

# MODEL RAILWAY

## EXPRESS

eMAGAZINE



**Issue three: March / April 2017**

*For the enthusiast by the enthusiast*

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- H4-WW-016** Gloucester GPS bogies MODA95539 in MOD 1990s olive
- H4-WW-017** Gloucester GPS bogies MODA95537 in MOD 1990s olive - weathered
- H4-WW-018** Gloucester GPS bogies MODA95536 in MOD 2000s olive
- H4-WW-019** Gloucester GPS bogies MODA95582 in MOD 2000s olive
- H4-WW-020** Gloucester GPS bogies MODA95524 in MOD 2000s olive - weathered

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*The central 'island' is the highest point on the I Wessex Lines layout. It is landscaped to represent a Devon tor which on this side rises up from the coast and on the reverse slope leads down to the harbour.*

*By Terry Booker*

# Welcome

From Simon Kohler



Dear MRE Readers,

Welcome to this our third issue of Model Railway Express eMagazine and one that I hope you will enjoy reading as much as the editorial team have enjoyed putting it together.

Our second issue received some very positive feedback together with a good deal of suggestions for future issues all of which are gratefully received.

We hope you notice and like some of the changes we've made in this issue. The line spacing is better and the contents page is grouped according to topic rather than just being a list of what's in the issue.

The MRE eMagazine is solely produced for like minded individuals who wish to learn and pass on their own knowledge and experiences where this great hobby of ours is concerned. It really is that simple. I know that some may feel that this is a cliché but it really is a genuine feeling amongst the eMagazine team.

The content of MRE eMagazine does rely heavily on your support and contribution to make this e-publication not only enjoyable to read but also beneficial. We have been so very impressed with those of you who have contributed to date but so that we can have a magazine that appeals to a greater number we do require others to contribute.

One criticism that we have received is that the magazine appears to be '00' biased. This is certainly not intended but the editor has to work with the articles that she has so please, if you are keen on 'N', 'H0', '0' or any other scale then please tell us about your layout or your experiences.

People in this our most diverse hobby are keen to learn and pick up ideas. Many of us are not great modellers but we aspire to do a great job on our layouts and to do this we need to learn from others.

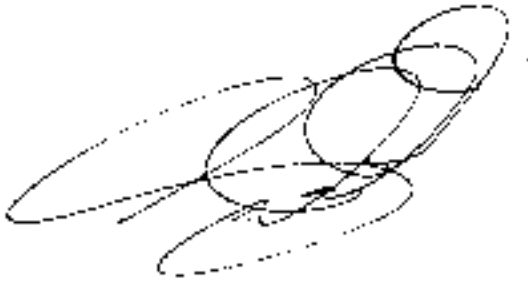
We are not publishing professionals and what we do, especially our excellent editor, is done in our own spare time as each of us have 'day jobs' that, like so many others, we need to do to pay the bills. But we are keen to improve and expand the content of MRE eMagazine, so please help us to do just that.

Finally, for those who yearn for the return of 'Having your say', we are working on this and will keep you posted on the progress as and when we have some-

thing to say which hopefully will not be too long.

In the meantime please enjoy Issue 3 and remember the Editor's 'In Box' is always open.

Now enjoy!

A handwritten signature in black ink, appearing to read 'Simon Kohler', with a stylized, cursive script.

Simon Kohler

Chairman – DRMe Publishing



# Empire building!

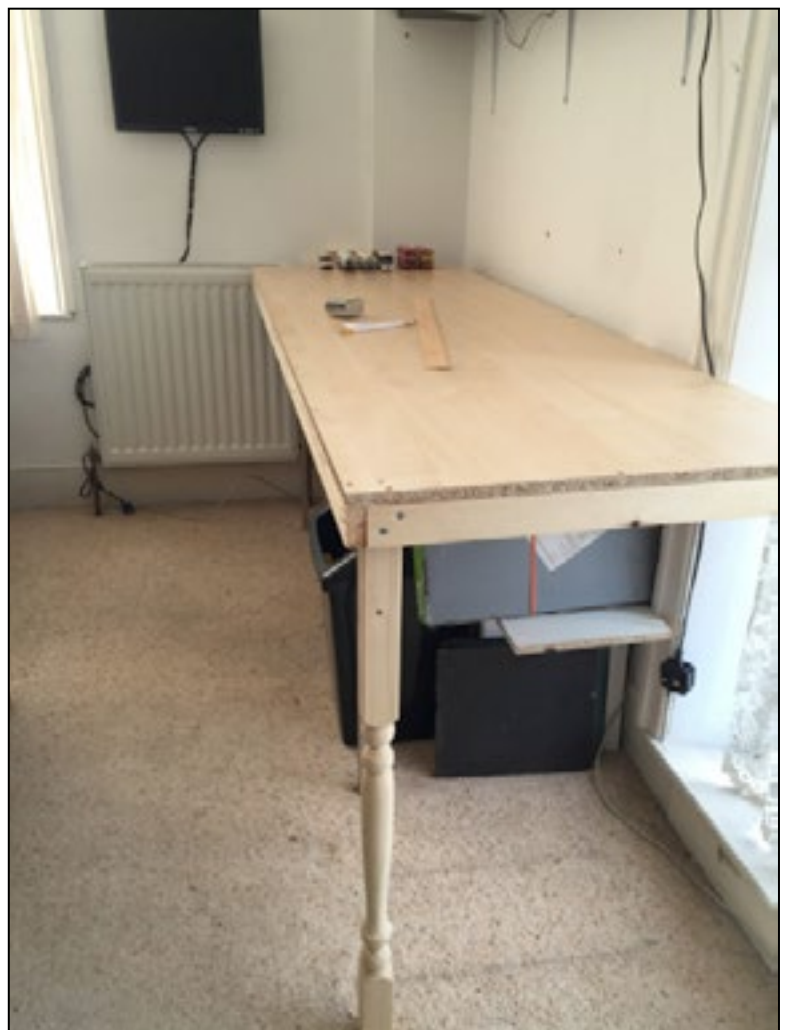
By Andy Hutchinson

Having carelessly lost, not one, but both of my legs a couple of years ago, I was recently advised by my consultant that I should take up a hobby that required less mobility than that required to pick up fallen motorbikes. I must confess that my lack of enthusiasm for relatively inactive hobbies meant I had to do an internet search for 'good hobbies'.

There were many worthy suggestions but I was particularly struck by the one which extolled the virtues of modelling a railway. I have never been particularly interested in trains but the idea of creating a little siding in the corner of my home office appealed to me. No sooner had I screwed, nailed and glued my house to a suitable baseboard than I began to look around the entire room wondering if I really needed four computers, three printers, one scanner and a number of I.T. items I had not got round to switching on yet. This clearly was not going to be a hobby, it was going to be an exercise in empire building.

I am now eight months into my new hobby, and I am thoroughly enjoying every aspect of it. Never were so many different skills used by a man with so few. I am improving though and am feeling quite accomplished now and then when something just seems right, something that came out of my imagination and is unique to my model.

I have purchased some beautiful Hornby Skaledale and Bachmann Scenecraft buildings but I have to say my Metcalfe terraced houses, while not as perfectly constructed (I'll get better surely) are my favourite because I stuck to the task (and most of the parts) of building them myself.



One problem I am having is that when I learn a new skill, laying static grass for example, I find myself revisiting areas I had already 'completed' to avail them of my newly learned skill. This hobby certainly cannot be said to benefit from a linear timeline.

My wife had very low expectations of my project initially but even she now regularly visits my little room for a look. Perhaps she is most amazed when I reassure her that I have so far only spent £76.49 of our rainy day savings.

Having read many articles on model railways I am mindful that contributors often end with an inspirational tip. I hesitate to offer a tip, being such a novice, but I shall anyway. When you have finished applying static grass, discharge the applicator through the ground on the baseboard, rather than yourself. Particularly if you happen to be wearing titanium legs at the time.



# Sutton Locomotive Works Class 24



By Chris Benefield

With locomotives and rolling stock becoming ever more expensive, there is really a need to ask what you are getting for your money. Enter the Sutton Locomotive Works Class 24 which once seen and heard, provides the benchmark against which all others can be judged.

The model is available in the usual options of DCC ready or sound fitted. This review looks at the SLW class 24 with DCC sound with the optional high capacity stay alive capacitor which provide up to 3 seconds of power. At £290 it certainly isn't cheap (though £30 can come off the price if the high capacity stay alive is omitted) but as I hope to show, it is truly worth the cost.

**The Prototype:** The British Rail Class 24 diesel locomotives, also known as the Sulzer Type 2 were built from 1958 to 1961. One hundred and fifty-one of these locomotives were built at Derby, Crewe and Darlington, the first twenty of them as part of the British Rail 1955 Modernisation Plan. This class was used as the basis for the development of the Class 25 locomotives. I will not go through its detailed history and but if you want the full story, the manual referred to below contains the very detailed official trade press handout that accompanied the official unveiling of the first locomotive - No. D5000 - in 1958 for formal inspection by General Sir Brian Robertson, Chairman of the British Transport Commission.

**The Model:** The model comes in very robust packaging which will be a boon to those who use it on club or exhibition layouts. The inner packaging is robust hard plastic with matching clear cover to which the model is screwed for transport as found in die cast model circles. The whole lot then fits into a tin (think biscuit tin) with a compartment for bits and bobs (eg manuals).

SLW have released six variants although some are currently unavailable. The level of detail on the model is truly stunning not only in appearance but also in the execution of the DCC. Photo etched grilles, the level of cab detail (the notices inside are allegedly readable but sadly my eyes are not up to it) and the bogie detailing are to an extremely high level. For those running EM or P4 layouts, optional wheel sets are available to replace the standard OO offering at an additional cost of £20. NEM coupling pockets are provided but as with any model with a detailed buffer beam, this may require removal of some items. Definitely worth considering adding a coupling hook to preserve the detail!

Running quality of the five-pole 12V DC 'Black Cat' motor with its dual fly-wheels and all wheel pick ups provides an excellent mechanical start to the model's exceptionally good running. The DCC Sound version has a 'stay-alive' function built into the decoder as standard, which give about 0.3 seconds of continuity of supply in case of interruption. Also incorporated is 'smart stop-ping' so if the wheels do stop when they shouldn't, the electronics check for a dead spot and if detected, move the loco forward a fraction until connection is re-established. But if that's not sufficient, the optional stay alive capacitor increases the stay alive capacity to 3 seconds, When all these technologies combine, the result is a model which can creep along at the slowest speeds as well as overcoming most electrical issues it may encounter on the way - though as the manual says, do not forsake track and wheel cleaning!

The DCC sound installation revolves around the superb ZIMO MX645 PluX22e DCC Plux22 socket sound decoder. This has been engineered from the bottom up and when coupled with speakers that were originally designed for portable consumer devices such as mobile phones, results in true quality sound a million miles from the tinny sound reproduction found in some locomotives. Thermal cut-outs and overload protection are provided on all decoder outputs to provide some peace of mind when things don't go as they should during operation.

Lighting, both running and cab, are designed to reflect the prototype's incandescent lights. Thus when turned on or off they gradually come on and go off rather than doing so instantly.

A total of 28 functions are available from the Zimo decoder. Rather than detail these, I would suggest that you visit the SLW website at [www.sulzertype2.co.uk](http://www.sulzertype2.co.uk) and download the extensive 51 page manual which covers everything from the history of the marque through to the operating of it on the layout.

Probably the most interesting aspect of the DCC implementation centres around the driving and braking options. For starters, cold and warm start options are available to get the loco going but the fun begins thereafter. There is a brake force feature designed to apply a variable braking force to reflect the nature of the load being pulled – for example light train or heavy express each of which would have different stopping dynamics. But for total control, a fully dynamic braking button pro-



vides prototypical braking - the longer the brake is held 'on', the greater the braking force applied.

Another striking feature centres on the engine sounds. As well as the usual linking sound to loco speed (which is done to an excellent level in itself), it is possible to take direct control of the engine sound irrespective of speed -  $\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$  and full power - to simulate the engine working hard on gradients, under rapid acceleration or deceleration.



Taken together these functions really allow you to be in control of the locomotive rather than having it simply reacting to your throttle setting. If all this sounds rather complicated, the manual gives a number of scenarios to allow you to get the best out of the multitude of variables available in both sound and operation. And if it all gets too much, the shunting option removes all the inertia settings to allow more precise control over low speed operation!

Finally, if you still want more functionality, £10 will get you a magnetically triggered further sound function via the decoder's switch input connections comprising a Hall device, two 6mm diameter neodymium magnets and a 200mm length of colour-coded wiring terminating in a 3-way JST socket for direct connection to PCB mounted plug. I have not gone for that (yet) so cannot vouch for its effectiveness.



**Conclusion:** By now you will have gathered I am really taken by this model. Everything about it has been done to an extremely high professional standard. The level of research, build quality and DCC implementation combine to produce a model that is a pleasure to own and operate. As a DC model it stands tall. As a DCC sound item, it is truly a giant and gives so much more than the £100 extra it costs.

**Criticisms?** Only one I can think of and it really is scraping the barrel. With such a visible roof fan, might have been nice to have it operational!



---

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# RAILWAY CONDUCTOR



Die Cast | Radio Controlled | Toys

# N Graham Farish Weathered Coke Wagon 377-206A



By Patrick Elliott

**The Prototype:** In order to carry greater loads, some companies ordered 8-plank coal wagons but these were far less common. Some were also fitted with two extra planks for use in transporting coke, which was lighter than coal. This meant the wagons could carry a larger volume while staying within the weight restriction. Like the coal wagons, those used for carrying coke were requisitioned by the government following the outbreak of the Second World War.

**Model History:** Various model railway manufacturers and kit makers have produced coke wagons in the past but there was not an example in the Graham Farish range at the time the company was bought by Bachmann. These models use the same tools as the coal wagons but have a separate moulding added to provide the additional planks. Consequently, the coke wagon models are based on both 7-plank and 8-plank coal wagons and exist with both end-door and fixed-end bodies. They arrived in 2005 along with the coal wagons.

**Model Details:** This is a model made to the Blue Riband standard and has spoked wheels and separately assembled brake gear. The wheels are bushed metal and the axles are steel – making it a very free-running model. It is in the weathered livery of 'Suncoke' but carries the British Railways number P192891. This indicates that it is in early post-nationalisation condition, but before receiving its coat of BR grey paint. It has a recommended retail price of £16.50.



# Modelling the Ware, Hadham and Buntingford Railway

By Roger Latimore

Okay, let's answer the obvious question, where's Ware? It's in East Hertfordshire on the A10 about twenty miles due north of the City of London.

The A10 follows the course of a Roman Road, Ermine Street, that crossed the River Lea at a settlement with a passable weir (Ware). Buntingford is ten miles further north and beyond that Ermine Street went on to York.

Nowadays the A10 diverts to Cambridge and by 1840 a railway was proposed from London to Cambridge via Ware and Buntingford. However the Northern and Eastern Railway Company had other ideas and gained Royal Assent on 21 June 1841 for a modest 6 mile branch line to Ware and Hertford from Broxbourne on their London to Bishop's Stortford line. T

he aspiration to connect Ware, Buntingford and Cambridge never came to fruition, instead Cambridge was eventually served from Bishop's Stortford and later via Hatfield and Hitchin. The Ware to Buntingford line remained on the agenda locally until an alternative 13 and 1/2 mile route was agreed via Hadham before finally opening on 4 July 1863. It remained open for a little over 100 years before succumbing to the Beeching axe.

As a boy with a bike from Ware in the late 1950s I trainspotted at most of these places and my dream layout was always going to include Buntingford if possible. The station footprint is long and narrow and I have fitted it into a space of 8' x 18".

The vital architecture to replicate was the iconic station building, platform with flower beds, seating and name board, goods shed and signal box (all scratch built), together with water tower (Scenecraft), hut (scratch built) and coal stage (Scenecraft sliced in three with the centre section discarded).

Then there's the starter signal (Ratio kit) and track formation which I had to truncate a little. I have only one siding behind the platform but retained all three tracks and pointwork in front and also the cattle dock.



The exit from the station is single track and passes through various personally designed countryside scenery, past Hadham House with trees and pastures to a descending gradient onto the main part of the layout.

It then becomes the outer of a five track oval in a generous space of 36' x 12' (Peco Code 75 large radius throughout). Alongside the four track main line it passes Hertford Junction, Chadwell Springs and King's Meads before diverging into Easneye Estate cutting to Ware St Margaret's station and Ware level crossing at Amwell End. Finally it joins and crosses all four main lines at Rye House Junction past the 30B Broxfield engine shed and sidings, under the Nazeing New Road brick arched bridge (kit bashed) to the bay platform at Broxfield station.

The layout as a whole has been under construction since 2005 and my YouTube channel 'Broxfield' shows various stages of development over the last two or three years. Buntingford is as close to a scratch built replica as I can make it and is the last major piece to be completed. Still lots more to do though. Happy modelling!



[www.youtube.com/watch?v=Ol4gwdcdBGo](http://www.youtube.com/watch?v=Ol4gwdcdBGo)

# 00 Bachmann 5-plank Wagon Carlisle Co-op 37- 073



By Pat Hammond

**The Prototype:** The British co-operative movement has a long history that can be traced back at least to 1844 and the Rochdale Pioneers shop in the north of England. It is believed that it owes its existence to the extreme poverty faced by many in the 18th and 19th centuries. By 1900, there were 1,439 co-operatives covering virtually every area of the UK and the CWS also owned a flower mill, a margarine factory and a plant that produced its own brand of soap, starch and candles. Coal purchasing was done centrally through a head office in Manchester and many collieries had contracts with the CWS. They even owned a coal mine in County Durham and a wagon works in Peterborough. Co-operative societies almost always bought their wagons outright, each wagon carrying the relative society's name.

**Model History:** The five-plank model here was first used by Bachmann in 1998 and represents those wagons with a 9ft wheelbase. It replaced a 10ft wheelbase wagon previously used by the company, the tooling of which had been used by Palitoy for their Mainline Railways range.

**Model Details:** The model is in the red-brown livery of Carlisle South End Co-operative Society as wagon No.13. This belongs to era 3 and comes with an optional coal load which consists of a moulded top on a piece of plastic foam that grips the inside of the wagon. The model has a recommended retail price of £16.95.



# Birtley (CC) Model Railway Engineers Annual Exhibition 2017

By Dave Scott

Birtley (CC) MRE held their Annual Exhibition over the weekend of 4<sup>th</sup>-5<sup>th</sup> March at the Community Centre where they are based. Nine layouts were on display supported by a four traders and two societies.



The layouts on display ranged from “O” gauge to “N” gauge and although the Exhibition was small the modelling on the layouts was of the highest order.

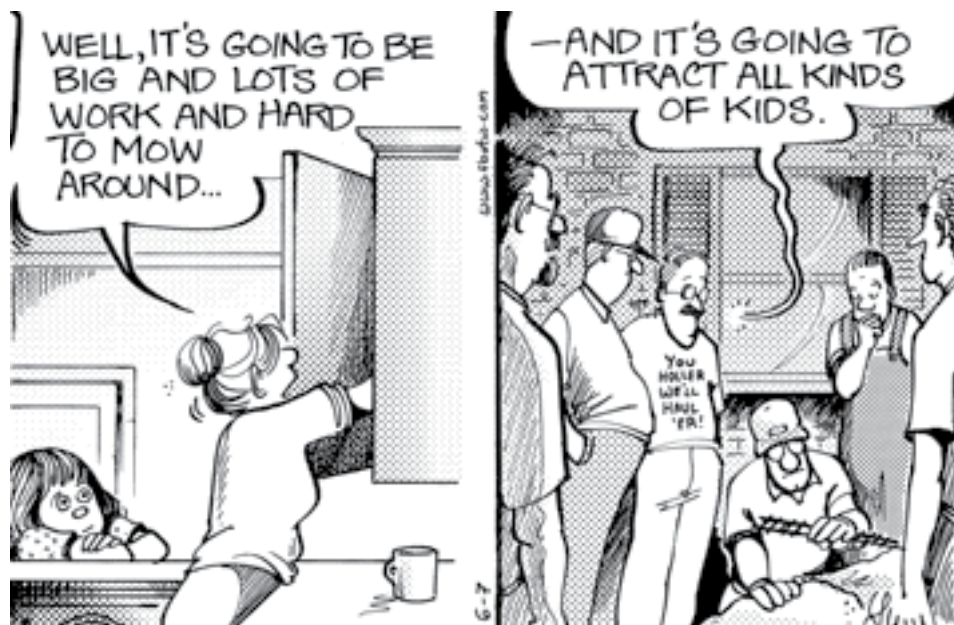
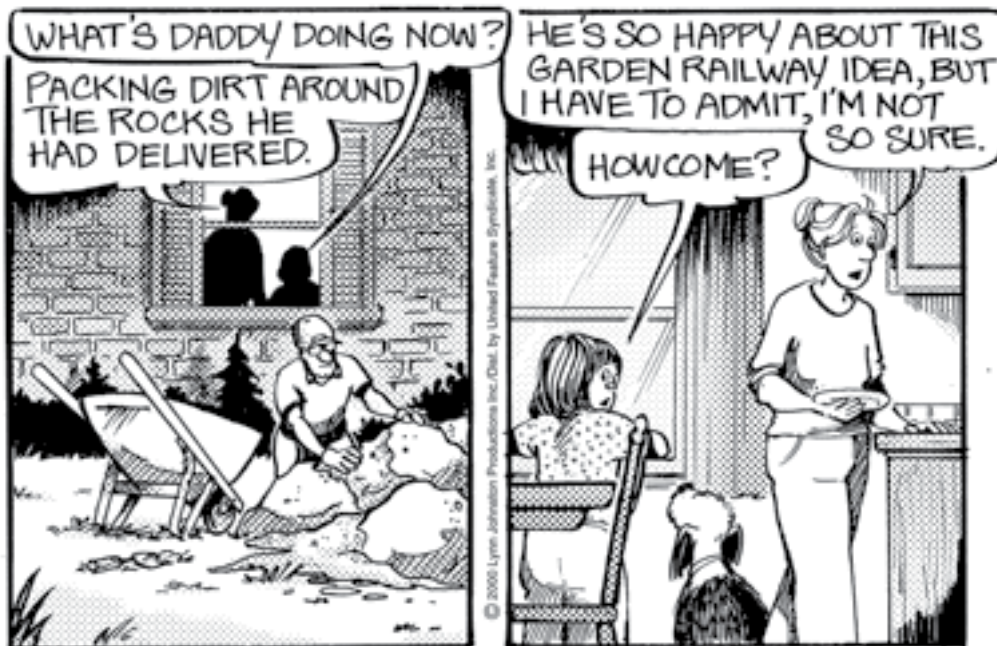
The Exhibition was well attended and being held on two floors gave plenty of room to view the layouts and time to talk to the more than knowledgeable and helpful operators.



Birtley is in the North East of the UK just off the A1 and not far from Newcastle on Tyne.

Certainly, an exhibition to look out for to be added to the diary for next year. Whether you are “local” or passing through it will be well worth stopping off to visit.





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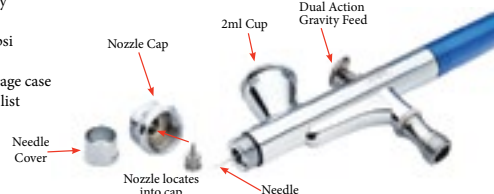


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### **AB900 Easy Clean Airbrush with Large 7ml Colour Cup**

**Price: £39.95**

# Graham Farish New N Gauge Range for 2017- 18



The following are details of Bachmann's plans for their Graham Farish range over the next 18 months. Starting with train sets, there are three new ones planned, including what is thought to be the first in all-weathered finish. This will be the North Eastern Freight (370-090)

Items listed are all new releases using existing tooling.



## Train sets and Train packs

370-375 Avro Vulcan XH558 Collectors Pack (for details of contents see Branchline OO Scale section)

370-048 The Highlander Digital Train Set

370-375 Avro Vulcan XH558 Collectors Pack

## Locomotives

372-428 WD Austerity Class 2-8-0 No. 3085 LNER Black livery

372-425A WD Austerity Class 2-8-0 No. 90441 BR Black livery with early emblem (Weathered)

371-020A Class 08 No. 13050 in BR Black livery with early emblem

371-014 Class 08 No. 08834 in BR Railfreight Distribution livery

371-038 Class 20 No. D8158 in BR Green livery with Headcode Box and small yellow warning panel

371-032A Class 20 No. 20048 in BR Blue livery with Cabside Double Arrow and Indicator Discs

371-470 Class 37/0 No. 37068 'Grainflow' in BR Railfreight Distribution livery with Split Headcode

371-471 Class 37/0 No. 37261 in DRS livery

371-468A Class 37/0 No. 97304 'John Tiley' in Network Rail livery

371-183DS Class 40 No. 40141 in BR Blue livery with Split Head Code and Digital Sound

372-247 Class 47/0 No. 47209 'Herbert Austin' in Railfreight Distribution livery

372-248 Class 47/4 No. 47550 'University of Dundee' in BR Intercity (Main-line) livery

371-658 Class 57/3 No. 57313 in West Coast Railways livery

371-659 Class 57/3 No. 57315 in Arriva Trains Wales (Trenau Arriva Cymru) livery

371-387 Class 66 No. 66846 in Colas livery

371-398 Class 66 No. 66779 'Evening Star' in GBRf livery

## **Coaches**

374-432 Bulleid 63ft Brake Third Corridor Open in BR (SR) Malachite Green livery

374-432A Bulleid 63ft Brake Third Corridor Open in BR (SR) Malachite Green livery

374-442 Bulleid 63ft Third Corridor in BR (SR) Malachite Green livery

374-462 Bulleid 63ft Composite Corridor in BR (SR) Malachite Green livery

374-951 BR Mk2A FK First Corridor in BR Green livery

374-631A SR 50' Bogie B Luggage Van in BR (SR) Green livery

374-816A BR Mk1 FO First Open in BR Maroon livery  
374-952 BR Mk2A FK First Corridor in Maroon livery  
374-078E BR Mk1 BCK Brake Corridor Composite in BR Maroon livery  
374-889 50ft Ex-LMS Parcel Van in BR Maroon livery  
374-819A BR Mk1 FO First Open in BR Blue & Grey livery  
374-085B BR Mk1 BCK Brake Corridor Composite in BR Blue & Grey livery  
374-890 50ft Ex-LMS Parcels Van in BR Blue livery (Weathered)  
374-950A BR MK2A FK First Corridor in BR Blue & Grey (Weathered)  
374-111 BR Mk1 RMB Mini Buffet Car in Intercity livery  
374-065 BR Mk1 SK Second Corridor in Sealink livery  
374-196 BR Mk1 BSK Brake Second Corridor in Sealink livery  
374-066 BR Mk1 SK Second Corridor in BR Blue & Grey livery with ScotRail branding (Weathered)  
374-197 BR Mk1 BSK Brake Second Corridor in BR Blue & Grey livery with ScotRail branding (Weathered)  
374-213 BR Mk1 SP Pullman Second Parlour Car No. '99347' in WCRC livery  
374-214 BR Mk1 SP Pullman Second Parlour Car No. '99352' in WCRC livery  
374-681A BR Mk2A BSO Brake Second Open in DRS Courier livery  
374-683 BR Mk2 BSO in Network Rail livery  
374-633 SR 50' Bogie B Luggage Van in BR Departmental livery

## **Wagons**

377-500B Three Plank Wagon in 'I.C.I. Buxton Lime' livery  
377-506 Three Plank Wagon in 'Easter Iron Mines' livery  
377-625B 12 Ton BR Plywood Fruit Van in BR Bauxite early livery  
377-628B 12 Ton BR Ventilated Van with Plywood Doors in BR Bauxite late livery (Weathered)  
377-850A SR 25 Ton 'Pill Box' Brake Van in SR Brown livery with white Roof  
377-854A SR 25 Ton 'Pill Box' Brake Van in BR Bauxite early livery

373-602C 46T VGA Sliding Wall Van in BR Railfreight Distribution livery  
373-603 46T RBA Sliding Wall Van in DB Cargo livery  
373-928 30 Ton Bogie Bolster in W^D WW1 Khaki livery with Sheeted Tank Load  
377-604 80 Tonne glw BDA Bogie Bolster Wagon in BR Railfreight Distribution Metals Sector livery with Load  
377-603A 80 Tonne glw BDA Bogie Bolster Wagon in Departmental Yellow livery with Load  
373-656 14 Ton Tank Wagon in 'Shell BP' livery  
373-657 14 Ton Tank Wagon in 'Ronuk' livery  
373-781 45 Ton glw TTA Tank Wagon in Weed Killing Train Departmental livery  
373-775C 45 Tonne glw TTA Tank Wagon in 'BP' Green livery  
373-630 31 Ton OBA Open Wagon with High Ends in BR Railfreight Distribution livery  
377-353A Intermodal Bogie Wagons with 45ft Containers in 'Malcolm Logistics' livery

## **Scenecraft**

42-0030 Farmhouse  
42-0032 28' Static Caravan  
42-0033 Two road Engine Shed  
42-0035 Wooden Carriage Shed  
42-0046 Corner Store  
42-124 Village Pub  
42-176 Stone Signal Box  
42-180 Traders Store  
42-188 Great Central Goods Depot  
42-238 Low Relief Goods Loading Canopy  
42-266 Low Relief shop 'The Cod Father' Fish & Chip Shop

42-568 Quayside Walls

42-569 Quayside Walls with Steps

42-570 Quayside Corners

## **ACCESSORIES**

36-568 6 Pin DCC Loco-Decoder with Back EMF featuring Railcom®

## **PRODUCT UPDATES**

2017 looks to be a good year for previous announcements finally reaching the market. The following items expected in the first half of the year –

### Branchline (OO Scale)

Thompson Coaches Crimson & Cream – FEB 2017

LMS Stanier Mogul – FEB 2017

LNWR Webb Coal Tank – FEB 2017

TPO Stowage Van - MAY 2017

Freightliner Bogie Wagon with containers – JUN 2017

Class 70 (Air Intake Modifications) – JUN 2017

Class 450 Desiro – JUN 2017

### Graham Farish (N Scale)

BR Auto Trailer – FEB 2017

GWR Castle – MAR 2017

### STATUS UPDATE – BRANCHLINE (OO SCALE)

### R & D (Barwell)

Class 414

Parallel Boiler Royal Scot (DCC Chassis Upgrade)

J39 0-6-0 (DCC Chassis Upgrade)

V2 Class 2-6-2 (new body moulding)

94xx Pannier Tank

### Drawing Office (China)

Class 117 DMU

Class 121 Railcar

Ransomes & Rapier 45T steam crane

J72 Class 0-6-0T (DCC Chassis Upgrade)

Class 90

Class 24/1

Class 158 (all new tooling)

Class B Bitumen TTA tank wagon

### Tool Room (China)

Baldwin 10-12-D (009)

Mark 2F coaches including DBSO

3 plank bogie open wagon (009)

Ambulance van (009)

### EP Sample stage (China)

FFA/FGA Freightliner Flats

TPO Stowage Van

### Artwork Stage (Barwell)

22T Double Bolster wagon (exclusively for TMC)

22T Plate wagon (exclusively for TMC)

Class 438 / 491 4TC (exclusively for Kernow)

WD Warflat

SECR Birdcage coaches

LBSCR H2 Class 4-4-2

### **Production Stage (China)**

Webb Coal Tank

Class 450

Class 70/8

**Shipping**

LMS Stanier Mogul

Thompson coaches (Crimson & cream only)

**STATUS UPDATE –GRAHAM FARISH (N SCALE)**

R & D (Barwell)

Class 319

J72 Class 0-6-0T

**Drawing Office (China)**

Mark 2F coaches

SECR Birdcage coaches

BR Carflat (N Gauge Society)

Class 70/8 (air intake modifications)

**Tool Room (China)**

GWR Railcar (chassis upgrade)

Artwork Stage (Barwell)

Class 40

**Production Stage (China)**

BR Auto Trailer (Release February)

GWR Castle Class 4-6-0 (Release May)

For further information please contact:

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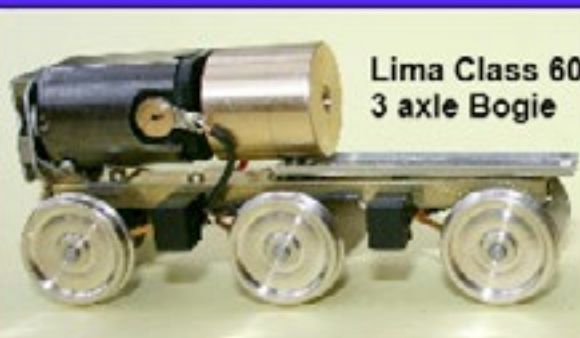
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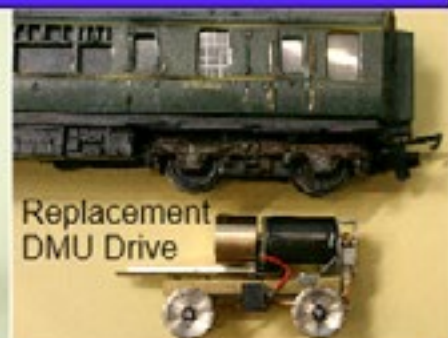
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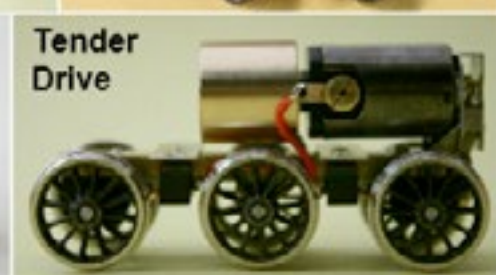
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# Semaphore signals in Australia

By Bob Pearce

In an earlier 'Having Your Say' there was some discussion on semaphore signals on British railways.



Your readers may be interested in an example of semaphore signals used here in Victoria.

Photo one shows No.1 platform at Ballarat railway station.

Ballarat is a provincial city about 80 miles to the North-West of Melbourne, on the line across to South Australia and the West.

Ballarat came into being when gold was discovered there in the 1850's and along with Bendigo was responsible for the vast increase in the population of the Colony over the next several years during the Gold Rush period.

Ballarat station dates from the late 19th. century, and is one of the very few examples of a roofed station in Victoria.

Standing at No.1 platform is a V/Line (V/Line is the State Govt. authority responsible for the operation of Victorian country trains) V/Locity DMU set.

These sets work most of the country services, they are designed for a maximum speed of 160 km/hr. on suitable track.

Their seats, whilst comfortable are not reclinable, and in each carriage half of the seats face forwards whilst the other half face aft, so they are not rotatable.

Now, back to the subject of V.R. signals, at the far (down) end of the station in this shot, there can be seen a set of level crossing gates.

Photo No.2 was taken at the down end of No. 1 platform and shows both the interlocked level crossing gates, which still operate, and the down end signal gantry.

There was a similar gantry at the up end of the station, since removed, but this gantry was preserved as an historical relic. The 'Xs' on the arms indicate that the signals are out of use.

The signals themselves are of the Great Northern Railway (French's pattern) 'somersault' semaphore signals and were used throughout Victoria for many

years, built by McKenzie & Holland at their works in Spotswood, a suburb of Melbourne.

As far as I can find out this pattern of signal was also used in Western Australia and New Zealand.

The short arms are 'calling on' arms.

This 'somersault' design was adopted by the GNR to overcome the problem of their existing slotted post signal arms being frozen into the post in heavy snow conditions and so showing a false 'All Clear' indication .

See the report of the Abbots Ripton disaster for more info. on this.

But, one wonders why V.R. adopted this pattern of signal, snow falls heavy enough to cause signalling problems were almost unknown in the Colony.

Perhaps they just liked their appearance!

And, finally as far as I can remember, when pulled to the 'Of'f' or 'Clear' indication, these V.R. arms never went to the almost vertical position that one sees in many GNR photos, but generally did not go past 45 degrees to the horizontal.



# Tornado on the Settle to Carlisle

Photos from Dave Scott

Between 14th & 16th February the newest steam locomotive 'Tornado' ran two timetabled return journeys each day between Appleby and Skipton on the world famous Settle to Carlisle line.



It was part of celebrations to mark the reopening of the line after landslides closed a long stretch.

*Tornado arriving at Kirkby Stephen with the 10.44 am ex Skipton to Appleby service train on 15/02/17*

*Tornado waiting to depart Kirby Stephen for Appleby on the same service.*





*Class 67 67029 as helper locomotive attached at the rear of the train leaving Kirkby Stephen*







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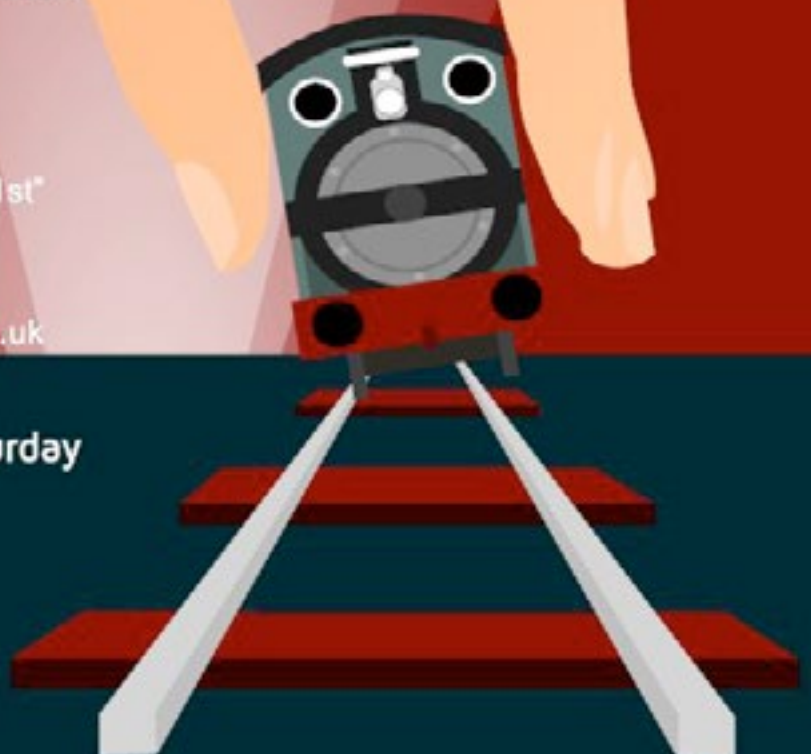
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# 00 Bachmann TTA Tank Wagon in Aviation Fuel 37-587

By Pat Hammond



**The Prototype:** The 'Monobloc' tank wagon appeared on the railways in Britain in 1958 and was based on a French design. However, the major building programme of 45 tonne 'Monobloc' tanks followed the 1963 agreement between British Railways and the petroleum industry which led to 2,000 tonne block-trains of tankers. By lowering the tank between the solebars the centre of gravity was also lowered, thus allowing the accommodation of a larger tank. Wing plates welded to the solebars hold the tank in place.

**Model History:** Hornby released a model of a Monobloc tank wagon in 1973 which by today's standards was rather crude. Indeed, to reduce the price of it, several versions were produced with the ladders omitted. Despite this it was made in vast quantities and made a colourful cheap



tanker to use in train sets. The Bachmann model is in a different league. It was released in 2005 and, so far, at least 60 versions have been produced!

**Model Details:** The model was released before Christmas and has a lightly weathered finish – most of the 'weathering' being on the top of the tank and along the chassis. It carries the number 60774 in the code-boxes on the sides and also in white on both ends of the tank. The body is green and the sole-bars and bufferbeams are yellow. There are many pieces of information printed onto the tank including that it contains A1 aviation fuel and safety measures required. The appropriate eras are 7 and 8 and the recommended retail price is £24.95.



# Earlingham – Dorking & District Model Railway Club

From Chris Benefield

There's a well known joke about a tourist in Ireland who asks one of the locals for directions to Dublin. The Irishman replies: 'Well sir, if I were you, I wouldn't start from here'. I had this feeling when I first looked at the layout that was eventually to become Earlingham, a feeling which recurred numerous times thereafter!



*In the beginning*

The Club acquired the layout in 2015 as a part build from someone who was not able to take it any further. Over the following year the task of taking it through to completion was undertaken by a small group within the club including some new members, some of whom have used it to learn new skills.

Club layouts to date have been Southern Region based and there seemed to be no reason to depart from this custom in this case. Era was to be a little flexible encompassing the period from late BR steam to early diesel, largely to reflect the availability of stock from members.



*Fiddle yard completed*

The Club already has a large 00 gauge layout and that together with the size of the exhibition hall we use dictated that a further large layout was not practicable given the space needed by other pre-booked items. Accordingly, we retained a standard end station to fiddle yard configuration but found that would still require considerable floor space. Fortunately, the previous owner had not progressed as far as the construction of a fiddle yard so this had to be built from scratch. To minimise the footprint, rather than have this in an L shape confirmation,

the opportunity was taken to design it to run behind and parallel to the front of the layout resulting in a U shape thus allowing viewer access from both the front and side. It also meant that a single operator could easily run both yard and main layout from the control panel, something that proves very handy for a small club like ourselves when trying to man multiple layouts and exhibits. The fiddle yard boards were constructed to a standard club design aimed at fulfilling the multiple requirements of easy transportability, interchangeability of components and a working height which lessens the strain on ageing backs! As a safety feature to prevent loco and stock careering off the end of the fiddle yard during moments of lost concentration, each track has an isolated end section with a push and hold to make button so that locos come to a halt before they reach track end and can only be restarted by a combination of controller on and button depressed.

Track and point motor choice had already been made by the previous owner - Peco code 100 rail and Peco point motors and was left largely unchanged save for the replacement of a small number of points (including one that had to be changed twice!) that were non-operational. Point operation is via stud and pen on a mimic board plan. Electrical work proved to be the biggest challenge. In hindsight it would probably have been better to strip out the work already

done and to start again from scratch. In the event the decision was to soldier on with what we had which resulted in electrical work still being undertaken right up to the last weeks before the layout was due to make its debut in October 2016 at the Club's Annual Exhibition.



*Station showing scratch built station and kit canopy*

Build-  
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consist

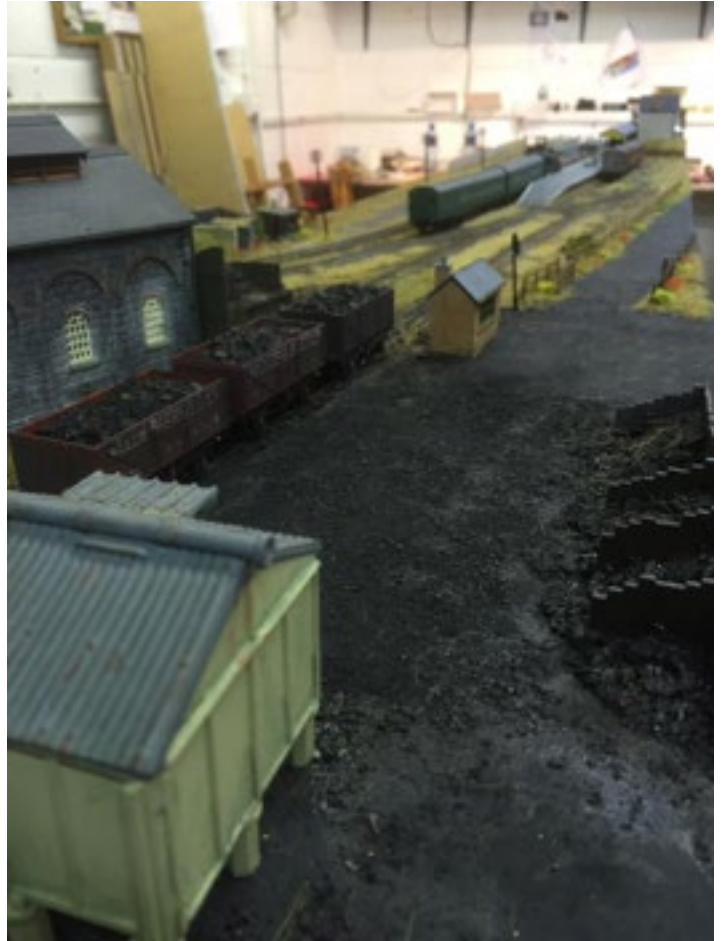
of a mixture of kit built items with some scratch built additions and one or two purloined from stock or previous layouts. These have been combined to good effect particularly in the station seen here during the latter stages of layout construction. The final electrical work saw lighting added to platforms and engine shed



*Scenics coming together*

We are fortunate to have amongst our band a member who has become particularly keen, and skilled, in the scenery department. Thus the tree work is fashioned from twisted copper wire skeletons which are then over plastered and finished with foliage, a methodology that allows for various tree varieties to be faithfully modelled. Static grass has been used throughout for ground cover. This has been carefully applied to reflect the differing lengths, colours and overgrown natures of the foliage depending on location – longer and wilder near tracks and more “manicured” in fields. Finally, individual clumps of static foliage created by applying the grass to dollops of PVA on acetate sheet and peeling off the resultant tufts for planting on the layout have allowed strategically application in places such as between tracks to be accomplished.

To finish the scenic side, the coal yard area, including the groundwork was achieved using real coal and plenty of PVA. A messy job but one that seems to have produced the desired result. The sight of the club chairman, hammer in hand, smashing lumps of coal in situ on the layout is one we will cherish for some time to come!



*Coal yard as they looked in the day*

With moments to spare, the layout reached completion and made it to our exhibition in early October 2016. With a couple of minor running electrical changes undertaken on the hoof during the exhibition, it performed well even if the odd alien item of stock made it onto the scene on occasion! What started out as a bit of an ugly duckling through hard work and perseverance eventually ended up as a layout to be proud of.



# 00 Bachmann New Thompson Coaches

By Pat Hammond



**The Prototypes:** Thompson stock was longer than that of Gresley, being on 61.5ft underframes, and was built in steel on wooden frames. The internal layout was also completely different, having the entrance vestibules not at the ends but between groups of compartments. The coaches also had Thompson's trademark oval lavatory windows. The main windows, without top-lights, looked large and stark, with their sharp corners and these were softened with rounder corners, introduced by Peppercorn when he took over from Thompson.

**Model History:** Both Airfix and Palitoy (Mainline) had planned to produce LNER coaches if they had survived as manufacturers for a further two years but in both cases, not surprisingly, it was Gresley stock that they had in mind. It was in fact Rovex (Tri-ang Hornby) who were first to turn to Thompson coaches but only because they could produce models that more or less looked the part by fitting Thompson sides to their existing BR Mk1 coaches. They therefore had BR bogies, underframe, roofs and ends, but Thomson sharp-cornered windows and oval toilet ones. These had been released in 1970 to accompany their LNER Flying Scotsman.



A set of Thompson coaches feature high on the list of new models planned by the newly formed Bachmann Europe company in 1990 and the models arrived the following year. They consisted of a corridor third, corridor composite, corridor brake composite, corridor first and a corridor brake third. In 1994 a full brake was added, giving us six models in all. As early as 2002 Bachmann made it clear that it planned to replace the models with more detailed ones, but other projects kept taking priority – until now.

**Model Details:** The first of the completely new Thompson coaches have arrived and have finely detailed mouldings. Door handles and handrails are moulded but the roof pipes above the toilets are made in fine gauge wire. The flush glazing is particularly good and there is plenty of under-floor detail. All of the original five subjects are being produced. Illustrated here are the corridor third and brake corridor composite which are part of the first batch to arrive. Others in this batch are a brake corridor third and corridor first. They are all in BR crimson & cream livery and come with a bag of extra parts which include a semi-permanent coupling bar, dummy couplings and brake hoses. The corridor third (34-386) carries the number E1041E and brake corridor composite (34-436) is numbered E10172E. In this livery they fit into era 4 and each comes with a recommended retail price of £54.95.



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**BARBY MODEL RAIL**



# Make it dirty; Hornby's Peckett, modifying, detailing and making dirty

by Oly Turner



With Hornby's Peckett quite rightly recently winning the BRM model award it made me remember some posts that had proven quite popular on my shared blog.

When the Hornby Peckett was announced I was as excited as everyone else but soon after my mind started to toy how I could turn it from something quite twee to something a bit more purposeful.

When the Huntley and Palmers model finally arrived I had set my heart on the following modifications:

- ☐ A shorter chimney
- ☐ A small dome
- ☐ Bigger bufferbeams
- ☐ Trimmed smokebox wings
- ☐ Big Buffers
- ☐ Straightened from handrail
- ☐ 3 Link Couplings
- ☐ Repaint and weathering



I had found a photo from Gordon Edgar of the NCB Kilmersdon's Peckett, works No. 1788, this locomotive proved to be the inspiration I needed to take the blue 0-4-0 through its transformation.

The immediate problem is that most available castings I could find were far too large to use on the Peckett. I was lucky in that I have a jar full of old bits my wife calls 'rubbish' that I have hoarded longer than I can remember and defend from the calling black bag. Luckily I had succeeded as a narrow dome was found, however for a short chimney I was at a loss. I then decided, as I often do, to bodge something. I removed the Hornby chimney and cut out the centre and reglued together. If you look at the chimney closely you can see how badly I did this.

The smokebox door wings were easy as they made of very thin and easily cut plastic. Straight way the Edwardian nature of the loco had disappeared and a more squat like appearance has started to appear.

The bigger bufferbeams were cut from plastikard with Archer's rivets attached. Luckily the original buffers simply clip off. The rear needed sanding down to get a better fit; I did this using some small files. Once the bufferbeams were glued on they were painted red, now I added some three links using a mix of Lanarkshire models hooks and smith's chains (only because I had these knocking around). Then it was down to the buffers which are from RT models, it's really down to you how big you want them I went for 18"s.



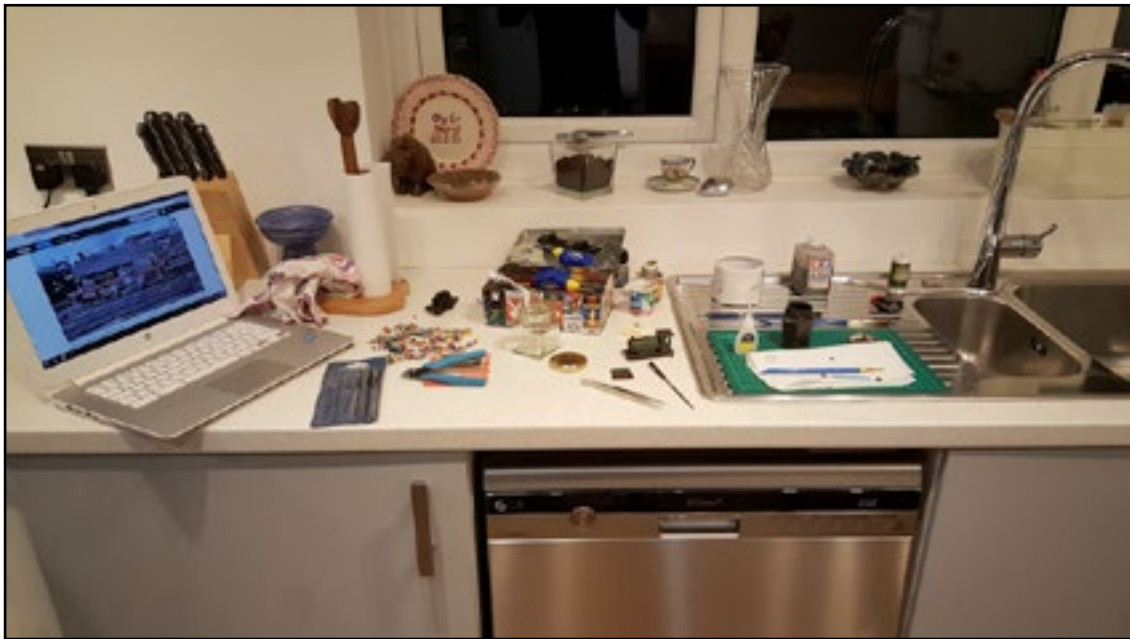
Following this was a coat of car primer (where would us modellers be without a can of Halfords Primer?) and an airbrushed coat of enamel green.

When this had all hardened I airbrushed some acrylic weathering mix which I worked off, back on, off and probably a bit on again. Some weathering powder and AK Interactive 'Wet Effects' saw the model finished along with two Bachmann scenecraft figures.

The brilliant thing about industrial modelling is you can be prototypical without having to follow an exact prototype. I know the original model is very lovely and it's difficult to take the tools



to it but I hope you agree it can be worth it for something a bit different.  
Go on, give it a go.



And here is a photo of my workbench while doing the Peckett, just shows you do not need a dedicated space, just an understanding wife !

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## This issue's You Tube offerings

We thought you might enjoy these two very different videos



Dinkley Bottom; how to build a layout in a day

[www.youtube.com/watch?v=E\\_8WzxHrhII](http://www.youtube.com/watch?v=E_8WzxHrhII)

And The loco race:

[www.youtube.com/watch?v=Fn4v0BD245c](http://www.youtube.com/watch?v=Fn4v0BD245c)

# Modelling railways in O gauge by John Emerson

Review by Tony French

Since Dapol brought us reasonably priced locomotives and rolling stock, the interest in O gauge modelling has been on the rise. Therefore the timing of John Emerson's book on the subject couldn't have been timed better.

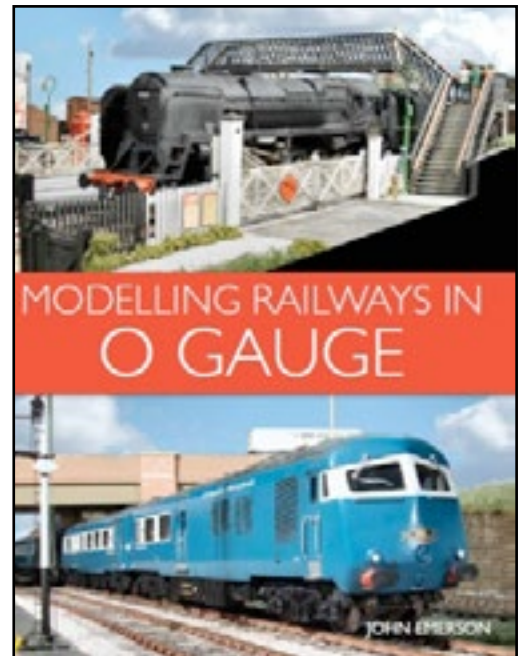
The back of the book claims "This invaluable book is essential reading for all those who wish to start O gauge modelling as well as for those more experienced O gauge modellers who wish to improve their modelling skills." To find out if such a claim was true I (having never modelled O gauge before) and a skilled O gauge modeller have both taken a look at the publication.

**Presentation and information:** First impressions are vital to any publication these days. The bold text and well reproduced colour images give an instant impression of quality. The text of the book in general is well laid out and clear, I have read a number of railway modelling publications which I have found heavy going and almost impossible to understand, that certain isn't true of this one which is easy to understand. The step by step diagrams and regular use of illustrations make it very easy to follow even the most complex of information.

The balance of the book is also very good, spending little time on the history of the scale and getting on with what in my opinion is more essential to a book of this nature, getting on with telling you what you need to know to build a layout.

**Who is this book useful for?** From my perspective, someone who has done railway modelling but never O gauge, then it's a great book with plenty of useful information to help make the transition up to the 'senior scale'. A lot of the information is suitable for all scales but there probably isn't enough information for the absolute raw beginner in my opinion as some sections are covered very lightly taking the assumption that the reader has already learnt the techniques through previous modelling adventures.

From the perspective of my tame skilled O gauge modeller who had a read of the book, he said that while he hadn't really learnt anything new it made for a handy reference book with it being well laid out and easy to find the articles he might have wanted in a hurry. Whilst possibly not being the most in depth book on certain areas still a very useful aid to the skilled modeller.



**In Conclusion:** A good book for anyone in O gauge modelling, either new to the scale or an experienced modeller. Written by someone who is clearly a very experienced modeller himself and is able to convey information over to the reader very well. The only downside is some sections are a little too brief for the raw beginner. Would recommend to anyone interested in O gauge.

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**KENT GARDEN RAILWAYS**



# 'Wessex lines' .....The story of a layout

"In the beginning....."

By Terry Booker

The story of 'Wessex Lines' goes back much further than its own thirty-year history. In fact it starts far back in the mid-sixties when the end of steam on British Railways provoked a re-kindling of my interest in trying to recapture it in miniature. In terms of 'inspiration' then you need look no farther than a pure nostalgia for times past. I'd been a 'spotter' in the fifties and done the usual Hornby Gauge 'O' clockwork and Hornby Dublo, and that would be 'my' era....and it still is. As a denizen of bed-sit land actual modelling was little more than adding Airfix railway kits to my ever expanding collections of WW2 armour and aircraft and American Civil War armies. But I could at least dream and plot the creation



*This is an ancient sketch plan of the layout rescued from the files and reproduced at a fraction of its full size. It hopefully gives some impression of the size and complexity of 'Wessex Lines'.*

of a 'one-day' layout. This was to be the second-strand to my inspiration as I eagerly devoured the pages of Railway Modeller, Model Railway News and Model Railway Constructor; and, when funds permitted, began to amass my present library. My ticket enabled the almost permanent loan of the works of Edward Beale and



John Ahern and each new steam-album was an absolute must-have.

*The central area of 'Wessex Lines' in a grossly distorted, wide-angle view taken on a set of steps near to the entrance-hatch. It represents about half of the whole L-shaped system.*

It might seem a tad arrogant to claim that those early ambitions and aspirations still hold good more than a half-century down the proverbial line.....but they do! My eventual layout (or layouts) would always be based on the following broad assumptions:

- \*The period would be late-forties to mid-fifties...'my era'.
- \*The settings would be largely rural and reflect what I'd experienced in my younger days.
- \*The layout would be 'prototypical' and not based on any real location.
- \*The emphasis would be on the old GWR and early BR(W).
- \*The Southern would certainly get a look-in and other companies wouldn't be excluded.
- \*The layout must be a continuous run and as big as possible....'shunting-planks' were a no-no!
- \*The railway must appear to go somewhere and distances between stations as long as possible.
- \*The whole thing should be fully scenic and offer lots of photo-opportunities.
- \*The layout should be a double-track secondary main-line...with possible branches.
- \*The layout would be permanent and not for exhibition.

I would love to say that it always worked-out exactly like that but of course it didn't! My first layout, in a small (commandeered) dining-room in a Lakeland cottage, was single track perched on precarious carpentry and proved beyond doubt that I'd got a lot to learn about woodwork, track-laying and wiring. I also discovered it was in no way a cheap hobby and I'd better get used to 'fettling' second-hand cast-offs.

Nor was my second venture much better; despite having once again commandeered a (larger) dining-room in our Oxfordshire semi. But I had learned a few tricks of the trade even the opportunity to put them into practise still eluded me. However, my long-suffering wife wanted the dining-room back and that, coupled with an extra bit on the mortgage, resulted in a move upstairs to a loft-conversion....and the true genesis of 'Wessex Lines'. I now had space to play with and, within which, I could make the kind of mess that's inevitably

associated with layout building. Without the experience of that nameless system the present day railway would have been much harder to conceive. Several complete sections were good enough, and sufficiently robust, to survive an eventual 100mile house move and become key components in the new work.

## **A HOME FOR THE LAYOUT**

I was fortunate to be able to move on what were called ‘company-interest-transfer-terms’ not only did this save us a lot of money but it also took the pressure of the tedious process of finding a new home. Suffice to say we did eventually find a suitable abode for the family....and, surprise surprise, one which could be loft-converted for the layout. It so happened that I was in possession of the house several months ahead of the others so, in between remodelling the kitchen and keeping a watchful eye on sundry builders, I was able to start some serious planning.

With any planning exercise, from D-Day to a family picnic, it’s always a question of what you want against what you can logically achieve. In the case of the model railway the principle constraint will always be the size and shape of your usable space. Note that key word ‘usable’ particularly when it comes to working in roof-spaces. No matter how skilful your conversion contractors...or indeed your own DIY construction...there will always be difference between the total floor area and the usable area at operating height. The pitch of the roof and any essential supports will be governing factors. In my own case I got off pretty lightly; but even then I made some initial errors.

Having made a few preliminary ‘I wish’ drawings and draft plans I then carefully measured all the dimensions.....at floor level. These were duly plotted on a large sheet of graph paper and my first thoughts for the system were carefully drawn in pencil. It all looked very encouraging, so much so that I set about chalk-marking the actual floor. To my relief it was clear that complete sections that I had salvaged would fit in their planned positions. The proposed track-plan appeared quite impressive and certainly seemed workable; the next step would be to outline the shapes of all the other boards needed for remaining three-quarters of the scheme. And that was when I started to think (belatedly) of operating heights and the more general aspects of access all around the layout. The proverbial penny then dropped....there were just too many places where the remaining sections of roof-pitch intruded by more than a foot over my floor-plan scheme. Either the layout would have to shrink or I’d have to sacrifice my chosen operating height; it took but seconds to opt for shrinking rather than stooping!

The actual floor-plan was adjusted rather than changed, it merely required that some tracks would have to move in a bit and their approaches made slightly shorter. Rather than risk further changes during the actual build sequence I

made a simple bit of board and sited it at the appropriate height beneath the sloping ceiling. A length of track was placed on the board with a number of coaches and vans in place; the track was eased back and forth until a suitable distance guaranteeing adequate clearances was found and noted.

## **CONSTRUCTING THE LAYOUT**

Due to the nature of my day job, which involved most weeks spent away from home, work on the actual building of the baseboards was a fairly protracted affair. There was a plan of sorts but it only ever existed in my head, to be utterly honest the task was done piece-meal with bits being added as and when time and materials were to hand. Nonetheless the starting points were tackled fairly quickly. The first step was to plot the horizontal line all the way around the loft at what would be the top of the baseboard height. This was fixed at xx" above the floor, this I reckoned to be the best compromise between optimum viewing and ease of access across the widest sections. Once that was satisfactorily established, with the aid of a large spirit-level and a perfectly straight piece of 2"x1", the first of the recovered sections were given their old 'legs' back and secured to the walls. So far so good.....

Or was it? The other recovered sections were erected and checked and that then left the question of what next? I had three sections in place which meant I now had six 'ends' which needed to be joined up.....and a loft floor littered with stock boxes and various timbers. Much as I liked those sections they had given me a unwanted headache; or rather I'd given myself one in my haste to get them up. I should, of course, started with just one and then built-on from whichever end of it seemed best and continued around the scheme incorporating the other sections at their appropriate sites. It was time for a fag-break and a cuppa.....and while I was at it I also needed to consider which areas would be best filled with solid baseboards and which might benefit from a more open-plan treatment. Any further carpentry would have to wait while I did some detailed measurements and a lot of sketches. I will spare you the grizzly details, the head-scratching and the less-than-PC language but I did, eventually, resolve these inter-related problems. Most of the build would rely on simple, solid baseboards (Chipboard...which in the early eighties was all the market within my budgets) but this would be supplemented by an ad-hoc mix of timbers and chicken-wire where I wanted extremes of terrain heights and depths.

There then followed a few months of sawing, screwing and nailing as the isolated recovered sections were linked-up and the overall layout took shape. It would be nice to say that these efforts proceeded as a pretty straightforward exercise but, alas, I encountered one totally unforeseen problem and it's one that still plagues 'Wessex Lines' thirty years later.

It can be best summarised as 'never take anything for granted'. I had accurately plotted my desired operating height and duly cut my salvaged and new upright legs to fit that datum....all very logical and properly consistent. Well so I thought until I found that, in some places, the new baseboards were as much as 2cms higher than the ones they met and in other places the legs would be 2cms off the floor. I had assumed in my innocence that my nice (expensive!) new floor would be completely level but it was far from it. The faults were certainly not discernible to the naked eye and scarcely registered on a 36" spirit-level; it needed a six foot length of machined timber to support the level to finally prove the point. Since I had no wish to dismantle everything and rebuild on new, corrected legs, I adopted (not recommended!) the Heath-Robinson approach of dealing with each problematic support as a cut-n-shut exercise until the boards were all as near dead-level as they could be. But to this day one section still has a slight gradient which I use to test-roll any newly serviced stock.



*This small arrangement of field barns nestles in a hollow at the back of the layout; it's a mix of Superquick and scratch-building. The thatched barn was photographed just months before it was rebuilt.*

## LANDSCAPES AND SCENICS

I'm ashamed to admit that I was never one to work-to-the-book or to follow what is now known as 'best practice'. Far from laying and wiring all the track and subjecting it to proper testing.... before beginning work on the terrain and scenics...I tended to work on one section after another to give the feeling of a natural flow of railway and landscapes around the layout. If nothing else this approach did have the obvious benefit of never being stuck with a tedious or boring task for too long. The very idea of doing nothing but cut, lay, ballast and

weather over xx00feet of track and xx points fills me with dread! And as for wiring that lot in one go....don't ask.

One new idea which occurred to me quite early in the planning phase, was how to best approach to the time of year in which the layout would be set. Two of the recovered boards featured a snowy landscape and had originally been done as a diorama for the Oxford show in the mid-seventies. I didn't want a total winter layout so that suggested that I could merge it gradually into autumnal or early spring scenes. That, in turn, sparked the almost light-bulb thought

of a 'railway-for-all-seasons'. Such an idea would enable me to give full rein to my creative wish to represent as many of the rural scenes that I remembered from my youth.

This may seem to be a very haphazard way of working....and it probably is! But there has been long and often passionate argument on whether we modellers are artists or engineers and I'm happy to admit that I belong firmly on the artistic bench. I look upon the evolution of 'Wessex Lines' as a creative exercise in three dimensions. True, the overall idea was pretty well thought-out and the resultant track-plan stayed close to those original intentions, but the landscape and scenes through which it carved its path were limited only by what would right at the time. Outside the proverbial fence everything was a blank canvas upon which I could paint whatever scene that I, and the accessory market, could sustain.



The actual construction methods were governed by whatever technique best suited the particular task and by whatever materials that were to hand at that moment. Hills, banks and any raised areas above the table-top boards used foam-board formers and the traditional card or paper lattice-work. This was covered with a mix of muslin, paper-towels and wash-cloths torn into roughly 4" squares and lightly fixed with weak PVA. Once dry, the surface was given



*The tor is supported on veritable hotch-potch of timbers, chicken-wire and whatever else came to hand. Strength was unnecessary as it is permanent and isn't load-bearing. The flat shiny portion at the bottom of the photo is the actual harbour itself and is removable for maintenance.*

several coats of textured masonry paint tinted with brown and grey powder colour. The final finishes were as the location demanded and ranged from dyed lint, towelling, teased-out carpet underfelt and masses of scatters. The open-plan valleys and larger hills used chicken-wire as the base which was then covered with the same lattice-work and finishes just described.

The 'hole' into which the barns were to be sited was made into a valley by a lattice of card and paper, subsequently covered with paper-towels and finished



*The terrain between the upper table-top, which carries the tracks and the station area, and lower edge of the layout is made up of interlaced foamboard formers clad as per the text.*

The whole thing is about as far from 'rocket science' and recommended methods as it's possible to get. But..... providing one takes the trouble to ensure that everything is properly secure, upright, square, level and generally 'fit for purpose'....one does not need to be qualified carpenter to get a reasonable result.

Our layouts are judged by what we and our visitors can see, appreciate and enjoy. What goes on underneath need not be of any great consequence. Think of it as a play or a film; what happens back-stage or on the lot is of no concern, it's what we are watching that counts. If, like me, you're a bit ham-fisted don't let that dissuade you from attempting even the most ambitious of schemes. It is the final result that counts. In the case of 'Wessex Lines' that was wonder-

fully endorsed when first seen by my Plandampf friends from Germany ..... "Ah, this is 'Little England' yes?"



*The station at Winterbourne sits on a hillside above a lowered section of the landscape....the track-levels remaining constant throughout.*

## A FINAL WORD

Your editor asked me to highlight any areas that I might have tackled differently or any sage advice that I might wish to pass on. Some of the items you may have already guessed, but they bear repeating:

\*Lofts/Loft Conversions make ideal homes for model railways. It pays to invest in an experienced installer; make sure your access and steps are fit for your purpose; fit plenty of windows and use heat-reducing film; check that your floor is level!!; install plenty of insulation and maximise the lighting rig. If you are of advancing years remember that stairs, steps and stooping do not get any easier with age.

\*Planning in terms of construction and layout design is essential. Think of storage and work-space as well as operation....AND WHY DID I OMIT THE FIDLE YARD/STORAGE SIDINGS???

\*Be imaginative in your choice of materials. I discovered foamboard too late for the loft but the nine scenic boards for my exhibition layout are 100% foamboard, 3-ply framed and with 2" x1" bracing. It is no more expensive than the alternatives, it is easy to cut and shape, ultra-light, can be glued/pinned/stapled, and (after 10 years) shows no sign of warping or distortion.

\*The obvious advice over layout-access should never be ignored....make sure you can always reach all your track-work for repairs and maintenance. Don't have curves in tunnels....don't have points in tunnels....and DON'T have points on curves in tunnels!

\*Avoid the old steel track which is more susceptible to rigours of life in a loft. If you intend to run a mixture of stock then stick with Universal Code100 track. The finer scale offerings now available look far better but are less tolerant of older wheel profiles and are generally more delicate.

\*Last I'll repeat a previous comment....'Wessex Lines' was built when I was a mere a mere stripling in my mid-forties and stretching, ducking, crawling and kneeling were of no concern. I'm now in my late seventies and the back, elbows, hips and knees to prove it! It is far better in the long run to have a lesser layout that remains easy to work, than to build a more grand affair which may prove to be a burden in later years. But always try to do and to make as much as you can for yourself.



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# The Lincolnshire Coast Light Railway

By Cath Locke

The Lincolnshire Coast Light Railway at Skegness has a collection of 2' (610mm) narrow gauge railway equipment.



During the First World War the army built a network of almost 2000 miles of narrow gauge railways to supply the trenches from the main railheads. Supplies included food, ammunition and, of course, soldiers. Empty shells and injured men were transported back,

At the end of the war the army sold its track and rolling stock and much of it ended up in industrial and agricultural settings.

In Lincolnshire railways were used to carry fertiliser out to the fields and produce like potatoes and sugar beet back to the farm and through interchanges with the mainline on to buyers such as Smiths Crisps in Lincoln. This was a time when lorries and tractors weren't yet considered reliable.



Other users of the army's track and rolling stock included sand and gravel works, peat extraction works and saw mills.

By the end of the Second World War, though, roads and road transport were more reliable and these narrow gauge railways fell into disuse.

After its army service ended the Lincolnshire Coast Light Railway was moved initially to the Nocton Potato Estate before being used to transport tourists between Cleethorpes and a major holiday camp at Humberston a few miles away.



Eventually the seasonal nature of the traffic and the Miners' Strike of the mid 1980s (which meant a significant reduction in holiday makers) led to its closure.

After a period languishing in storage it was revived as the Lincolnshire Coast Light Railway on land made available at the Skegness Water Leisure Park. The Lincolnshire Coast Light Railway Historic Vehicles Trust (formed in 1983) collection now includes a WW1 ambulance van and thanks to a Lottery grant work is well underway to restore the 0-6-0 Peckett "Jurassic" back to steam. This is expected to be complete for the 2017 summer season when it is also hoped that a reunion with sister loco "Liassic" which is also currently under restoration can be arranged.



More details on the light railway itself and running times can be found at [www.lincolnshire-coast-light-railway.co.uk](http://www.lincolnshire-coast-light-railway.co.uk)

# 00 Bachmann 5-plank Wagon Carlisle Co-op 37- 073



By Pat Hammond

**The Prototype:** The British co-operative movement has a long history that can be traced back at least to 1844 and the Rochdale Pioneers shop in the north of England. It is believed that it owes its existence to the extreme poverty faced by many in the 18th and 19th centuries. By 1900, there were 1,439 co-operatives covering virtually every area of the UK and the CWS also owned a flower mill, a margarine factory and a plant that produced its own brand of soap, starch and candles. Coal purchasing was done centrally through a head office in Manchester and many collieries had contracts with the CWS. They even owned a coal mine in County Durham and a wagon works in Peterborough. Co-operative societies almost always bought their wagons outright, each wagon carrying the relative society's name.

**Model History:** The five-plank model here was first used by Bachmann in 1998 and represents those wagons with a 9ft wheelbase. It replaced a 10ft wheelbase wagon previously used by the company, the tooling of which had been used by Palitoy for their Mainline Railways range.

**Model Details:** The model is in the red-brown livery of Carlisle South End Co-operative Society as wagon No.13. This belongs to era 3 and comes with an optional coal load which consists of a moulded top on a piece of plastic foam that grips the inside of the wagon. The model has a recommended retail price of £16.95.



# N Graham Farish GWR 5-plank Wagon 377-061



By Patrick Elliott

**The Prototype:** Railway company 5-plank wagons were considered to be 'high goods wagons' and were referred to as 'Highfits' or 'High NF'. Anything larger was probably specifically for the coal and mineral trade. At one time, 5-plank wagons were highly numerous in Britain and often had their load sheeted over. They were used for the transportation of general merchandise. The British weather and the labour cost of protecting the load made them impractical and some were replaced by vans. However, it seems that many were privately owned and these were not usually replaced by private company vans.

**Model History:** Many model railway manufacturers in the past have included 5-plank open wagons amongst their models and they have also been the subject of kits. When Bachmann purchased the Graham Farish company in 2000, among the freight stock there was a 5-plank open wagon, which was one of the first N gauge models tooled up for release in 1970. This had come undecorated and the purchaser could also buy a sheet of Graham Farish transfers to complete the job. In 1978 Farish started selling the wagons in a ready finished state and the GWR one was numbered 15074. In 2001, Bachmann rereleased the Farish 5-plank wagon and continued to use the original tooling up until 2005, however, they did not produce a GWR version during that time. In 2005 new tooling was brought into use to produce a more accurate and detailed model. The new tooling allowed for both planked floor and steel floor versions to be produced. In 2016 the first GWR branded version arrived with both the solo model (seen here) and a triple set.

**Model Details:** The model is in GWR dark grey (era 4) and has the representation of a timber floor. It carries the number 111981 on its sides and ends and it has the wheel rims picked out in white. It is very free running with bushed metal wheels on steel axles and comes with an optional coal load. The latter is a black moulding mounted on a piece of plastic foam which grips the walls of the wagon to keep the load in place. The recommended retail price is £15.50.



# The 3mm Challenge

By Meryn Turvey

Having read the item “The Three M Way” written by Simon Kohler in the first issue of “mre magazine” I felt I would like to share my thoughts on the subject as published in “Railway Modeller”, January 2016.

- Since that publication I have exhibited TT/3...3mm scale models on several occasions supporting the South Downs and Solent Group of the 3 mm Society. Over that period very little has changed. Exhibition visitors continue to admire the size and accept that it is a good size to use to model railway items whether track, rolling stock, locomotives or buildings. Having just spent a weekend operating a
- model of Scunthorpe Steel Works, owned by Hugh Martin, a member of the aforementioned Group I can confirm that the issue remains popular.

As a dedicated 3mm scale modeller I asked the question,

*Is it a good time to reintroduce railway models to a scale of 3mm to the foot commercially?*

A New Year resolution, market a 3mm scale 12 mm gauge model railway for Christmas 2016\*

I must confess that many years ago I was so excited to discover a new set of railway models in the scale of 3mm to the foot. It must have been about 1959 - 60 when I first discovered that Rovex Scale Models had introduced Triang Railways TT/3 Gauge. It was a brand new railway model system which gave me the opportunity to develop my own layout in a much smaller space than ever before. My first TT one was 7 feet long and 3 feet wide, folded in the middle and fitted into the back of an Austin Mini Traveller estate so that I could take it to exhibitions. Since then, for more than 57 years, I have enjoyed modelling to the scale and gauge. I have enjoyed many hours, days and weekends sharing my experiences at club meetings and model railway exhibitions. Over the years there have been many comments concerning the scale/gauge. Frequently it is suggested that it was a shame that the products were discontinued. Most enquiring watchers suggest that it is an ideal scale. Large enough to add super detail as required but not as large as “00”, small enough to use in a convenient space but not as small as “N” gauge. Many consider this to be too small to work with and handle. For some years it has been possible to satis-

fy those who seriously want to work in the scale by encouraging them to join the 3 mm Society and enjoy the resources available through this organisation, especially through the second hand shop. This source is beginning to dry up as the quantity becomes less available. It does seem that there is an argument to consider reintroducing some products in the scale. There is no doubt that there is interest amongst modellers looking for something more convenient than “N” and less demanding than “00”.

I watch the commercial market with interest. There are some wonderful models being produced in both of the scales in question. Reliability, detail, looks, and finish improve month by month. Often I feel tempted to invest but resist as I do not wish to make a commitment to another scale. Also I notice that the subject material is becoming more diverse. There are only so many models of Merchant Navies required, the demand for the most known and popular classes and types of steam and diesel locomotives is close to exhaustion. In order to maintain production lesser known prototypes are being produced. This is wonderful for the diehard enthusiast but in general terms goes a little beyond needs. How many sales of Metropolitan Bo-Bo's is realistic? Such a beautiful model but how many will be seen on layouts? Is the market to be swamped with truly unwanted models of obscure prototypes?

Perhaps I could suggest to those responsible for introducing models for the market that this might be an opportune moment to consider producing something in a new and different scale? Personally I would like to have a 3mm scale model of a Class 153. The coach body, motor bogie, could be used to develop other models. It is a suitable model for today's railway modelling starter. Track is available from Peco, not perfectly to scale but suitable. Many “00” buildings can be converted easily. A 0-6-0 steam locomotive of some kind could satisfy those who favour that form of traction. My friend in the local model railway shop tells me that children still prefer steam outline when buying railway models.

Any person who has visited any new building estate in the past twenty years or so will have noted that the accommodation is generally not as generous as found in the past. Rooms are smaller throughout the property. There certainly is little space for model railways. Even if rooms are spare they are not very large. The spare room is little more than a spare cupboard. They are adequate for “N” gauge with all of its minuteness, certainly not large enough for “00” but might find 3mm ideal.

To sum up then, to support the idea of commercial 3mm models being reintroduced, the size is right, the current popular markets are running out of prototypes and modern houses are becoming smaller. There is a financial aspect and it might just be possible to produce items for this scale a little less expensive than those currently available.

I hope someone takes up the challenge and that I have the opportunity to purchase some examples while I am around still.

\*N.B. That wasn't successful. Perhaps 2017 ?



Class 33 hauls 3TC over Alston Viaduct.



Class 33 hauls 3TC past Alston marina.

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O gauge low-relief building facades. Picture shows SMRS38 2-storey north-light facades with added details.

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OO gauge modular building systems.  
Picture shows 4/041 north-light warehouse kit

# Newton Aycliffe Rotary Club

By Dave Scott

The Rotary Club of Newton Aycliffe held their 8<sup>th</sup> Annual Model railway Exhibition on the 11<sup>th</sup> March. 2017. This Exhibition was a one day show held at the Youth Centre in Newton Aycliffe which is conveniently opposite a well known supermarket and is well established on the Exhibition circuit in the North East.

Exhibited this year were 19 layouts in various gauges from “N” to “G”, supported by trade stands selling both New and Used stock plus a range of Scenery requirements. Also supporting the Exhibition were Book and Video traders and Preservation societies.

Refreshments were available to support the “inner man”.

As usual the Layouts displayed were of a high standard and the builders/operators were more than willing to explain their craft.

With free car parking and a reasonable entry cost the Exhibition was well supported by visitors with something for everyone to enjoy.

As this event was run by the local Rotary Club they were raising funds for the “Heel and Toe and the Brain Tumour Research Campaign plus other Rotary Charities.

This excellent well run Exhibition is worthy of adding to your Calender. Next years Exhibition will be held at the same place on 10<sup>th</sup> March 2018.

For further information please visit their website :

[www.newtonayclifferotary.org.uk](http://www.newtonayclifferotary.org.uk)

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## **Daventry Model Railway exhibition is changing its date**

Owning to a clash of dates it is moving from the first Saturday in October to  
3rd February 2018

Make it a date!

# 00 Bachmann Network SouthEast Mark 1 BG 39-188



By Pat Hammond

**The Prototype:** The standard British Railways Mk1 full brake (BG) was shorter than other Mk1 coaches, being 57ft (17.37m) instead of 63ft (19.20m). They provided a passenger train with plenty of storage space for luggage, cycles, parcels and merchandise. Some were used in parcels trains or for distributing newspapers from the printer to distribution points. Eight lots of them were built, the first batch at Derby in 1953 and the last lot were built in 1961, by Gloucester Railway Carriage & Wagon Ltd. The full brake had a guard's compartment in the centre and two large areas either side of it for storing luggage etc. There were four pairs of doors in each side as well as a single door in the centre of each side for the guard.

**Model History:** There have been many models of full brakes produced over the years but the Mk1 BGs date from 1953 and since then proprietary models of the prototype have been produced by Hornby 00 (1962), Minitrix N (1971), Lima N and 00 (1977), Graham Farish N (1984) and Bachmann 00 (2000). Although other manufacturers such as Kitmaster 00 and Peco N marketed a range of BR Mk1 coaches, they did not include a BG. The original BGs in the Hornby, Graham Farish and Bachmann Branchline ranges have all been replaced by improved models.

**Model Details:** The model illustrated was in the shops before Christmas and is in Network SouthEast blue livery (era 8). It has a black roof and is numbered 92354. In a separate packet there are semi-permanent coupling bars and dummy couplings. The recommended retail price is £39.95. Released at the same time and in the same livery was 39-265 RMB (miniature buffet car) number 1865.



# The Devil Is In The Detail

By Andy Hutchinson



I suspect in many cases that, like myself, others have embarked on this wonderful hobby of ours with the attitude of, near enough is good enough. I also think it reasonable to assume that those who did this recalibrated that mindset very quickly and like me did not even notice the change taking place. After only a few months I found myself asking some very pertinent questions. “Could that car actually have driven to the position it is now parked?” No, then make it so it could. “What is stopping Mr Preiser from walking straight out of that pub onto that railway line?” Nothing, then put a fence, a wall or a hedge there. Another change in me is that I pay far more attention to the real world. Road markings which were once subconscious and necessary only in the moment are now stored inside my memory bank for replication. I have not begun the process of weathering any part of my model yet, a skill too far just now, but I know how the weather in Bridlington has made our corner shop look.

My long suffering, her words not mine, wife Sarah said at the outset, “what’s the point? I mean, what does creating a model railway achieve, if it’s simply to alleviate boredom I can help with that.” Bless her, she just doesn’t get it does she? If I ever did get around to decorating the bathroom I would now tackle the task with, hitherto absent, attention to detail uppermost in my thoughts, if not my deeds.

Obsessive compulsive disorder has earned itself the right to go by its initials in the modern world. Where once it was a little known condition it is now prevalent, even rather trendy and will doubtless soon become compulsory. I’m no Johnny come lately when it comes to OCD, I was conceived, carried and born with it. It was fine until the 21st century, in the 20th century I was just considered a bit odd but now for me its virtues are vanished. How can I explain, it’s like the band you discover and play to your mate, then suddenly he’s their biggest fan, they are no longer yours. You wanted him to like you for liking them, you never intended for him to take them hostage. The condition is probably at its most debilitating in the world of the model railway enthusiast. I spend all my day straightening things that will never be straight in the days of man. We do not live in a straight world and yet the enthusiastic amateur modeller wants it to be so. The ‘experts’ have things all over the place and it just looks right, but c’est la vie as the Spanish would say. I was fortunate enough to retire from

working life at the age of 47 and for me it was not a moment too soon but I did find that I had rather too much time on my hands. Not now.

I made a nice sign for my little hotel, I put a bar inside and a pool table in the conservatory, I put curtains in the upstairs windows, I parked some of my favourite cars in the car park, I have street lights along Sea View Road behind it and I have a very nice car park light. Do I see any of these things? No. All I see is



light leaking through the front wall. I put this picture on a Model Railway Group recently and the first comment I got was, “you have light leaking through your wall.”

I turned the Mini around so it could be arriving with headlamps still on. Then I realised it should also have its tail lights on and doesn't. So I have since gone for a 'real world' solution and put 3mm cork on the inside wall of the bar area, because bars always have cork interior walls don't they. In modelling there are no problems, only creative solution opportunities.

# 00 Bachmann Mk1 Scotrail Coach Pack 39-004



By Pat Hammond

**The Prototype:** ScotRail refers to a number of Scottish rail corporations that have operated trains in Scotland under the ScotRail brand beginning in September 1983. British Railways operated the service from September 1983 until March 1997 and that period is represented by the models in this coach pack. National Express then took over the service, handing it on to the First Group in October 2004. Today it is operated by Abellio.

**Model Details:** Mk1 model coaches in Scotrail liveries have occasionally been modelled by manufacturers, but not often. This coach pack covers the earliest period when BR ran the service and so they are in weathered blue and grey livery (era 8) but carrying Scotrail branding. The coaches are a corridor second numbered 18360 and a corridor brake second numbered 34668. These are the first main line coaches that Bachmann have produced with passengers seated throughout each carriage. The recommended retail price for the pack is £104.95.



# The latest DVD releases: from Online Models



**Workshop & Retford 1997:** a Railway Films classic, Remastered and Re-Launched under the new “Railway Films Collection” banner. The main features of our remastered Releases are new DVD menus and New title credits / End Credits. This classic still has all it’s original charm with class 58’s hauling coal and even a class 56 on coal. also featuring many of those early privatization liveries and even a few shots with GNER locos (still with intercity livery). RRP £10 Runtime: Approx 1 Hour

**Barnetby, Melton Ross and Ulceby Junction:** a Railway Films classic set of 3 DVD’s, Remastered and Re-Launched under the new “Railway Films Collection” banner. The main features of our remastered Releases are new DVD menus and New title credits / End Credits. This 3 DVD set features footage filmed in 2004, 2010 and 2014 so you can really see how times change and of course the famous Barnetby Semaphore gantries are still intact in all 3 programs. RRP £15 Runtime: 3 DVD’s each approx 1 Hour.

**Steam on the GCR:** Filmed in 2016 & 2017 this DVD looks at the multitude of steam workings on the Great Central Railway as preserved between Loughborough and Leicester North. See locomotives from the Great Western Railway, Southern Railway, LMS and BR pulling a selection of Freight and passenger stock along this fantastic preserved mainline. This DVD features NEW footage and is the first all new Release from Railway Films under Online Models Ltd, we hope you’ll enjoy watching as much as we’ve enjoyed Filming. RRP £10 Runtime: approx 1 hour

Youtube: <https://www.youtube.com/channel/UCgvGxy0HX4ryy9dEUJY3ArA/videos>

Facebook: <https://www.facebook.com/pages/Online-Models-Ltd/105933449487793>

Website: [www.onlinemodelsltd.co.uk](http://www.onlinemodelsltd.co.uk) & [www.railwayfilms.co.uk](http://www.railwayfilms.co.uk)



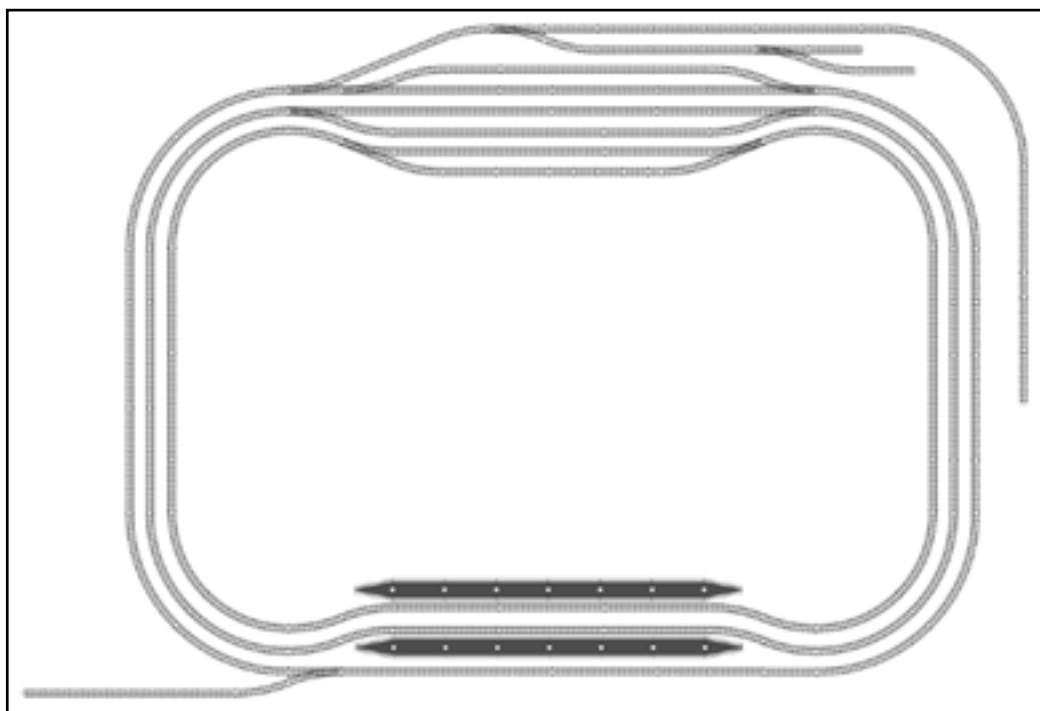
# One Track Mind

By Andy Hutchinson

As a novice I am sometimes asked what my biggest mistake so far has been. I would have to say letting my wife see our bank statement is right up there.

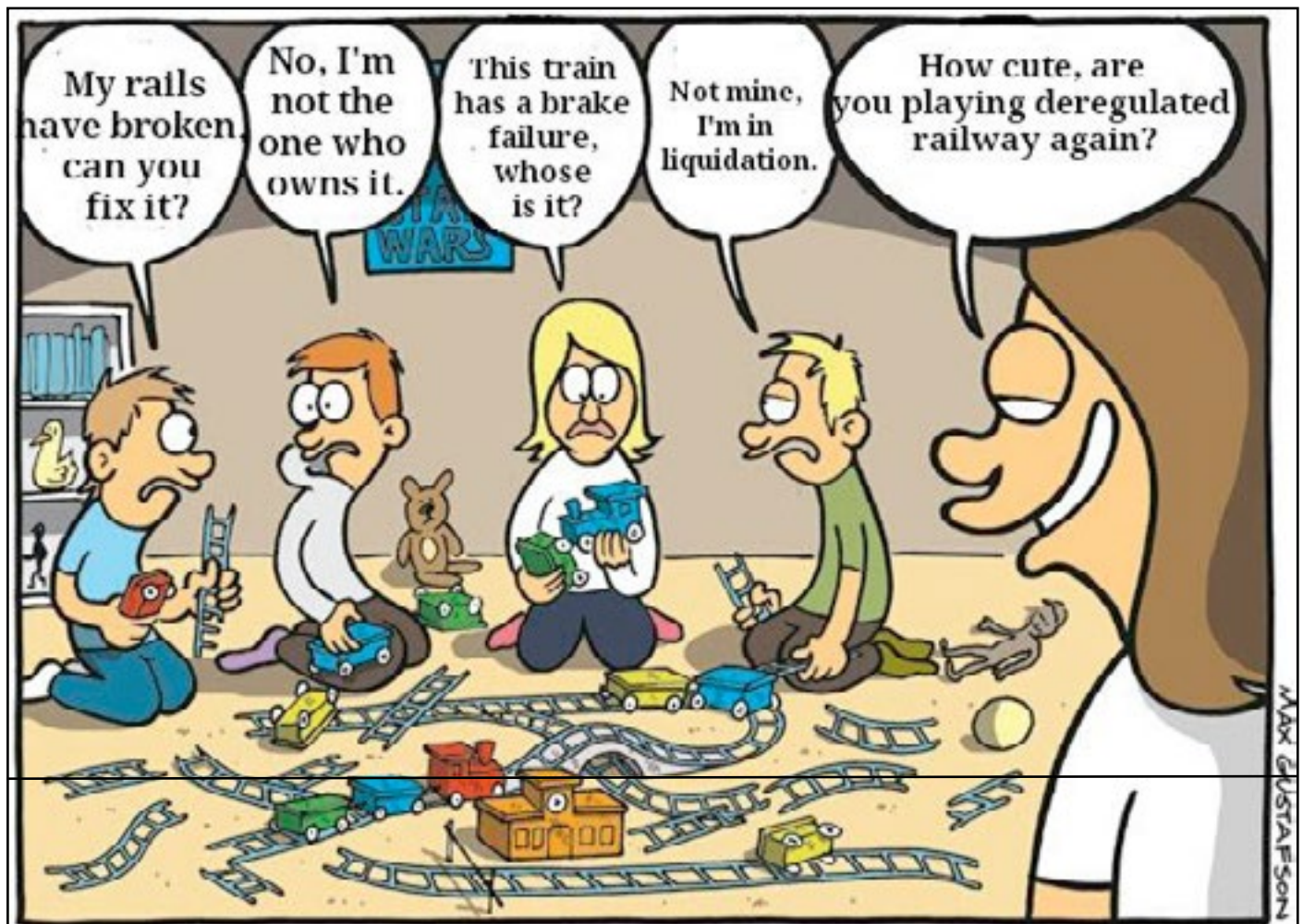
I am really not too worried about mistakes I make working with my model because I worked most of my life in the Oil and Gas Industry. This tends to put things in perspective, I mean, at one time a mistake could have blown up Grangemouth, Shetland and Orkney, not in one go you understand, but three mistakes on three separate occasions would have done the trick. Those of you who know the Bo'ness and Kinneil railway and its proximity to Grangemouth will be sitting up in your seats now but don't worry it was probably out of range and would have just shaken a wee bit. Anyway, I have completely forgotten what I was saying now... ..oh yes, mistakes, not a problem, I just remove them, replace them or hide them..

There is however one mistake which irks me somewhat and it's really too much work to fix at the moment, in fact it will not be fixed it will be learned from for when I do my next layout, which will be in our massive dining room once my wife finally leaves me. Sadly the woman has the patience of a saint and that which is an order of magnitude greater than the 'model railway widow' whose memoirs I enjoy reading in these pages.



So, my mistake. If you have looked at my layout plan you will already have seen it I suspect. I did not build in crossovers between my three main lines. This exponentially limits the number of routes my trains can take without being lifted and placed by hand. Actually, I don't know if it exponentially limits them or not, I just wanted to put a clever word in to distract you from what is such a basic error, one made through planning being subservient to haste. In my defence I think most of us will have a tendency to rush forwards in an attempt to turn our imagination into a reality. But oh, the sleepless nights this causes!

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Ann Onn is on holiday.....  
but she's taken some holiday reading with her!

# RAILWAY ENTHUSIAST



1945 onwards (all marks)

## Owners' Workshop Manual



An insight into owning and maintaining  
a Railway Enthusiast

# Model Rail Scotland



By Dave Scott

The weekend of 24<sup>th</sup> – 26<sup>th</sup> of February saw the Association of Model Railway Societies in Scotland present their annual Model Rail Scotland Exhibition held in the Scottish Exhibition Centre , Glasgow.

The event was held in Hall 3 which allows for all of the activities to be represented with more than adequate room to move around the displays.

Model Rail Scotland is one of the UKs' biggest Model Railway events and the premier event in Scotland. The event was supported by Bachmann, Peco and Hornby and also Videoscene and Squires.

As expected from such a prestigious event as this there were over 50 layouts covering the range of gauges from "T" to "G" representing images from the 19<sup>th</sup> century to modern day. It was pleasing to see that the younger modellers were not left out as the Island of Sodor was represented by a fine "G" scale layout.

At the other end of the scale a superb "T" scale model of the Forth Bridge, I am sure, had the adult modellers thinking "How ! ".

The mix of layout footprint sizes was extremely well represented. On the large side was the superb "EM" gauge representation of Liverpool Lime Street to the almost table top layout by comparison depicted by "OO" gauge Oil Drum Lane.

The event was fully supported by over fifty Commercial Traders the majority of whom are well known in the hobby supplying everything from baseboards, scenic and electrics up to the complete RTR units plus all of the tools and gadgets to put it all together.



Other exhibitors included Scottish Preservation groups, Historical and Line societies and Scale societies. And if that was not enough to keep the modeller happy then a number of demonstrations were also represented to show you how to put your model together or repair it if it goes wrong.

To assist the visitor in navigating around the Exhibition Model Rail



Scotland provided a full and comprehensive free colour guide.

Overall a great Exhibition and one that I will personally add to my diary for next year which will be held at the same venue on Friday 23<sup>rd</sup>, Sat. 24<sup>th</sup> and Sun 25<sup>th</sup> February 2018.

For further details please visit  
[www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)



# 00 Bachmann NSE Brake Van Set 38-990



By Pat Hammond

This wagon set contains a SR 'Pill Box' brake van and a BR standard brake van, both finished in Network SouthEast livery.

**The SR Prototype:** The so called 'Pill Box' brake van was the standard design adopted by the Southern Railway and the original drawing was done at the Lancing Works. Modifications for a later batch were made to the drawings at Eastleigh but the vans were built at Lancing. The main change seen from outside was with regard to the position of the ducket which was in one side only. Early vans had the ducket on the left but later ones had it on the right. Another change came in BR days when the sand box, that had been constructed on the outside of one verandah wall and painted red, was removed. It is interesting to note that this design, which incorporates a small van body placed centrally on a longer chassis, predates the similar LNER design which was later adopted by British Railways to be their standard design.

**The BR Prototype:** The BR standardized their brake van design on that developed by the LNER and, consequently, one normally finds one basic model used for both LNER and BR standard variations, as applies here. The van had a small cabin with a narrow veranda at both ends and, beyond each veranda, there was a platform giving the impression that the chassis was too large for the body. However, the longer chassis ensured a steadier ride and improved visibility. On BR standard brake vans a raised grab-rail was provided along the edges of the two end platforms. Each van also had a ducket on either side to give the guard a view along both sides of the train.



**Model Details:** These are both a well detailed models and Bachmann have modelled a number of the variations of both. In 2016 Bachmann paid special attention to Network South East with a number of models specifically turned out in NSE livery. This pair of vans is part of that promotion. The SR 'Pill Box' brake van is numbered DS56010 and the BR standard brake van carries the number ADB955009. Both vans are painted in NSE blue and branded with 'RETURN TO OLD OAK COMMON'. The livery belongs to era 8 and the recommended retail price for the set of two is £53.95.

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## **‘Trackside & Waterway Kits’**

**A Cut Above the Rest!**

*Modelling with satisfaction the 4Ground way.*

### **New 4Ground tree and scenic range launched at London Toy Fair.**

4Ground, best known for their precision laser cut precoloured model railway buildings took full advantage of the recent London Toy Fair to launch and announce their new range of model trees and scenic ground cover. A.B.Gee of Ripley, who have recently been awarded the primary wholesale distribution rights for the 4Ground Station & Waterways building collection presented the new range on their cleverly designed stand at the London Toy Fair held at Olympia, West London between the 24<sup>th</sup> and 26<sup>th</sup> January.

The concise and well proportioned scenic range focuses on a selection of just 19 types of trees of varying heights ranging from 50mm to 280mm with many of the packs containing multiple trees. Accompanying this range, which includes such classic trees as the English Oak, Birch, Beech plus several other varieties is a selection of ground cover in colours that fully complement the trees. The incredibly realistic foliage effect is produced using a safe and colour fast material which when used in conjunction with the ground cover produces a scenic effect that even the most accomplished and detail motivated model railway enthusiast would be proud of.

Also displayed on the A.B.Gee’s Olympia stand were 4Ground’s assortment of 14 modelling tools and accessories which included such useful items as craft knives, clamps, modellers files, plus numerous other essential tools that would certainly not be out of place in any modellers tool kit.

When asked to comment about the new additions to the 4Ground portfolio Adam Jeal, Managing Director of 4Ground commented, ‘Using the experience gained in the wargaming hobby market we were acutely aware that the modeller not

only requires buildings for their layout but also a scenic environment in which to place them and the new 4Ground trees and ground cover will allow them to do just that.' Asked to comment about the new tool range Adam explained that having such a range enhanced 4Grounds philosophy of providing quality laser cut and precoloured building kits, together with the addition of the trees and scenic materials, it becomes even more important to have the right tools for the job.'

The complete 4Ground range of models and accessories are distributed nationwide by the UK's leading toy and model distributor, A.B.Gee of Ripley or through 4Ground's appointed dealer network.

For those interested in distributing 4Grounds 'Trackside & Waterways' pre-coloured, laser cut kit range then please contact the following:

Sales, ABGee of Ripley, Address: Asher Lane Business Park, Asher House, Asher Lane, Ripley DE5 3SW

Phone: 01773 570444

Hours: Open 9am - 5pm

Or

[talk2us@4ground.co.uk](mailto:talk2us@4ground.co.uk) 4Ground Ltd. Units 34/35/36 Deverill Rd. Trading Estate, Sutton Veny, Nr. Warminster, Wiltshire, BA12 7BZ.



***A Cut Above the Rest!***

# A Day In The Life of..... a photo charter photographer

By Tony French



Before I start writing this article properly I want to make one thing clear, in no way do I regard myself as a serious or professional photographer. I love steam railways and I love taking photographs of working steam but I just do it for the fun of it and I don't make any claim to be more technically gifted than the next man or woman with a camera of their own.

## What is a photo charter?

I'm going to assume that some of the people reading this aren't going to be familiar with the concept of a photo charter. Basically, a group of photographers pay to hire a locomotive and rolling stock for a day and stop off at several photogenic locations along the route to do run pasts, where the train sets back and passes the gallery (term for the group of photographers ready to take their pictures, several times until everyone has their pictures) and then continues on to the next location. Other types of railway charter can be static shed or night shoots where several scenarios are created and the photographers get their shots before changing the scenario and starting the process all over again.

I'm not really a fan of that style of charters so we are going to focus on a day at a 'classic' charter. That is a very simple description of how a charter works, in truth they require a painstaking amount of organisation and detail by the organisers. The majority of which organise them for the love of doing it.



## **The railway, the loco and the train**

The location for today's charter is the Keighley and Worth Valley Railway in West Yorkshire. Running from Keighley to Oxenhope, with stations at Ingrow, Damems, Oakworth and Haworth. The railway is a constant five mile climb through stunning countryside that would have been lost forever had it not been saved by the preservationists in the 1960s. Being one of the earliest preserved railways to operate a regular train service it was used as the location for the classic 1970 film 'The Railway Children' starring the likes of Jenny Agutter and Bernard Cribbens. The film made the railway into an instant star as well and saw visitors flock to the railway. The railway is unusual in preservation terms as the whole length of the route is still open, most only preserving a section of the closed line.



Our locomotive for the day is LNER B1 4-6-0 61264, visiting from the North Yorkshire Moors Railway for the railway's Spring Gala. The B1s (nicknamed Bongos) were a regular sight in West Yorkshire so she is quite fitting for the area and from a personal viewpoint, a class of loco that was a regular sight on the Great Central mainline. The train she would be paired with for the day is the railways mixed freight set of ten wagons and two brake vans.

## **The charter**

The gala while being a great event featuring TEN locomotives over the three days had not been much of a success for photographers with the majority of the weather being rather grey and overcast, especially on the Sunday. Weather is one of those things that no charter organiser can organise, no matter how

good he is at arranging the other elements of the day. The days leading up to the charter were spent staring at online weather forecasts, which seemed to change their minds every hour of every day, from heavy cloud and rain one day to sunny intervals another. By the time Wednesday night came around it looked like we would be having at least some sun during the day.

Living in Warwickshire the biggest problem with the Keighley and Worth Valley Railway is that it's a long distance away and also entails using two of Britain's busiest motorways the M1 and the M62. With this in mind, the alarm was set for 4am and at 4:30am, a rather bleary eyed pairing of Joey Evans (my regular partner in crime on these day trips) and I set off for Solihull to meet Martin Creese the event organiser and to share a lift for the long journey to Oxenhope station. The good thing about sharing lifts is that it cuts down on fuel bills and can make the longest of journey's feel shorter if there's good banter to be had on the way as well!



For once the motorways were kind to us and we reached Oxenhope at 08:15. The first thing on our minds was breakfast! Oxenhope's buffet coach provided the sausage and bacon cobs and while we filled our faces 61264 was making her way up from the sheds at Haworth up to Oxenhope to be paired with her train for the day. The participants were all starting to arrive and by 09:00 we were all ready and raring to go 61264 was coupled up and ready to go and even more amazingly the sun was shining brightly.

This is the kind of scenario you dream of on those cold, drizzle soaked days when the chance of getting a decent picture is slim to zero and we all set off down the line full of hope and optimism. 61264 propelled the train gently back to Haworth for the first of the run pasts. On reaching the first location

over 30 excited photographers, young and old, climbed down from the brake vans and formed into a gallery to capture the first batch of runpasts. One thing I have learnt from doing a few charters is to make sure you're near the door so you can get off quickly and get one of the prime spaces, however, having said that there's usually at least three or four runpasts per location and everyone tends to move about so you nearly always get the 'best spot' at some point!

The glorious March sunlight showed no sign of abating and we continued to make our way down the Worth Valley stopping at various locations to take more photographs until we reached lunchtime, 61264 needed water and servicing while her crew and the charter participants needed their lunch! This led to another scramble into the refreshment coach at Oxenhope and that ever so traditional Yorkshire fayre of Pie 'n' Peas!

With 61264 and ourselves now fully refreshed we set off again to continue the day's photography. Several more runpasts take place before final culminating with the classic shot of the train going over the viaduct at Mytholmes. For me personally there was one last treat left in store and that was a footplate ride on 61264 back to Oxenhope. Once back at Oxenhope we said our thanks to the crew and Martin handed over the 'grip' which is like a waiter's tip given by all the participants to say thank you to those who have given up their day to make this happen.



All that was left now was to head off back to Warwickshire, again the motorways were relatively kind to us and we made good time back to Solihull. Leaving Martin behind and thanking him for putting up with our antics for the day. Joey and I have a tradition on these days out that if we get a 'winner' we have 'chicken for dinner' so a well known fast-food chain specialising in fried chicken (you know where I mean!) was our final port of call before going our separate ways to upload our results, go to bed and dream about the next day out!

### **How do I take part in a charter?**

If you like what you've read and think you'd like to have a go at taking photos on a charter then here is all the info you need! This charter was organised by Martin Creese of 30742 Charters, there are several charter organisers out there but Martin in my opinion is the best of those who organise charters at railways across the UK. (There are organisers who focus on specific railways, like Matt Fielding and his excellent Severn Valley Railway charters) Martin produces a mailing list of his events and places are on a first come, first served basis. The average cost of an event is approximately £60.

You will need a high-visibility vest and a decent pair of walking shoes are a good idea (as someone who regularly doesn't wear these I know the consequence of landing on my backside in a cold muddy field only too well!) One thing you do not definitively need but is also a good idea to have is a good quality D-SLR Camera, I personally favour Nikon and use a D90 at the present time (as does Martin himself I believe).

30742 Charters can be contacted at [mail.30742@btinternet.com](mailto:mail.30742@btinternet.com)



[www.facebook.com/30742Charters/](http://www.facebook.com/30742Charters/)



[www.flickr.com/groups/30742charters/](http://www.flickr.com/groups/30742charters/)

# 00 Bachmann PO 21T Bulk Grain Wagons 38- 603 and 38-604



By James Purves

**The Prototype:** The model is based on the British Railways diagram 1/271, which in turn had been based on the final LMS design. Early BR grain wagons had been built to diagram 1/270 and were of riveted construction, while the 1/271 wagons were welded, giving the model its smooth external appearance. The first of the 1/271 wagons arrived in the Summer of 1951 and 75 of them were built in two batches at Derby. They were 21ft 6in long and had a 10ft 6in wheelbase. The wagons remained in use well into the 1970s.

**Model History:** Interestingly this subject was the first that Meccano Ltd chose when they decided in the late 1950s to produce future Hornby Dublo wagons in plastic. It was a good choice and the wagon released in 1958 was accurately attractive and proved very popular. The Hornby Dublo tooling was bought by G&R Wrenn when that company were able to purchase a second batch of tooling from Meccano Ltd in 1972. Their version appeared in 1973 and it remained in the Wrenn Railways range until the company closed down in 1992. The tools then passed to Dapol who have released about 50 versions of their own. There was also a Tri-ang model, but this was a little over-scale and for some reason was released from the start in 1958 with a green body. It too sold very well and later examples were the correct grey colour. As one might expect, the Bachmann model, that arrived in 2015, is the most accurate and detailed of the three and already 7 versions have been released.



**Model Details:** The Bachmann model is based on the welded design and was chosen in response to popular demand. Detail that has been modelled includes oleo and spindle buffers, underframe equipment, unloading door operating wheel, tie bars, both roller bearing and plate-front axle boxes and ladders leading to a detailed roof with individual grab handles and access hatches. They are 'unfitted' with an option of through vacuum piping. The models illustrated are both in the shops and are in pristine private owner livery. They are 38-603 'Bass' in red livery as number 23 (eras 5 and 6) and 38-604 in 'Worthington' grey livery as number 3. Each wagon has a recommended retail price of £26.50.



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www.elitebaseboards.co.uk  
01 594 843022



# Dapol 68 is great

By Tony French



In 2012 Direct Rail Services announced an order for fifteen new locomotives from Vossloh in Spain.

The announcement instantly created a stir in the railway press and amongst enthusiasts alike. Before the new locomotives had even been delivered it had also been announced that Dapol would produce the model in OO and N. The OO model has now arrived.

**The Prototype:** As mentioned in the introduction the order was placed in 2012, the first member of the class 68002 arrived in the UK in January 2014. The initial fifteen were soon supplemented by an additional ten units, in summer 2015 an additional seven were ordered and as recently as January this year a further two units have been ordered.

So far every member of the class has been ordered by DRS, although with the class being equally suited to passenger and freight work it's hardly surprising that examples have been leased out to Chiltern Railways (six) and ScotRail (two) and from 2018 onwards TransPennine Express will also be leasing nine examples of the class.

With the exception of the Chiltern members of the class all have been named so far. All with single word names, the majority (I believe) also carried by classic diesels in the past. The only member of the Chiltern fleet to be named so far is 68010 'Oxford Flyer'. The class seems to have already gained a cult following amongst enthusiasts, being rather sleek and good looking in design compared to other contemporary designs like the 66, 67 & 70.

Another feature loved by enthusiasts is their distinctive sound, which many compare to the sound of early hydraulic locomotives.

Obviously as such a new design there isn't a lot of history to cover so this section was always going to be quite brief.



**The Model:** Dapol have produced the model in three different liveries with each livery allocated two different identities, they are as follows:

4D-022-001 DRS 68002 Intrepid

4D-022-002 DRS 68005 Defiant

4D-022-003 Chiltern Railways 68010

4D-022-004 Chiltern Railways 68014

4D-022-005 ScotRail 68006 Daring

4D-022-006 ScotRail 68007 Valiant

Before I go any further with this review I must state I'm not the biggest modern image modeller or enthusiast for that matter. However, plenty of people are and opinion seems to be divided on the accuracy of the DRS livery. To me (and many others) it looks fine but some say the logo is positioned incorrectly. The other two variants also look fine to me with the ScotRail and Chiltern liveries well applied. One negative when it comes to paint and finish is the poorly applied nameplates on several examples, either not being straight, having glue marks showing or both. In my opinion this is a real shame as Dapol have gone the extra yard to have fitted brass nameplates but haven't executed the finish well enough. An obvious way to avoid a poorly fitted nameplate is to buy the Chiltern example which doesn't have nameplates.

The model itself is excellent. Fine details like etched grills and sprung buffers really offset it a treat, although I'm not personally all that sold on the moulded screw shackle coupling on the front of the loco. The working lights also add to the model's overall appearance.

In terms of the performance, then the model is smooth and quiet. Some seem a bit sluggish to start but after a couple of minutes running in, our entire batch seemed to settle down quite happily. Being a nice weighty, smooth running model I'd imagine it would be capable of hauling a good load, although we have not load tested one here.



The side of the box indicates the model to be suitable for first radius curves but having tested ours through Second Radius curves I'm not sold on that idea. Personally, I don't recommend sending any recent model through a First Radius curve.

Sadly, Dapol have had to issue a statement about malicious comments made on third party websites over both the models looks and performance. All I can say is that I have not experienced any significant problem with either and it's disappointing that such an issue should arise.

**Is This Model Suitable For My Layout?:** Being one of (if not) the newest locos running in the UK, obviously the time scope for realistic use of this model is quite limited and it's only suited to those who model the contemporary scene.

In their DRS guise the class certainly seems to get about the country and have been spotted in most regions across the UK. They have also been seen heading both freight and passenger trains, proving a popular choice of motive power for charter trains. Members of the class have also made appearances at diesel galas at preserved railways including the Mid Norfolk and Severn Valley Railways, something for those of you modelling the preserved scene to think about!

The Chiltern and ScotRail members of the class, in theory, should be on the front of passenger trains in their respected regions. However, being owned by DRS and leased out they do also appear on freight workings from time to time, so not as exclusive as some people might think.

As always this is purely suggestion and it's your railway, you run what you want.

**In Conclusion:** A fine model, only let down by one of two minor issues. With an RRP of £145 the price matches the average for other modern image models and would make a very smart addition to the modern image modeller's collection. Rating 8/10.



# Rural realism

By Terry Booker

I'd like to take a gamble on this early article and make the rather rash prediction that....'most modellers work in 00gauge, prefer steam to diesel or modern image, choose a period between the late forties and early sixties, and have countryside rather than urban settings'. If I've got it wrong, then so have our main manufacturers and the supporting suppliers....not to mention most magazine editors and exhibition organisers. I should also add to that list all the publishers of albums, autobiographies, 'profiles' and those dreaded bookzines!



*The first thing that will strike you in your field-research or in your study of the photo-albums, is that trees are BIG! To appear realistic you should try to make them ten or twelve inches high.....taller than the length of a coach.*



*Villages grew over many centuries and include many different styles. Don't restrict yourself to just one make of kit. This coastal village uses Superquick, Bilteezi, Builder-Plus and Metcalf.... and some scratch-builds.*

Doubtless I shall soon know if I was the one that was in the wrong; and I can hear the keyboards clicking even as I write!

Be all that as it may, I'd still like to chat about countryside modelling with settings loosely based on the period from the late forties to the mid-fifties. This decade or so is not just the period which choose to model; it also the years in which I grew up in a village at the foot of the Berkshire Downs, an area later made famous by Royce England and Pendon Museum.....The Vale Of The White

Horse. So to some extent I can quote from both first-hand knowledge of the period and my personal experience of its re-creation in 4mm scale. All of that does of course place me at an advantage when it comes to trying to capture the rural scene (one of the very few benefits of increasing old age!) in that I have little need to do any further research. But for all of you fellow-modellers, who have lived less long or perhaps have always been a town-mouse rather than a country one, then 'research' will become an essential if you are keen to get things right. After all, research into matters inside the fence is perfectly commonplace....so why not give equal attention to the big world beyond the railway?



*Even the simplest of kits can be combined and adapted to compose attractive and realistic settings. The whole village is made up of Biltteezi sheets (dating from 1947!), it was created in the mid-seventies and still looks the part after three layouts and forty years*

*Small everyday cameo-scenes help to bring things to life*



For us modellers, there are two types of research which we can undertake.....'field-research' which takes us into the great outdoors with our mark1 eyeballs, notebooks, cameras and measuring sticks ....and 'desk-research' from the armchair surrounded by albums and the laptop (tablet???) balanced on our knee.

But before we undertake any of this we do need to do what, in debating circles, is known as 'defining our terms of reference'. This is simple enough and

means no more than determining exactly where and when our layout is set. Inside the fence it is easily identified by the railway architecture, signals, the locos and their liveries, and the types of trains that we work. Outside the fence, in the bigger world, this sort of precise sense of time and place is much more elusive...and more challenging to replicate. It is all too easy to get things wrong. This little island of ours boasts a myriad of different landscapes each with its own architectural styles and farming traditions....some elements may be common to all but stone cottage in Kent is as out of place as an Oast House in Cumbria. As for the sense of 'time' just ask the TV producer with his Routemaster in wartime London!

*Howard Scenics offer some of the best kits on the market. They do require a bit more skill and a lot more care.....but results are well worth it. Once again the cameo of the weekly bin-men adds life to scene.*



If your chosen area is within striking distance, then nothing can beat a field trip to get a proper feel for the place. I expect that most of us tend towards the hypothetical location rather than being restricted to a specific station or stretch of line-side....with their exact surroundings. So your field trip can embrace a quite wide area to furnish you with the largest possible portfolio of ideas. Maybe a farm from one village, a church from another, a row of cottages, a forge or smithy, an old garage, perhaps a mill or former village school..... maybe something as simple as a single oak tree in the middle of a field. Anything potentially useful, and that can be eventually combined into a realistic jigsaw on your layout, is fair game for your camera. Keep an eye open for particularly attractive groupings and mini-scenes, if they look good to you in the real world then the same idea will look good on your layout.

Exactly the same criteria apply to your desk research. You can be broad in your choice of references; from background details in steam albums to the coffee-table 'The County in the Thirties'. Inspiration may well come from a least expected source. One thing that you must seek to clarify is how these places all looked in your chosen period; prior to all 21<sup>st</sup> Century re-roofing, double glazing, road-widening, gentrification of barns and stables.....and the

obligatory double-garages and on-street parking. As well as the changes to the actual buildings, look for the less obvious changes to farming. Today's largely industrial 'agri-business' is a far cry from the traditional family run mixed-farm and it has dramatically changed the landscape to suit its demands. One of the key things to remember is that rural life saw very little change from the thirties through to the late fifties. So images of pre-war England are equally useful references for models of the early BR period. A few more modern vehicles are virtually all you need to fix the decade.



*The great advantage of scratch-building is that it enables you to tailor-make your buildings to fit the available space on the layout.*



*As stated in the text, research can provide you with potentially useful buildings that you can re-site on your layout. The gatehouse and offices are from Lyndhurst, the mill is from Bridport, the extensions from Lyme Regis yet the whole complex is located at east Ilsley in the Berkshire Downs.*

All of this may seem a tedious and tiresome exercise in order to fill the few square feet of layout space outside the railway fence. But, in today's market, you may well have spent several hundred pounds simply to get a couple of engines and some stock. But you will have acquired some superbly accurate and exquisitely finished models and surely they merit the very best and most realistic setting that you can provide? Your research will enable you to source the most appropriate kits via your local dealership or the ever-growing ranges of down-loads.



*These shots of the scratch-built village of 'East Ilsley' are from mix of sources. Those originals from the Vale of the White Horse are based on published images of the fabulous work by the Pendon Museum team. The remainder are from my own excursions with examples from Dorset, Somerset and Oxfordshire.*

If you are lucky, very lucky, the kits may be exactly suited to your chosen setting. However, the chances are that you will need to do a bit of customising (we used to call it 'kit-bashing' until we went all polite) this is where real modelling comes in. The simple use of pre-printed sheets of brick, stone, slate or tile together with replacement windows and doors will transform a routine kit into model of your own making and now entirely appropriate to your location.



Guess what? You are now only a scalpel cut away from scratch-building your own village and making real use of all that research.



*This ancient cottage is a mix of Pendon's version and my own distant memories of passing it on the local bus service. Decay and dilapidation are always fun to model.....albeit rather challenging to thatch.*

*'Packer's Smithy' is another blend of Pendon's expertise augmented by my own experiences growing-up in the small white, slate-roofed cottage.*



*A final typical village cameo as the ladies stop to chat (interrupt!) the gentleman working his allotment.*



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# N Graham Farish BR Mk1 Coaches in NSE Livery



By Patrick Elliott

**The Prototypes:** The British Railways Mark 1 coaches were introduced from 1950 as a standard range for the whole country. They consisted of many types to suite all requirements but shared a common parts and over-all design. They had a long life and many consider them to have been a milestone in railway development. Here we have models of three of the standard types – the SO (second class open), FK (first class corridor) and BSK (brake second corridor). All are in Network SouthEast livery, which belongs to era 8 (1986 onwards).

SO No.4945 (374-016) was built at Wolverton in 1961 as a Tourist Open Second and, in July 1992, passed into preservation. It had 64 second class seats and two toilets and went to the London Midland Region. With Network South-East it was in service in their Thames Division and would have been seen in



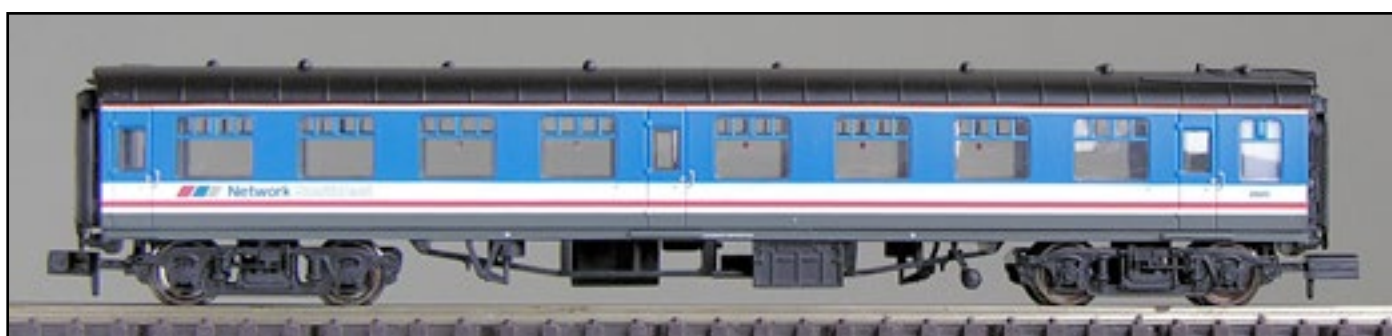
the Paddington, Oxford and Worcester area.

FK No.13328 (374-193) was built at Swindon, emerging from the carriage works in August 1962. The coach had 42 first class seats and two toilets. It was allocated to the London Midland Region where it stayed until June 1981. It was transferred to the Western Region and, in January 1993, it was withdrawn from service and preserved. During the Network SouthEast days it was also used on the Thames Route.

BSK No.35464 (374-166) was built at Wolverton in June 1963 and allocated to the London Midland Region. The coach was withdrawn in December 1990 and, like the other two, survived into preservation, but is registered to run on

the main line. Also like the other two coaches, while wearing the NSE livery it would have been seen on the Thames Route trains.

**The Models:** These will have been with retailers sometime in March and each has a recommended retail price of £29.95. The SO and BSK models types made their debut in 2010 and the FK in 2012, all replacing earlier models of these three types which were less detailed. With the current release, they all three have a pristine finish in early NSE livery and are fitted with Commonwealth bogies and close-coupling mechanisms. Each also has a bag containing a pair of corridor end-doors, two dummy couplers and two vacuum pipes. The BSK model has wide uses and could be matched with the Class 47/7 No.47715 Haymarket in NSE livery (372-246) and similarly liveried coaches, currently available.



# Double delight from Heljan

By Tony French



Great Western Railway modellers have always been well catered for over the years. However, there are a few gaps remaining in the OO GWR stable. Heljan have plugged two of those gaps recently with a delightful pair of small 0-6-0 tank engines, the 1361 class of 0-6-0 saddle tanks and the 1366 class of 0-6-0 pannier tanks.

**Prototype History (GWR 1361 class):** There is quite a mother/daughter relationship between these two classes, so we'll show respect to the elders and start with the mother.

The GWR 1361 class was designed by the great George Jackson Churchward (the father of the 'modern' steam locomotive, a contradiction of terms in the 21<sup>st</sup> century!) in 1910, with the assistance of Harold Holcroft. The class was an update of the 1392 class built in 1874 for the Cornwall Minerals Railway. This resulted in a rather quaint looking machine by GWR and Churchward's standards, featuring outdated features (even by 1910! In the GWR's eyes anyway) like Saddle Tanks and Allan Valve Gear, the Saddle being more suited to their round top boilers. The class also had a very short wheelbase at only 11 feet which allowed them to negotiate the tightest of curves in places like Dockyards and Factories, as well as lightly laid branch lines.

Only five members of the class were built in Swindon and originally found themselves allocated to the ex-Cornwall Minerals Railway. The first evidence of a member of the class leaving Cornwall was the transfer of one loco to Newton Abbott (Devon) for shunting the workshops there, remaining until 1952. Stints for the class at Taunton (primarily for use at Bridgwater Docks), and Swindon would follow. One (1363) had a stint on the Weymouth Harbour Tramway in the late 40s.

Despite being somewhat antiquated even when constructed in 1910, all five would remain in service for over 50 years, three being withdrawn in 1961 and the remaining two being withdrawn the following year. They were replaced by the 03 Diesel Shunter (also built at Swindon).

One member of the class, 1363, is preserved and was purchased out of service direct from British Rail by the Great Western Society and would move under it's own power to Totnes in 1964, eventually moving to the Society's base at Didcot. At the time of writing the locomotive is under overhaul.

**Prototype History (GWR 1366 class):** Right, on to the daughter of the pairing. Designed by Charles Collett again at Swindon Works in 1934, while retaining an almost identical 'bottom end' which included the outside cylinders (very rare on a Pannier Tank) and the even more unusual Allan Valve Gear (it's believe these two classes were the only locos built at Swindon Works using the design) However, Collett would give his loco a Belpaire Firebox and Pannier Tanks rather than Saddles in line with Standard GWR practice.

Only six would be built, one more than the 1361 class. Accounts vary on their allocation history, but all agree that they were allocated to Swindon and Weymouth to make use of their light axle loading and ability to negotiate tight curves at Swindon's Carriage and Wagon works as well as the similar set up at Weymouth Quay. There are also records of them being based at Taunton (which one would assume is for the same purposes as the member of the 1361 class was allocated there) and Swansea, again for work at the Docks.

Three members of the class would then find themselves transferred to Wadebridge, Cornwall to take over from the ancient Beattie Well Tanks on the tight curved freight only branch line to Wenford Bridge. My personal view is this transfer to Cronwall is a nice 'completing of the circle' seeing as the 1361 class was first allocated there.

Withdrawals began in 1960 (a year before the first of the 1361 class!) and a further member of the class was withdrawn in 1961. Leaving the three members allocated to Wadebridge, which would carry on until the autumn of 1964 when all three were withdrawn.



One member of the Wadebridge allocation, 1369, would be saved for preservation. Initially acquired by members of the Dart Valley Railway and Great Western Society, ownership would soon pass solely to the Dart Valley. 1369 was moved to Buckfastleigh and found herself in use until 1970 when an overhaul was needed, for a variety of reasons (both mechanically and politically for those who know the history of the Dart Valley Railway) the restoration would not be completed until 1996 with 1369 still calling Buckfastleigh her home but now under the banner of South Devon Railway. Unlike 1363, since restoration 1369 has travelled around and appeared on several preserved railways, including a return to Cornwall on the Bodmin and Wenford Railway. By the time this is published 1369 will have been withdrawn from service (withdrawal due February 2017).

**The Models:** We have looked at the histories separately but seeing as they are from the same stable and share a chassis we'll look at the models together.

Heljan have produced a staggering ten different examples of these locos (five of each) from the 1361 stable we have:

- 1361 in GWR Photographic Grey
- 1363 in GWR Green with Shirtbutton crest.
- 1364 in GWR Green with G W R lettering
- 1365 in BR Black Early Crest
- 1363 in BR Black Late Crest

From the 1366 stable we have:

- 1366 in GWR Green with Shirtbutton crest.
- 1369 in GWR Green with GREAT WESTERN lettering
- 1370 in GWR Green with G W R lettering
- 1367 in BR Black Early Crest
- 1368 in BR Black Late Crest

First impressions of the model are very good. The fine detail is exquisite with beautifully applied details, a personal highlight for me is the staggering amount of riveting on the 1361 and the addition of fitted screw shackle couplings at each end. Another nice touch is the very comprehensive detailing pack featuring items such as fire irons and lamps which normally are a separate purchase.

However, looking closer there are a couple of negative points to raise. The back head details are pretty pedestrian in comparison to other recent

releases, the buffers (although sprung on both models) look quite ungainly on the 1366 class, the coupling rods are pretty much painted black rather than the nice gunmetal colour of rival models and probably most disappointing to the visual effect is the application of the lettering on the G W R and GREAT WESTERN livery examples. Admittedly these are all only minor issues and to the skilled modeller most will be easily rectifiable, however with an RRP of £159.95 such modifications should be unnecessary.

Performance wise is a mixed bag as well I'm afraid. The 1366 pannier have all been faultless out of the box, good smooth running even at low speed, with no stuttering even on insulfrog points and on loaded test capable of managing six Bachmann Mark 1s with comparative ease. Sadly, while the majority of the 1361 performed to exactly the same standard, there does seem to be a degree of quality control issues with them. One or two settling down after a reasonable amount of running time (of course all models should be well run in before use to give best performance) but several either refusing to move at all or one which we got running was very poor and hesitant and not a model I would feel comfortable selling for such a price tag. If you are buying one I strongly suggest you have it tested in the shop you are purchasing from or request the trader to test it for you before posting if using mail order.

A rather charming feature of the models comes to light when one tackles DCC fitting, unlike any other steam model I've ever encountered to chip this one four screws remove the cab only and this lifts off to reveal room for a six pin decoder in the bunker space with a neat slot provided to accommodate the decoder. However, to sound fit one I'd imagine would present something of a challenge without a lot of adapting and cutting.

**Is this model suitable for my layout?** The class 1361 is an interesting one as it actually lays a claim to be suitable for over a century of model layouts, being built in 1910 and with one example still being with us. Although to interject a note of caution, there is no evidence of the class ever wandering far from their West Country base in service and also no evidence of 1363 leaving Didcot in preservation, this is a situation that could easily change though with 1363 currently being under overhaul and the loaning of locos being a more common arrangement in recent times.

As for the 1366 class, they can also lay claim to a large operating scope. From the 1930s right through to the current day, with 1369 being in service right up until February 2017. This class seems to have a larger operating spectrum across the Western Region with examples being based in Swindon, Wales, Weymouth and Wadebridge (admittedly a 1361 class was based in Weymouth too but not for a long period). Added to this is the fact that 1369 has travelled more than 1363 making appearances away from her home railway of South Devon at railways like Dean Forest, Bodmin, Chinnor and 1363's home of the

Didcot Railway Centre. Unsurprisingly given either members size they have not appeared on the main line (under their own power at least)

Personally, I think either class would look very at home on a GWR/Western Region branch line at the head of a short freight or shunting wagons around Factories or Works Yards. Or if you have a Dockyard even shunting coaches as well as wagons, like was often the case at Weymouth. If you model a preserved branch line I think they'd look very at home there on a short train, either freight or passenger.

As always it's your model railway and you run what you want, this section is just to provide ideas.

**In Conclusion:** I'm really taken by these models and I'm sure many others will be as well. They are nice small and compact models and in general are well presented and perform well. However, there are still the few niggles which Heljan are yet to iron out in their steam locos which they have with their diesel/electric range. I don't think any of the issues I have raised would provide me with much concern if the model didn't retail at £159.95, which is a lot more compared to the 0-6-0 tank engine of other manufacturers and for that difference I would expect perfection.

I like them, but there are a few minor imperfections. 7.5/10



# Tip

by David Ray

The problem with buying cork underlay is that it invariably comes in a roll.

The thicker it comes the harder it is to flatten.

To buy it in 'flat-pack' format, the next time you are in a well-known store that has blue and yellow as it's theme colour and serves meatballs buy a pack of their AVSKILD product from the Market hall table mat section.

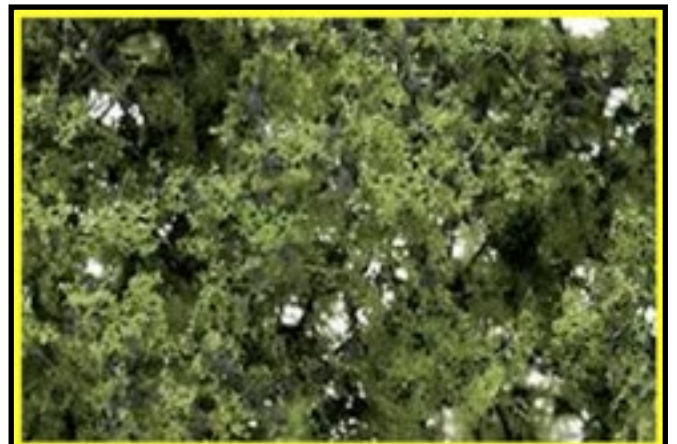
4 sheets of 1/8" thick, 16 1/2" by 12 1/2" - all for £3.50!



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## 4GROUND

**Loose Foliage**



# Kohler Confidential.....

## Is variety the spice of life? Part 2

The previous Kohler Confidential was my broad personal view concerning the evolution of the key UK producers of model locomotives and rolling stock etc. from the Sixties through to the mid 1990s. During these years the industry had seen the demise of Hornby Dublo, which was swallowed up initially into Triang Railways, owned at the time by the Lines Bros group. Lines Bros then having changed their model railway brand name to Tri-ang Hornby sent the old Hornby Dublo tools to G & R Wrenn's factory in Basildon, yet another subsidiary of the Lines Bros group. G & R Wrenn was tasked with producing and developing the Hornby Dublo models under the brand name of G & R Wrenn. This the Wrenn brothers did for several years even after the Lines Bros ceased to exist and when soon after that Triang Hornby became simply Hornby Railways.



I also mentioned the move into the UK model railway market of both Airfix Railways and Palitoy, the former of which branded their system as Mainline, while later Airfix Railways changed their name to GMR (Great Model Railways). However with the rise of electronic toys in the early Eighties and the perception amongst the youngsters that model railways was not 'cool' both brands ceased to trade with the respective tool banks ending up in various tool stores in Hong Kong. During this period Hornby had managed to weather the storm by diversifying into more mainstream toys for both boys and girls while still trying to maintain some form of presence in the model railway world. While the Hornby directors scrambled to find what new toy craze they could cash into next the Hornby Railways brand struggled to find investment for producing new models. While Hornby struggled there were those more closely associated with the enthusiast section of the model railway market who saw an amazing opportunity to capitalise on Hornby's malaise by resurrecting the old Mainline and Airfix tooling. After some rather complicated and still unclear processes the old tooling was relaunched under two new major brands, Bachmann Branchline and Dapol Railways. Originally there had been a third, Replica Models but sadly their access to the old tools ceased which just left the remaining two.

Both Bachmann and Dapol invested in new models to strengthen each of their brands while those responsible for the Hornby Railway development, specifically myself looked on unable to react due to a lack of commitment by the Hornby Board. While all this was going on Lima, the Italian model railway company

distributed in the UK by the major modelling wholesaler, Richard Kohnstamn Ltd. were attacking Hornby with their range of UK diesel and electric locomotive models. Under what seemed a relentless barrage from Hornby's competitors and the continuous criticisms from the modellers I was still able through fair means or foul to persuade the Board to release some monies for the occasional new locomotive or piece of rolling stock. However, even with the insertion of the extremely rare new model by the start of the Nineties Hornby was struggling to compete with the continuous out pouring of new products from Bachmann and to a certain extent, Dapol and with Hornby's directors still focusing on toys, the success of which was in my eyes always debatable many predicted that Hornby would soon close.

Just about half way through the Nineties there was a major change of personnel on the Hornby Board. A new chairman was appointed, Peter Newey and he had very fixed ideas as to what Hornby should be producing and it did not include dolls that cried or water pistols that fired on voice command. He determined that Hornby should concentrate on its core brands; railways and Scalextric slot racing and nothing else. Very quickly and under his influence all toys were removed from the Hornby price lists and the main focus was to concentrate on the two major brands. Peter took great interest in the quality of both brands and enlisted many of his friends to test the products and have them report back. Over the previous years and due to lack of investment it was obvious that both of Hornby's brands had been left behind in quality, finish and detail when compared to equivalent products produced by their competitors, This was patently obvious where model railways were concerned especially when it came to the overall appearance of, for example a locomotive. Hornby were still using manufacturing processes dating back to when they in essence produced toy trains while the likes of Bachmann were using techniques in their Chinese factory that were unimaginable at Margate.

With a high degree of luck, good fortune, excellent management and a good deal of soul searching by the end of the Nineties Hornby had managed to extend their model railway offering, improved the quality of their product by extensive engineering enhancements and finally by actioning many of the suggestions that the model railway enthusiasts had been demanding for many years. During the run up to the Millennium these and several major events had helped shape Hornby's future. Firstly, the demands and expectations that the Chairman, Peter Newey had placed on the Hornby staff galvanized them into a positive approach to the improvements required. Peter was determined the quality and standard of the product had to improve and to be at least equal if not above those of Hornby's major competitors. Secondly, the introduction into the Hornby range during the run up to the Millennium of many models obtained by the acquisition of the exAirfix / Dapol '00' gauge tooling obtained when the Welsh based company decided to concentrate on their other ranges including the Dr.

Who collection and exhibition. Thirdly, and probably more dramatically was the closing of the Margate factory with the whole production, both of Scalextric and Hornby Railways being moved to China. Although heart rending for those of us who had to say goodbye to colleagues we had worked with for years it was the right thing to do if Hornby was to compete and indeed survive. Many believe that the transfer of production to China was finance based and to some degree it was but the main consideration was the vast improvement in product quality and appearance that could be achieved in the Chinese factory that simply would not have been practical in the UK. Some may disagree but for those of us who were there we witnessed that the vast improvements had a major effect on consumer reaction with the result that sales were beyond expectations.

With the new Millennium came some ground breaking models from Hornby. At last they started to have a product range that could compete with Bachmann. Hornby's Merchant Navy was an incredible success and with each year came new delights including fresh tooling for the Black 5, West Country / Battle of Britain, Streamlined Duchess, 8F plus new coaches and rolling stock. This new activity I am sure encouraged Bachmann to introduce some incredibly stunning models themselves many of which were of the more modern traction variety but also they excelled in introducing some superbly exquisite rolling stock. For me their most stunning model in recent years is the Midland Pullman, one of, if not the finest multiple unit ever produced; however I digress.

As the 2000s unfolded both Hornby and Bachmann continued to develop more impressive models, many bristling with detail that could have only been dreamed about just a few scant years previous. By now Bachmann were well on their way to overhauling the Graham Farish 'N' gauge range while Dapol also seemed to focus on their own 'N' gauge brand, plus the occasional dabble into 'O' and 'OO' gauges. For Hornby their horizons went even further and rather than join a crowded 'N' gauge market decided to innovate with the introduction of their Live Steam 'OO' scale range of models. For me and for others this was a truly amazing period for UK model railways but it soon became evident that things could not continue the way they were.

The financial crisis of 2008 did send some very pronounced warning signals to those manufacturing model railways. For Hornby this really was the start of what I have called a 'Perfect Storm' in the company's history. There were of course several recessions in the past that strangely had always created a positive effect on the hobby industry but not on this occasion. Almost over night it was noticeable that the enthusiasts were cutting back on their purchases. Linked with this Hornby's main factory in China, Sanda Kan had problems of their own which effected Hornby's production schedules and even when the business was sold to Kader, who were the owners of Bachmann things still did not improve sufficiently for Hornby to achieve their budgetary targets. The result

over the next few years was that promised models were delayed by as much as a year or more with the back log of other new models making the whole situation worse. All this plus a steady increase in the costs of the models helped to make life very difficult for the Margate based company.

For years both Hornby and Bachmann had been receptive in accepting special livery commissions, mainly on locomotives that were produced from existing tooling. Bachmann were far more proactive to this 'special or limited edition' market than Hornby. This was mainly due to Hornby being reluctant in placing extra load on their engineers, both in the UK and China, not to mention the Chinese factory which was struggling to supply products promised for the main range and therefore apart from one or two exceptions Hornby stopped the practice completely. For many retailers access to special commissions allowed them to have unique models and therefore the ability to improve their revenue stream but once this source started to become seriously limited there were some who looked further afield.

When Sanda Kan was eventually obtained by Kader many of the senior engineers left with some starting up their own model railway manufacturing businesses. There were also existing manufacturers in China who were keen to expand their client base and it was only a matter of time before several of the more enterprising retailers commissioned their own exclusive and unique models using tooling that they would pay for themselves. The foremost of these retailers, Hattons of Liverpool have consequently over the years introduced under their own brand exclusive models including such classics as the LMS Beyer-Garrett and now the forthcoming 'O' gauge models of the LNER/BR Class A3 and A4, plus Gresley coaches, while at the same time still commissioning exclusive liveried models from the likes of Heljan and DJModels. But Hattons are not alone, Kernow Models are doing the same but arguably to a lesser degree and there are several others, all retailers and the odd magazine publisher who have become to all in tense and purposes model railway producers.

So where does this leave us? Variety is certainly the spice of life and I am sure this also refers to the world of model railways. Fifty years ago there was arguably one mainstream manufacturer of 'OO' models in the UK who had a limited selection and would have the odd new 'course scale' model added to its range every year. Since then we have seen the market dramatically change from being largely toy based to virtually pure model. Other mainstream producers of models such as Heljan and DJModels have entered the market consequently raising the quality of models to even greater heights at an even greater cost. Since the heady days prior to the 2008 recession when sales of models across the board were at their highest for many years, especially where Hornby was concerned the production numbers of individual models produced by all manufacturers has mainly decreased. For example back in the Eighties 5,000 was considered

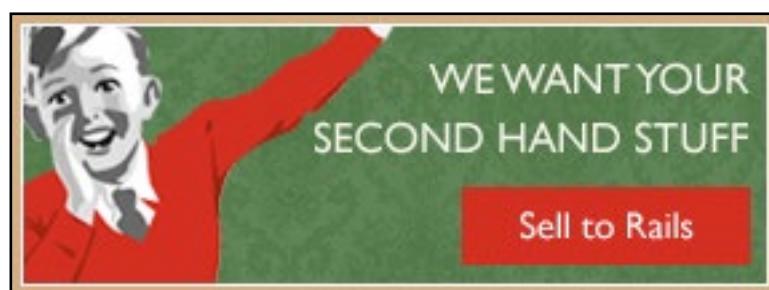
a limited edition but now the numbers have fallen to 500 or even less. Of course there will be exceptions but by and large numbers have fallen. Smaller production runs, mainly by those retailers who now produce their own models have resulted in the same model being produced in numerous liveries in the first year. There is no doubt that this is for purely 'payback' purposes but is it hurting the hobby in general? Are such actions eating up the available models and liveries at a rate that is unsustainable?

I note that newcomers like Oxford Rail avoid such massive release schedules but not DJModels. It is not up to me to say who is right and who is wrong but over these last few months I have been hearing and reading about concerns of too many models being produced and that the list of suitable future subject matter is diminishing at an alarming rate.

I have nothing but admiration for all those retailers and manufacturers who invest vast amounts of their own money in new tooling for models and I truly wish them luck but where will it all end? I certainly do not wish to see the return of just one or two major manufacturers controlling the market but on the other hand I want to see a vibrant and exciting model railway industry for years to come. The way things are at the moment all I can see will be a steady drying up of suitable but more importantly viable models to produce. For example, and for those who doubt me can someone please suggest a suitable new diesel or electric model locomotive that has not already been produced and has the ability to keep on selling year in and year out? Personally, I cannot think of one. Now how long will it be before we say the same about steam locos or has that time already arrived?

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# 00 Bachmann BR Auto Trailer 39-579

By Pat Hammond

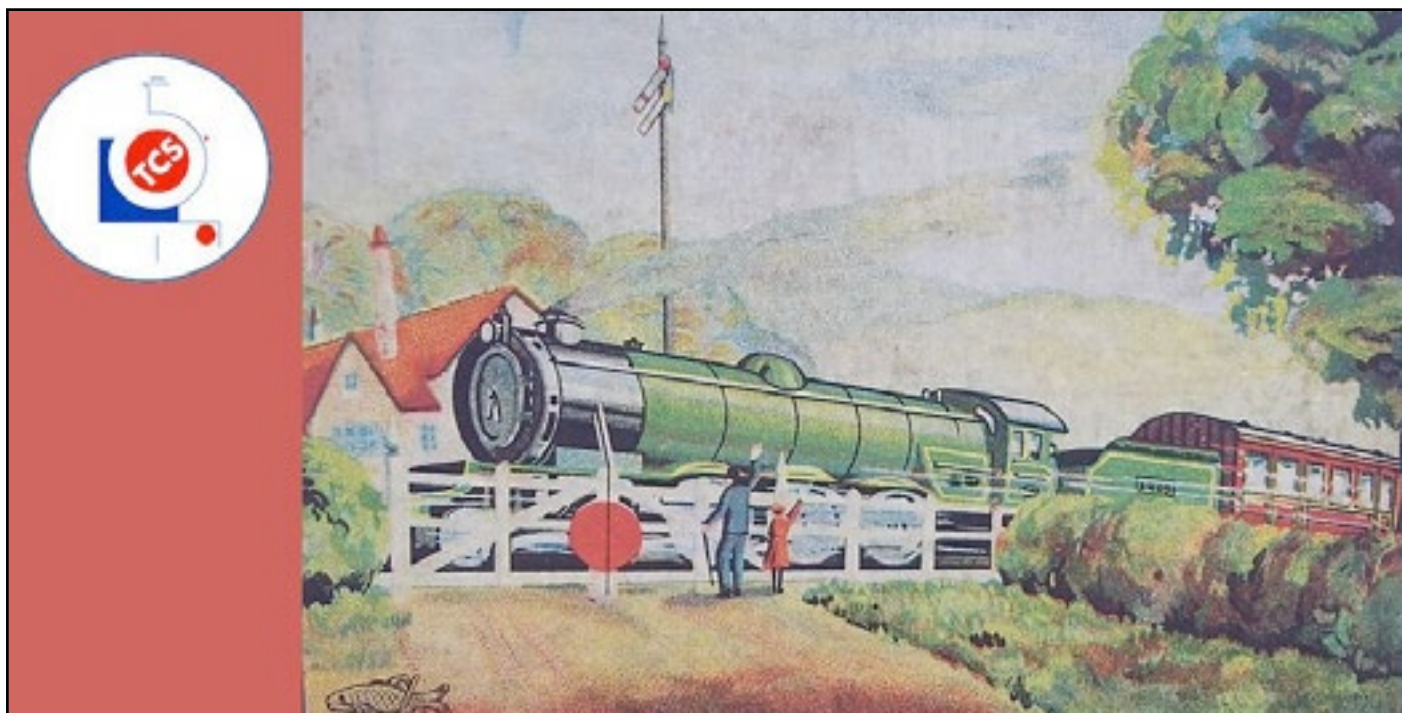


**The Prototype:** Auto trailers were used for push-pull operation on branch lines and many small batches were built by the GWR. The BR auto trailer illustrated here was associated with the Western Region of British Railways and was based on that earlier GWR design. They were eventually displaced by diesel multiple units

**Model History:** Airfix had released a model of the GWR auto trailer in 1978. With the demise of the company the tooling passed to Palitoy and examples were released under the Mainline label in 1982. Dapol were the next to own the tooling but the models they sold were probably left-over stock bought at the close-down of Airfix and Palitoy. In 1998 Dapol sold the tools to Hornby who produced many examples of the GWR model in various liveries. Bachmann were working on a model of the Class 64xx pannier tank, a locomotive associated with push-pull operation and auto trailers, so they decided to model the BR design. The initial three versions were released in 2015 and a batch containing a different three versions left the factory in China towards the end of 2016. These should be in the shops by the time this is read.



**Model Details:** The model illustrated here is in BR maroon livery as No.W236W (era 5). There is a packet of extra detail for the purchaser to fit which includes bufferbeam equipment and a white lamp to fit onto a single lamp-bracket at each end. Instructions are provided to show where these attachments go. There are wire grab rails on each end of the coach and also as handrails up to the passenger side doors. The other two versions now available are 39-578 in BR crimson and cream livery (era 4) as No.W234 and 39-580 in GWR chocolate & cream livery as No.W231W, a livery the real vehicle would not have carried but as it is at present in preservation. Each of the three models carries a recommended retail price of £69.95.



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# 00 Bachmann BR(SR) PMV (Parcels & Miscellaneous Van) 39- 530



By James Purves

**The Prototype:** During their long life on the British railway network this type of van has had various names. In its original guise it was classified as a 'Covered Carriage Truck' or a 'Luggage Van', depending on whether it had end doors for end loading or fixed ends and was used for luggage, parcels etc. Under British Railways they carried the classification 'PMV', which stood for 'Parcels & Miscellaneous Van' and this model carries that code.

The earliest vans of this description were built by the South Eastern & Chatham Railway in 1919. Many were built by the Southern Railway, based on the SE&CR design, and the last 50 were built by British Railways at Wolverton in 1951. In all around 900 were constructed. Most were made at Ashford but some came from Lancing and others had their bodies built at Eastleigh onto chassis supplied by Ashford. Batches were also built by the Bristol Wagon & Carriage Co. and the Midland Railway Carriage & Wagon Co.

**Model History:** In 1961 Meccano Ltd released a former Southern Railway CCT in their Hornby Dublo range. From the side view it looked similar to the Bachmann model except that the two pairs of doors on each side could be opened. The ends were different as they had the representation of doors for end loading (confirming it to be a CCT). The more finely detailed Bachmann model arrived in 2015 and was modelled in both 4mm and 2mm scales. It was tooled so that the end moulding could be changed to allow it to be produced as a CCT or PLV.



**Model Details:** The model illustrated is in BR Southern Region coach green livery (era 5) as number S1511S. This indicates that it started life on the Southern Railway and the absence of end doors makes it a PLV. It needs to be handled with care as the fine detail below floor level can easily be damaged. It has fine wire grab rails on each corner and comes with brake hoses and dummy coupling hooks ready fitted. The recommended retail price is £29.95.

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# TONYS TRAINS

AT BARBY MODEL RAIL

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# 00 Bachmann Class 57/6 in GWR livery 32-756

By Pat Hammond



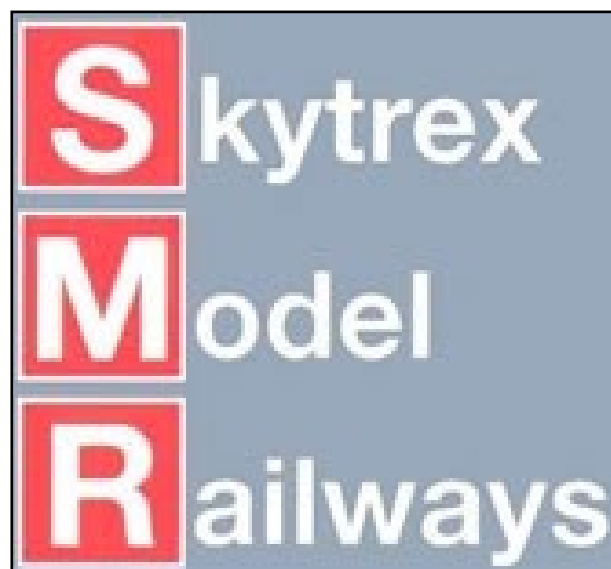
**The Prototype:** The Class 57 fleet made its debut in 1998. Freightliner had asked Brush Traction to completely rebuild six former Class 47 locomotives and to fit reconditioned General Motors 645-12E3 engines. More were ordered, including 16 by Virgin Trains for hauling its new fleet of 'Pendolinos' when diverted over non-electrified routes. These were also available for rescuing trains in trouble and have become known as 'Thunderbirds', after the cult television series. First Great Western ordered four 57/6 locomotives and these have been named after West Country castles. These are used on the overnight sleepers and on some other services when required.



**Model History:** The Class 57 external looks like a Class 47 and although there are minor changes, there have been several modifications to the Class 47 locomotives over their long lives, creating a number of sub-classes. After all, the Class 47 made its debut as the Type 4 diesels in 1961 – over 55 years ago! There have been many models produced of the Class 47, one of the earliest being an 00 ready-to-run model by Anbrico. There have been kits produced in gauges Z, N, TT, 00 and O, indeed, the MREmag guide to model locomotive manufacturers, compiled by Dennis Lovett suggests that some 14 kits have been marketed over the years. Ready-to-run models have included: Hornby 00 (1975), Ellmar/Marklin Z (1980), Graham Farish N (1981), Minitrix N (1982), Lima 00 (1987), Heljan O (2001), Bachmann 00 (2007), Graham Farish N (2008) and Vi-trains 00 (2008). In 1999, Graham Farish released their Class 47 as a class 57 and Lima marketed a 00 Class 57 the same year. For accurate N gauge models we need to look to the Bachmann/Farish Class 57

released in 2007 and the 57/3 in 2014. For accurate OO models there is the 2005 Bachmann of which various sub-class examples have been produced.

**Model Details:** The model illustrated here is a Class 57/6 which left the factory in China before Christmas and should be in the shops now. It is in the new GWR green livery adopted by First Great Western last year (era 9). The subject is No.57603 Tintagel Castle and is superbly detailed with the twin revolving yellow fans below a fine etched metal roof grille. The model has tail and cab lights which are controlled by switches beneath the loco. It has a 21-pin DCC socket fitted and has yellow snow-ploughs. The nameplates, numbers and logos are printed on but there is a packet containing etched metal versions for the purchaser to fit if required. The recommended retail price is £149.95.



# Railway refreshments: the Ludlow Brewing Co.

By Cath Locke

The Ludlow Brewing Co is based in a superb, sympathetically restored Victorian goods shed.

Inside the full height of the old shed is maintained with extra space created by a mezzanine floor. Original features have been retained and the old doors through which goods would have been moved from road to rail have been closed in with full height windows.



Now home to 6 artisan ales the company also holds an annual beer festival and runs brewery tours of in which you can see all stages of the 20 barrel production process (together with tasting opportunities!).

On 6th September 1956 though, Ludlow was the site of a railway accident. A fully braked parcels train from Penzance to Crewe travelled past a distant signal at caution and two stop signals at danger without reducing speed, and collided at 40-50



miles an hour with the rear of an express passenger train from Penzance to Manchester which had been stopped at Ludlow signal box because of an obstruction on the line at a level crossing ahead.

The last two vehicles of the stationary train, which fortunately were not passenger coaches, were demolished and much of the wreckage was forced under the brake second ahead; the end of this vehicle was lifted some feet and separated from the bogie, but the body was not much damaged and only two of the ten passengers in the coach required treatment for shock.



The engine of the parcels train was derailed, but it remained upright and in line, and was encased in the body of the last vehicle of the express train. The three vehicles behind it were wrecked and thrown off the track to the right across the adjacent down line. The guard and fireman were shaken but escaped but the driver was injured and was unable to give any evidence for several days.

For more details and to book a brewery tour please go to:-

[www.theludlowbrewingcompany.co.uk](http://www.theludlowbrewingcompany.co.uk)

# Snowy River Railroad: On30 Modular Lay- out-North American O Scale 1/48



By Terry Rowe

For me the name Snowy River goes back to the 1982 Australian drama film based on the Banjo Paterson poem “The Man from Snowy River”. I always thought what a great name for a place and have kept it in mind for the right ‘model railroad layout’

I had tried to build an On30 layout in the garage some 7 years ago, but like many grand ideas in failed as it was too big and I didn’t know enough at the time about how to build a layout. At that time, I joined the Slim Gauge Circle and the Daventry Model Railway Club and between the two I have made some great friends who have been more than happy to share their knowledge and help with creating a working layout. I also now subscribe to the advice from Brian and Phil Parker; build a manageable layout within in one’s resources and don’t be afraid to ask for help. My next bit of sound advice I took from the lads who are part of the Slim Gauge Circle that model railroading is a hobby and it should be fun.



As I am part of the Slim Gauge Circles On30 modular group, SGC-OTT or On30 Track & Trestle, when planning Snowy River, I adapted the modular standards so it can be connected as a 'short-line' branch to the main modular configuration. SGC-OTT have based their modules on the Northern Californian Modular Group's standard, basically a four foot by two foot flat top module.



Snowy River Railroad is somewhere between here, there and nowhere in New England Maine. Although the 'two-footers' had come to an end by the 1940's in Maine, in my world Snowy River survived and is still running, providing a passenger service from Snowy River to the main-line, the layout is set sometime in the late 1950s/early 1960s. The owners of Snowy River made some clever purchases, buying both brand new and second hand rolling stock.

Snowy River Railroad is a modular end to end 12' x 20" layout. One end is a terminus engine de-



pot being fed by a turn table, into the two-road shed, there is refueling on-shed, water, wood and coal. The two main industries, potatoes and fishing are the life blood of the railroad. There is a spur into 'Chalk Bay Quay' a small but thriving little port, which has a few industries around it as well as fishing. There is a run around station with a centre platform next to the small town of Snowy River.

The entrance to the cassette fiddle yard is disguised by an overbridge with a section of standard gauge (this helps show the difference between the gauges within the scale).

Most of the buildings are scratch built, with a number of them using <http://www.clevermodels.net/> down-loads as a template. The track work is Peco On30 track. The operation is DDC for the running of trains. The turn-table, <http://www.kitwoodhillmodels.com/> is battery powered. The layout started with a Peco On30 turntable but after its first running it was decided that it was not up to scratch and needed to be replaced. The turnouts are controlled manually by Blue Point Turnout [http://www.ngtrains.com/Pages/TRA/blue\\_point.html](http://www.ngtrains.com/Pages/TRA/blue_point.html) supplied by <http://www.ngtrains.com/>.

The layout had its first running at the Milton Keynes Model Railway Society's exhibition on the 11<sup>th</sup> February 2017 and then again at the Birly Exhibition on the 4<sup>th</sup> and 5<sup>th</sup> of March, and was well received at both with a number of bookings for the future.

Snowy River Railroad was years in the concept and planning but only took 7 months to build. Without the input from the team, Pete Grant, Keith Johnson, Dale Heys, Paddy Davis and Peter Blackham (The Midland Moonshiners) the layout would not have got to this stage. It is still a work in progress with detailing to take place, but it is up and running, fun to operate and a dream come true.

The Midland Moonshiners are part of the Slim Gauge Circle <http://slimgaugecircle.com/introduction/> and Daventry Model Railway Club.



# 00 Bachmann EWS Queen Mary Brake Van 33-832



By Patrick Elliott

**The Prototype:** In 1933, the Southern Railway had used the chassis of redundant AC motor luggage vans to build some bogie brake vans for express freight trains. The success of these prompted the construction of a further 25 vans, in 1936, with flat-sided wooden bodies on shortened standard carriage underframes. These were nicknamed 'Queen Marys' and were the subject of the Bachmann model. Not all had plain planked sides as on the model; around eight were partially clad in steel sheet from new and a few more gained sheeting later. The 'Queen Marys' remained in revenue use until the 1970s, six receiving air brakes in 1961. Their official name was 'Bogie Goods Brake Vans - Express Service' but the name 'Queen Mary' has stuck. Several remain in departmental use and several more have been preserved.

**Model History:** At Palitoy (Mainline Railways), their head of model railway development, Merl Evans, had planned to release a model of a 'Queen Mary' brake van in 1985 but the company ceased production in 1984. Later he joined the fledgling Bachmann Europe as head of design and brought with him the research he had done. Consequently, Bachmann were able to add it to their range of models available to the public in 1996. Since then over 20 versions of the model have been produced by Bachmann. In 2011, the company added an N gauge version to their Graham Farish range.

**Model Details:** Some of the brake vans passed into EWS ownership and the model illustrated here represents these. It is in EWS maroon livery with yellow cabin ends and sand boxes (era 9). It carries the number KDS56305 and the TOPS classification YTX. The recommended retail price is £25.95.

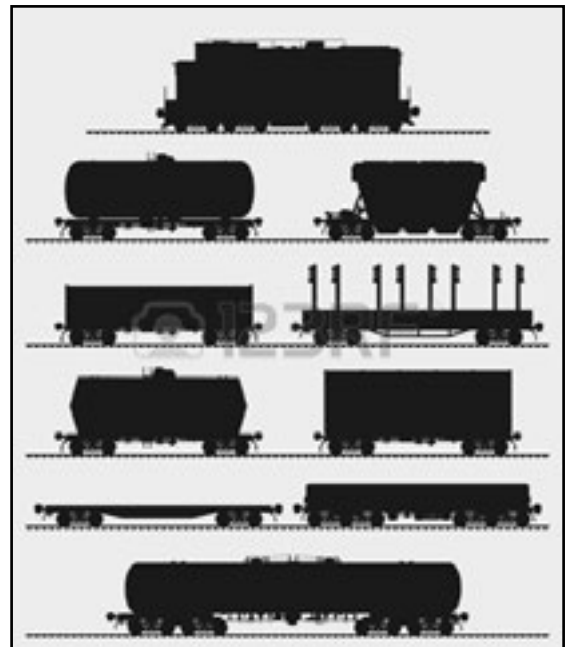


# Wagon of the month: LB-SCR wagons

By Gareth Price



*Preserved LBSCR wagons, Goods Van 8196 and Open 3346 at the Bluebell Railway. Both wagons have been restored in their LBSCR Freight livery. (Martin Lawrence)*



## LBSCR Goods Wagons

When William Stroudley (designer of the iconic LBSCR A1 Terriers and B1s) took to the helm at Brighton Works in 1870, he created the templates for the LBSCR wagons that were to emerge from the wagon shops at Brighton for the next 50 years. Compared

to the designs of their neighbouring pre-grouping SR companies (the LSWR and SECR), the wagons of the LBSCR failed to keep pace when it came to changing needs on the Mainland, but were able to hold a strong favour on the Isle of Wight long after many LBSCR wagons had disappeared on the Mainland. Bar the improvements to chassis, brake and running gears, a wagon of the LBSCR was rarely altered in any other form and this was usually the design several wagons would follow.



*Bluebell resident, LBSCR Open 3346 built to Diagram 1369 in 1914. (Martin Lawrence)*

## LBSCR Opens

The standard design of a LBSCR Open from 1897 onwards was an 18' 5" wagon on either a timber or steel underframe. The first two designs consisted of a 3 Plank Open and a 4 Plank (SR Dia.1365). The later designs; SR Dia. 1371, 1370, 1369 and 1368 were 5 Plank Opens fitted with curved ends and a tarpaulin sheet rail (many later being removed from 1926 onwards by the wagon workshops). Of these designs, the latter Opens are considered to be the largest group and the pinnacle of LBSCR open wagon design. Withdrawal of these began in the 1930s and a few managed to last until the late 1950s.

Between 1924 and 1931, the works at Ashford and Lancing built 450 Dia.1369 Opens to replace ageing rolling stock on the Isle of Wight Railway. Their duties were mainly to carry coal, but due to the practice of leaving the coal in the wagons for long periods of time at Medina Wharf, many were left with considerable damage. Withdrawal of these wagons took place between 1955 and 1966.



*SR 27730, 27766, 27834 and 28345 (built to LBSCR Diagram. 1369) restored to pre-1936 SR livery on the Isle of Wight Railway. (Gary Walker)*



*LBSCR Goods Van 8196 built in 1913 to Diagram 8, which became SR Diagram 1433 at the Grouping. (Martin Lawrence)*

## **LBSCR Vans**

Compared to the Opens, the vans followed a more standard design that was used from 1878 up to 1923 but had minor differences depending on their traffic. The Southern Railway lists six diagrams for these vans; a solitary Goods Van rebuilt from a D1564 Brake Van in 1878 but with no recorded Diagram, Dia. 1433, Dia. 1434 (steel underframe), Dia. 1435 (Goods Vans for the Egg traffic), 1436 and 1471 (Refrigerator Vans).

Of these vans, the Dia. 1433 (built from 1878 to 1915), were the most common examples to be seen on the rail network. Bar the goods traffic duties, several vans found themselves in departmental usage or as stores vans. One notable example is LBSCR 8145/SR 363S built in 1910, which found most of its life spent in departmental usage, starting out as a weight-testing vehicle and secondly as a stores Van until it was destroyed on 22<sup>nd</sup> July 1944 by enemy action.

The lifespan of these vans was rather short compared to LSWR and SECR vans. Withdrawals started from the late 1920s and by the late 1940s with the exception of any vans on Isle of Wight (withdrawals for these examples beginning in the 50s through until the end of steam), LBSCR Goods vans became a rare sight on the Mainland. After withdrawal, many these vans became a common sight as store and allotment huts.

LBSCR vans that were transferred to the Isle of Wight found themselves being used for passenger's luggage and also used for the fish traffic. Following several passengers complaints however about 'fishy-smelling luggage', several of the vans were allocated to fish traffic only. As with many of the examples of the Mainland, these vans eventually wound their way into departmental usage and eventual withdrawal with none managing to survive into preservation.

## **LBSCR Brake Vans**

At the Grouping, the Southern Railway allocated sixteen diagrams for the various Brake Vans built by the LBSCR between 1872 and 1923. Of these Brake Vans, the initial examples built were somewhat identical in design bar their tare weights of 7, 8, 9 or 10 tons. The Stroudley built examples were classed as 'Road' Brake Vans like their LSWR relatives. By 1920 though, these Brake Vans were found to be not up to the needs of what the LBSCR needed. A proposal to couple the vans together was unsuccessful and during 1924, the Southern Railway withdrew many of these without any being renumbered or 'reliveried'. A few however managed to survive in departmental service, with the last being withdrawn in September 1938.

The Brake Vans built by Stroudley's successor, R.J. Billinton discontinued the 'Road' design and were built with verandas at both ends with a rating of 9, 10 and 12 tons. Following on from Billinton, A.H. Panter continued building the veranda examples but also introduced four and six-wheeled variants which possessed characteristics similar to LSWR Brake Vans. Withdrawals of the Billinton and Panter Brake Vans took place between the 1940s and circa 1950.

The penultimate design from Panter was a 20 ton long wheelbase Brake Van on a steel underframe. This was the last design built by the LBSCR, with twenty being built in 1922 and further eleven in 1923. The brake vans failed to receive a diagram number from the LBSCR and the Southern allocated them as Dia.1576. Their LBSCR livery would also be short lived and they were subsequently repainted into SR livery. Between 1928 and 1937, seventeen of these brake vans would be rebuilt for the Engineering Department and many lasted until the mid-1970s. As for the other fourteen vans that were not rebuilt, only two failed to enter BR stock and the last survivor would be DS55907 withdrawn in 1971.

As stated at the beginning, the LBSCR failed to keep pace with other companies when it came to the changing needs around them. Unlike some other railway companies, the LBSCR brake vans were less reliable, so they introduced the use of two brake vans, one at each end to assist in the braking when going downhill.

## **Isle of Wight LBSCR Wagons**

When the Southern Railway took over the running of the Isle of Wight Railway, they found that many of the wagons had either been purchased second-hand from Mainland companies such as the Great Eastern and Midland Railway or built on the Island by the former IOWR. Following a report on the situation that lay before them, the Southern Railway formulated a plan which would see the vast majority of elderly rolling stock being replaced with more modern vehicles. Of these, the wagons that were transferred to the Isle were either built by the LBSCR or built by the SR to LBSCR designs.

As mentioned previously 450 Dia. 1369 Opens were transferred to the Isle of Wight between 1924 and 1931. Along with these, the Southern also transferred 49 Goods Vans (Dia.1433, 1434 and 1436), six Dia.1527/8 Cattle wagons, 20 Single Bolsters (15 Dia.1616 and 5 Dia.1617), nineteen Dia.1661 Car Trucks and 28 Ballast Wagons (18 Dia.1751 and 10 Dia.1755).

When livestock traffic on the island declined in the mid-1930s, the six Cattle wagons were found to be unnecessary. In 1935, three of these were converted into goods vans and allocated to SR Dia.1457 with the running numbers

46924-6. SR 46924 would become the last example of these vans and would enter preservation in 1966 after being in departmental usage. As for the three that were not rebuilt, these would last until 1955.

The Single Bolsters were intended for long loads such as rails or timber but several were allocated into the traffic or engineering departments. The Cartrucks were also used for the engineering department and would be found loaded with bits of dismantled locomotives. These wagons could often be seen working together as a set moving full length rails. The last surviving Single Bolsters and Cartrucks were withdrawn in 1967. The Ballast wagons were short lived on the Isle Wight following transfer and were scrapped in 1931.

## Preserved LBSCR Wagons

The Isle of Wight Steam Railway currently owns the majority of LBSCR wagons. Several open wagons and least two vans are still preserved on the Mainland and include the Bluebell Railway, Yeovil, Severn Valley, Telford, Chatham Dockyard, Quainton and Washford. Preserved wagons include:

- LBSCR Open Wagon 3346 built in 1914 to Dia.1369 (Bluebell Railway). Current livery of 3346 is LBSCR Freight Grey. Several other LBSCR Opens are also resident at Yeovil, Severn Valley, Telford, Quainton and Washford. These examples are in varying states of condition.

Four Southern Opens built to LBSCR Diagram 1369 have also been preserved on the Isle Wight. These are 27730, 27766, 27834 and 28345. All have been restored to Southern condition in either pre or post-1936 Southern livery.



*SR Open Wagon  
28345 (Gary Walker)*

- LBSCR Goods Van 8196 built in 1913 (Bluebell Railway) and 3713 (SR 46773) built in 1920 (Isle of Wight). Like 3346 on the Bluebell, 8196 has been restored in its former LBSCR Freight Grey livery following a restoration between 2003 and 2004.

LBSCR 3713 arrived on the Isle of Wight Railway following ownership by the Rother Valley and previously by members of the Kent & East Sussex Railway who purchased the van in about 1978. Upon arrival at the IOW, the van was in a derelict state until being fully restored between 2013 and 2014. The van now represents a gap in the IWSR's collection as no LBSCR Goods Vans were saved for preservation at the time. 3713 has been allocated the IOW number 46923 and has been restored in pre-1936 livery with 'FISH TRAFFIC ONLY' lettering on one side of the wagon. A third example is also preserved at the Chatham Dockyard Railway.



*An example of what can be achieved... LBSCR Goods Van 3713 prior to an extensive overhaul and afterwards photographed with fellow IWSR wagon, LBSCR Cattle/Goods Van 46923. (Gary Walker)*



- LBSCR Goods Van (ex-Cattle Wagon) 7116 (SR 46924) built in 1922 (Isle of Wight). One of six cattle wagons transferred to the Isle of Wight between 1927 and 1929 to replace former IWCR vehicles. When found to be in excess of requirements, it was rebuilt as a Goods Van in 1935 and used for Passengers Luggage in Advance. Condemned in 1948 and transferred to the S&T Department as Stores Van 1066S. In 1966, it was saved for preservation by the British Railways Board. In June 2015 in a formal ceremony, ownership of 46924 was transferred from the National Collection to the Isle of Wight Steam Railway. Currently restored in pre-1936 Southern livery.
- LBSCR Single Bolsters 4545 (SR 59043), 4659 (SR 59038), 4631 (SR 59050), 4554 (SR 59049) and 7317 (SR 59045). These are the last examples of the several that entered departmental traffic in 1960. The final duties of these wagons were to transport new conductor rails from Medina Wharf to the Ryde-Shanklin and timber for renewal work to Ryde Pier. So far three have been restored in pre-1936 Southern livery and the other two are dismantled and are in stillages awaiting serviceable wheel-sets.



*Before and after... LBSCR Cartruck 60579. (Stuart Butt and Gary Walker)*



- LBSCR Car Truck 7129 (SR 60579) built in 1923 to Dia.1661 (Isle of Wight). One of nineteen transferred to the Isle of Wight between 1928 and 1930. Along with several survivors, 60579 would be eventually transferred to the Engineering Department and lasted until the end of steam. Purchased for preservation in 1969 and received a major restoration between late 2011 and January 2013. Currently restored in pre-1936 Southern livery.

*A selection of various LBSCR wagons; LBSCR Brake Van 50 refurbished and repainted using a Hornby LBSCR Brake Van and LBSCR Goods Van 8197 built from a Smallbrook Studios kit. LBSCR Double Bolsters 59021-59039 and LBSCR Open 28446 have also been built from Smallbrook Studios kits and can be found on owner Mark Pretious's exhibition model layout of IOW Merstone. (Anonymous and Mark Pretious)*



*LBSCR Brake Van*



*LBSCR Goods Van*



*LBSCR Double  
Bolsters 59021-  
59039*



*Open 28446 -  
(Mark Pretious)*

## Modelling

LBSCR Goods wagons are available to the modeller in OO, N and O gauge. So far only Hornby produces the SR D.1576 Brake Vans for the 'ready to run' market.

OO modellers are currently offered a wide range of wagons to work with. Cambrian offer the SR.1369 Open with the choice of either adding the rounded ends with tarpaulin rail or flat end. Smallbrook Studios also offer the OO modeller several kits which include the LBSCR 8T Goods Van, Cattle Wagon/ Rebuilt Cattle Wagon, 5 Plank with Round or Flat ends and the Single Bolster. The company 5 and 9 models offer kits that come from the Stroudley, Billinton & Marsh eras.

The N gauge modeller is rather limited in what is available. Like Hornby, only the SR D.1576 Brake Van is the only item available for the 'ready to run' market. Whilst no longer produced by Graham Farish, these are easily found second-hand. As for kits, Ultima Models produces body kits for the Stroudley Brake Van, LBSCR Goods Van (Dia. 1433) and Poultry Van. These are designed

to fit onto a Peco wheelbase chassis.

Furness Railway Wagon Co/Pre-Grouping Railways offer the O Gauge Modeller several LBSCR wagons kits which include the 3 and 5 Planks and 4 or 6 wheel Brake Vans. Also Roxey Mouldings offer the Brake Vans, Machinery Wagon and Cattle Wagon in white metal kits.

## Resources

The book 'An Illustrated History of Southern Wagons Volume Two: LBSCR and minor companies', provides a useful guide to LBSCR wagons on the Mainland and the wagons of the Isle of Wight. 'Southern Wagons Pictorial' and 'A Pictorial Guide to Southern Wagons and Vans' are also very informative volumes regarding the history of the LBSCR wagon.

Special thanks need to go Gary Walker, Mark Pretious, Martin Lawrence and my anonymous friend for their photographic contributions to this article.

[www.flickr.com/photos/svr\\_enthusiast/](http://www.flickr.com/photos/svr_enthusiast/)

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## The next 2 months' events

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[www.ukmodelshops.co.uk/other/eventsMREmag.php](http://www.ukmodelshops.co.uk/other/eventsMREmag.php)



# N Graham Farish BR Auto-Trailer 374-611



By Patrick Elliott

**The Prototype:** Auto-trailers were used for push-pull operation on branch lines and many small batches were built by the GWR. The BR auto trailer illustrated here was designed at Swindon by Hawksworth but built by British Railways after nationalisation Hawksworth based his design on the earlier GWR ones, as modelled by Airfix in 1978. The real cars were eventually displaced by diesel multiple units.

**The Model:** This is from completely new tooling and the one illustrated here is based on W228W. It is in pristine British Railways unlined maroon livery, placing it in era 5 and looking as the real vehicle would have done from the mid-1950s onwards. Features include separately fitted handrails at the side steps, close-coupling mechanisms, a wealth of underframe detail, the external bell fitted at the cab end, a detailed cab and coach interior and very fine rivet lines on the roof. Each model comes with a bag of extra detail, for the purchaser to fit, which includes a cab-front lamp, front and rear vacuum pipes and brackets, dummy screw-link couplings, steam pipes and replacement long-shank couplers for use when coupling two auto-trailers together.

The model was in the hands of retailers in February this year and has a recommended retail price of £34.95. It would be suitable for use with the Graham Farish Class 64xx in BR livery.



# N Graham Farish BR Mk1 NEA BG Coach 374-044



By Patrick Elliott

**The Prototype:** This is an N gauge model of a gangwayed full brake coach, operated by British Rail in Royal Mail Letters red livery, which belonged to era 8. The model carries the number 92233, which the real coach received in November 1984, having previously been M80890. It had carried that previous number since it was built at the Pressed Steel Works in June 1957. It was in the livery carried by the model sometime between 1986 and 1990. After December 1994 it carried the number 94405 and was scrapped in 2007. It would have been used on parcels and travelling post office services contracted to Royal Mail. It was used for parcels and this type of vehicle was seen in all areas of the UK.

**The Model:** The model reached the shops in February this year and carries the type code NEA and has a pristine finish. It is on B4 bogies and has close-coupling mechanisms. There is also an accessories pack with the model which includes two corridor end doors, two dummy coupling hooks and two vacuum pipes. The model would be ideal for adding to the 370-130 'The Night Mail' train set or could be used with the 371-828B Class 47/0 No.47096 in BR blue livery (for parcels only). The recommended retail price for the coach is £29.95.



# 4GROUND



## Contributors this issue



Simon Kohler has been associated with the world of models and model railways for over 50 years, 35 of which have been with Hornby Hobbies Ltd mainly as Marketing Manager for the Hornby brand. Now working as an independent consultant to the models and hobbies industry, Simon is also Chairman of DRM ePublishing Ltd which owns Model Railway Express eMagazine.



Pat Hammond is a well-known model railway historian, writer and collector. He has written 12 books for collectors and over 350 articles. He is also editor and publisher of Train Collector magazine, which is now in its ninth year. Books written by Pat include: "Tri-ang Railways 1950-1964", "Tri-ang Hornby 1964-1971", "Hornby Railways 1972-1996", "Bachmann Branchline Pocket Guide" and "Ramsay's British Model Trains Catalogue"



Cath Locke enjoys days out on preserved railways and especially longer trips involving food and alcohol!

Cath is a member of CAMRA.

Cath is the editor of Model Railway Express eMagazine



Terry Booker comes from the Vale of the White Horse and was a schoolboy 'spotter' on the Great Western mainline until the mid-fifties and a lover of the old Hornby Gauge 0 clockwork, he has never lost his enthusiasm for railways.... real and model. He admits to the occasional diversions into Military Modelling but '00' gauge has been a constant passion for around fifty years. Despite a massive collection of rolling stock Terry still claims that his main interests are in scenic modelling and is now delighted to be able to contribute to MRE.



Dave Scott's interest in railways began with the railway at the bottom of his childhood garden and developed into Model Engineering as a teenager. Returning to railways 17 years ago he became a driver on the Gloucestershire Warwickshire Railway. Then came a move into modelling and then an actual house move. Dave now boasts the Settle-Carlisle railway at the bottom of his garden. He models OO gauge based in Western region territory in the 1948 - 56.



James Purves has been modelling for too many years to count. After a career in management James is now enjoying retirement and the chance to take up his boyhood hobby once more,. He has noticed that choice in the market has increased beyond recognition and he's learning new technical skills too. James enjoys visiting model railway exhibitions both local and further afield if he can make a day or weekend of it and tie in other railway related visits.



Tony French has been involved in model railways for nearly 30 years and has been working in the industry since the age of 16. He is a fireman at the Great Central Railway, railway photographer and also now the proprietors of Tony's Trains at Barby Model Rail Ltd.



Gareth Price has been a railway modeller for about 10 years and models his favourite period in OO gauge which is the Grouping period. His main area of interest is Grouping and Pre-Grouping wagons. And his other interest is amateur railway photography focussing mainly on preserved rolling stock



Patrick Elliott has had a lengthy career in railways and has made them his hobby too! N gauge gives allows him to make the most of the limited space he has for his layout and also means he can be mobile and likes exhibiting 'the Wolds'



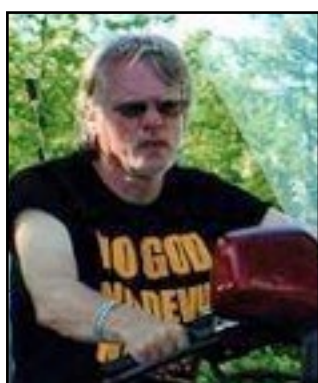
Roger Lattimore has been fascinated by trains since the age of 4 and was a trainspotter by 10! On retirement he started his layout based on the railways of his childhood; 1956-9 Eastern Region, OO gauge Code 75 finescale Peco track with large radius curves and pointwork allowing full length trains to run at speed! Everything is analogue except GaugeMaster controllers and track cleaners. Roger's greatest satisfaction comes from trying something new outside his comfort zone and he urges everyone to give it a go!



Chris Benefield has been involved in model railways on and off since childhood and took up the hobby again about 2 years ago diving headlong into DCC and computer control. He is mainly interested in SR diesel/electric era. Chris is a member (Webmaster) of Dorking & District Model Railway Club.



Robbie McGavin lists his interests as; steam era British railways, history, engineering, and making digital illustrations of engines and trains using RTR OO models.



Andy Hutchinson's greatest passion is riding motorbikes and he still rides despite the loss of both legs, albeit with some of his bikes adapted to suit. When his consultant advised him to find a hobby which required less mobility in preparation for later years when he may not be able to ride his bikes, he was stumped, no pun intended. He decided to have a go at creating a small model railway and this quickly became a passion as great as that of riding his motorbikes. When he is not waving a static grass applicator around, it is a safer hobby too.

If you send something in for the magazine don't forget to send a photo and a short biography to tell readers who you are and what your interests are.

# Want to be a contributor?

Please send articles to [Editor@MRE-Mag.com](mailto:Editor@MRE-Mag.com)

All articles should be your own work and any accompanying photos or images must be your own or you must have the permission of the owner to send them to us to use in the magazine (this must accompany your material). Names and addresses must also be supplied.

Please send articles in Word format clearly indicating where you would like photos to appear in the text (if relevant, otherwise you'll get the editor's selection and layout!). Don't forget to clearly number or title the photos/images to accompany your written instructions as to placement.

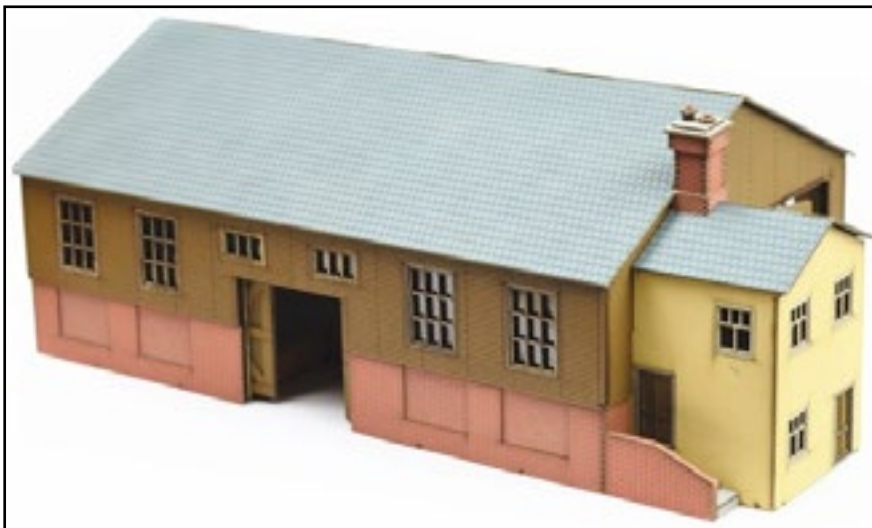
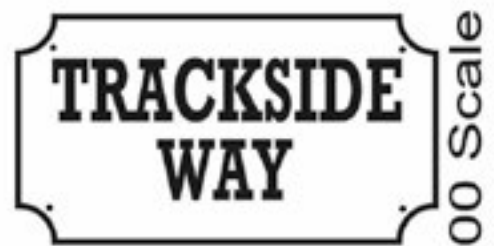
We welcome articles on any and all of the following:

- Modelling: your layout(s) & projects you've done,
- Days out: preserved railways, railway themed pubs,
- Tips: anything to share with fellow modellers?
- A day in the life of: do you have a railway related second hobby, if so tell us about a typical day,
- Trivia: know anything unusual or funny to share?
- Pretty much anything that might be of interest to fellow modellers

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## Trackside contributor's prize

This issue's Trackside prize is their GWR Hanford Goods Shed (which has a SRP of £58.00!). Thank you Trackside!



And the lucky winner is....

**ANDY HUTCHINSON**

# And finally.....

By Robbie McGavin

Two pictures this time, in medium format of a superb recent Hornby model, The S15 class, brilliant engines for the SR. Derived from the 1914-design H15, practical and powerful, long before the Black 5 or the GWR got around to reliable easy-to-maintain mixed-traffic 4-6-0 engines.

831 was built in 1927 at Eastleigh, withdrawn in 11/1963 after 1,304,943 miles, and cut up a year later. Beautiful engine in pre-war SR green, and a fine RTR model.



# Class 14xx 48xx 58xx



The first of our exclusive OO gauge 0-4-2T tanks are now in stock with the rest following on very shortly. 16 versions will be available covering almost all of their lifetime including preservation. All models are fitted with etched brass numberplates on the cabsides. These are selling fast so get them while you can.



In Stock

**H1401**



In Stock

**H1404**



In Stock

**H1408**

## Available now

H1404 Class 58xx 0-4-2 5808 in GWR Unlined green with Shirtbutton logo  
H1409 Class 14xx 0-4-2 1470 in BR Lined black with early emblem  
H1401 Class 48xx 0-4-2 4825 in GWR Unlined green with Great Western lettering  
H1408 Class 58xx 0-4-2 5816 in BR Lined black with BRITISH RAILWAYS (Gill Sans)  
H1410 Class 58xx 0-4-2 5819 in BR Unlined black with early emblem  
H1416 Class 14xx 0-4-2 1409 in BR Unlined green with late crest  
H1402 Class 58xx 0-4-2 5814 in GWR Unlined green with Great Western lettering - Lightly weathered  
H1406 Class 14xx 0-4-2 1420 in GWR Unlined green with G W R lettering  
H1413 Class 14xx 0-4-2 1444 in BR Lined green with early emblem  
H1414 Class 14xx 0-4-2 1450 in BR Lined green with late crest

# All £99

## Due March/April

H1403 Class 48xx 0-4-2 4871 in GWR Unlined green with Shirtbutton logo - Lightly weathered  
H1405 Class 48xx 0-4-2 4807 in GWR Wartime black with G W R lettering - Lightly weathered  
H1407 Class 58xx 0-4-2 5802 in GWR Unlined green with G W R lettering - Lightly weathered  
H1411 Class 58xx 0-4-2 5801 in BR Unlined green with G W R lettering - Lightly weathered  
H1412 Class 14xx 0-4-2 1474 in BR Unlined black with early emblem - Heavily weathered  
H1415 Class 14xx 0-4-2 1432 in BR Lined green with late crest - Heavily weathered



In Stock

**H1409**



In Stock

**H1410**



In Stock

**H1416**

**HORNEY**

"...the end result is nothing short of outstanding. Detail and performance are at the top of the game for mass production." - Mike Wild - Editor - Hornby Magazine

**BRM**  
**RAILWAY**  
**MODELLER**

"The 14xx tank is an attractive and compact prototype and it has been beautifully captured by Hatton's..." - Andy York - Editor - RMWeb

"This is a completely new-tooling project of these perennially popular locomotives - and it shows. There is excellent footplate detail...the look of the model is spot on" - Tim Rayner & Craig Tiley - Writers - Railway Modeller

To order visit - [www.hattons.co.uk/14xx](http://www.hattons.co.uk/14xx)

For more information and regular updates visit - [www.hattons.co.uk/14xxnews](http://www.hattons.co.uk/14xxnews)

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0151 733 3655 [www.hattons.co.uk](http://www.hattons.co.uk)

Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.

**0151 733 3655**

**17 Montague Road,  
Widnes, WA8 8FZ**

Phone opening times    Shop opening times  
Mon to Sat 7:30am-6pm    Mon to Sun 9am-5pm  
Sun 9am-5pm

|  | Link                                                                   | Price        | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|------------------------------------------------------------------------|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Stanier Mogul 2-6-0                                                               | <a href="http://hattons.co.uk/5p4f">hattons.co.uk/5p4f</a>             | £135.96      | Mar 2013       |          |            |             |                   |               |               |          |
| Class 450                                                                         | <a href="http://hattons.co.uk/cl450">hattons.co.uk/cl450</a>           | from £271.96 | Mar 2015       |          |            |             |                   |               |               |          |
| LNWR Webb coal tank 0-6-2T                                                        | <a href="http://hattons.co.uk/wct">hattons.co.uk/wct</a>               | £101.96      | Sep 2014       |          |            |             |                   |               |               |          |
| SECR Birdcage Coaches                                                             | <a href="http://hattons.co.uk/bc">hattons.co.uk/bc</a>                 | £55.21       | Mar 2014       |          |            |             |                   |               |               |          |
| Class H2 Atlantic 4-4-2                                                           | <a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a> | £152.96      | Mar 2013       |          |            |             |                   |               |               |          |
| Warflat Bogie Flat wagon                                                          | <a href="http://hattons.co.uk/warflat">hattons.co.uk/warflat</a>       | £42.46       | Mar 2013       |          |            |             |                   |               |               |          |
| Baldwin Class 10-12-D 4-6-0                                                       | <a href="http://hattons.co.uk/baldwin460">hattons.co.uk/baldwin460</a> | £123.21      | Jul 2014       |          |            |             |                   |               |               |          |

|  | Link                                                                     | Price        | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 68                                                                          | <a href="http://hattons.co.uk/c68">hattons.co.uk/c68</a>                 | £123.72      | April 2014     |          |            |             |                   |               |               |          |
| Class 121/122                                                                     | <a href="http://hattons.co.uk/dapolbubble">hattons.co.uk/dapolbubble</a> | £123.25      | Dec 2012       |          |            |             |                   |               |               |          |
| GWR Streamlined Railcar                                                           | <a href="http://hattons.co.uk/gwrrc">hattons.co.uk/gwrrc</a>             | from £119.43 | Jul 2014       |          |            |             |                   |               |               |          |

|  | Link                                                                     | Price   | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------------|---------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 14xx 0-4-2T                                                                  | <a href="http://hattons.co.uk/14xx">hattons.co.uk/14xx</a>               | £99     | Sep 2014       |          |            |             |                   |               |               |          |
| Golden Arrow Class 71s                                                             | <a href="http://hattons.co.uk/goldenarrow">hattons.co.uk/goldenarrow</a> | £139.95 | Jun 2016       |          |            |             |                   |               |               |          |
| Class 6000 King 4-6-0                                                              | <a href="http://hattons.co.uk/king">hattons.co.uk/king</a>               | TBA     | Aug 2014       |          |            |             |                   |               |               |          |

|  | Link                                                                           | Price     | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|-----------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 1366 0-6-0PT                                                                  | <a href="http://hattons.co.uk/1361">hattons.co.uk/1361</a>                     | £124      | Nov 2013       |          |            |             |                   |               |               |          |
| Class 47xx 'Night Owl' 2-8-0                                                        | <a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>                     | £154      | Nov 2014       |          |            |             |                   |               |               |          |
| Class 07 Shunter                                                                    | <a href="http://hattons.co.uk/cl07">hattons.co.uk/cl07</a>                     | £99 (EST) | Jan 2016       |          |            |             |                   |               |               |          |
| Hatton's O Gauge Class A3/A4                                                        | <a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a> | £750      | Aug 2016       |          |            |             |                   |               |               |          |

|  | Link                                                                 | Price        | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------|--------------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| W4 Peckett 0-4-0ST                                                                  | <a href="http://hattons.co.uk/peckett">hattons.co.uk/peckett</a>     | £81          | Oct 2015       |          |            |             |                   |               |               |          |
| Merchant Navy 4-6-2                                                                 | <a href="http://hattons.co.uk/mn">hattons.co.uk/mn</a>               | from £153    | Mar 2015       |          |            |             |                   |               |               |          |
| Class H Wainwright 0-4-4T                                                           | <a href="http://hattons.co.uk/hclass">hattons.co.uk/hclass</a>       | from £90     | Sep 2016       |          |            |             |                   |               |               |          |
| Mk1 FO & BSO                                                                        | <a href="http://hattons.co.uk/hornbymk1">hattons.co.uk/hornbymk1</a> | £31.50       | Oct 2016       |          |            |             |                   |               |               |          |
| Class 8P Princess Coronation 4-6-2                                                  | <a href="http://hattons.co.uk/duchess">hattons.co.uk/duchess</a>     | from £171    | Nov 2016       |          |            |             |                   |               |               |          |
| Hltachi IEP Class 800                                                               | <a href="http://hattons.co.uk/IEP800">hattons.co.uk/IEP800</a>       | from £229.50 | Nov 2016       |          |            |             |                   |               |               |          |

|  | Link                                                                 | Price | Date announced | CAD done | In Tooling | Seen 1st EP | Decorated samples | In production | On Board Ship | Released |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------|-------|----------------|----------|------------|-------------|-------------------|---------------|---------------|----------|
| Class 2301 Dean Goods 0-6-0                                                         | <a href="http://hattons.co.uk/oxdgc">hattons.co.uk/oxdgc</a>         | £95   | Jan 2016       |          |            |             |                   |               |               |          |
| YEC Janus 0-6-0 Shunter                                                             | <a href="http://hattons.co.uk/janus">hattons.co.uk/janus</a>         | £74   | Nov 2015       |          |            |             |                   |               |               |          |
| 60' Carflat Car Carrying Wagon                                                      | <a href="http://hattons.co.uk/oxcarflat">hattons.co.uk/oxcarflat</a> | £25   | May 2016       |          |            |             |                   |               |               |          |
| Mk3 Coaches                                                                         | <a href="http://hattons.co.uk/oxmk3">hattons.co.uk/oxmk3</a>         | £29   | Jan 2016       |          |            |             |                   |               |               |          |

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

**[www.hattons.co.uk/projectupdates](http://www.hattons.co.uk/projectupdates)**

Information correct at the time of going to press on 17/03/17.