

THE

COLLECTOR

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LIMITED EDITION  
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MODELS



**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.

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.

To order your new Hornby Collectors Specials locomotives or wagons, please fill in your details on the form below and return the completed form with your selected method of payment to:  
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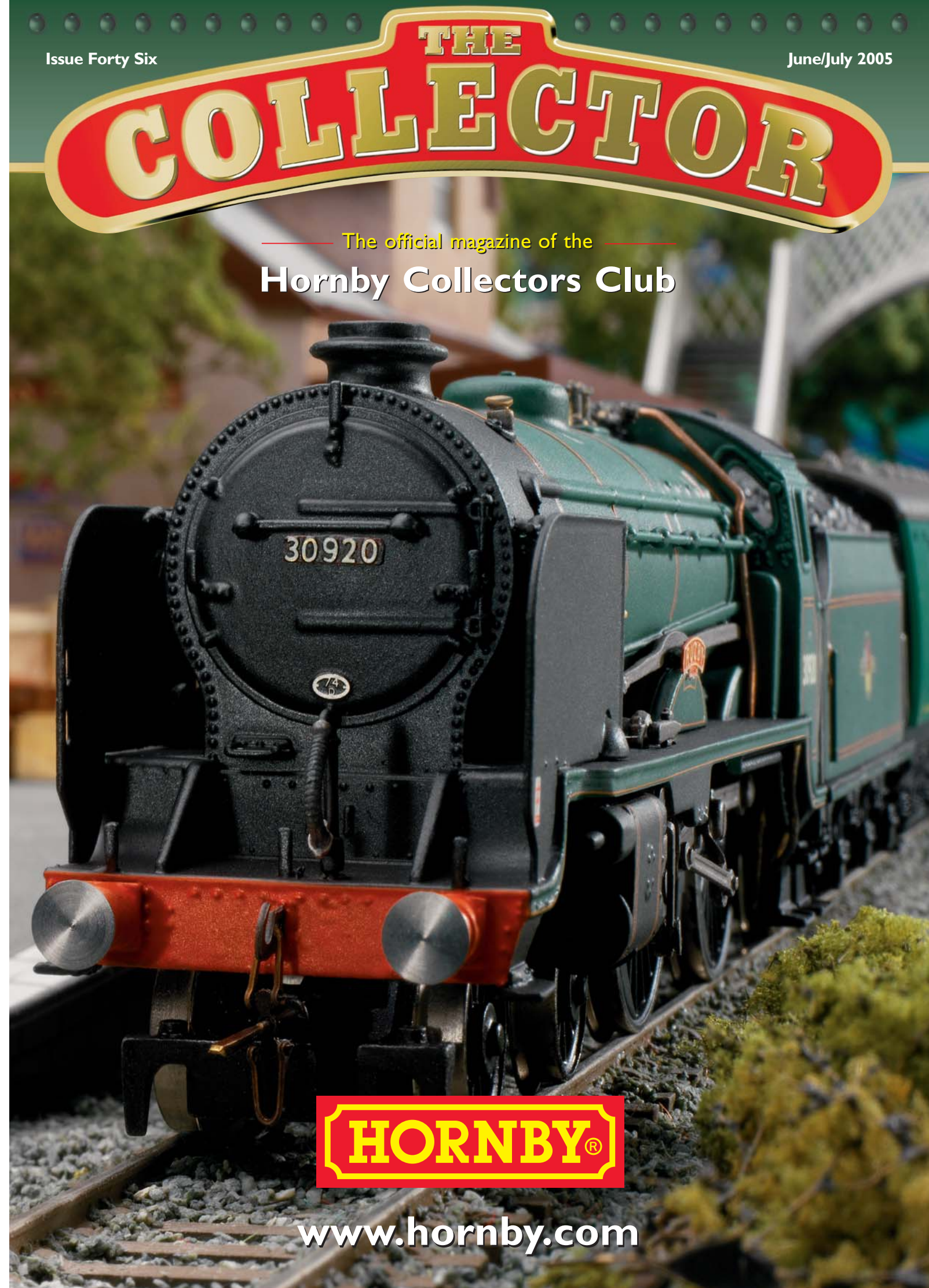
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Issue Forty Six

June/July 2005

THE  
COLLECTOR

The official magazine of the  
**Hornby Collectors Club**



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Contents

**Competition Time**  
page 2

**Simple Scenics**  
page 3

**Churchward's Counties**  
page 4

**Book Review**  
page 5

**Schools Class Conversion**  
pages 6 - 7

**Lighting Skaledale**  
page 8

**Club Member Profiles**  
page 9

**Club Member & Junior Member Profiles**  
pages 10 - 11

**Forthcoming Releases**  
pages 12 - 13

**The Mail Train**  
Page 14

**Diary Dates & Classifieds**  
Page 15

**Special Promotions**  
Page 16

**The Hornby Collector**  
The official magazine of the Hornby Collectors Club

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**2005 Subscription fees**  
£20 per annum UK  
£24 per annum Europe  
£26 per annum Outside Europe

Cheques or Postal Orders to be made payable to **Hornby Hobbies Limited.**  
Visa, Access, Mastercard, Maestro Switch accepted with valid expiry date.

The Hornby Collectors Club Magazine is published on behalf of Hornby Plc, Westwood, Margate, Kent CT9 4JX.  
The Club accepts no responsibility for errors or omissions or for views and opinions expressed by contributors to the magazine.

Editorial

*The summer months promise a hive of activity in the way of railway exhibitions, local club events and the Hornby Roadshow attendance at a number of venues across the country. Our Diary Dates section in this issue covers a wide variety of ‘days out’ for all the family. The Hornby team aboard the Roadshow in particular, look forward to meeting as many of you as possible over the summer season.*

*A reminder too that we are listing some of the STOP PRESS events on our website, where news has reached us too late for inclusion in Hornby Collector. For your updated Club news log on to: [www.hornby.com](http://www.hornby.com)*

**Member of the Month...**The winner of our random computer draw this time is **Mr D. Steele**, Member 63588 from Gloucestershire. Congratulations, a Hornby prize is on its way to you with our compliments



Hornby have donated a superb 08 Diesel Shunter to go to the winner of the competition this time. All you have to do is answer the following three questions, all which you will find in this issue of Hornby Collector.

**1. Name the catalogue number and production dates of 3824 ‘County of Cornwall’**

**2. Where can you come aboard the Hornby Roadshow between 16-17 July?**

**3. Name the fourth locomotive which Hornby are producing as part of the National Collection.**

Put your answers on a postcard and send to Issue 46 Hornby Collector Competition, PO Box 25, Melton Mowbray, Leicestershire, UK. LE13 1ZG. The closing date of the competition is 15th July 2005.

Rules of Entry

1. Strictly limited to one entry per current member of the Hornby Collectors Club.
2. The competition is not open to employees of Hornby Hobbies, their agents or families.
3. No correspondence to be entered into in conjunction with the competition.
4. Entries defaced or altered in any way will be deemed null and void.
5. Entries must be received in the Hornby Collectors Club office no later than noon on 15th July 2005.
6. No cash equivalent is available.
7. The results of the competition will be announced in Issue 47 of Hornby Collector and the winner notified by post.
8. The judges’ decision is final.

Competition Results

In Issue 45, we asked you to answer three questions with a chance to win a prize of the R2338 NE Class A4 ‘Sir Charles Newton’.

The lucky winner is Member 72956, **Joseph Collyer** from Surrey, UK. Congratulations. Your prize comes to you with the compliments of Hornby.

And the answers to the questions are:

**1. R6260 Virgin Trains 45 ton VDA Closed Van ‘1804 – 2004’ Rail Bi-Centenary.**

**2. The Reverend W. Awdry.**

**3. Fully lined LNER Green. Lettering and numbers in yellow. Black/white/brass number plate in gold/black.**

SPECIAL FEATURE - by Chris Ellis

SIMPLE SCENICS

An Elevated Signal Box

We normally see signal boxes at ground level alongside the track or, at least, we did in the old days of ‘traditional’ mechanical signal boxes. But there were cases where there was not enough room alongside the tracks for a signal box to be sited and the answer then was usually to raise it to an elevated position straddling the tracks. Sometimes very large signal boxes were positioned like this and elevated signal boxes carrying many levers and of great width were once well-known on the approaches to major stations, such as Clapham Junction and Waterloo.

However, there were plenty of examples of smaller elevated versions. One was at Hexham on the Newcastle-Carlisle line looking very much like the model made here, except that the four major uprights were clad in brickwork rather than being just bare girders. You could see elevated signal boxes even on branch lines.

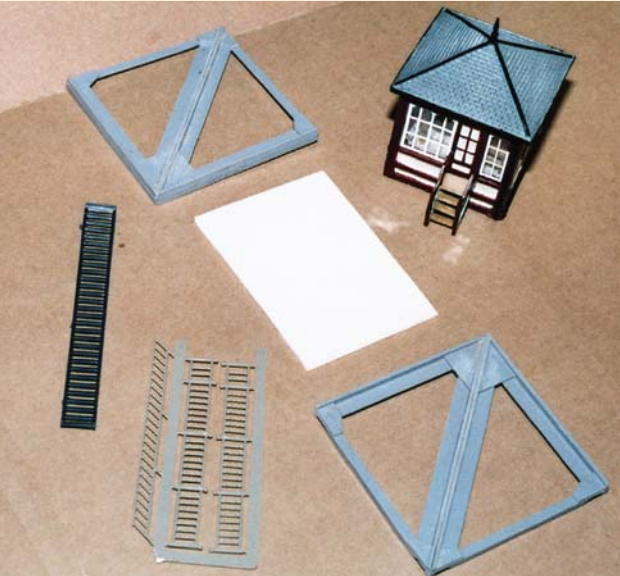
A prime example was at Perranwell on the GWR Falmouth branch. Here the station was in a tight cutting and the signal box straddled the bay siding. It was actually smaller than the model, only the width of the small box itself, but with a similar girder support.

When the Hornby Skaledale models appeared, I found you could use some of them in different ways. The small level crossing signal box is a case in point, for little structures like this could also be seen as signal boxes on branch line platforms and controlling small goods yards. For the new Hornby Book of Model Railways (see Page 5 in this issue) I made a small narrow goods yard layout called Westwood Sidings.

As it was only 6 inches wide, I faced the same problem as a real railway yard would on a narrow site. The only place to put the signal box controlling the yard and its approaches was in an elevated position at the entrance to the yard. The Skaledale level crossing box was just the size I wanted, so I made a simple elevated platform for it to stand on. I used spare kit and accessory items from my own collection of oddments to make the elevated platforms, most notably girder panels from a girder bridge kit and ladders, plus fencing left over from other plastic kits.

You may not have all these pieces yourself but any similar girder panels and signal box steps and fencing strips can be used to make your own version of the model. The critical dimensions to span a single track and clear the trains running underneath are 72 mm wide across the supports and a floor height of 64 mm. Follow the pictures to see how the model is made.

6. The elevated signal box glued in place on the layout. Note that some foliage is added growing round the bottom of the girders and a yard lamp has also been glued to one of the girder uprights.



1. Here are the parts laid out: support girders from a Dapol bridge, a wood planked platform from Wills accessory sheets cut to 68 mm x 55 mm, spare ladder and fencing and the Skaledale signal box.



2. The platform and girder supports are glued together on a flat surface to ensure they set completely square.



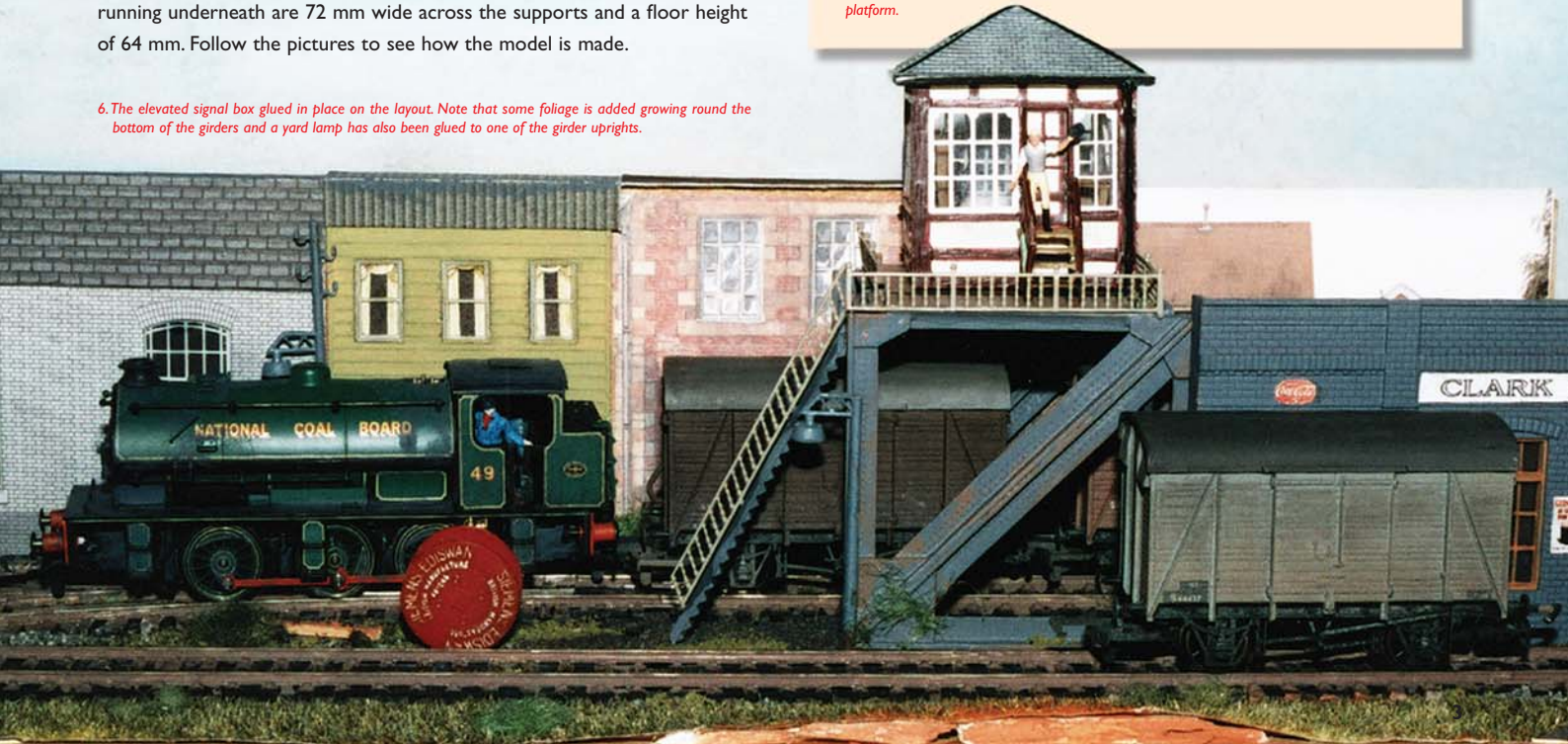
3. The side fences and the ladder are glued in place and left overnight to set.



4. The signal box can now be fitted. Note that a signalman figure has been glued in the doorway and some plastic strip is glued at the back of the girders to depict the trunking through which the signal and point cables pass. At the front girders, there is a drainpipe for run-off from the platform.



5. The model completed and painted, with some weathering on the girders. You can glue the signal box in place or just position it and remove it when the layout is not in use.





# CHURCHWARD'S COUNTIES

By Pat Hammond

It is somewhat confusing that the Great Western Railway had two classes of locomotives named after counties and both have been modelled by Hornby. However, the two classes did not run side by side. By the time the second class came into being, all members of the earlier one had been scrapped.

This earlier class was the Churchward Counties or 38XX Class of 4-4-0s built in the early years of the century, whereas the later class were the larger Hawksworth Counties or 10XX Class of 4-6-0s which date from the mid 1940s. The first ten Churchward Counties were built in 1904 but most were constructed in 1906. The final five left the workshops in 1912. A total of 40 were built and named after counties through which the Great Western Railway and its subsidiaries passed. Bearing in mind the early date of these engines, 10 of the counties were Irish and the remainder carried a mixture of English and Welsh names.

The locomotives were built with a standard No.4 Swindon boiler and outside cylinders. They were confined to semi-fast and minor expresses but were overshadowed by the City Class, members of which pulled more prestigious

expresses including the record setting 'City of Truro' which has recently been restored and returned to the rail network. Despite this, it has been claimed that the Counties were as good as the Cities. The 4-4-0 Counties were surprisingly short lived, when one considers that there were Victorian locomotives that survived into the 1960s. Withdrawals of members of the class had started in 1930 and, by 1933, all had gone.

The last ten members of the class to be built had a slightly modified cabside and the Hornby model was based on these. It was a very good representation of the original. For one thing, the driving wheels were new and correctly had 22 spokes. Also, the tender chassis on the County Class model had a new 15' wheelbase. In all Hornby modelled five versions of the class and, of course, all were in GWR livery.

## '3821 County of Bedford' R392

This first version appeared in the Hornby catalogue in 1981 and carried the pre-1928 livery and correctly had the curved drop-ends to the footplate. However, it had the early type drawbar spring but was the only version to be fitted with a smoke unit.

The tender was allocated the number R393. Sales in the first year were good with 8,000 being made. However, only 1,000 were produced the following year and the total production had been brought up to 12,100 by the end of the 4th and final year.



## GWR '3830 County of Oxford' R390

'County of Bedford' was replaced by 'County of Oxford' in 1984 and this was made for two years. It also carried the pre-1928 livery and so used the same R393 tender. The real locomotive had the distinction of being the last of the class to be built.

The change of name did not bring about much improvement in sales and only 2,300 were made. This was the first County to be fitted with the new drawbar spring.



## GWR '3825 County of Denbigh' R584

The model was rested for five years, after 'County of Oxford' was withdrawn from the catalogue, to allow interest to recover and it next appeared in the 1991 catalogue as 'County of Denbigh'. It was made for one year only but survived in the catalogue for two.

Unlike the two versions before it, the model was finished with the livery carried in the last three years of its life which meant the simplified coat-of-arms on the tender. Only 1,900 were made.



## GWR '3828 County of Hereford' R298

By 1992, some retailers were pressing Hornby to produce limited edition locomotives which they could sell in model shops. As a result, 2,000 certificated models of 'County of Hereford' were made late in 1991 for distribution the following year but it seems that these did not sell as well as hoped and were available throughout 1993 and 1994. A model of an unlined 'County of Hereford' was made up for consideration but was not adopted for production. Unlike the final lined version, it carried the 1928-34 tender coat-of-arms (the same as that used on the model of 'County of Denbigh').



## GWR '3824 County of Cornwall' R125

The final version of the model arrived in 1994 and was made for two years. 'County of Cornwall' again had the pre-1928 livery but, again, only a little under 2,000 were produced.



## Values

As we can see from the above production figures, with the exception of 'County of Bedford', only relatively small batches of the models were made, rendering them scarcer than many of Hornby's other models. The estimated value of mint boxed examples is £65 but £70 for 'County of Hereford' (if complete with its limited edition certificate) and £50 for 'County of Bedford'. Along with the Shire, Compound and Schools, it would be nice to see this 4-4-0 back in the catalogue with today's improved finishes and darkened metalwork.

Cat. No.	Churchward County 4-4-0	Dates
R392	3821 'County of Bedford'	81-84
R390	3830 'County of Oxford'	84-85
R584	3825 'County of Denbigh'	91
R298	3828 'County of Hereford'	91
R125	3824 'County of Cornwall'	94-95

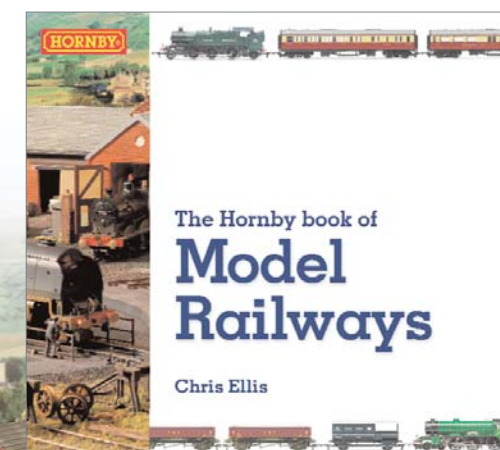
Chris Ellis is well-known for his in-depth knowledge and practical expertise not only on model railways but also his wealth of information and understanding of the 'real thing'. He is the editor of Model Trains International magazine and also contributes regularly to Hornby Collector. When asked why he wrote this book, Chris was keen to emphasise its use for anyone coming into the model railway hobby as a beginner or relatively new enthusiast who wanted ideas on getting the best out of the Hornby range of models and equipment.

As an introduction, he sets the scene by giving the history and background to Hornby before launching into the practical aspects of the hobby. He covers baseboards, track laying, structure, control and technical aspects from the straightforward and simple, right up to Live Steam introductions. He also takes the reader through a step-by-step construction and operation of a specific railway layout 'Westwood Sidings', one of several of Chris's own railway systems.

Size: 190 x 210mm  
Pages: 160  
Full colour throughout

Paperback with flaps  
Price: £15.00 plus £2.50 p&p  
Publication date: 15 September 2005

To order either email: [info@navigatorguides.com](mailto:info@navigatorguides.com) or write to:  
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Swanton Novers, Melton Constable, Norfolk NR24 2AJ



## CLAIM SOME FAME WITH YOUR HORNBY LAYOUT

The Publisher Rupert Wheeler of Norfolk inform Hornby Collector that the front cover of Chris's book is not finalised. They are looking to photograph a Club member's layout for this purpose but we need to find one! Ideally, we would like to hear from members in the Norfolk/Suffolk area with a reasonably detailed Hornby layout which would reproduce well on the front cover of the new book. If you would like your layout to be considered – please telephone the publishers directly on Tel: 01263 861141 as soon as possible. They would arrange photography accordingly.

## CLUB NEWS

Basildon Model Railway Club is holding a Model Railway exhibition over the 2nd and 3rd July.

Venue: The Laindon Community Centre, Laindon High Road, Close to Laindon Station which is the Fenchurch Street London line.

Opening: Saturday 10 am to 5 pm. Sunday 10 am to 4.30 pm.

Cost: Adults £3; Children and Senior Citizens £1.50. Family (2 + 2) £8.

Attractions include over 18 layouts from Z to O gauge. Traders' stalls and demonstrations. Refreshments, bar and car parking. Wheelchair access is available to the ground floor.

Contacts: 01268 411603; 01268 462156; 01268 417635; 01375 386512.

Or visit the website [www.basildon-mrc.org.uk](http://www.basildon-mrc.org.uk)

or email: [derek@basildon-mrc.org.uk](mailto:derek@basildon-mrc.org.uk)

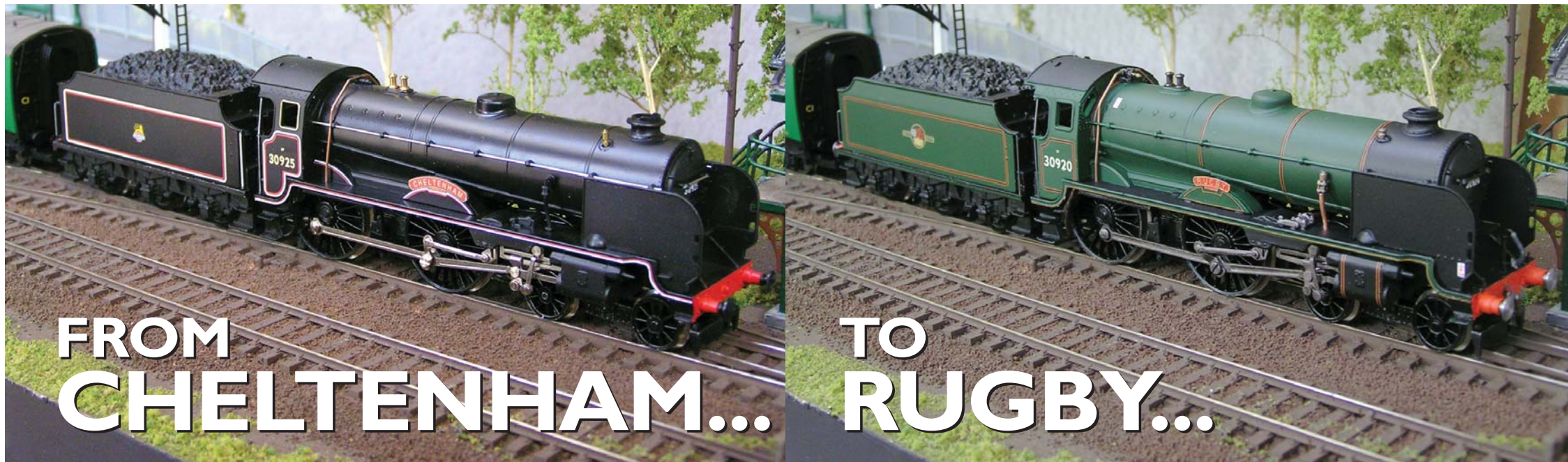
## SERVICE DEALER NEWS

If you plan to include the Lake District and Cumbria in your holiday plans this year, make a point of visiting the Cumberland Toy Museum in the main street of Cockermouth. Rod Moore, proprietor of the Museum is offering free entry to Hornby Collector Club members upon production of your membership card. Amongst the many fascinating exhibits on display is one covering the history of railways. Rod is also able to offer a repair service for your Hornby engines.

## 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.





Designed by Maunsell for the Southern Railway, 40 'Schools' class 4-4-0 locomotives were built between 1930 and 1935 at Eastleigh, all surviving into the early 1960's before withdrawal. Hornby's 00 gauge Schools first appeared in 1981 to great acclaim and continued in production in various guises until 2000 by which time the model was beginning to show its age. My Hornby model is of No. 30925 'Cheltenham' in BR mixed traffic black livery, and I made the decision to repaint her in passenger green livery as No. 30920 'Rugby' and to take the opportunity to 'update' the detail on the model to modern standards.

My research began with a visit to the Bluebell Railway to photograph the 'real thing' – No. (30)928 'Stowe', currently preserved in Southern Railway green. I found it quite easy to source and collect together the various parts, transfers and materials needed for the project. South Eastern Finecast proved particularly helpful and were able to supply me with excellent white metal castings for most of the fiddly bits, as well as etched brass smoke deflectors, lamp irons and tender body steps. Fox transfers were equally helpful and a complete set of transfers arrived by return of post along with etched nameplates, number plate and shed plates. Hobbybox of Uckfield furnished screw link couplings, sprung buffers, Railmatch paints, etc., and before long I was ready to start.

### The Destructive Part

Taking the loco body, the following parts can be pulled off (carefully, as some of the parts will be used again) and put to one side: smoke deflectors, nameplate/front splashers, reversing rod, buffer heads, smokebox door, boiler handrails, safety valves, copper whistle manifold pipe, snifter valves (the 'whistles' on the smoke box top), clack valves, and the cab which, having been unclipped under the foot plate, slides upwards. Now we come to the bits that have to be cut off. I elected not to replace the chimney or dome, but these could be replaced if desired. The plastic is easily carved with a sharp scalpel, being neither too hard nor too brittle and the following parts can be carved away quite easily: front buffer shanks (check your replacement buffers to see if you need to keep the square base), coupling hook, snifter valve bases, whistle manifold, reversing gear units (both sides – this will leave holes in the foot plate which will need to be filled), and all the pipe work under the foot plate around the cab steps. Take the cab and cut away the cab handrails leaving the bracket half-way up each rail in place. On the tender body, carve away the lamp irons and steps from the rear panel, and the front and rear hand rails. Using 1000 grade emery paper, smooth away the moulding join along the top of the boiler and generally tidy up any marks or imperfections. Remove lining and numerals with a fibreglass burnishing brush. With a fine drill, make new holes in the foot plate for the whistle pipes, 2mm behind the existing hole on the right and 1mm behind on the left.

### The Constructive Part

The following holes will need to be filled with modelling putty: the small square holes in both buffer beams, the locating holes for the old smoke deflectors and the clack valves, the holes left by the removal of the reversing gear and the 'old' whistle pipe holes. Check over the body for slips, scrapes and any other excuses for using up the filler you have just mixed!

Open out the buffer holes in the buffer beams until the shanks fit, and use an assembled buffer to ensure that there is sufficient clearance behind the beam for the buffer shaft and nut. The tender buffer beam is part of the metal chassis, so heavier tools will be required. Cut slots for the coupling hooks. Disassemble the buffers again before supergluing the shanks to the beams. The following white metal parts can now be cleaned up and superglued in place: snifter valves, clack valves, whistle manifold, reversing gear unit (but not rod), and sand box fillers (to foot plate top immediately behind front splashers). The lamp irons can be found on the South Eastern Finecast smoke deflector fret (part no.15). Superglue 3 lamp irons to the front of the foot plate and 3 to the smoke box door (carve off the old ones, but note their shape and location first). Three more, along with the 3 steps (part no.13), are glued to the rear panel of the tender, but note that on the original model the tender irons and steps were located incorrectly. Pictures 3 and 11 show the correct positions. Three more lamp irons (part no.14 this time) can be used to replace the cast ones on the tender chassis. The new brass smoke deflectors will need some minor filing to fit the Hornby foot plate. Take the old plastic deflectors and cut out the pipe sleeve from the bottom leaving about 1mm of the deflector as a flange around the sleeve. Glue this into the cut-out in the brass items with the flange behind the deflector. Now do the same with the boiler locating peg on the plastic deflectors, again leaving a 1mm flange round the peg but this time glue the pegs into the holes on the boiler sides, not to the deflectors. Cut the copper whistle pipe in two where it would join the manifold and shorten each side of the cut until the two pipes fit between the manifold and the new holes in the foot plate. Cut and bend fine piano wire to make new cab and tender handrails – holes will need to be drilled for the rear tender ones. Using the copper core from domestic electric cable, make up the clack valve pipes and the pipes under the cab foot plate – see the attached pictures. Pictures 4 and 5 give some idea as to how the latter should look. Put the smoke deflectors and the various pipes and hand rails to one side. Take the two splasher faces and cut back the name plates to leave a 'bracket' to which your name plates can be fixed at a later stage.

### Painting and Transfers

The model is now ready for painting and should be in 9 main separate sections – boiler/foot plate, cab, tender body, 2 splasher faces, 2 smoke deflectors and 2 boiler handrails. A useful tip – immediately before spraying a coat of paint, use the airbrush (with the paint switched off) at close range to blow away any dust that may have settled on the model while you were preparing the paint!



Pic. 10

I sprayed the parts with a pale coloured primer to show up any imperfections, before airbrushing all bar the smoke deflectors in BR standard loco green. I then brush painted all the black areas matt black before using the airbrush again to cover all the areas to which transfers are to be attached with gloss varnish. I found Fox's transfers to be of very high quality with no detectable backing film, and provided you follow the comprehensive instructions, they will prove straightforward to apply. My only complaint is that for some reason the sheet does not include valance lining for the tender. There is no substitute for care and patience at this stage – the application of the transfers took me over 6 hours, but the result was worth the time spent. All the parts can now be airbrushed with a first coat of satin varnish.

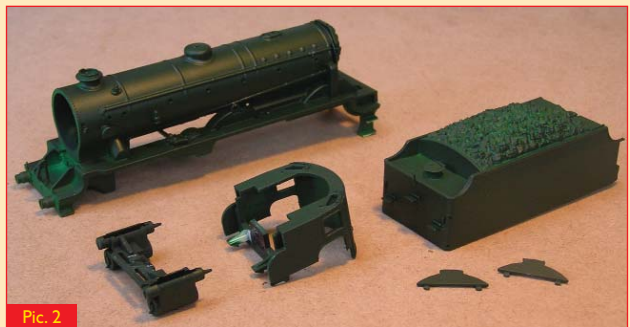
### Final assembly and loco chassis

The time has come to assemble the various sections. Fit the cab, deflectors, handrails, copper pipes, splashers, nameplates, and sundry other parts to the boiler section. Paint the buffer beams red, and such parts as reversing gear and whistle manifold can be brushed over with Railmatch 'Oily Steel'. Any touching up should be done at this stage. When satisfied that the loco and tender bodies are complete apart from buffer heads and coupling hooks, thoroughly de-dust and airbrush overall with another thin coat of satin varnish. As for the loco chassis, I have it in mind to replace it with an etched chassis, so I kept the work done on it to a minimum. The cylinders need to be painted black, gloss varnished and lined. Paint the outer face of the tyres black before going over the valve gear with two coats of 'oily steel' mixed with a little black. Airbrush the whole wheel assembly with a thin coat of satin varnish, remembering that you will have to clean this off the tyres afterwards! When everything is thoroughly dry, fit the buffer heads and couplings, clean the loco tyres, reunite bodies and chassis, breathe a large sigh of relief, and admire your model! You should by now have a 'Schools' which will hold its head high next to a 'Grange' or a Hornby 08.

Picture 1. Loco and tender bodies complete and ready for painting.  
Picture 2. Body parts after a coat of 'BR Standard Green'.  
Picture 3. 'Rugby' ready for her final coat of varnish.  
Picture 4 & 5. 'Stowe' and 'Rugby' – details of the buffer beam and smoke box door.  
Pictures 6 & 7. The Bluebell Railway's 'Stowe' showing details of pipework around the cab steps.  
Picture 8. 'Stowe' – general view of the left hand side showing reversing gear, clacks, etc.  
Picture 9. Transfers' etched name and shed plates.  
Picture 10. Lines, hand rails and pipes.



Pic. 1



Pic. 2



Pic. 3



Pic. 4



Pic. 5



Pic. 6



Pic. 7



Pic. 8



Pic. 9



# LIGHTING SKALEDALE

By W M J CAIRNS

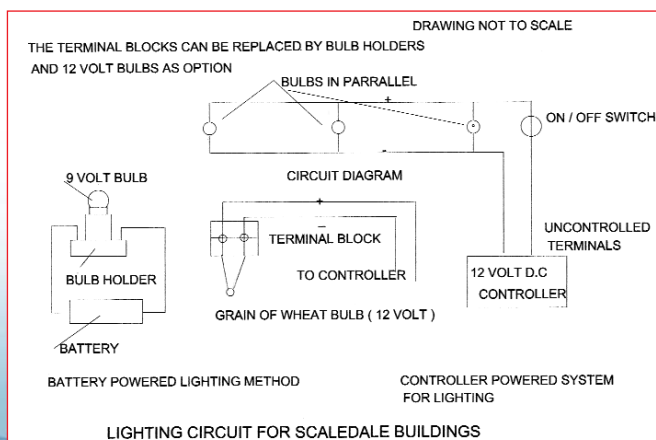
The Skaledale range of model buildings is a must for the installation of a lighting system. First, a note of caution. Under no circumstances use a nightlight or tea light or any sort of candle or flame device. It will melt the resin and could cause a fire. The best practice is to use a 12 volt system as used by the trains, which is perfectly safe. Here again, another word of caution, young railway enthusiasts must not attempt this on your own. Always seek the help of an adult.

First of all, wire the bulbs as shown in the diagram. This is a parallel circuit and is not the type used for Christmas tree lights, which use a series circuit with special bulbs and are not recommended for the use with a railway. For the Skaledale lights, use a 12-volt grain of wheat bulb connected with a terminal block to a supply taken from the uncontrolled DC terminal on a controller. Use 7 x 0.1 pvc covered wire to connect from the terminal block to the controller. Where several buildings are to be lit, place the terminal block at a convenient point to reduce the amount of wire and make a neat installation, taking the positive and negative wires back to the controller. To identify the lighting circuit, use two different coloured wires to those used on the track and place a switch in one wire to allow the lights to be turned on and off.

If the controller does not have a separate outlet, the lights can be connected to the track using a terminal clip. However, this means the lights will only be lit when a train is running. To make the wiring neater, borrow an idea from the dolls house people and use the adhesive copper ribbon. This can be laid on top of the baseboard and covered with scatter.

Arrange the buildings in convenient positions and connect the ends of the ribbon to the controller as shown in the sketch. If your controller does not have an uncontrolled DC terminal, use a 4.5 volt flat or a 9-volt PP3 battery, using a battery holder and a 'snap' but make sure the correct voltage bulb is used.

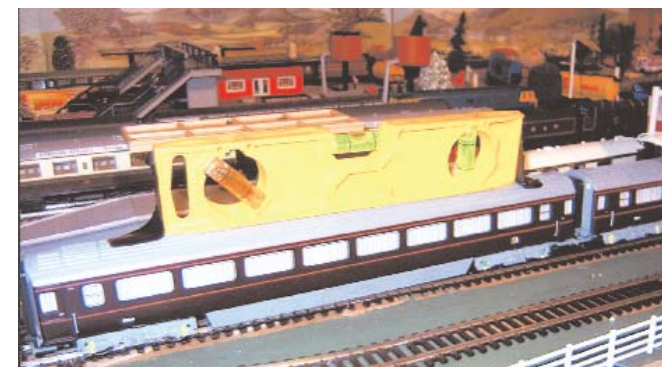
A minor problem is that the light may 'bleed' through the walls of the buildings. This can be improved by using a diffuser over the bulb made by cutting a hole in a table tennis ball; or painting the inside of the building black. Another solution is by making a black paper mask with gaps to clear the windows. And why not copy the Pullmans and fit some 4mm scale furniture inside, as well as the lights. To complement your newly lit building do not forget those important dwellers who have such splendid accommodation. Use packs R564, R563, R562 and R565, R767, R768 to graze the fields round The Boar's Head (R8566). Finally, a musical box movement available from hobby shops with suitable music could be fitted into R8553 Holy Trinity Church to really set the scene. Add a set of people, a vicar, a wedding party, guests, photographer and a suitable conveyance – a Rolls-Royce – and the scene is set.



## Mr A R Abbott finds his Hornby hobby much better than watching TV

Many years ago – around 1946-7, I had a 'Duchess of Atholl' Hornby train with a three-line metal track. As so often happens, when I came out of National Service in the RAF, I found to my horror that my mother had given away my train set. Now aged 66, I have become a Hornby owner again and built up a set of nine engines, coaches and wagons all on an 8' x 4' board.

You may be fascinated by my method of testing track with a spirit level taped to a coach. All is level and well. My new hobby keeps me occupied and is much better than watching television.



## Mr D R Paxman, member 071156, from Swansea, South Wales returns to the hobby after 50 years

After a break of 50 years, since my first Tri-ang Railway, I decided to build a new one last year and joined the Hornby Collectors Club at the same time. I am impressed with the quality and detail of the latest models and soon built an extensive layout after seeing the fascinating series of TV programmes on Trains with Peter Waterman. I bought the 3-car DMU set R2297B – and was very pleased to see the centre coach has windows in one end making it perfect as an auto coach for push-pull operation. Congratulations on giving me 50 years of pleasure!

## Another Welsh Member, Brian Bamforth, 069370, writes from Llanfairpwll, Anglesey

Joining the Hornby Collectors' Club has given me a renewed interest. My parents bought me a Hornby Train in 1938. I recall that the engine was wrapped in corrugated card, orange on the outside! It was to be kept in this wrapping when not in use. It was a goods train with a coal wagon, a Sunlight oil tanker in red, a blue van with slotted sides containing milk churns, a hopper wagon in yellow and a guard's van. The track was oval, complete with level crossing, long siding and buffer stop and spring-loaded buffers. In the package there was a signal home and distant and a green tunnel.

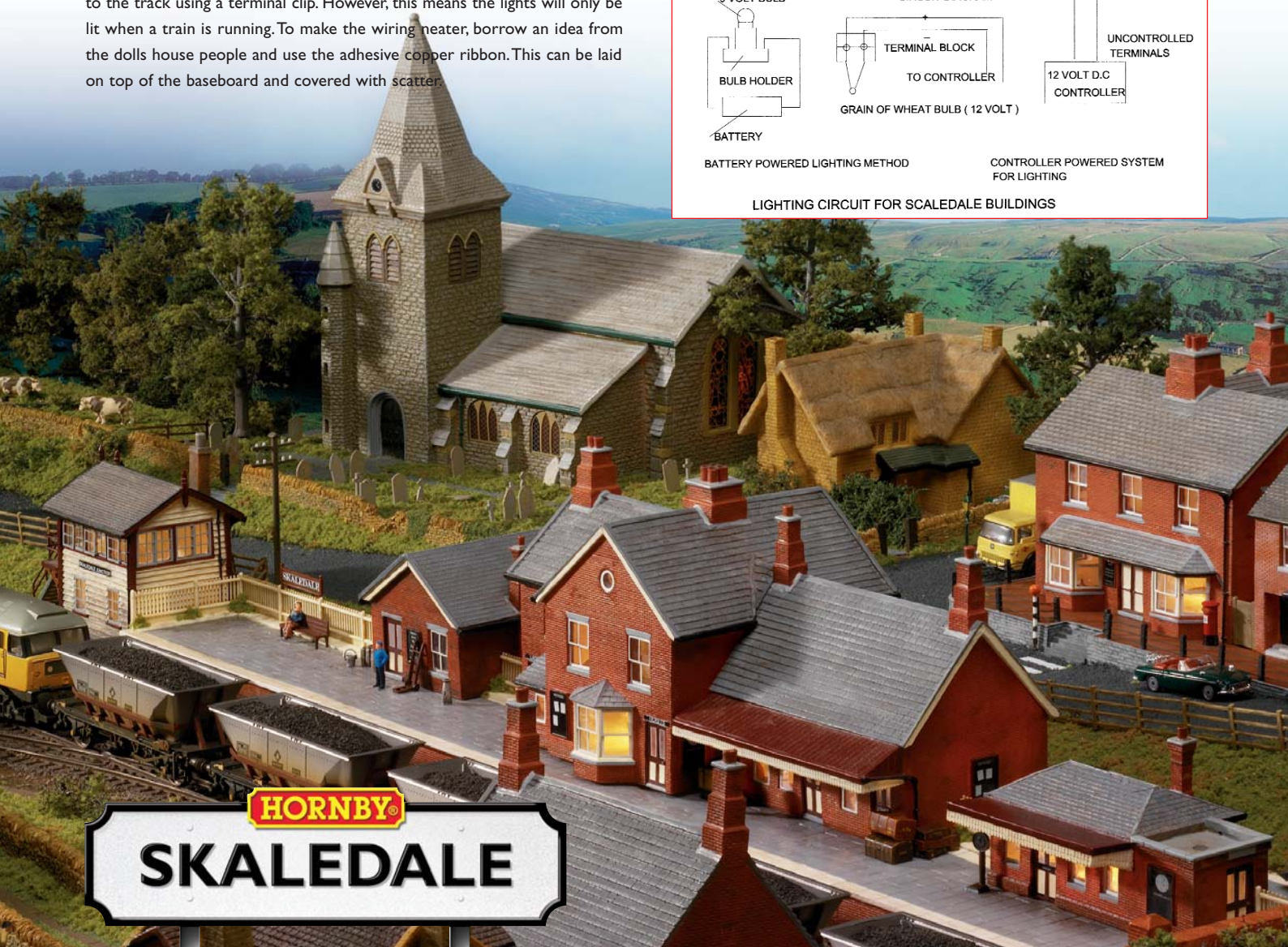
In 1950 I joined the Royal Air Force at the age of 16 as an aircraft apprentice. Unfortunately, my parents moved house shortly afterwards and the Hornby train, still boxed was lost forever.

It was not until 1961 that I again bought a model railway – an 00 gauge for our eldest son David. Two train sets, a Tri-ang two-car diesel passenger train in green and a black tank engine with three wagons. These were followed, when our other two sons were born, with the LMS Princess Margaret in maroon with three carriages plus the Royal Mail set; the Flying Scotsman with two teak carriages and a Pullman dining car; quickly followed by the Lord of the Isles set and I think a Wrenn Goods Train.

Travelling around the country and indeed the world with the family has meant losses and breakages. However, in September last year, one of my sons decided to buy the Eurostar for his own son and learning from past experiences, he bought a baseboard. I am pleased to say that besides the Eurostar, he is now running (after asking his brothers) the Flying Scotsman, the Princess Margaret – less the Royal Mail set (lost), the Lord of the Isles carriages (loco broken and irreparable), the Wrenn goods set; the diesel car (not the motorised one – lost or broken) – is painted as a holiday coach and parked near the station.



Yes, my interest is fully revitalised. My wife and I have recently visited a model railway exhibition in Llanberis. We had a marvellous time!



**HORNBY**

**SKALEDALE**







# FORTHCOMING RELEASES

We review the Hornby model release programme which takes us into the third quarter of 2005.

## Steam Locomotives

The third quarter of 2005 heralds the introduction of the mighty 4-6-2 Class A1 & A3 locomotives in all their glorious detail. All carry special features and are DCC ready.

**R2405 LNER 4-6-2 'Great Northern' Class A1.** Fixed rear wheel assembly. Loco driven.

**R2341 BR 4-6-2 'Windsor Lad' Class A3.** Fixed rear wheel assembly and Loco driven.

**R2342 BR 4-6-2 'The White Knight' Class A3.** Fixed rear wheel assembly. Loco driven.



**R2484 BR 40602 'Boadicea' Britannia Class 7MT.** Special features include brake gear and sprung buffers. Tender driven.

**R2457 BR 4-6-2 'Anzac' Britannia Class 7MT – weathered.** Special features include brake gear and sprung buffers. Tender driven.



**R2460 GWR 4-6-0 'James II' King Class.** Note the cab detail and sprung buffers. Loco driven.



**R2449 4-6-0 'The Glasgow Highlander' Class 5.** DCC ready.



**R2395A BR 2-8-0 Class 8F – Weathered.**

## Diesel Electric Locomotives



**R2472A/B BR Co-Co Diesel Electric 'Radio Highland Caithness' Class 37 – Weathered.**

## Passenger Rolling Stock



**R4242 BR (ex GWR) Composite Coach** from the early 1950s.



**R4243 BR (ex GWR) Brake Coach** from the early 1950s.

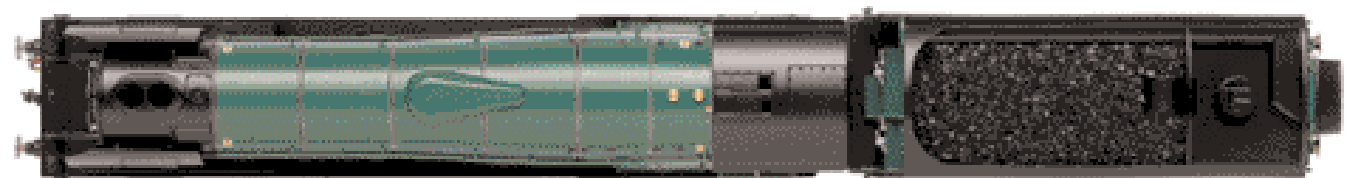


**R4244 BR (ex GWR) Restaurant Coach** from the early 1950s.

## The National Collection

As part of its proud association with the National Railway Museum, Hornby will be producing the fourth in the series of famous locomotives held within the NRM exhibits.

**R2441 NRM 4-6-2 'Flying Scotsman'.** Due out around August, this Gresley locomotive will feature a fixed rear assembly and NEM couplings. It comes DCC ready.



## Freight Rolling Stock



**R6267 BR 12 ton Vent Van** in grey – 1950s period.



**R6271 BR 12 Ton Vent Van** in maroon – 1950s period.

**R6268 SR 12 ton Vent Van** – 1930s period.

**R6272 GWR 12 ton Vent Van** from the 1930s-40s period.

## Skaledale Wagon Loads

Just a reminder of the new and interesting loads available from the Skaledale range, all of which should be available from your local Hornby Service Dealer.

**R8592 Coal pack No. 1 for a 4 plank wagon.** Pack of 4.

**R8593 Coal pack No. 2 for a 5 plank wagon.** Pack of 4.

**R8594 Coal pack No. 3 for a 6 plank wagon.** Pack of 4.

**R8595 Iron Ore Pack.** 4 to a pack.

**R8598 Tarpaulined Car** – pack of 2.

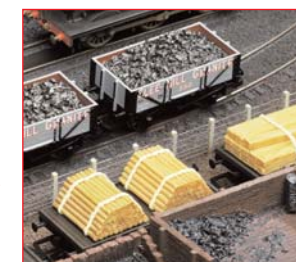
**R8596 Timber** x 4 loads.

**R8597 Crates.**

**R8599 Irregular Tarpaulined shapes.**

**R8600 Generator.**

**R8601 Cable Drums.**



## Operating Accessories

A brand new series of working models with operational features to bring your Hornby Railway layout to life.



**R8131 Operating Conveyor and R8132 Operating Tipper Set & Wagon.**

The loaded end tipping wagon is shunted up the ramp constructed using the inclined and high level piers. The uncoupler on the special end rail releases the wagon so that it can roll down a slight gradient onto the tipper unit. The unit is then tilted by the operation of an electric motor located in the tipper housing. The wagon once fully tilted tips the "coal" into a receptacle or the R8131 Operating Conveyor Hopper.

If the Operating Hopper is used the conveyor belt gradually carries the "coal" along its length and once it has reached the summit tips into a waiting wagon or suitable container.

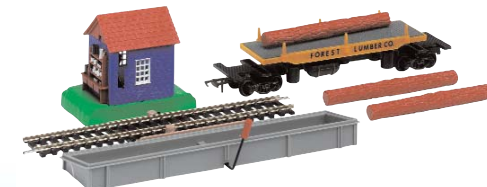
Both units incorporate a 12V DC motor, the power for which may be obtained from the R965 Standard train controller as supplied with the majority of Hornby sets or from a suitable uncontrolled 12V DC power source.



**R8134 Gravel Tipper.** A wagon and gravel load, tipping and receiving bin are included.



**R8133 Timber Depot.** The model includes a tipping wagon and logs. Mechanical operation.



**R8135 Timber Yard.** Includes wagon and logs and receiving bin.





## THE MAIL TRAIN YOUR LETTERS ANSWERED

**Q** I have a problem with my carriage. One of the wheels came undone and I don't know how to fix it.  
DARREN MACDONALD.

**A** You don't give us your address or membership number, Darren, so we cannot write to you. However, why not take your model along to your local Hornby Service Dealer who should be able to help you.



**L** Looking through the 2005 Hornby Catalogue, I noticed that the BR (ex-L & Y Rly) 0-4-0ST 'Pug' is being released as running number 51218, Catalogue No. R2453. Perhaps readers of Collector may be interested in the photograph taken at Bury Station on the East Lancashire Railway at a Steam Gala last year. Although the model is not a new one, a weathered version was released in 2004. The photograph shows just how well Hornby have captured the overall character of the original engine, from its stovepipe chimney to the wooden 'dumb' buffers.  
BRIAN LIPROT, BOLTON, LANCASHIRE.

**L** I would like to say how much I enjoyed the Model Rail Scotland Exhibition at the Glasgow SEC. I visited the Hornby Roadshow display and was very impressed with the stand. The staff manning it were very helpful with all my enquiries. Many thanks to all concerned for giving us – the public – an enjoyable day out.  
DAVID BUTTERS, MEMBER 13875, PERTSHIRE, SCOTLAND.

### Mail Order Hotline

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

**01664 482838**

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

### Clarification of Hot Line Telephone Number 0870 062 4001

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.

**Q** I would like to draw your attention – with the greatest respect – to an omission in your Hornby profiling. My granddaughter, aged 3, is an avid model railway enthusiast. I have noticed that all your photography features mainly small boys operating layouts but never girls – or even a mixture of both sexes. One issue of Hornby Collector did show two girls but only the boy's name was mentioned. I would like to show my granddaughter copies of your excellent magazine but at present, because of age and the reasons mentioned above, I don't. Girls do not necessarily have dolls these days.  
RICHARD SWANN, MEMBER 40513 FROM NOTTINGHAM.

**A** Our Member Profiles are based on information sent in from our readership, Richard. If you would like to send us a good photograph of your granddaughter, we shall be pleased to publish it. No doubt, she would be delighted to see herself in the magazine and she would receive a Hornby prize for doing so.

**L** The smoking ban in Ireland is just the ticket. As a result of the ban, I have acquired a display case absolutely free, which I have been able to use to great advantage. Since the smoking ban in Ireland has taken place with great success, hotels, clubs and pubs have found most of their cigar display cases redundant. I work in a local hotel in Kilkenny and came across this cigar case abandoned in our loading bay. I took it home, removed the interior and inserted some 9 mm MDF shelves. Hey Presto! I have a nice display case to show off my Hornby train collection. Better start voting for a smoking ban in England so you can all display your trains for FREE.  
PAUL DELANEY, KILKENNY, EIRE.



**Q** After a gap of many years, I have taken up railway modelling again, following an inspirational Christmas gift from my wife and daughters in the shape of a Hornby Flying Scotsman set. Joining the Hornby Collectors Club jogged my memory and after a search, I uncovered a certificate and an attractive lapel badge in blue, gold, green and red from my membership to the original Hornby Railway Company Club back in 1960.

I was four years old in December 1960 and my father had lovingly put together a beautifully detailed model railway for my 5th birthday later that month. It featured a station, goods depot, level crossing, four sidings, metal signal box and footbridge. He constructed a tunnel from papier maché and added trees and moss for hedges. The locomotive was the black 0-6-0 BR Tank Engine with two tinsplate SR suburban coaches, price £3.18s.6d – and a number of wagons and brake vans. I know the price because I have also found the 1960 Hornby Dublo catalogue from which he made his selection, price 6d. The water crane was 1/9d and the loading gauge 2/11d. The goods depot was £1.7s.6d and the platelayer's hut cost all of 1 shilling (5 pence in today's money). I wonder if many other readers still have the certificate and badge and if 44 years is a record gap!  
GUY WARNER, CO. ANTRIM, NORTHERN IRELAND.

**A** We have heard from several readers who belonged to the original Club, Guy, including members from overseas. They, like you, have sent us a photocopy of their original Certificate. Quite a collectable item these days. In the meantime, thank you for writing.

## DIARY DATES

*Forthcoming railway-related events which promise a good day out. Whilst the details are correct at the time of going to press, we recommend you check the details with the attraction concerned at the time of planning your trip.*

**25-26th June:** Vintage weekend on the Welshpool & Llanfair Light Railway. For details contact The Station, Llanfair Caereinion, Powys SY21 0SF, or visit the website: [www.wllr.org.uk](http://www.wllr.org.uk)

**25-26th June:** Perth Model Railway Exhibition 2005 – Central Scotland's Premier Model Railway Exhibition. Dewars Ice Rink, Glover Street, Perth. Saturday 10 am to 6 pm. Sunday 10 am to 5 pm. More information at [www.perthmrc.org.uk](http://www.perthmrc.org.uk) or Tel: 01738 625583.

**2nd-3rd July:** Orpington & District Model Railway Society's Bromley Model Railway Show at the Crofton Junior School, Towncourt Lane, Petts Wood. 10 am to 5 pm each day. Layouts, sales stalls and demonstrations. Children's Drive it Yourself Layout. Adults £3; Children £1.50; Seniors £2.50. Family (2 + 2) £8.

**9th July:** Sheredes School Association 12th Model Railway Exhibition, Sheredes School, Cock Lane, Hoddesden, Herts. 10.30 am to 5 pm. Refreshments all day. Admission: Adults £3.50; Concessions £2; Family (2 + 2) £9. Contact the Exhibition Manager on Tel: 01992 4224376/467967.

**16-17th July:** Railway and Toy Collectors Fair at The Bluebell Railway, Horsted Keynes Station, East Sussex. 10.30 am to 4 pm. Many sales stands on the station platform and in a large marquee in the station field. Model Railways (new and second hand), diecast model vehicles, collectables, railway books and ephemera, railwayana, preservation societies and Saturday Evening Trains. Details from John Bloom Tel/Fax: 01403 263026.

**16-17th July:** Vintage Vehicle Weekend on the North Yorkshire Moors Railway. For further information and advanced tickets please contact Customer Services on Tel: 01751 472508 or email: [customerservices@nymr.fsnet.co.uk](mailto:customerservices@nymr.fsnet.co.uk)

**23-24th July:** Model Railway Exhibition on the Talylyn Railway.

**24th-30th July:** Victorian Week on the Talylyn Railway. Both events are taking place at the Wharf Station, Tywyn, Gwynedd LL36 9EY. Tel: 01654 710472 or visit the website [www.talylyn.co.uk](http://www.talylyn.co.uk)

**6-7th August:** Waveney Valley Model Railway Club Southwold Model Railway Exhibition. St Felix School, Halesworth Road, Southwold IP18 6SD. (A1095 road off A12). Saturday 10 am to 5 pm. Sunday 10 am to 4.30 pm. Visit the Waveney Valley Model Railway Club website at [www.waveneyvalleymrc.150m.com](http://www.waveneyvalleymrc.150m.com)

**7th, 14th, 21st and 28th August:** Music on the Moors. Live concerts performed on the North Yorkshire Moors Railway at Levisham Station. Vintage trains to and from Pickering are planned for this event. Contact Details – see above.

**13-14th August:** Plymouth & District Model Railway Club annual show at the Guild Hall, Royal Parade, Plymouth, Devon. Working layouts, trade support, demonstrations and much more. Full access and facilities for the disabled. Enquiries to Tel: 01752 219270.

**20th-21st August:** St Andrews Model Railway Exhibition presented by the East Neuk Model Railway Club at Madras College, South Street, St Andrews, Fife, Scotland. Saturday 10 am to 5.30 pm. Sunday 10.30 am to 5 pm.

### Hornby Roadshow Dates

Where to catch up with the Hornby Roadshow which the Hornby Hobbies staff are manning over the next few weeks.

**16-17th July:** Model Expo at the NEC, Birmingham, UK.

**10-11th September:** The Bombardier Works, West Street, Crewe, Cheshire.

**15-18th September:** The Museum of Science and Industry, Manchester.

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

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

## CLASSIFIED

### BASEBOARD KITS

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**Text required 6 weeks prior to publication date, e.g. for August/September issue, we need copy by the 13th June 2005.**

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