

MODEL RAILWAY

EXPRESS

eMAGAZINE



Issue Eight:

February / March 2018

For the enthusiast by the enthusiast

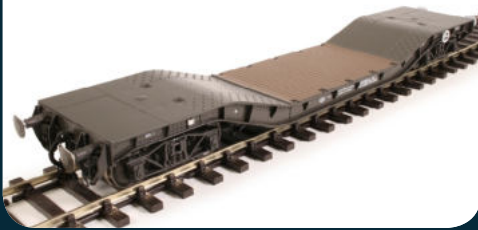
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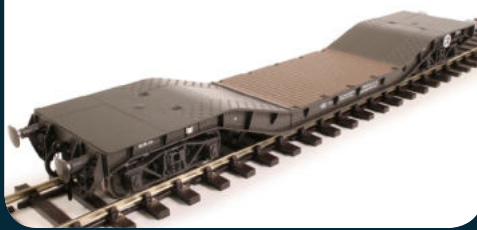


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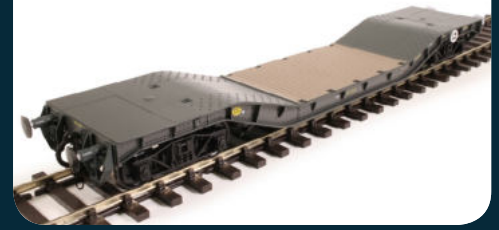
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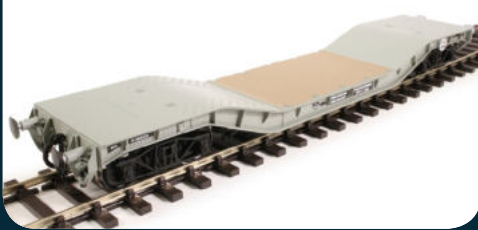
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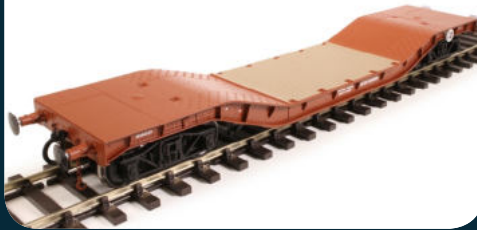
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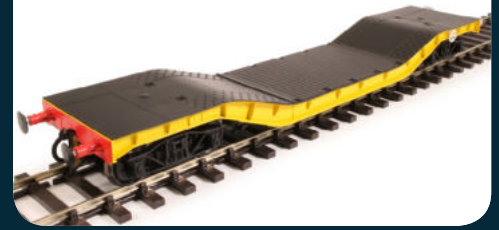
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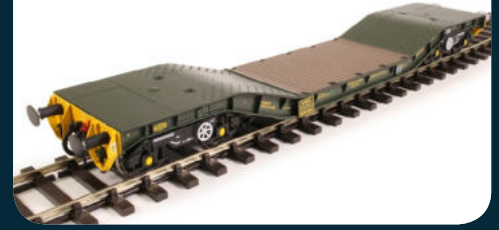
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Dear MRE Readers,

I am once again being encouraged by the MRE Editor to write a few words of introduction to this our latest MRE eMagazine. I actually do not need too much encouragement as I am quite excited in what this issue has to offer.



The major and not so major model railway makers have announced many new and equally enticing items which they intend to release during the forthcoming year and the hobby magazines are full of exciting features which all goes to illustrate that our hobby is very much alive and prospering. As if to underline the fact this issue is bursting with articles that celebrate the many aspects of the hobby, not mention featuring various scales and therefore, I trust appealing to a much broader spectrum of readers. And, for the minority that are not fascinated then please let us know what 'floats your boat' and we will see if we can encourage our numerous contributors to try and produce that special article that will appeal.

As well as several interesting and enlightening articles this issue also includes a look behind the scenes of the new Sunday night Channel 4 programme, 'The Biggest Little Railway In The World'. This fascinating five part series certainly seems to have attracted a growing band of interested viewers and not just those who are involved with model railways, to my mind anything that is associated with model railways and shown on TV is a great opportunity for those involved to show to the wider public what a great pastime model railways is. However 'The Biggest Little Railway In The World' as a programme is linked to MRE eMagazine through no other than the magazine's editor Alexander Croft. In this fascinating article included in the following pages the leader of team A (Lawrence Robbins) remembers how this all began and what an adventure it really was.



Image courtesy of Love Productions & Channel 4

Finally, as many of you may know I returned to Hornby last October after what has turned out to be a three year sabbatical to take up a Consultancy Managerial role. One of the great joys of my job is that I have the opportunity to meet model railway modellers and enthusiasts of all ages and I hope this will be the case at the Model Rail Scotland Exhibition held at the SECC later this month in February and then towards the end of March at the Festival of Railway Modelling held at Alexandra Palace. Hornby will be at both events and I shall be in attendance so please if you are at both or either of those exhibitions do please come along and say 'Hello!' and let me know what you think of not just Hornby but MRE as well.

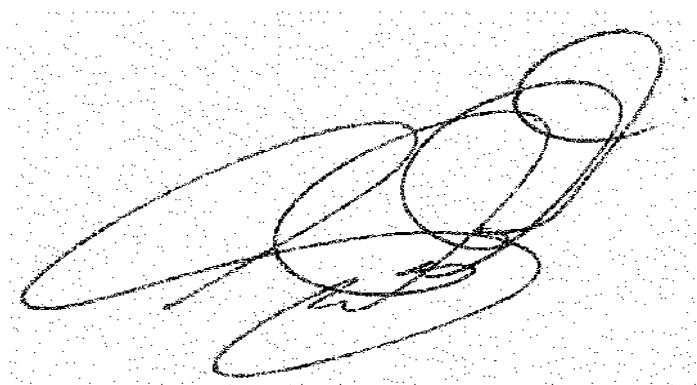
MRE eMagazine is produced to further the interest of our cherished hobby so do please tell us what you think because that is the only way we can continue develop the magazine's contents.

Enjoy the read and modelling your railway.

Simon Kohler

Chairman:

DRMe Publishing

A handwritten signature in black ink, appearing to read 'Simon Kohler', is written over a background of a fine, dotted grid pattern.

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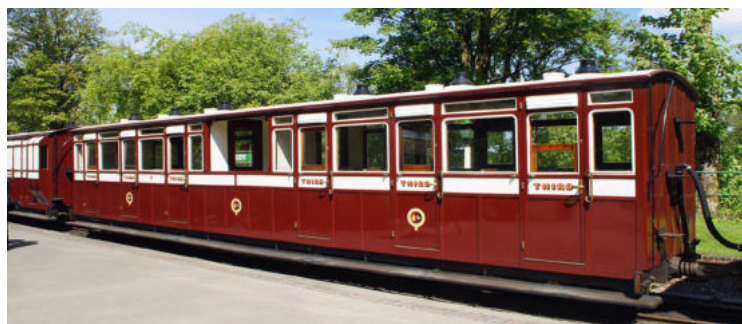
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Our Narrow Gauge Products

7mm Lynton & Barnstaple

Below is CAD produced drawing of our new **Lynton & Barnstaple Railway** coach No 7 in 7mm scale. The model will feature a detailed interior, and is assembled into two main units. The two parts sliding together, trapping the glazing, and thus making painting easier.



7mm Lynton & Barnstaple Loco LYN

We are now in good progress with our Lynton & Barnstaple Baldwin 2-4-2T LYN. This kit was previously produced by L&B models. We have made a few improvements, such as wheels to our normal standards, and included our own gearbox/motor unit.



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'Bolton Trinity Road – Garden extension'



Article By: Jennifer Kirk, Photos By: Jade Stewart

Originally published in:

Modelljärnvägsmagasinen in Swedish

The plan

Whilst the layout in the shed allowed plenty of scope for running trains through scenery and allowed a lot of enjoyable modelling, I really wanted to be able to run simply huge scale length trains. From the start of building in the shed I had always envisaged a garden extension that would loop around the garden allowing views of 50+ wagon trains gliding gracefully around curves.

The track plan in the shed lent itself to this, with the Preston line at Bolton West and the Manchester line at Bolton East giving an option for a much larger loop that would take in a chunk of the garden.



Construction begins

The first thing was to cut a way through the shed wall into the outside world. The tunnels had only been cut as far as the outer wall of the shed originally to make sure that the weather was kept out. The idea of cutting a hole all the way through the wall of your railway room is quite daunting, and in many ways was the biggest mental stumbling block to getting started.

Holes were drilled from the inside to allow accurate measurements and cutting to take place from outside to minimise any possible damage to the model. This done, a lean-to roof was built over each portal to deflect weather, and hinged doors were added that would allow the ways through to be closed and secured when not in use. The track through the shed wall was also carefully laid and secured using fibreglass car body repair material. Other methods of fastening would be impossible due to the restricted space and I wanted it to be resilient to being knocked and damaged during the rest of the construction.





Out in the garden I worked out the approximate route the line was to take and laid six concrete foundations to take brick piers that would support the track bed. I have an aversion to building anything that might need high maintenance and I wanted to avoid having any wood in contact with the ground, where it might rot. With the brick piers then built to a height around eight inches lower than the track level would ultimately be, the construction work stopped for the winter; which allowed the cement and concrete to fully harden and settle.

My what a sunny March

I was extremely fortunate that a two-week holiday from work coincided with some sunny weather in March, in complete contrast to the heavy and persistent rain that had become the hallmark of 2014! I put the time to good use and set about re-commencing construction with earnest.

Metal feet were secured to the top of the brick piers. These are the kind that are used to hold fence posts, and I used carefully measured lengths of treated 3"x3" timber in them to get a perfect level around the layout ready for the track bed. It's really important to try and eliminate, or at least minimise, gradients out in the garden.



On top of this I used half inch marine grade plywood strengthened with horizontal lengths of 2"x2" treated fence timber. I had the woodyard cut the 8'x4' sheets into lengths of 2'x4' which made handling much easier and gave me the width for the track bed. Using this method, I was quickly able to build the full loop ensuring that the levels were correct by spirit level and measuring. I must have done something right, because I reached the shed back at the same level that I started! There is only one dip, but it is slight enough that trains aren't unduly hindered by it.



Weatherproofing and tracklaying

The track bed was covered carefully with roofing felt in much the same way that a flat roof would be constructed. I was careful to avoid any nails through the top surface and paid close attention to getting the joints between pieces well sealed to avoid any future problems that could be caused by water ingress. I developed a way of using Mole grips and some scrap plywood to 'nail' the felt to the underside of the track bed simply by squeezing the roofing nails in, as access with a hammer would have been nearly impossible.





I left it all to dry overnight then commenced tracklaying. The idea was to keep it simple: a double track loop with only one point that allowed a kickback siding along one length of the track bed. Whilst the siding is wired up, in reality it is little

more than a scenic feature as it isn't possible to view any train using it from where the controls are situated in the shed. It may get use in the future though if I ever change to DCC.

I used 37-yard lengths of Peco code 100 track in total, avoiding any cutting except on a couple of lengths; which meant that track laying was actually very speedy and was completed in just a few hours. I used this track as I wanted something hardy for the garden, and the wooden sleeper bases I'm led to believe are UV resistant.

Rail ends were held in place using ordinary fishplates, but I used some wire to solder bridges across each one to make sure of good electrical conductivity. This allows the track to still expand and contract between hot and cold weather conditions.

I fastened the track using track pins, and then painted over the completed track with a mix of roofing felt bitumen paint heavily thinned with white spirit. This helped to fix the track as well as sealing the track pins to stop water being drawn through into the wood beneath via them. It also painted the sides of the rails a nice dark colour too, which was a bonus.



Once all this had set, I ballasted the track using a 50-50 mix of fine dry sand (of the kind sold for finishing black paving drives) and cement. Mixed dry in a Tupperware container, this was applied just like ballast on an indoor layout would be, using an old 2" paintbrush to clear the sleeper tops and get everything where I wanted it.



Then it was just a case of spraying water over it from an old kitchen spray bottle until the cement was saturated; taking care not to direct the spray directly at the ballast as this might dislodge it.

Scenic features

Aside from the siding mentioned before, the only other scenic feature is a long girder bridge built from some old Meccano that I had from being a child. It was very rusty but there was more than enough to build this bridge, which was then painted in Hammerite undercoat followed by four coats of green paint to protect it from rusting. The track is glued to it by bitumen paint then ballasted as per the rest of the layout. It might look a little chunkier than anything I'd use indoors might; but in the garden I wanted the bridge to be rugged and long lasting.



Other than these, I let the garden plants provide the backdrop. It isn't to scale, but it looks nice. There's something quite nice about watching a train snake its way around holly trees and over the top of Brussels sprouts - well the layout does pass over my partner's vegetable garden!



Operation

Operation is quite simple. There are three sets of points to set in the shed and then it is a case of setting the trains running and retiring to a deckchair with a tippie of choice to sit back, relax and watch very long trains go by. I find it is best to run the trains as slowly as you can get away with to avoid derailments. So far I've managed to get up to 50+ Bachmann 16t mineral wagons pottering around behind a pair of class 25s very reliably.





The first train of the day sometimes needs a little prod to get it all the way around, especially if it has rained over the night before, but the track soon cleans up and performs faultlessly. Occasionally a more intense clean is required beneath the holly tree because of the 'deposits' that nesting birds seem inclined to leave on the rails. It is also important to pick off any larger objects such as fallen leaves as at this scale leaves on the line have a disastrous consequence. I learnt this the hard way when a class 24 and its train ended up on its side after attempting to ride over a fallen holly leaf!

Conclusion

Building the garden extension was actually far easier than I thought it would be. I did plan it all extensively in my head over the previous two years, but it came together far easier than I thought possible. So far (touch wood) there have been no problems and no signs of weakness in the wooden construction or water proofing. I look forward to it providing many years of enjoyable service and many years of excuses to drink gin and tonic in the garden accompanied by the relaxing sounds of trains running by!



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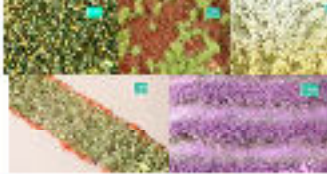
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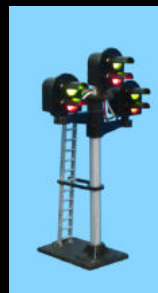
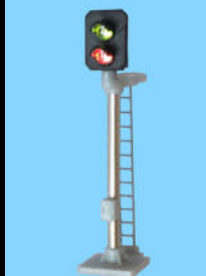
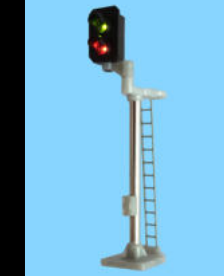


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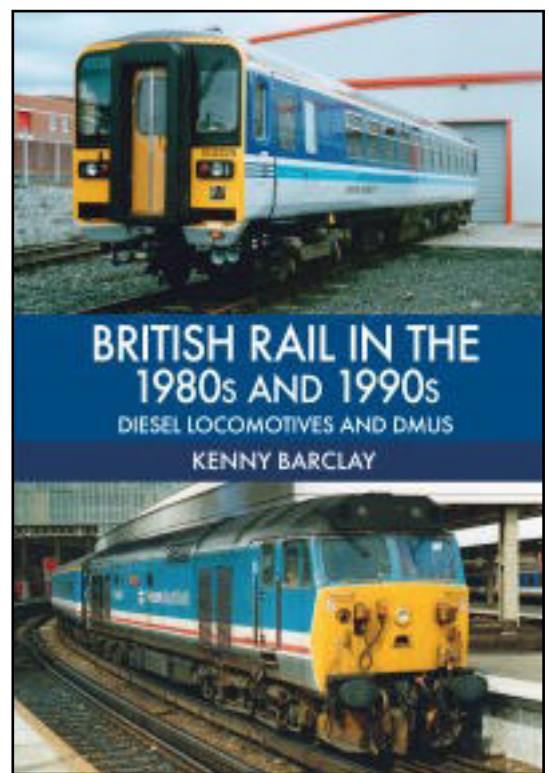
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BRITISH RAIL IN THE 1980s & 1990s Diesel locomotives and DMUs

Author: KENNY BARCLAY

RRP: £14.99

Review: James Cullen



An interesting and colourful book: packed with social history, loco information and wonderful photos. Due to the authors position (working on the railway), this book is filled with not only a wide range of location shots from across the UK. Also included are a number of images that could only otherwise be taken with special access or by trespassing into highly secure and potentially dangerous areas.

The book opens with a history of the period, detailing: changes to the railway, politics that were the catalyst for certain schemes, operators' details and a look at the varied liveries they provided. Careful descriptions of locomotive classes and DMU variations round off the introduction that rather neatly guides the reader through the period 1948 - 1996. Not bad considering its all condensed into four pages.

The rest of the book follows a traditional format of pictures accompanied by a detailed description. I particularly like the way the images are arranged numerically by locomotive class and sub class (47/1 - 47/2 etc). With rare pages dedicated to multiple units, this structure continues.

Also worthy of note is the lengths the author has gone to, to provide images of as many liveries carried by the individual locomotive classes and additional information about the individual locos photographed. That includes livery and name changes and details about withdrawal and disposal. This is even more impressive when you consider that all the photos are taken by Mr Barclay and not bought/loaned to complete this mini almanac.

Due to the age of some of the photos they aren't all high definition or what some would consider perfect, but I like them. They give the book a charm that adds to the feeling that the author has you sitting at home with a hot drink enjoying his personal collection of photographs while he regails you with stories of the locos and how the picture was taken.

The whole book is less than 100 pages yet with 180 individual photos it is a travel sized bible of BR locos and liveries. A must buy! I loved this book for its simplicity and its diverse content. I can only hope there is another on its way soon.

Rebuilding an N-Gauge Layout for an Elderly Modeller in Spain

By Mark Leigh

General background and information:

My father-in-law (Dad) has lived in Spain's Costa Blanca for several years, and started modelling railways some 18 years ago - he is now 91, still active (sings Karaoke twice a week!) - and loves his model railway.

His house is a small two-bed premises, with a reasonably sized "underbuild" around 5m x 2m. This space has power and light and is well suited to a railway - the main constraint is that there is a concrete shelf about 1.5m high and 4m deep which leads to a "long and thin" design, but is pretty well suited for a "shelf" layout. Perhaps a little on the high side, but the alternative would take up too much of the floor space.

There is virtually no modelling network (shops, clubs etc) in the area where he lives, so his layout was originally conceived and constructed by him from first principles, and with no experience of modelling. He chose N-Gauge in order to get more "trains running", but with poor dexterity and aging eyes this might not have been a good choice.

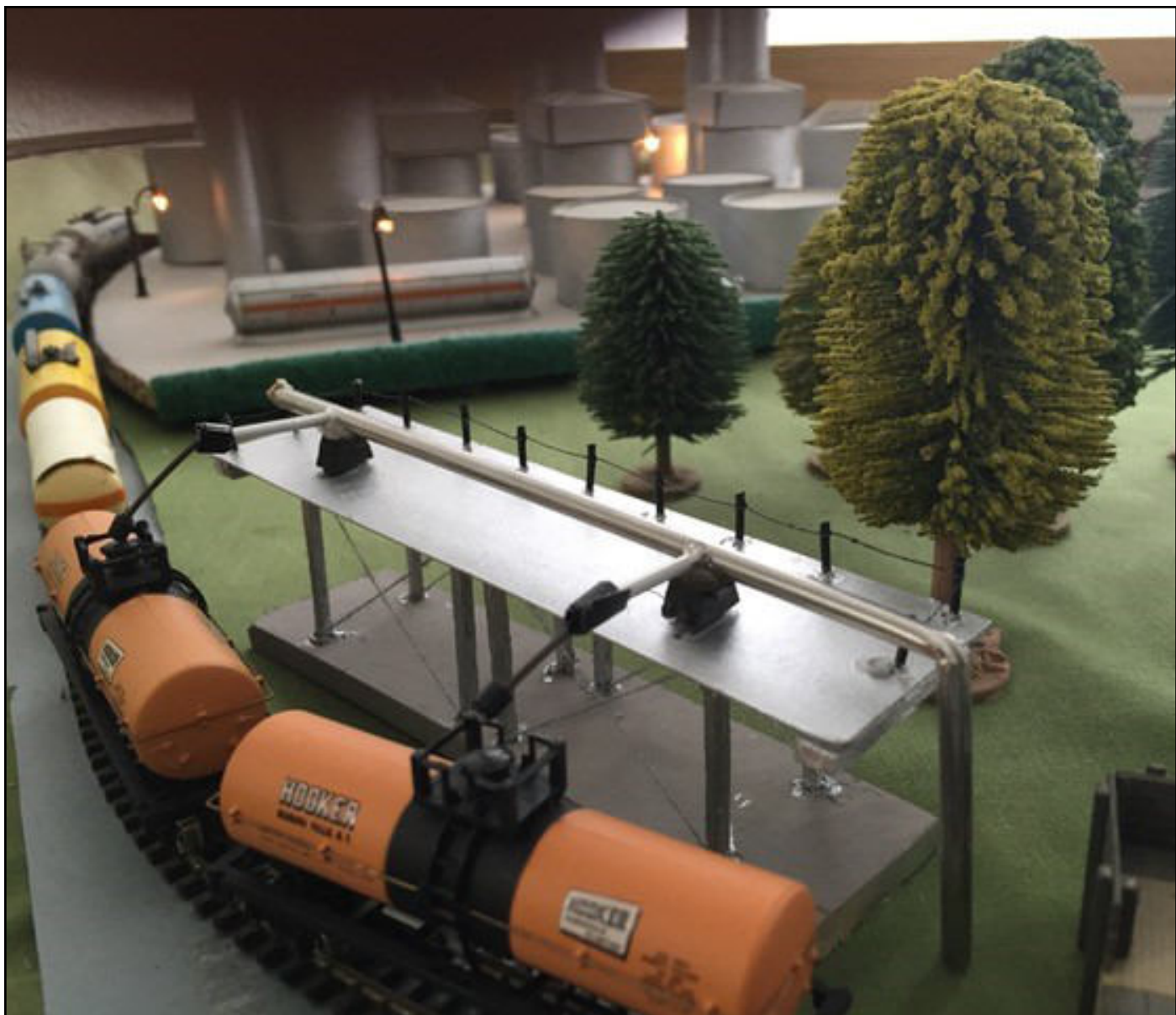
Original layout design and construction:

Being on a very small pension, the layout started using materials that were to hand and (when required) second-hand models. The purchase of new materials was initially limited to track and power supplies.

Having very little knowledge of railway modelling techniques, and not being a skilled user of the internet as a source of help. Dad's layout started as a mainly scratch-built model of Lancaster station, followed by other models of well-known landmarks connected by a couple of continuous loops.



***Above: the model of Lancaster Station.
(original Layout)***



Above: the oil refinery and loading terminal

*(the refinery is scratch built by my father-in-law
and based on the refinery he worked on
in the 1970s, in Liberia)*

Over time more loops were added (eventually 6), but with no cross-overs and only rudimentary sidings (with each loop powered by separate Gaugemaster power supplies). The total track distance was around 80 meters! of Peco Code 80 Flexitrack.



Above: Many separate tracks - note the two behind the castle, impossible to reach!

Although I helped whenever I could (adding lights, fixing joints, painting and ballasting etc.), I was working full time and only visited once a year so help was largely “telephone support” to share ideas and hear updates (with little practical assistance).

Problems with the old layout:

As the original layout was built on a very limited budget, with no significant input at the start. A number of problems were “built-in”, that started to come to light when I was able to visit on a more regular basis (after my own retirement).

- Budget - very little money had been spent on the base board, with large sections being in 4m ply (with limited bracing) and others literally large sheets of cardboard.
- Initial track laying was aimed at getting trains running very quickly, with little thought to the end requirements or potential problems.
- Scenery (grass, fields etc.) were modelled using pieces of appropriately coloured cloth, not ideal given the dust and lint problems.
- The original loops were on the relatively narrow shelf, but additional loops were added by tacking-on new baseboard sections at the front. This put the original loops out of reach for cleaning, derailments etc.

- Operation was limited to running 6 trains around their own unique loops. On the one hand this could look impressive with trains criss-crossing and passing, but any kind of shunting (changing of train from passenger to freight etc.) was impossible.
- Due to his limited knowledge of the topic. The original track was laid using glue (with the fishplates being oversized) and track lengths not cut square. This, plus the weak baseboard meant derailments and stalls were frequent.
- Cleaning the track was difficult (and in some areas impossible) due to the distance to the rear sections.
- The wiring of the track was inconsistent, with: no colour coding, poorly made joints, insufficient feeds etc.

The net result of all this was that the layout was falling into dis-use, and Dad's great joy (running his trains) was being lost. Something clearly had to be done!!

Design basis for replacement layout:

I convinced Dad that the only solution to the constant derailments (and track cleaning issues) was to rebuild the layout, the ease with which this conversation went convinced me I was on the right lines!

But as we know from many posts on Facebook along the lines of “I want a model railway - where do I start?”, it is important to have at least some concept of what you want. So the list for the new build looked something like this...

- Ability to touch all sections of track for cleaning (and rescuing stranded trains!).
- Must be able to have trains run around continuously - end-to-end shunting layouts would not be acceptable.
- Any electrics must be kept simple (no “Y” junctions, isolating sections etc.)
- DC only (this was not the time to start Dad down the DCC route).
- Any points must be manually operated, to allow use by arthritic fingers.

- Scope for Dad to add scratch-built models as required (and re-use some of the existing ones).
- Leave open potential for additional track sections later.
- Try to avoid parallel lines (the front of the main board is cut on the diagonal) with tracks not parallel with the front edge.
- Construct base to allow retrofitting of wiring for lighting.

Finally:

- Rebuild must get at least one continuous loop available as quickly as possible.
- Initial work had a window of about three weeks.

Key stages in rebuild:

After overcoming the initial resistance “this will be a big job, won’t it”, work started to de-construct the old layout. Due to the continuing budget challenge: as much track was rescued as possible, and recovery of the plywood also completed.

I placed an order for a new set of Peco Insulfrog Code 80 Points to replace the old second-hand items of dubious heritage (this was the most expensive part of the new track design).

I managed to rescue all the ply and built a framework of 2" x 1" battens and screwed/glued the ply to this. To bridge one particularly large section I used a length of angle iron to connect the battens (the resulting base, which sits mainly on the shelf mentioned above is very sturdy).



Above: New base installed onto concrete shelf, with preliminary track laid.

I decided that the ends of the loops would be at minimum radius and would not form part of the main scenery, they serve only to let the trains have a continuous run. One comprises a partial helix behind a mountain scene, the other is a tight radius circle hidden behind a wall.



Above: Picture of partial helix to allow tight raideous return of the two loops.

The track is pinned with the correct fishplates installed, and the track correctly squared-off using my Dremel. Each track has its own power (there are still no cross-overs), with power being fed to the track in three separate locations via soldered connections.

Each loop is around 10m long

Most elevated scenery sections are made from insulation foam board (covered in kitchen-roll soaked in a plaster product Polyfilla equivalent). This proved to be equally effective as the plaster cloth I had used on the previous scenery sections.



Top Left: Foam and Polystyrene is used to build up the Mountain structure of the Helix



Mid Left: The Mountain now looks like a mountain (covering the spiral) with paints applied



Bottom Left: The finished scene with two trains running and trees planted

These three photos show the progression of the mountain scenery used to cover the helix

The destruction of the old layout took about three days, baseboard construction another few days. With track laying of the first loop about 5 days, so before the end of the allocated window for Phase I we could get one train running continuously.

There was a gap of a couple of months before I went back for an extended visit, the main purpose of which was to get the model to a more complete stage. So Phase 2 saw a second loop fitted and an operational “fan” of sidings complete with ground-throws. Construction of new Metcalf buildings and installation of some of the LED’s, also some track ballasting and static grass application.



Left: the new siding fan (and refinery branch) that allows us to dispatch different trains onto the main lines. Note the easy to reach ground throws.

Current status and likely next steps

The model now has two continuous loops, with one (long) branch-line to the relocated and updated refinery diorama.

The sidings allow for the storage and operation of 6 trains (one on each line at a time), which is more prototypical than the original concept of “each train running on a unique loop”.

Ballasting has started and most of the backdrop is complete, including: a cloudscape painted on the walls, a mountain section to hide the helix, and low-profile buildings.

Below: bridge under construction with track ballasting and grass applied



All the trains run reliably with the only derailments due to operator error at the points, not due to bad joints! All sections of the track can be touched for cleaning, there is also a removable section of the mountain to allow access to the helix.

Next steps: complete the painting of the rails, ballasting and application of the grass, then install the new workers village (the folks here provide the manpower to the factories and refinery). A future extended branch line is possible of around 3m to a terminus.

It is still an effort to remind Dad not to simply add extra bits of track and baseboards, the cardinal rule of “you have to be able to touch every section” remains in force. And **ALL** design suggestions are judged against this!

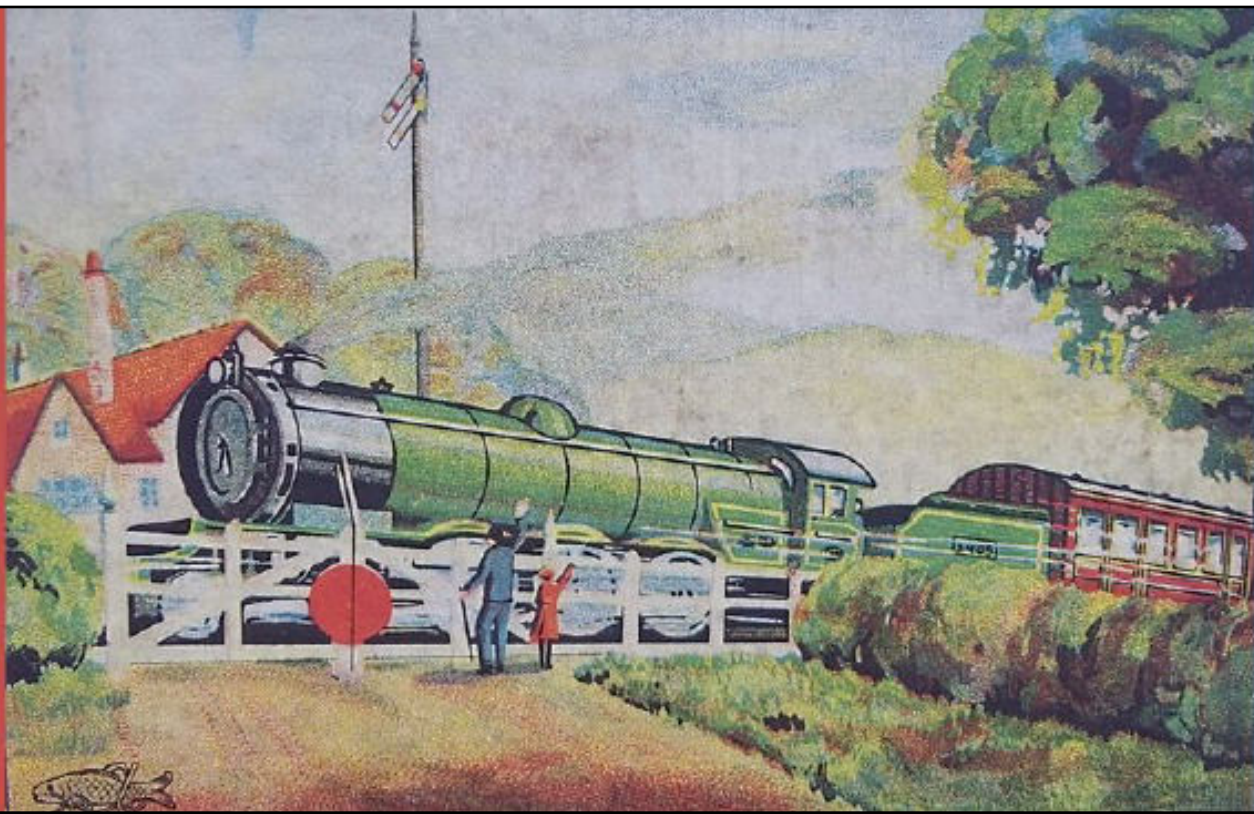
It's been fun to help Dad get his model more reliable, while not destroying all his previous work. I am looking forward to the next couple of months getting the rest of the main board scenery completed. Before eventually starting work on my own new 00 layout in Spain, as well my existing HO North American model in Scotland (more on that later perhaps).

And if you are interested in helping to set-up the Costa Blanca Model Railway group - let me know!

(email: editor@mre-mag.com if you want to help, please title your email: Costa Blanca Model Railway Group).



<p>O gauge resin and white metal kits</p>  <p>O gauge low-relief building facades. Picture shows SMRS38 2-storey north-light facades with added details.</p>	<h2>Skytrex Model Railways</h2> <p>Unit 1 Chamwood Business Park North Road Loughborough Leicestershire LE11 1LE</p> <p>www.ogauge.co.uk www.skytrexmodelrailways.com</p> <p>Free subscription to newsletters! Details on websites</p>	<p>OO gauge resin and white metal kits</p>  <p>OO gauge modular building systems. Picture shows 4/041 north-light warehouse kit</p>
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CLASS 70 LOCOMOTIVES

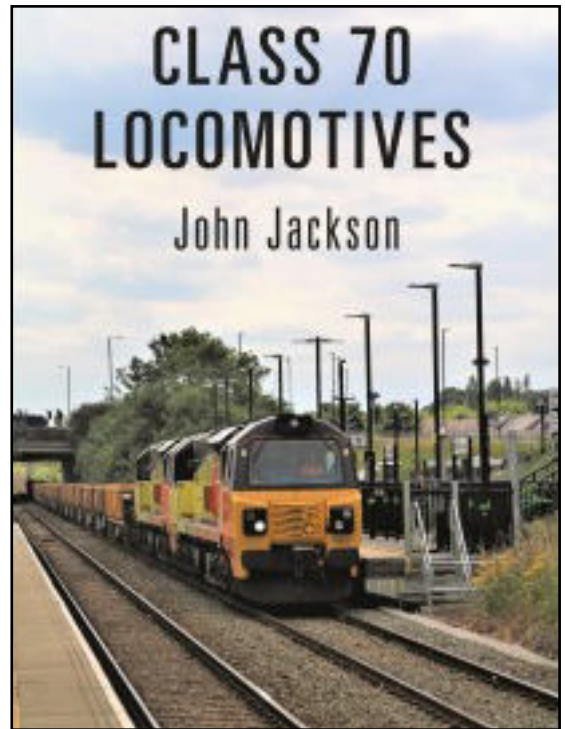
Author: John Jackson

Amberley press

Review by: James Cullen

RRP: £14.99

In 2007 Freightliner ordered twenty class 70 locomotives from GE in Pennsylvania, USA.



Ten years later the class now numbers thirty and can be seen on various contracts for both Freightliner & Colas.

This book provides an in-depth yet concise introduction to the class with a full overview and history as it was at the time of print.

I'm particularly impressed with the addition of information on where the locos can often be seen and their regular workings, so the reader might also locate and photograph them if desired.

The book is filled with photos, depicting the class working across the UK in both freightliner and Colas liveries (currently on display). A nice addition to this are a couple of images of the nameplates being carried by the class: 70001 POWERHAUL & 70004 THE COAL INDUSTRY SOCIETY.

My only criticism of this otherwise informative and interesting book, is many of the pictures have a slightly fuzzy quality (that I assume is down to printing quality) and not the fault of the photographer.

It's also a shame that there isn't a picture of 70012, that never entered service after being damaged while being delivered. Or an image of 70099 in its all over green livery (before its repaint into Colas) and renumbered to 70801.

Overall an interesting book and surely a welcome addition to any rail enthusiasts book shelf.

B **f**

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A Prototype For Everything

By Alexander Croft



***Above: A Mk3 Coach Is Transported By Road
(Photo Credit: James Cullen)***

A rarely modelled aspect of modern image / preserved railways is the transport by road of locomotives and rolling stock.

In the above image we can see a Mk3 coach being transported by road to a servicing site, traditionally (unless circumstances dictated otherwise) most rolling stock would be dragged by rail for repair or servicing.



***Above: A Fairburn Tank Engine Arriving On The Back Of A Lorry
(Photo Credit: The Moorside Valley Railway)***

Note the welded rails on the trailer with securing chains to prevent the load from shifting during transport. These trailers are custom made for transporting rolling stock across the UK's road network.

Although no current model manufacturer (to the editor's knowledge) produces this type of trailer several examples have been scratch built over the years.

The above photo is a superb example of a scratch built trailer on display in N gauge, on the Moorside Valley Railway which can be seen at Grosmont on the North Yorkshire Moors Railway.

If you have a photo of something you would 'never see on a layout' drop us an email here: editor@mre-mag.com (please title your email "a prototype for everything").

Railway Refreshments: The Sheffield Tap

By: Cath Locke

Photos: Cath Locke



The Sheffield Tap was previously the old Edwardian refreshment room and dining room at Sheffield station. The product of some serious restoration, the Sheffield Tap is full of lovely polished wood and decorative tiles with a high ceiling giving a great feeling of space.



The refreshment rooms were converted to just a waiting room in the 1960s and following vandalism were finally closed for good in 1976 and converted to office and storage spaces.



With investment from the Railway Heritage Trust and some private cash its Grade II listed interior has now been restored to its former glory and is now the Sheffield Tap and home to the Tapped Brew Co microbrewery.



With some features permanently lost, the current Tap is a mix of repair and replacement with some features being rescued and some recreated.



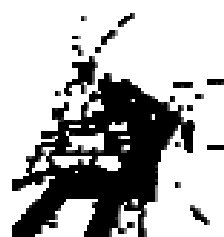
THE SHEFFIELD TAP

It is a cosy pub with several rooms and a lovely big fire-place. Polished wood abounds and the high barrel ceiling in the main bar (re-created using original moulds) is worth a crick in the neck to look at. The wood panelling in the back bar and corridor give a warm feeling and the range of beers and ciders is impressive. Access is from both the street and the platform.

www.sheffieldtap.com

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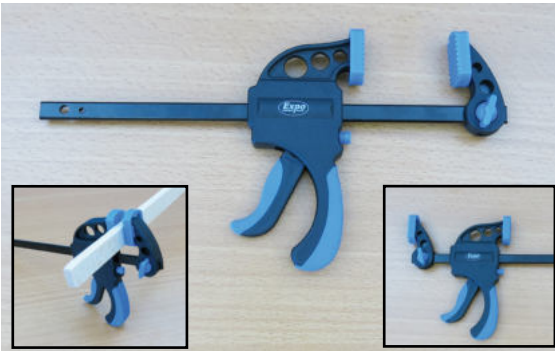


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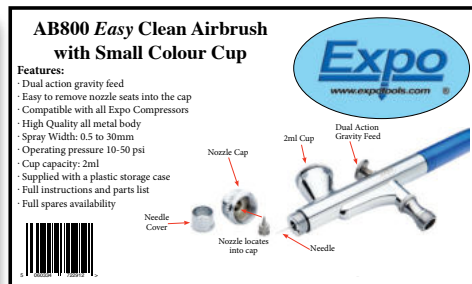
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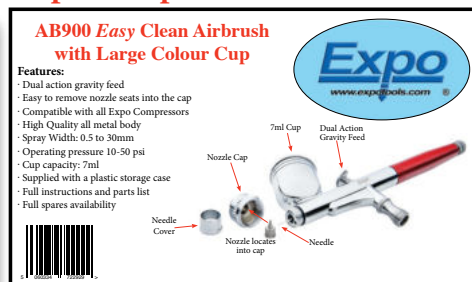
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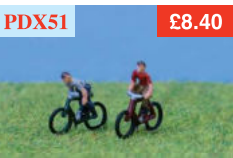
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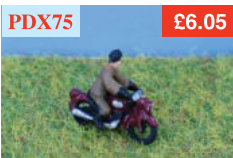
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The Great Railway Stations of Paris

Author:

Michael Patterson

Publisher:

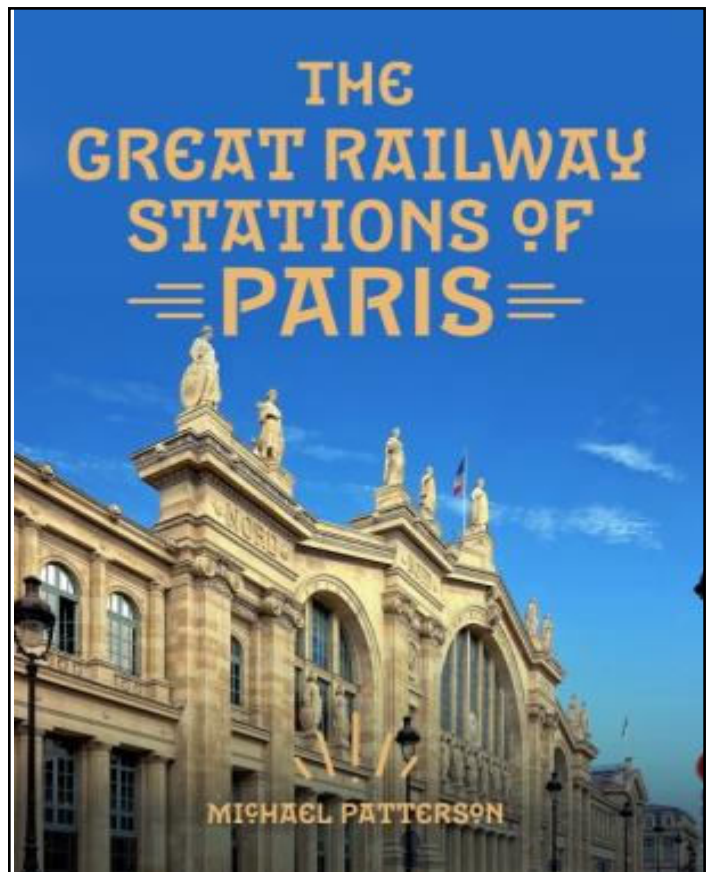
Amberley Press

ISBN:978-1-4456-6920-5

95 pages

RRP: £14.99

Review: Cath Locke



Although not immediately enamoured by the subject matter this book proved to be truly interesting. I had no idea there were so many stations in the French capital – odd bouts of travel planning having revealed to me only the ‘biggies’ like the Gare du Nord and Gare de L’est (usually before I reverted to the Flybe or Easy Jet websites).

The introduction sets the development of both the stations and the French railway network against the historical context of the Second Empire, the Franco-Prussian war, two world wars and the population explosion that saw Paris develop into a major commuting centre.

Separate chapters follow on eight (yes, eight!) stations covering their design and building, key events in their history and current facts and figures. Each chapter is accompanied by many, half page, photos showing various aspects of the stations.

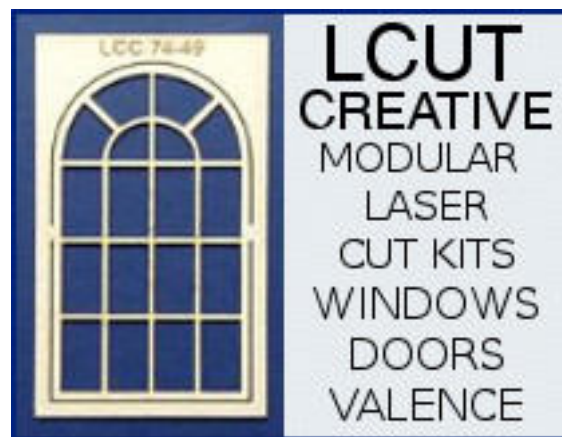
Many of the stations are now termini or transit points for connections both elsewhere France and also to major destinations in Europe (including, of course, the Eurostar services to London). In fact the Gare de Bercy has recently been renamed the Gare de Paris-Bercy-Bourgogne-Pays d'Auvergne in recognition of this growing role in serving domestic services (making it the smallest terminus with the longest name).

However, not all of the stations have survived to the present day.

The Gare de la Bastille has proved a casualty of Paris's own 'cross-rail' project (although they started decades before London, in the 1960s) and the tracks that once carried its 'Imperial' and 'Bidel' double decker carriages are now lost beneath the Opera Bastille.

The Gare d'Orsay is similarly no longer in existence but was saved (along with its fabulously ornate clock) from demolition and is now a museum of French art that is now served by its own station on the local Paris network.

Perhaps my favourite anecdote from the book is of the 'Train Bleu' cat who was left behind when the restaurant's chef moved on and, being a good mouser, joined the station staff and was put on the payroll. Apparently, he even learned to negotiate the revolving doors, slipping through with customers.



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The Biggest Little Railway in the World – A Contributor's View

By Lawrence Robbins – Team A Leader

Let's start at the beginning. At LFoRM 2017 I was handed a leaflet announcing that there was a Channel 4/ Love Productions project to build a model railway from Fort William to Inverness and run a train along it, all in a fortnight. My initial thought was that this was bonkers. However, bonkers is not the same as impossible!

I spoke to the two ladies handing out the leaflets, and discovered that they were the producer and researcher for the programme. I learnt that the contributors would live under canvas, build the railway, be fed and watered – and filmed. The result would be a number of shows on Channel 4 but focussing on the engineering, the challenges provided by the terrain, and the teamwork.

Exciting new C4 series needs your help!



Love Productions, makers of 'The Great British Bake Off' are going to build the biggest model railway ever constructed – and we need you to help!

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Above: Original Leaflet courtesy of Love Productions

This started to appeal to me, I was looking for a new challenge and this was far removed from my day job. I absolutely hate camping but love the highlands of Scotland. I also knew the work of Love Productions from Bake Off, Throw Down and Sewing Bee and could see that the series could be a similar positive way of promoting our hobby but also interest younger age groups in engineering. My family were supportive, so having questioned Rebecca the researcher again when she visited the MRC, I applied.



Photo & Credit:
Lawrence Robbins

given a challenge – to build a 10-foot bridge capable of taking the weight of a man (within 90 minutes).

The response was fairly rapid, could I attend a ‘Meet and Greet’ in Central London? So, at 10am on a Sunday morning I was at a central London hotel with a number of others. We all chatted and drank coffee and were then split into 2 groups. My group entered a room to find a quantity of timber and tools, we were split into two further groups and

Those 90 minutes went past in a blur but at the end we had a bridge that failed to take the weight at 10 feet. However, it succeeded over 7 feet. So, a failure yet I was proud of what we had achieved. In addition, we were filmed and questioned throughout the build including by Dick Strawbridge the man leading the challenge. At the end a group us were asked to the film personal interviews and then we all headed home.

Below Left: Simon AC Martin being Interviewed

Below Right: Tool Training

Bottom: Full Tool Kit Assortment Before Training



I learnt a few days later that I had been selected for the challenge and that I was possibly in line to lead one of the build teams. The next few weeks flew by in a blur of paperwork, packing lists and actual packing. There was also filming at my home and at the club. However, on Fathers' Day I had an early breakfast with my family and then headed to Gatwick for a flight to Inverness. In the departure lounge I recognised others from the auditions and, at Inverness, there was quite a crowd, plus a camera team. We got onto minibuses and headed to Fort William. In Corpach Village Hall, we were kitted out with: PPE, camping equipment, torches and other essential items. The surprise was that we also got life jackets! We were then taken to our first camp site and found a berth in one of the tents. These were large 8-man tents but were only occupied by 4 contributors so that we each had a separate zipped sleeping area. I was lucky in meeting and sharing with Paul and Bruce. We never got a 4th person, so had extra space and Bruce is a camping expert so was extremely helpful in getting me used to being under canvas. After supper from the canteen I had an early night.

The following morning it was back to the Village Hall for safety training. We were instructed in the use of various tools, and got our first look at the track we would be laying. This came in two types; 3 metre straights (which were solid in cross-section but could be sawn as required) and 3 metre curves, the curved track was in 2 parts (which when put together could be curved to the required radius and then set in position with screws). The production team had also had large slabs of MDF pre-drilled so that two set radii could be quickly set up.



Left: Curve Template & Track (Photo Credit: Andrew Christie)

Right: Quad Bike Loaded With Track Supplies

(Photo Credit: Les Cliffe)

Several of the contributors were also instructed in the use of quadbikes in the car park, all of this was recorded by an increasing number of film crew. We also took a break to see the afternoon 'Jacobite' pass by. The sight of a Black 5 steaming past was quite a motivator for us all.

The next morning we were back at the hall, none the wiser as to our roles for the next 2 weeks. However, we were advised that the articulated lorries (packed with track) had arrived and that we would now meet Dick Strawbridge and his team. We marched out to face a phalanx of cameras with Dick, Hadrian and Claire standing together on the artic. We then met the real star of the show, a Roundhouse Silver Lady 0-4-0 which would travel over the track we laid. Dick then called the names of the 4 team leaders and my name was first, I was to lead team A. I was followed by Cliff, Paul and Jenny, for teams B, C & D. I was delighted but with track laying about to start I did not yet know the identities of my team.



Above: Silver Lady At Inverness Castle With Presenters: Dick Strawbridge & Claire Barratt & engineer Hadrian Charles (Photo Credit: Love Productions & Channel 4)

**Below: Team A Photo Including Security Team Members:
George & Malcolm And Embedded Runners: Arran & Rebecca
(Photo Credit:)**



Back at the village hall producer Charlotte handed me a list of names. I then met: Phil, our cameraman, Ben our soundman and Mia the production assistant. Under the watchful gaze of the 56 contributors and 4 film crews I called out the list of names: Amy, Bob, Bruce (my tent buddy), Cameron, Colin, Gill, Malcolm, Molly, Peter, Simon (who I knew from the meet and greet) and Steve. We walked down to the quayside when we met Arran and Rebecca, our two embedded runners, who would be our links to the production team and handle all logistics requests. We also met George and Malcolm our security detail. So team A would be 19 people.

Photo: All Crewe & Volunteers Were Instructed To Wear Hi-Viz While Along Roads (Photo Credit: Lawrence Robbins)



We had the honour of placing the most south westerly piece of track from which the train would start 2 days later. Our first section was alongside the locks of Neptune's Staircase on the Caledonian Canal, so we were required to wear Hi-Viz and the life Jackets. The track was placed on the quad bike trailer, pre-fitted with fish plates and we started to lay track towards Inverness. Our mission was simple, continue until we met the start of Team B's section and join up. Along the route were a series of traffic cones which gave us our detailed instructions and, on day 1 we followed them religiously. At the end of the section we were met by a minibus and returned to camp for supper.

Photo: Team A Pause For A Quick Team Photo As The Terrain Becomes More Difficult (Photo Credit: Lawrence Robbins)



It took me a few days to get to know the team. All three of the ladies were from a railway engineering background and had come forward after Women in Engineering had helped Love Production seek volunteers. The men either worked in engineering as well or modelled as a hobby. Simon, I discovered was also a published author of a children's railway book.

It also was clear that the name "Team A" would not survive. We started calling ourselves "the A Team", and this caught on to such an extent that our bus driver would have the appropriate music ready when we drove out to the worksite each morning. The quality of the singing varied!

The days settled into a routine: Up and breakfast around 8, The fitting of radio mics to myself and other team members then followed, The 4 team leaders went to meet Dick, H & Clare around 9am to get our instructions. To achieve our target each team had to lay around 1.5 to 2 miles of track per day i.e. 1,000 – 1,200 lengths of track. If your team's task was significantly less than this distance it was immediately clear that you would be into challenging terrain or have a “special” section to figure out and build.

The morning briefing was filmed by 6-7 film crews (so was particularly daunting). I had a bad habit of standing in the wrong place, so that (in the end) a particular wild flower was set as my mark. The phrase ‘Lawrence missed his daisy’ continues to haunt me!



***Above: Team Leader Briefing Tent,
After A Briefing (Photo Credit: Les Cliffe)***



Above Left: Mini-Bus & Quad Bike Parking

(Photo Credit: Lawrence Robbins)

Above Right: An Instruction Cone

(Photo Credit: Lawrence Robbins)

Below Left: A Fully Loaded Quad Bike

(Photo Credit: Lawrence Robbins)

Below Right: Outdoor Catering Facilities (Photo Credit: Les Cliffe)



When this meeting broke up, we got our teams on to the designated vehicles and proceeded to our worksite start point. During the night cones had been positioned along the route with instructions attached, Porta-loos placed at 1 mile intervals, quantities of track dumped and, if we were lucky there was a quadbike and trailer awaiting us to load and then use. Tool boxes and water travelled with us whilst snacks and lunch were delivered to us at the worksite and then the buses returned, when we finished to take us back to camp. The aim was to have us back in time for dinner at 7pm. What could possibly go wrong?

The answer of course was, everything! We were working along the Great Glen Way on paths in the forest so exact locations were not easy to determine and teams started from the wrong points and occasionally went in the reverse direction. It took a while for the quantities of track being used to be fully understood and it was frequently necessary to request additional supplies during the day. This resupply process was not instant, so time could be lost. Food arrived but at times varied and we discovered that Team B had a bad habit of hijacking our Tunnocks teacakes and wafers. A word was had.



Above: Team D, Laying A Challenge Section On What Became 'Heart Break Hill' While Building A Rack & Pinion System (Photo Credit: Paul Tyer)

Loos a mile apart sounds fine, until you realise that you are facing a half mile walk there and a half mile walk back. People could be gone for 40 minutes as the team would have moved forward by the time they returned. Using a loo whilst wearing a radio mic attached is a further interesting challenge. Dick was also adamant that if we did not pee 3 times a day we were not drinking enough water.

Track was laid on a variety of surfaces from: pavements, to local roads, canal towpaths, forest tracks and foot paths. All of these were in use by locals, drivers and holiday makers many of whom were fascinated by the challenge we were undertaking. However, we had to ensure that access was maintained at all time and that the team were safe. Traffic management was a major task but one that was led by our security team. Where the tracks crossed a road, we only had permission to close the road for a brief time when the train passed. We therefore had to build the line to each side of the road and a removable section for the actual road crossing. The section was placed nearby and slotted in at the last minute by the train support crew.

An ideal day was sunny with a flat wide surface where the quadbike could access, A bad day was: a narrow sloping path, no vehicle and rain. We discovered that a team member could carry 6-10 track sections, so man porterage was hard work. However, Molly carried out some tests and discovered that sections of straight track could be joined together and then pushed along most surfaces (especially if there was a slope). When quadbikes became scarce at the end of the first week, this technique was used to significant effect. It did not help that one of the quadbikes suffered a jammed throttle and fell into the canal with the driver jumping clear. The hazard to navigation was removed and dried out. A second batch of quadbikes (hot from the Glastonbury festival), eased their availability.



Above Left: The Molly Shuffle (Photo Credit: Lawrence Robbins)
Above Right: Quad Bike Rescue & Recovery
(Photo Credit: Joe Payne)

We moved through 4 campsites. From Fort William we moved first to Fort Augustus on the southern edge of Loch Ness, then to Drumnadrochit and finally to Inverness. The moves were undertaken by the production team, but we packed our personal items and then had to find them at the new site. Find our tent and re-setup home. Laundry was also done for us, but the occasional bag was delayed and Simon was seen track laying in a suit as a result.



***Left: One Of The 4 Man
Tents For The Volunteers
Right: Team Tent In The Rain
(Photos Credit: Les Cliffe)***



I insisted that the team should enjoy their work and try to make entertaining television, we had a lot of good fortune and some memorable moments. The Piper at Laggan locks was a surprise, but the sight of RSM Maurice leading 7 of the team in a reel was a special moment. On another day, I spoke to a retired Englishman who mentioned his car collection. When he opened the doors to a very non-descript barn we found a treasure trove of vehicles. Gill was taken for a spin in a 1908 Oldsmobile with tiller steering, whilst Simon got to sit in the driving seat of a 1936 Alvis. We could easily have shot an episode of Top Gear.

On another wet day we met the staff of a special school. Funded by the production of bio-fuel and electricity the school took children who were not thriving in normal education and through engineering, rural crafts and nature studies. got them re-engaged in learning. This was a brilliant project. But more importantly, the school offered the team a classroom to eat lunch in front of a large log fire. As the other three teams had their lunches in the rain, we were not popular when they found out.



**Left: Morning Train
Crewe (Photo Credit:
Channel 4 /
Love Productions)
Right: Loco At Night
(Photo Credit:
Simon AC Martin)**



By this time the train had started its journey, the original plan was for each team to send 2 people each day to the train support team. However, this changed as the train had to run for longer hours and expertise was needed. This meant I permanently lost Cameron to the support crew, at the age of 19 Cameron has run a business refurbishing traction engines for the last 4 years. And is a real inspiration as he clearly enjoys his work and a challenge. He is also an enthusiastic runner who acted as the team's scout, I took over the scouting element (but I am no runner!).

Our challenge came at the village of Invermoriston. All we had to do was 0.5 of a mile. However, having run alongside the very busy A82 and through the village centre, the route turned right and the road immediately started to climb steeply. Having had a lively discussion it was agreed to build a winch to assist the loco as it would be 500ft. This is a scale 1:1,000ft and the equivalent of the trip up the Jungfrau, we built the first section and returned to camp.



***Top: The 1936 Alvis Classic Car
Bottom Left: Lawrence Supervising Construction
Bottom Right: A Chance Meeting With The Piper
(Photos Credit: Lawrence Robbins)***

The next day we learned that we were to pick up from where we finished, complete the hill and then head into the forest. I climbed the hill to scout the route and found Phil at the top with the drone team, the drone team were taking aerial shots. Phil decided I should return to the team and march them up carrying track, whilst both crews filmed. By this point my knees were reminding me of my age, but we got the shot. Getting more track was a further challenge, the vans could not get up the steep narrow road. In the end the Forestry Commission opened one of their tracks, allowing access for the vans and a large pile of track was dropped. However, we needed to get it forward to the railhead and beyond. We eventually persuaded the food delivery team to fill their 4x4 with track and make two runs into the forest, this allowed us to make progress but by evening the section was not finished.



***Above: Train Crewe At Lunch With Hadrian
(Photo Credit: Andrew Christie)***

So, on the third day we had laid track up the hill through the forest. But had still the descent to complete, the Forestry Commission left the paths open so the mini-buses and the track vans could get to the rail head. I walked forward to check the path and found that we would be descending on a very narrow track. Having walked a little further I started back up the hill to brief the team, half way I stopped and leant on a large wooden marker post. This was a (really) bad idea, after 2 minutes the post snapped at the base with me following it and ending up flat on my back trying to turn over to get up. I was delighted that the TV crew missed this impression of an inverted turtle!

To add to our joy this day was wet but with no wind. Now, when the wind drops below 6 mph the Scottish Midge appears. We had been provided with spray and midge hoods to cope with this 'nasty' (but they like me and took immense pleasure in chewing lumps out of my arms). Thankfully we had paramedics on hand with a supply of ointment to assist. The midge hood, when wet and worn over glasses, did impede visibility and made me look ridiculous.

The easiest section of track was on the railbed of the original railway to Fort Augustus. The line closed in 1946 (well before Beeching), but from Laggan to the Bridge of Oich the Great Glen way follows the original route. It is straight and level but is clearly an old railway as there is a tunnel and long steel bridge, plus unusual cast iron water conduits across the trail. We enjoyed laying this section immensely.



***Above: The Old Railway Bridge, Below Left: The Old Railway Tunnel
(Photos Credit: Lawrence Robbins)***

Below Right: Full Scale Meets Model (Photo Credit: J M Briscoe)



Whilst track laying was on target, the train was behind schedule and extra running shifts were instigated. Some nights the train ran right through the night to catch up, the aim was to arrive in Inverness on Saturday 30th June.

On that Saturday there were 4 sections of track left to build, and the A team had the first section. The train had to cross our section to reach B's section but, on arrival at the old Inverness Asylum. I was assured that the train was a number of miles behind us. There had been rain overnight but we built through the very wet and muddy building site, crossed the road and made our way to the narrow foot path. At this point the loco arrived, It was literally a 'Wallace and Gromit' moment. Track was hurried down the path to start building backwards from Team B's section whilst others carried track to lay from the top. When the section was completed we formed up at the section end for team pictures, and to see the train pass through. However, we had not finished as we then followed the train into Inverness and some of us finally got the chance to drive for a section. We also saw the special build team's final construction.



***Above: Team C & Team D Connect Tracks On The Final Day
(Photo Credit: Simon AC Martin)***

**Top Left: Test Loco James Runs Over (Inchnacardoch Canyon),
Bottom Left: The Spillway Viaduct (Photos Credit: Andrew Christie)
Right: Cameron Stabalising Silver Lady On The Helix Spiral
(Photo Credit: Channel 4 / Love Productions)**



The special build team were a small team of engineers who had worked on many challenges, they had: bridged the canal at Laggan lochs, built a viaduct across a weir, constructed a trestle bridge, but this final build was their piece de resistance – a 4 turn spiral to lift the train about 3 metres. Having made this climb the train continued to travel towards Inverness castle. Accompanied by: the build teams, the TV crews, the public who had turned out in force and members of the Inverness MRC who had organised a welcome. As the train covered the last few yards there was a station, built by the Inverness MRC to indicate Journey's End. When the train reached the buffers, 74 miles after it started the celebrations began.

Looking back, I have never walked so far in my life. But I have never had so much fun, I made new friends with whom I am still in touch and have left a legacy for my family in the form of DVDs for any grandchildren. I have been part of a world record attempt, seen a beautiful part of the country and learned new skills. I would do it all over again in a heartbeat. Maybe, if there is a next time you will be there too.



Top Left: Victory Celebrations Inverness Castle

Top Right: Victory Celebrations Inverness Castle

***Above: Full Team Photo At Inverness Castle Victory Celebration
(Photos Credit: Channel 4 / Love Productions)***

Grandt Line Review

DOOR ASSORTMENT GRAB BAG-3628

1/48 scale (O Scale)

Price-\$22.95 (US Dollar)

By Terry Rowe



<https://www.grandtline.com/architectural-and-detail-parts/o-14-scale/o-14-scale-doors/> or

<https://7mmnga.org.uk/modelling-goods.php> (UK Stockest-1/48)

Grandt Line for the Modeller who appreciates fine detail is the strap line on the website for this family run business that manufactures and supplies plastic architectural details and builder's hardware in popular modeling scales. Their product line includes over 2,000 detail parts in all sizes from 1/2 inch to N Scale. Their detail parts are made of styrene or delrin® plastic.

They also produce a line of On3 and HOn3 craftsman kits for the model railroad enthusiast and products designed for dollhouse Grandt Line Productsminiaturists.

The business is located in the San Francisco Bay Area. It was begun over 60 years ago by the late Cliff Grandt.

I have used numerous detailing parts for my O Scale modelling and have found them to be not only very handy but of high quality.

One of their great value offerings is the 'Grab Bag' both in windows and doors. The bag contains a 'lucky dip' assortment of doors or windows, yes, a bit of a lottery but a must for the building scratch builder. It is also a great introduction to their product if you have not used them before.

They have a great website which clearly shows the products they carry and the price in US Dollar, you can order direct from them or if you are in the UK the 7mm Narrow Gauge Association shop carries a large range of their 1/48 Scale products.



An introduction to airbrushes:

By: Paul Tyler

How do we choose the best airbrush for you and your planned project?

Before we can make an informed choice, I will explain the types of brushes, and how they work by showing both types of airbrushes in their component parts.

There are two types of brush, the first is a single action external mix and the second is dual action internal mix.



The external mix brush is as it indicates, the air and paint are mixed at the front of the nozzle. This type of brush is great for covering large areas, but can be limiting for fine detailing work as you have reduced control over the paint and air mixture, due to these brushes using a single control. By depressing the top button, it releases more air and in turn causes more paint to be mixed into the airflow. Giving a greater coverage (I will cover the control of the paint mixture in another article).



The internal mix brush is the most controllable of the two types, and will allow you to paint finer detail with greater control. As most of these brushes have a two stage control over both the air pressure and paint flow, combined with the internal mix means that finer lines can be achieved. The air is controlled by depressing the button and the paint by pulling the same button backwards, thus increasing the paint flow.

This type of brush is my preferred one, regardless of the type of model I may be making. When covering the larger area you may need to allow more time to spray, as the jet of spray is finer so more layers / passes maybe required. This type of brush performs extremely well when undertaking fine detail such as weathering and panel lines on aircraft (I will be covering this in another article).

This first image shows the basic components of the external mix brush, as you can see the paint outlet which fits inside the nozzle.



The air pressure builds up as you depress the trigger it causes more paint to be sucked up into the nozzle, and to be mixed into the jet of air giving the spray.

The image of the internal mix brush show the nozzle off the brush exposing the needle tip, and I have removed the rear cover showing the needle grip nut.



With this model when you depress the trigger straight down it causes the air to travel through the chamber to the nozzle. When you combine the depressed trigger with a backward action it will start to let the paint be gravity fed or sucked into the air flow. This is then mixed in the chamber with the air and comes out of the nozzle as the spray jet, and depending on the amount of backward movement on the trigger will increase the paints density (I will cover the control of the paint mixture in the next article).

Now we have a basic understanding of the operation and types of airbrush available, we need to think about the types and amount of modelling you plan to do as this will determine which brush you plan to purchase.

If you plan to only do a little bit of spray work then maybe a single action external mix could be the one, however if like me you do a lot of work then a higher quality internal mix with two stage control could be the option for you.

I will be covering the operation of the airbrush in the another tutorial which will discuss the use of air canisters, compressors and paint mixtures and some video to.

Safety First.

Which ever brush you purchase there is one item that you will need even before you open the box, and that is a very good mask to cover your mouth and nose. The particles from the spray will cause breathing problems, regardless of the paint type you plan to use. Also think about those around you, including your pets, and where possible find a well-ventilated area to work that is away from your loved ones.

I recommend speaking to your local builder's merchants or hardware store for advise on the mask type that is best for the job. DON'T skimp on this piece of kit as it could save you from having health issue later on!

As always, if you have any questions about weathering & detailing models for your layout, please feel free to email them to me and I will be pleased to assist you.

Web: www.peediemodels.com or
Email: sales@peediemodels.com

Kind regards

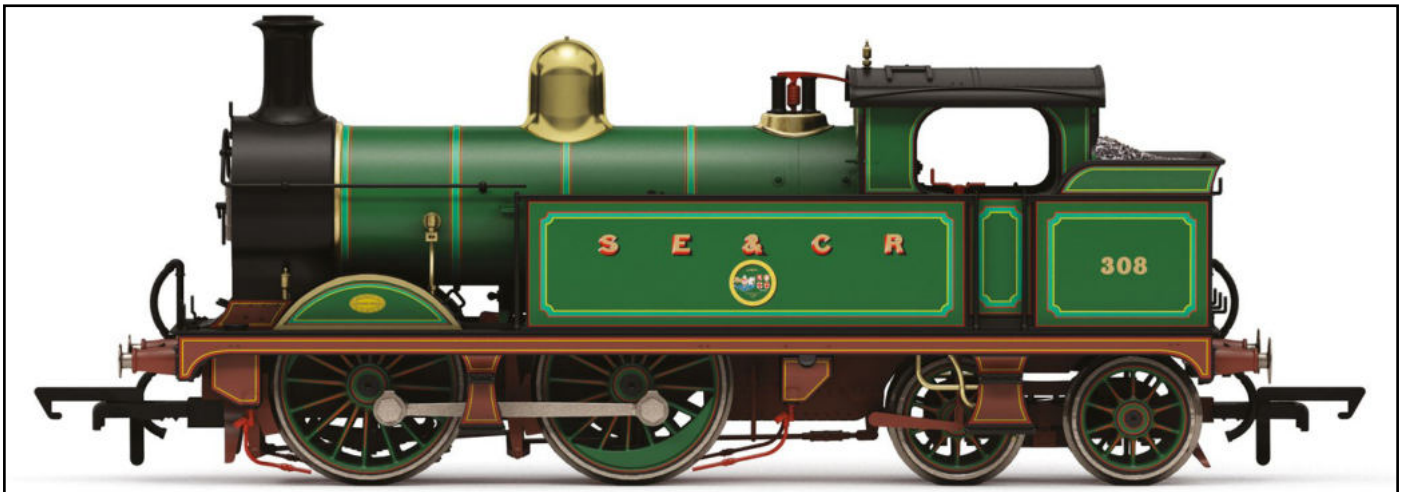
Paul T or as many friends call me "Mr T"

The logo for Peedie Models, featuring the words "Peedie" and "Models" in a blue, cursive, handwritten-style font. The text is set against a white background within a black rectangular border.The logo for Hattori's Model Railways. It features the name "Hattori's" in a large, dark blue, elegant cursive script. To the right of the name, "Est. 1946" is written in a smaller, dark blue, sans-serif font. Below the name, there is an orange rectangular box with the words "MODEL RAILWAYS" in white, uppercase, sans-serif font, flanked by small white dots on either side.

H IS FOR HORNBY!

Review By: Tony French

In recent times the OO market has seen dramatic increases in the amount of pre-grouping locomotives, Southern Railway locomotives and locomotives preserved on the Bluebell Railway available to acquire ready-to-run. Hornby's latest offering ticks all three boxes. The South Eastern and Chatham Railway H class.



R3538 SECR H Class

'photo used by kind permission of Hornby Hobbies Ltd'

Prototype History

Designed by Harry Wainwright for use on suburban services for the South Eastern and Chatham Railway in 1904, 64 members of these attractive 0-4-4 tank engines were built at Ashford Works. Rather bizarrely a further two would be built in 1915 when the components to build them were 'discovered' at Ashford!

Under Southern ownership the H class found their original stomping ground being electrified and they found themselves redundant in this part of the world, being shipped out to the more rural branch lines yet to receive the third rail. Finding themselves located largely in the Kent and East Sussex areas of the Southern region. However, three members of the class would find themselves far from home in 1943 and 1944 when they were loaned to the LMS and found themselves based in Forfar, Scotland.



R3539 SECR H Class (BR Late Livery)
'photo used by kind permission of Hornby Hobbies Ltd'

Sixty four members of the class would enter British Railways service in 1948, two had been withdrawn in the war years. Of the sixty four that remained, forty five would be fitted for Push Pull working between 1949 and 1960.

As more lines became electrified the need for the H classes dwindled and by 1962 the majority of the class had been withdrawn with just a handful surviving to serve the non-electrified line between Tunbridge Wells and Three Bridges. The remaining members were withdrawn in 1964.

Out of the last few members of the class, one H class 31263 (SECR number 263) would be saved by the appropriately named 'H-class Trust' briefly based at Robertsbridge, 263 would soon move to the Southern Eastern Steam Centre at her birthplace of Ashford (now closed). However, in 1975 she would make her final move to a new home of the Bluebell Railway where she has resided ever since, ownership transferring to the Bluebell Railway Trust in 2008. At the time of writing 263 currently wears her SECR livery and is in full working order.



R3540 SECR H Class (Southern Livery)

'photo used by kind permission of Hornby Hobbies Ltd'

The Model

Hornby announced their intentions to produce a model of this attractive little loco in 2016, having measured and studied the preserved example at the Bluebell Railway beforehand. Four versions were announced in the 2017 catalogue, with a fifth announced in the recently released 2018 edition.

- R3538 308 in SECR Green
- R3539 31518 in BR lined black Late Crest (Push Pull fitted)
- R3540 1324 in Southern Railway Olive Green
- R3512 31551 in BR lined black Late Crest (in a train pack with Maunsell Push Pull coaches)
- R3631 31265 in BR lined black Early Crest (2018 range model)

At the time of writing only R3538 and R3539 have been released. First impressions of the model are very impressive and Hornby have once again delivered a very accurate version of the prototype. The H class shows it's routes lie in the early part of the 20th century with her rather ornate appearance and elaborate livery.

Hornby have captured the essence of this very well in the two examples we have seen so far. Both liveries being beautifully reproduced with sharp crisp lining, crests and numbers. One particularly pleasing feature of the SECR livery is the reproduction of the brass dome, which is a rather tricky operation in model form. The BR late crest version also features the Push Pull equipment, which like the rest of the details on the model is beautifully fine and well fitted.



**R3512 SECR H Class (BR Late Livery)
With Ex-Maunsell Push Pull Coach Set
'photo used by kind permission of Hornby Hobbies Ltd'**

Performance wise, the model glides along rather gracefully and smoothly and negotiates all pointwork without stuttering. While not being able to load test one here I am reliably informed they will haul a reasonable load with minimal fuss. The model is DCC ready with an 8 pin socket, space is rather limited inside the loco (as you can probably imagine) so I'd recommend fitting a direct plug in decoder if possible. Apart from that, decoder fitting is pretty straight forward, just take in removing the body so as not to damage some of the finer detail parts.

The only major downfall of this model is (again) the lack of availability, Hornby have once again fallen short on their production levels of the model, which has made them very hard to get hold of, particularly the SECR livery version which have been selling with vastly inflated fees online. Hopefully it won't be too long before Hornby issue another version in the popular SECR livery. On the subject of liveries I wonder if the three that went to Scotland received LMS livery and if they did would Hornby produce it? (Anyone who knows please write in!)

Is this model suitable for my layout?

If you are modelling the SECR or the Bluebell Railway, then you're quids in here! Although it must be noted Hornby haven't produced the preserved example (again! North Norfolk and B12 fans will know the pain only too well I guess) the SECR livery version at least replicates the livery 263 currently carries. Paired with Bachmann's new SECR Birdcage coaches one can easily replicate a pre-grouping SECR suburban train.

For the modeller of the Southern or Southern Region the attractive little engine would be quite happy on either a mainline on a local passenger service or on the classic branch line set up either hauling a Push Pull set, a birdcage set or a couple of Maunsell suburban coaches possibly.



R3631 SECR H Class (BR Early Livery)

'photo used by kind permission of Hornby Hobbies Ltd'

For those modelling the heritage scene, then with a H preserved there is some scope to have a model of one, although it must be noted that she has rarely travelled away from her full time base. Many of you will have seen her on the Hornby stand at Warley exhibition this year I guess, but actual working visits away from the Bluebell seem scarce (if it's ever happened at all).

As always it's your layout and you run what you want. I think many modellers will be making room for this attractive little loco!

Conclusion

A stunning model of a very attractive prototype only let down by the lack of units produced. 9.5/10.





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1970's London In A Box File (Carter Street) – Part 2

By James Cullen



In part one the initial plans were discussed, and the initial base board was constructed within the box along with a couple of scenery items ready to position.

I decided after constructing the original bridge (see part 1) from a Superquick card kit, that I wasn't happy with its appearance so I opted instead to buy a couple of laser cut kits from LCut: <http://lcut.co.uk/index.php?page=pages/hub&title=LCC%20Bundles&gauge=OO> and use them instead.

After a little bit of adapting to suit the purpose and fit the space, I am much happier with the way they both look as a model and blend with the rest of the model.



The back scenes are made up from images found on the internet by searching for period photos (1970/1980s). They are all from different locations, but when combined I'm very happy with them.



All the pavement is 2mm MDF wrapped with Super-quick pavement printed sheets, Brick walls all by Peco (Ratio/Wills).



The figures are a mix of Preiser policemen and a selection of Bachmann & Hornby people repainted and repositioned to represent both Cops & Robbers.

Cars are mainly Oxford Diecast with some improvements/modifications made to them. As mentioned in part one, the Ford Transit is a model from the Faller car system range.

Ground cover is a mix of acrylic paints and dried tea leaves (taken from used tea bags) fixed in position with PVA glue.

So, now you know what I used to create the model what exactly is going on in it I hear you ask?

Well, the villains in the van are looking to escape after “the blag” but DCI Gene Hunt (assisted by Sam Tyler) have the road under the old railway bridge blocked.



Diverting through an open gateway into a new development site, the villains see that another “firm” have already been apprehended by the Sweeney, so aren’t going to hang about to answer any questions themselves.

Racing back out onto the main road they can’t make the turn back up the street because of a badly parked car (whose owner is currently being questioned by a local bobby) so are forced in to a sharp turn back towards the railway bridge.

A video of the layout operating is available to view on YouTube: https://www.youtube.com/watch?v=plq2Y-LuAmR8&index=15&list=PLaCnghE8plwn-7KzYj2c_QvN0-I92bMaN

and this micro layout (without any trains), will be appearing at various exhibitions on the MRE magazine stand.

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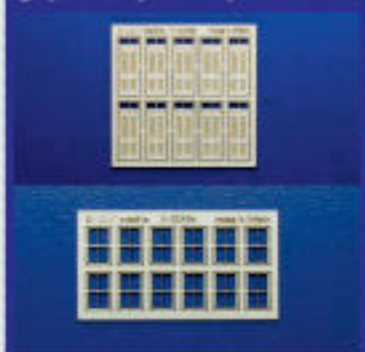
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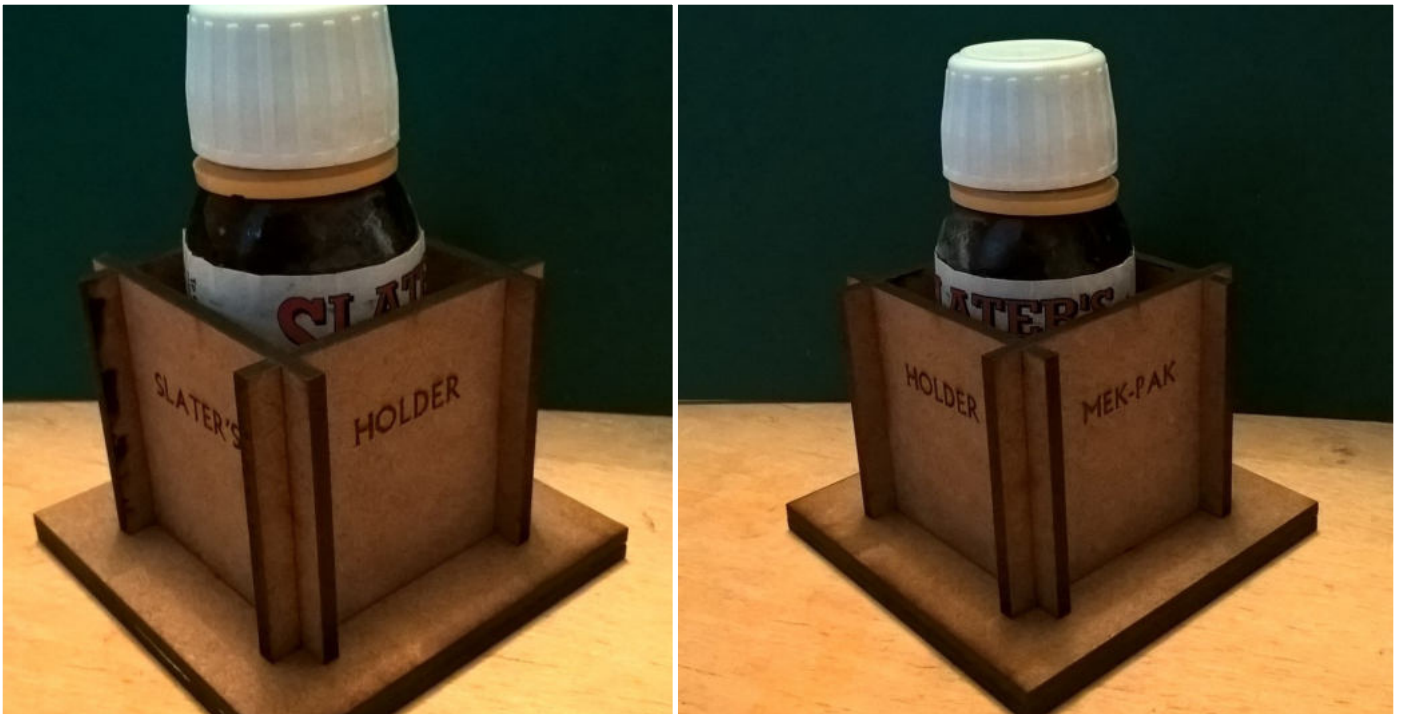


Review By: Terry Rowe

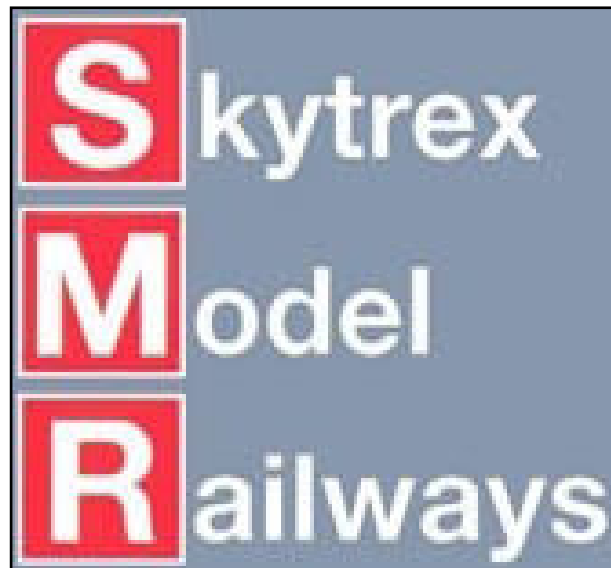
Price TBC

**Due To Be Added To The Slater's Website
In The Comming Months:
www.slatersplastikard.com**

Slater's Plastikard have produced this simple handy Model Kit Builders aid, the MEK-PAK Holder. It is a 6-piece laser cut 'kit'. There is nothing more annoying than while building one's latest kit knocking over the 'glue'. To prevent this, I had made my own holder out of plastic card which in the main worked fine, but at Warley Exhibition last year I came across the MEK-PAK Holder.



The price was right, the idea great and with only 6 parts easy and quick to put together. To assemble, just slide the pieces (which fit precisely) into each other, no extra work needed. I used a little PVA glue to hold all the pieces together, job done.



Tennessee Extraction Co Railroad Or the story of two modules

By: Paul Davis



It all started at the October meet in 2011, Terry Rowe asked if anybody was interested in making an On30 modular layout? Twelve of us said “yes”. Having agreed with Terry on what standards to use, we all went away and (following some odd bits of clarification via email) so began the copious drawings and ideas.

Dave Angell made all the end boards (Dave is I am afraid no longer with us, but his memory lives on in so many ways within the group). So no matter what carpentry skills anybody has the end boards all match (personally that was a God send as I could not cut a right angle if my life depended on it!!!).

When the end boards arrived Terry Lee undertook to build the baseboards, so from “my” modules they became “Our” modules. Which I was very pleased about because Terry is an excellent carpenter and as mentioned before I am not.

We started with just one Module with the idea being that by the Spring Slim Gauge Circle meeting the baseboards would be complete and if possible, track laid so that all track centres could be checked for an accurate fit before scenery, buildings and the like were added.

The Spring meet came and about 6 modules turned up including a couple of corner units and with very little “tweaking” we had trains running, which was an excellent feeling.

On the return home I set about filling in the bits between tracks and making the scenic bits. No pressure but we were asked if we would exhibit it at the end of March! (This was January!!).

Now a module 4ft x 2ft is not going to be the most exciting exhibition layout so: Terry made two fiddle yards, these are exactly the same size as the module boards but with a varnished top upon which we have cassettes. These came in very handy for many reasons. As well as good fiddle yards, they can be stacked together upside down and the space between make a box. Excellent for carrying all the bits and bobs e.g. the skirts, cassettes etc.

Terry's and my interests in American railroads both centre on the eastern side of the country. He's a Norfolk and Western man and, I like the logging railroads of the Blue Ridge Mountains. So that is where we decided to base the module, I did not want the usual logging scenario but something relating to the logging industry would be good and if I could throw in a bit of coal hauling for the N&W man so much the better.

Left: A Small Sawmill Helps Keep The Railway In Business With The Tannin Mill (The Main Provider Of Traffic).



I decided to build a Tannin mill (Tannin is used to preserve Leather), tannin in American was made from: the bark of hemlock, oak, and until disease nearly wiped out the forest in the 1930's, chestnut trees. I made the tannin mill showing Hemlock bark being crushed and taken by conveyer (this does work) into the vats: one, cold water the other heated (you can see the fire underneath the vat working). By heating the fluid, a darker tannin was achieved. Then into a condensing room where liquid was turned into powder and bagged ready for loading into boxcars.



Above: The Hemlock Bark Is Crushed Ready For The Tannin Mill

I also put a small sawmill on the module (again this does work) as another industry needing servicing by the trains.

Well, I got it to an acceptable level by the exhibition and the fiddle yards fitted and worked well. The only problem was it was really boring to operate! The only solution was to build a second module giving us a full 8ft plus the fiddle yards.

Again, Dave was contacted, and another pair of ends purchased, Terry worked his magic and another module was born. This one I kept much simpler with just: a tannery, a depot and part of a small town, which includes a saloon –full interior- and a coal office with a working chute to load gondolas.

I then realised that I had nowhere to empty the coal, so I added a six-inch fillet to the front of the module which I made into a small port with facilities to off load the coal into a barge. There is also a small local coaster in the dock as well.



I was pleased that I had been able to include the two main industries that I had in my mind at the planning stage, as well as some “working” bits to keep people’s interest. The two modules had taken me just over five months to build plus another month for the wood-work and a month planning.

How was it made? Everything (virtually) has been scratch built, although I had already made the boat. I like to work with scrap items that are usually discarded as rubbish or bits that are very cheap. Thus, all the wooden buildings have been made with coffee stirrers, the corrugated Iron roofs have been made with aluminium pie dishes.

Below: The Depot Building Is An Excellent Example Of How This Cheap Building Technique Can Be Incredibly Effective



How?

1. Take one aluminium apple pie/meat dish
2. cut out the bottom
3. first using a wallpaper edging roller flatten the side of the dish you have cut off, making sure that first you cut of the rolled edge (these make the down pipes and guttering)
4. once flat cut the bottom of the pie dish into strips about 1 cm wide, you should now have several strips of aluminium foil (including the sides).
5. You now need one of the corrugating tools used by card makers, these are usually a roller with triangular teeth and a handle (available in most craft shops), and there is also a turn key at the end of the roller.
6. Now take a piece of the foil and by turning the key the foil will go through the roller
7. you now have a piece of foil which looks like corrugated iron, cut into appropriate lengths
8. make a roof of good quality card and stick each piece of corrugated foil on with contact glue
9. once done spray with red oxide car primer as an undercoat
10. the top coat can be black or grey but let some of the red show as it looks rusty (see pictures)

11. finish with brush and appropriate colours

12. add talc powder to the paint as this make the roof look like its been repair, or mixed with green paint it looks like moss.



***Above: The Finished Building Technique
On Display At The Loading Dock***

The ballast is also my own mixture it's the contents of used dry tea bags (the bags themselves make excellent canvas) mixed with ash from a bonfire, I also add crushed blackboard chalk just to lighten it and give it some bigger bits (I crush the chalk by putting it in a old coffee grinder). The grass is the only thing I buy as it's the static grass I have a very good static grass applicator built by Terry for the princely sum of £8 made from a electronic fly swat and a tea strainer!

The paving in the port is Metcalf 4mm, as is the stone on the store/hotel both I got cheap as they were part used. The tannery is made of card with a coating of Das modelling clay, stonewalls are Britain's farmyard walling (very cheap from toy fairs). The brown mud in front of the store and saloon is again the contents of dried tea bags all glued down with PVA in a syringe.



Top: Tannin Mill, Bottom Left: An Old Box Car Modelled With Das Clay & Coffee Stirers As A Chicken Coupe, Bottom Right: A Small Cattle Shed Modelled Using The Same Techniques

The small farm building is made of card with Das clay cut into individual blocks and glued on the card, it's then brushed over with a Das slurry (Das in water with a little PVA) to fill in between the blocks. The roof is again card cut into individual tiles and laid one by one, the water tower is an old Airfix one balanced on top of a pile of firework sticks.



***Above: The Local Sheriff Has A
Strange Stand-off Outside The Saloon***

Lastly the road leading into the dock is made of monkey dung (fine sawdust), PVA and emulsion paint mixed to a paste (laid with a pallet knife) its called monkey dung by theatre prop makers. Once dried its very strong and light.



Above: The Coaster In The Port

All the paints I use are either emulsion or acrylics, especially games workshops and Vallejo. Everything is weathered and dry brushed (and yes that's everything) weathering is done, both with paint and powders. Much of the painting is done with an air brush then finished with brushes and chalks.

The operation is quite simple a loco fills two of the Bachmann tipper wagons with coal from the chute, then proceeds to the dock where it's automatically emptied into the waiting barge. While this is going on a second operator can be shunting wagons into either the saw-mill, or the tanning factory. Three times a day a rail car will pass through, and there is also a tram passenger service running from one fiddle yard to the saw-mill.



Above: An Empty Coal Wagon On The Dock Awaiting Collection

Most of the locos are Bachmann and the majority have sound, very few are “straight from the box” the alterations range from a total rebuild to just a weathering job. The rolling stock again are Bachmann but with a good few Chivers kits (excellent they are to) filling the roster.

That’s it really, to date we have done 40 shows (all told) and with all that banging about in the back of the car, the putting up and the taking down, the occasional dropping etc... The old girl is showing her age and needs either a lot of repair and re-building or scrapping.

So with a sad heart, the decision has been taken to scrap her and build something: a lot lighter, a bit more interesting to operate, and a bit bigger.



Above: A Look Down The Line, Below Left: The Waiting Room Has Been Detailed, Below Right: The Office Has Also Been Detailed



Besides after 6 years it's good to have a change and offer all the local exhibition managers something new, so good bye Tennessee extraction company and hello: Angell Creek.



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NORTH EAST TO SOUTH WEST BY RAIL IN THE 1980s

By: COLIN ALEXANDER

Review By: James Cullen

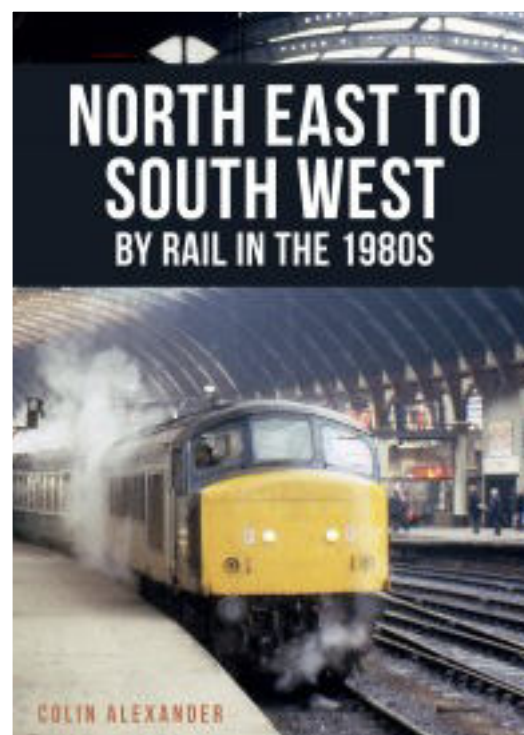
RRP: £14.99

A charming publication crammed with a memory jogging mix of images from across the country.

The book opens with a smile inducing introduction to the author. A brief history of his own links to and memories of the railways of the 70s and 80s packed with quaint anecdotes and family tales.

The pages are filled with a mix of full colour and black & white images of a vast range of locomotives, stock and stations. Certain to bring back fond memories of a period in history where a kaleidoscope of liveries could be seen along side the corporate BR Blue that dominated at the time.

I was most interested in a wonderful photograph taken at Derby in 1988. The vibrant colours of 97403 & 97201 in their RTC red/blue livery sat along side 97204 in its unique red/white and blue stripe guise.



Presented against a backdrop of blue/grey Mk1s they certainly stand out and inspire thoughts of the test trains often seen around the area at the time. As the title suggests, the focus of this book is documenting the route from the north east down to the south west taking in a few route variations. Images are supplied by numerous photographers leading to an eclectic mix of photographic styles and a few images that could not be taken without either official permission or serious risk of prosecution for trespassing (all are a result of the former). Each picture is accompanied by a succinct yet detailed description providing information about; train codes, locations, dates, times, photographer credit and various interesting facts and figures about the subject matter. I cannot praise this book enough and can honestly say it's one I shall often refer to in the future when looking for prototype information and inspiration when modelling.



A Phoenix Rising: The St Bees Light Railway

By: David Mart



The Original O Gauge Garden Railway



The St Bees Light Railway rose phoenix-like from the ashes of a 1930s twin track 'O' Gauge LMS garden layout. The SBLR is 16mm narrow gauge live steam but I resisted the temptation to use the ashes as a heat source.

Despite careful soldering and the use of self-amalgamating tape the elements were causing sections of the “O” Gauge track to fail, so I decided to rip it all up. That was it – no more garden railway – until I saw “Slack End” at the Ravensglass and Eskdale centenary in 2015. It was immediately obvious that this was the solution to my problems, Live steam needed no complicated electrics and no tiresome track cleaning and so the SBLR was born.



The new track followed roughly the same route as the previous “O” Gauge system but I was persuaded by David Moseley (Permanent Way manager on the Ravensglass and Eskdale Railway AKA the “Ratty”), that the layout should be single track with passing and reversing loops.

Above: Materials Arriving & Work Begins On The New Railway



Above Left: Foundation Preparations For The New Railway Line
Above Right: Drilling Out The New Tunnel Portal

Work began in January 2016, David and another friend (John Knewstubb) were both instrumental in creating the track bed and laying the track. The track bed is concrete with plastic inserts into which the sleepers were to be screwed. This wasn't entirely successful, and we ended up simply drilling and plugging the concrete. The initial layout, which takes trains round three sides of the house worked well but there was something lacking. I decided to add a terminus station with a turntable, sidings and a loco shed in the back garden and a steam up siding to the side of the house. With 1:50 gradients and several curves, driving can be quite interesting.

At the planning stage, having travelled on the real thing. I had decided to use Accucraft I.o.M. stock, which dictated the 45mm gauge, I bought 5 “Pairs” carriages some goods wagons and a couple of “Mannin”s, one red and one green to be named after my grandchildren. The SBLR is a fun railway, with no pretence at being prototypical.



Top: The Two Mannin’s Awaiting Duty On Shed, Above: Silver Lady (Blue) Pulls A Passenger Train Past A Double Headed Goods Train

John, who had been so very helpful asked if he bought a loco could he run it on the SBLR. Naturally he could, so a Darjeeling D Class Garratt and an NDM-6 diesel together with 4 Darjeeling carriages and some Swift Sixteen wagons were added. With a B class to follow. In the past year, I have added a Roundhouse “Silver Lady”, named after my daughter and a “George”, named after my son.



Above: The Darjeeling D Class Garratt Running Light Engine

Early in December, I was fortunate to acquire more wagons second hand. Some I.o.M. 4 wheel carriages and an electric Accucraft “Caledonia”. The latter will be converted to battery power with radio control and a sound card, the idea being apart from normal duties to “rescue” the steam locomotives (which inevitably expire at the furthest extremity of the track). Yes, I know – keep an eye on the water gauge.



Above: Christopher Glover's Russel On A Passenger Train

***Below: Charlie Passing The Cottage
With A Passenger Service***



At the time of writing, the track is laid and many buildings are complete. The two rows of Modeltown low relief stone terraces have been built to match the gradient and are joined together with two lengths of threaded bar, the double loco shed is made from a couple of Modeltown kits. The remaining buildings are “standard”, although the Garden Railway Specialist station kits seem somewhat brittle and have needed a degree of reinforcement.



Left: Terrace Houses Under Construction

Right: A Church Under Construction

Instead of clear plastic windows, I’ve printed and encapsulated “interiors” for greater realism. Other buildings are due for completion on wet days this winter, while ballasting will be carried out when (and if) the weather improves. Signals, signs, people and platform details (including benches and bridges) are all in hand and I’m looking forward to more operation and less construction in 2018.



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Review: Skytrex Models 3 Oil Drums



Review By Terry Rowe

Scale -Gauge 3

Item Number G3A/001

Price £5.50

Skytrex Models are thinking big with the launch of their first track side accessories

for 'Gauge 3' to support the growth of this scale. The three resin cast oil drums are a bargain at £5.50. The castings are first class and are cast in grey resin. All I basically did was clean up the one underside of the casting with a file, then I weathered the drums to finish them off and they are ready to use. Skytrex are looking at expanding the range both in Gauge 1 and Gauge 3. This range at present is a special order so either speak to Skytrex at the next Exhibition they are at, or email:

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building 72010 'HENGIST' - a brand new steam locomotive for the 21st Century



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An innovative approach to the task of building a brand new, full size, steam railway locomotive has been taken by The Standard Steam Locomotive Company Limited, parent body of THE 'CLAN' PROJECT, in their endeavour to build the 1000th British Railways Standard design for future use on Britain's main line railway network, and this new approach looks set to provide some unexpected benefits for Sheffield.

The group, all volunteers from a variety of backgrounds, have set themselves the task of building, what would have been, the 11th B.R. Class 6 'Clan' Mixed Traffic locomotive, no: 72010 'HENGIST', had British Railways not taken the decision to scrap steam in favour of diesel & electric traction back in the 1950s.

THE 'CLAN' PROJECT are fortunate to have, as Patron of the organisation, The Hon. Sir William McAlpine Bt. who is well known for his love of all things steam and, of course, for his rescue of 'Flying Scotsman' from its ill-fated tour of the U.S.A..

They are ably represented, in the form of an active and enthusiastic President, by James S Baldwin IEng. MIET, MIGPP, Dip Eng Management, film maker & author; 'Jim' Baldwin being well known for his books and films of the very same 'Flying Scotsman' mentioned above.

No: 72010, as well as being the 11th member of its class, will also be the 1000th, 'brand new out of the box', British Railways Standard design locomotive to be produced from scratch – the 999th being Class 9F no: 92220 'Evening Star', the last steam locomotive built by British Railways, at the end of steam, and which is now preserved at the National Railway Museum in York.

Using the original B.R. drawings and incorporating modern design technology, along with improvements in engineering & manufacturing methods made over the intervening years, the group are setting out to build a much improved, cleaner, more efficient and more powerful version of a class of locomotive which, in their day, were well loved by those who worked with them but, sadly, did not survive into preservation; in short, 'a locomotive fit for the 21st century railway'.

In a groundbreaking departure from tradition, they have eschewed the many heritage railway workshops and have, in a bold and daring move, partnered with a modern engineering company who will carry out the locomotive build on their behalf.

The company chosen, CTL Seal of Sheffield, have already been involved in the production, to highly exacting standards, of many of the component parts which go to make up the chassis of the new locomotive and have already commenced on the building of the chassis itself.

CTL Seal, based in the heart of Sheffield, are a well-respected engineering concern, boasting a highly skilled and experienced team, working within outstanding facilities and with state of the art equipment, they are renowned for producing engineering work of the very highest standards.



The company is accredited to BS EN ISO 9001:2008, ISO 1090-1 (EX1-EX3) and ISO 3834-2 and offers services and products to serve a diverse range of market sectors including: power generation, oil and gas exploration, off shore and mining industries, steel and construction and transport & rail.

The company has fully and enthusiastically bought in to the prospect of building the locomotive, regarding the task as both prestigious and historically significant, and are delighted to be associated with the project's aim of creating the new 'Clan' for future generations to enjoy and marvel at.

Following a visit, to assess the competency of CTL Seal to carry out this build, by the Vehicle Acceptance Body engaged to ensure that the locomotive, and its constituent parts, comply with all current and foreseeable Rail Industry standards & legislation, the company were deemed to be eminently qualified to construct 'HENGIST'.

The decision, by THE 'CLAN' PROJECT, to depart with tradition and to use a modern engineering company was, in part, brought about by the decline in the traditional main railway workshop centres, and the associated loss of the skilled workforce and engineering capability that built the great steam locomotives of the past.

There is, also, a burning desire, within the team and the wider membership, that the locomotive should be, wherever possible, a true 'Made in Britain' product.

The closure of main works, such as Swindon, Crewe, Derby, Brighton et al, dealt a blow to the rail production industry from which it is only now, very slowly, recovering and the Clan' team perceive the high quality of workmanship, exhibited by CTL Seal, to be a vital asset which needs to be nurtured for the future prosperity of, not just Sheffield but, also, of Great Britain as a whole and are proud to be a part of the resurgence of the British Engineering Industry.

Originally started in the 1990s, the project to build the locomotive progressed slowly until, in 2011, it faltered and would have failed, had it not been for the courage and vision of a small core of the members who, despite all the odds, rescued and, with the backing of the entire membership, revitalised the project, rebranded it as THE CLAN' PROJECT, formed themselves into a Council of Management, took over the reins and breathed new life into the company.

In an effort to further strengthen their management team, THE 'CLAN' PROJECT are currently seeking to add both a Media / Publicity Officer and Legal Officer to the Council of Management and invite applications from suitably qualified and interested persons.

Applicants for the post of Media / Publicity Officer should, ideally, have a background in mainstream media, preferably with press / radio / tv reporting or editorial experience. Applicants for the post of Legal Officer should, as the title suggests, have experience in Business / Charity Law. Both positions are, of course, voluntary and would require membership of the organisation as a prerequisite.

To get to the point that they have now reached has taken many years of hard work and fundraising, with many tens of thousands of pounds worth of parts acquired, and the last 6 years have been spent in manufacturing and machining the outstanding chassis parts and collating them in one place, ready for work to commence.

The engineering team consists of 8 members, who collectively have nearly 300 years of engineering experience between them. Among the team are 5 registered professional engineers. Two are members of the Institute of Mechanical Engineers, two are members of the Institution of Engineering Technology and the team's Engineering Director is a member of the Institution of Engineering Designers.

Not only that, they can call upon the expertise of a welding engineer, a Fellow of the Institute of Weld Engineers and a metallurgist, who was the Manager, Engineering Metallurgy, at British Steel/Corus/Tata Steels.

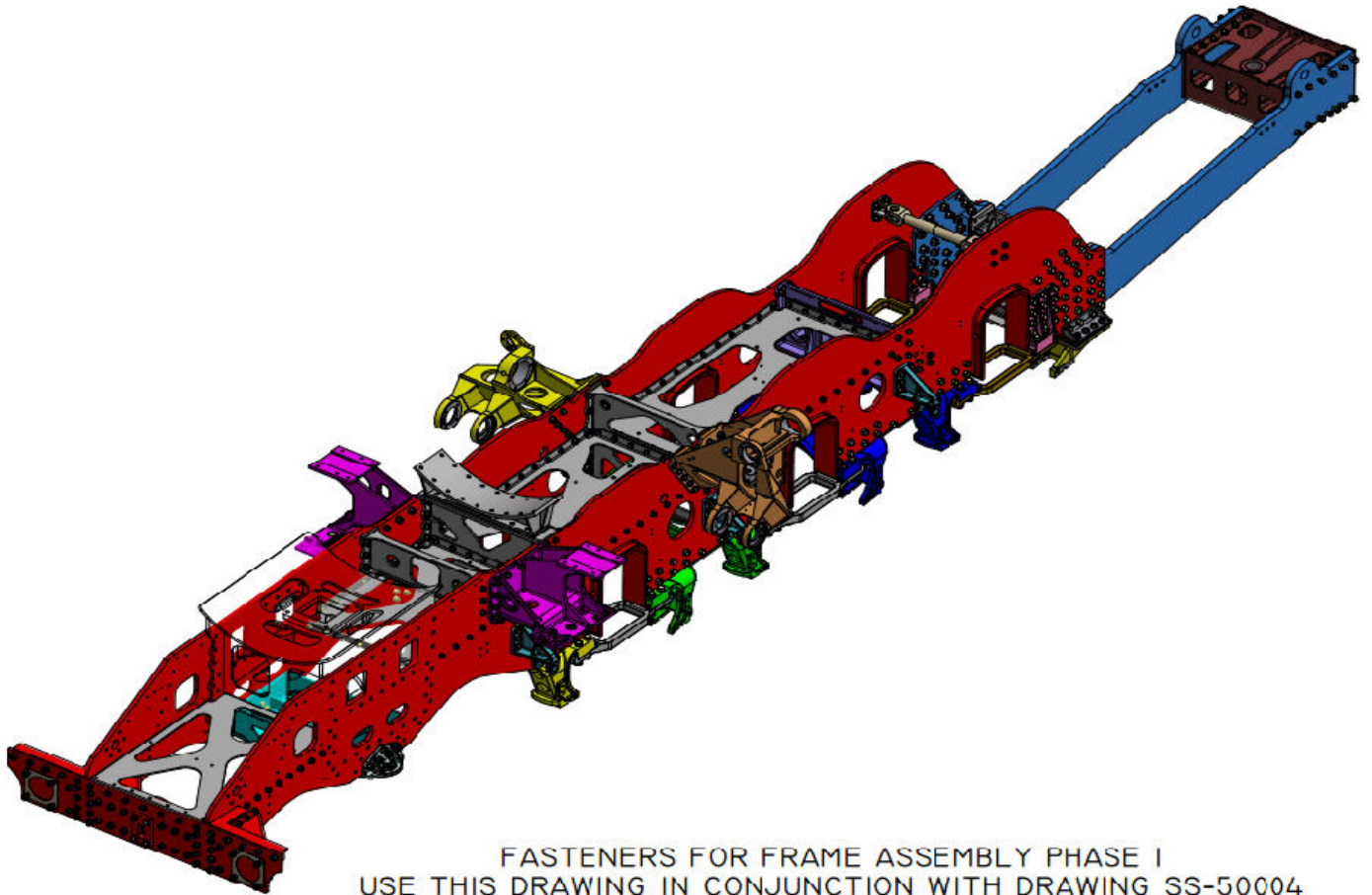
The engineering team are already looking beyond completion of the frame structure to the next phase of construction. To this end they have recently placed the order for the bogie wheel centers, made possible by the generous donations of members who donated funds specifically for this purpose. They already have other components for the front bogie in the parts currently stored and are thus on the way to the first stage of wheeling the chassis, which, when the rear truck is also completed, will give the first rolling chassis of a Standard Class 6 'Clan' locomotive to be seen in Great Britain since the 1960's.

The team have been keen to embrace modern design & manufacturing technology, transferring original B.R. drawings into state of the art CAD models, to ensure the highest standards of manufacture and, in early 2016, scored a first, in the history of British Steam Locomotive engineering, by having the exhaust steam manifold for the new locomotive, a particularly large and complex cast component, produced by means of a sand printed mould, as opposed to the traditional wooden pattern method.

Some of this CAD work was undertaken for them by The Advanced Manufacturing and Research Centre (AMRC), who work with the University of Sheffield, providing both practical and academic training to engineering apprentices, and, in this way, they are fulfilling one of the objectives of THE 'CLAN' PROJECT, in providing educational benefits through helping to train the engineers of the future.

CTL Seal have an apprenticeship scheme in place, and go out to the local schools to promote engineering as a good career choice. Some of the recruits from this initiative will in time be able to work on 'HENGIST' as part of their training. THE 'CLAN' PROJECT will be proud to be associated with the furtherance of training and education for these apprentices.

Until recently, the newly manufactured parts of the locomotive were scattered across several sites, but THE 'CLAN' PROJECT are now in process of moving all current components to safe storage in Sheffield as, if the locomotive is to be built there, it makes sense to have all manufactured components to hand; with further components being manufactured by CTL Seal, and previously made parts assembled by them, 'HENGIST' will truly be "Made in Sheffield" – the Premier 'Steel City' manufacturing a truly magnificent steel product.



As has been briefly mentioned, 72010 ‘HENGIST’ will be the 1000th locomotive to be completed to a British Railways ‘Standard’ design, first started at Crewe Works in 1953 but cancelled in 1954 as a result of the then worldwide shortage of steel and BR’s subsequent decision to cancel all future building of Express Passenger types of steam locomotive, in favour of a move to Diesel and Electric motive power as laid out in their ‘Modernisation Plan’.

Once ‘HENGIST’ is completed, the 11th B.R. Standard Class 6 ‘Clan’ (and 1000th B.R. Standard design) locomotive will finally take to the rails, over 60 years after first being started; probably the longest gestation in locomotive building history.

The total cost of building the locomotive is expected to be some £2.5 to £3 million pounds, the largest and most costly items being the boiler, expected to cost some £750,000, and the tender, to carry the coal and water supplies, estimated to be £250,000.

The most immediate financial target they face is to cover all the costs of the chassis assembly. They expect this to be in the region of £100,000. They have agreed with CTL Seal that the work be split into five (5) stages. They have finance for stages one and two, plus part of stage 3.



Photo: 72006 Ex Works (Crewe) 1954, By: Tony Lewllyn

A new Appeal, 'Genesis... A 'Clan' is Born', has now been launched, in order to raise the funds needed to complete the chassis assembly. Full details of the Appeal, how to contribute and, how to become a member, are available on the project's website www.theclanproject.org , by e-mail at info@theclanproject.org or, by contacting the project at 31, Jackdaw Lane, Droitwich Spa, Worcestershire WR9 7HE. All donations to the Appeal will be gratefully received and acknowledged.

With the cooperation between CTL Seal and AMRC, with input from the University of Sheffield, the city is not only training the engineers of the future, with both theoretical and practical skills but, will see the fruits of that training in the birth of the most up to date steam locomotive ever built in Great Britain.

The Standard Steam Locomotive Company Limited and CTL Seal – two companies with one vision: To build, in Sheffield, a brand new steam railway locomotive, fit for the 21st century railway.

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Readers Request(s): 47601

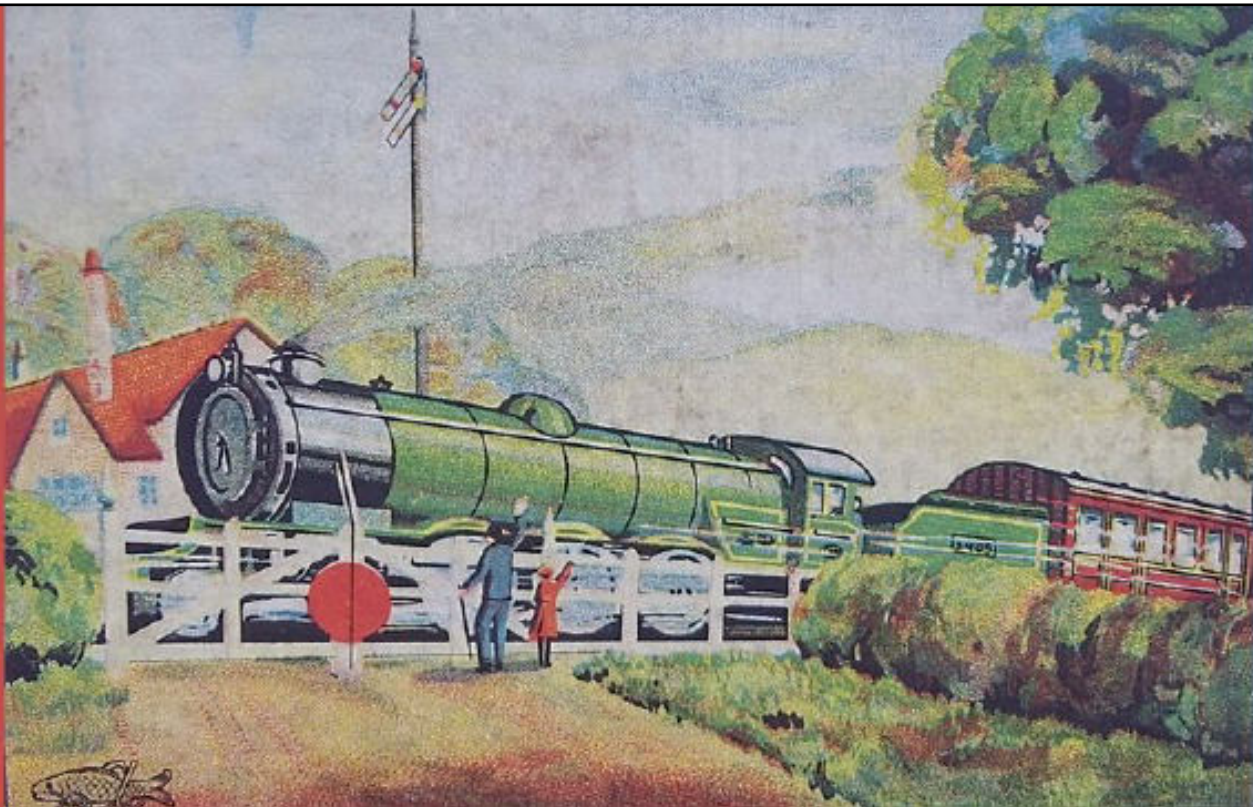


*Photo: 47601 from the John Law Collection
Taken near Swallownest on the former Midland 'Old Road'
with Brookhouse colliery in the background*

Information is required to complete an accurate model of 47601. This locomotive had an interesting history; originally 47046, the locomotive was re-engined and had its entire roof replaced to accommodate what would become the new engine for the class 56 being given the new number 47601 at the same time. The locomotive then went on to be re-engined and modified a second time with what would become the new standard engine for the class 58, again it was re-numbered after this work to 47901.

We know that as 47046 the locomotive was fitted with the standard class 47 roof; however, we are also aware that the roof was completely modified when the locomotive became 47601. We require clear photos of the roof arrangement for this locomotive as 47601, any photos of 47601's roof partial or otherwise would be greatly appreciated to help complete the model accurately.

Photos or information regarding 47601 can be sent to: editor@mre-mag.com (please title your emails readers request 47601) or alternately you can contact us via our Facebook page.



Signature Layout: Tinsley TMD & Yard



Article by Alexander Croft

In this issue of MRE-Mag our Signiture layout article is more of a photo essay, but i really do believe that a picture speaks a thousand words. The scale of this model (and it's incomplete nature) makes talking about all the incredible details on this layout difficult, but i have also chosen to include A video link so that you can see some of the splendid rolling stock running on this layout and how the modelling is continuing to develop.

Video Link I: <https://youtu.be/b4DID7-tEVU>









I want to take this opportunity to thank Dave Gilmour for granting us access to his spectacular layout. I look forward to hearing your views via our facebook www.facebook.com/modelrailwayexpress or email: editor@mre-mag.com (if you are commenting about this article please title your email 'Tinsley TMD & Yard')



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RAILS OF SHEFFIELD

“They think it’s all over...”

By: Terry Booker



Above: Dr Class 52 'Kriegslok' starts the 650t empties from Plaue up the grade towards Oberhof.

It's a half-century since steam-hauled goods-trains last ran on our home railways. In West Germany they lingered a decade longer and in the East, near bankrupt Deutsches Reichsbahn, kept steam alive up to the collapse. Needless to say this presented a superb opportunity for private individuals and syndicates to acquire a whole range of relatively well maintained locomotives at very reasonable cost.

No doubt the new owners, Deutsches Bundesbahn, were only too happy to be shot of these obsolete relics of yesterday. Up to this point the situation was not that different to the case in the UK; except that the German enthusiasts now owned a lot of potential mainline 'runners'.



Above: The pair of 'Kriegsloks' have steam to spare as they hustle the empties on to Immelborn.

Things were about to change. In 1990, barely months after Unification, Robin Garn and Klaus Wimsmeier began discussions with Db and Db Cargo to seek permission to operate preserved steam locomotives in place of rostered diesels and electrics. Astonishing as it may seem to us 'Brits' their ideas were accepted and 'Plandampf' (scheduled-steam) was born. Before the end of the year the legendary Pacifics, 'Kriegsloks' and 'Jumbos' were back on the mainline. Their successful running and undoubted popularity led to an almost instant expansion and exploitation of the concept. Within a couple of years it wasn't just a case of shall I watch 'Plandampf' but rather, which of the several ones on offer shall I invest in?

The idea was eminently simple....all would-be participants, whether riders or line-siders, would pay a daily or full event fee. In return, the organisers supplied a comprehensive info-pack with details of the engines, the trains and a full set of all the timings. As well as all the other useful information they often included sketch-maps of the routes showing some of the recommended photo-spots featuring signals, bridges, crossing, gradients or just attractive settings.



Above: The Class 41 'Reko's were early sixties rebuilds of 2-8-2 freight engines, transforming them into very useful mixed-traffic locos capable of handling heavy express-passenger workings.

I heard about it in the spring of '92, while watching the two little narrow-gauge Mallets storming up the incline to Oschatz exchange-sidings with the afternoon Kaolin working from Mugeln (the last regular steam-hauled freights on the continent). A youthful German enthusiast did his best to tell me about 'three thousand tonnes coal trains with three locos' doing something called 'Plandampf' in the state of Thuringia. All of this, though undoubtedly intriguing, meant little to me at the time. But once back home I did some digging among the editors of the railway press.....no Google in those days...and was pointed towards one David Sprackland as the UK co-ordinator for would-be 'Dampfers'.



Above: The 'Reko' struggles through the very severe track-restrictions south of Oberohne with the heavy mixed goods.



Above: '41' and '52' start the afternoon's loaded gravel train.... all 1200 tons of it....away from Marksuhl; there are another two miles of stiff climbing ahead.

To cut a long story short, I did my first trip in 1993 and my first impressions still hold true today. German coal produces superb 'clag'; there is never an orange vest or da-glo jacket in sight; providing one is sensible there are virtually no restrictions to access....line-siding means just that as the railways are never fenced. Only at the larger, busier, fully staffed stations are the platform rules observed; and even then the 'gallery' of photters and filmers take their place barely fifty yards from the platform end. It is real freedom of movement in return for a common-sense approach to safety.

I have now just returned from what is probably my last visit just a few days ago. In between I've done nearly twenty trips; not every year obviously, since the locations, timings and the need to earn my living did not always coincide. It is fair to say that this recent 'Werra Finale' may prove to be the last of these traditional 'Plandampfs'. They are increasingly difficult to organise given the speed of modernisation with its inevitable regulations and bureaucratic demands. The days of 3000 tonnes of coal or kaolin or gravel with three mighty black veterans working their smoky hearts out are, I think, gone forever. Nor are the organisers, the footplate crews or indeed us participants getting any younger. But, if you happen to be a fellow 'Dampfer' weren't they great days and weren't we privileged to have shared them?



Above: In the open country above Oberhone the '52' is banked by 41 1144 with the heavy gravel train.

94 1538 takes over the five coaches worked in by the '41'. It will



Above: eventually haul the two leading coaches up the fearsome Rennsteig Rampe to the hill-top museum station. It will be chased by over 100 cars up the twisty tortuous mountain road!

However.....all is not completely lost. In recent years Rhineland Palatinate has sponsored (fully funded!) four-day passenger 'Plandampfs' with everything from small tank engines on 'stoppers' to 01 and 03 Pacifics on regional expresses and semi-fasts. Next year, at the end of April, it will see Trier as the hub of activity for as many as a dozen locos working half-a-dozen different routes. What better excuse for a Spring Break? See you there!



***Above: The final gravel train is headed by the two ‘Kriegsloks’ just getting into their stride after the track-restriction.
Below: “They think it’s all over”.... Just after 5:30pm and the mood is rather sombre as the packed crowds of ‘Dampfers’ wait for the last working to follow the railcar up into in the hills. Most of us lingered in the deepening twilight to listen for the last time to the fading exhausts of those ‘52’s***



In the meantime I hope you enjoy the images of the Werra valley 2017.....and if that whets your appetite then I suggest you spend an evening on You Tube. There are literally hours of (mainly) good quality video much of it from semi-professional cameramen. Most of it tends to be post-2000 when the equipment was better and more readily available. Give 'Strictly' and 'Bend-

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MRC 2mm finescale layout 'Copenhagen Fields'
Photo: Tony Wright, courtesy of BRM

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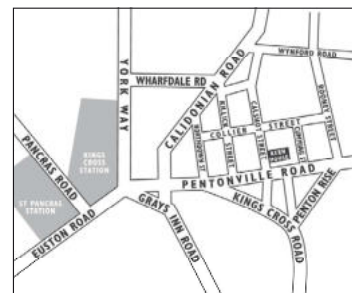
8 February – talk: Edward Thompson: both sides of the story
Simon Martin unpicks the myths around Edward Thompson and examines the career of the LNER's Chief Mechanical Engineer in context. Thompson succeeded Nigel Gresley in the role, and led a standardisation programme during his tenure from 1941 to 1946. He is perhaps best known for the B1 class of locomotives.

8 March – talk: Spring Shorts
A series of short talks and demonstrations by members on a wide variety of modelling topics, including: building a fiddle yard turntable for 'Empire Mills'; automation of a DCC layout as used on 'Lacey Dale'.

24–25 March – London Festival of Railway Modelling
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Hornby Announcements 2018

By Alexander Croft

Photos: Sent & Used By Kind Permission Of Hornby Hobbies Ltd



R3607 Britannia Class 'Oliver Cromwell'

This locomotive and coach set looks to be a great addition to the Hornby stable of Loco and Coach sets.

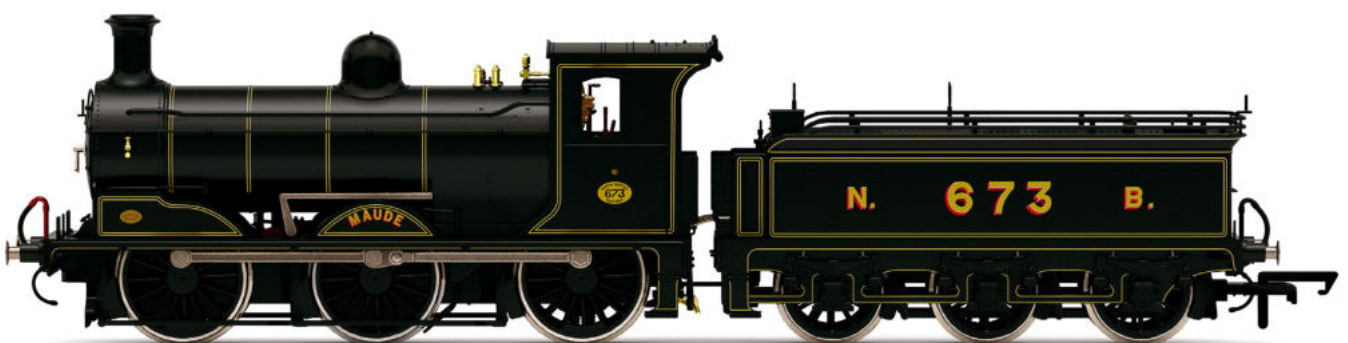
I feel this locomotive will prove popular with many as the last official steam locomotive to move under British Railways ownership and with a splendid history in preservation with it's current base being Loughborough on the Great Central Railway.



Above: R3612 'Mallard' in it's limited edition box (left)

R3612 'Mallard' closeup out of the box (right)

This looks to be a very nice addition to the stable of Hornby Limited Editions, the Gold upgrades seen in the photo above look very nice (if not prototypical). The reason for this superb limited edition is the celebration of 80 years since Mallard made her record breaking run (which still stands today for steam locos).



Above: R3600 'Maude' J36

The J36 looks stunning in this livery, and although I know I am influenced by my own ingterests, I feel I must say that these early liveries add so much interest.



Above: R3603 'Lord Nelson'

If i'm being honest here (and i am) I don't have much personal experience with this class of locomotive, however from what i can see it will make another good addition to layouts across the land.



Above: R3621 J36 in L&NER (LNER) lined black Livery

This locomotive looks stunning in this livery, and it is an interesting livery (most likely painted during the early days of the newly formed LNER). Below we can see the J36 has also been made available in Early BR Livery.



Above: R3622 J36 Early BR Livery



Above: R3632 'east asiatic' Early Br Livery

It's nice to see a new Bullied loco this year with the amazing feat achieved at the Swanage Railway in 2017 with the most Bullied Pacifics together in steam since the end of steam on BR. The BR Blue express livery may have been a short-lived experiment, but it does look stunning!

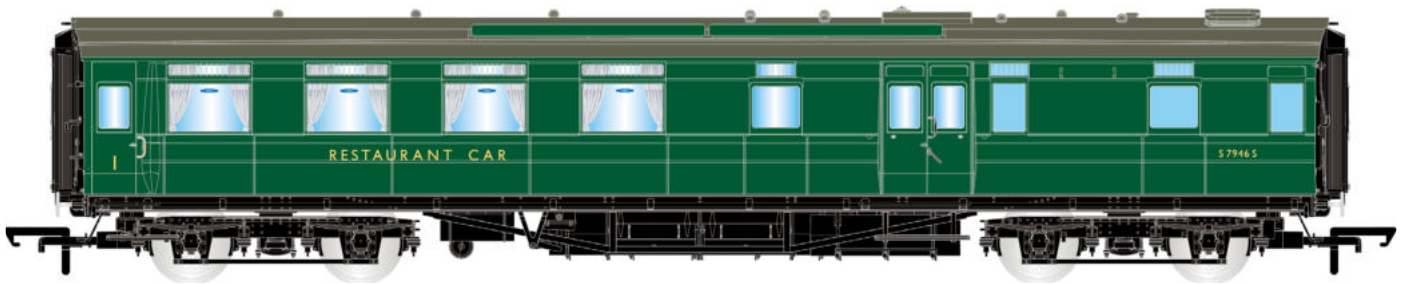
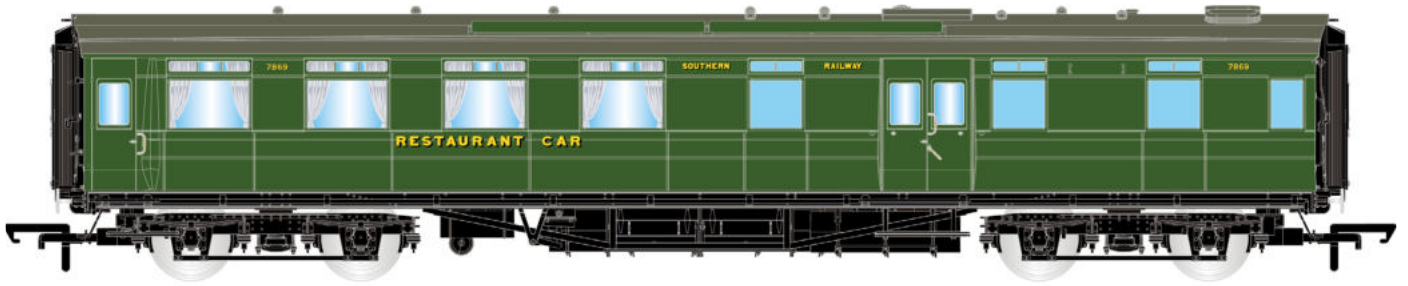


Above: R3634 'sir francis drake' Southern Livery

A nice example of southern steam, I know many southern modellers will be looking forward to this locomotive arriving.



Above: R3635 'Lord Rodney' Early BR Livery



Above: R4816 & R4817 Maunsell Restaurant-dining first

A train is not made up of locomotives alone and it is good to see Hornby are continuing to support new locomotives with updated/improved/new models of coaches etc, the Maunsell dining coaches will look splendid as part of an express train (or just parked in a siding).



Above: R3656 Class 87 Virgin Livery

There has been quite a lot of talk lately about the amount of steam era layouts in magazines, and based on the Hornby releases you might feel that the modern era is again being forgotten. Think again! This re-livery of the Hornby class 86 shows Hornby are still committed to providing a well rounded range of locomotives and liveries to suit all eras. This Virgin livery will look splendid on many layouts but will perhaps look best on a layout fitted with the new PECO electrification masts, and I look forward to seeing this loco on those layouts.



Above: R3609 GWR Hitachi class 800/801

This Power Unit pack will give modern image modellers the chance to start building up a set of what will become the standard express passenger traction for both the west coast and east coast mainlines. This model may only be available in GWR livery, but I expect next year will see the Virgin livery join the range.

Below: R4870 GWR Hitachi coach pack class 800/801



Like previous updated/new Hornby models (example the new HST packs), Hornby have chosen to split the locomotive units from the coach packs, I understand in part why this decision was taken but I hope that this new product will get a complete train pack soon.

As A final note to readers, the range of products we see here today will have begun it's life anywhere from 3 - 5 years ago (or even longer in extreme cases). this means that any complains or compliments about what has been released/developed would be better aimed at the previous management team, given time i look forward to seeing what Hornby have in development and if Hornby can bring back the magic.

Want to be a contributor?

Please send articles to Editor@MRE-Mag.com

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

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

We welcome articles on any and all of the following:

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



And Finally....The Editors News & Thoughts

Thank you for reading this bumper issue of Model Railway Express, after this issue I will aim to see each new issue arrive at the start of the month every two months. I delayed this issue in order to include the inside story about the Biggest Little Railway In The World as seen by Lawrence of team A.

This issue (i hope you will agree) has been a splendid bumper issue with something of interest for everyone, I hope to keep up this pattern will continue in the future and if you want to see something GET IN TOUCH! and let me know.

MRE Mag are also proud to announce the arrival of our new Loco database. this is available on our website www.mre-mag.com (select Model loco DB) and give it a try!

please remember that this database is a developing resource and while we have made every effort to ensure the links work properly and the information is correct, there will be occasional issues. if you spot an issue like this please let us know: editor@mre-mag.com so we can fix the issue, and like wise if you have an update for us please get in touch.

I look Forward to hearing what you think of this issue: on our facebook www.facebook.com/modelrailwayexpress via email: editor@mre-mag.com or via our on-line forum. And Finally please remember to click on our adverts, clicking on the adverts helps keep model railway express free for all to read!



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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR Birdcage Coaches	hattons.co.uk/bc	£55.21	Mar 2014							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	£161.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Mk2f coaches & DBSO	hattons.co.uk/mk2f	from £46.71	Mar 2013							

	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	from £123.25	Dec 2012							
Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge 50t Warwell Wagon	hattons.co.uk/ogaugeww	from £85	Oct 2016							
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
ICI Hopper Wagon	hattons.co.uk/ici	from £24	Mar 2015							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£600 (EST)	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hitachi IEP Class 800	hattons.co.uk/IEP800	from £239	Nov 2016							
Class 87	hattons.co.uk/hornby87	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	hattons.co.uk/lordnelson	from £136	Jan 2018							
NBR Class J36 0-6-0	hattons.co.uk/J36	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
YEC Janus 0-6-0 Shunter	hattons.co.uk/janus	£74	Nov 2015							
60' Carflat Car Carrying Wagon	hattons.co.uk/oxcarflat	£25	May 2016							
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.

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

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Information correct at the time of going to press on 15/01/18.