals between the coaches. The observation car was sloped to match the loco shape. The coach set weighed 230 tons to allow high speed and the interiors were the height of luxury. This prestige train made a huge impact on its first run on 27th September 1935 running at well over 100 mph between Hitchin and St Neots and reaching 112½ mph at Sandy. The success of the new express train and the four A4 locomotives led to an order for 17 more in January 1936, the price per engine being quoted at £7500. In October 1936 another 14 were ordered for 1937. These new engines were to haul another fast express 'The Coronation' to celebrate the Coronation of King George VI and running the London-Edinburgh route.

This was followed by the 'West Riding Limited' (London-Leeds-Bradford) in September 1937. Most of these new engines were painted garter blue but from 4482 'Golden Eagle' the standard LNER green livery was applied.

WWII brought an end to the luxury expresses but the A4s carried on nearly to the end of BR steam, the last being withdrawn in 1966. The most noticeable change from the end of 1941 onwards was the removal of the casing over the valve gear and motion, to make maintenance easier but even this did not make the handsome A4s look any less impressive. No less than six A4s are preserved.



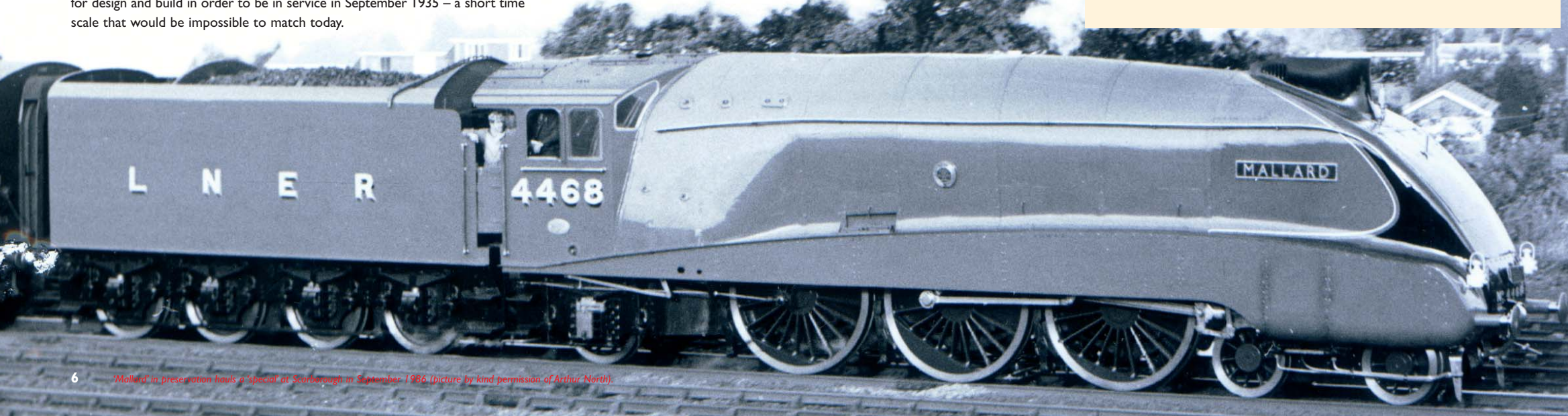
2509 Silver Link leaving Kings Cross in September 1935 with the inaugural Silver Jubilee train, watched by a large crowd.



An early 'silver' finish A4, possibly Silver Link or Quicksilver hauling the 'Flying Scotsman' in about 1936.



4468 'Mallard' as it appeared at the time it made its world record steam run in July 1938.



'Mallard' in preservation hauls a 'special' at Scarborough in September 1986 (picture by kind permission of Arthur North).



After months of negotiation, Hornby Plc is pleased to announce that the company has acquired the brand and tooling interests of the Italian company Lima – one of the best-known model railway companies in Europe.

The acquisition represents a major opportunity for Hornby to continue its growth, particularly in European and other overseas markets. Lima has a strong range of brands, all of which constitute part of the purchase:

- Lima/Riverossi** – brand leaders in Italy
- Jouef** – brand leader in France
- Arnold** – 'N' gauge products (Predominantly German)
- Pocher** – top of the range metal car kits

As Hornby's Marketing Manager Simon Kohler pointed out 'Our first task, working with our chosen distributors, is to put together a product range suitable for the European market. Concerning the Lima 00 gauge tooling bank, 2005 will be spent evaluating what models may or may not be amalgamated into the Hornby line.

In addition, we will also be presenting a range using our Spanish operation Electrotren. All of this, together with our plans for Lima HO scale will be launched at the London Toy Fair at the end of January 2005.'

Hornby Collector will be keeping you all up to date on the news on these exciting introductions during the course of 2005.



A Garden Railway by Albert Kennett

THE LAGUNE GARTEN BAHN

We continue our short series of Garden Railway features with an article by Club member Albert Kennett. Sadly, shortly after writing for Hornby Collector, Mr Kennett, aged 80, died as a result of illness in October 2004. His widow, Mrs J M Kennett has given us permission to print the article, which we hope will inspire other members to 'have a go' at a garden railway.



The Start of the Lagune Garten Bahn

My grandson David Kennett, landlord of the Calbourne Sun Inn on the Isle of Wight, started a large garden railway in the pub in the summer of 2003. I made a visit combining interests of drink, food and railway as I could see he was not getting far and certainly needed some help. My contribution included planting miniature trees, shrubs and watering as it was a very good summer, as well as making up garden seat packs, putting rails on sleepers and other similar jobs.

Whilst there, I met David Pratt of David Pratt Builds Railways, david@bembridgeiowfsnet.co.uk who was helping David Kennett with the electrics. By then I was hooked.

The railway is not too big but can be extended – it is about 19' x 16'. It comprises two lines. One runs on top of the rockery and built up on blocks for making the circuit. The footings were dug about 6" wide and 4" deep, concreted with chicken wire. A course of bricks was bedded on top of the concrete on the rockery. The remainder built with two courses of lightweight bricks rendered.

The lower track leaves the rockery with a set of points dropping over a bridge to ground level 450mm in 6000mm, following high level round three sides, then a set of points and a circle of track for a reverse feed to change directions.

The upper level track from the points on the rockery comes round a bend to a set of points and double track for five feet, then a set of points to bring back to one track. The leading points are changed with reed switches which are automatic. As the train comes into the station place, it changes the points to empty track. The trailing points out of the station are changed by the train leaving.

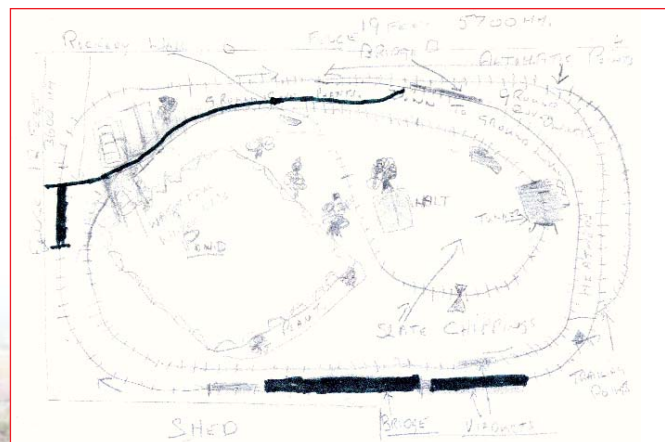
I have two push switches to cut power to either track if needed. The track then crosses a viaduct and bridge back to the rockery over another bridge and behind a watermill to the first set of points which can be automatic through reed switches or manual.

The double wall at the station has 3 x 12v lights on a transformer and is planted with heathers. The rockery is planted with ground cover plants and miniature trees. The 240-volt electrics are in a nearby shed with 24v transformer for tracks and control; a 16v transformer for points; and another 24 volts for fishpond, pump and lights.

The railway was built from an idea I had myself and whilst it might not suit everybody, it works very well for me. The viaduct was cast in concrete. The bridge and station were built of mahogany strip wood 18mm x 18mm. The country halt was built with plastic fascia board and the signals were made from electric conduit and bottom moulded in concrete. The coloured light was wired with 12v leads.

The fishpond has a waterfall and flowerbeds filled with ground cover plants. The remainder has rockery tones, miniature trees and is covered with blue slate chippings. There are two tunnels – one under the waterfall and one on the top circle of reverse feed track. The railway was formed with ideas from German railways, hence the name Lagune Garten Railway (Lake Garden Railway).

Mr Kennett mentions David Pratt as being a useful contact for help in building your garden railway. Another company is Garden Railways – Design and Build owned by Paul Barnard. Tel: 01702 553533. email address www.garden-railway.co.uk Email: paul@garden-railway.co.uk



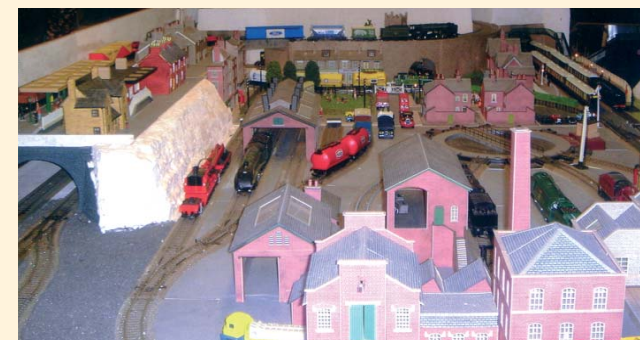
Mr W J Kingston, member 66718, from Lincolnshire, is an avid 76 year old Hornby enthusiast.

My 12ft x 5ft layout is installed in my garage. In that space, it comprises two return loops – upper and lower. The nine engines and various pieces of rolling stock run past a working platform with street lamps and buildings, all of which are individually lit. I am also the proud owner of the Mallard Live Steam set. To house this treasure I am awaiting delivery of a 12ft x 8ft shed, in which I shall have lots of fun installing my latest acquisition.

Les Sanders, member 55179, from Cornwall relates an Elevating Challenge.

Since prematurely dismantling a fairly large 00 gauge layout in anticipation of moving house, I have missed the benefits of this timeless hobby. In compensation, I decided to build a simple 6' x 4' closed circuit arrangement which would include two elevated tracks running over three base level lines.

The idea of incorporating elevated tracks was prompted by a letter and photograph sent by Mr Richard Root which was published in the August/September issue of Hornby Collector. It is not easy to see what supporting system Mr Root used for his elevated track but for my layout, I have used several R600 straight units clipped to two of the highest members of Hornby's elevated Track Support Sets No. R909. An advantage of this type of bridge assembly is that power cables can be routed to inner tracks without the need for holes in the baseboard.



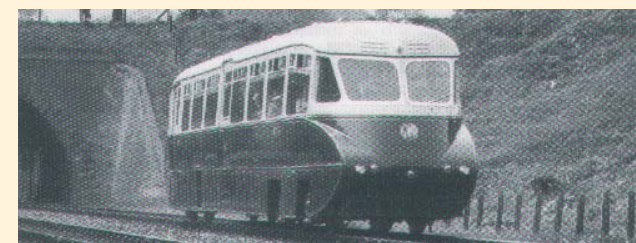
I appreciate the resulting multi-track arrangement is very elementary but it has been done just for fun. However, it is not for the faint-hearted, particularly until the bridge supports have been nailed down, which mine are not. It will be interesting to learn if any other members have done a similar layout, or if some brave reader could build the same circuits with perhaps additional high level tracks, together with station, points and cross-overs, etc.



Louis Smith, Member 65902, aged 8, writes from Skegness in Lincolnshire.

Further to receiving a Smokey Joe layout at Christmas 2003, I joined the Club, since when my Dad has helped me build a 1920s to 1950s GWR based layout up in our attic. We are still testing layouts before putting our landscape in place, which Mum says she will help with. High on my Christmas list for 2004 was the GWR 4-6-0 King Henry II tender engine, with the appropriate passenger rolling stock. I already have the GWR Dean Goods 0-6-0, which I use for pulling mixed traffic and a GWR 0-6-0 Pannier Tank, which I use for hauling freight.

I have read a lot of books on the Great Western Railway and wondered if Hornby ever made a streamlined railcar as shown in the picture here? If so, it would be a great addition to my set for one of the branch lines. Can anyone help me obtain one?



My aunt recently found a bag full of Hornby bits at a car boot sale, which she bought for me for £15. As well as an old controller and some freight wagons, there was also a steam engine in a very battered old Hornby box. It ran the first time I put it on the track. The Hornby number on the engine is R150 and the number on the tender is R39.



As you can see from the photograph, there is some minor damage to the engine casing. The operating instructions that were still in the box have the reference number R150 310876 stamped on them and the address is Rovex Limited, Margate. I think it is a B12 class engine but Dad is not so sure. Can anyone tell us anything more about it – how old it is and what type?

Also, is it possible to obtain a replacement casing. As I have a GWR based track layout rather than a NE layout, I would prefer a GWR livery – should this be possible. Any answers, please?

It is a B12. Sorry BR black, made between 1963 and 1969. Although the B12 is still made, fitting a new body to an old chassis may prove difficult.

Is your membership due for renewal?

If your subscription is due over the next couple of months, an invitation to renew is enclosed with this issue of Hornby Collector. If you are in doubt, refer to the bottom right hand corner of your Club membership card which indicates the month and year of the expiry of your subscription.

JUNIOR CLUB MEMBER PROFILES - Continued

David Fenlon, aged 8, from Hertfordshire, was also hoping for Hornby models for Christmas.

I had my first train set for Christmas 2003 and so was hoping I would receive another engine on Christmas Day 2004.

Dad put my track on a board which covers most of the bedroom floor and the track runs around my haunted castle.

If I had to choose my favourite Hornby model in my collection, it would have to be the 2004 Club model – the Virgin Diesel Shunter.



SPECIAL FEATURE

The Hornby Roadshow joins the
2004 Swindon Railway Convention at

STEAM - THE MUSEUM OF THE GREAT WESTERN RAILWAY



Almost 3000 visitors attended the Swindon Railway Convention held at STEAM – The Museum of the Great Western Railway over the weekend of 18-19th September. The Convention was officially opened by Sir William McAlpine, BT, Patron of the Friends of Swindon Railway Museum.

For the second year, the Hornby Roadshow attended the event, giving Hornby enthusiasts a chance to see the latest additions to the range at first hand as well as meeting the Hornby team on board. Besides the Hornby Roadshow, the key attraction for visitors was the appearance of the world-famous locomotive 'City of Truro' and well over 1000 of them took the opportunity to ride behind – and climb the footplate – of this legendary locomotive. Her appearance proved to be the first time since STEAM opened that the Museum had had live steam. There was also the chance to follow in the footsteps of Brunel by joining a fascinating guided walk through the site of the original Swindon Works site and the National Monuments Records Centre, as well as Brunel's famous Railway Village and Railway Cottage Museum.

Railway enthusiasts flocked to the Museum's 20 Shop to take a good look and climb into the cab of the latest acquisition – BR (W) class 50 diesel-electric locomotive 50033 'Glorious'. The Convention also hosted a wealth of exhibits including GWR Models from the Waterman Collection and many railway

layouts, trade stands and a special display – Rail 200 – celebrating 200 years of rail travel in Britain.



STEAM – The Museum of the Great Western Railway is located at Kemble Drive, Swindon, Wiltshire SN2 2TA. Telephone 01793 466646 to receive a full events programme or visit the Website: www.steam-museum.org.uk

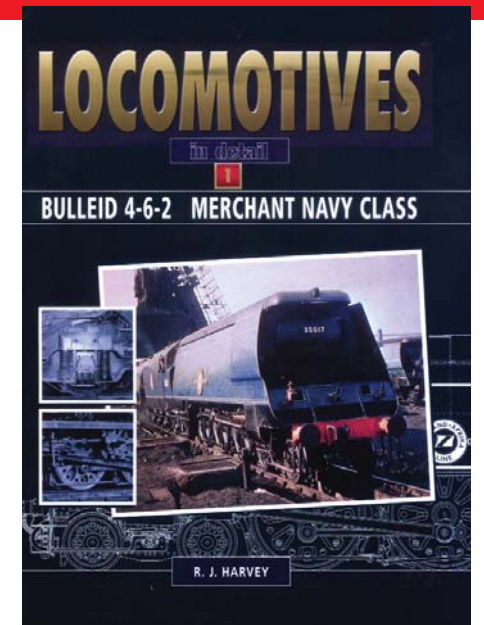
BOOK REVIEW - by Michael C Shaw

In common with many dedicated Hornby Collectors, I have awaited the Locomotives in Detail series for some time and was especially pleased Ian Allan chose to do the Merchant Navy Class, which together with the SR Light Pacifics and Q must rank as my favourites of all time.

What marks this book out from all the rest on this crowded subject is the quality of the many colour and monochrome images, together with the wonderful 4mm 1ft, 1:76 scale drawings by Richard Green. Many of the colour images have rarely, if ever, been published before. This book is written in such well researched and minute detail, covering the three construction batches, subsequent modifications, rebuilding and in service modification. Post preservation changes are sadly absent.

The book is clear, concise, well researched and written as well as superbly illustrated. It covers, in addition to engineering data, the subject of liveries backed up by data tables. I note R J Harvey gives credit to the help received from the late Albert Goodall, expert on all things Bulleid as well as being a kind friend to the modelling fraternity in general. Excellent value at £16.99 for a hard back. It will be of use to Hornby modellers and owners of heavy and light Bulleid Pacifics. Note the comments on tenders used with both classes.

Locomotives in Detail. Bulleid 4-6-2 Merchant Navy Class by R J Harvey
ISBN 07110-3013-8. RRP £16.99. Publication Date August 2004. Published by Ian Allan Publishing, Riverdene Business Park, Hersham, Surrey KT12 4RG.
Hardback. 108 pp. Colour and monochrome images and line drawings.



WARLEY NATIONAL MODEL RAILWAY EXHIBITION 2004

If you were one of the record number of 18,400 attendees at the Warley National Model Rail Exhibition over the weekend of 4th and 5th December, you will have experienced what an incredible show it proved to be.

Long queues of enthusiasts waited for the Exhibition to open, which must be an incentive for pre-booking and early bird entry for the next show scheduled for 3rd and 4th December 2005.

Sir William McAlpine, patron of the Warley MRC and a lifelong railway enthusiast, officially opened the 2004 show.

The Hornby stand was besieged from the minute the doors opened on the Saturday and we didn't surface until the close of the exhibition on Sunday evening. Every piece of literature was swallowed up by enthusiastic Hornby collectors of all ages.



Our prize draw over the weekend, in conjunction with Model Rail Magazine, produced two winners each day and one overall prizewinner, who received the grand prize of a Live Steam set.

Live Steam proved once again to be the key draw on the Hornby stand but the superb layouts and range display drew complimentary remarks from visitors. We were particularly glad to see so many young enthusiasts on both days, many of whom were members of the Hornby Collectors Club or were signing up for the New Year.

The Hornby and Club team enjoyed meeting you all and would like to take this opportunity of thanking you for your support.

READER OFFER

4TH EDITION OF RAMSAY'S GUIDE

The Hornby Collectors Club now has in stock the latest edition of the John Ramsay British Model Trains Catalogue, published towards the end of 2004. The book comprises the largest and most comprehensive edition published to date.

Updated every two years, the 4th Edition lists all known locomotives and rolling stock of Britain's 40 leading brands over the last 100 years.

Model railway historian and writer Pat Hammond has compiled the catalogue with the help of more than 40 leading experts in the model railway world. The new edition lists the 2004 releases and the models still under development. Since the last edition, a further twelve brands have been added including Hornby Minitrix and Tri-ang Big Big.

Throughout the book, there is a common format designed to make tracing models as easy as possible. There are also over 900 images to help you, together with a history of each brand.

Prices are provided against items suggesting both mint boxed and excellent unboxed values.

The price of the book is normally £22.95 but is available to Hornby Collectors Club members at just £19.95 plus postage and packing of £3 (UK) and £5 p & p (Overseas). To order, please telephone the Hornby Collectors Club on 0870 062 4001 or write to Hornby Collectors Club, PO Box 25, Melton Mowbray, Leicestershire, UK. LE13 1ZG. Cheques should be made payable to Hornby Collectors Club. Visa, Mastercard and Switch accepted with valid expiry date and in the case of Switch either an Issue number or Valid From date.

Signed Copies

Pat Hammond is able to offer signed copies of the 4th Edition of the John Ramsay Guide to UK Club members at £23.40. Cheques for this amount should be made out to Pat Hammond and sent to Ramsay's Guide, PO Box 199, Scarborough, North Yorkshire YO11 3GT.



FORTHCOMING RELEASES

Trains for the Collector

The steadily growing range of Hornby Train Packs reflects as closely as possible part or parts of the original prototype train. The first of two new train packs comes in the first quarter – that of ‘The Northumbrian’ which ran on the Newcastle to Kings Cross service. The pack is representative of the service running in the early 1950s.



R2435 The Northumbrian Train Pack, comprising BR 4-6-2 ‘Andrew K. McCosh, Class A4; three BR (Ex LNER) coaches: one 1st class corridor, one 3rd class corridor and one 1st/3rd class corridor brake coach. The set comprises a limited edition of 3000.

As well as the fantastic new Class A4 locomotives and superb teak coaches here is a sneak preview of what is due for release during the first quarter of 2005...

Steam Locomotives

R2466 BR 4-6-2 ‘General Steam Navigation’ Merchant Navy Class. Loco driven motor and DCC ready.

R2459 GWR 4-6-0 ‘Wellington’ Castle Class. Ringfield Loco driven motor and DCC ready.

R2461 BR 4-6-0 ‘County of Devon’ County Class. Ringfield Loco driven and DCC ready.

R2344 A/B BR 0-6-0 Class Q1 Weathered. Designed by OV Bulleid, this latest variant on the Q1 comes in BR black from the 1964 period. It is loco driven and comes DCC ready. Note the detailed cab interior and brake rods.

R23455 A/B BR 0-6-0 Class Q1. Another new livery for the Q1, this time from the 1950s period and in weathered finish.

R2275A BR 0-6-0 Class 2301 Dean Goods. In BR black featuring their early emblem, this tender driven locomotive has a pristine finish.

R2443 SR 0-6-0 Terrier ‘Ventnor’ Class A1X. Designed by William Stroudley, this lined Bulleid green locomotive is based on the late 1940s period and features a pristine finish.

6800 Grange Class

Put back from 2004, this welcome addition to the Hornby range of Collett-designed steam locomotives sees three variants coming out during the first quarter of 2005.



R2402 GWR 4-6-0 ‘Hardwick Grange’ - pristine.



R2403 BR 4-6-0 ‘Derwent Grange’ – pristine.



R2404 BR 4-6-0 ‘Resolven Grange’ – weathered.

Special features on each include a sliding cab roof hatch. All are loco driven and are DCC ready.

Diesel and Electric Locomotives

A1A-A1A Diesel Electric Class 31.

This model too, was originally scheduled for release in 2004 but three variants are available during the first quarter of 2005. All feature twin bogie drive pick-ups on all wheels and come DCC ready with NEM couplings.

R2421 BRA1A-A1A Diesel Electric Class 31 in Civil Engineer livery of 1990.

R2420 BRA1A-A1A Diesel Electric Class 31 – in BR Green from 1959.

R2413 BRA1A-A1A Diesel Electric Class 31 – Weathered in BR blue livery from 1973-1985.

HORNBY
www.hornby.com

A1A-A1A Diesel Electric Class 31

A stunning range of A1A - A1A Diesel Electric Class 31 locomotives boasting many special features including:

- Operational fan and directional lighting
- Vacuum pipes, jump leads, sand pipes, articulated coupling links and see through louvers
- 5 pole skew wound motor

- Opening cab doors plus detailed and decorated cab interior
- Twin bogie drive pick-ups on all wheels
- Sprung buffers
- DCC Ready, NEM couplings...and much more!

NEW R.2420 BR A1A-A1A DIESEL ELECTRIC CLASS 31
NEW R.2421 BR A1A-A1A DIESEL ELECTRIC CLASS 31

00 Gauge Model Railways

R2486 BR Co-Co Diesel Electric ‘Agincourt’ Class 50 Locomotive from the 1970s period. Featuring extensive detail and with a pristine finish, the model comes DCC ready.

R2473 One Bo-Bo Electric ‘Raedwald of East Anglia’ Class 90 Locomotive – based on a contemporary locomotive. which first entered service in 1987. Pristine finish.

R2481 West Country Railway Co-Co Diesel Electric Class 47 Locomotive from the present day. The class was introduced in 1962 and the Hornby replica features a pristine finish.

R2475 BR Co-Co Diesel Hydraulic ‘Western Invader’ Class 52 Weathered

R2290D Virgin Bo-Bo Electric ‘Sir Clwyd – County of Clwyd’ Class 86. The detail includes a non-working pantograph.

R2470 BR 0-4-0 Diesel Electric Shunter Class 06 – BR blue from the late 1960s – early 1970s period.

Passenger Rolling Stock

This year sees the introduction of four totally new 57’ Stanier coaches each featuring a high degree of internal and external detail. Initially available in both LMS and the later BR Maroon liveries, they are all fine examples of Hornby’s state of the art ready to run rolling stock.



R4171/A LNER 61ft 6in Corridor 1st Class Coach

R4170/A LNER 61ft 6in Corridor Brake Coach

R4172/A LNER 61ft 6in Corridor 3rd Class Coach

R4173/A LNER 61ft 6in Buffet Car

R4174/A LNER 61ft 6in Corridor 1st Class Sleeper Coach

The teak panelling on these coaches is superb but the attention to detail is even more amazing. Note especially the different coloured ‘upholstery’, white hand basins, ‘fully fitted’ buffet car and NEM close couplings.

R4165 Pullman 3rd Class Kitchen Car No. 167

R4026 B GWR Centenary Composite Coach

R4139 B GWR Centenary Brake Coach

BR 61ft 6in coaches

These Carmine and Cream BR Gresley coaches from the late 1940s/early 1950s period, have been modelled to a high level of detail. As well as full interiors, look for the separately fitted hand rails, precision printing and precise moulded and hand applied features.

R4181A BR 61ft 6in Buffet Car

R4178A BR 61ft 6in Corridor Brake Coach

R4179A BR 61ft 6in Corridor 1st Class Coach

R4180A BR 61ft 6in Corridor 3rd Class Coach

R4182A BT 61ft 6in Corridor 1st Class Sleeper Coach

Three new coaches from the early 1950s period, all in BR Crimson & Cream comprise:

R4205 BR Mk I Brake Coach

R4206A BR Mk I Composite Coach

R4207 BR Mk I Parcels Brake Coach

R4115 B/C BR Mk I Composite Coach in BR Malachite Green from Southern Region as run between 1956 and 1965.

R4202A BR Mk I Sleeper Coach – Weathered and **R4203A BR Mk I Buffet Coach – Weathered** are representative of BR maroon coaches which ran in the Midland Region between 1956 and 1965.

The Western Region is represented with four new pieces of rolling stock from the 1956-1962 period.

Finished in BR chocolate and cream they are:

R4208 A BR Mk I Brake Coach

R4209A BR Mk I Composite Coach

R4211A BR Mk I Buffet Coach

R4212A BR Mk I Parcels Brake Coach

Two new coaches in ‘One’ Anglia livery as run currently, comprise:



R4226 A/B ‘One’ Anglia Mk 3 Open 1st Class Coach

R4227 A/B ‘One’ Anglia Mk 3 Open Standard Coach

There are also three new Virgin coaches appearing in the first quarter as follows:



R4086 E Virgin Trains Mk 2 Open Standard Coach

R4087 E Virgin Trains Mk 2 Brake Standard Coach

R 4088 D Virgin Mk 2 1st Class Coach

Freight Rolling Stock

2005 sees an impressive and extensive array of wagons from all eras. We show here those which you can expect during the first quarter of this year.

R6124 B/C BR 20 ton Hopper – BR

R6217A Procor Hopper – Tarmac Quarry Products

R6275 KBA Barrier Wagon (Tanker) – BR

R6208 A/B 20 Ton Tank Wagon – ICI

R6255 B Tank Wagon Orange – RMC

R6168 C Four Plank Wagon – Teign Valley Granite

R6237A Six Plank Wagon – S J Morland & Sons

R6238A Seven Plank Wagon – J W Baldwin & Co

R6239A End Topping Open Wagon – McKay

R6278 Three Wagon Pack – Easter Iron Mines, ICI and The Harts Hill Iron Co. Weathered

R6279 Three Wagon Pack – Somerset Trading Co., Crook & Greenway and Wallace Spiers. Weathered.

R6085D Ore Wagon – BR

R6108 Nine Plank Mineral Wagon – BR

R6241A Conflat and container – LMS

R6182B Conflat and container – SR

R6130B Lowmac and load – BR

R6242A Insulated Milk Wagon – LMS

R6158A 6-Wheel closed Wagon – Palethorpes. GWR

R6264 Prorail REA Van

R6263 Railfreight ZSX 20 ton ferry van

R6265 ZXA Van Satlink Yellow/Red

R6079C 20 ton Brake Van – LMS

R6077B 20 ton Brake Van ‘Worcester’ – GWR

R6266 BR (Ex SR) 20 ton Brake Van – BR



R6262 Hornby Wagon 2005.
The latest in the Limited Editions of 3000 only.



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THE MAIL TRAIN YOUR LETTERS ANSWERED

L Thank you – on behalf of the Pendle Forest Model Railway Society – for advertising our 35th Anniversary Wagons through the pages of Hornby Collector – Issue 42. We were inundated with enquiries from Hornby Collector Club members, as a result of which we are now completely sold out.

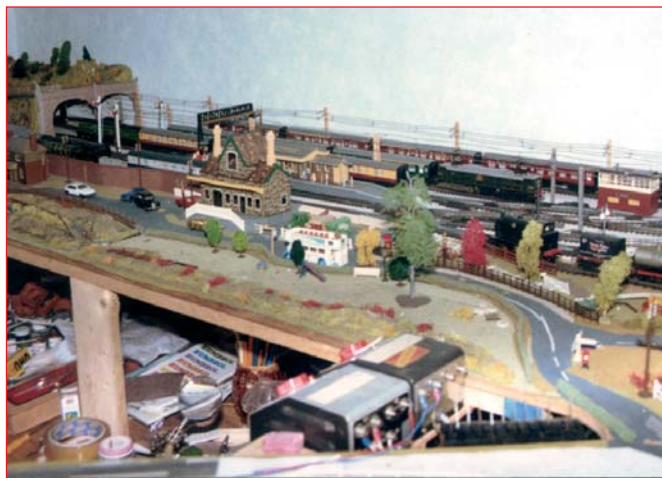
M GREENWOOD, NELSON, LANCASHIRE.

L I read with interest the article by Pat Hammond in the October/November 2004 issue of Hornby Collector on the Tri-ang Hornby EM2.

I have the green version 'Electra' 27000 and 'Pandora' 27006 No R351 – both models ready to run. Although they are not in perfect condition they run well and the pantographs are as original and operating satisfactorily. The locos are used on my current layout but, as Pat Hammond mentions in the article, they don't perform as do the modern locos.

The catenary is home-produced using standard household fuse wire, soldered to tinned copper legs attached to 3mm square posts. As can be seen from the photograph, the layout is still in construction mode following a revised design to the layout.

T G ADDY, ASHFORD, KENT.



DIARY DATES

The dates and venues for these railway-related events are correct at the time of going to press but we recommend that you check with the attraction concerned before setting off on you day out.

12-13th February: The Festival of British Railway Modelling, Doncaster Exhibition Centre, Doncaster Racecourse, South Yorkshire. For further information, contact Warners Group Publications, Exhibition Department. Ticket Hotline: 01778 392089 (Monday to Friday 9 am – 5 pm). Website: www.brmmodelling.com

25-27th February: Model Rail Scotland Exhibition. Come along to the Scottish Exhibition Centre, Glasgow. Friday: 11 am to 8 pm. Saturday 10 am to 6 pm. Sunday 10 am to 5 pm. Admission Adults: £7; Senior Citizens £5; Children £4. Advance tickets available from AMRSS, PO Box 19564, Johnstone, Scotland PA6 7YP. Information line Tel: 0845 226 3061. Website: www.modelrail-scotland.co.uk

L A very big thank you to Hornby Collector and the many readers who contacted me on the subject of the Garratt LNER Class locomotives, following the publication of my letter in Issue 40. My phone was ringing for a week afterwards with information on the locomotive. Letters followed – my particular thanks to Mr Wayne Lorchel from Australia, who sent me a wealth of material; Mr John Nugee who subsequently wrote in Hornby Collector; as well as a letter from Mr G A Hague, who lives quite near me and who pointed me in the direction of a book on LMS and LNER Garratts by R J Essery and G. Toms. Published by Wild Swan Publications Ltd., it is available from Mainly Trains, Unit C, South Road Workshops, South Road, Watchet TA23 0HF. Tel: 01984 634543. At £13.95 it was well worth the money and has good detailed images on every page. For anyone with an interest in Garratts, this is the book to have. A big thank you to everyone for your help.

B K BUSH, DERBYSHIRE.

L My son is always delighted to read Hornby Collector. In fact the magazines get read so much we have to sellotape the pages together after a week or so. He eats and sleeps with each edition! I have been purchasing the odd bits and pieces on ebay for my son's newly mounted railway set. One such purchase was a 1930s style Hornby Dublo station. Made in aluminium, it is fairly strong and impressive. However, I only received one ramp with it. It requires two. Can anyone recommend where I can purchase a replacement ramp?

KARL-JAMES LANGFORD, SOUTH WALES.

L Hello Hornby Magazine!!!

My name is David Dias (membership no. 060941). I am 11 years old and have recently moved into Chiswell Green, St. Albans. I always enjoy playing with my railway, and today, my brother helped me make a great railway layout! I have many engines and loads of rolling stock, including the hogwarts express and a Santa Fe train, as well as the two latest trains from the Collectors Club. I first signed up for the club on my 10th birthday, and since then I have enjoyed reading the club magazines whilst driving my engines. Sometimes, even my pet gerbil called fidget 'helps' me!!!

Yours 'engineily' David

DAVID DIAS.



2-3rd April: The London Festival of Railway Modelling – 6th Annual Show, Alexandra Palace, North London. For special ticketing information and order form, see the advertisement on Page 5 in this issue of Hornby Collector.

Hornby Roadshow Dates

The 2005 programme of Hornby Roadshow appearances includes the following venues. The schedule is being added to all the time, so watch this space to find out where you can meet the Hornby Hobbies team and view the latest additions to the Hornby model range.

25-27th February: Model Rail Scotland being held at the Scottish Exhibition Centre, Glasgow.

2-3rd April: The London Festival of Railway Modelling – 6th Annual Show being held at Alexandra Palace, North London.

16-17th July: Model Expo, NEC Birmingham.

8-9th October: Folkestone Model Rail Exhibition, Folkestone, Kent.

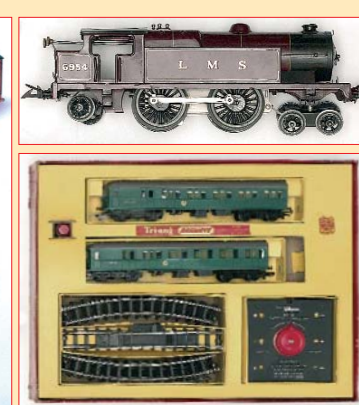
3-4th December: Warley National Model Railway Exhibition, NEC, Birmingham.

AUCTION REPORT

Two pre-Christmas 2004 Auctions at the West Street Auction Galleries of Wallis & Wallis in Lewes, Sussex, saw an excellent attendance from both regular and new buyers alike, with buoyant prices being paid.

Their 119th sale on 11th October started with a good selection of 00 gauge, including a large collection of Hornby, sold in multiple lots of locomotives, coaches and track, all of which seemed to be highly sought after. Perhaps this was because buyers were gearing up for Christmas. Lots were selling to both private and trade buyers and a battle ensued between rival bidders and a postal bidder for one small rarity – a Hornby Dublo 2 rail dark blue ICI Caustic Liquor bogie wagon, the version with diamond bogies, was in its original red striped box, Cat 4685. In mint condition, it sold for £310.

On to 0 gauge. Alongside the locomotives and wagons were a number of buildings which always prove popular. A Hornby No. 3 1950s station, grouped with a Bassett-Lowke wooden single road engine shed fetched £160. A group of Hornby accessories, including two No. 2 junction signals, a No. 1 level crossing and No. 1E buffer stops, plus four yard lamps, eight various signals and a platelayer's hut sold for £210.



A scarce Hornby No. 2 Engine Shed, for use with clockwork engines, complete with opening doors both ends, chimneys and skylights, was in superb condition for its age and fully justified its selling price of £290.

Finally, in this section were two Hornby signal cabins. A No. 1 which was made circa 1935 and a No. 2, a late example with fixed green roof sold for £55.

The Toy Auction – Sale 120 – held on 22nd November saw high prices being realised for a larger than usual section of model railway items including around 100 Lots of Hornby, Bassett-Lowke, Rail King and Lionel.

As usual the boxed sets seemed the most sought after, with a Tri-ang Railways 00 set, R3F Southern EMU 2 car set selling for £120, even though the lid was split on all corners.

0 gauge was selling well with a Hornby clockwork 4-4-2

locomotive in LMS maroon livery, RN 6954, with black smoke box and cab roof. In good overall condition but with driving wheels suffering from metal fatigue, it still went on to make £150.

For further details on future sales log onto:

www.wallisandwallis.co.uk or telephone 01273 480208

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Payment by cheque/debit card only.

Model Baseboard Manufacturers
34 Brattle, Woodchurch, Kent TN26 3SW
Tel/Fax 01233 861217

For Sale: Two new books – Memories of the Steam Train and the Black Harry Tunnel, priced at £4 each post-free. Written and published by Tom Pike, 22 Edison Road, Eccles, Manchester M30 7AQ. For full details, email thomas.pike3@ntlworld.com

Mail Order service available for Hornby products. Design and Construction of layouts to your requirements, including Hornby track plans and mats. Visit our website at www.sherwoodmodels.co.uk to buy online.

Hornby Collectors Club Binders. Keep your Hornby Collectors Club magazines in pristine condition in one of our special binders.

Designed to take up to 12 issues of Hornby Collector, the binders are finished in red leatherette

with gold tooling on the spine and come individually boxed in sturdy mailing outers.

Available at £8 each (UK); £9 (Europe); £11 (Rest of the World); from the Club Address – see page 2

DISPLAY BOX

£3 plus cost of text as below

COSTS PER INSERTION

Up to 20 words – £3.52 (incl. of VAT). Each additional word 15 pence.

For repeat inserts, please multiply the cost accordingly.

Cheques (made payable to Hornby Hobbies Limited) and credit card payment details to be sent with order to the Hornby Collectors Club, PO Box 35, Royston, Herts SG8 5XR, UK. Tel/Fax: 01223 208308

Text required 6 weeks prior to publication date, e.g. for April/May issue, we need copy by the 21th February 2005.

www.hornby.com