MODEL RAILWAY EXPRESS

eMAGAZINE

Issue five:
August / September 2017

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Hassall Bridge layout by Alsager Railway Association

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Welcome

From Simon Kohler

Dear MRE Readers,

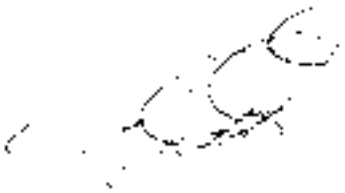
Summer is well and truly here and although I am no expert I don't think it has been too bad so far. Of course during the summer months and with holidays on many of our minds model railways do tend to take a bit of a back seat. However all is not lost because thankfully these sainted isles of ours have a good number of preserved railways. Whether it is the Mid Hants or the North Yorkshire Moors; maybe it is the Nene Valley or the Severn Valley, a day out at these or many of the others heritage lines that are dotted about the country is a great day spent with the family.

Then there are the model railway shows – some small some larger but whatever the case there is bound to be something on show that will please the whole family, besides taking youngsters to such events does tend to help in lowering the average age of attendees! Or there are railway museums to visit such as the National Railway Museum in York and entry there is free! Now that is a bargain.

As for this 5th issue of MRE eMagazine, hopefully there is something for everyone to read and enjoy and if there isn't then please do let us know. Perhaps you might like to put a few words down on paper or send the editor an email and tell us about what you have been up to on your layout or maybe what railway related things you have seen on your travels this summer? Remember like-minded amateurs produce MRE eMagazine and although for some it may not have the finesse and glossiness of the more professionally printed magazines we are passionate in what we do.

Finally, as many of you know all those on the MRE team offer their services for free but even taking this into account the running of the magazine still costs money, therefore for those reading the magazine and if your business is associated with modelling railways then do make contact with Terry Rowe and ask about the advertising rates. I think you will find they are extremely competitive and definitely worthwhile.

OK, now start turning the digital pages and enjoy!



Ferroequinology!

By Dave Scott

That word is catching

THAT word ferroequinologist coined by Monmouthshire Railway Society appears to have spread far and wide.

When members of the society recently visited Swindon works they were astonished and amused to find a car outside the entrance with a sticker label bearing the words "Clacton-on-Sea Ferroequinologists Club."

The Swindon trip was one of many which the society arrange throughout the year. They also meet at the Y.M.C.A. in Commercial Street, Newport, usually on a Saturday night for a talk or film show about railway topics.

New members would be welcomed and anyone interested should get in touch with Mr. M. J. Eagleton, of Canberra Crescent, Newport.

This may provoke a few memories.

Sometime in the Mid to Late '60s myself an two others made a visit to Swindon Works on a Sunday from Newport in South Wales. My friends dad had a Ford 375 Consul with an Essex registration,(5244 TW)? We parked outside of the Works entrance with a banner in the back window proclaiming "Clacton-on-Sea Ferroequinologists Club" and so the plot was hatched

As you will see from the attached article that subsequently appeared in the local paper the ruse worked. I think that sufficient time has now passed to come clean.

I wonder if there are any readers who remember this little event?

Firing in the shadow of legends: The BR 9Fs and me

By Tony French

If you were to ask any ex-footplateman, or any railway enthusiast around in the days of steam, what his favourite class of locomotive were you would probably receive a different answer wherever you went dependent on the region they worked or observed in.

A Doncaster man would probably wax lyrical over Gresley's express locos like his A3s and A4s or possibly his more humble, but technically brilliant V2. A Crewe man would probably champion one of Stanier's magnificent Duchesses or Princesses. A Swindon man would extol the virtues of the Castles along with anything else that was heavily clad in copper and brass and hailed from that famous works. Whilst, an Eastleigh man would praise the radical thinking of Oliver Bulleid and his Merchant Navy pacifics along with their smaller sisters, the light pacifics.

Photo: John French

However, ask the men of Annesley, Woodford Halse or Bath Green Park what they would choose and many of them would probably name Riddles' masterpiece the 9F. Through a variety of reasons these locations would play a very significant part in my railway influences and the 9F quickly became a firm favourite.

Riddles and his 9Fs

Robert 'Robin' Riddles started his railway career as an apprentice at Crewe for the London & North Western Railway, before leaving to serve for the Royal Engineers in the First World War. Riddles was badly wounded but returned to work at Crewe in 1920, first for the LNWR and then the LMS. During the 1926 General Strike Riddles volunteered as a driver, making him very rare amongst CMEs as he actually had practical experience of working on a locomotive footplate.

The Second World War would see him leave the LMS again, this time to working for the Ministry Of Supply, designing the WD Austerity 2-8-0 and 2-10-0s. Riddles would return to the LMS again in 1943 and was in the running to replace Charles Fairburn as CME, following his untimely death in 1944, but that job would go H.G Ivatt instead. Riddles wouldn't have to wait long however, effectively being handed the CMEs job with the newly nationalised British Railways. Riddles produced a series of 'Standard' locomotives, largely to mixed traffic designs.

Photo: Michael Sutton

Riddles would save the best ‘til last though in many respects (and opinions, many would probably disagree though!) in his 9F 2-10-0 freight locomotive. Originally intended to be a 2-8-2, Riddles switched to a 2-10-0 largely to increase the braking force of these locomotives, worth remembering at this time a lot of freight trains were running unfitted. The first member of the class would roll out in 1954, technically after Riddles had retired and only a year before BR announced their modernisation plan which would doom the steam locomotive as a species on the national network. Many of their critics would lambast British Railways for building another steam locomotive when most other countries were switching to diesel or electric power, this was largely due to Riddles vision of switching from steam direct to electric rather than have diesel. However, very few could deny their legendary strength or turn of speed. Designed to haul trains of up to 900 tonnes at an average speed of 35MPH, their turn of speed was regarded as a surprise to many, stories of 9Fs achieving 90MPH on passenger diagrams are not uncommon.

Photo: Andrew Southwell

251 members of the class would be built at Swindon (53) and Crewe (198) from 1954 to 1960, the final member of the class (although not numerically) to be built would be the final locomotive built for British Railways service. Launched in March 1960, 92220 would be named ‘Evening Star’ and would wear the BR Brunswick Green livery, normally only given to passenger locomotives. Within

four years of Evening Star's launch the first members of the class would be withdrawn, with the final members being withdrawn at the end of steam in 1968. Some members of the class had barely seen five years in traffic and really did prove the point that their construction wasn't the wisest of decisions. Unfortunately their size and power probably counted against them when it came to withdrawals as despite being the youngest locomotives available their size meant they would have little use on industrial railways and that many embryonic preservation schemes probably felt they wouldn't suit their branch lines either.

Evening Star herself was naturally destined for the National Collection from the moment she was built. Artist David Sheppard would buy 92203 direct out of service from BR for the princely sum of £3,000 and name her (!) 'Black Prince'. This left 249 more examples of the breed at the mercy of the scrapman's torch. Only a further seven examples would avoid that fate, all saved from the infamous Barry Scrapyard in South Wales. One member of the class 92085 would write herself into railway folklore through the tragic circumstance of being one of the few steam locomotives cut up at Barry in the preservation era.

Runners to Woodford

I'm now going to look at two of the 9Fs most well known workings, starting off with their fast freight workings from Annesley, near Nottingham to Woodford Halse in Northamptonshire along the Great Central Main Line (also known as The London Extension).

Known as the Annesley Runners and usually made up of 16 ton mineral wagons from the Nottinghamshire coal fields, these were the fastest unfitted freight trains in the country, probably the world. Originally usually hauled by LNER O1s or the older Great Central 8Ks (LNER O4) these workings were revolutionised by the arrival of the 9Fs.

My first introduction to these workings would come when my father and a family friend (carpet fitter and railway enthusiast Michael Jerome, now sadly passed away. It's funny how something like your parents getting a carpet fitted can change your life, isn't it? Anyway...) took me to the Great Central Railway Enthusiasts Association at Woodford Halse. Located in the upstairs rooms of the former Railwaymen's Club, a mix of those who worked for and those who loved the old railway met to look at slides and videos of the GCR and other railways too. Many a tale of GCR life would be told to me and had an everlasting effect on my formative brain. One thing that was clear from these tales was the 9F was the queen of the line.

I could try and describe a trip on a runner in steam days but that would be doing it a injustice so I'm going to let ex-Annesley fireman Barry Towler take up the story....

Stan Cooke was my regular Driver for about the last 3 years of Annesley's life. Stan lived at Bulwell, he was a NUR man and had a son named Graham who was also a fireman at Annesley , and that's about all I can tell you about his personal life!! One of our Woodford jobs was to sign on at 11.55 for the 12.25 "Runner". After signing on we left the 'loco and went to the outlet board, where I rang Annesley no.4 box. "92073 for the 12.25 Woodford" I told Bill Shaw the "bobby". Off came the board, we backed over the dolly, down the through road to Annesley South and back into the up sidings. After the shunter had coupled up, and our Guard, Bill Gowing had given us our loading, we were off as quick as possible! The downhill run to Nottingham Victoria gave me chance to get my fire in good order (speeds to the "Vic" were in the region of 40 to 45mph) Emerging from the tunnel at Nottm Vic north I would be hanging out of the cab yelling to the signalman"(tell 'em to give us the road bobby". Our aim was to keep in front of the York - Bournemouth express all the way to Woodford.

After passing Arkwright Street station and crossing the Trent we got into our rhythm and increased speed. Ruddington and Gotham flashed by at 50mph plus. After Barnston tunnel (just south of East Leake),we coasted down to Loughboro giving me a breather and a well earned fag .We were going that fast if you blinked twice you missed Loughborough, then on through the Leics countryside, over Swithland Resevoir, through Belgrave and Birstall, then it was shut off, and coast down to Leicester Central. We were lucky – all the boards were "off" through the station. Facing us was Ashby bank – seven miles at an unrelenting 1 in 176! Passing Whetstone Stan was anxiously looking for Ashby's distant! If it was yellow it meant we were going in the loop to wait for the Bournemouth to pass .It was green (not that I had time to notice all this, I was too busy trying to keep steam up!). Topping the bank we eased up a bit allowing me and 92073 to get our breath back. From then on it was a relatively easy run to Braunston & Willoughby, averaging speeds from 40 to 50 mph. Over the "birdcage" at Rugby and on to the final six miles at 1 in 176 to Charwelton hoping we wouldn't slip going through Catesby tunnel. (3,000 yards long, and so straight you could see a pinprick of light at the other end, visibility permitting. After a "little dip" on the troughs we got the left-hand board at Woodford no.4 and into the up sidings at Woodford. Before we had come to a stop the mainline signals were of and the "Bournemouth" came flying through as he passed us he whistled to let us know we had checked him at Charwelton. A quick turnaround at Woodford and then with 55 empties on the return trip began (I think it was 55 not sure).If our guard had got a rough riding guards brake he used to "sprag" himself in. Now was the time to see what the mighty 9F could really do, if we got the road we would fly along .45 50 55mph and I believe topping 60mph. coming down Ashby bank, if the outer distant was against us (you had maybe 2 or 3 seconds looking through the trees) GOD HELP US! Steam brake on, tender brake on, steam sanders on reverse gear

hang on the whistle and pray that you had woke up the guard so he could use his brake! (This was a rare occurrence but it did happen at times – the signal, not the guard!) Then forging on northbound, slowing down through Leicester Central, picking up speed again flying through Loughborough up the bank by the Brush factory then through the tunnel and "feet up, fag on" for the long run down to Queens Walk and then through the "Vic". After another four uphill miles at 1 in 130 we reached Bulwell Common.

We then went up the G.N. Leen Valley line to Newstead, where we were relieved. We then walked over to the 'loco to sign off, then a brisk walk up to Newstead Village, two quick pints in "The Institute", and catch the 19.00 "dido bus" home.....Happy Days!

My thanks to another ex-Annesley fireman Chris Ward, who I am honoured to call a friend, for allowing me to use this extract from his superb Annesley Fireman website.

The S&D and The Pines Express

The Somerset and Dorset Joint Railway was a railway running from Bath to Bournemouth, with a branch line to Burnham-On-Sea from Evercreech Junction. Often used as a through route for trains to the coast, the lines best known service was The Pines Express which ran from Manchester to Bournemouth. Unusually, under the grouping act the line would pass into joint LMS and Southern Railway ownership.

The fame of the S&D peaked whilst it was on it's deathbed in many ways, with many enthusiasts making the pilgrimage to the doomed route in the 1960s. One man who probably can lay claim to attracting enthusiasts to the line is photographer Ivo Peters. Peters was a well known railway photographer, travelling far and wide to capture the railway scene but he made no secret of the fact that his favourite route was the S&D.

For those of us born too late to see the S&D for ourselves, our first exposures (or certainly my first exposure anyway) came through two wonderful BBC documentaries, Return To Evercreech Junction (1985) and All Change At Evercreech Junction (1986). These two superb pieces of film, presented by Mike Arlett, an enthusiast with a real passion for the railway and a genuine respect for the men of the old railway, this film not only introduced me to the railway and Ivo Peters' wonderful archive film but a pair of now legendary footplatemen, Driver Donald Beale and his fireman Peter Smith. The duo probably represent the quintessential image many railway enthusiasts have of a driver and fireman. Beale, the experienced driver, mild mannered and a cornerstone of the railway had worked for the railway since 1919 and his locomotive handling skills were already the stuff of legend. Smith, his loyal number two, had known Donald

since his trainspotting days and in fact it was Donald Beale who got him the job. The one thing that even the great Donald Beale couldn't arrange was that Peter would become his regular fireman, although the fact he did seems to have a great deal of coincidence about it!

Climbing up over the Mendip Hills, the line had some very steep gradients which often required two locomotives to work the heavier trains, however, during the first trial of a 9F on the route, 92204 took ten coaches unassisted. This astonishing strength caused the driver to look back several times to make sure he still had the entire train following. Donald Beale himself said that if they had come sooner, they'd have saved the S&D. Although, much of the S&D's downfall was caused inter-regional rivalries and the transfer of power to the Western Region, who allegedly ran the route down to ensure it's closure (much like the Midland Region did when they acquired the GCR).

During their short S&D careers, the 9Fs were no strangers to passenger workings and were noted for hauling The Pines Express, although it was nowhere near as an exclusive market for them as the Annesley Runners were. However, the class would achieve their permanent association with the train when on the 8th September 1962, 92220 Evening Star hauled the last Pines Express over the S&D route before the train was diverted over alternative Western Region metals. Donald Beale gifted the driving turn for this final run to Peter Smith and still at the tender age of 24, Smith achieved in his own words, "the highpoint of my railway career"

Photo: Joey Evans

Sunday May 7th 2017

In 2009, I decided I wanted to achieve a lifetime ambition and become a footplateman. The Woodford Halse influence meant the preserved Great Central Railway in Loughborough was the place I

wanted to learn the art. In February 2011, after some expert training from a mixture of ex-BR firemen and those (like me) who have learnt the art since the end of steam, I passed my firing exam.

In 2014 9F 92214 became resident at the railway. Amongst other depots, she had been based at Banbury and Bath Green Park. This meant she would have worked on both GCR and S&D metals in her service life, locos from Banbury often working across the link line to Woodford Halse and on a few occasions up the GCR main line. My first chance to work a 9F on a runner would come the following winter, when myself and my 'regular mate' Martyn Ashworth took 92214 on the runners from Rothley to Loughborough and the back to Swithland Sidings again with the wagons during the Winter Steam Gala. Although this run took place at a much more sedate pace and over a much shorter distance, I clearly remember looking back as the wagons started to follow us and thinking "this is it, I'm living my dreams". Over the last couple of years I have been lucky enough to repeat that feat a number of times but May 7th 2017 was something more, as well as a runner we would work a non-stop eight coach special named train. There was only one name that could carry, surely?

I arrived on shed well in time for my 05:00 book on, '14 sat invitingly over the pit on number one road gently simmering in the dingy light of a spring dawn. I headed down to the cabin and signed on, taking in any new notices, before grabbing a stop board and heading back to 'the old girl' to see what state she'd been left in from the previous days work. Climbing up on to the footplate I found she had 80 pounds of pressure on the clock, nearly a full pot of water, the remnants of the fire were clean and even (no chance of them getting stuck in the rocking grate!) and the footplate was generally tidy. Happy days!

I was soon joined by my 'boy apprentice' GCR cleaner Joey Evans and my 'regular mate' driver Martyn Ashworth. After completing all required checks of the firebox and smokebox, Joey and I started work cleaning last nights fire out while Martyn started oiling round the loco. The beauty of a 9F is they were fitted with a rocking grate which means the fire can be dropped just by using a bar to rock the bars instead of having to rake it out the old fashioned way! Although there is some raking required as the rockers don't cover the whole grate. I left Joey to finish this task and went to fetch wood and paraffin soaked rags to light her fire with. With the grate clean we could lay a bed of coal before throwing plenty of timbers on the fire and a few rags. She was soon lit and gently raising steam. Whilst I gently built the pressure up, Joey dragged some coal forward and cleaned the boiler. Before long the loco was in steam, we emptied the ash pan, got changed and left the shed early. Leaving Joey behind for the time being.

We headed up the yard to Loughborough station, taking a 'splash and dash' at the water column on our way past, to pick up a bag of detonators, guard Steven Bradley and shunter (for the day) Hayden Bolton. Despite running nearly 15

minutes early the 'bobby' gave us the road and we headed off light engine for Swithland Sidings to pick up the runners. Running light engine used barely any steam so it was just a case of keeping the grate covered and the water up. We reached Swithland and backed onto the runners, Hayden coupled us up, Steve went to his 'van and took the hand brake off and once we'd created a brake (our rake of runners are largely vac fitted unlike the runners of the Annesley men's day!) we were off again. Rolling non-stop through Rothley, I grabbed the single-line token off the member of station staff and once clear of the platform, put a round on the fire ready for the gentle climb to Leicester North (on the site of Belgrave and Birstall station). The load we were hauling wasn't the most taxing for her and reaching the top of the climb with plenty of steam, the injector went on ready for the change in gradient and the regulator shutting and we rolled into Leicester North, still running 15 minutes early.

A quick run round at Leicester and we were off again. The run back to Loughborough only involves two gentle climbs out of Leicester North and Rothley, so once we were over the top at Rothley it was just a case of keeping the grate covered, the water up and looking out for the signals. One of the great things about a GCR gala is just how busy the line can be at times and as we came through Quorn the first passenger train of the day was departing on the Up Main (we were on the down), 8F 48624 was waiting to depart from the Down siding after we had been through and Jocko (or Jinty) 47406 was shunting in Quorn Yard. Probably busier than Quorn ever was in Steam Days!

Back at Loughborough, still running 15 minutes early, we took advantage of the extra time to take more water and pick up Joey who had now finished his duties on shed and been issued a footplate pass to join us. We ran back around the train and coupled back up again. Martyn was letting me drive this trip and Joey fire, all under his supervision of course, I created a brake while Joey built up the fire. I wasn't going to be doing anything like Stan Cooke had done in Barry Towler's account of a runner but we'd still need a good fire and plenty of pressure for the run. The Duty Traffic Manager came to the cab and told us we'd be leaving early again just to clear the platform for another passenger train to arrive, even though we were still early. The starter was green and Steve gave us 'right away' from the guard's van, I eased '14 gently away from the platform varying my vision back and forth keep an eye on the road ahead and making sure the train was following correctly. We were expecting to be held at the section signal, so I just kept her gently rolling out of Loughborough expecting to stop at the signal. As we rounded the curve leaving Loughborough Joey called across "green on the section" and once I had seen it as well opened the regulator even more as we now had the road to head down the line, winding the reverser back so as not to use too much steam and tax Joey too much either. Whilst not doing the same sort of speeds as Barry recalled in his account, nor hauling the same loads, I was still living my childhood dream of being in control of a runner. Even

though we had greens all the way through Quorn, I still shut off and brought the speed down to roll through the station at a steady pace. Leaving the station behind and after giving the bobby a wave, with a clear road ahead I could build up the speed again. We rounded Kinchley Lane and rumbled across Swithland Viaduct. Passing through Swithland we had a yellow on the home (the main signal showing green, but the distant showing yellow), shutting off and bringing the speed down ready for the inevitable red on Rothley's home signal. Even though I was prepared for it, the weight of the train and the downhill gradient into Rothley station meant I had to brake quite hard to bring the train to a halt safely and in control. We'd barely stopped, when the board came off and we had a green to go into Rothley, we rolled through the station and with a green on the starter up to Rothley Brook where another loco was waiting to take the runners back to Loughborough. After shunting back into the sidings, we screwed down the handbrake and spent a relaxing half hour or so until the local train came in and we took it back to Loughborough.

Back at Loughborough the 08 shunter was arranging our eight coach train and we were handed the headboard for our non-stop express run to Leicester North. Martyn would be back in the driver's seat and I was back on the shovel, Joey stayed with us, but only as a passenger on this occasion. As expected the headboard was 'Pines Express' and once on the front of the train, we put the board on and set the lamps for express passenger. There was a slight problem however, the length of the train had left us under the road bridge at Loughborough station. This meant the chimney and safety valves were under the bridge. Without wanting excess smoke under the bridge or the safety valves lifting it meant I'd have to build my fire carefully. We were slightly late leaving Loughborough to ensure we got a clear run once out on the main line. I can't explain it properly but I could feel the adrenaline coursing through me, I just wanted to get out on the run!

After what felt like an eternity the guard gave us the right away and we headed off. Once clear of the station I started to build my fire ready for the attack, we weren't doing anything as taxing as climbing the Mendips with the Pines but as before we were doing it in memory of the men who had. Keeping the pressure and water up as we headed down the Quorn straight, the difference today was where we'd normally stop at Quorn or roll through at slow speed today we'd be going through at line speed, with the instruction to put on a show. To keep the speed down, Martyn shut off earlier and just outside Quorn opened up to run through the station with the power on. Leaving Quorn behind, we carried on '14 running well, the next challenge to the non-stop run was approaching...

The day previously the non-stop run using 6990 Witherslack Hall (not running as the Pines I must add) had to stop at Rothley while they waited for another train heading back to Loughborough to clear the single line section. As we headed

through Swithland again the starter once again showed yellow. Martyn shut off, preparing to stop if Rothley home was red, it wasn't! "green on the home" I called across the cab and we could see the other train in the down platform. Martyn brought the train steadily through the platform, the main thought on my mind was "don't drop the staff (what we refer to the token as), don't drop the staff!" fortunately I didn't! Looking across the cab I called to Martyn "Got the staff!" and that was it we were going to make it non-stop to Leicester! This time '14 was working harder on the single line to Leicester but we still reached the top with plenty of water and steam and once over the top she rolled down into Leicester beautifully and we were there!

We ran back to Loughborough as a stopping passenger (as we usually do) and once back handed '14 over to the PM crew. We went back on shed, signed off and had a brew while we reflected on our day. Whilst being nowhere near the kind of feat the men of the GCR or S&D used to perform on a daily basis, I hope we are still keeping their memories alive.

Dedication

I'd like to finish by dedicating this piece to all the former footplatemen and enthusiasts of the Great Central Railway and the Somerset and Dorset, whose memories influenced me so much in my childhood and now whose shadows I fire in.

Photo: John French

N Graham Farish Mk1 GUV Satlink Western 374-135

Review by Pat Hammond

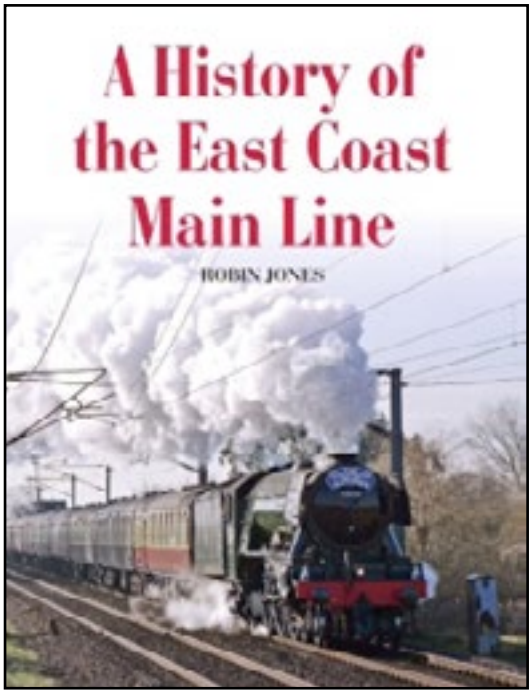
Prototype History - The GUV is a General Utility Vehicle and belongs to the range of British Railways standard Mk1 carriages developed in the 1950s. They have been used for transporting mail and parcels. Several batches were built, the earliest at Doncaster in 1956 and the last ones in 1959 by Pressed Steel Ltd. Built without gangway connections, they had two large end doors and a bottom flap that rested on the buffers when open and thus allowed end-loading with motor vehicles. Some of the GUVs received 'Motorail' branding. The vans were built with three double doors along each side, each with a single window, and there were two intermediate windows between the sets of doors on each side.

Various railway engineering vehicles used in the Western Region during the installation of ATP (Automatic Train Protection) around 1990 carried a distinctive red and yellow livery. Among them there were a least three BR Mark 1 GUVs which were used as static equipment stores and were seen parked in sidings during this period and for some time after the work had finished.

Model History: The first Graham Farish model of a 57' GUV arrived in 1991 and four versions were made before Bachmann acquired the company in 2000. Bachmann went on to produce seven more versions of the N gauge model from the original tooling, before replacing it with a completely retooled and highly detailed one in 2012. Of this, at least ten versions are already available.

Model Details: The model BR Mark 1 GUV (General Utility Van) in pristine Satlink Western livery (BR Signal & Telegraph Department) arrived in June. It carries the number KDB977557 and the red and yellow livery belongs to era 8. It also carries a panel stating: "For exclusive use of the Project Engineer Automatic Train Protection Great Western Main Line". The model is fitted with B1 bogies and comes with an accessory pack containing two dummy coupling hooks, two buckeye couplings in raised position and two in dropped position, as well as vacuum pipes. The recommended retail price is £30.95.

A history of the East Coast-Main Line



Review by Tony French

One of the most iconic mainlines in Britain is the East Coast Main Line and although it has been written about many times down the years in a variety of styles, Robin Jones has turned his attention to the famous route in this Crowood Press publication.

Robin Jones is well known amongst railway enthusiasts largely for his work founding and being editor of Heritage Railway magazine as well as writing several books on railway related subjects. Before writing about his hobby of railways, he had cut his teeth as a journalist and then news editor at the Birmingham Evening Mail.

Presentation and Information

Like previous Crowood publications I have looked at, A History of the East Coast Main Line is very well laid out with lots of good quality pictures and nice, clear bold text. However, some of the pictures do appear to have been subject to some rather poor cropping (having seen them reproduced before in other publications).

First impressions of this book are that Robin Jones is trying to "fit a quart into a pint pot" as the history of the East Coast Main Line is spread over the best part of two years now, especially when you bear in mind that the recently published The Longmoor Military Railway: A New History is spread over three volumes and covers a system that didn't even reach seventy years in operation. Having said that the book manages to cover the majority of the key facts and focus on some neglected areas as well.

Personally, the first few chapters of the book feel a little disjointed and at times Jones seems to wander off on a bit of a tangent. The book really starts to come into it's own though when starting to look at the journey times coming down and the great races to the north between the rival routes to the north of the East and West Coast Main Lines. From there on the book seems to become a lot tighter on the subject matter and focus is given on the development of the route, its locomotives, named trains and its infrastructure. With focus given locomotive wise right the way through from Sturrock's early designs through the

Sterling and Ivatt eras, onto Gresley and his pacifics, then to the diesel dawn of the Deltics, through to the HSTs and the 91s and even looking at the future with Virgin's new Azuma trains which are only just starting to appear in the UK. The book wraps up very nicely by looking at the preservation of East Coast legends like Flying Scotsman, Tornado (technically not preserved, I know) and the reuniting of the six preserved A4s.

Who is this book suitable for?

If you are looking for an introduction to the East Coast Main Line or a general overview to its history then this book would make for very pleasant reading. Being a very broad topic it is more than understandable that Jones has had to 'skim' a few sections of the history, so for anyone looking for a very specific time or element of East Coast Main Line history might be left a little disappointed.

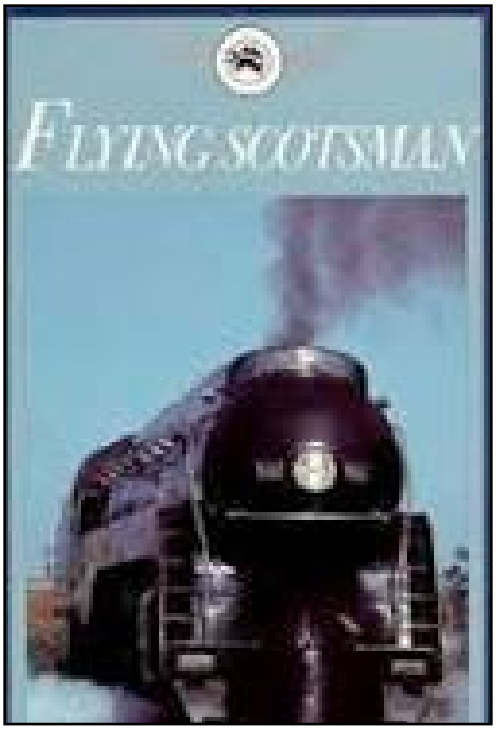
In conclusion, a good book for someone with limited knowledge of the East Coast Main Line but probably lacking a little for the hardcore enthusiast.

The Flying Scotsman (1929)

One such topic skimmed in the book was the 1929 film based on the non-stop express from London to Edinburgh 'The Flying Scotsman' (which is well covered in the book, unsurprisingly).

The basic plot (spoiler alert)

The plot is a little on the thin side but basically; Engine driver Bob is due to



retire from his job after years of distinguished service. On Bob's last day working aboard the famous Flying Scotsman, a disgruntled fireman, dismissed after being reported for drinking at work, decides to get his revenge on Bob (who reported him to the company) by causing an accident. Meanwhile, the fireman's amorous young replacement has fallen in love with a beautiful girl, whose father, unbeknown to him, happens to be Bob (and who has also boarded the train in an attempt to stop the villain). The film has a happy ending for everyone, apart from the villain.

What makes the film memorable?

For many railway enthusiasts, the weak plot is more than made up for by the incredible standard of the filming and the daring stunts performed on the moving train by the actors involved.

The filming used 4472 Flying Scotsman carrying the headboard Flying Scotsman as well to represent the famous non-stop train and took place on the Hertford Loop Line. For added realism, Moore Marriott (Old Bob, best known for his roles in Will Hay films) and Ray Milland (appearing in his first major feature film) actually drive and fire 4472. With cameras strapped all over her, the film of Scotsman is a joy to behold. However, it nearly came at a price! The film crew had not allowed for the role and sway of the locomotive when travelling at speed and reports claim they often found themselves perilously close to the sides of bridges and tunnels, as did Ray Milland when performing one of his stunts.

The film is probably best remembered for two particular scenes, the first being Alec Hurley and Pauline Johnson working their way along the outside of the moving train (estimated to be running at 40MPH, long before speedometers were fitted to locos), a death defying stunt no actor would take on these days! The second being, after Alec Hurley (Crow, the villain) reaches the engine and knocks Bob out he makes sure the engine is running well at speed and then goes back through the corridor tender, uncoupling the loco from the train as he goes. As a result the loco races away with the train following behind! Sir Nigel Gresley is reported to have said "when I saw this wretched film it implied the LNER has yet to discover the vacuum brake!" As a result the film carried the disclaimer "For the purposes of the film, dramatic license has been taken in regard to the safety equipment used on The Flying Scotsman" despite this it's believed that Gresley insisted on all filming on the LNER being banned.

How Can I See The Film?

The film is available to buy on DVD and can be found reasonable easily on well known online sites.

Whilst the whole film cannot be found online, clips of the stunt sequences are available to view on YouTube and in the sixth episode of Steam Days (A Tale Of Two Scotsmen) on the BBC iPlayer, where the film is discussed by Miles Kington and film expert John Huntley (both sadly passed on). Well worth a look (see links, below) if you are a fan of the LNER but not if you're looking for an in-depth plot!

https://www.youtube.com/watch?v=KrCO-9Q2DRI

http://www.bbc.co.uk/iplayer/episode/p011w82s/steam-days-6-a-tale-of-two-scotsmen

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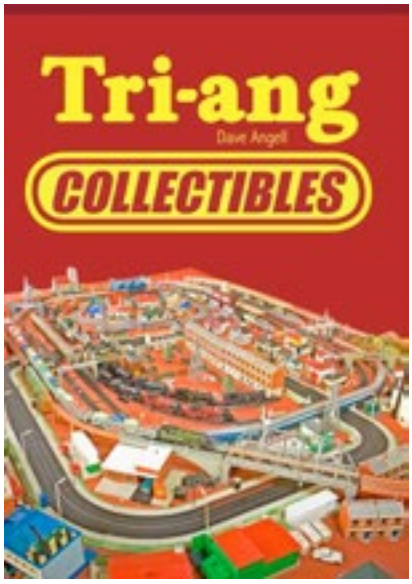
Press Release

Dave Angell explores the collectible nature of the iconic Tri-ang brand.



Tri-Ang Collectables

Dave Angell

Many children spend hours enjoying their first train set – but imagine the hobby never runs out of steam and the train set develops into a lifelong hobby. That first set conceivably could have been made by Tri-ang, a member of the Lines Bros group of companies.

This book gives an enjoyable account of that boy's journey through life with his trains. We follow the story with a brief history of Tri-ang from its formation to the present-day Hornby and a look at how a first train set can develop into a life of collecting, describing the overall range in general. Some of the classic models are covered in detail, covering an overview of changes that were made over the years and the kinds of detail that collectors should look out for when sourcing rarer items.

Tri-ang Collectibles covers a variety of topics surrounding collecting: discover more about the tools and parts available from Tri-ang's network of service dealers, and read about some of the compatible systems that Tri-ang made to complement the railway system; learn where to buy items and discover the wealth of advice and enthusiasm in the social community that has grown up around collectors, both online and 'for real'. And, above all, look through these pages and enjoy the happy childhood memories they are sure to conjure up!

BIBLIOGRAPHIC INFORMATION

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PRESS INFORMATION

- Forerunner of the Hornby brand.
- A fascinating insight into an iconic brand.
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- Also available in Kindle, Kobo and iBook formats.
- Contact Philip James Dean, Publicity Assistant, at Amberley Publishing, Tel +44 01453 847823, Email p.dean@amberley-books.com for further details.

THE AUTHOR

From simple beginnings in the early 60s with a basic Triang train set, Dave is now one of the leading Triang Railway collectors in the UK. An avid collector of old toys, his collections include many of the Triang toy range, Playcraft Trains and Matchbox cars as well as having a keen interest in all things railway. He has written many articles for specialist magazines and edited a steam railway newsletter for 20 years. A member of worldwide collectors societies, this is his first foray into book publishing.

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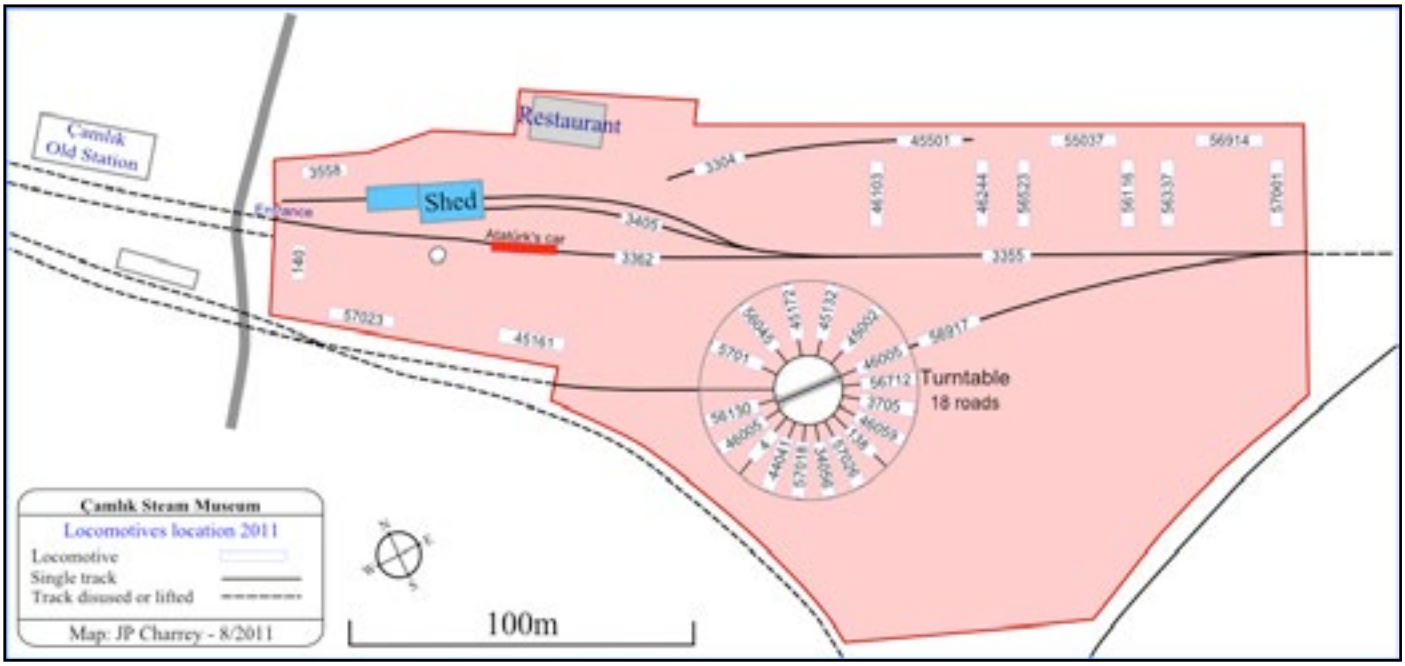
Where in the world ... ?

By Dave Scott

Camlik in South West Turkey is the location of a major outdoor railway museum. A bit off the beaten track but for anyone visiting this part of Turkey to visit the ancient monuments of Ephesus this is a must. Camlik is located approximately midway between Izmir to the North and Bodrum to the South of this region of Turkey, both fairly popular tourist destinations. If you happen to be cruising in the area and your ship visits Kusadasi, not very many of them do these days, then Camlik is not too far away. Camlik is easily reached by car, with a little planning, by local bus, a Dolmus, from Selcuk or train from Izmir or Selcuk.

The museum is located on the old Camlik station site on the former ORC line and is the top of a steep grade now bypassed by a reroute of the main line between Izmir and Aydin but still served by a station. The area has been well laid out in excellent gardens with restaurant facilities on site serving typical Turkish fare.



The museum was inaugurated in 1991 just as steam was being phased out on the Turkish network. On offer there are 33 locomotives plus an assortment of other rolling stock and artefacts to view. Most of these are well laid out to enable photographs to be taken of the full exhibit. About half of the collection is arrange around the Turntable. The locos when placed in the museum still have “all” of their fittings, right down to water gauge glasses and would appear to be capable of lighting up and driving away.

Unlike other museums, access to the locomotives is freely available, but as in the case of getting on any footplate, mind your step. Some photography is inhibited by the trees and bushes that have grown in the park.

The locomotives are a great reflection on the Manufacturers of the day. Coming from Germany, France Scandinavia , The USA and the UK. Of particular interest for me was the “Churchill” 8F built in 1941 by the North British loco works, examples of which are running on preserved lines in the UK and must be one of the few remaining examples left in Turkey. 2 others were repatriated a few years ago.

There is an entrance fee to the museum, currently 5 TL or at todays' exchange rate approximately £1.25p

However, unlike Transport Museums of any description that we are used to visiting in this case there is no gift shop of railway interest on site. Similarly there is no publication or guide to show or advise what the exhibits are. The exhibits do carry a printed board on each giving the rudimentary details. I would advise anyone planning a visit to search on-line for details and take your own copy with you.

In my personal opinion this is a museum which is very worthwhile visiting sooner rather than later. From the attached photographs you will see the exhibits are far from in pristine condition and do not appear to have received a coat of paint for many years. Unlike Barry where the sea air did the damage in rusting the locos away the exhibits are looking sorry for themselves but not quite in the same state , yet.

It is unclear who the custodians of the site are but it would appear that there is no money, or labour, to keep the exhibits in good condition although the grounds are kept in excellent order. In my view the site is used for entertaining and functions with the exhibitions as a backdrop.

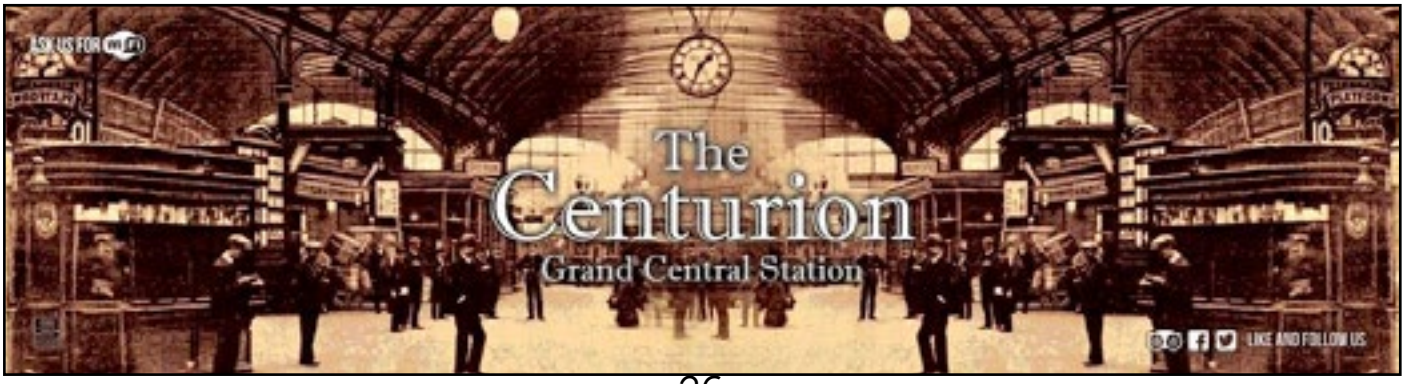
Railway refreshments: Centurion Bar, Newcastle Central Station

By Cath Locke

Designed by John Dobson (who also designed the rest of the station and much of the surrounding town) the Centurion was originally built as an ornate waiting lounge for first class passengers in 1893.

Clad from floor to ceiling in baroque-style tiles commissioned from Bumman-tofts (a well known Victorian manufacturer of architectural ceramics from Leeds which closed in the late 1950s) the Centurion is considered by some as the best example of these tiles outside a museum (which are also reputedly worth a small fortune).

Columns at each dominate the room and a14ft mural by local artist of the time Byron Dawson is flanked by two Doric obelisks and the room is lit by a fabulous tile-clad skylight.



www.centurion-newcastle.com

https://www.facebook.com/centurionbar/

Newcastle Central was also noted for its complex set of diamond crossings to the east of the station which facilitated access to the High Level Bridge and northbound East Coast Main Line and was said to be the greatest such crossing in the world. The crossing was the subject of many early-1900s post cards, titled The Largest Railway Crossing in the World

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N Graham Farish GWR Castle Class 4-6-0 372-032

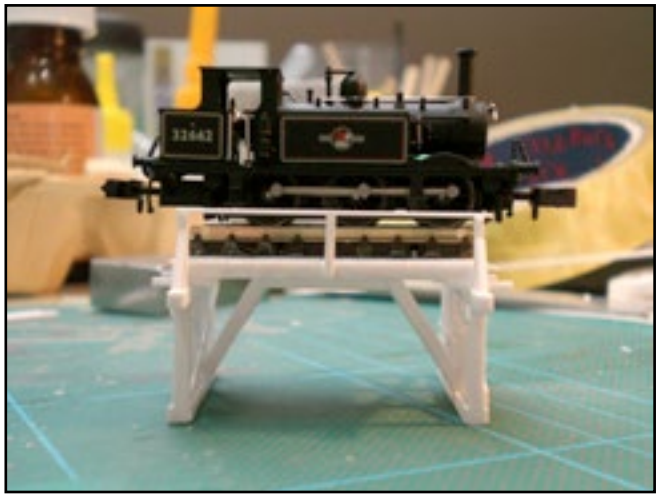
By Pat Hammond

Prototype History: The 'Castles' were a post-Grouping design by Charles Collett, when he took over from Churchward in 1921. The design was a development of Churchward's excellent 'Star' Class of 1907 but with a larger boiler and extended frames. It included 15 members of that earlier class that were rebuilt as 'Castles'. Also, The Great Bear, which had originally been built as the GWR's only 4-6-2, was rebuilt as a 'Castle'. They were made over many years (1923-1950) to produce a class of 171 locomotives. The last of the GWR 'Castle' Class, Clun Castle, was withdrawn in 1965, but eight of the class have survived in preservation.

Model History: The GWR 'Castle' Class is one of the most modelled British classes of locomotive and has been found in over fifty different product ranges as either a kit or as a ready-to-run model! The earliest I have record of was a 1928 clockwork tinplate 0 gauge model by Bassett-Lowke. The earliest known kit, again 0 gauge, was by Locomo Co. of Epsom in 1935. There were far too many manufacturers to list them all here but amongst the kit producers were: Sayer-Chaplin [00] (1949), Jamieson [00] (1964), Locomotion [0] (1972), Ravenscale [0] (1974), Wills [00] (1979), A4 Models [0] (1988), Falcon Brass [00] (1991), Seven [0] (2001) and Dave Andrews [0] (2009). As for ready-to-run models there have been: Hamblings [00] (1937), Hornby Dublo [00] (1957), Triang [TT] (1957), Vulcan of Kendal [0] (1971), Fulgarex [00] (1976), Airfix [00] (1980), RTR Models [0] (1981), Graham Farish [N] (1982), Hornby [00] (1998), Ace Trains [0] (2006), Masterpiece [0] (2007), Aster [1] (2010) and Lee Marsh [0] (2016).

Model Details: The new Graham Farish N gauge model, produced by Bachmann, is from completely new tooling and replaces that produced by Graham Farish in 1982. It has all-wheel power contacts, the new coreless loco-mounted motor and a 'NEXT 18' DCC decoder socket in the Collett tender, where there also is provision to fit a sugar cube speaker for sound for the first time in a Farish loco. The model has a straight-front cylinder chest cover, tapered buffer bodies, sandboxes fitted behind the side steps and short horizontal grab rails fitted to the cab. Both single and double chimney versions can be made and the model is highly detailed, including painted the cab interior. The model illustrated is of No.5070 Sir Daniel Gooch and is the single chimney version. It is in pristine BR green with the late BR decals on the tender sides. The livery belongs to era 4 and it carries the 84A shed-code. The recommended retail price is £139.95 and it is accompanied by a well-illustrated instruction sheet.

Langston Bridge



By Julian Thornhill

This article first appeared in the NGS journal

How does an N gauge modeller, and I use modeller in the loosest possible sense of the word, who lives in the Midlands miles from the sea end up constructing a full length scale model of a coastal railway bridge? Well, I hold Dapol and a South African resident jointly responsible. A few years ago now Dapol started to manufacture a rather fine, dare I say cute, N gauge version of the Terrier tank locomotive. Having purchased a few I started to cast around for inspiration for a relatively simple layout project on which to run them. A photograph of North Hayling station, which is little more than a small platform and a shelter, and the surrounding easy to model landscape seemed just the thing. I forget the exact circumstances but I ended up discussing this minor little project online with a fellow modeller who is now resident in South Africa. She said she used to live in the area and had travelled the line as a child. She then asked if I had considered building the bridge as well. At that point I had no idea that there even was a bridge, so I thought how hard can that be....

At this point many of you are probably equally unfamiliar with Langston Bridge as I was, so a little diversion into the line's geography and history is appropriate. Langston Bridge connected Hayling Island with the mainland. Hayling Island lies on the south coast of England, a few miles to the east of Portsmouth and is separated from the mainland by a narrow strip of water approximately 1000 feet wide. The island was first connected to the mainland by a frail road bridge in 1824. In 1859 the London and South Western Railway reached Havant, the nearest town to Hayling Island on the mainland. Local business interests formed the Hayling Railway Company in 1860 with a view to constructing a branch line from Havant to Hayling, the main settlement on the southern end of the island. Construction funds were in short supply and much of the route was across difficult terrain on the island so the bridge across the water to the mainland village of Langstone was built as cheaply as possible. Note that although the village name is spelt with an e, the station serving the community and the the railway bridge have always lacked this final letter – perhaps another minor economy measure by the railway?

In 1867, after a few false starts, the line finally opened to passenger traffic. The railway bridge ran roughly parallel to the existing road bridge and was of

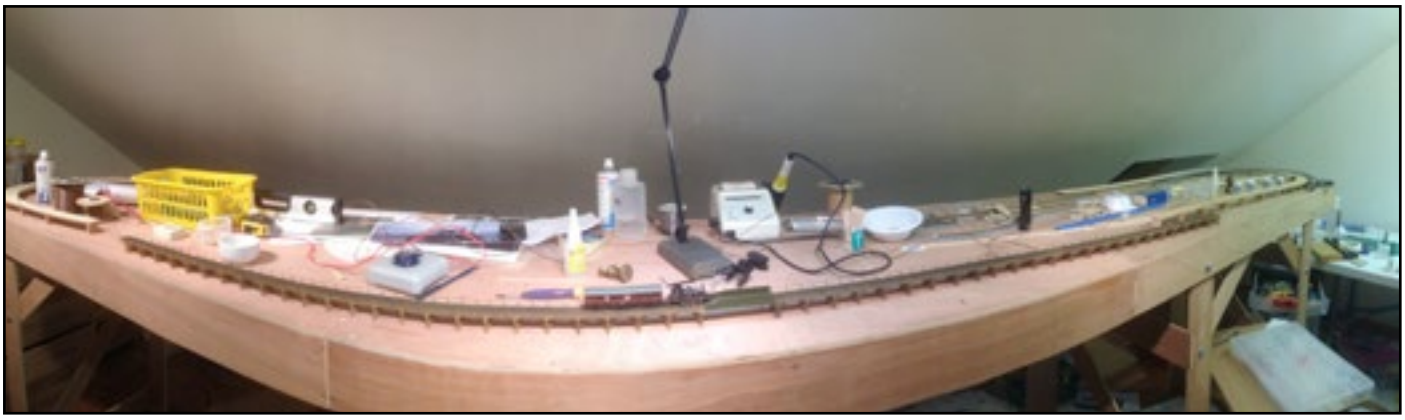
very similar wooden construction. Both bridges featured a swing bridge in their centre to allow for the passage of local boats. As already mentioned, the road bridge was a flimsy affair, with the maximum permitted vehicle weight a shade over six tons. Until its replacement in 1956 buses were limited to no more than 13 passengers, any more than this being forced to walk across. Although the newer railway bridge was more substantial, it too was subject to a relatively low weight limit which prevented the use of anything heavier than a 28 ton Terrier tank locomotive. Apart from a few obscure locomotive types used in the early years, the Terrier has been the only locomotive type used right up until the line's closure.

Originally the bridge was entirely of wooden construction but it was soon found that the tidal currents were damaging the vertical underwater supports. The problem was solved by encasing the supports in concrete up to the high water mark. The concrete structures proved to be extremely strong and remain in place to this day. When the bridge was demolished attempts were made to remove the concrete piers by the use of explosives but this proved to be entirely unsuccessful leaving only minor damage to two supports.

The approximately ten mile single track branch ran an intensive service, latterly serving holiday traffic as Hayling Island developed into a popular seaside destination. The bridge, however, was to be the line's undoing. By 1963 the bridge was in need of expensive repair, and despite the line operationally breaking even it fell victim to the then current fashion of closing branch lines. The final train ran in November 1963 and the bridge was demolished in 1966.

I started to trawl the Internet for photographs of the bridge and any other relevant information that I could find. The first few pictures were only ever of part of the bridge, so the task didn't seem that hard and I carried on gathering pictures and getting ever more drawn into the project. It was never entirely obvious what the precise dimensions of the bridge were, and even the basic construction was not at all clear as many of the photographs were taken from angles that created confusing images of the structure under the bridge deck. A breakthrough occurred when I came across the Hayling Island online forum. I outlined my project in their local history sub forum and appealed for any photographs that members might have. A forum member suggested I contact Alan Bell, a local railway enthusiast, photographer and author. It transpired that he had built OO models of many sections of the line over the years, with the layout ending up in Havant museum. A phone call revealed that he had crawled all over the closed bridge with a tape measure and had produced scale drawings of pretty much all of the structure, including the swing bridge and its controlling signal cabin. Furthermore, he kindly sent me a copy of the plans and some additional photographs that I had not come across. Mind you, he did think I was quite mad trying to build the bridge in N, though he expressed this sentiment in the politest of terms.

Now the project had started to gain a bit of momentum, and having asked for information in public, it was increasingly difficult not to continue. Having obtained the scale drawings, it was now a simple task to calculate some basic dimensions of the layout. I was keen to construct the whole bridge, rather than a shortened version and was therefore relieved to discover it was around 7 feet long in N and not twice that. I could accommodate a layout up to 12 feet in my railway room, so there was room for a small amount of the bridge approaches and some sharp hidden curves at either end.



As a consequence of my appeals for information on the Hayling forum I was approached by the organiser of the Hayling Billy (this being the local name for the train service) 50 celebrations. It transpired that 2013 was going to be the half century since the line's closure and various local exhibitions including a model railway show were planned. Could I bring my bridge along please? Well,

I'd never exhibited anything before and didn't even have the beginnings of my model. However, I did have three years to the deadline, so it seemed possible. So I had reached the point of no return.

At about this point in a layout article it's traditional to start talking about baseboards. I will be no different, but fear not, no carpentry is involved. Having the constraints of getting the layout to an exhibition I needed a baseboard that would fit in my admittedly reasonably spacious estate car. A tape measure revealed that three four by two foot boards would fit, provided the boards could be stacked in the car. This would give me a twelve by two foot layout, which seemed to be just about right. Now, I could spend the next few years perfecting my carpentry skills but have no time to build my bridge, or I could buy my way out of trouble. A bit of online research indicated that Model Railway Solutions of Poole might indeed be the solution. A couple of phone calls confirmed that they could supply what was needed – boards, stacking frame and legs · at a very reasonable price. Having now attended three exhibitions, I cannot recommend their system highly enough. All three boards in their stacking carrier are light enough for two people to carry with ease and everything bolts together in perfect alignment in a few minutes. A far better system than anything I was ever likely to produce.G

Grahame Hedges

As I wanted to construct at least some of the approaches to the bridge I decided upon a site visit. Online photographs indicated that much of the original approaches still existed, indeed most of the original track bed has been retained as a cycle path. A family trip ensued and I spent an afternoon photographing the bridge remains and the surroundings. As mentioned earlier, the concrete piers are still present and the bridge approaches are in relatively good condition. Surprisingly, the metal supports for the swing bridge are still there after 50 years and it is quite easy to imagine the missing wooden parts of the bridge. The indestructible concrete piers and modern technology combined to provide even more assistance. The piers are highly visible on Google Earth aerial photography, and knowing their dimensions from Alan Bell's plans it is straight forwards to scale the photographs and work out the exact position of each pier. This revealed what I had started to suspect from my site visit, that the bridge is not straight. The first half from the mainland to the swing bridge is indeed straight, but the second half is curved. The other dawning truth was that there were 50 piers, which meant 50 sets of vertical supports would have to be constructed.

A further consideration was what should the bridge be made from? The original was wood, and so was Alan Bell's OO model. The structure of the bridge also has strong suggestions of matchsticks. The major problem with using wood on such a small scale is that of dimensional stability. I might have a nicely constructed bridge one day, and a warped twisted mess a few months later. Eventually I settled upon plastic styrene strip, better known as Plastruct. This comes in a huge range of sizes, being ideal not only for both the major bridge supports

but also for the bridge deck planking and even the slender handrails. It is also easy to cut and can be glued by a quick setting solvent. Perhaps the only downside is the cost – I must have spent several hundreds of pounds on the product by the end of the project.

So, how to construct 50 sets of identical bridge supports? If the supports weren't built to a reasonable repeatable accuracy the bridge would end up looking rather poor, possibly having echoes of a roller coaster and the poor Terrier would end up running badly. The solution was to build a jig. This consisted of a small block of aluminium with slots milled out for the Plastruct strips. The strips could be slid into the slots and glued at the joints. I invested in a small guillotine with adjustable stops, so that the strip could be cut to repeatable lengths.

Before I embarked upon full mass production I built a small section of the bridge, consisting of two piers and vertical supports, together with the bridge deck, handrails, a short length of Peco track and a Terrier on top. This immediately showed an unexpected problem – the track. The track and sleepers looked over scale and out of place. Closer examination of the photographs showed that the track was non standard. The load bearing sleepers ran under and in the same direction as the rails, with small lateral spacer beams every few feet, very similar to Brunel's broad gauge track but at standard gauge. I shall return to the travails of hand building track later.

So, several months later I had 50 vertical bridge supports constructed. But they do not a Langston Bridge make – there is the small matter of the swing bridge and its associated signal box. I've been frequently asked if the bridge actual-

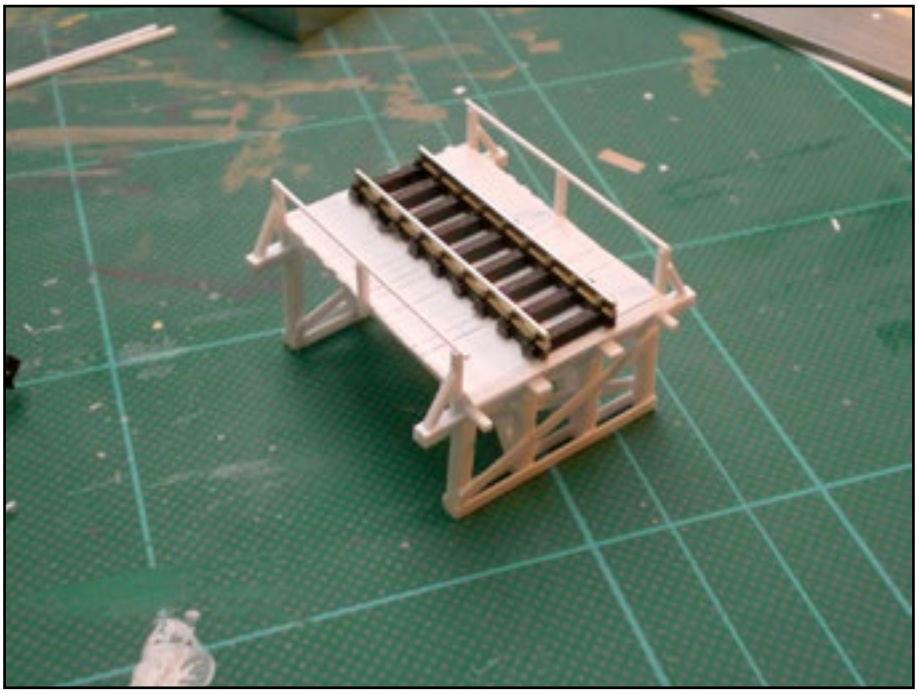
ly opens, and in the interests of accuracy it doesn't! Fortunately, in the latter years of the bridge's existence the swing bridge was not operational. There are photographs of local yachtsmen having to capsize their boats by ninety degrees and swimming their boats through simply to avoid entangling the mast with the bridge. Having neatly sidestepped the need to build a working mechanism there was still a lot of work needed to accurately reproduce both the swing bridge and the signal box. It is all scratch built, with quite a few hours spent cutting and gluing various bits of plastic, but made easier by having the proper dimensioned plans mentioned earlier. The swing bridge also makes a natural point at which to divide the model bridge in two for ease of transport, a seven foot model not being that easy to handle.

At this point some of the more astute readers will have noticed that the baseboards come in three equal four foot lengths, but the bridge divides in two at the middle. So how is it all dismantled for transport? Magnets are the answer. The bridge is held down to the concrete piers by a plug and socket arrangement constructed from small circular magnets. The concrete piers are modelled from balsa wood strips, which are glued to the baseboard. Where the two wooden verticals originally rose out of the concrete I have drilled two small holes and glued in place a 3mm diameter neodymium magnet. The top of the magnet is about 2mm from the top of the balsa wood, so the magnet sits at the bottom of a recessed socket. On the bridge bottom I have glued 2mm diameter magnets. These act as the pin of a plug and fit into the aforementioned recess when the bridge is placed upon the piers. Using 2mm diameter magnets and a 3mm hole allows a small amount of slop to aid alignment. The magnets are extremely powerful, and having one in the concrete base and one on the bridge makes for a very effective joint. However, they are pulled apart reasonably easily, making it simple to lift the bridge from the baseboard. The magnets are available in numerous shapes and sizes from several vendors on eBay. I'd recommend using magnets as a simple way of attaching various structures, such as buildings, to a layout as it makes for easy removal for servicing etc. The magnet system also makes transporting the bridge relatively simple. I obtained a long thin cardboard box and stuck a thin steel plate inside the box. The bridge simply sticks to the plate with its magnets.

I've mentioned gluing the magnets several times now. I've used cyanoacrylate adhesive, probably better known as super glue. Before embarking on this project I never had much luck with this type of glue, agreeing with the common refrain that it stuck fingers effectively but not much else. By chance I met the owner of a specialist adhesive manufacturing company, Bondchem, who explained that there were various grades of cyanoacrylates, with much of what is available to the consumer being made of cheap raw materials in the far east. He sent me a pack of his product and the difference between that and the consumer adhesives I had previously used was huge. I've taken to gluing many things on my railway with a drop of this adhesive applied with the tip of a cocktail stick. So, if you've been cursing the super glue purchased in a pound shop try some of the more expensive products – there is a real difference.

The bridge deck is also constructed with Plastruct, and I have laid every single deck plank as an individual plastic strip as I could see no other way to obtain a pleasing representation of a planked deck. Once the deck was in place I ended up with a long thin bridge like structure, but in gleaming white. So how to make it look like a wooden bridge? Simply painting it brown would give me a long thin brown structure. After a bit of experimentation, I found that painting the different surfaces in slightly different shades of brown gave a more realistic effect. So the vertical supports are a different shade to the bridge deck and the deck

top is lighter than the deck underside. I used matt acrylic paint applied with an airbrush. Which brings me to another aside. I've never used an airbrush before, and despite reading a lot on the subject I decided I needed someone to teach me how to use one. I found that Hobby Holidays offers weekend courses and having booked myself onto the beginners course I became an expert at painting empty dog food tins, this being the preferred learning aid.



As mentioned earlier, the track is non standard and had to be made from scratch. The wooden parts are again Plastruct and the rail is code 40, purchased from the 2mm Society. The rail is attached to the wooden support beam, which runs parallel to and directly under the rail, by chairs. These, again, came from the 2mm society, as sprues intended for one of their points kits. Unfortunately, I needed about 1000 chairs, with each one having to be threaded onto the rail, accurately spaced and then glued down. It is going to be a long time before I embark on constructing hand built track again.

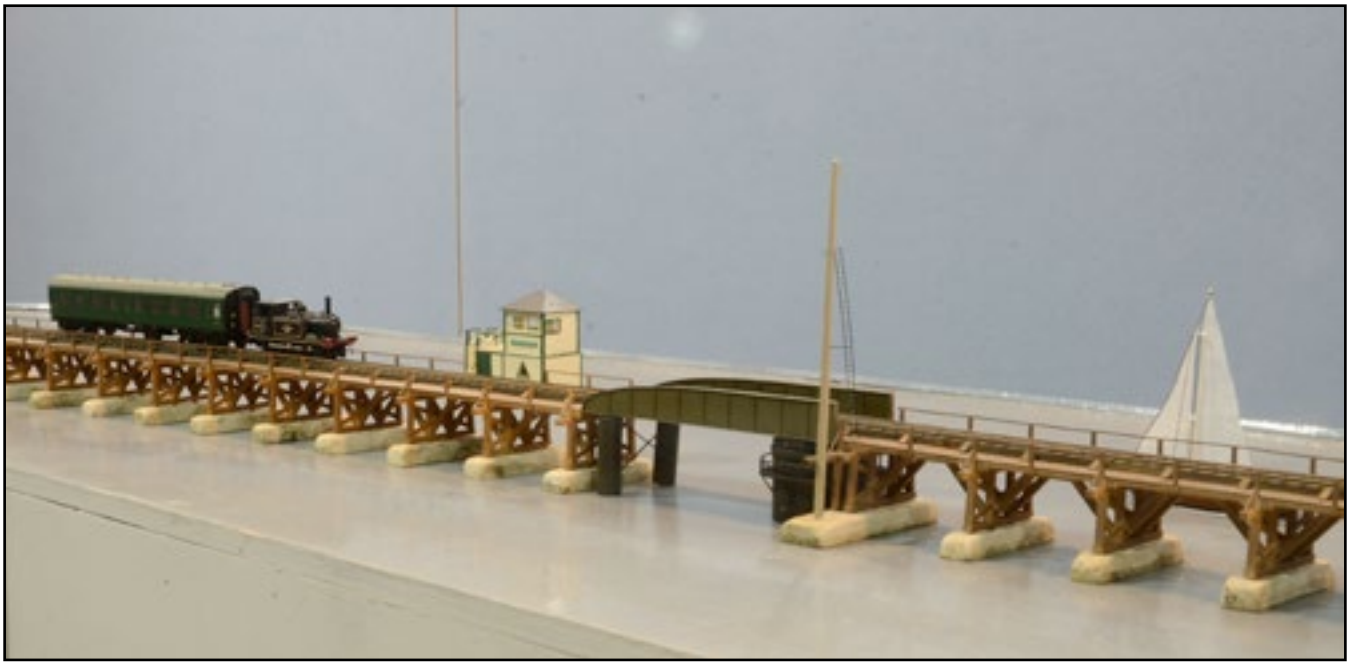


Photo: Grahame Hedges

The bridge, of course, crosses water. So how to model this. There are no great waves around the bridge, the area being an almost enclosed sheltered body of water. So no great Artex breakers for me then. Also, the sea is not bright blue, it not being the brilliantly lit Mediterranean. In the end I painted the baseboard a grey blue and added patches of slightly more intense blue with the air brush. This represents the patchy cloud covered illumination that is often found on the south coast. I then applied six coats of cheap Wilko acrylic varnish which creates a pleasing watery reflective effect.

The backscene is probably the part of the layout that has given me the most pause for thought. The background of the prototype is just sky in the distance. My backscene is just a few inches behind the bridge, the baseboard being only two feet wide. Backscenes with a bright blue sky with white fluffy clouds rarely look right, especially when they are not several feet in the distance. In the end I plumped for a plain blue grey card, in an attempt not to draw attention away from the bridge to a poorly executed sky representation. The reaction to this at exhibitions is roughly split half and half between those think it is exactly the right approach and those who think I need a better backscene.

Operationally, the layout is very simple, being just a large oval of track. At each end of the bridge the track disappears through a hole in the backscene and returns at the back of the layout. I've broken the track supply into two regions, the visible and the hidden areas. The hidden area section is fed with one DC controller and the visible with another. The controllers' speeds are set such that the train runs slowly across the bridge and then races round the back, ready to have another bridge crossing as quickly as possible. This keeps a moving train in view for the audience for as long as possible and keeps people's attention at exhibitions.

The layout had its first outing at Hayling Island, this being the first ever show that I've exhibited at. I was somewhat apprehensive about the reception I might receive, given that the audience was a mixture of railway modellers and locals who know the area. Happily everyone was most kind and complementary, including a gentleman who said he used to drive Terriers across the bridge. I've since exhibited at Bideford, thanks to an invite from Maurice at Osborn's Models and just recently at TINGS in Leamington. The latter was a really nerve wracking experience – yes it is possible to get stage fright with model railways – given the specialism of the audience and the quality of the other exhibits. However, again everyone was most kind and I enjoyed the experience once the show got underway.

Finally, I've found that the bridge is very hard to photograph. Yes, it is possible to capture some fine close up shots, but pictures of the whole bridge just look like a long thin stick. Looking at the model in the flesh, so to speak, is quite a different experience. I haven't quite worked out why perception differs so greatly. This is clearly an excuse for us all to get out to more exhibitions.

00 Bachmann LNWR Webb Coal Tank 0-6-2T 35-052

Review by Pat Hammond

Prototype History: Designed for the London & North Western Railway under Francis Webb's supervision between 1881 and 1897, a total of 300 were built at Crewe. These 0-6-2 tank locomotives are commonly called 'Coal Tanks' as they were intended for heavy mineral workings in South Wales and Cumberland. However, they were also seen on local passenger trains due to their good acceleration. This led to train heating apparatus being fitted to the entire class and vacuum ejectors and brake valves were progressively fitted from 1883. Two of the class were fitted with motor and push-pull equipment in 1914. All had been scrapped by 1955 except for No.58926 which survived in service until 1958 and has since been restored and preserved on the Keighley & Worth Valley Railway.

Model History: The earliest known commercial model of the Webb Coal Tank was a kit produced in 1958 by K's. This reappeared in the Nu-Kays range in 1990 and Nu-cast in 1993. The Jidenco kit, released in 1981, was taken over by Falcon Brass in 1985 and, that year, Proscale also launched a 4mm scale kit which became a Wessex Proscale product in 1998. Other 4mm kits have been produced by London Road (1999) and Alan Gibson (2001). As far as I am aware

the Bachmann model is the first to be produced ready-to-run in this scale.

There have been two ready-to-run 0 gauge models and these were by Online (1995) and a hand-built one by RPM (date unknown). 0 gauge kit ranges that have claimed to feature a Coal Tank include Douglass (1961), CCW (1976), Jidenco (1981), TMD (1982), Premier (1985), Shedmaster (1986), Acme (1995), Acorn/Mercian (1998), Javelin (2001) and Gladiator (2004). Acme also produced the kit in gauge 1 in 1997, as too did Peter Hicks in 2006. There was also a 3mm scale kit advertised by B&H Enterprises (date unknown) and an N gauge ready-to-run model by N Brass in 1996. It was obviously a very popular subject.

Model Details: This model is from completely new tooling and is superbly detailed. It has vertical smoke box doors with handles, LMS buffers and lamp irons, Ross pop safety valves, a fully detailed and painted cab interior and fitted rear cab window bars. It is fitted with a DCC 'NEXT 18' socket and comes with an accessory pack containing two vacuum pipes, two screw-link couplers, a steam heat pipe and the vacuum brake reservoir. The model illustrated is in pristine BR plain black livery with early decals on the tank-sides (era 4). It carries the number 58900 and the shed-code 3E (3E was Monument Lane, a former LNWR shed in the Birmingham area, and this loco in this livery was frequently used as station pilot at Birmingham New Street Station). It has a recommended retail price of £119.95.

A Word of Thanks to Simon

By Robbie McGavin

It occurred to me when I purchased a Hornby Merchant Navy 'Clan Line' model last week just how visionary Simon Kohler was when he instigated and pushed a recalcitrant Hornby management into making its first super-detailed 00 models back in 2001.

Models were robust and of variable quality, and certainly not great, the first 35028 rebuilt Merchant Navy 'Clan Line' in 2001 was a revelation!

Now, 16 years later, we still have exceptionally good models from Hornby, such as the new version of 35028 in original condition. Both are a joy to behold, both are superbly detailed, run silently, and are treated by buyers as being quite normal. The original model is I think still in production. I doubt if many 2001 products have withstood a test of time so well.

While I admire Hornby for surviving the Sanda Kan debacle and loss of its main factory in China, and its current introduction of many superb models, I want to thank Simon for setting it all off.

On top of the constant demands of his work in marketing Hornby (with great energy!), Simon also encouraged me in my artwork, with my illustrations of BR steam days using Hornby and other models. Pat Hammond was equally kind when confronted with my early rather indifferent efforts.

Well, my artwork doesn't require much extra work with the quality of models which Hornby started making in 2001. It was my purchase of a Duchess in 2004 which brought me back to model railways after years, and I still look at the RTR models of today and wonder about the amazing production skills which they demonstrate.

So heartfelt thanks to you Simon.

This comes from one who because of circumstance, or maybe laziness, cannot build his own models, and even if I could I would still have to bow to the incredible standards of the Hornby stable started and pushed for so many years by Simon.

I offer here two pictures which show how worthy a model the rebuilt Merchant Navy was and is;

35011 ‘General Steam Navigation’ passing Farnborough with Atlantic Coast Express, Simon’s influence all over this great model, very slightly enhanced by me.

Also the latest Hornby 35028 ‘Clan Line’, the original style Merchant Navy, reminding us that the very first 2001 super-detail model by Hornby was the rebuilt 35028, a good choice, and one which I imagine has paid-off for Hornby rather well!

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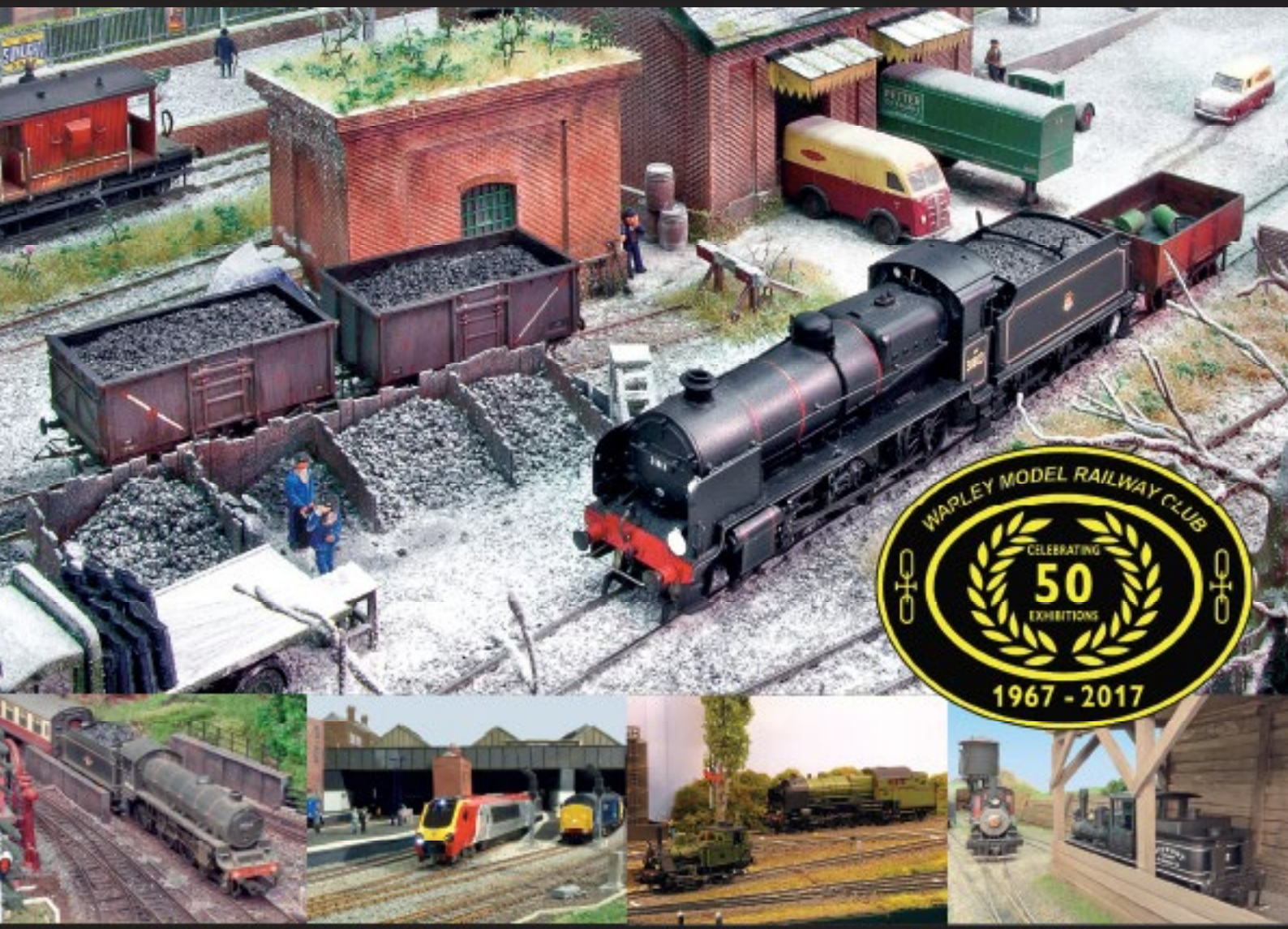

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Main photo: Craig Tiley courtesy Railway Modeller

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00 Bachmann Thompson Composite Corridor Coach 34-411

Review by Pat Hammond

The Prototypes: Thompson stock was built in steel on 61.5ft wooden underframes and so were longer than coaches built to Gresley's designs. The layout internally was also completely different. The entrance vestibules were not at the ends but between groups of compartments. The coaches also had oval lavatory windows, Thompson's trademark. The main windows, without top-lights, looked large and stark, with their sharp corners and these were later softened by Peppercorn, with rounder corners, when he replaced Thompson as CME.

Model History: Airfix and Palitoy (Mainline) had intended to produce LNER coaches if they had survived as manufacturers for a further two years, but it was Gresley stock that they were interested in. For 00 ready-to-run stock, it was Rovex, in their Tri-ang Hornby range, 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 had BR bogies, underframe, roofs and ends, but Thomson windows, with oval ones for the toilets.

Thompson coaches featured high on the list of new models considered by Bachmann Europe when the company was formed in 1989 and the models arrived in 1991. 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 have taken priority until now.

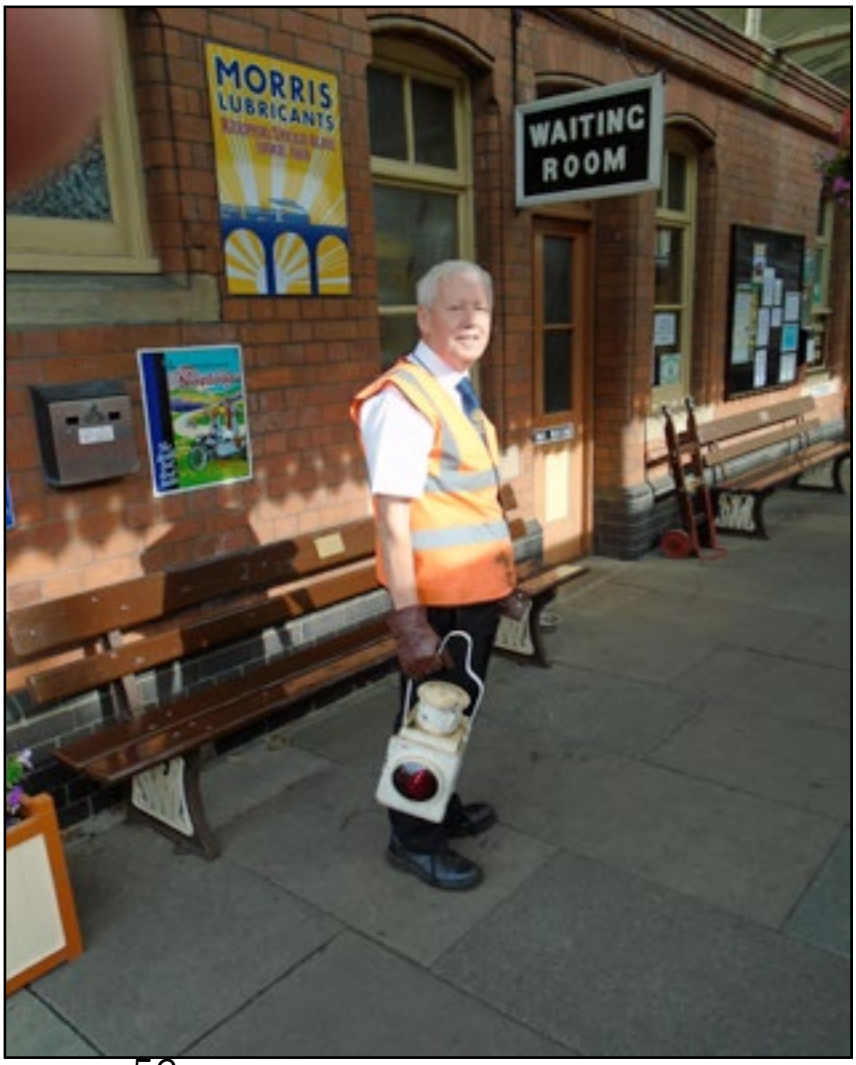
Model Details: Door handles and handrails are moulded but the roof pipes above the toilets are made in fine gauge wire. The flush glazing is good and there is plenty of under-floor detail. All of the original five subjects are being produced and Illustrated here is the last to arrive. This is the corridor composite and is in BR crimson & cream livery. It comes with a bag of extra parts which include a semi-permanent coupling bar, dummy couplings and brake hoses. The model carries the number E1248E and in this livery belongs to era 4. It comes with a recommended retail price of £52.95.

A Day in the life of..... A Guard on the Gloucestershire Warwickshire Steam Railway

Photo of Marcus Cannon, GWSR Guard, checking coach numbers & tare weighs

By Nigel Hawkins

If you fancy being a Guard on the GWSR you must first join as a volunteer. After attending a short induction course you will be invited to a day on the railway with another volunteer as guide. It could be just you or a group. The various departments will be visited e.g. Loco Department, Carriage and Wagon, Signalman etc. during the course of the day and it will include a complete round trip on the line, usually by steam. During the journey you may ask questions and the guide will hopefully be able to answer them.



So your heart is set on being a Guard?

You must be physically and medically fit. The railway provides medical examinations by a GP. These are based on the Network Rail system. It is our usual practice to start as a TTI (Travelling Ticket Inspector) unless you have previous experience. In which case we may be able to fast track you. TTI's normally do 6 turns with an experienced TTI after which you may be passed out as a qualified TTI. All our training is done

in house by senior members of staff. After a period of time you may be invited or you may ask to become a Guard, provided you are 21 or over. Again you will do 6 turns with a qualified Guard after which you will be assessed by one of our Guard's Inspectors.

Hooray you've passed!

After suitable celebration and the buying of uniform and all the kit required to be a Guard, i.e. red and green flags, a multi aspect torch (Bardic or Halo), whistle, accurate watch, carriage key and a copy of the rule book, your first turn arrives.

Signing on is always at least one hour before departure, having been a TTI this is familiar. In practice we sign on at 08:30 for a 10:00 departure and reading any special notices for the day.

If booked on train 1 it will be in platform 1 at Toddington, unlock the guards compartment and check that the hand brake is on, this is an important safety check, next put the `not to be moved' board on the loco end of the train.

Hopefully the TTIs have turned up, there are usually two, and they can be told of any special instructions for the day e.g. how many coach parties or special guests etc. They will then go and do the watering up, filling the train water tanks for the toilets and most importantly the buffet car, no water no tea. The Railway runs on tea!

The next job for the Guard is to check the fault report book for any defects booked by a previous Guard, if there are any they will probably be minor issues which won't affect the running of the train, toilet not working is common; these can be locked out of use. Next check in the brake compartment that the emergency equipment is present and correct. Test the red tail lamp is working, our lamps have been converted to LED operations. Take the lamp and the log sheet and walk the length of the train, seven coaches this year, eight in 2018, recording the coach numbers and tare weight in the boxes on the log sheet. As you go to the rear of the train hang the tail lamp on the lamp bracket. Now walk down the 6ft, the gap between the two running lines, and check that brakes, dynamo belts, battery boxes, electrical and mechanical connections are okay, vacuum pipes and steam heat pipes and couplings between coaches are connected correctly and are not damaged, check gas pressure in buffet car, for making tea and bacon rolls. Remove electric leads from the on board battery chargers and leave safely in the 6ft and all watering hoses are removed.

On returning to brake compartment tell the TTI's that they can unlock the trackside doors. Turn on the interior train lights at the guards control panel and walk the length of the train checking that all lights working, we have converted the train lights to LED also which reduces the drain on the batteries, the lights must be in working order because we have a 693yd tunnel just after Winchcombe station. Whilst doing this the toilets can be checked for cleanliness and that there is soap and toilet paper. Fire extinguishers can also be checked and in date. By now the OTC (On Train Catering) volunteers will have arrived and the first brew is on the way and the aroma of frying bacon will be drifting through the train. This

may seem like a lot of work but is has only taken about an hour. The loco for the day is due of shed at 09:30 latest so should be waiting off the end of the train. When all the checks have been done, making sure that there are no staff in the 6ft, you may call the loco onto the train, once the Fireman has coupled on you may remove the `not to be moved' board and stow it in the brake compartment, take off the handbrake.

The next and probably the most important thing is to do a brake check. Walk around the loco into the 6ft and ask the driver to `blow the brakes off, please' (the brakes on our stock are vacuum operated, which means that all of the air is sucked out of the system, which holds the brakes off, brakes are applied by the driver by means of a setter which allows atmospheric air into the system thereby applying the brakes). Walk the length of the train, again! And check that all brakes have moved off the wheels. When at the end of the train ask for the brakes to be `destroyed' (put on) by means of a hand signal, crossing and uncrossing your arms in front of you. Walk back down the train checking that all brakes have come on.

If all is okay tell the Driver what load he has on e.g. 7 on 244 tons. You may now go and have tea and bacon roll if you wish, which a kindly TTI may have paid for! 09:45 and you can relax while the TTI's unlock the platform side doors and welcome the passengers. You may now take off your Hi Vis, you will not require it again unless you go trackside. At approximately three minutes to ten ask the Driver to `blow the brakes off'. At 10:00 the Station Master will let you know that the train can depart. Hand signal the TTI's, one arm above your head, last check of the train to see that all doors are shut and no late passengers are running up the platform, check signals, blow your whistle and wave your green flag to let the loco Driver know it is okay to go. Step onto the train and stand in the door and watch the train out of the station. As the train passes the signal box look out to check that the engine crew receive the staff or line token, this is a metal key marked with whatever section of line you are on and is the train's permission to be on that section of line. Last check that all signals are off and it's right away Winchcombe, which is 10 minutes away. You can now enter Tod-

dington departure time on the log sheet. All things being well departure time was 10:00, sometimes it could be later but neve earlier, so you must enter the actual departure time on the log.

On approaching Winchcombe again check that all the relevant signals are off and observe the token exchange at the signal box. Stand in the Guard's door and watch the train into the platform in case anybody tries to get off while it is still moving. When it has stopped go and say `Good Morning' to the station master. When everything is clear a repeat off Toddington and right away. Again check signals and return to your `office' and log arrival and departure times, turn on the lights for the tunnel. Once clear of the tunnel turn lights off. This is now the longest part of the journey, so you can either sit in your `office' or walk the train and chat to the passengers.

On very busy days you can help the TTI's by clipping tickets, there is no `I' in team, this is also a good way to chat to passengers. You will also inevitably be asked to have your photo taken with Aunty Flo or Cousin Jim. So smile sweetly, we are after all `The Friendly Line in the Cotswolds'. T

he train is now approaching Gotherington, which is a country halt so no Station Master and only a two coach platform, it is always the 1st two coaches behind the loco that are in the platform including the brake coach. Step onto the platform to check for any passengers alighting. If none hand signal the TTI's and whistle and green flag the loco crew. No token exchange here as we are working the Blue timetable and Gotherington box is locked out, so all signals a will be `off'.

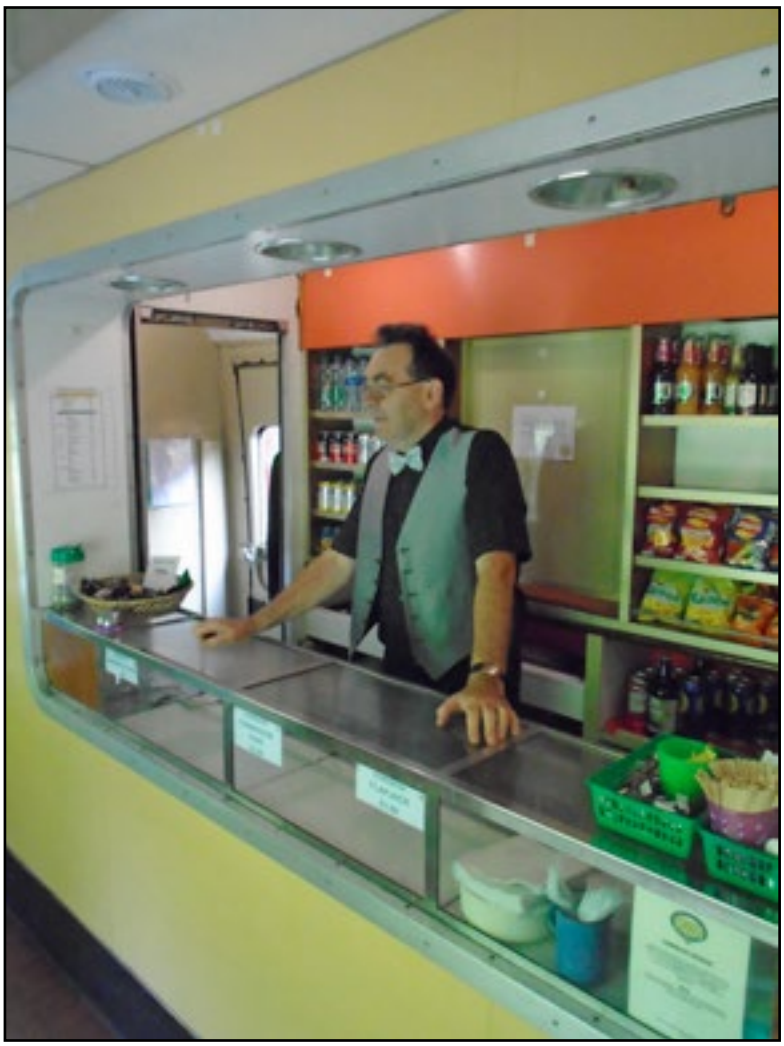
Next stop Cheltenham Racecourse. Again check signals are `off' as we approach and the crew will hand the token to the Signalman. Keep a sharp lookout as we stop. As this is our terminus station the loco will uncouple and run round the train, so you must put the handbrake on and notify the loco crew so they know the train is safe for them to uncouple. Again log the arrival time. Go up the platform and take the tail lamp from TTI, who has hopefully retrieved it from the end of the train, and take to what will now become the rear of the train and hang it on a lamp bracket. There is a 20 minute wait here while the loco takes water and runs round to the north end of the train and couples on. The Signalman will come from his box with a new token for `Cheltenham/Winchcombe' which he will show you and give to the loco crew.

Somebody arrives in a wheelchair, so get the loading ramp and place it in the doors to the disabled compartment and help the person onto the train. All our trains have disabled travelling facilities except for toilets, which are very difficult to arrange in 60 year plus coaches. All the coaches are ex BR Mk1s.

10:55 departure time, ask the crew to `blow brakes off' and take off the hand brake. Check signals; whistle; green flag and right away. Log departure time.

This sequence of events is repeated for the three round trips you will make during the day. Final arrival time at Toddington is 16:20 (4.30pm). But you can't go home yet, because this is the end of the day put hand brake on and notify crew they can now uncouple and go to shed. You will know from your experience as a TTI that they have checked the toilets and will be closing and locking doors after all the passengers have left the train.

OTC will be tidying up the buffet coach. You and the spare TTI can now begin sweeping through and generally checking that the train is clean and tidy for the next day. After this take the `battery charging' board and hang it on the south end of the train go into the 6ft and connect the landline to the battery chargers, remember to turn it on! Walk to the end of the train and collect the tail lamp and stow it in the brake compartment. Check that the OTC staff and TTI's have left the train, have one last walk through to check for any open windows or missed litter. Finally gather up your belongings from the brake and sign the log sheet, check the hand brake is still on. Lock up and sign off duty in the office. The Station Master is probably still in the office it is a god idea to go and say goodbye. Now you can go home after, hopefully, a pleasurable day.



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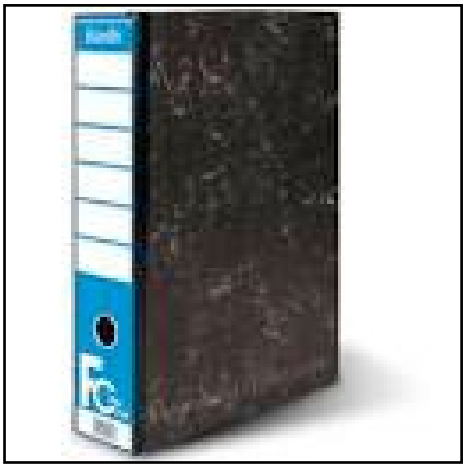
Foxbile Brewery
A Pointless Layout

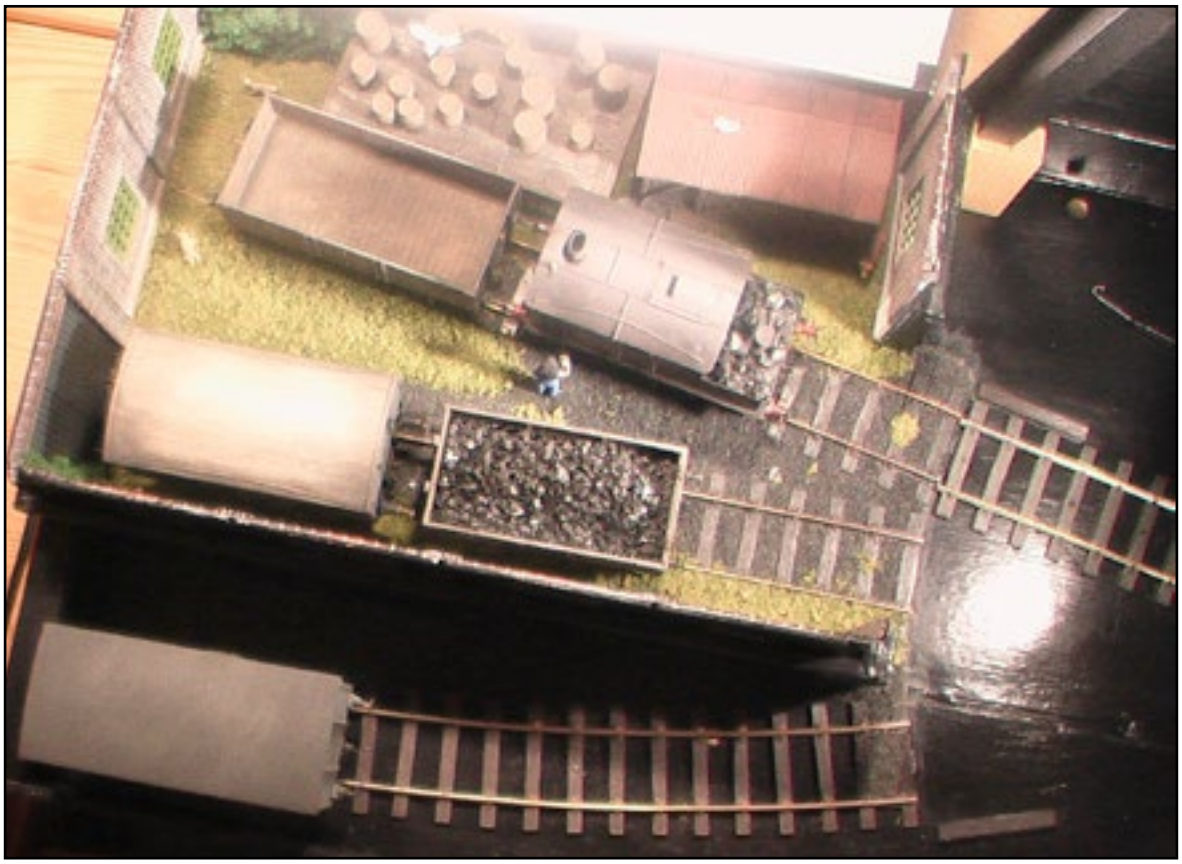


By Colin French

Foxbile (anagram of boxfile) Brewery is a minimum space shunting layout in “0” gauge, 7mm to the foot, constructed in two boxfiles plus a little extra at the back for a hidden siding.

A box file layout was never initially intended to be built. It all started when various articles appeared in the Model Railway Press concerning the building of box file layouts. I had by me a couple of box files which were surplus to requirements and also some sections of “0” gauge Rivarossi set track so I just started to mess about with this set track to see what I could come up with.

I should say, straight away, that my love is building micro shunting layouts mainly in “0” gauge but I still occasionally dabble in “00” gauge.



I found that by having one box file as a scenic section and the other as a fiddle yard I could get a small workable layout by using just three set track straights. In such a small space, there was no chance of having any point work so the

fiddle yard became a sector plate. The track was rigid so alignment was fairly straight forward. To make the track plan operationally interesting meant that wagons had to be lifted off the track in the fiddle yard so as not to obstruct other shunting moves. I don't like handling stock any more than is necessary so this caused me a problem. However, further playing around led I to realise that if I came outside the boundary of the box file by putting a hidden siding behind the scenic section then the problem would be solved. I then built a baseboard measuring 2ft 9 ins long by 1ft 3ins wide to accommodate the two box files and the hidden siding, laid the track, wired it up and Fox bile Brewery was created. The hidden siding is a Rivarossi set track curve.

I use four wagons and small locos and move the wagons around in whichever way suits me at the time. A brewery theme was chosen because of the varied traffic necessary for this industry.

The box files were cut about to suit the situation but remain quit rigid and a plastic back scene fixed around the scenic box. Buildings etc. are all from the "spares box". The layout took a long time to build as it was never a really serious project and was worked upon whenever the mood struck me.

Whenever the layout is taken out to exhibitions it causes people to smile, sometimes pause a while and have a chat and to realise that space is not always an issue to owning a model railway providing you are prepared to compromise on the sort of stock and locos you operate.

Foxbile Brewery is booked to appear at Bishops Stortford exhibition on 19th August 2017 and Milton Keynes exhibition on 10th February 2018.

Hornby re-issue three classic express locos: Castle, Britannia and A4 in 00

By Tony French

While much attention has been drawn to Hornby's latest toolings of express locomotives, with the release of the original condition Merchant Navy this spring and the much anticipated re-tooled Duchess (including Ivatt modified variant) later this year. The reissue of three of their already popular express designs may have slipped under the radar somewhat.

Three locos, three eras

Going in era order rather than release date order, first up we have GWR Castle class 5076 Drysllwyn Castle. Entering traffic in August 1938, this model portrays 5076 in as built condition, wearing GWR shirtbutton livery (standard from 1934 onwards) and carrying the name Drysllwyn Castle, she would be renamed Gladiator in January 1941, becoming the second locomotive to lose the name. Now preserved classmate 5051 had originally been named Drysllwyn Castle but became Earl Bathurst in August 1937. It proved to be third time lucky for the

name as BR built Castle 7018 would receive the name in 1949 and keep it until withdrawal.

Up next we have LNER A4 60026 Miles Beevor in BR green with early crest and single chimney. Entering traffic in February 1937 as Kestrel she would be renamed Miles Beevor in November 1947. We can date the period she is suited for by the fact she was repainted BR green in October 1952 and received her double chimney in August 1957, during this time she was allocated to Kings Cross (often referred to as Top Shed by many railwaymen and enthusiasts alike). Sometimes you will hear Miles Beevor referred to as the 7th preserved A4 as she was sent to Crewe after withdrawal as a source of spare parts for 60007 Sir Nigel Gresley (private purchased direct out of service) and 60010 Dominion Of Canada (on it's way to it's namesake country as a gift from British Rail).

Finally we have British Railways Standard 7 'Britannia' class 70007 Coeur-De-

Lion. Whilst technically not an express loco, Riddles designing her as a mixed traffic loco, she has the 4-6-2 pacific wheel arrangement often associated with the breed. Unlike our other two locos she bore her name her whole career and had no modifications of note either, the only way we can really date the period she represents it through the late crest on her tender and the fact she has a 32A Norwich Thorpe shedcode. With the late crest being introduced in 1956 and 70007 leaving Norwich for allocation at March in November 1961, we can date this livery to roughly that five year period. In 1963 she was initially placed on loan to the London Midland region before making the permanent move to Carlisle Kingmoor for the final two years of her career, being withdrawn in 1965 (that makes her sound a bit like a professional footballer, maybe I should have said retiring rather than withdrawn!)

Are these models suitable for my layout?

For once, I'm not going to look at performance or finish as with all three having been in circulation for several years I think this has been well documented. So, we are going straight onto suitability.

Starting with the Castle, although she only fits into a fairly narrow window (under three years carrying the name Dryslwyn Castle) she does slot nicely into the period many view as the final glorious days of Britain's railways before the ravages of war and British Railways took hold. I think if paired with a set of Hornby's excellent Collett Coaches she would look most at home on any GWR main line themed layout. It has to be said that it is slightly disappointing that Hornby have chosen to produced 5076 carrying the name rather than the preserved 5051 as although 5076 carried the name longer during GWR days, 5051 has had periods carrying the name in her preservation career which would have given a potential extra period for operating.

The A4's operating period as we discovered above is slightly more open, dating herself very much to the 1950s means she would most likely have been paired with crimson and cream coaches, still being the queens of the East Coast she wouldn't have got her hands dirty hauling freight. For me the perfect companions would be Bachmann's new Thompson coaches, Hornby's Gresley coaches or even some Bachmann (or Hornby) Mark 1s.

The 'Brit' offers a lot more potential running scope. Like the A4, she could be paired with Thompson or Gresley coaches as well as mark 1s. Potentially crimson

and cream stock would be acceptable again, although maroon livery coaches would probably been seen as a more favourable option. Personally I would favour a mix of the two to represent that transition period from one colour scheme/ emblem to the next. Although as mentioned above her shedplate portrays her during her Eastern Region career many may want to use 70007 to represent her final years when she was on the Midland region. Should that be the case, then Hornby's LMS period III coaches or Bachmann's Porthole coaches could be used, along with Mark 1s. For this period the coaching stock would really need to be maroon though, sadly with her withdrawal coming in 1965 her operating period is a little early for the first blue and grey coaches. Another option for the Brit is fitted freight, as they were well known for working these trains especially in the latter days of their career (the A4s were also known to work fitted freight in their later years but Miles Beevor's condition is far too early to represent those workings). A train of bauxite wagons, particularly box vans, would look very pleasant behind her in my opinion.

As always these are just ideas and it's your model railway, you run what you choose!

In Conclusion

Three welcome returns to the Hornby range and something to suit a wide range of steam era modellers.

Kohler confidential.....

Don't look back in anger!

I have lost count of the number of times I am asked, 'Do you miss Hornby?' and my standard reply is always, 'Yes, but with one or two reservations'.

I started work when I was just sixteen with my first job being an STTCA in the local HM Inspector of Taxes. The Civil Service is great with acronyms, in fact I am pretty sure they invented them. STTCA means Short Term Temporary Clerical Assistant. My mother was really pleased I was working for the Taxman because to her it was a steady job and one that would pay a really good pension. Now considering that I had only just turned sixteen the previous month and that I would have to work the best part of fifty years before retirement I cannot imagine that I was too concerned about my long term prospects working for Her Majesty. Three years later I was employed by a company selling ready mixed concrete and three years after that I started a seven year period of employment with my good friend Nick Evans at The Model Shop, Northampton. I had great fun in those seven years and as they were in the Seventies it was an interesting time too in the world of models and hobbies. During this period in my life I learnt a great deal about the models industry as well as a fair smattering about human nature.

In the early summer of 1978 I answered an advert placed by the model railway transformer and controller manufacturer, Hammant & Morgan who were looking for sales representatives and by September of that year I was one of their four area sales managers, or to use everyday parlance, a Sales Rep. By that time H&M had been obtained by Hornby and although it was to be close on three years before I actually became the Hornby Railways brand manager my thirty five plus years of service for Hornby started on the first day I walked through the H&M doors of their Watford offices.

Hornby, who were part of a larger group known as DCM (Dunbee Combex Marx), had purchased Hammant & Morgan approximately a year prior to me joining the company. Hornby's intention was to develop H&M and introduce not only several new and quite revolutionary controllers but also they wished to add a collection of electrical and electronic accessories, plus a range of high quality scenic material, Woodland Scenics all of which were aimed directly at the serious modeller. All went well for a year or more that is until DCM hit some

serious financial problems with the eventual result that those companies that made up DCM were either sold or closed. Luckily Hornby was one of the jewels in the DCM crown and with some assistance from various parties the Hornby management team was able to organise a management buyout, something that was all the rage in the early Eighties, and for good measure H&M was included in the deal. At this very same time things were starting to change in the world of toys and such things as train sets began to be replaced on a child's wish list with the new craze of electronic games. Before too long H&M's operation in Watford was closed with the manufacturing being transferred to the Hornby factory in Margate. Along with the manufacturing I too was transferred but instead of me being a Sales Rep I was offered and accepted the role as the new Hornby Railways Brand Manager.

When I arrived at Hornby's Margate Offices on that sunny September morning in 1982 I had no real idea what my new career entailed. Of course I had been given a rough description of the job but I was totally unaware of the depth that such a position held. On that very first day my Marketing Director told me that the 1983 range and catalogue had virtually been completed and all I had to do was estimate the quantities that needed to be produced during 1983 of each item in the catalogue. I also had to start considering what would be 'new' for 1984, plus put together an advertising campaign to describe the features and benefits of 'Zero 1', which was at that time Hornby's digital controller, and while considering that there was a TV commercial to get involved with.

As can be imagined by the end of the first week my head was spinning and to be honest it kept on spinning for about a year. How I managed to keep things going I have no idea because during that first year the senior management changed at Hornby, as did the whole product direction of the company. The situation was that Hornby had up to that time solely produced model railways and Scalextric but by 1984 with the dramatic demise of traditional toys in favour of the new

craze for electronic games Hornby had to quickly try and turn itself into a toy company with models being considered as secondary to the new range of toys and dolls that started to be included in their portfolio.

The reasons why such a change occurred are well documented but the key reason why Hornby had to radically alter its product mix was simply to survive as the demand for their traditional products had fallen dramatically through the floor due to the onslaught of what seemed a never ending stream of new and 'must have' electronic toys and games. Although alien as they might have been to many of us at Hornby all the toys that Hornby started to distribute over the following two or three years, many of which were aimed at young girls were unquestionably necessary because without them I am convinced Hornby would have had to close its doors. Unfortunately, as the years progressed the key decision makers at the time who were the Hornby Board of Directors did not see or refused to acknowledge that although the toy market for trains had been drastically reduced there was a gradual but an ever increasing demand for more refined model railway items from the true modeller.

During the following and rather challenging but nevertheless interesting years at Hornby I had to learn numerous skills to meet the many varied tasks that presented themselves, virtually on a daily basis, especially as Hornby were keen to keep their personnel levels to a minimum. In the late Seventies, Hornby employed approximately two thousand people. Many of these worked on the shop floor and the warehouse with a proportionate number of people in the offices reflecting the high turnover of business that Hornby was generating in those halcyon days. By the mid Eighties that number had been reduced to approximately three hundred and although that quantity increased slightly by the time manufacturing had stopped at the end of 1999 the numbers employed after that across the rest of the Hornby operation, which included despatch and warehousing was less than three hundred and probably closer to two hundred.

There was a time in the Late Eighties when the Hornby Marketing Department consisted of a Marketing Director, one Marketing Assistant, two secretaries and myself as Marketing Manager. Due to the enforced limited staff level I was not only responsible for the development of Hornby but for approximately fifteen years Scalextric as well, with both brands requiring a certain amount of ingenuity, baring in mind that there was no new tooling money forthcoming, or at least very little for either brands. With this consideration I had to rely on a degree of inventiveness and my knowledge of Hornby's vast tool bank to produce new variants of old models while hopefully giving such product a new lease of life. Before too long the marketing team was strengthened as more and more toys were added to Hornby's ever growing price list and eventually the department was split into two. Firstly, there was the Hobbies division that included Hornby, Scalextric and a terrific range of radio control vehicles produced by the Japa-

nese company, Nikko all of which, plus one or two smaller ranges were under my control. Secondly, there was the Toy Division that encapsulated all the girls and boys toys and which fell under the control of a new Marketing Manager. However, even after this split my workload continued to increase and with only a Marketing Assistant and secretary to help me I tended to extend my work day and weekends to accommodate the jobs I needed to do. Nowadays I have the impression that this form of work ethic is frowned upon but at Hornby during those toy years there was no alternative. I have to admit I enjoyed the pressure; mind you I was not married then.

Thinking back I know there were not too many jobs I had to tackle at Hornby that I did not relish, however there were tasks which gave me a tremendous amount of additional personal satisfaction and these jobs were always associated with the development and marketing of the Hornby railway range. With experience gathered over time I had developed a yearly sequence, a form of timetable of milestones if you wish which helped me meet the various deadlines that were demanded of me by other Hornby departments, mainly Finance, Production and Sales so that they in turn could do their jobs and plan for the following year. In order to meet the demands of my fellow colleagues my task was to put together the following year's product range and I would start this usually on a Friday afternoon in February which gave me in theory ten months before the range would go 'live', however in practice the range had to be agreed and mainly 'put to bed' by September prior to the actual launch.

Why a Friday afternoon? Well due to Hornby's official working hours over a given week, the offices closed on a Friday afternoon, which was why I would choose to start this process at that time. I really needed to concentrate and focus purely on how the range was compiled and this was best done when everybody had left the offices and there was no danger of me being interrupted.

To develop the next year's range I had to create two spreadsheets. The first would feature all the new items planned while the second would list all those items that were to remain in the range from the previous year. In practice I would have stated to 'sculpt' out the major new items in the range possibly up to three years previous. Such key items already factored in would involve models requiring new tooling or perhaps further variants of new models produced the previous year. There may also have been models or a series of models that might celebrate a particular anniversary or I could include an older model, for example 'Evening Star' that over time had been asked for in growing numbers. I would also check my notes that I had gathered at model railway exhibitions together with letters and emails that had been sent to me from enthusiasts suggesting new additions and if relevant these items were incorporated onto the spreadsheet. The other consideration that needed to be allowed for was trying to judge which products would be left over from the current year's range as well

as, and perhaps more importantly how the new range would be able to be progressed into the range the year after.

After starting the process I would then over a period of a couple of weeks spend several days focusing on the new items to be included in the range, quite often starting very early in the morning and finishing late at night. Eventually I would be able to produce a first draft of the new items spreadsheet after which I would then add on to it what I believed the sales numbers would be of each individual product as well as tooling, packaging and production costs. Having completed this I was able to then merge the new items onto a second spreadsheet which would include the complete Hornby range and feature models that were to be carried over from the previous year, together with standard product that was a constant in the range such as track and the clip together plastic station buildings and platforms. Having completed this stage I would then finish the process by adding my estimates of the potential sales numbers to all remaining items in the range. Having completed my first draft and as February moved into March and then April, I would be continually adding and removing items from both spreadsheets, usually because some of the older items I had included, mainly locomotives and rolling stock would either have sold out early with the obvious result that there was no carry over stock to be incorporated in the new range, or the opposite may have occurred where product that I thought should have sold had done the opposite. This in turn probably meant that certain intended new items would have to be removed and held over until I started the process once again the following February.

Knowledge and the understanding of the market played an enormous part in this process because at the end of the day my figures had to generate sales that would obviously contribute to the overall budget of Hornby as a group. At the beginning of this procedure each year I had a rough idea as to the value target I needed to achieve. Of course the easiest thing for me to do was to just keep adding new items to my list until I had reached the budget figure I wanted but this process would have been flawed for two very good reasons. Firstly, there really is a limit, to how many new locomotives can be introduced in a single year and this includes rolling stock as well. Working from memory I believe prior to me leaving Hornby in 2014 and in the days before they had real problems with supply the greatest number of new locomotives I introduced was approximately eighty but a good number of these would have probably been four variants of a newly tooled model, plus eight or nine new locomotive additions to the RailRoad range. Secondly, there is always the danger that if there are a large number of new locomotives the retailer might quite rightly worry about ordering so many different models, therefore it was likely they may naturally either ‘cherry pick’ from the range or order each of the new models but in reduced quantities than they would have done if the selection had been smaller. And thirdly, having too many new items in one year places a huge demand onto the engineers who have

to ‘engineer’ each item through quite a lengthy process, not to mention all the livery artwork that had to be generated. Add to this list the difficulty in having the products manufactured, a problem that had haunted Hornby for several years and possibly still does at times and it becomes obvious that too many new products planned in a year is not the right way to go to generate revenue. In short too many models can create low sales and poor availability, which is probably why brands like Bachmann and Dapol tend to keep their new range of locomotives and rolling stock at a very sensible and controllable level.

Eventually, I would have the range as I wanted with all the columns completed on my spreadsheets and the criteria that I had set myself at the start of the process having been met, after which it was time to present the range to the Hornby Board. However, prior to this I would have a meeting with the Chief Hornby railway Engineer and his assistant, both of whom were responsible for seeing the range through to production and during our meeting we would go through my plan and make adjustments as necessary. This was a major part of the process as there were numerous times when their input proved critical. Having completed this stage my next hurdle was presenting to the Hornby Board. For this I would create a PowerPoint presentation and spend several hours going through each slide, as well as my spreadsheets explaining to the assembled members the reason why each and every new model was included. The spreadsheet showed, as mentioned the estimated costs of each item plus the potential revenue. After the meeting I would amend the range if required which was more often than not, ready for it to go to Hornby’s Finance department so that they could then start their budget process. After this came presentations to the Sales Department and the creation of a sales PowerPoint presentation for the salesmen to use. Once the range had been more or less agreed after several other long and drawn out meetings I would then plan, write and working with a very accomplished graphic designer, produce the Hornby catalogue. This monumental task tended to start in June with the catalogue being printed over the Christmas period. Eventually and close to Christmas I would present the new Hornby range to the Model Press. Finally, in January after several months of planning would come the toy fairs, which for over thirty years I planned and produced for both the London and German Toy and Hobby Fairs. Once the stand for the German Fair had been completed and the show was open I would try and find time to sit quietly with a nice cup of tea and have a think. Sipping away at the tea I would reflect on how the Hornby range had been received by the modellers and having noted their comments resolved how for the next year I would tackle the task differently because by the time I got back from Germany it would be February and time to start the whole process once again.

So do I miss Hornby? Well yes I do but it is the Hornby of yesterday and not necessarily of today that I miss. However, what I really do miss is the ongoing challenge of developing the range plus the enjoyment of planning the introduction

of a model and seeing it come through the Hornby development process. This would then lead on to the models launch and its eventual release and hopefully success but more of that in the next Kohler Confidential.

00 Bachmann E4 Class 0-6-2T 35-079

Review by Pat Hammond

Prototype History: Known as 'Radials', these formed a class of 75 locomotives built for the London Brighton & South Coast Railway between December 1897 and September 1903 to a design by Robert Billington. They first entered traffic in 1898 and they were a large version of the earlier Class E3 tanks. They were introduced for passenger work with 5' driving wheels but these powerful tanks were also used for freight. They originally had Westinghouse air brakes fitted, but soon after Grouping in 1923, vacuum brakes started to be fitted. Four had been rebuilt as the E4X Class between 1909 and 1911. The first was scrapped in 1944 but the rest of the class remained intact until May 1955. The last was withdrawn in October 1962 and one locomotive has been preserved. This is LBSC No.473 Birch Grove on the Bluebell Railway.

Model History: As far as can be established, in 1977 Langley were the first to produce a model of an E4 and this was in the form of an N gauge kit. Two years later, Weald Models advertised a 4mm scale kit and there was also an 0 gauge kit by MSC of date unknown. Roxey also produced an 0 gauge kit in 2005. In 1997, Dean Sidings had produced a 4mm scale resin body but the first ready-to-run 00 model was produced by 00 Works in 2004. The Bachmann model is the latest one to arrive, having been released in 2015.

The two latest releases brings to seven the number they have produced so far.

Model Details: The model is very finely detailed with thin wire handrails all round, fine pipework, detailed and painted cab interior. Also featured are the steam injector, side clacks, 'closed' coal rails, raised rivet detail on the smokebox front and buffer beams and a centrally mounted whistle on the cab roof. Separately supplied for fitting are brake rods, dummy couplings, air and vacuum pipes and four white route indicator discs. The model is powered by a 5-pole can motor and has a 6-pin DCC decoder socket fitted. Pictured here is No.32494 in pristine BR fully lined black livery with early emblems on the tank sides (era 5). Appropriate to this livery, it carries the 75A shed code, which tells us that it was allocated to Newhaven (from April 1949), a sub-shed of Brighton. The recommended retail price is £119.95.

The real locomotive would have been used on local passenger services as well as freight and branch workings. It could also have spent time as a station pilot at larger termini. Other Bachmann models that would be suitable for use with this model include the new BR crimson 'Birdcage' passenger stock and the PLV/PMV vans.

East Kent Model Railway Society, Whitstable

Saturday 20 August 10am-4pm

WHITSTABLE, KENT – East Kent Model Railway Society hosts its annual summer exhibition at a new venue this year – the Community College Whitstable, Bellevue Road, Whitstable CT5 1PX. Up to 20 layouts and eight trade stands are being planned. Free parking is available in the school's adjoining car park

The railway station is about 15 minutes walk away. Adult admission is £3, children £1.50 and families £7 (two adults and three children under 16). Refreshments will also be available.

Saturday 8 October 10am-4pm

BIRCHINGTON, KENT – East Kent Model Railway Society, in association with Birchington Parish Council, hosts the fourth autumn exhibition in the village on Saturday 8 October at The Centre, Alpha Road, Birchington CT7 9EG. The event has quickly established itself in the past few years and is expected to feature more than a dozen layouts as well as seven trade stands. A pay and display car park is just across the road and the railway station is five minutes walk away.

Adult admission is £2, children £1 and families £5 (two adults and three children under 16). Refreshments will be on sale on the day.

You can follow the club on Facebook and Twitter @EKModelRailways.

New members are welcome to join the club which meets in Whitstable every Wednesday evening. More info from Chairman Nick Evans on 01227 275157, evenings.

Further information from Nick Evans on 07743 704547 or nickevanscomms@sky.com

Oxford Rail come up with the goods

By Tony French

Modellers of the Great Western Railway have always been blessed with a large range of ready to run OO gauge locomotives to choose from. In recent times though this blessing can often be seen as a curse as some of the earlier toolings have slipped behind the standards of their more recent counterparts. One example of this is the GWR 2301 0-6-0 tender locomotive often referred to as the 'Dean Goods' by enthusiasts. Originally produced by Mainline the model had soldiered on in the Hornby range until recently, however, 2017 sees the arrival of an all new OO gauge Dean Goods from up and coming manufacturers Oxford Rail.

History

William Dean, born 1840, joined the Great Western Railway at the age of fifteen as an apprentice to then CME Joseph Armstrong. On completion of his apprenticeship Dean was promoted to Armstrong's chief assistant and it was widely assumed that he would go on to succeed Armstrong when he retired. Dean would succeed Armstrong but sadly only after the later had a heart attack and died in 1877.

Dean saw the GWR through an era of great transition, during his time the conversion was made from Brunel's Broad Gauge to Standard Gauge. This led to Dean producing several 'convertible' locomotives that could be used on both gauges. Dean was a shy and retiring man, rather than hogging the limelight for himself he was happier to credit and encourage his team, a team that included Joseph Armstrong Junior (often referred to as 'Young Joe') and the legendary George Jackson Churchward.

Towards the final years of his tenure, Dean increasingly relinquished control to Churchward as his health began to fail him. Dean eventually retired in 1902 giving full control to Churchward, his retirement was relatively short and he passed away in 1905. He is probably best remembered for his '2301 class' or 'Dean Goods'.

Built at Swindon between 1883-1889 260 examples of the locomotive were constructed at Swindon works. Although only a humble freight locomotive they represent quite an important moment in GWR history as they were the first class of locomotive to break away from the GWR tradition of having outside frames, also unlike a lot of GWR locos the class also features a large dome similar to that found on a Pannier Tank.

In 1917, sixty two members of the class would find themselves acquisitioned by the ROD (Railway Operating Department) and sent to France. Forty six members of the class returned to Britain in the summer of 1919, the remaining sixteen finding their way to Salonika, Greece. Of the sixteen in Greece, two were sold to Ottoman Railways (one lasting in service until the 1950s), six were withdrawn and scrapped, the remaining eight returned to the UK in 1921.

Somewhat surprisingly (considering their age), one hundred members of the class found themselves in ROD (now simply known as War Department or WD) care at the outbreak of World War Two. All members of the class received Westinghouse brakes and ten members even received Pannier Tanks and Condensing Gear, leaving a rather unusual looking locomotive (it would be interesting to see Oxford produce one of these variants). All members of the WD fleet were painted black with their WD numbers on them. A further eight locomotives were acquired in 1940. Seventy Nine members of the class would find themselves in France at the time of the German invasion. The Dunkirk retreat lead to several members being destroyed, those that weren't remained in service under the German Occupied Forces. At the end of the war, between twenty two and twenty six members of the class found themselves being shipped to China, thirty more were sent back to the UK but were deemed to be unfit for further use and scrapped. Several examples remained in Germany and the Soviet Union, however it is assumed they were all scrapped in the late 40s/early 50s.

Back in the UK, fifty four members of the class would pass into British Railways service in 1948. Their light axle loadings would see them ideally suited to work on Western Region branch lines, particularly those in Wales. The end came for the BR examples when they were replaced by the equally lightly loaded Ivatt class 2 2-6-0 tender locomotives and their younger siblings the BR standard class 2. The last working example 2538 would be withdrawn in May 1957.

The withdrawal of 2538 meant there were no working examples of the class left in the UK. However, the story does not end there, two members of the class remained. WD195 (GWR 2531) was in use at the Longmoor Military Railway for re-railing exercises, several photos exist of her looking very forlorn at LMR Open Days, although no official scrapping date is available, it's assumed that WD195 met her maker some time in 1959.

That leaves 2516, withdrawn in 1956 she would be saved as part of the National Collection. Although beautifully restored sadly 2516 has been silent throughout her preservation career and while well displayed in STEAM Museum, Swindon the chances of ever seeing this, now unique, locomotive in full working order again is highly unlikely.

The Model

Following on from their relatively successful first steam model, the Adams Radial (a loco that success was slightly stunted due to the fact Hornby produced an almost identical model around the same time), Oxford Rail announced their next foray in the ready to run market would be an all new Dean Goods.

Three variants were initially announced, with a fourth following in more recent times. They are:

- DG001 2309 GWR Lined Green
- DG002 2409 BR Black Early Crest
- DG003 2475 GWR Unlined Green
- DG005 2534 GWR Unlined Green with Snowplough

All four variants are also offered with a sound fitted option, at the time of writing however only DG001 has been released in standard form. With only DG001 being released so far naturally the focus of this review will be around that model rather than those that are to be released.

Oxford Rail have really captured the look of the prototype exceptionally well in my opinion. The Dean Goods is a short and quite stocky when it comes to proportions and Oxford Rail has captured that look superbly. It's only natural to make comparisons to the older tooling in this situation and the Oxford version stands up very well in my opinion, for me the older model looks far too long and slim compared to the real thing. Likewise, the Oxford version features a

far more scale tender thanks to the motor now being housed in the locomotive rather than the tender which also allows for a realistic coal load rather than the mountainous load that modellers had to put up with in the older tooling.

The finer details are a pleasure to behold and close inspection of areas like the bufferbeam, smokebox, running plates and tender reveal a very intricate level of detail with fine details such as lamp irons, smokebox dart and fine handrails. The more you look at the loco the more fine detail you find, such as the fine brake rigging and the fantastic amount of rivet detail above and below the running plate. Having an open cab the backhead detail is vital and Oxford Rail have made an excellent job of it with all the fine details picked out.

Livery wise the example we have to hand carries the elaborate GWR livery fully lined out and with a brass dome. The lining and lettering is crisp and sharp, getting the appearance of a large brass surface right takes some doing but Oxford seem to have managed it reasonably well on this occasion. One feature I'm not quite sure of is the bottom of the boiler being finished in black, few pictures of Dean Goods seem to exist in this livery and those that do make it hard to tell if the bottom of the boiler is black or green. Another minor reservation I have is the cabside numbers, I think they are a little on the small side.

Performance wise the model is super smooth and quiet running aided by pick ups on both loco and tender, the chances of stuttering and stalling through any kind of pointwork is highly unlikely. The locomotive's gearing means it doesn't rocket around the layout like Lewis Hamilton and the tractive effort of the model isn't the highest either but when considering we are testing a locomotive that was used mainly for freight and local passenger work would you really need it to go as fast as an A4 or be as strong as a 9F? We did find that the locomotive draw bar (despite offering two different positions) is rather short which means the loco is much more at home on the gentler radius curves of a layout although will negotiate 2nd radius curves without hassle.

For those of you who use DCC, there is an 8 pin plug contained in the tender which should offer ample room for most decoders of choice.

Is This Model Suitable For My Layout?

For those who model the Great Western Railway then the Dean Goods is a very suitable model, then depending on what era you model will influence your choice of livery. For those modelling the era around the time of grouping (1923) then DG001 in her original elaborate livery would be a suitable choice, for a more 1930s look then DG003, the plain GWR livery is more suited and if you are modelling the BR era then DG002 the early crest version would be the answer. For BR modellers it's worth bearing in mind that the class disappeared in 1957 so anyone modelling the 1960s wouldn't really benefit from one of these.

The locomotives were rarely found away from GWR metals (with the obvious exception of the ROD/WD ones) and as time went on they found themselves just employed on the branch lines and lightly loaded routes largely in Wales. Despite being referred to as Goods engines the class would often be found on local passenger services as well as the more obvious freight services.

Despite 2516 the class isn't really suited to running on preserved layouts as she has been cold ever since withdrawal, of course there is room for a fantasy Dean Goods restoration and several times a replica Dean Goods has been hinted.

As always with this section of the review this is purely suggestion and you can run whatever you want on your layout. Although not in the same league as Bachmann's SECR C class 592 in elaborate green livery, I think the elaborate livery carried by 2309 (DG001) will be popular with those who favour the more colourful liveries carried by locomotives.

In Conclusion

An excellent follow up to last years Adams Radial, Oxford have made a fine job of this model. One or two minor imperfections may annoy the staunchest of rivet counters but overall, great job! I hope Oxford Rail produce an adapted version of the tooling to replicate the WD version so I can add one to my personal collection! 8/10.

Dean On The Screen – The Ghost Train!

Before finding fame as quiet, bumbling, loveable Private Charles Godfrey in hit BBC Sit-com Dad's Army, Arnold Ridley had been an actor and playwright. In 1923 he would write his best known work "The Ghost Train" and in his own words "people have been re-writing it ever since"

SPOILER ALERT! The plot revolves around a ground of passengers stranded at a lonely railway station (Fal Vale) in Cornwall. Due to the antics of one Teddy Deakin (generally referred to as a 'Silly Ass' throughout the play) their train misses its connection and they find themselves stuck at the station. The Station Master eventually relents and lets them spend the night in the station but not before telling them the story of a phantom train which haunts the route where it (and six of its passengers) met their demise several years earlier, plunging through an open swing bridge into the river below. An evening of thrills, suspense and comic capers ensues before the train makes an appearance. At this stage in the play, Deakin reveals himself not to be a 'silly ass' but in fact a detective from Scotland Yard and exposes the train as an elaborate hoax used for gunrunning, takes control of the situation, stops the train and arrests the bad guys. Often described as a horror (largely due to the use of the word 'Ghost' in the title) it's really a Comedy Thriller. If the chance to see a stage version presents itself to any of you, please take it, it's well worth it! (I myself saw it in Coventry starring Jeffrey Holland of Hi-De-Hi fame)

Where does the Dean Goods come in to it though? Well, 1931 saw what would be the second film version produced (the first being a strange Anglo-German production almost altered beyond recognition!) The film crew would make use of the Limpley Stoke to Camerton branch, using Monkton Combe station as Fal Vale (The station and line both best remembered for the Ealing Comedy "The Titfield Thunderbolt"). Their 'Ghost Train' would consist of Dean Goods

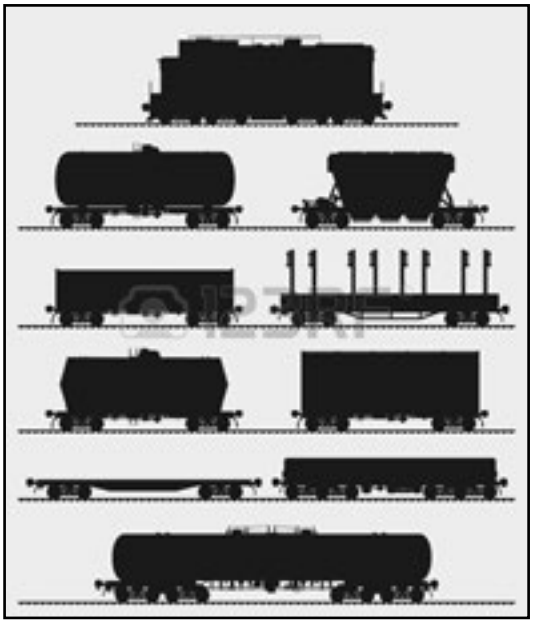
2441 and a train of mixed GWR stock. Unlike the play the film concludes with a dramatic crash as the gunrunners try to escape on the train and Teddy Deakin (played by Jack Hulbert) opens the bridge to prevent their getaway, a dramatic crash scene was staged using models. Sadly the 1931 version doesn't survive intact but the closing scene involving the getaway and crash sequence does.

1941 saw the script heavily reworked as a comedy vehicle and borderline propaganda piece for comedy legend Arthur Askey. The role of Teddy Deakin is heavily rewritten and effectively split in two with Askey's comedy partner Richard Murdoch plays a very suave, dapper Deakin while Askey plays the silly ass concert party comic Tommy Gander. The other main plot alteration is turning the gunrunners into Nazi Fifth Columnists and Askey/Murdoch outwitting them is where the propaganda influence appears. The railway scenes from the 1931 film are recycled for the 1941 version as the real railway was in the strains of war at the time and didn't have the resources to make a 'silly film'!

There must be a degree of irony that 2441 features in the 1941 as the Nazi Fifth Columnists locomotive as 2441 was acquisitioned by the War Department, became WD120 and was shipped to France. As already mentioned in the history section these locos were in service under the German Occupied Forces following the Dunkirk evacuation! 2441 would survive the war and was amongst those shipped to China in 1947 where she presumably met her maker some years later.

The 1941 film is easily found on YouTube or similar sites and the remains of the 1931 film is available on the BFI Player.

North British Railway Wagons

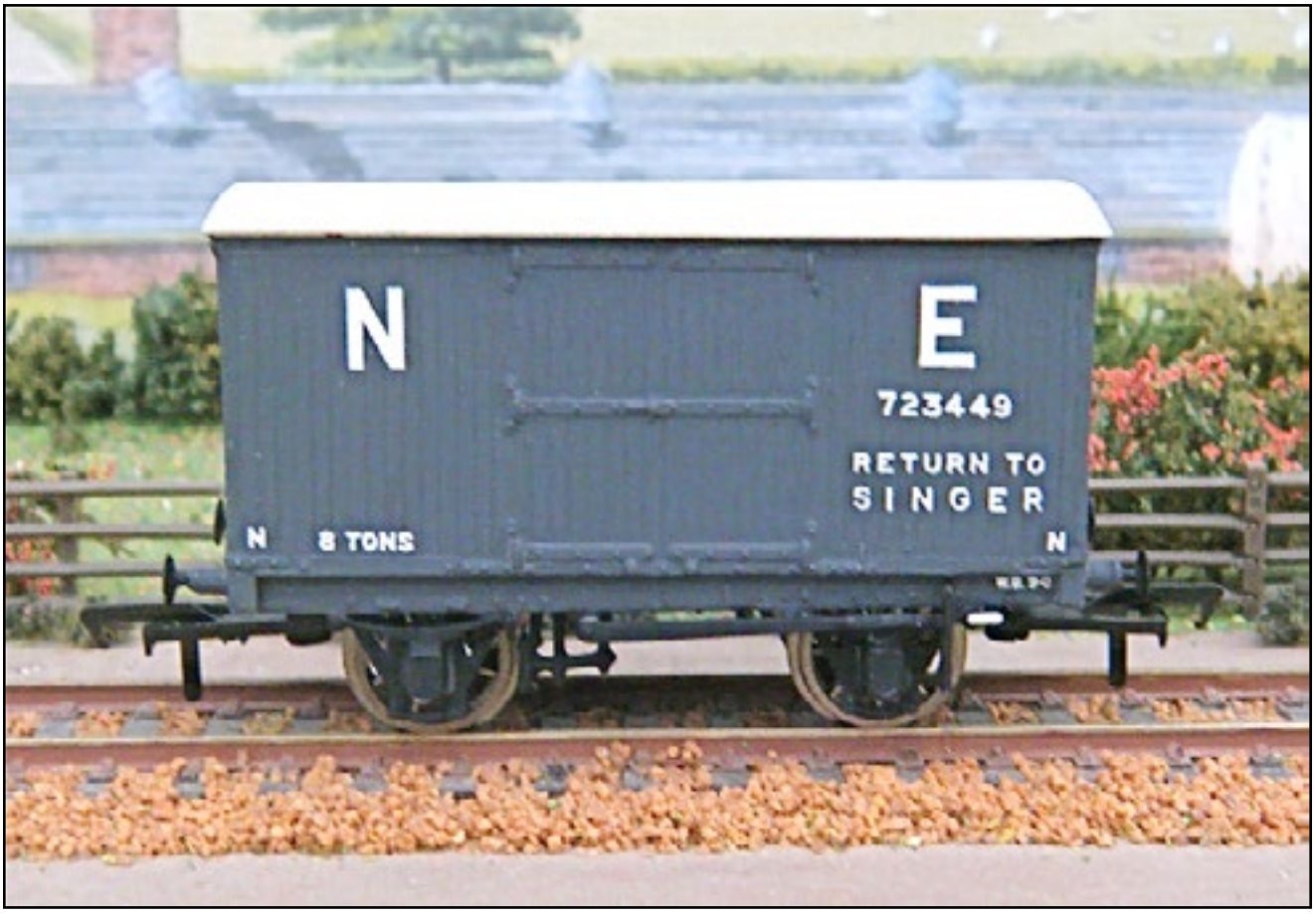


By Gareth Price

The North British Railway, along with the Caledonian, Glasgow & South Western, Highland and Great North of Scotland were the five major railways that held control of the railways in Scotland before the Grouping of 1923. In 1923, the LNER inherited the wagons of the North British and Great North of Scotland and the LMS took over the wagons of the Caledonian, Glasgow & South Western and Highland Railways.

The majority of wagons inherited from the North British were built during the era of Matthew Holmes until he died in 1903 and any after his death under his successor William P. Reid. As with many Scottish wagons, the vast majority of North British wagons were built on timber underframes and their brake system was generally of the Scotch brake type.

North British Van 28144) Preserved North British Goods Van 28144 at the Museum of Scottish Railways on the Bo'ness and Kinneil Railway (Gareth Price)



NBR Singer Van - A North British 37B Goods Van from the Ian Kirk range. One of my favourite North British wagons and also my first North British wagon acquired... (Anonymous)

North British Railway Vans

From the 1870s to 1890s, the North British introduced 8T Vans into their wagon fleet. These vans were known as 'Jubilee vans' as many were constructed during Queen Victoria's Golden Jubilee of 1887. Initially under the North British all the vans were allocated to Diagram 10, but were split into two diagrams by the LNER (37B and 38B). The 37B vans were built with either wide or thin planking on the side/ends and could be found in service as Meat, Tool and Gunpowder Vans as well as their General Merchandise duties.

Fifty or more of these vans were also hired to the Singer sewing machine company in Glasgow and this arrangement lasted until 1928. Whilst this agreement may have ended in 1928, two photos in LNER Wagons Volume 3 show vans 723449 and 745902 with 'RETURN TO SINGER' on their sides still. By the end of 1947, only 11 of these vans are recorded. After 1947, the vans would wind up in departmental use before eventually being withdrawn. At least one 37B Goods Van (built at Cowlairs in 1885) is known to have still been in departmental use in 1962.

The 38B vans were built between 1893 and 1903 with outside framing and single skin horizontal planking. These vans were also built with double timber

end posts with a central vertical iron section which in time would be seen on all future North British Vans. Built in large quantities, only a handful survived until the outbreak of the Second World War. Whilst none would enter BR service, one van (NBR 21117) made its way into the hands of the Royal Naval Armament Depot at Bandeath and was eventually secured for preservation.

In 1903, a new and more modern design was introduced. The first diagram (NBR 45/LNER 39B) would be built on a 9ft 6in wheelbase and was able to carry 8tons. The vans to the initial diagram were the only examples to be built with a low-level roof but they set the precedence for the other three diagrams with their single metal diagonal bracing on each side of the door and a timber cross-braced sliding door.

Three years later in 1906, the next diagram (NBR 65/ LNER 40B) would set the standard for the other two diagrams to be built between 1906 and 1920 (NBR 59/LNER 41B and NBR 59/LNER 42B). Improvements on the previous design included increasing the height and body width of the van, the load capacity to 10 tons and the introduction of oil-lubricated axleboxes. A small proportion of the vans were also fitted with AV and Westinghouse air brakes for usage in fitted goods vans until the late 1930s/early 40s. Lastly a few of the vans were also fitted with a sliding panel in the top right-hand corner. A large number of the vans from all four diagrams would enter BR service.

Between 1904 and 1921, the pinnacle in North British van building would come in the form of a six-wheel van (NBR 48/LNER 43B and NBR 123/LNER 44B). These were used for general merchandise and later, perishable goods. The vans were built on a flexible wheelbase with the outer axles pivoting. These vans are also interesting in the fact their right hand brakes only connect to the centre axle. The bodywork of the vans was also similar to the previously mentioned vans. In later days, the LNER would rebuild some of the NBR 48 vans to make them more rigid and these vans would be re-diagrammed to 152B. Several of these vans would find service with the BR and could be seen as late as 1956 in Neasden. Even one of the rebuilt examples (DE738382) was photographed at Shettleston, Glasgow with a further modification of doors being added at the van's ends!!

North British Mineral Wagons

Up until 1898, the most common 8ton coal wagons to be found in Scotland were dumb-buffered examples, built by the Private Owner companies and the North British and these could be found working in the coal fields or industrial areas.

The North British introduced their first 4-plank end-door mineral wagon in 1887 and were known as Jubilee wagons for the same reason as the vans. The ma-

jority were built at Cowlairs but others were built by RY Pickering and Hurst Nelson to name a few. Early builds were built with dumb buffers but these were eventually reconstructed with spring buffers. Whilst being diagrammed as NBR 1 by the North British, it seems the LNER never gave these wagons a diagram number. Under the North British and into the LNER era, these wagons could be seen in dedicated service to particular collieries and these were marked accordingly. Under the LNER, these wagons become more widely travelled.

In 1896, the next development in North British mineral wagons appeared. These were diagrammed under NBR 26 but later as 16B by the LNER. This design was improved on the original by increasing the wagon's length by six inches and all examples built with sprung buffers. When the LNER inherited these wagons, they too would become more widely travelled with one example photographed in May 1933 in Bromley, London still in its North British livery!!

Towards the end of their working lives and into BR days, the 4-planks from both diagrams could be found working in loco ash duties. Several would survive in this duty until found to be beyond economic repair...

In the early 1900s, the need for higher capacity wagons was recognised by the North British and they introduced 12ton and 16ton mineral wagons. These wagons were built on a timber or steel underframe depending on their contractor. They also replaced the drop door with a pair of side-hung cupboard doors. During WW2, the closure of coal exports and coastal traffic lead to a surplus of these wagons and so the surplus stock were allocated to goods traffic by having their top plank cut through and labelled for goods traffic only. About half of the original amount would survive into BR service.

The final development came between 1920 and 1923 with an 18ton mineral wagon (NBR 97/LNER 28B). Initially supplied to the North British Railway, the final ones would be delivered to the LNER who would subsequently renumber them. A large number would survive into BR days.

North British Brake Vans

At the Grouping of 1923, the LNER was handed over 682 Brake Vans from the North British. These brake vans had been built to four separate diagrams by the North British (NBR 21/LNER 33B, 69/34B, 70/35B and 88/36B) between 1878 and 1921. A final batch of 20t brake vans was also built, but did not appear until the Grouping and were diagrammed as 32B by the LNER.

Brake vans built by the North British tended to more enclosed so to help the Guard deal with the colder weather up North. The earlier built vehicles to NBR 21/LNER 33B and 69/34B had vestibules at both ends, the hand brake at one end and would weigh in 10 ½ tons. The 70/35B were built with only one ves-

tibule at one end but increased to 14 tons. The last design to be built by the North British Railway (88/36B), had its length increased to 18ft and were initially weighed at 17 tons but later upgraded to 20. The final batch reverted to four wheels again but generally kept the length and wheelbase of the 36B brake vans.

In LNER days, older brake vans would end their days in departmental service as ballast brake vans. In a 1940 census, 245 brake vans from the five diagrams were recorded. By 1947 however, the 70/35B brake vans would be extinct and only 33 brake vans of the other diagrams would enter the BR era. Those that entered into BR service generally entered the Engineers Department but some still found use as brake vans until they too would be eventually condemned.

NBR Brake Van 014 - Connisseur Models) A 20T North British Brake Van from the Connoisseur Models range (Rob Pulham)

North British Cask Wagons

When railway modellers tend to think on the Beer/Ale industry and what wagons were used to carry the barrels and brewery supplies, modeller's minds tend to think of the GWR and LMS/MR Cattle wagons that were converted in the late 1930s for the Ale Industry in Park Royal, London and Burton-on-Trent.

The North British Railway was the first company to introduce a wagon specialised for the beer industry. From 1893 to around 1914, three diagrams were built (NBR 23/LNER 65B, 71/67B and 107/66B) and these could be found around the breweries, distilleries and glass works in the Edinburgh area but also

elsewhere. Of the three designs, two were purposely built for the industry whilst the latter (107/66B) were built from redundant coke wagons. All the wagons shared the same characteristics of having slatted sides and ends, were open on top and came with arched ties across the tops of the wagons.

When the wagons were inherited by the LNER, the wagons were marked with 'RETURN TO SOUTHERN SCOTTISH AREA' on the bottom right of the body. More than half of the cask wagons would be in service prior to the outbreak of World War Two. When the Nationalisation came, only 12 cask wagons would become BR property and these were one 107/66B (LNER 756795) and 11 71/67B. All the 23/65B examples were extinct by 1947.

Preservation

Very few examples of North British wagons have survived intact into the present day. Of those preserved the majority can be found in Scotland (with exceptions on the Great Central). These range from van bodies at private residences to restored vehicles in railway collections. The vehicles include:

- North British Goods Van 28144 (fictitious number) built in 1916
- North British Six Wheel Van body (number unknown)
- North British 36t Steam Crane 971 built in 1914 and its Crane Runner ADE971568 also built in 1914. All three of the above vehicles can be found at the Bo'ness and Kinneil Railway.
- North British Railway Tool Van body (number unknown). Formally a Jubilee Van but later converted to an Avery Tool/Weighing Van. Can be found at the Keith and Dufftown Railway.
- North British Goods Van 21117 built in 1901 on the Fife Heritage Railway.
- ARMY Goods Vans 47534 and 47528 on the Great Central Railway. The bodies are built on North British underframes.

Rolling Stock B - Head Photo) A selection of O gauge North British wagons built by Rob Pulham which won the Runner Up (2nd Place) at the GOG Modelling Competition in 2016.

So far only OO and O gauge modellers have seen any real presence of North British wagons. N gauge modellers have only had a North British Gunpowder Van from Dapol, which uses the standard Gunpowder Van model.

Oxford Rail NB Open) The first Oxford Rail 'ready to run' North British wagon... (Anthony French)

In 2016, Oxford Rail announced the first 'ready to run' North British wagon and this would be the 4 Plank Open Wagon (NBR 26/LNER 16B). So far 8 examples have been released and these include North British, LNER and Private Owner liveries which include R.Taylor & Sons, Hamilton Palace and Lothian Coal Co. Hornby have also released a North British 3 Plank into their range but this model utilises the standard 3 Plank wagon model.

Ratio NBR Cask Wagon) A Ratio NBR Cask Wagon with scratch built brake gear (Rob Pulham)

For OO modellers, 51L offers the modeller a wide range of OO whitemetal kits. These include goods vans, coal and loco wagons, a cattle wagon and twin bar wagons. NBR 4mm Developments offers modellers three Brake Vans, a 3T Fish Truck and an 8T 3 Plank which has the option of being converted into a Ballast wagon. Mousa Models currently has the NBR 71/67B Cask Wagon for sale but also has several others that are waiting to be produced.

Scarce but acquirable kits include the Ian Kirk kits of the 'Jubilee' 8T Van, the later build Goods Vans, a 4 Plank Open and a North British Cask Wagon kit that was made by Ratio.

The Parkside Dundas NBR 38B Goods Van (Rob Pulham)

4 Plank Open (Rob Pulham)

A NBR Avery Tool Van (Dragon models) (Rob Pulham)

Floor Cloth Wagon from Dragon Models (Rob Pulham)

O gauge modellers also have a very wide selection of NBR wagons to work with. Parkside Dundas offers three wagon kits in their range which are the NBR 1 'Jubilee' Coal Wagon, the 38B Goods Van and 4 Plank Open Wagon. Under the Celtic Connection Etched Brass range, Dragon Models gives the O gauge modeller eight wagon kits to play with. The eight kits include the 'Jubilee' Van (Goods or Avery Tool Van), Brake Van, Gas Tank Wagon, the unique Floor Cloth Wagon and two Implement Wagons. Highland Castings range a Cattle wagon, Coal/Pig Iron Wagons and Shunters Truck. Port Wynnstay sell the North British 15T 6-Wheel Goods Van and Cask Wagon. And lastly Connoisseur Models offers the North British 20T Brake Van.

References

LNER Wagons Volume Three by Peter Tatlow and the out of print book Wagons on the LNER: North British by John Hooper both provide very informative information along with plenty of photos on North British wagons.

For further information on the North British wagon, one can email the North British Railway Study Group (http://www.nbrstudygroup.co.uk/).

Special thanks to Rob Pulham, Anthony French and Anonymous for allowing me to use their photos for this article.

Gareth Price (www.flickr.com/photos/svr_enthusiast/)

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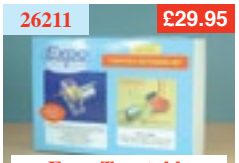

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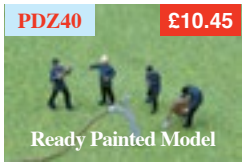

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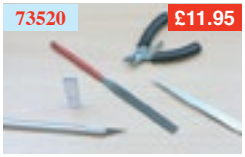

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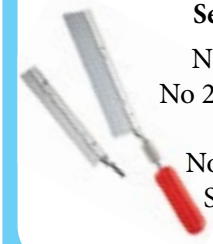

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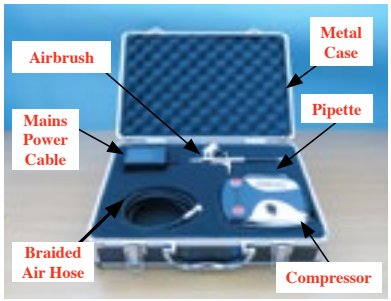

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00 Bachmann Jubilee Class 4-6-0 31-190

Review by Pat Hammond

Prototype History : Designed by Sir William Stanier for the LMS, 191 locomotives were built between 1934 and 1936. This was his Class 5 express passenger locomotive for all but the heaviest duties and they were named after countries and states within the British Empire, as well as former admirals and warships. Originally classified 5XP, the class was later reclassified 6P, the same as the 'Royal Scots'. The last was withdrawn in 1967 and 4 have been preserved.

Model History: The early Bachmann models of the Stanier 'Jubilee' Class were from tooling produced by Kader in China for Palitoy's Mainline Railways range. The first Mainline 'Jubilee' was released in 1979 and 15 versions were produced, some with steam and whistle sound. This early version of the model had a split-chassis and was not fitted with DCC decoder sockets. The model under review is from completely different tooling first used by Bachmann in 2007. Later Bachmann models were fitted with sprung buffers and more than 20 versions from the old tooling and 14 from the new tools have appeared so far.

Model Details: The model under review is 45575 Madras and is in pristine BR lined black livery (an adaption of the LMS 1946 livery) with BRITISH RAILWAYS in full (era 4) on its riveted Stanier 4000 gallon tender. The loco carries a 30A (Glasgow Corkerhill) shed plate which the real locomotive carried from August 1948 to September 1952. It has a single chimney smokebox with the longer BR style number plate on the smokebox door. The model has a 5-pole can motor with locomotive pick-ups and a 21-pin DCC socket fitted in the tender. An accessory pack contains brake rodding, shorter drawbar, optional fitted cab windows and doors, front steps, cylinder draincocks and both front and rear vacuum pipes. The recommended retail price is £164.95.

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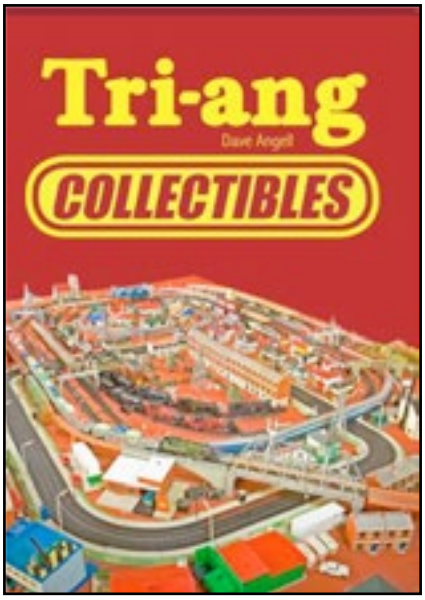

Review by Terry Rowe

Author: Dave Angell

Published By: AMBERLEY PUBLISHING

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Price: £14.99

ISBN: 978-1-4456-6457-6

Size: 234 x 165mm

Binding: Paperback

Extent: 96 pages

Illustrations: 180 illustrations

Dave Angell has produced a nostalgia thought provoking book in this publication. It is truly a walk back in time to when, as he writes, as a young boy he received that 'train set' for Christmas.

I was also one of those boys as my father bought me my first train set in 1973, and planted the seed that has become a lifetime's hobby.

Many of the items Dave writes about I had too such as the 4F Old Smoky that is in the photo on page 12 and the Tri-ang annual catalogues with all the imagination that they provoked and the layout ideas they inspired and the 9F that started the 'fine detailing' we have today.

The book is well put together both in text and in a fine selection of photographs. I read the book over two evenings but have returned a number of times to look at the photographs again and again, if only to relive a nostalgic moment.

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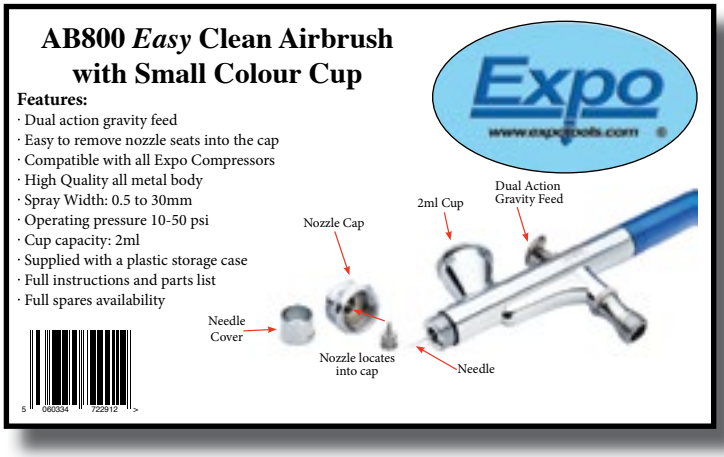

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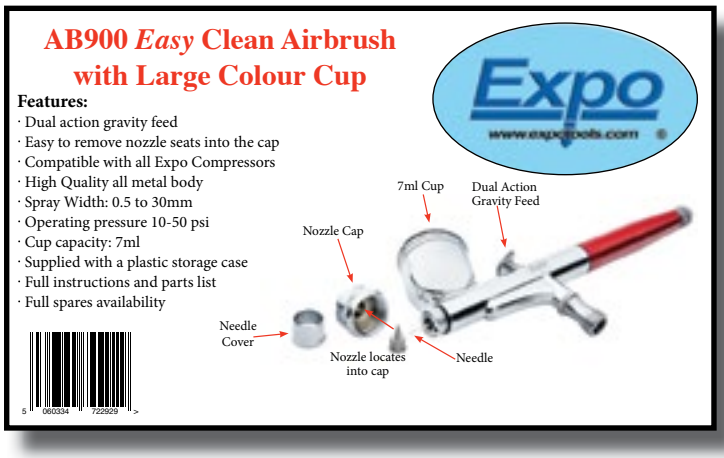

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N Graham Farish JGA Bogie Hopper Wagon 377-103

Review by Pat Hammond

Prototype History : The JGA TOPS code covers a number of large bogie hopper wagons of different designs, however, the Bachmann model is based on wagons built by Tatrastroj Poprad of Slovakia. The batch from which our models comes was built in 1994 for Buxton Lime Industries and originally ran in their blue and white livery. The air-brake cylinders were placed behind a door in the sloping end of the wagon. They later carried the pale grey livery of owners VTG, as seen on the model under review, and still used for aggregate traffic from quarries in the Peak District.

Model History: Bachmann first produced a model of this prototype in 2001, but it was for their 00 Branchline series. The N gauge Graham Farish version did not arrive until 2009. Previously, seven have been released, carrying the liveries of Buxton Lime Industries, RMC and Tarmac. Now these are being joined by two weathered examples – this one and another in RMC livery.

Model Details: The model, in weathered VTG pale grey, carries the number VTG19214 and this belongs to era 9. It is a version without steps and end ladder and has no top canopy fitted. Suitable motive power would be a Class 60 (371-350A) or a DB Class 66 (371-383A). The recommended retail price is £34.95.

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H1407	Class 58xx 0-4-2T 5802 in GWR Unlined green with G W R lettering - Lightly weathered
H1408	Class 58xx 0-4-2T 5816 in BR Lined black with BRITISH RAILWAYS (Gill Sans)
H1409	Class 14xx 0-4-2T 1470 in BR Lined black with early emblem
H1410	Class 58xx 0-4-2T 5819 in BR Unlined black with early emblem
H1411	Class 58xx 0-4-2T 5801 in BR Unlined green with G W R lettering - Lightly weathered
H1412	**Class 14xx 0-4-2T 1474 in BR Unlined black with early emblem - Heavily weathered**
H1413	Class 14xx 0-4-2T 1444 in BR Lined green with early emblem
H1414	**Class 14xx 0-4-2T 1450 in BR Lined green with late crest**
H1415	Class 14xx 0-4-2T 1432 in BR Lined green with late crest - Heavily weathered
H1416	Class 14xx 0-4-2T 1409 in BR Unlined green with late crest

= limited stocks remaining

In Stock

H1409

In Stock

H1415

In Stock

H1416

HORNBY

"...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

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

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 450	hattons.co.uk/cl450	from £271.96	Mar 2015	■	■	■	■	■		
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014	■	■	■	■			
Warflat Bogie Flat wagon	hattons.co.uk/warflat	£42.46	Mar 2013	■	■	■	■			
Class H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£152.96	Mar 2013	■	■	■				
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	£123.21	Jul 2014	■	■	■				

dapol	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/122	hattons.co.uk/dapolbubble	£123.25	Dec 2012	■	■	■	■	■	■	■
GWR Streamlined Railcar	hattons.co.uk/gwrrc	from £119.43	Jul 2014	■	■	■	■	■		
Class 59	hattons.co.uk/dapol59	from £121.13	Oct 2015	■	■	■				

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
OO Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £33	Oct 2016	■	■	■	■	■	■	■
Golden Arrow Class 71	hattons.co.uk/goldenarrow	£139.95	Jun 2016	■	■	■	■	■		
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015	■	■	■	■			
O Gauge 50t Warwell Wagon	hattons.co.uk/warwell	from £85	Oct 2016	■	■	■				
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016	■	■					
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016	■						

HELJAN	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 05	hattons.co.uk/hel05	£315	May 2016	■	■	■	■	■		
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014	■	■	■	■			
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016	■	■	■	■			
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	TBA	Apr 2017							

HORNBY	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Merchant Navy 4-6-2	hattons.co.uk/mn	from £153	Mar 2015	■	■	■	■	■	■	■
Class H Wainwright 0-4-4T	hattons.co.uk/hclass	from £90	Sep 2016	■	■	■	■			
HItachi IEP Class 800	hattons.co.uk/IEP800	from £229.50	Nov 2016	■	■	■	■			
Class 8P Princess Coronation 4-6-2	hattons.co.uk/duchess	from £171	Nov 2016	■	■	■				
Class 87	hattons.co.uk/hornby87	£169.99	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	hattons.co.uk/oxdg	£95	Jan 2016	■	■	■	■	■	■	■
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016	■	■	■	■	■	■	■
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015	■	■	■	■	■	■	■
Mk3 Coaches	hattons.co.uk/oxmk3	£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.

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Information correct at the time of going to press on 14/07/17.