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Issue Twelve:

October / November 2018

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Dear MRE Readers,

Welcome to this our twelfth issue of MRE Mag. This issue is full of some fantastic modelling from across the globe, with some great tips and tricks for all of us.

The cover article (cryptic as it may seem) is all about 3D printing in it's many differing forms for modelling purposes, if any of you are considering the purchase of a 3D printer then this is the article for you. Also absent this issue is 'Railway Refreshments' but don't worry Cath Locke will be back next issue with more Railway Refreshments.

This issue I have once again put pen to paper (if you'll pardon the term), to bring you the first of a series of articles called: 'Rising to the Challenge!'. The first article in this issue talks about the cost of our hobby and an all too popular concern that we are a dying hobby. I hope that this article series will provoke thought about the hobby and it's future, Those who are interested will also be able to attend a talk by myself on the subject of these articles 'Rising to the Challenge!' at the MRC in February (more details next issue).



Also in this issue we are proud to continue our new video content options and this issue's 'Movie Time' is: The General. We also have as always a fine assortment of book reviews and news for you.

This issue we feature the wonderful Romney Hythe & Dymchurch Railway for your enjoyment, the railway were very welcoming to us and we have a few behind the scenes photos to show you.

This brings me to my concluding words for this issue's welcome and once again I have an appeal to make to you, our readers. MRE is free to read and all of our issues remain live, but to cover costs we rely on advertising. So once again I appeal to you our readers if you like an advert please click on it and support MRE, But also if you know anyone with a business or reason to advertise in MRE please tell them about us. Help us keep MRE free to read for all. As always please feel free to email us with your: ideas, thoughts, articles or questions. We love to hear from you: editor@MRE-Mag.com

Enjoy your modelling.

Alexander Croft

Editor – MRE Mag

A handwritten signature in black ink, appearing to read 'Alexander Croft', with a long horizontal flourish extending to the right.

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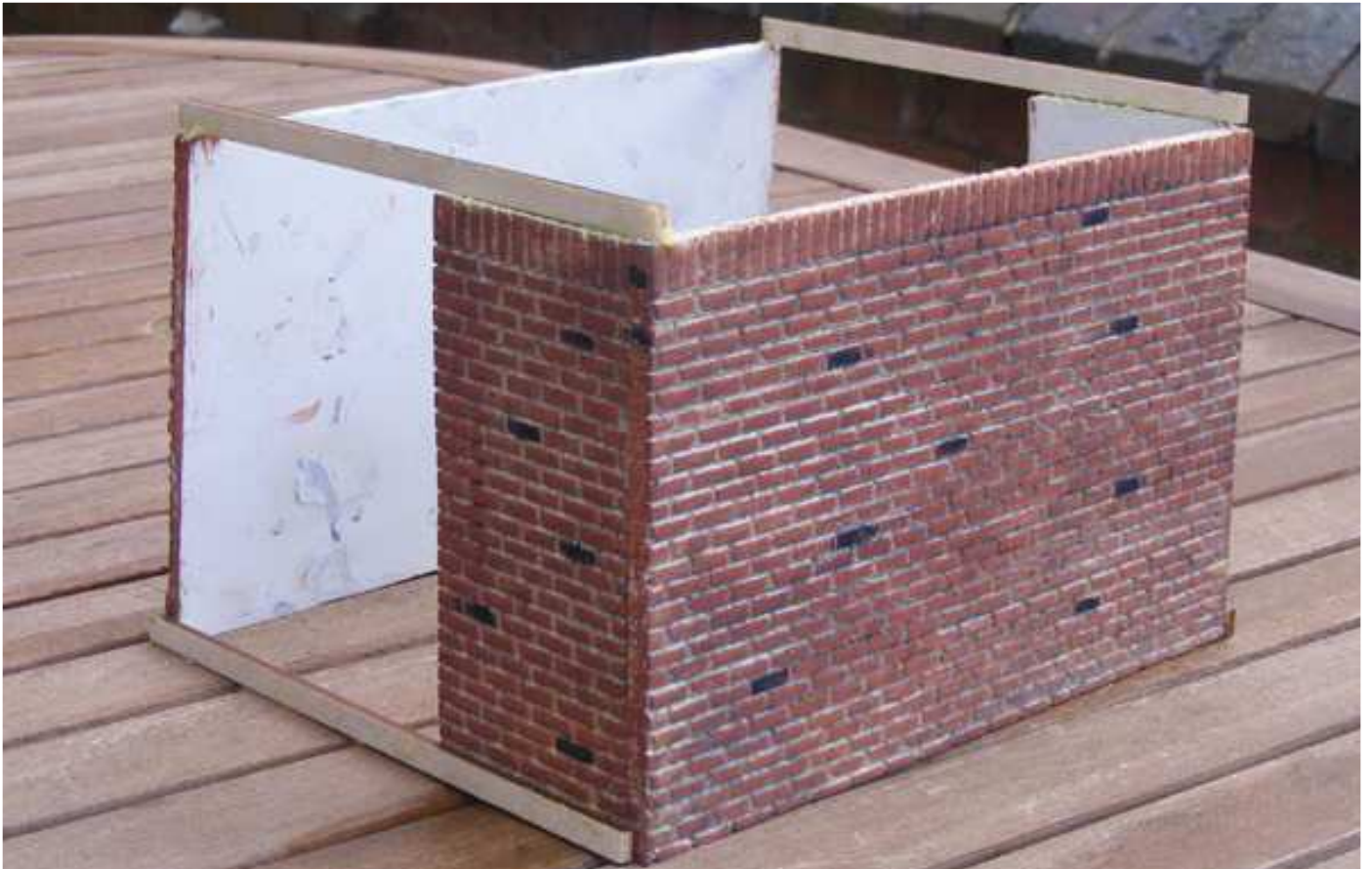
Flagg Fluorspar – Part the Third

By Brian Dominic

Having got the first show out of the way, it was back to the workshop to build the loco maintenance shed.



The walls for this were built from a sheet of Andel Models brickwork which was carefully cut to size outside (because cutting epoxy resin with ANY sort of saw creates a HELL of a lot of dust) followed by careful painting on the face of the bricks only with terracotta masonry paint, followed by painting odd bricks black and a wash over with very dilute black paint. The inside was painted white, because most epoxy resin is translucent. You discover this when you first light up an epoxy building you've installed lighting in, and the whole building lights up!



Once I'd determined the final size of the shed, the two walls were held in their correct relative positions with some wood secured with just a dab of Evostik.....



..... and the roof trusses made up from The Mod-
eller's Standby – coffee stirring sticks!

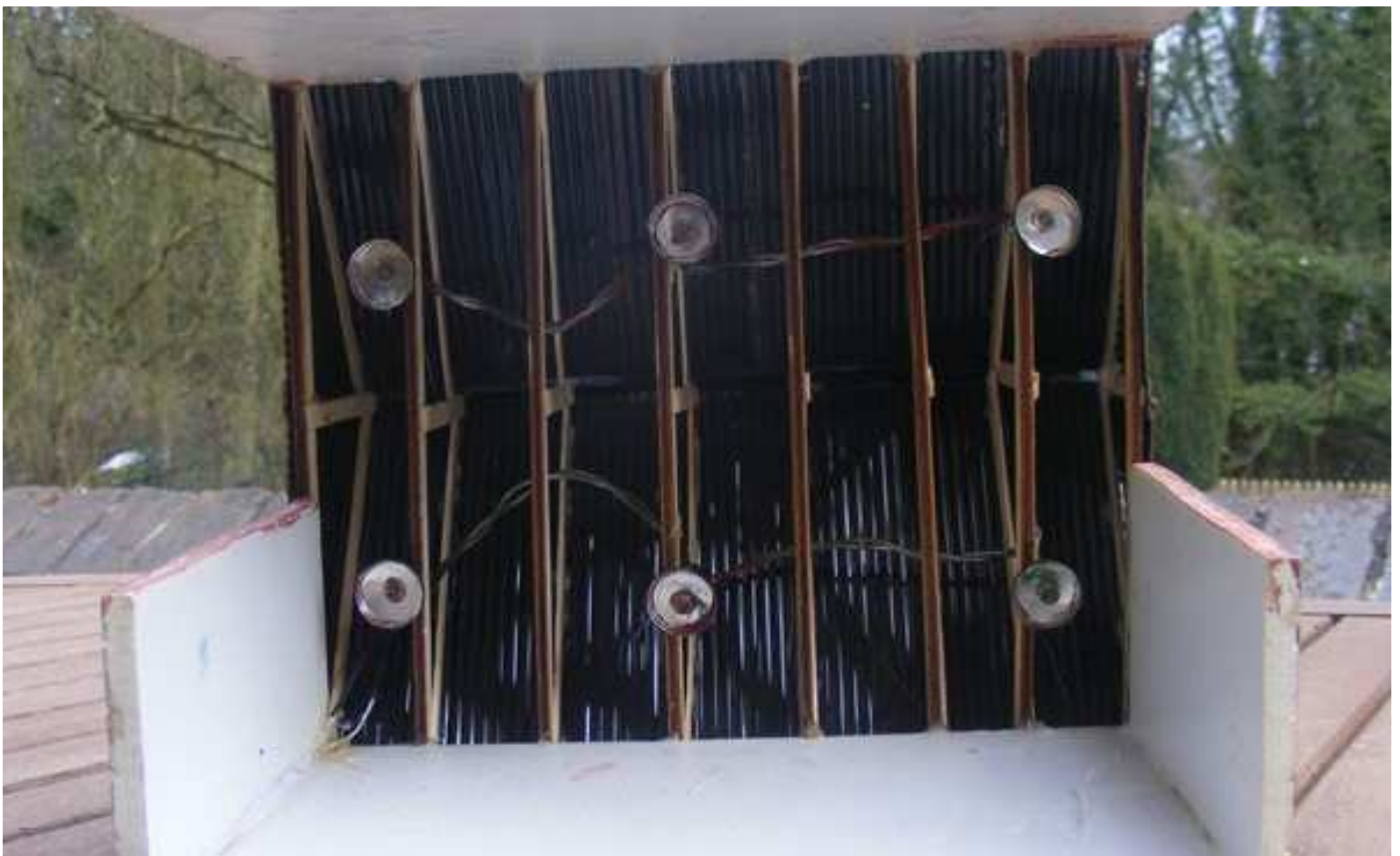
The latter was glued to the former with 5 minute ep-
oxy. Once this had gone off, the temporary beams were
removed and the final two trusses glued into place. It
was only after taking this picture that I noticed that the
wall was leaning..... easily corrected by breaking
the glue joints and re-sticking.



The next stage was to sort out the internal lighting, which needed to go in before the roof sheets went on. One of our local members had found some nice bright sets of LEDs which run on 4.5 volts and are DIRT cheap (like £1-50) so these were used with the reflectors being made of these upholstery button covers, scrounged from a furniture manufacturer in Long Eaton. The £1 coin gives some idea of the size.



The button covers are made of a VERY soft aluminium, which proved “interesting” to drill with a not-so-good failure rate, until I got the hang of it. The LEDs were then epoxied into the holes and when I saw how much light was leaking out of the top, the reflectors, backs of the LEDs and wires were primed and painted dark green, with the result illustrated. I’ve not bothered to unsolder the LEDs and rewire them, as all the loops of wire will be hidden by the roof beams and nobody (except the people reading this) will EVER know I cut the corner.....



A view from underneath, showing the light fittings fixed in place. The power supply is a 3 X AA battery box, hidden “backstage”.



The next job was to glue the light fittings into place with hot glue gun glue, following which the roof panels (individual ones, this time) were glued in place with the hot glue gun. A swift coat of dilute Track Colour, followed by a wipe off, and there we were!



Needless to say, the temptation to place it in position was irresistible – besides, I had to carry out clearance tests so stuff could run past it!



The interior of the workshop looked distinctly empty, so I went to one of our suppliers, Trenarren Models, <https://www.trenarrenmodelsonline.co.uk/> who were able to supply all the items any good workshop needs! Once they were all assembled and painted, they were added along one of the walls, so you can see them.



I then started to add detailing – something which is ongoing. The Welder came from Acme Engineering <http://www.acmesteam.wiserhosting.com/> and the bogies and wheelsets were no longer needed by the MDLR, so “took root” here. All the detailing is glued down.....



Around the shed, there is a stepladder, a tub wagon (I didn't bore the hole for one of the axles properly) and of course The Camel. There is a long and involved story that I tell visitors to shows, but The Real Reason is that if you run a souvenir shop in Hurgharda in Egypt and you get a load of camels with “A Present From Sharm-el-Sheik” on them, you have a job selling them, so you sell them at half price. A quick session with the Dremel to remove the raised lettering, followed by a coat of sand coloured paint, and Robert is you father's brother!



<https://youtu.be/IIDk6sLvE8Q>

At the other end of the layout, the fuelling facility for the locos made its appearance, as did the windmill – an American kit which sat out on my garden railway for years, so the weathering is completely natural!

Here endeth the third lesson – still to come – silly signs and shows!



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Review: The Rainhill Trials

Author: Anthony Dawson

Review By: Alexander Croft

ISBN: 9781445669755

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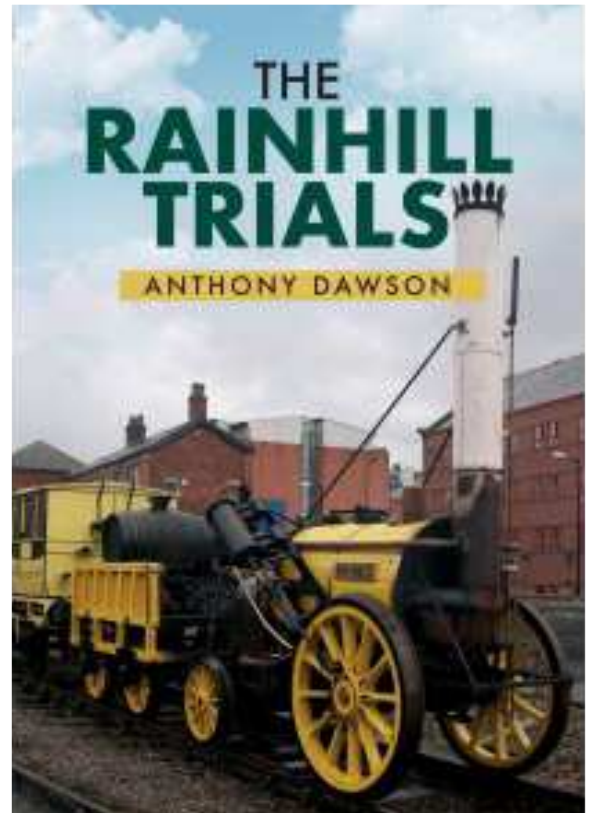
Pages: 96

Images: 100

Publisher: Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm



I love the early period in railway history, the speed of technological development in the north of England (the silicon valley of it's day). It is a well established fact that in just one year the development of locomotive designs had (after the trials) made Rocket (while still a celebrity) one of the more inefficient designs in use at the opening of the railway.

This book seams well researched and offers a look at the contrasting opinions of the trials and the example that the north south divide is nothing new with London based magazines offering politically charged superior thoughts in publication. These were the same men that said the Liverpool and Manchester railway was impossible and upon being proven wrong began and continued a biased PR campaign against the Stevenson's.

The whole book is well illustrated and divided beautifully into chapters about each of the locomotive designs, how they were judged, press opinion etc... all things considered this book is one for my collection and will be an invaluable resource for anyone with an interest in the early railways, a fantastic 5 star read!

Quoting from the Amberley Publishing website:

During seven days in October 1829 world history was made and travel would never be the same again. Organised by the directors of the Liverpool & Manchester Railway to find the best form of motive power for their line, the Rainhill Trials shaped the destiny of the railways and proved, once and for all, the supremacy of steam power. The Rainhill Trials attracted entrants from as far afield as America (Ross Winans's hand-cranked 'manumotive') as well as the weird and wonderful, like the horse-powered Cycloped.

It was a contest not without controversy: claims of corruption were levelled at George Stephenson and Henry Booth (two-thirds of 'Team Rocket') because they were senior officials of the sponsoring railway company; Braithwaite and Ericsson ('Team Novelty') only found out about the trials seven weeks before they were due to take place; and supporters of the bluff Timothy Hackworth blamed (incorrectly) the failure of his engine, the Sans Pareil, on faulty castings made by the Stephensons.

Drawing on contemporary data, and analysis of replica locomotives at the re-enacted Rainhill Trials, this book shows how the locomotive evolved between 1828 and 1830, and why Rocket was so successful.

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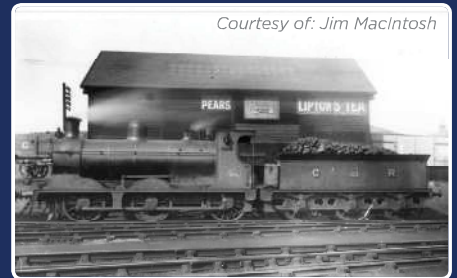
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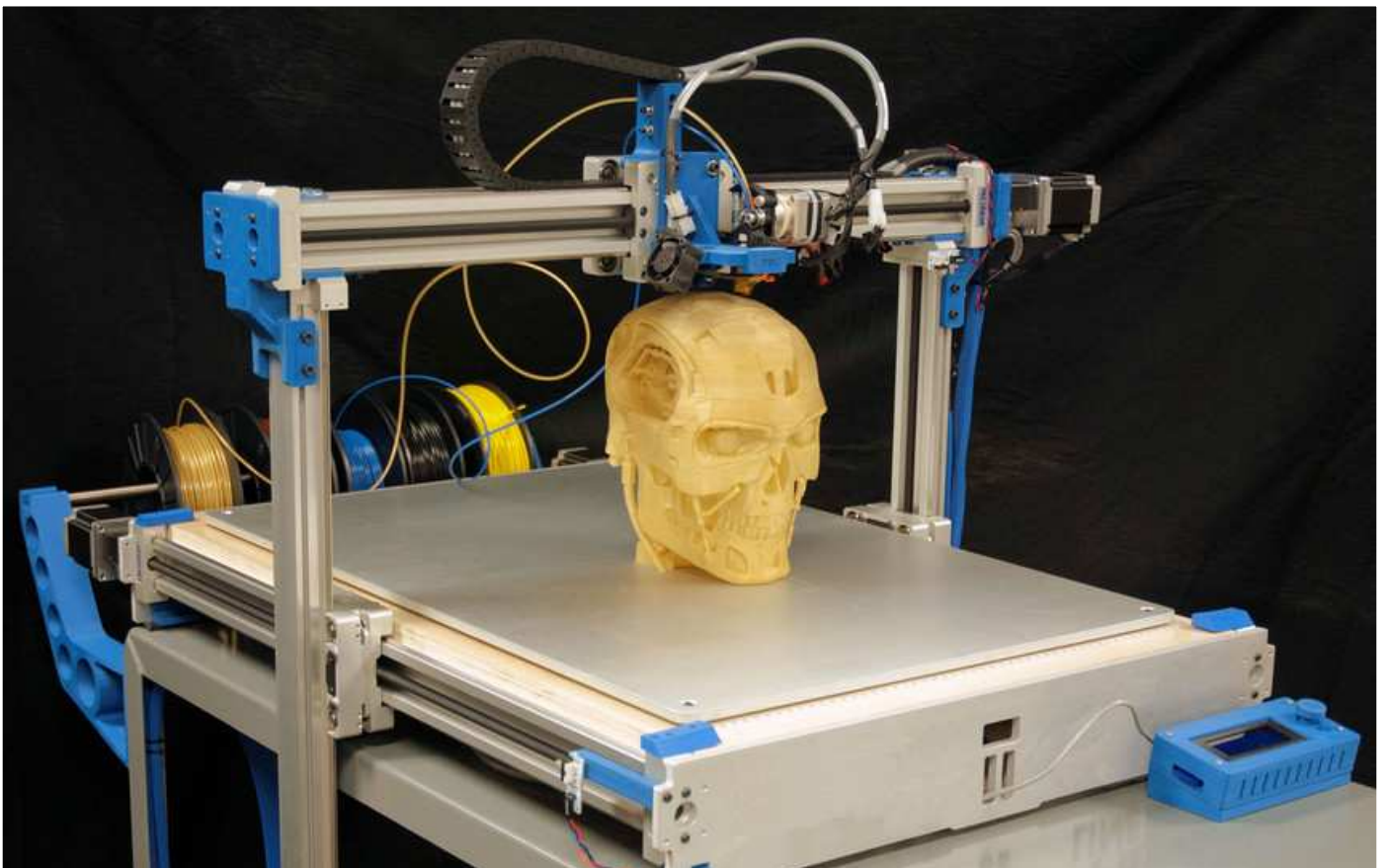
Additive manufacturing – What’s it all about?

By Paul Tyer

In this article we will discuss the additive manufacturing and the benefits it could have for your model railway or diorama.

So what is additive manufacturing? Commonly known as 3D printing it is a method for fabricating a physical object from a digital model, be it a CAD designed model or a 3D scan of a real life object.

Simply put 3D printing adds layer upon layer of material to gradually build an object. Imagine placing successive circular sheets of paper on top of one another until the stack becomes a three-dimensional cylinder, and this is how the 3D printing process basically works.



3D printing is the opposite of subtractive manufacturing which is cutting out / hollowing out a piece of metal or plastic with for instance a milling machine. 3D printing enables you to produce complex (functional) shapes using less material than traditional manufacturing methods.

The Technical Part.

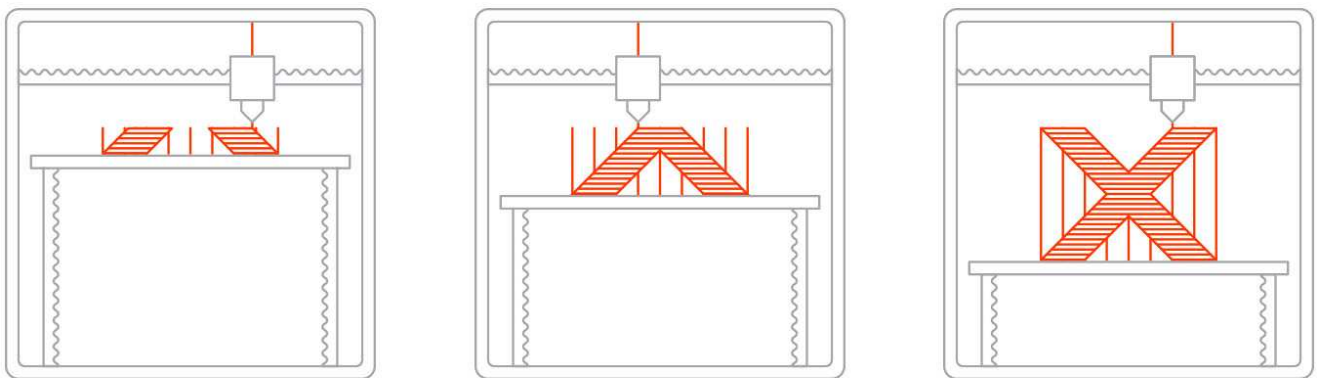
There are two main types of printing processes, and they are:

1. Plastic extrusion, Fused deposition modeling (FDM)
2. UV cured resin, Stereo lithography (SLA) and Digital Light Processing (DLP)

Fused Deposition Modeling (FDM)

The FDM technology works using a plastic filament or metal wire which is unwound from a coil and supplying material to an extrusion nozzle which can turn the flow on and off. The nozzle is heated to melt the material and can be moved in both horizontal and vertical directions by a numerically controlled mechanism, directly controlled by a computer-aided manufacturing (CAM) software package.

The object is produced by extruding melted plastic material to form the layers, and the material hardens immediately after extrusion from the nozzle. This technology is most widely used with two plastic filament material types: ABS (Acrylonitrile Butadiene Styrene) and PLA (Polylactic acid). Though many other materials are available ranging in properties from wood fill to flexible and even conductive materials.

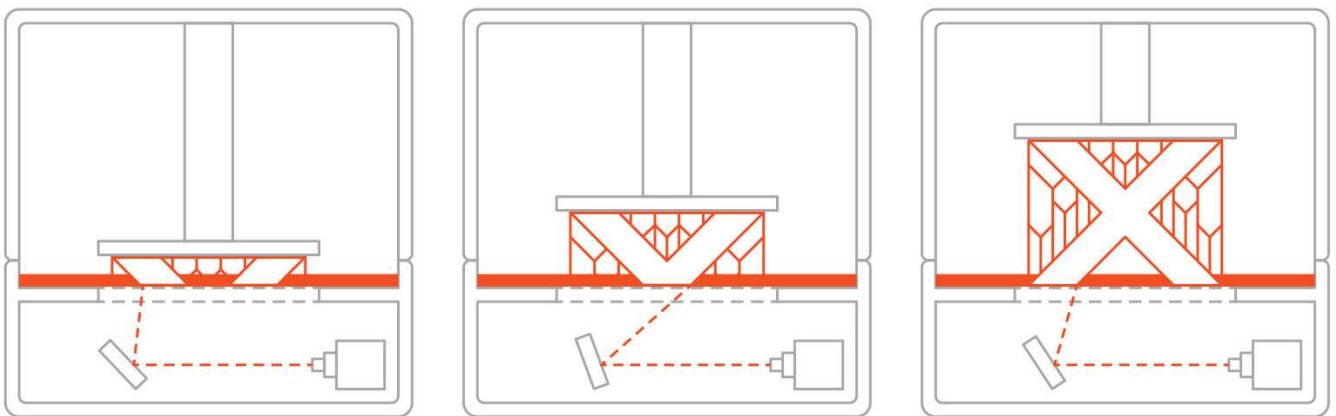


Build process.

Stereo lithography (SLA)

The most commonly used technology in this process is Stereo lithography (SLA). This technology employs a vat of liquid ultraviolet curable photopolymer resin and an ultraviolet laser to build the object's layers one at a time. For each layer, the laser beam traces a cross-section of the part pattern on the surface of the liquid resin. Exposure to the ultraviolet laser light cures and solidifies the pattern traced on the resin and joins it to the layer below.

After the pattern has been traced, the SLA's elevator platform descends by a distance equal to the thickness of a single layer, typically 0.05 mm to 0.15 mm (0.002" to 0.006"). Then, a resin-filled blade sweeps across the cross section of the part, re-coating it with fresh material. On this new liquid surface, the subsequent layer pattern is traced, joining the previous layer. The complete three-dimensional object is formed by this project. Stereo lithography requires the use of supporting structures that serve to attach the part to the elevator platform, and to hold the object because it floats in the basin filled with liquid resin. These are removed manually after the object is finished.

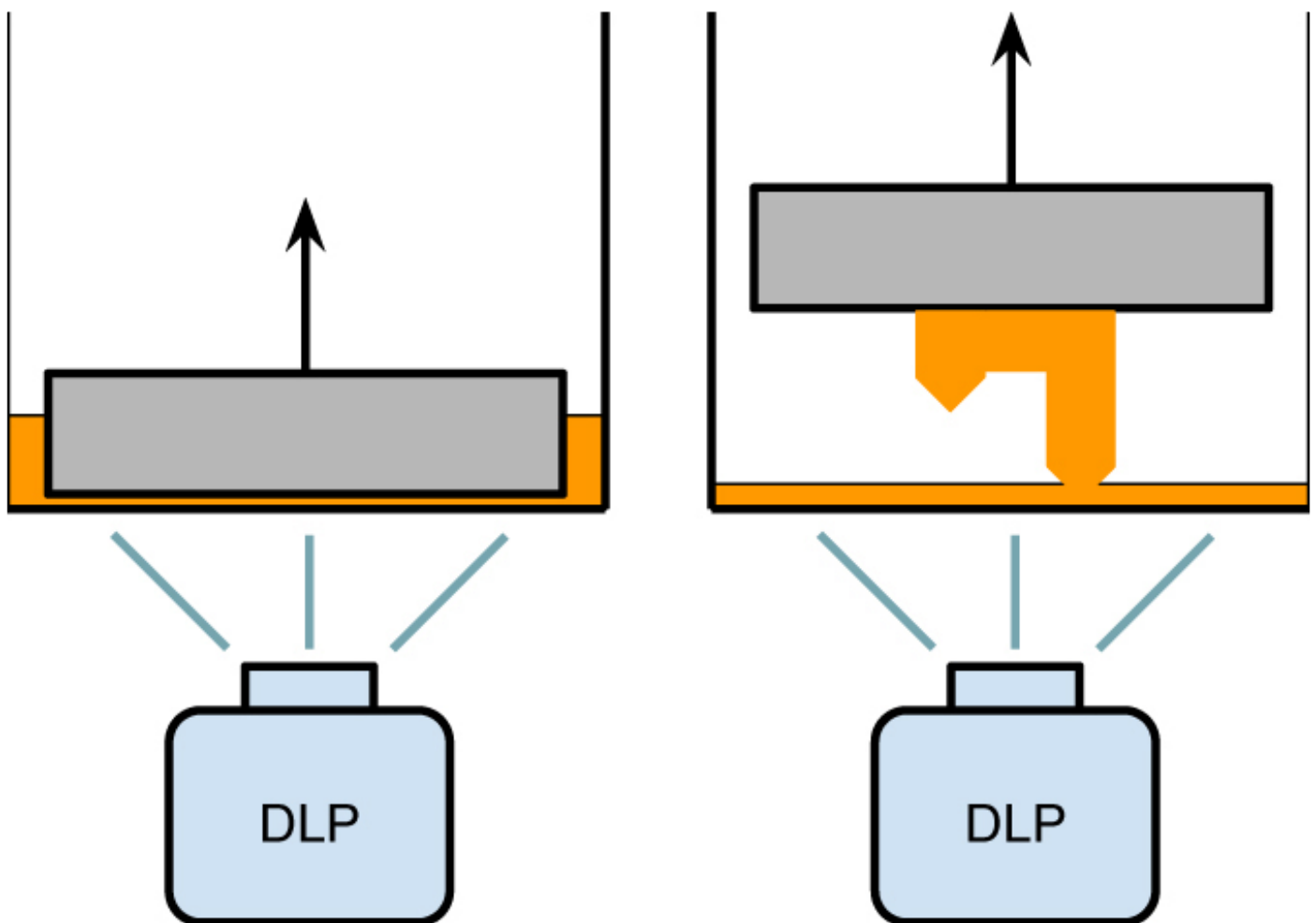


Build process. Digital Light Processing (DLP)

DLP or Digital Light Processing refers to a method of printing that makes use of light and photosensitive polymers. While it is very similar to stereo lithography, the key difference is the light-source. DLP utilises traditional light-sources like projector lamps and more commonly now are the use of UV LED's.

In most forms of DLP, each layer of the desired structure is projected onto a vat of liquid resin that is then solidified layer by layer as the build plate moves up or down. As the process does each layer successively, it is quicker than most forms of 3D printing.

Build process.



What's The Best 3D Printer For Me?

So how does one choose which type of printer is best for the job?

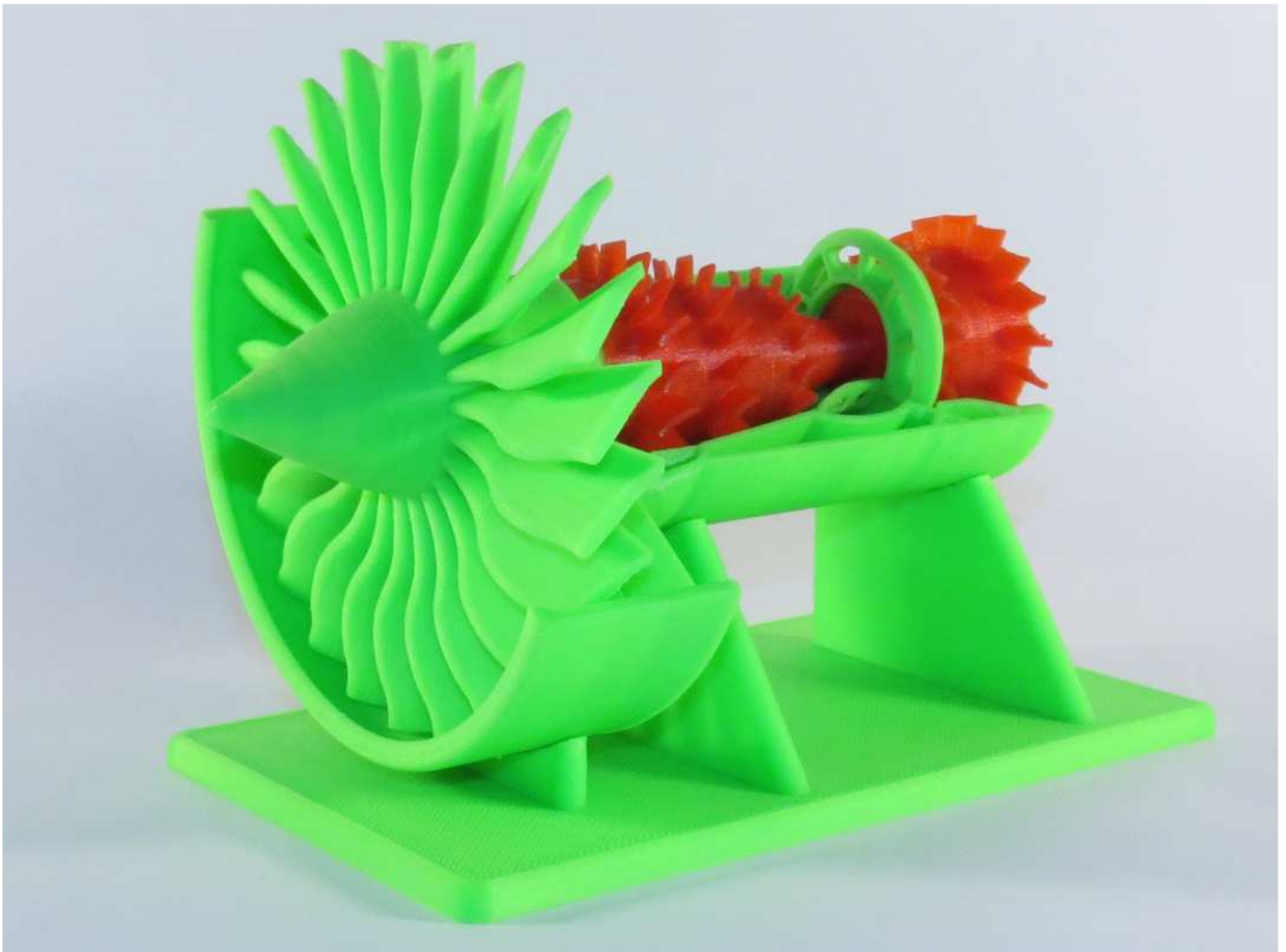
We first need to think about the following points:

1. How big is the model (O gauge or N gauge)?
2. Will the model need to be structurally strong (Withstand stresses)?
3. Does the model have to show fine detail?

Taking the first point we need to think about the build volume of the printer, generally the FDM printers have a larger build volume (We are talking about domestic desktop machines) than SLA/DLP printers. With a larger build volume means we have the option to build larger models and reduce the need to create the model in sections.

As for the second point, if your model is to be a load bearing part like that of a railway bridge then using an FDM machine with Nylon filament could be the way to go. The other way would be an DLP or SLA printer using a industrial blend resin designed for strength if its a smaller model that's not in direct sun light, as all UV cured resins will to a degree continue to cure and could become brittle without some form of UV protection or paint.

With the third point there is really only one system that could give the highest level of detail and that is a DLP or SLA printer, with layer thicknesses of that equivalent to a piece of human hair. Most FDM printers produce a layer thickness of around 0.3mm whereas liquid resin printers work at 0.05 to 0.025mm layers, which allow you to capture higher levels of detail in your model.



This turbine was constructed from ABS plastic on a FDM printer.



This model was constructed from UV cured resin on a DLP printer.

There is one further point to think about before you choose your printer, and that is the environment you plan to use it in. Do you have a workspace safe from little hands or four legged creatures, as both types of printers have safety requirements?

FDM machines are simpler to operate, being cleaner and needing less additional cleaning of the final model. However one thing is they have hot areas on them and depending on the plastic being extruded can cause strong smells, so good ventilation is advisable.

SLA/DLP printers are a little more involved as you are using liquid resin, and some resins can smell when being cured. Also the final print needs to be cleaned in Isopropyl alcohol (IPA), which has several safety requirements, and when the part is clean a post curing process needs to be undertaken in either sunlight or in a UV light chamber.

So now you have had time to think about a printer and you are ready to part with some of your hard earned cash, just pause a moment and take the time to contact a independent supplier or better still a local authorised distributor to answer your questions and see what backup they provide.

The learning curve for 3D printing is a steep one, even moving from FDM to SLA/DLP there are a lot of new challenges to face.

In addition, join a face book group for the printer you are thinking of purchasing, as there will be a lot of information to help you get started, and remember that whilst a lot of comments may seem to be negative a lot of it is down to users not fully understanding how to read the failed print.

It is quite apparent that a lot of users think that these printers work straight out of the box, just as your laser printer does for your word documents. This is not the case at this stage as there are still quite a lot of variables that can cause a print to fail, and that can be down to even simple things such a temperature fluctuations that can cause the resin to cure faster or slower.



3D Printing and Me.

I have been printing models for more than 5 years now and in my design studios I have several types of 3D printers, allowing me to handle a range of customer jobs and my own designs too.

Recent commissions include a metre long replica of the 1st world war light cruiser HMS Hampshire, and a 3D scan of the Old Man of Hoy a 450ft high sea stack here in Orkney, which was 3D printed in about 15 parts to make a display model for a local business.

I produce a range of N gauge models using resin based 3D printers, and now have become the official distributor for a number of 3D printer manufactures along with the resins and filaments. So if you are looking for advice drop me an email or call me and I am sure I can guide you in the right direction as to the best printer and materials for you.

3D printing website: <http://funtodo.peediemodels.com>

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Peedie Models

These are just two of my latest N gauge products produced using an Anycubic Photon DLP 3D printer with FunToDo snow white resin.

Happy Printing

Paul T



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- BN31L** [Left Standard Offset \(R/Y/G 3 aspect\)](#)
- BN31R** [Right Standard Offset \(R/Y/G 3 aspect\)](#)
- BN32** [Platform Starter \(R/Y/G 3 aspect\)](#)
- BN36T** [Island Platform Starter Twin \(R/Y/G 3 aspect\)](#)
- BN38** [Standard \(R/Y/G 3 aspect\)](#)
- BN41L** [Left Standard Offset \(R/G 2 aspect\)](#)
- BN41R** [Right Standard Offset \(R/G 2 aspect\)](#)
- BN62J** [T Junction Twin \(R/G 2 aspect\)](#)
- BN77** [Dwarf Ground \(R/G 2 aspect\)](#)

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**Review: British Railway
Accidents In Maps And
Pictures**

Author:

Jonathan Mountfort

Review By:

Alexander Croft

ISBN: 9781445678658

Type: Paperback

Pages: 96

Images: 140

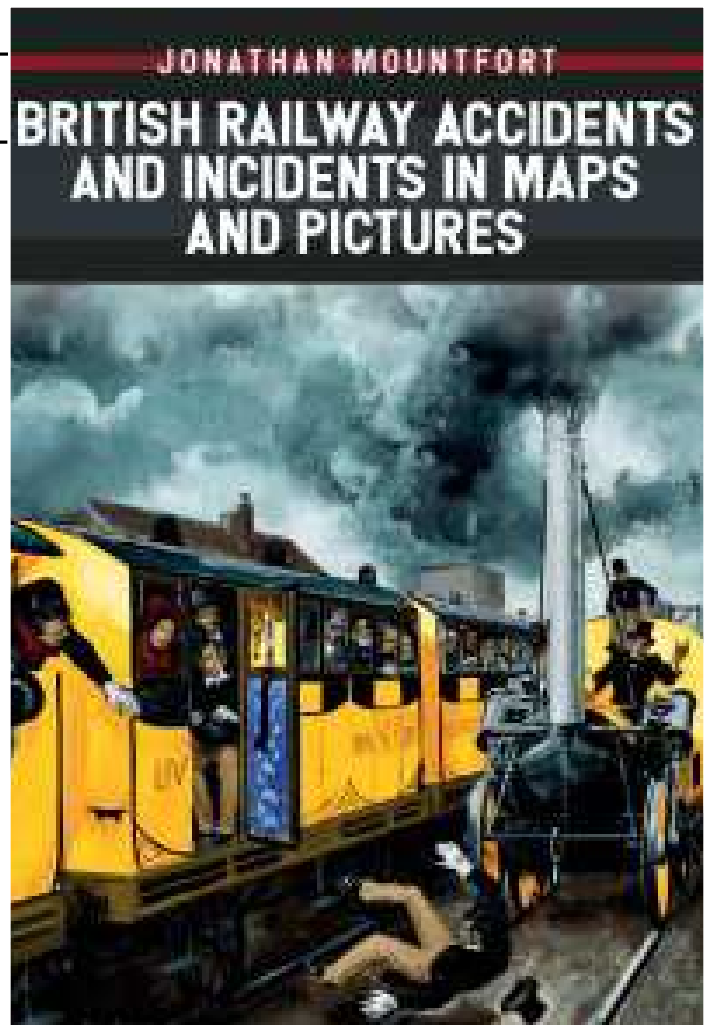
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm

This book is a wonderful prese of key events in British railway history. The book quite rightly (in my opinion) begins with the first accident in railway history on the opening day of the Liverpool and Manchester railway when William Huskisson, who had worked so hard to bring the railway into existence, lost his life after the Rocket ran over and crushed his leg.



This book is by no account a complete record of each accident, nor is it a quick note on every accident on the railway, but it is a collection of some of the most interesting and important accidents. Certainly there are accidents in this book that I had not heard of and many I am sure are the subject of their own books in greater detail.

My opinion on this book, it is a very interesting look at British railway history and well worth a read if you want to see how safety on the railways developed through a history of accidents.

Quoting from the Amberley Publishing website:

British Railway Accidents and Incidents in Maps and Pictures describes some of the most interesting incidents that have occurred on Britain's railways over the last 200 years. From the earliest misfortune – the sad fate of William Huskisson MP, mown down in 1830 at the opening ceremony of the Liverpool & Manchester Railway by that most famous of engines, Stephenson's Rocket – this book gives the reader an absorbing ride through time, charting minor incidents along with major calamities. Original photographs from postcards portray vividly the scenes just as they occurred and period railway maps pinpoint the exact locations where they happened.

Review: TYNESIDE ROAD AND RAIL SERVICES

Author: Paul Williams

Review by: Terry Rowe

ISBN: 9781445676302

Type: Paperback

Pages: 96

Images: 180

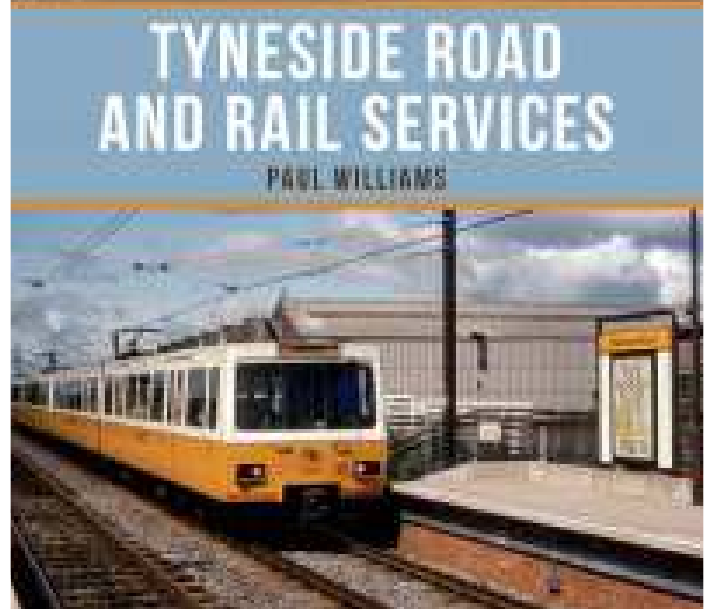
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



This is quite gem for anyone who has a broad interest in transport. Jammed with busses, Metro commuter rail and loads of BR Blue. Paul William used his time well while at University and captured the early 80's Tyneside transport scene for prosperity.

Quoting from the Amberley Publishing website:

In October 1982, Paul Williams went to university – in Newcastle upon Tyne. His first act in the city was to buy a good camera, and over the next four years he took photos of the buses and trains of the region plus the city's brand-new Metro system.

Paul has told the story of early and mid-1980s transport of Tyneside through his camera lens, recording the passing transport scene at a time of change. Yellow or red buses, blue trains and yellow Metros were the everyday city sights now long gone, but there were also trips out into the surrounding area to add to the rich variety of the region's transport.

In the nearly four decades that have elapsed, so much has changed. The buses and trains are different, Metro has evolved and even the city of Newcastle itself – the backdrop to so many of Paul's excellent photos – has changed enormously. Tyneside Road and Rail Transport is a nostalgic trip down memory lane for anyone who remembers the city and its transport from the age of Thatcher, the Miners' strike and Kevin Keegan at St James's Park.



Construction of a models of a SAR/Spoornet Class 34 and 35 diesel locomotives.

By William Longley Cook

Following a visit to South Africa in 2002 (Northumbria Travel's "Cape Extravaganza") and a hit on Frank Collingwood's web page describing modelling SAR/Spoornet in HO scale running on 12mm gauge track I decided to build a model of "Protem", which we visited under the power of GO Garratt No 2575.

My initial purchase was a GCA Garratt from DJH but, realising that construction and re-gauging of this locomotive would be a long term job – it actually took me the best part of eighteen months – I purchased a model of a Spoornet Class 34 diesel by Frateschi from The Wishbone a model shop in Natal, South Africa. The owner advised me that conversion to 12mm gauge would not be too difficult and that a helpful article by Ron Jennings had been published in the May 1996 edition of *Continental Modeller* (Re-Gauging to Metre – simple conversions from HO to HOm). Peco's library service rapidly produced a copy of the article and I was ready to start.

I must admit that I started the re-gauging project with a fair amount of trepidation but I found that, by following Ron's article matters were, actually, fairly straight forward. The only problems were the removal of the gear towers from the metal plate which forms the true chassis of the locomotive (I ultimately disassembled them in-situ) and the tracing of a dead short through protruding bogie assembly screws when starting to run the narrowed down chassis. I also found that the flanges were too coarse to run well over Code 80 point work and so I chucked the wheels in my drill and filed them down. I then had a locomotive to test the track work.

At this stage I noticed that the locomotive appeared to tower over the CMD Spoornet FZL grain wagons. I contacted Lionel Penning (RMIG Cape Town) who advised me that the locomotive was actually a "paint job" on a Brazilian Railways U-20-C locomotive.

Lionel suggested taking a horizontal 4-6mm slice out of the centre of the body shell, but I decided that I would never get the two parts to marry up. Instead I pulled the body to pieces and sanded down the base of the body to the bottom of the hatch cover handle mouldings.

I also sanded the base of the footplate and trimmed a little off the bogie supports. This resulted in bringing the overall locomotive height down to 46.8 mm (compared with a true scale height of 45.1 mm) and I am prepared to live with the extra 1.7mm.



Spoornet 34-471 hauls a mixed freight, including a LA-1 mechanical refrigerator, a DZ and a XB-6 pepper pot cement tank, through Protem.

I also replaced the air horns to the correct locations, fitted handrails, re-built the “cow-catchers around the Kadee #78 couplers and installed driver and shunter riding on the footplate (as photographed at Steenbras siding in 2002). I thought about adding the body top air intake but never actually progressed this.



35-053 on a Caledon to Bellville grain drag crosses the “Cape Extravaganza” powered by GO 2573 and GF 2401 at Steenbras siding.



34-471 heads west from Protem

Having seen and photographed numerous Class 35s (albeit the –000 and –400 series) at work during the 2002 trip I felt that what I really wanted for “Protem” were some models of Class 35s. This idea started to take root when I obtained a copy of the John Cornell’s article (“First Cut your Locomotive in Half...” converting a South African diesel) from the December 1994 edition of *Continental Modeller*.



Lima Class 34 on 16.5mm gauge track, modified Class 35 (35-035) on 12mm gauge track.

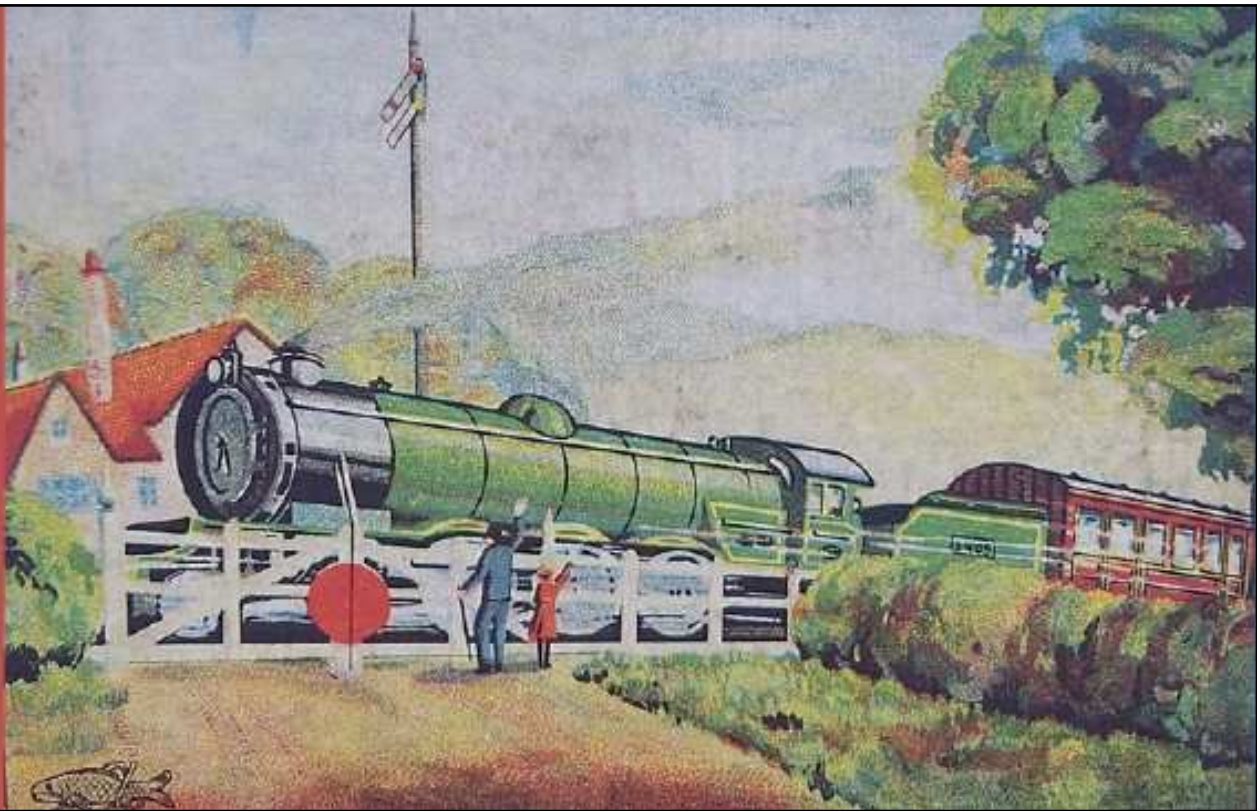
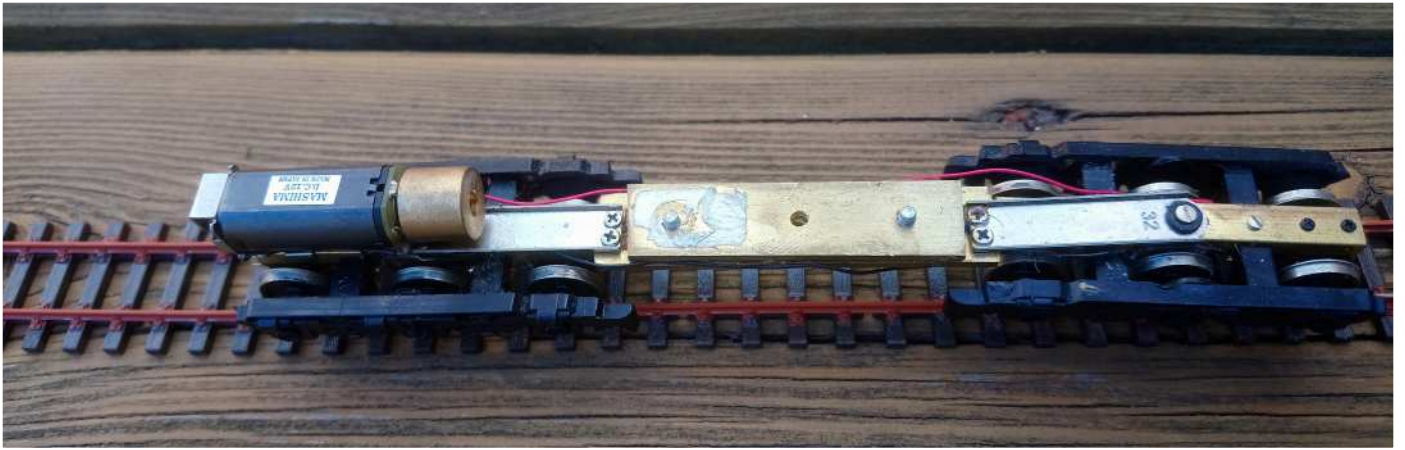
However, there was still the issue of re-gauging the Lima locomotives. Frank Collingwood’s article referred to this and showed a picture of one he had done gave no details. A number of other people appeared to know a “man who had” but at this stage I could find nothing in print.

This was all just of academic interest until in the summer of 2005, when I managed to purchase two of the Class 34 diesels, along with some other Lima SAR rolling stock, from a craft shop in Pretoria.



On receipt I took a long and hard at the Lima bogies but, unlike the Frateschi jobs, could see no way of making sufficient “back to back” to allow them to run on 12mm gauge track. Initially, spurred on by an article sent to me by Lionel Penning written by a Mr JC Mentz in a short lived South African modelling magazine, I considered fabricating new bogies in brass. I even went as far as to buy new wheel sets and flanged bushings from a firm in Seattle (WA) – the power of the internet - but finally, on advice from Mr A.Mullins, of Branchlines, purchased Black Beetle motor and dumb bogies from Motor Bogies.

I screwed the Black Beetles to the original Lima bogie frames and connected them with a strip of brass. I fabricated the belly tank, previously part of the cast chassis, out of plastic and added some lead weights for ballast. One almost complete and one, to be 35-406 in Spoornet orange, on the blocks. Then, due to a meltdown in my family life, the Class 35 project came to a halt and the locomotives were put away in a box! They have now lived in that box for over a decade.



A banner for 'New Modellers Shop' with a black border and a white background. The text 'New Modellers Shop' is written in a bold, black, sans-serif font. Above the text, there are small icons of people and a crane. To the right of the text, there are icons of a yellow excavator, a pile of gravel, a control panel, and a green steam locomotive pulling a train.

Review: MERSEYSIDE TRACTION

Author:

Doug Birmingham

Review by:

Terry Rowe

ISBN: 9781445675541

Type: Paperback

Pages: 96

Images: 180

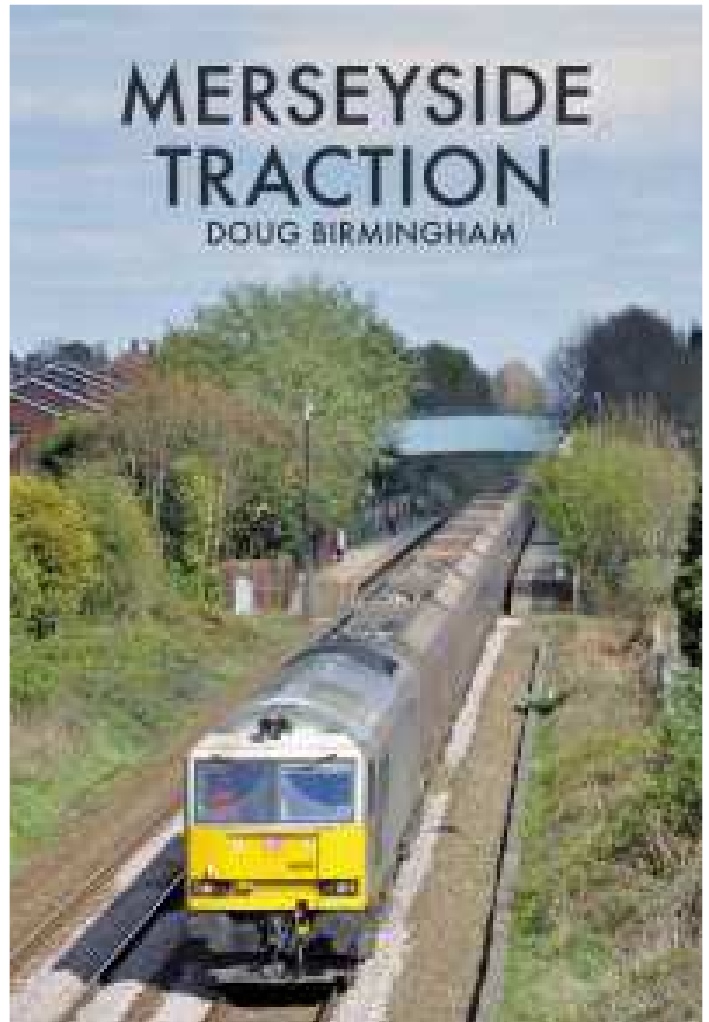
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



If you re interested in Modern Locomotive traction both Diesel and Electric in and around the Merseyside, then this book with its 180 photographs and detail captions is a must. The book captures the verity of modern traction in the Merseyside.

Quoting from the Amberley Publishing website:

When thinking of railways in Merseyside, some people will think of the extensive third-rail Merseyrail commuter system. Although prominent in the whole country and beyond, the area is regularly served by seven TOCs and three FOCs, which, certainly with freight, tend to get overlooked by many people from around the UK. With that in mind, author Doug Birmingham hopes to surprise many people with the large variety that has been recorded in an often-overlooked region.

The images in this book give an overview from the last twenty years of the variety of passenger and freight trains, including motive power, that have travelled in and out of Merseyside. This book covers all the main lines, including the LNWR line to Runcorn; Liverpool and Manchester line; Cheshire Lines Committee line to Warrington Central; and yes, surprisingly, a section of the WCML too. Other lines feature too, including both the Northern and Wirral lines of the extensive Merseyrail system, along with the Bootle Branch line that serves Liverpool Docks, as well as the Prescott to St Helens Central line and also the Kirkby to Rainford Junction line.

Review: MINIATURE
RAILWAY
LOCOMOTIVES AND
ROLLING STOCK

Author: Royston Morris

Review by: Terry Rowe

ISBN: 9781445677910

Type: Paperback

Pages: 96

Images: 180

Publisher:

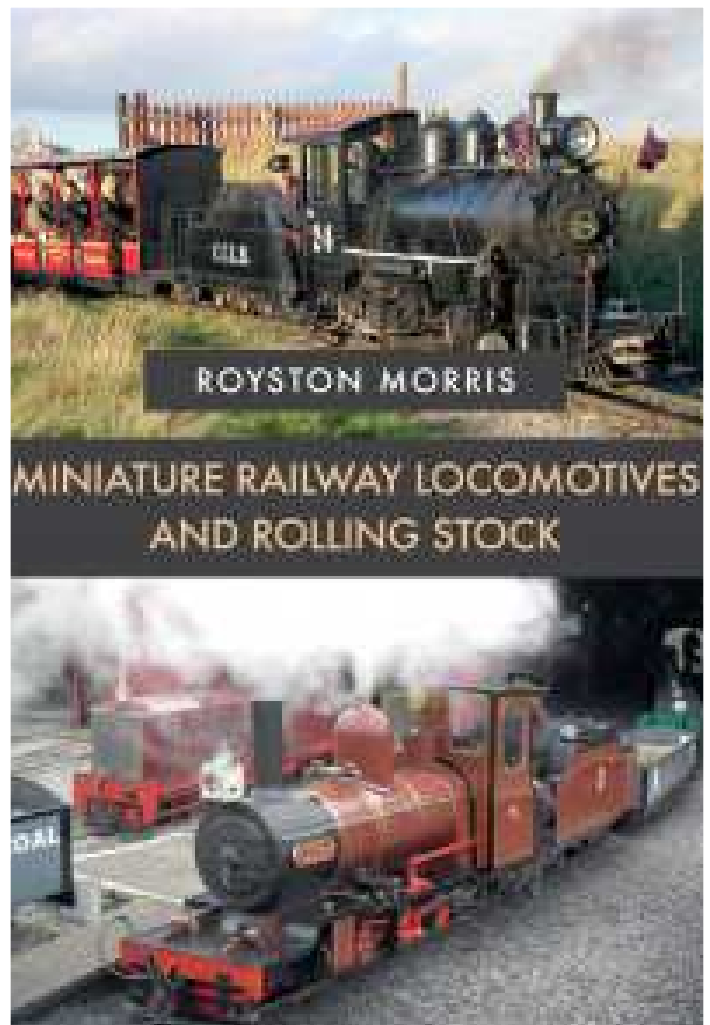
Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm

This is a treasure trove for the Miniature Railway enthusiast, with a load of great photographs of locomotives, rolling stock and miniature railways across the UK. Royston has done a fine job in capturing the spirit of these railways.



Quoting from the Amberley Publishing website:

During the nineteenth century, as the railways developed at an extraordinary pace, people began to build models of locomotives to either show how the finished engine would look when constructed or, more usually, so that they could see the locomotive in a much smaller scale than the original. One such Modeller, Sir Arthur Percival Heywood, believed that railways with a gauge as small as 15 inches could prove useful for businesses and private estates alike. Thus, began the miniature railway scene, with the Cagney brothers of the United States soon transforming miniature railways into tourist attractions. Before long, they were popular in the UK and have seen a surge of popularity over the last decade.

With a collection of photographs documenting locomotives and rolling stock of all gauges between 3½ and 15 inches, Royston Morris offers a charming look at the current British scene.

<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>	<p>Skytrex Model Railways</p> <p>Unit 1 Charnwood 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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A Family Day out at the Romney Hythe & Dymchurch Railway

By Alexander Croft

I love a good visit to the seaside, who can beat family memories by the sea and the sea air has such a restorative effect, I often wonder why I don't move to the seaside. One of my favorite places to visit is Kent (I have family down there) and over the years (since they introduced me on my first trip), I have always made a point to visit the Romney Hythe & Dymchurch Railway (RH&DR). this mainline in miniature seems to exemplify how the model railway began life as miniature engineering.

During the press conference at the Warley Model Railway Exhibition 2017 I was delighted to hear the general theme of the 2018 exhibition would be 'non-standard gauge railways', meaning any railway not conforming to the 4foot 8 and a half inches normal track gauge here in the UK. I listened further to hear with even more delight that not one but two locomotives from the RH&DR would be in attendance, certainly at one third the scale of their mainline counterparts this counts as non-standard gauge.



It's been over a decade since my first visit to the RH&DR and the joys of riding the 'little trains' have not diminished, now the joy is even greater as I get to share the line with my second cousins. The joy of making memories at the railway will never reduce, I admit to feeling the hope that this will bring them into the hobby too. The RH&DR is more than a tourist attraction, it is the living breathing dream of captain Howie and is lovingly kept alive by a 'dream team' of enthusiasts and staff. The staff certainly go the extra mile to make every visit a great experience.





Why am I writing this article now? Well on this occasion I wrote an email ahead of my visit (knowing that two locomotives would be at the Warley Show) and arranged a press visit the day before my family visit. This had the great benefit of giving you (our readers) a behind the scenes look t the engine shed and workshop of the RH&DR.

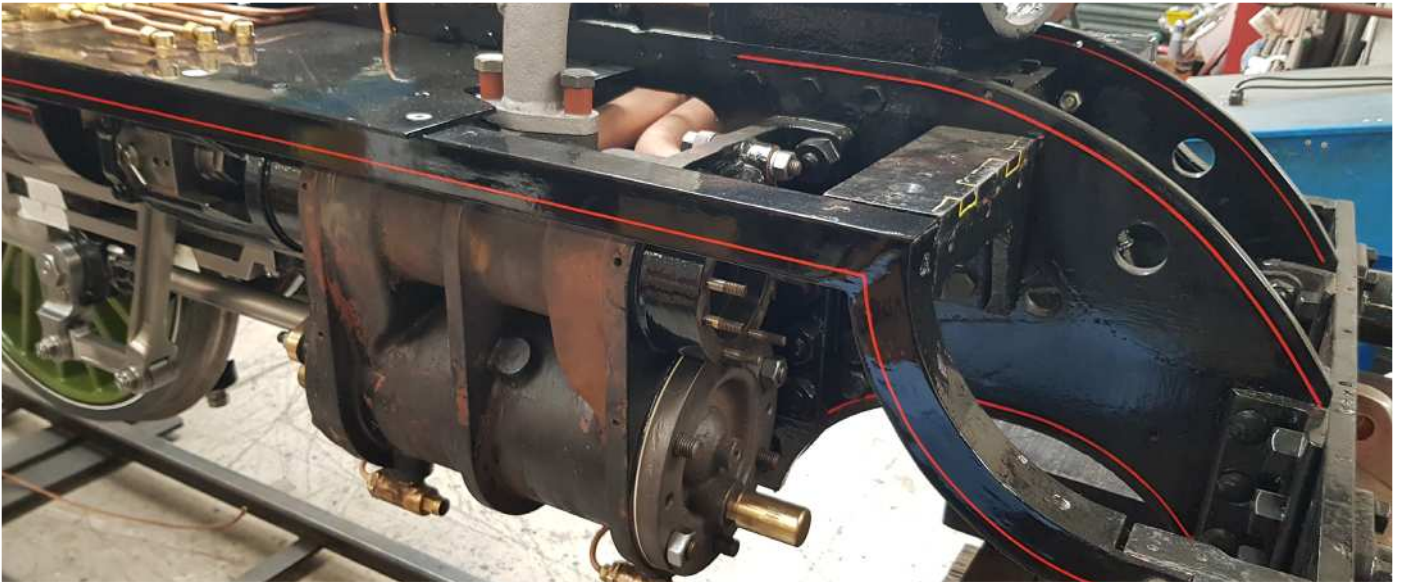


The RH&DR has a very well equipped workshop and a dedicated team of engineers, there really isn't much that the workshop can't do. When there is something that proves difficult the team at the RH&DR can call on the help of the local model engineering club, Jade (part of the senior management team at the RH&DR) told me that a regular topic of conversation amongst the team was finding more space for their model railway. Proof if you wanted it, that the model and railway preservation worlds are much closer than most would think.



In the workshop at the moment we find no.1 'Green Goddess' undergoing repair after the unfortunate collision with a tractor, according to the team in the workshop the damage was less severe than first thought. Green Goddess is due to return to working order in the spring of 2019, even more impressive is the long term goal of having every member of the locomotive fleet in service for the 100 year anniversary. We wish the team well in this ambitious project and look forward to returning for that very special anniversary.





Hiding in the locomotive shed ere several locomotives awaiting maintenance and refit along with the beloved little engine 'the Bug', waiting for her own event due to take place a few weeks after my visit. The 'Bug Club' is a very well established and loved kids club with special outings associated with this little gem of an engine, much underused since the end of construction work on the line.



The black prince is a very special locomotive in the RH&DR fleet, originally from Germany Black Prince was one of 3 identical locomotives built for a trade fair in Dusseldorf. When she arrived at the RH&DR Black Prince received her name (formerly held by no.10) and a few minor adjustments along with a full re-paint. The Black Prince is certainly unique in the fleet of RH&DR locomotives and this can mean that she is not as easy to maintain (non standard you might say), indeed she has not steamed in some years but she is due to enter the workshop in 2019 and I look forward to a ride behind her in the near future.



Also in the back of the sheds awaiting work are hurricane and the Diesel locomotive Captain Howie, Hurricane is due for a re-paint (and what colour is a very hot topic of debate at the moment) and Captain Howie was stripped back for a routine rebuild. A fun fact about the RH&DR is that they hold the contract to provide the local school bus service (by train!), the other Diesel locomotive in the fleet 'J B Snell' will handle the school run alone until the rebuild is complete. For those who are interested here is the full list of locomotives currently calling the RH&DR home:

No.1 Green Goddess



No.2 Northern Chief



No.3 Southern Maid



No.4 The Bug



No.5 Hurcules



No.6 Samson



No.7 Typhoon



No.8 Hurricane



No.9 Winston Churchill



No.10 Doctor Syn



No.11 Black Prince



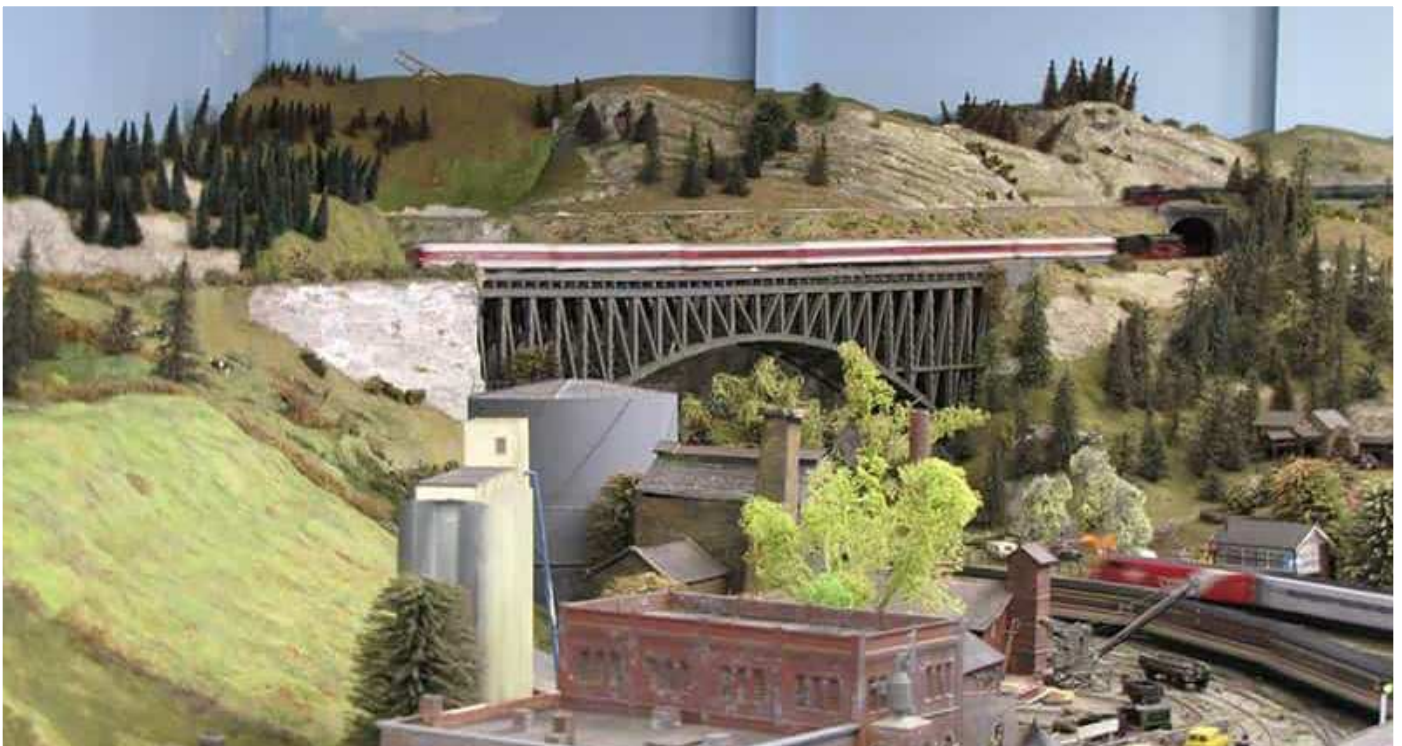
No.12 J B Snell



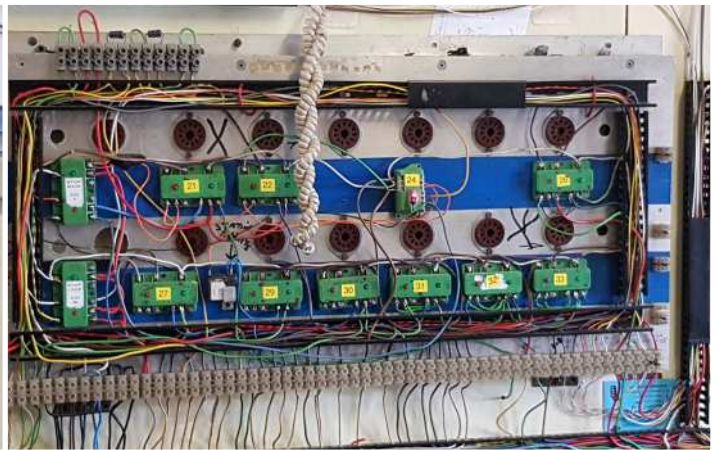
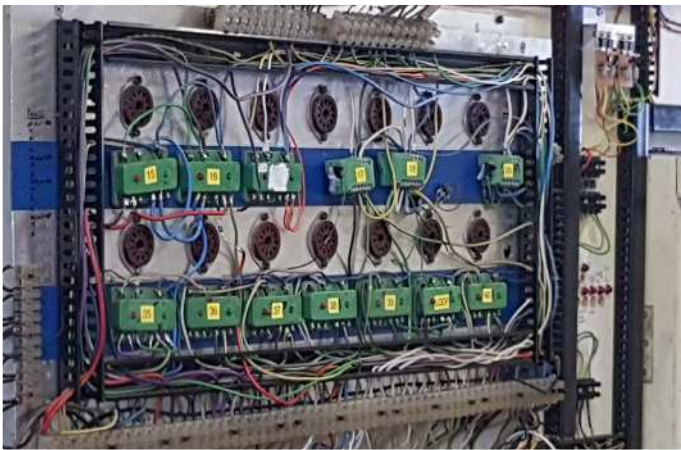
No.13 Captain Howey



The RH&DR also has a rather nice small museum at New Romney with a selection of the railways history and the history of the Model Railway hobby, there's even a Hornby Zero I controller in the collection. This Museum also features an impressive 8 loop model railway with push buttons to trigger special effects and actions, my 2nd cousins particularly loved this section of the museum.



For the real model railway enthusiasts the huge model railway has a fantastic automated control system, the signals effectively operate the trains through latching relay switches. This is all very clever and I had the whole system explained to me, but I alas still came away confused. If you want to see how it works please feel free to ask them, they love getting questions from enthusiast and I know they answered all my questions well.



The key point to take away from this is that the whole system works well and provides a realistic automation of the trains, it was once suggested that the layout could be updated to DCC control, But as one member put it: 'A – it would cost too much & B – if it ain't broke don't fix it'.



In conclusion the RH&DR is a wonderful day out for all the family, certainly all in my party enjoyed the day. The ticket cost can seem scary at first, but it really is a mainline in miniature and to explore the whole length and back (in one train ride) will take around an hour and a half.

The RH&DR has a range of rolling stock suitable for all weathers from open sided carriages, to covered saloons and even a Bar (Pre-booking only). I recommend stopping at New Romney if running the whole length of the line, there is where the model railway and museum is based (upstairs – there is a chair lift) and it is approximately in the middle of the line.



My overall verdict of the RH&DR is excellent. Friendly staff are happy to help and you can't beat the magic and novelty of travelling on such tiny trains (capable of some impressive speeds too!) 10 out of 10, I shall definitely visit again and I hope to be visiting for many more years.

Youtube / Vimeo Link:
<https://youtu.be/HYhLusmuQgo>



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Review: class 90

locomotives

Author: Andrew Cole

Review By:

Alexander Croft

ISBN: 978144566696

Type: Paperback

Pages: 96

Images: 180

Publisher:

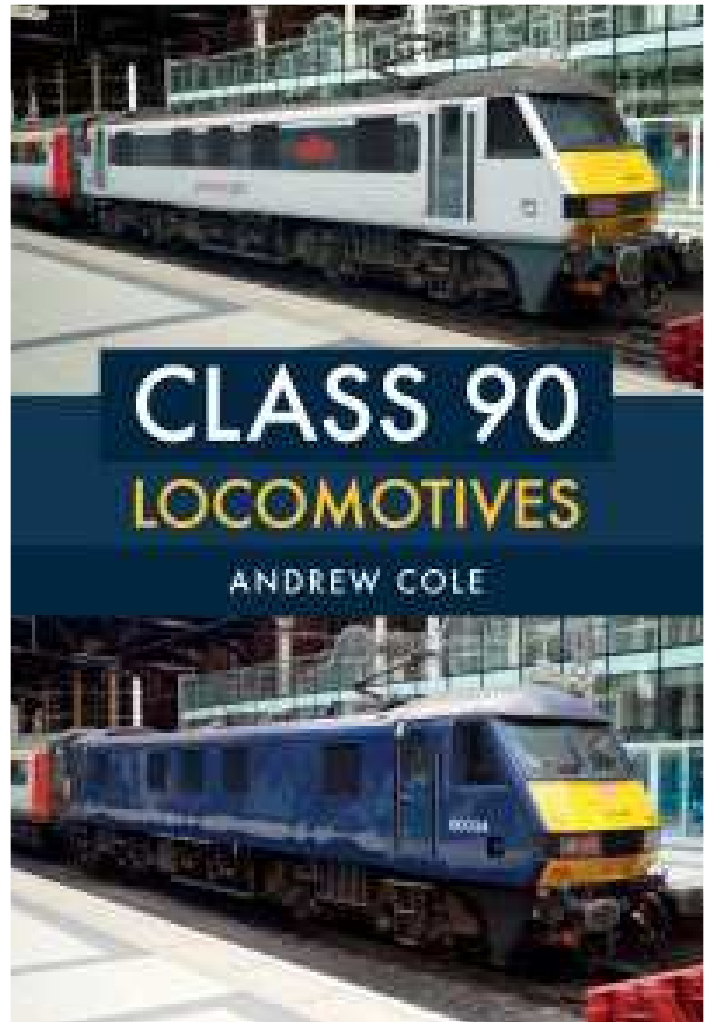
Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm

This is a class of locomotive I have very little personal experience with, but I love the power of electric locomotives and the promising future they represent. They may have been designed as British Rail was beginning to path towards privatisation, but they are a lasting triumph of British locomotive design, up there with the HST and only matched in the final years of BR by the sister classes 91 & 92.



This book is very well laid out with a brief introduction to the class at the start of the book followed by a well ordered assortment of photos with descriptions beginning with 90001 and featuring each locomotive in order. The class is still in use today but fewer and fewer examples can be seen on the electrified mainlines, there is a great sadness that this class never quite realised it's potential as Britain is still moving slowly towards an electric future in the post privatisation world.

I would recommend this book to modellers looking for prototype images to weather, detail and re-spray their models. The layout of the pictures make this book a real winner for easy referencing and research, perfect for the modern image modeller and enthusiast.

Quoting from the Amberley Publishing website:

In 1987 British Rail decided it needed a new class of AC electric locomotive for use on the West Coast Main Line. The idea was that this class would help eliminate the Class 85 locomotives and would be used on both freight and passenger workings.

Fifty members of the class were built at Crewe Works, alongside the Class 91 locomotives that were built for the East Coast Main Line. The Class 90s were designed to be able to work with a Mk 3 DVT, which also eliminated the need to run round at terminal stations. The first twenty-five members were delivered in InterCity Swallow livery, the following eleven in InterCity Mainline livery, allowing them to be used on passenger and freight workings, with the final fourteen members delivered in Railfreight Speedlink livery being predominantly freight locomotives. Most of the class are still in use today, with fifteen still used on passenger workings out of Norwich and the remainder in use with DB Cargo or Freightliner.

This book tells the story of the Class 90s.

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The Call of the Great Eastern Railway

My railway modelling started in the usual way; my Dad decided that it was time for my brother and me to have a layout. Perhaps we were a little further down the road than some, insofar as Dad built us a “model railway” rather than giving us a train set. He was a railway enthusiast, I suspect partly because he could not drive at that time - 1954 to be exact! Our holidays always started with a train trip, be it to New Romney and a taxi to a bungalow in Lydd, very close to the Romney Hythe and Dymchurch Railway, or Eastern Region to Felixstowe, or the Western Region to Aberdovey. Nostalgia isn't what it was, so back to the model railway.



Before Christmas 1954, many long nights were spent by Dad after we had gone to bed, building a traditional oval, plus station siding inside the oval on an 8 by 4 sheet of hardboard strengthened by 1 by 1 prepared. One end sported a superb papier-mâché tunnel. The engine was BR Standard Class 4 4-6-2T number 80054 with two suburban coaches and a couple of trucks and a guards van. The 3-rail track and controller were standard Hornby Dublo. 80054 is still running as well as ever. She was converted to 2-rail many years ago. Heaven knows how many miles she has travelled.

Needless to say, as true railway modellers, the simple oval was soon extended and a new board added. Basildon being near to home, Wrenn track was used, it was only later that we discovered Peco track although Wonderful Wagons joined the fleet sooner rather than later. As we grew up, we replaced Dad as the principal modellers. Several house moves gave us large railway rooms which encouraged ambitious projects. The loco fleet expanded as did the rolling stock. An H & M controller joined the Hornby stalwart and the wiring mileage increased. We tried Peco self-assembly track and even built our own with balsa sleepers.

As a previous contributor wrote recently, the skills learned have been extensive. We have proved better at some of them than others, but have stuck to it and enjoyed the journey. Basic woodwork and metalwork lessons at school guided our efforts. Even art classes (I shall never be a competent artist) have helped us make basic layouts into model scenes.

The electrics are an area which has given the greatest challenges and probably the most valuable knowledge. At a fairly early age, I understood the basics of domestic wiring and appreciated the need for great care in handling mains voltage. I have graduated to understand simple electronics and can apply some of that knowledge to more sophisticated control systems on my more recent layouts. Much of this knowledge has passed on to my three sons, all of whom were subjected to model railway brainwashing.

So, following marriage and the start of a family, it was obvious that my children would need a model railway too. My eldest son was at least 4 years old before the first baseboards were put up, after a house extension provided a spare room. A subsequent move to a larger house then gave us a much larger railway room.

Now the layout was a large double track circuit with a branch line flying over, a large terminus and a bigger fiddle yard. 80054 continued to rack up the miles, but it had now been joined by an A4, A3, King, B12, B17, lots of diesels, an APT and lots of coaches and freight vehicles. Then the window cleaner sold us his collection!

So time went on and the three sons grew up and the railway room (18ft by 12ft) became a bedroom and the railway was taken apart and stored away. Then I retired. We have all met people who say “how will I fill my time” as they face the rest of their lives. Not a problem with railway modellers, the trouble is finding time for the hobby!

Three weeks after I retired, my first grandchild was born and my thoughts turned to what layout he would want, so I re-acquired the railway room and started planning. It was to be a portable layout that could be played with at his home and then stored away when not in use. It could also be brought to Grandad's so that we could develop it together. So we began with an 8x4 format on three boards. It was a double track oval with two sidings/stations leading off with a tunnel at one end. Can't think where I got that plan from!

Track was Peco code 100 with Peco points and point motors and two controllers, both old H & M boxes. It was wired for cab control and points were activated by push-to-make switches. Again, there were several miles of wire involved. By now I had a granddaughter as well. With two circuits and two controllers, both grandchildren became model railway enthusiasts. We had races and crashes and perfectionists would be horrified. 80054 continued to perform brilliantly. But the plan had snags. The boards were too big and too heavy to transport so it had to stay at home. Now plans were laid to extend.

Since I was a lad, I have read Railway Modeller, Model Railway News, Model Railway Constructor, Trains Illustrated, Modern Railways and now Model Railway Express. I have read about perfectionists who only model real locations, I have read about enthusiasts who build “what if” layouts, I have read about devotees to the GWR, the Southern, Scottish railways and many other aspects of the railway scene. Until now, I have been totally freelance with a leaning towards my own area, the Eastern Region of British Railways in East Anglia. My train spotting days were spent at Gidea Park, Billericay and several London termini.

My favourites were the Cross and Liverpool Street. (My brother suffered from a love of the Great Western.) I lean towards the steam era, but have a good collection of diesels too. A couple of years ago, I joined the Great Eastern Railway Society, which publishes a brilliant journal and has a huge collection of historical information about this area and its railways. With a B12, a B17, a Class 31 and a Brit, I was beginning to show my colours. A J39 came via ebay, then Hornby produced the L1 and finally the J15. I had been lusting over a J15 kit from Alan Gibson for several years, but had not had the courage to buy one! Oh, and a Waggon und Maschinenbau Railbus.

So my GER stable was taking shape. I tried to buy a quad-art set, but the producer seems to have had a derailment. Several Gresley coaches, a couple of teak clerestories and a couple of suburban coaches have crept into the rolling stock drawer. The dye has been cast, I am a modeller in Great Eastern territory. The trouble is that I cannot part with any of my collection. So finally I have received the call of the Great Eastern Railway.



The 8x4 has become something like 12x8 with a 5ft fiddle yard added on. The double track oval has been extended around the whole circuit and has acquired numerous branches and stations and spurs. It has grown like Topsy, with logic guiding me at the time, but evading me now. Hillsides have been added and there is a considerable run through tunnels. I just read in MRE that you should never have bends or points in tunnels - we have both, including a Peco triple point and a crossover as well. They are a nightmare. The LI hates the set of points just after a fairly sharp curve.

There are presently three stations and two freight sidings. So what we now have is a fantasy railway with Great Eastern leanings. I am not inclined to study maps and contours and come up with a “what if” based on an untamed valley in deepest Essex. I have a mixture of town and country and some strange story has developed of the main line running through Seven Kings where a terminus exists for a line out to Dunmow and High Easter. I have played havoc with the geography of my native county, but none of the passengers waiting on my platforms seem to mind. The attached diagram on the next two pages may give a better idea of the plan.

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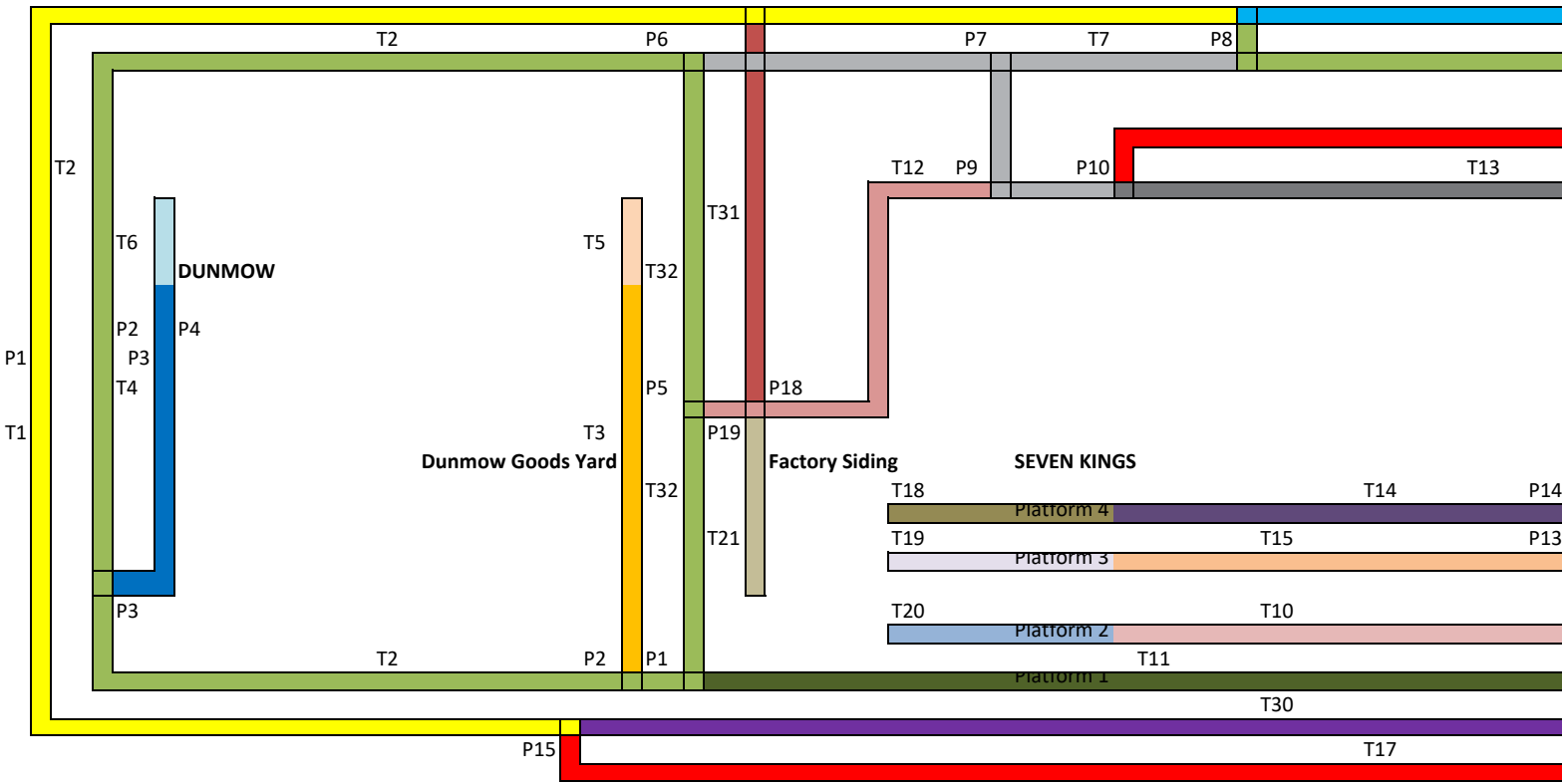
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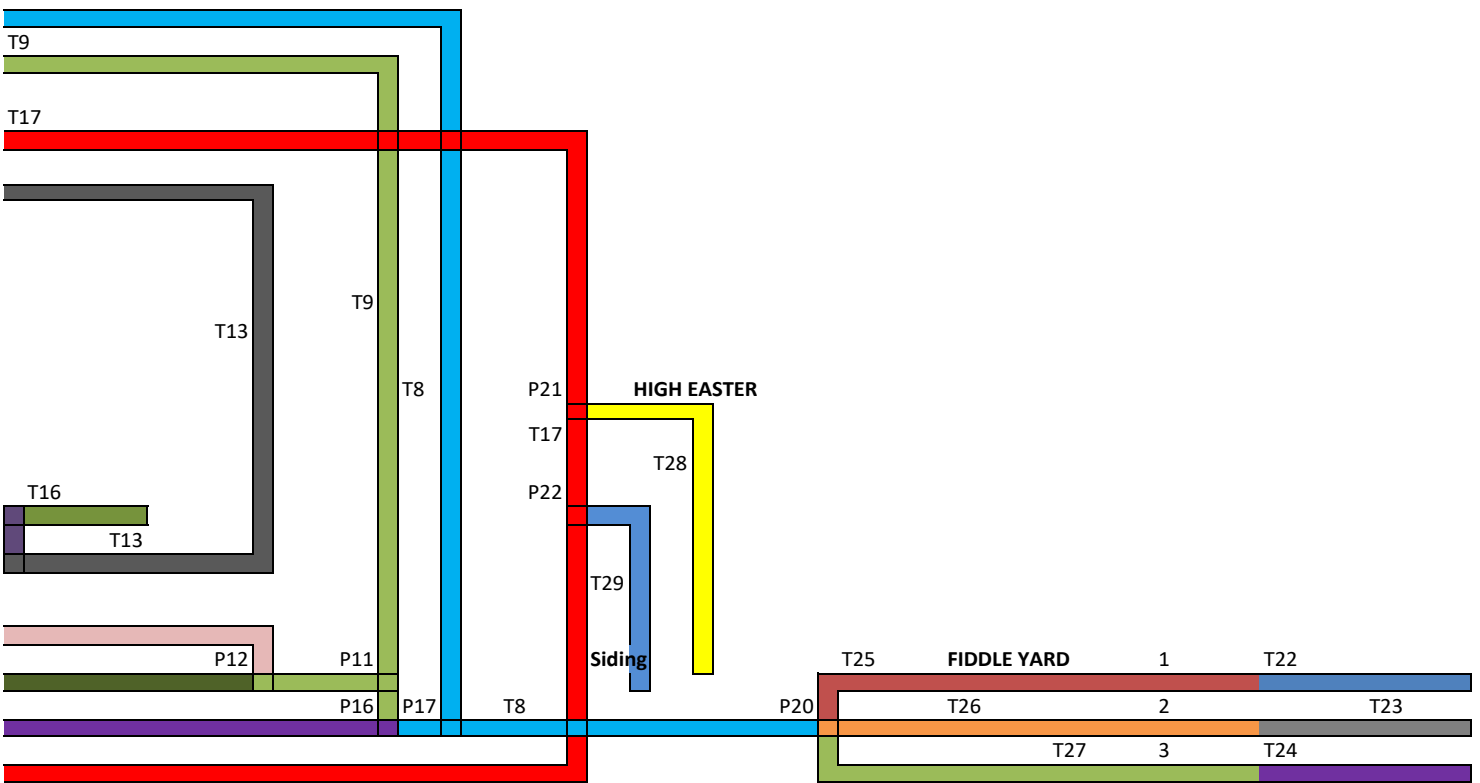



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Future plans include a large extension to a new terminus with through platforms and a goods yard, which may be Witham or could be Maldon or even Southend Victoria. Or it could be a branch line from St Margarets to Buntingford, but missing out a few stations on the way. The research is beginning to be as much fun as the execution.

Let me now focus on how our current layout has been built and developed and what skills, or otherwise, have been learned and enjoyed. I started with some planning. This venture and many articles I have read in the modelling press, have taught me that good, detailed planning is a major part of any model railway project. The first exercise was to make a draft plan of the intended layout and to specify what our aims for the layout were.



- 1 Did we want continuous running – yes.
- 2 Did we want a variety of locations, including at least three stations catering for passenger and freight working – yes.
- 3 Did we want DCC – probably not because our older locos were not capable of operating under DCC.
- 4 So, did we want cab control – yes.
- 5 Were we focussed on one region or company – at this stage no.
- 6 Were we focussed on one particular period – no.

There were obviously several other decisions to be made, which now escape my memory. The next phase was baseboard construction.

The boards are ½ inch MDF on 2x1 timber. (I still think in Imperial.) The control panel was built in to the first oval section and is now within the main circuit oval. If we started again, knowing how the layout would end up, we would have done a neater, simpler job. It's back to proper planning!

In our more adventurous layouts, I like a branch line which climbs up a hillside to cross over the main tracks and returns to the base level further round the circuit. The slopes are built with MDF or ply strips on softwood supports. I always have trouble with the transition from flat base to the beginning of the slope. This time it seems to have worked, but I managed to put a series of points in to the track just before it starts to rise. That has taken some fiddling, but after considerable test running, the locos which are cleared to run on the branch seem to get through. Flying Scotsman does not, but she isn't cleared to run on the little branch lines of East Anglia either!



Next came track laying. The decision was simple. All of the track for the first phase was salvaged from previous layouts and that meant Peco code 100. We have a variety of rolling stock, some of which is over 60 years old, although all of that has been re-wheeled over the years, so code 100 was the obvious choice. I pin the track on 1/8th cork, I do not ballast the track until most of the rest of the scenery has been built and indeed, not much has yet been done.

I prefer N gauge chippings applied in the popular manner. Points are all fitted with Peco motors apart from 1 Tortoise motor on an old Hornby point and a couple of Hornby motors on Hornby points. I think I got those from the window cleaner.

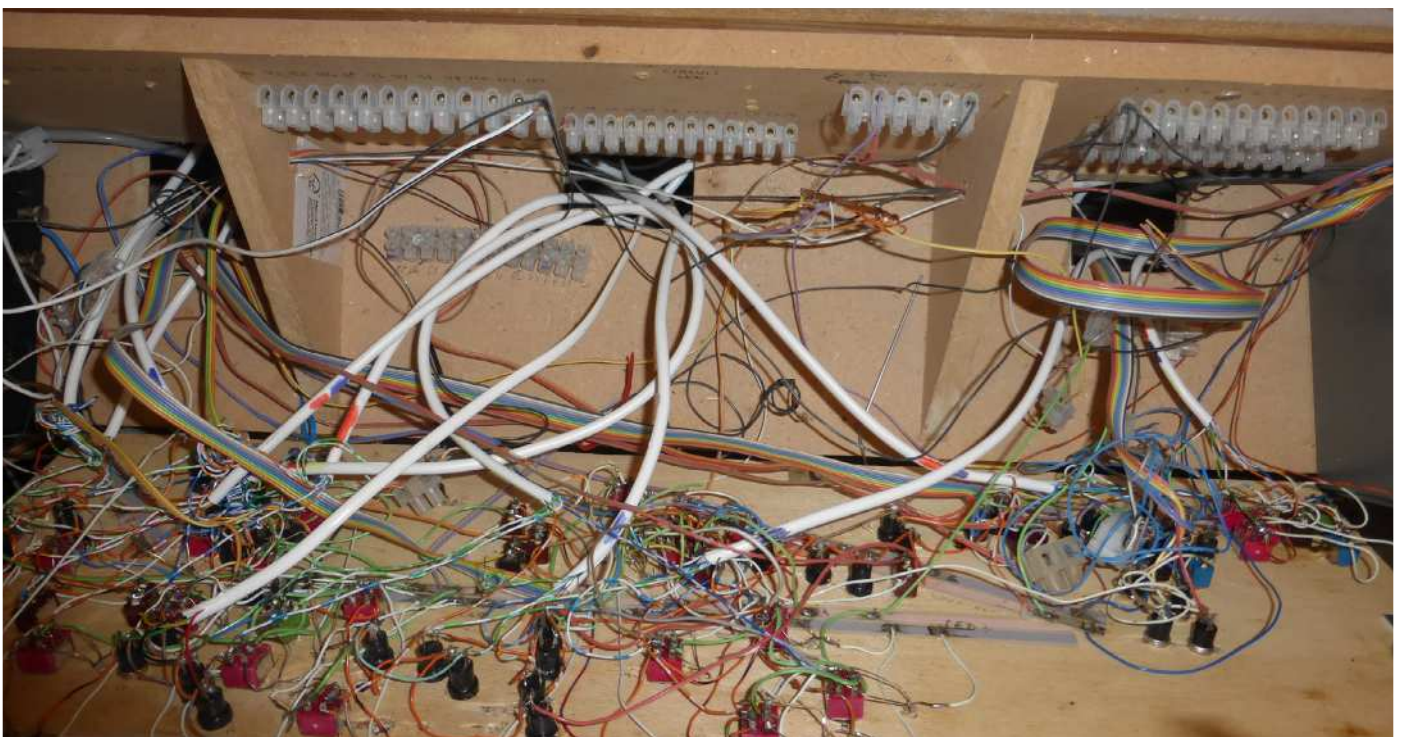
I have learned from many years of running, that a layout that gives excellent running for a good period of time, will suddenly develop a snag which derails the most easy-running of locos. Ready access to the track is essential, but when you build a long tunnel over double track and several points, you are asking for trouble.

Another aspect of railway modelling which excites me (ok, I am easily excited) is the electrics. Provided you ensure that 240v AC is properly separated from 12v DC or 15v AC, you cannot come to any harm.

Some years ago, I bought Practical Electronics written by Roger Amos, which gave me an insight into electronics and enticed me to try more complex systems. I cannot say I have got very far, but have enjoyed many hours planning circuits with small components followed by several hours over a hot soldering iron. A number of projects were tried, but by the time I got to execute them for real, somebody had brought out a commercial version which did the job for me. Probably a merciful release! As I mentioned above, the present layout is operated by two controllers using cab control. I have Double pole, double throw switches for each section, which have red/green LEDs wired in to give me a route plan on my mimic diagram.



Points are operated through press to make switches, but I have not yet wired in an indicator system to show me their route settings, or succeeded in designing a route setting system, although I had a splendid few days with relays, transistors, diodes, LEDs and I know not what. A recent article in *Railway Modeller* has steered me towards MERG, which seems to offer a very straightforward kit to give me what I want. We shall see. Having used two ageing H & M controllers for many years, last Christmas, Santa brought me a Gaugemaster handheld controller for which I have installed 4 sockets around the boards. I can now have a tailchaser running from the remaining static controller, while I wander round the layout, shunting or whatever, with my handheld. I couldn't justify a cordless version to our financial manager. The picture shows the mass of knitting which I have generated so far.



So, the track was laid and everything appeared to be running well and development turned to scenery. Our older layouts used chicken wire and papier mache, covered with lint, which was then painted with powder paint. The result was adequate for our imaginations at that time. There are now more modern methods, which are constantly changing. We have adopted the use of polystyrene carton packaging, glued on the layout and shaped by means of saws and serrated knives, then modified by use of interwoven card strip and expanded



foam, then finally covered with plaster bandage. I originally used Modroc, but a search of the internet found school supply companies who sell something similar for a fraction of the price! The result is good and after various refinements using fillers and suchlike, it is painted an earth brown generally using DIY tester pot colours. At present I then cover this with scatter materials.

I have not yet ventured in to the world of static grass, mainly because I am too mean to buy an applicator. I may give in soon and try what appears to be a very realistic modelling medium. Tunnel mouths are a mixture of Metcalfe card kits and scratch built efforts. One track emerges under a Peco girder bridge. So far, one farm has been built using Superquick kits. Farm animals were acquired many years ago, but a constant watch on ebay is providing new additions at reasonable prices. Hedges and bushes are lichen. It has taken some time to work out how to use lichen to produce a realistic result, but I hope I have finally got there. Trees are sedum blossoms dried, sprayed with hair lacquer, covered in scatter, sprayed again and covered again until I get a good result. I have a lot of ground to cover yet and the supply of sedum blossom has dried up. Fences are Peco. It is amazing how much fencing you need to comply with legislation, when building a railway!



Most of the buildings on the layout are Superquick, Metcalfe, Scalescene, Scenerybuilder, Smart Models and Wordsworth. But I do enjoy scratchbuilding because of the challenge. My terminus, which also has through roads, but is restricted for space, has the main station building above the tracks and thus Seven Kings fitted the bill exactly. Google Earth coupled with Google search gave me a lot of pictures to work on and with some poetic licence, I soon had a scaled drawing to work on.



The small town, nominally Dunmow, grew as buildings were added and placed and finally came together. I doubt whether I would do it differently next time. I could be challenged to model a true location, but I do like the free spirit of a freelance layout with a local influence, if that makes sense. I am certainly not a “purist”.

Now let's look at stock. My vehicle fleet has expanded dramatically over the years. New wagons and coaches have so much more detail and are obviously more accurate, but I love my old coaches and wagons and I love looking for bargains on the internet. I also like cheap kits. With a huge range of coaches from old Gresleys to BR Mark 3 intercity stock, 1950 Hornby Dublo wagons, through Airfix to Parkside Dundas and Dapol, I should rationalise. But my grandchildren like Type 3s, Type 4s and Deltics pulling Intercity expresses, so why not run them?

I like early BR Eastern Region steam with suitable coaches for mainline, suburban and branchline traffic. I could sell off the totally inappropriate and buy dedicated GER/LNER, but I like what I have got and, to use a well worn saying, it's my railway!

Finally, I come to motive power. I am now seriously leaning towards early BR Eastern Region. Perhaps it's reading the GER Society Journal that has brainwashed me. 80054 has a link through the London Tilbury and Southend Railway, I think. Our second loco as kids was a Hornby Dublo N2. I have just bought an old 3-rail N2 and am in the process of converting it to 2-rail. An interesting exercise. OK, you didn't see many N2s at Liverpool Street, but perhaps this one was on a special excursion?

As I mentioned above, I bought an excellent J39 on the internet. It has needed a little servicing and a couple of repairs, but has been a good buy. The Railbus had a brief life on the Witham to Maldon line and is very Eastern in the sixties before that line closed. Hope I have got my dates right. Hornby's J15 is a brilliant loco and a pleasure to run and very, very Great Eastern/Eastern Region. Then I saw the L1, which served well on the Southend line. Another bargain on Ebay. I have an old Hornby B12 which runs very noisily, but fits in well and a B17 (Manchester United) reminds me of my early days in Billericay, just before electrification. A Britannia and a Brush Type 2 take me back to the platform ends at Liverpool Street.

So that has brought me back to Alan Gibson kits. Last Christmas, my wife bought me the F6 kit. I have read the two brilliant books “Scratch-Building Model Railway Locomotives” and “Scratch-Building Model Railway Tank Locomotives” by Simon Bolton, which have been a great motivation and a huge source of knowledge. Also, Tony Wright’s excellent YouTube videos are a great introduction to scratch building. You can pop in and out of them as the project progresses and gain important guidance and encouragement. Starting on the kit was a great landmark and a source of considerable pleasure. Care and patience have to be the watch words and with them, the model is coming together. To get the chassis running and the body ready to fit are massive milestones and hugely satisfying. I still have a long way to go, but am enjoying every moment. I have also “tooled up” to start the next project, which will be a scratchbuilt E4!



So, that is it so far. I am an enthusiast, not a craftsman. I know that I can produce a model railway which I can enjoy. What more can I want?



Post script

However, since I first started writing this, all has changed. The hills and tunnels have gone, the high level terminus has gone and a new station is planned where part of the tunnel used to be. The track has been altered and laid and the electrics and revised control panel have been done.

Things should run more smoothly in future, but even after straightening the curves and easing the approaches to my double slip, the LI hates it. Could be the gauge of the pony truck or the bogie or it could be the clearance on the check rail. It could be that the LI will be restricted on its access over the double slip.

The F6 is not yet complete, but the E4 is also taking shape. To build a loco from scratch is a very satisfying, if occasionally frustrating, pastime. It also takes considerable time and patience. My skills are improving. I have learnt to use the bending bars, to drill and file with care.

As always, there are not enough hours in the day, or the week or the month. Testing of the revised layout continues, checking that as many of my locos as possible will be able to access as much of the track as possible. So, I have many happy hours of modelling ahead of me. And now I have joined the MERG!

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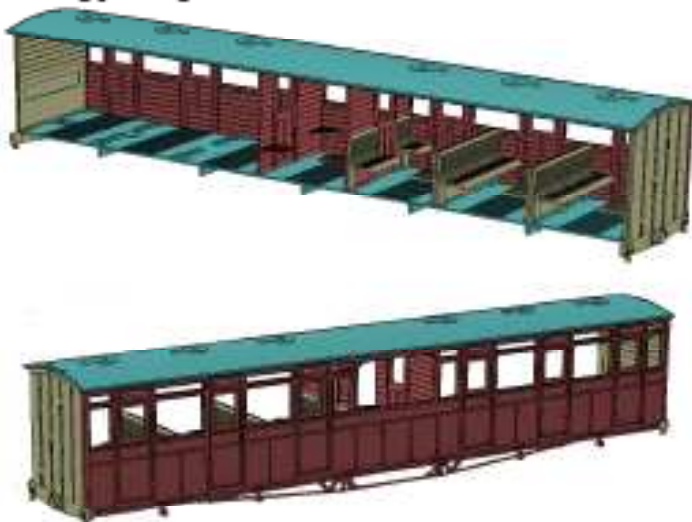
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Review: the Fifties

Railway

Author: Greg Morse

Review By:

Alexander Croft

ISBN: 9781445679198

Type: Paperback

Pages: 64

Images: 80

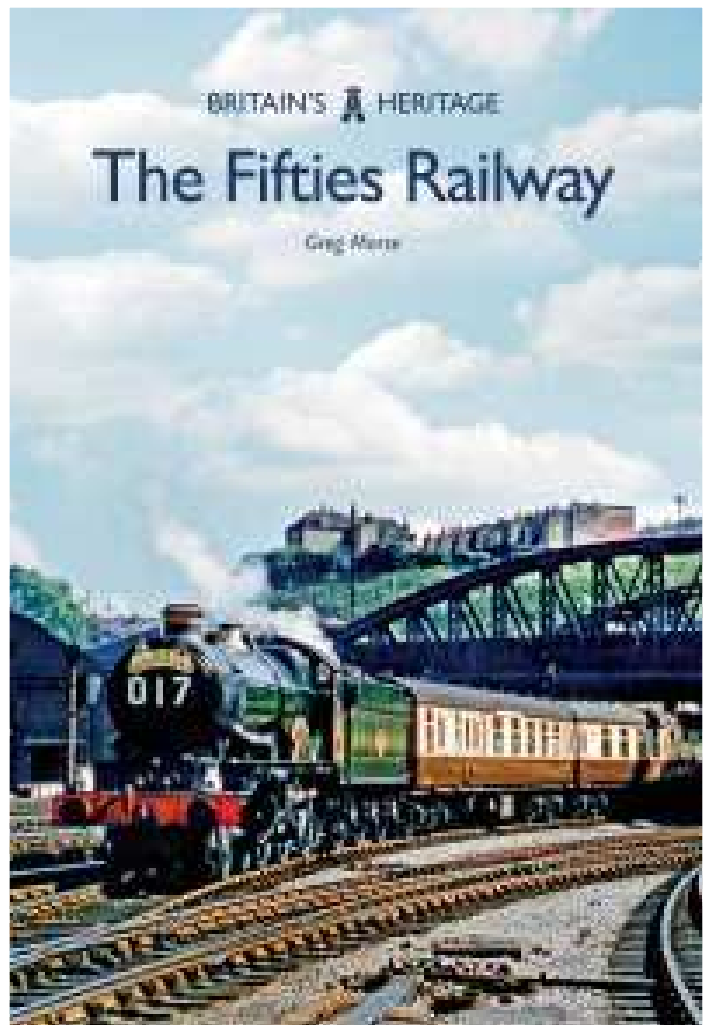
Publisher:

Amberley Publishing

RRP: £8.99

Dimensions:

234 X 165 mm



When this book first landed on my desk my first thought was 'what a short book' and my second thought was 'it's got a good title though' so, armed with these first impressions you might be expecting a poor review, A 'must try harder' teacher report. Not from me and not this book.

This book covers exactly what it says on the cover, the Fifties railway was a railway in flux with the new British Railways building a national network out of the 'Big Four' (LMS, GWR, LNER and Southern Railway). The modernisation plan promised by the New British Railways created the new standard steam locomotive classes with a promise of new Diesel and Electric locomotives to bring Britain's railways into a new age.

This book is a prese of information about:

- The Time period
- The modernisation plan
- Locomotive design
- Regional bias etc...

A good feature of this book as a very detailed reference guide. I studied at university and for anyone studying railway history and the specifics of the 1950's this will be an essential guide to a more detailed essay. But don't worry, the book is well written and will be a great guide to anyone interested in the 1950's British Railways.

Quoting from the Amberley Publishing website:

Under-maintained and over-worked during the Second World War, Britain's railways emerged from the conflict carrying a 'poor bag of physical assets'. Yet the new government of 1945 saw a need to bring the nation's great industries into public ownership – a move that saw the creation of a single railway network three years later. At first, it seemed like 'business as usual', but as the 1950s dawned and BR's deficit grew deeper, it was clear that costs needed to be cut wherever possible. And that meant modernisation. Published at the very end of 1954, the so-called Modernisation Plan would see the ordering of over 170 diesel locomotives and the launch of a bold plan to electrify much of the West Coast Main Line. The downside for enthusiasts and traditionalists was the beginning of the end for steam, though the path to modernisation would not run smooth; neither would it come cheap. The decade would end much as it had begun – with a new government seeking ways to save money. Doctor Beeching was on his way.

This book is part of the Britain's Heritage series, which provides definitive introductions to the riches of Britain's past, and is the perfect way to get acquainted with the Fifties Railway in all its variety.

T 00-00



T 00-01



T 00-02



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By: Paul Davis

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First you need to make your scenery or mountains from a light strong substance I use foam rubber -usually from old chair seats -cut into strips or lumps and glued with something like "no Nails" build up to the height you want once the glue is dry with an old bread knife you can sculpt to the shape needed or cut the foam into lumps then glue them into the required shape. If Foam rubber is not to hand polystyrene packaging is just as good and as light its just a lot messier!!

Now for the Monkey Dung!

All that is needed is fine sawdust, PVA glue (I believe in America PVA is white glue, or wood working glue) and Emulsion paint (USA emulsion paint = latex paint).



Put a quantity of sawdust onto a bowl (say about 3-4 hands full) add PVA (4-5 serving spoons) and then add the paint and keep adding the paint until all the sawdust is absorbed and you have a nice even paste with the consistency of double/clotted cream.

With a palette knife and an old brush start to cover the foam with the monkey dung making sure you get it into all the nooks and cranny's, take your time this is fun, and you can add as much as you like if you say want to build up a certain rock face or an out crop. Leave to dry, depending on weather this will take a couple of days to a week (English winter!!). If you do this in Summer and its hot when dry it might have cracks in it (see photo) no problem, spoon on some more then with the brush just go over the cracks, allow to dry again. Now paint with a base colour, I usually use a tester pot (Match pot) as this is a very cheap way of buying small quantities of Emulsion paint my base colour usually is a light to mid brown. Next, I airbrush all the cracks and shaded parts with Indian ink (sepia colour).





Again, allow to dry, then dry brush a lighter brown over the whole thing. Unlike dry brushing locos when you need just the lightest touch with this if you leave a bit too much paint on the brush it does not matter as ground cover has all sorts of shades. The final painting stage I dry brush some of the prominent bits with a little light grey.

I think the photos explain better than the written explanation (well I hope they do!!).



Once the dry brushing is dry we can start to add detail, first I add static grass to the flat top areas and also on any flattish bits that jut out. Being a quarry, I don't add to much greenery but again on any flattish areas a few leaves clinging on look good. For this I use ferns-yes garden/ hedge row ferns-dried and sometimes painted. Look at a garden or wild fern and you will see that the leaves are miniatures of the actual leaf, once you have dried them off cut each little bit of the leaf and stick in little clumps (again see photo).



Add trees -wire and either rubberised horse hair (used in upholstery) or fish tank filter material, painted with a rattle can, any other bushes as appropriate. Now for the detailing add your figures bits of broken pallet old tree stumps and anything that will add to the scene with out it looking crowded.





There it is I hope the photos explain it better than my writing.



Review: RAIL ROVER: WEST MIDLANDS RANGER

Author: Andrew Cole

Review by: Terry Rowe

ISBN: 9781445679471

Type: Paperback

Pages: 96

Images: 180

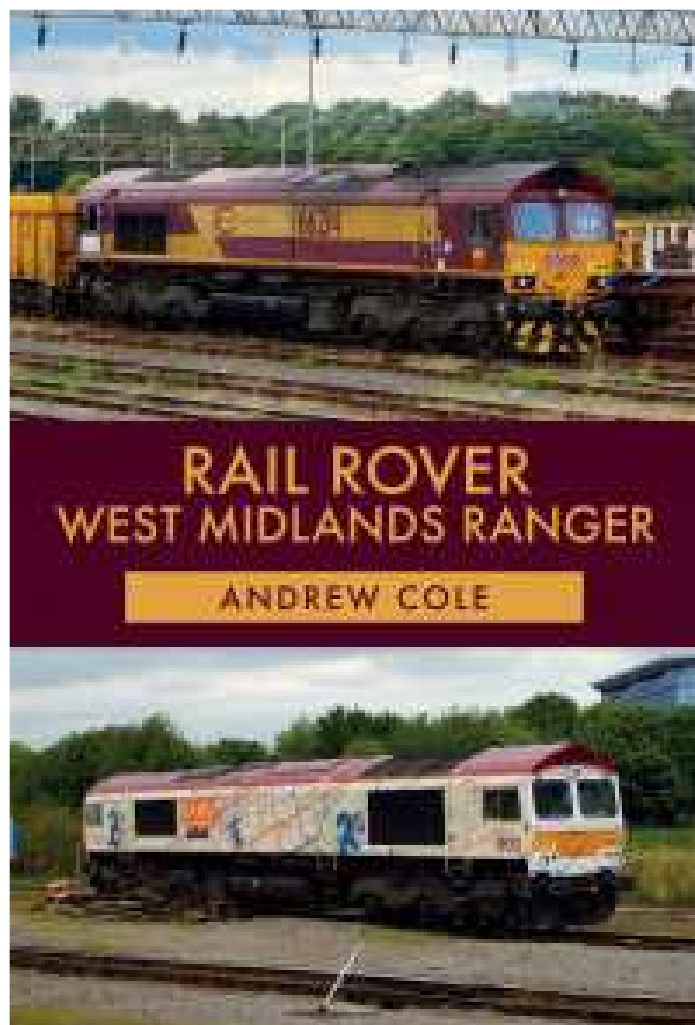
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



If you're interested in Modern Locomotive traction both Diesel and Electric, then this book with its 180 photographs and detail captions is a must.

Quoting from the Amberley Publishing website:

This is a photographic tribute to the West Midlands Day Ranger, aiming to show how times have changed over the years in the West Midlands and surrounding areas. The area covered in this volume stretches from Crewe in the north, down to Northampton in the south. Also covered are the lines across to Hereford in the west, and as far east as Nuneaton.

There is a fascinating variety of traction that is covered in this volume – both loco-hauled as well as the multiple unit variety. The scenes are dated from the mid-1980s through to present day. Although not an in-depth, technical account of the traction involved, it aims to show the array on offer, from then and now, and also just how much the traffic has changed.

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An Unusual Prototype **we can all model without realising**

By James Cullen

In my capacity as an HGV driver I visit many weird and wonderful places. One such place was an industrial park just outside Birmingham. I was delivering about 30 tons of wood so was rather surprised to discover the place I was delivering to was a fibreglass company with a rather unique speciality. Plastic (fibreglass) house parts, from window frames to roof panels (tiles and capping) and complete chimneys with chimney pots. It's all textured and painted to look and feel like the real thing but they're not, its model making in 1:1.



The yard was filled with pre-made and painted house parts, roof sections, frames and large moulds used to cast the individual bits. Each item is used on new build housing estates to speed up the build time on properties and reduce costs. For homes with heaters that require a flume the chimney pots can be lined with heat resistant material and made to work (rather than just being cosmetic).



So, there you go. The next time you're worried that your OO gauge chimney pots haven't got a hole down the middle of them or you don't know what to put in that spare corner of your layout. Raid the spares box for those unused bits of Wills craftsman kits and hey presto, you've got a fibreglass fabricators yard.



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**Review: Fifty Years
Since The End Of
Steam Britain's
Railways 1968 – 2018**

Author: Mark Lee Inman

Review By:
Alexander Croft

ISBN: 9781445676746

Type: Paperback

Pages: 96

Images: 180

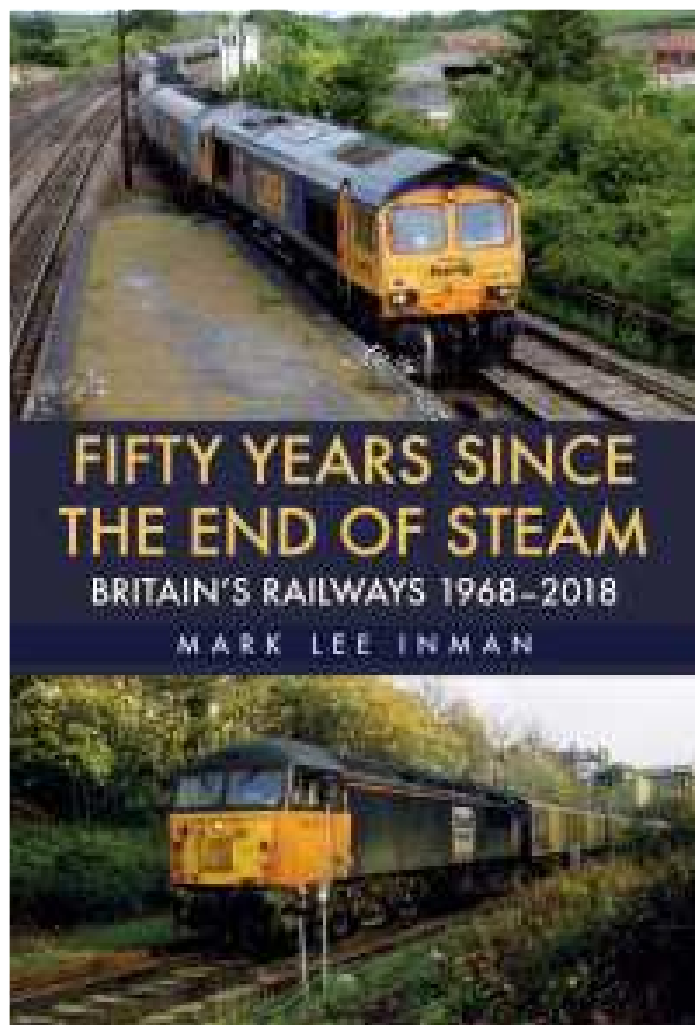
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm

This book caught my eye immediately, some prefer Diesels and others Steam, my personal interests cover both (although I'll admit to preferring the final days of steam with the 'modern' Diesels proving their worth, or not). The post steam era of British Rail saw Britain's Railways move forward and 'arguably' become one of the best railway networks in the world, sadly this great potential has slipped from sight again in recent years.



This book is well laid out, but I don't believe all the locomotive classes are represented. That's a small point though given the restrictive space available in any book. This book starts post-steam and then takes us to the Woodhead closure (arguably the most controversial decision at the time), the route would no doubt be highly useful in today's railway network.

This book is an excellent snap shot of when locomotive classes were introduced and how they were used, in some cases the new loco classes made serious economies removing the need for double heading. The book also covers locomotives like the Badger, arguably one of the most powerful electric locomotives to come out of British Rail and sadly one of a kind.

Quoting from the Amberley Publishing website:

Steam on Britain's railways ended in 1968 – and the fifty years since have been a period of controversy and debate; has it been a time of progress and development, or under-investment and political meddling? Some would say that Beeching's cuts led to an era of corporate monotony, whereas others would claim that the last half century has witnessed remarkable technological advancements, with innovations like the HST 125 and Crossrail.

Taking an often controversial viewpoint, and utilising a wealth of images, author Mark Lee Inman explores the rapid changes made on Britain's railways over the last half century, decade by decade, considering whether it really has been a period of progress, from the end of steam right up to Crossrail, Class 88s and beyond.



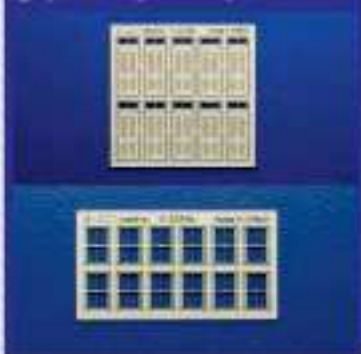
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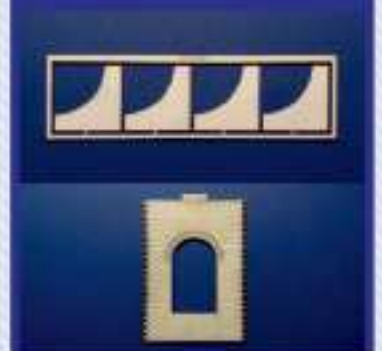
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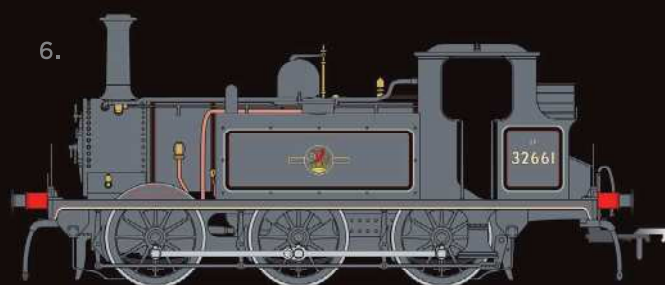
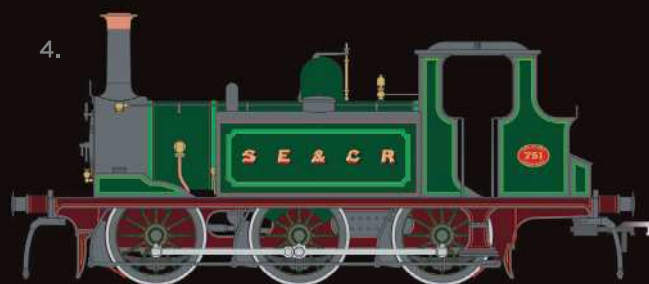
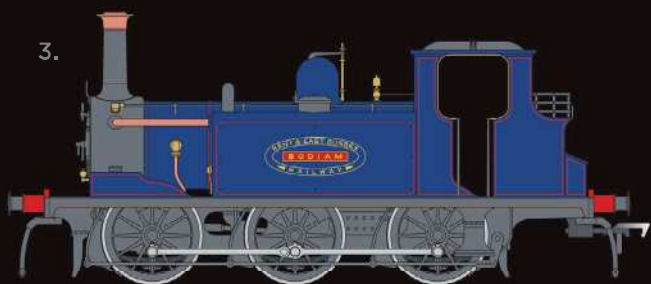
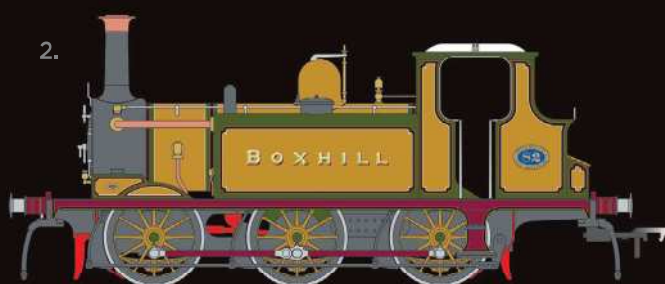
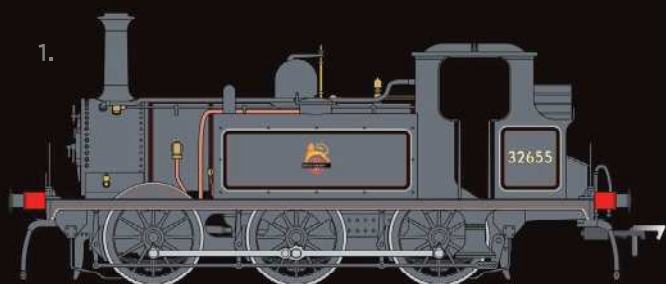
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PRODUCT

Blairgowrie Forrest Railway

By Andrew Johnson



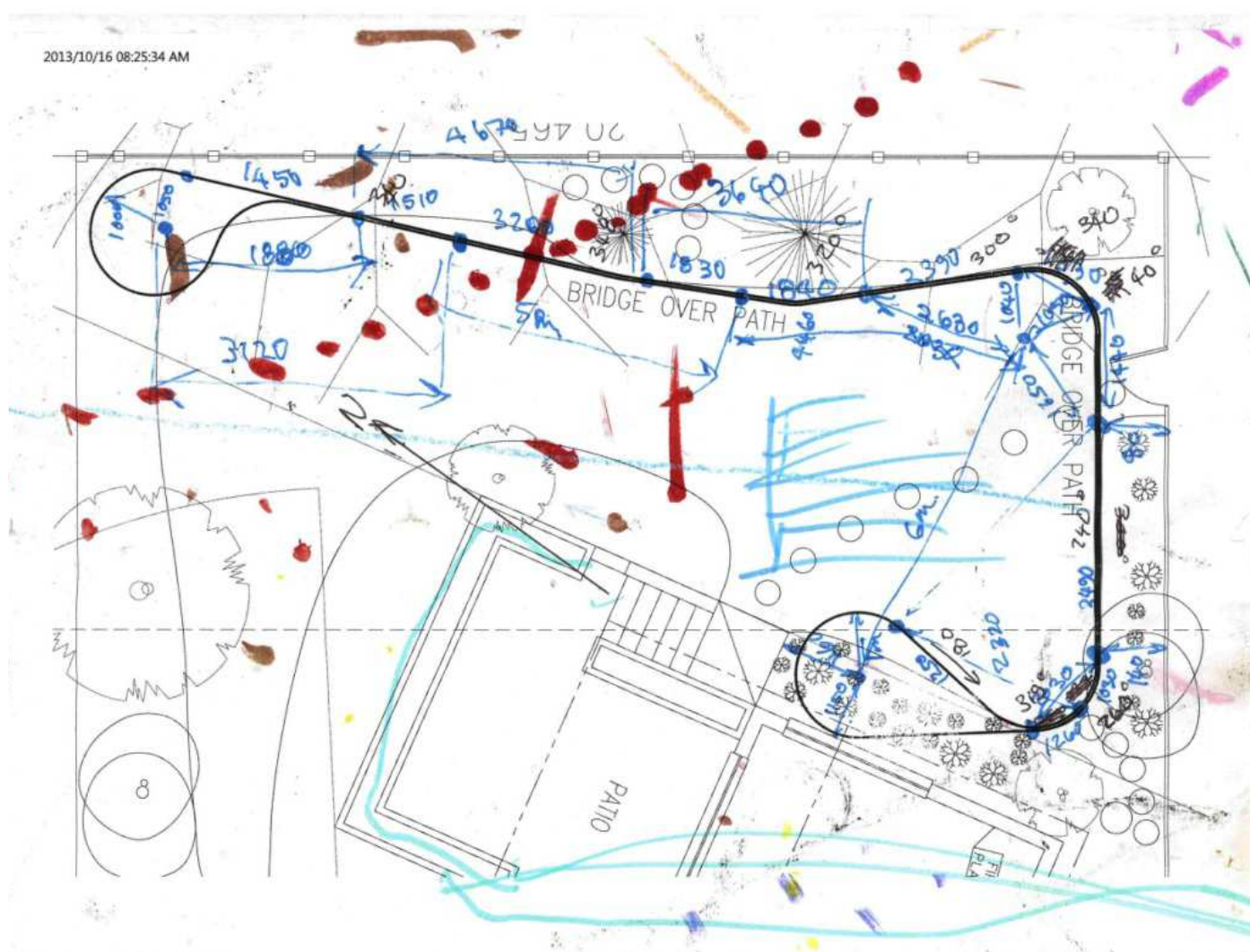
(Above) The only two rail Hornby double 0 model I have Cardiff Castle.

When asked about my garden railway I reply, “It’s a ten year project. And I’m 3 years into it!”

Possibly it started many years ago as a child I remember seeing the models at Santa Rama Wemmer pan or, Garden railway running down the side of his home built by a former work college of mine, or even seeing a wonderful series of 13 episodes “The Garden Railway” on you tube by Mark Found (https://youtu.be/BFIE8_uu8L0). When my Little Brother moved his office into my Train Room I sold my small Marklin railway and I decided to move into the garden there I could spend time enjoying the garden the glorious South African weather and my model trains. Hopefully I could have a decent railway and a beautiful garden in one.

I spent many a free moment designing railway layouts when finally settling on a “dog bone shape” which would be constructed as timber Modules which would stand about 300mm above nominal ground level.

I decided very early on to lay HO code 100 track for a number of good reasons firstly it is readily available in many shops and reasonably priced. Secondly I am able to run many models in my collection. Initially I decide to keep the plan quite simple with no points or cross-overs. Over time some of these ideas changed including the length of the railway. In time is also a possibility of adding a 3rd rail



(Previous Page) October 2013 & The original track plan I came up with. The dimensions were an aide in setting the out railway in the garden. The addition of red dots and light blue lines were Charlotte's ideas when she was three years old.

I drew up the modular plans and printed full size as templates as a guide to cut out the track base board modules which could be assembled in the comfort of the Garage. And assembled outside when the weather was pleasant. Much of the material for construction of the railway could be bought at the local timber merchant and building supplier, More than 500 wood screws, 6 liters of wood glue, 20 liters of varnish, a few feled trees.

In November 2013 I started gluing the printed paper template to some Plywood I already had (**Picture 3**) in retrospect I should have used Marine Ply!) with the luxury of a Jigsaw, orbital sander, electric screwdriver and a paint brush the parts were cut out and joined. (**Picture 4**) Many happy hours were spent in the garage cutting sanding and varnishing



Picture 3



Picture 4

By January 2014 as many people in Johannesburg go on pilgrimage to the coast, I on the other hand with the aid of my indebted gardener Sam, were able assemble the 1st phase of the railway timber modules (**Picture 5**) dig foundations and move the heavy and awkward structure into the holes prepared before mixing concrete to pour the first foundation (**Picture 6**).



(Picture 5 Above)

(picture 6 Left)



(Picture 7 Above)

(Picture 8 Below)



The whole system was to be elevated and supported about 400mm off the ground by 50mm PVC drain pipe hopping that the elevation would prevent small animals from destroying the track bed! Instead they now use it as a highway to get around the garden or somewhere high to perch themselves. **(Picture 7)**

Realising this I had to come up with an idea to cover and protect the track from some of the harsher elements of nature (**Picture 8**). The slight elevated track meant that small children also climbed over the structure to get to the other side this necessitated some of the weaker points to be strengthened.



(**Picture 9 Above**) I tried to include both my daughters Charlotte & Emily in the construction of the project; they would oblige for a few minutes then go off and do something else which was “more fun!” come on now what could be more fun than helping Daddy sand his Railway?

To facilitate access to my garden from the drive when the railway is not in use, I needed to add a removable bridge in the form of a Viaduct (**Pictures 10, 11, 12, & 13**). A lot of care and thought needed to be exercised at this point and even now I believe it isn't 100% right as certain locomotives don't negotiate the viaduct very well. As materials become available I shall still continue to complete the model.



(10 Above Left)
(12 Below Left)



(11 Above Right)
(13 Below Right)





(Picture 14 & 15 Above) As I was excavating the foundations for the final return loop, I dug through one of my buried pipe for the garden sprinkler system. (this is now a proper engineered railway) I needed to repair the pipe and move the sprinkler before I could continue with the construction of the railway.



(Picture 16 & 17 Above) April 2016 it was over this Easter long weekend that I realised while making an ambitious effort installing a point in the pleasant autumn warmth, “Why don’t more South African Railway Modellers go out into the garden?”

To ensure continuous smooth running of the models, dropper wires from the track was soldered to a continuous bus wire below the boards. This has proved to be unnecessary at the moment but it is done just in case.



(Picture 18 & 19 Above) 15 May 2016. The 1st trains to complete a full circuit of my garden railway (estimated length of track 44.9 meters). All though not Hornby double O this was my first locomotive to complete an entire circuit of my garden railway, it's a good model and gives few problems when running. I'm hoping that my garden will become a lovely back drop to my models never mind "out of scale background"

As I found out when running the trains around the layout that I had created an incline up the side of the driveway which is too steep for some of the locomotives I have to pull a train up the steep incline. I'm not sure whether I should remove the incline and at the moment it is under consideration.

I also found the temptation to add a point as I was constructing the railway was too great. So I installed a point which is working very well up till now. Due to the success of the point I am considering adding a few more points in good time.

If you haven't already seen it, here is a short film about the railway:

<https://youtu.be/gXPlpsm0uoo>

You will notice in the pictures that during the construction of the railway the grass and bushes suffered a bit it is now time to concentrate on trying to make the garden look more like a garden and to enjoy watching the trains run.

In conclusion, work still continues with the railway, I've still got a few glitches to sort out but sometime a thought goes through my head, "in the future when I no longer live at my current address, someone will want to do some gardening. And will find buried a foot or so deep a concrete block every 1.15 meters and they would wonder WTHF?" My answer would be. "It's part of a dream built by some Mad* person who is passionate about railways."

*(Please note, a quote from a former work college. "A person who is poor cannot be Eccentric, he can't afford it, he can only be described as Mad.")



Review: class 91

locomotives

Author: Andrew Cole

Review By:

Alexander Croft

ISBN: 9781445681375

Type: Paperback

Pages: 96

Images: 180

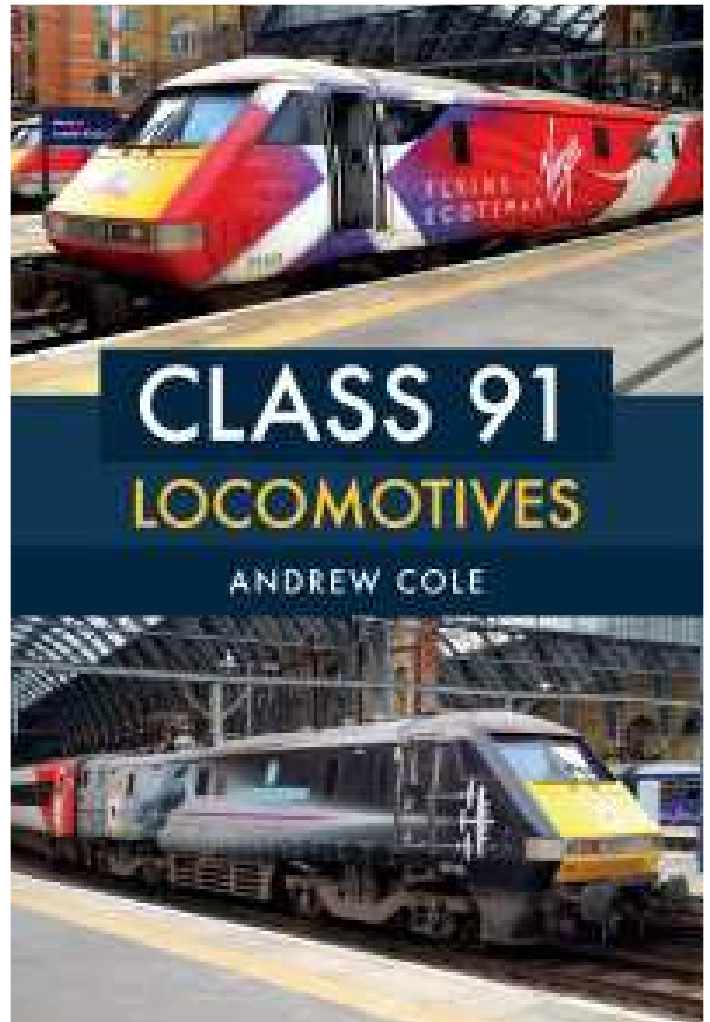
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



The class 91 locomotives have been incredible locomotives revolutionising services on the East Coast mainline, 31 locomotives were ordered, and all were delivered in the intercity livery. These locomotives have a special place in my heart, and watching as one races by on the mainline takes my breath away.

The class 91 is sadly due to be replaced by the new class 800 units starting this year, these locomotives are heavily used and have relatively little down time (helped by an upgrade program which gave the upgraded class members the 100 prefix).

For me the saddest thing is that track conditions have prevented these locomotives from running at their promised speeds, a promise the new 800 class is unlikely to meet in it's timeline.

This book is an excellent modelling reference with most of the liveries shown and details seen, the new LNER livery is noticeably missing (but I don't believe this detracts from the value of this pictorial record book given the new livery is still being finalised). The facts and information accompanying each photo are well worth a read, all things considered this is a very good and well laid out book.

Quoting from the Amberley Publishing website:

British Rail introduced thirty-one Class 91 locomotives from 1989 onwards. They were built at Crewe Works for use on passenger services on the East Coast Main Line out of London King's Cross. They were designed with a sleek cab at one end, while the other was fitted with a blunt cab, as it was envisaged that they would work parcels and freight traffic overnight, thus not requiring the high-speed running. With their maximum speed of 140 mph/225 km/h, they became known as the InterCity 225s and No. 91110 currently holds the speed record for a British locomotive.

The end is now in sight for this class of locomotive on the East Coast, with the introduction of the Virgin Trains Class 800 Azuma units, but hopefully a use can be found for these distinctive looking and sounding electric locomotives.

The Class 91s have served the East Coast for nearly thirty years, and this book looks at their careers from the start. There have been a couple of high-profile accidents and incidents involving the class, but all are still in use today. They have had many different operators, and this book sets out to chart the different liveries, and also one-off special liveries carried by the class.



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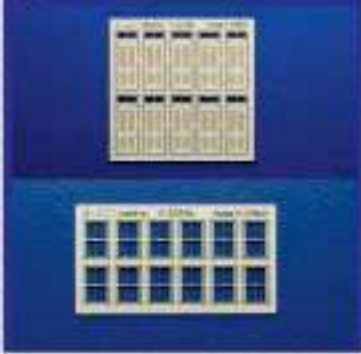
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Rising to the Challenge!

By Alexander Croft

This is only the first in a series of articles I will be writing about rising to the challenge of model railways today, During this summer I took part in the Great Model Railway Challenge for Channel 5 along with a team of friends. I won't say too much here as I don't want to spoil the show for you, but in the next issue we'll discuss the show in more detail. For now you'll have to make do with this cryptic photo, and the programme advert. Don't Forget to watch or record the show starting Friday 5th of October at 8PM on Channel 5 in the UK.

<https://youtu.be/N6w0vs6q0wA>



The challenge of model railways today is a question which is not new, when I first began in the hobby 10 – 15 years ago everywhere I heard the saying ‘we are the last generation’ & ‘the hobby won’t survive because of the computer games’. Today the same phrases are argued by a new generation of modellers, but now with the added statement about the cost of the hobby. As the manufacturer of the Eckon and Berko product ranges I have a rare view of both customer thoughts and manufacturer views.



The cost of any product is determined by a simple (if annoying) formula: $\text{price} = \text{cost} + \text{distribution} + \text{cost of sales (Tax etc...)} + \text{profit margin}$. In figures this looks like:

Manufacturing cost: £15,000 for Tooling + Injection Moulding run of 5,000 units @ £5,000 total + Shipping £3,000 = £23,000 total or £4.60 per unit

So now we need to add another process / set of costs: Packaging and delivery: so staff costs, investment in marketing / branding, alternate product development costs etc... this effectively doubles the cost per unit (with a small profit margin included) to £9.20 per unit.

Now you need to factor in the cost to sell to the trade, let's say the company gives a 33% discount to shops etc... that cost takes us to £12.24. and then you need to add VAT @ 20% so your product retails at around £15.



This is a simplified example, but lets just look at that another way:

1. Product RRP @ £15
2. Remove 20% VAT = £12
3. Remove Shop Discount (trade price 33%) = £8.04
4. Remove trade distributor cost (not always used 25%) = £6.03
5. Remove staff wages @ £0.50 per unit = £5.53
6. Remove marketing @ £0.25 per unit = £5.28
7. Remove packaging costs @ £0.25 per unit = £5.03
8. Remove original tooling / injection moulding and shipping @ £4.60 per unit = £0.43 remaining after costs as profit.

So that's 43 pence remaining as profit after all that work per unit, it doesn't sound like very much and that needs to be invested into the future products too.

This is one of the great challenges for the hobby, we want more models and choice than ever before but the cost of providing these products is becoming ever more expensive.

So let me give you a challenge today, when you next go to a model railway show or shop. Take a look at the cost of the items on display and think about the process I have just explained, are they really that expensive? How much profit is there really going to be in the end for the shop after paying all his costs?

The cost to us is nothing compared to the cost of producing the product in the first place, and most companies do not price for as much as they can get. Most companies are pricing as affordably as possible and in many cases trying to hold prices rather than increase the cost to consumers. I know that the Eckon and Berko product ranges have not seen a price increase in 3 years, just think about how much costs have risen in those 3 years.

I know the cost of the hobby seems high, and I feel that too. Truth is there are some genuine bargains to be found if you look for them, come back in issue 13 for more about the great model railway challenge and how for a reasonable budget you can still join the hobby.



Review: DB Cargo
Locomotives and
Stock in the UK

Author: John Jackson

Review By:

Alexander Croft

ISBN: 9781445682969

Type: Paperback

Pages: 96

Images: 180

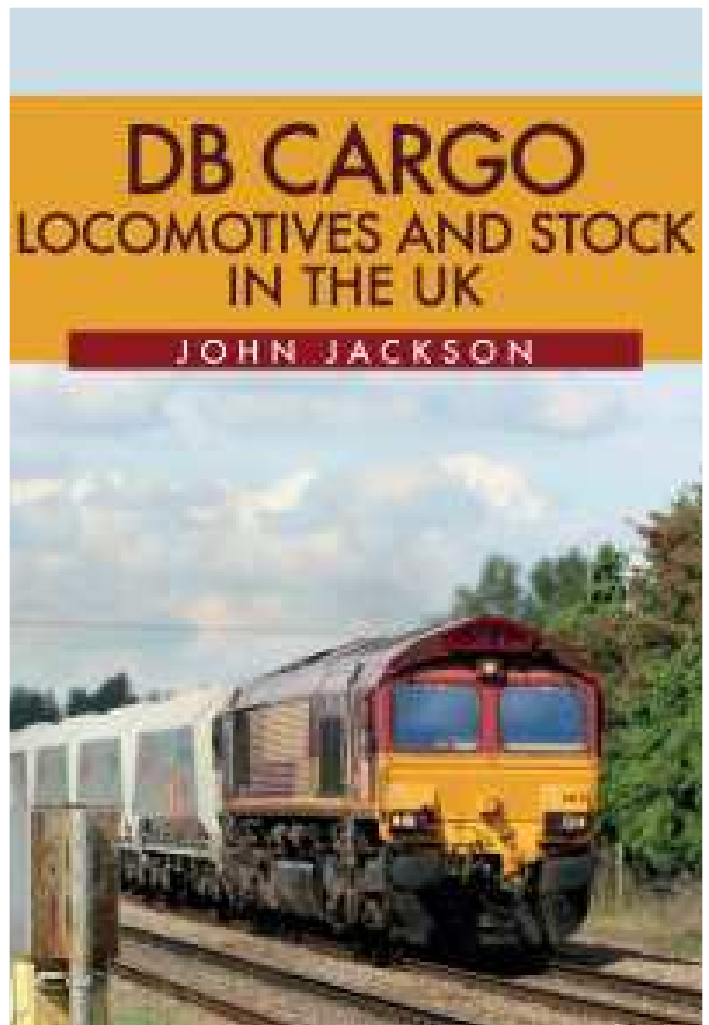
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



This book is an excellent photographic snap shot of the DB fleet around the last five years with a focus on the last two. The author has clearly gone to great lengths to acquire photos from across the UK rail network. The book features:



- The class 60 locomotives, both in service and withdrawn
- The class 66 locomotives (now so commonly seen across the UK)
- The class 67 locomotives, famously ordered for the mail trains and arriving just before the mail contract was pulled
- The class 90 and 92 electric locomotives in heavy use on the electrified mainlines in the UK and across Europe

The book does have its drawbacks, at times it seems the author is struggling to find the official name for a wagon and so a personal nickname is substituted. The book also quite rightly features many of the locations owned by DB as loco Depots and storage points, but again the lack of knowledge shows through as in the case of Toton. The Author points out its importance as a weekend engineering assembly point but fails to note the planned closure and demolition in preparation for HS2. All things considered a good picture reference for modellers, but I'd take the authors notes with a hint of caution.

Quoting from the Amberley Publishing website:

DB Cargo emerged from the government's sell-off of the rail freight sector in the mid-1990s. It has gone through many changes of name and branding since those early post-privatisation days. Like other companies, it has suffered from the dramatic downturn in coal movement by rail and there are undoubtedly uncertain times ahead. It still claims, however, to be the UK's largest provider of rail freight services despite increasing competition from both road and other rail freight operators. Diesel and electric locos of classes 60, 66, 67, 90 and, occasionally, 92 all see regular service today. Twenty years on, John Jackson looks at both the large loco fleet at DB Cargo's disposal today and the variety of traffic it continues to handle. As well as being a major player in the rail freight sector, DB Cargo also provide locos for passenger duties such as Scottish sleeper services, charters and as hauliers for the Royal Family. The full range of DB Cargo locos is covered in this book.



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125 The Enduring Icon

The long awaited first book written by 125 Group. '125 The Enduring Icon' is 100% HST and tells the story of the last forty-five years of the InterCity125 in a new and very factual way. Using a largely photographic format, plus detailed text sections and captions, the whole history is covered to ensure the fullest possible picture of the operational life of HSTs from inception up to the end of 2017.

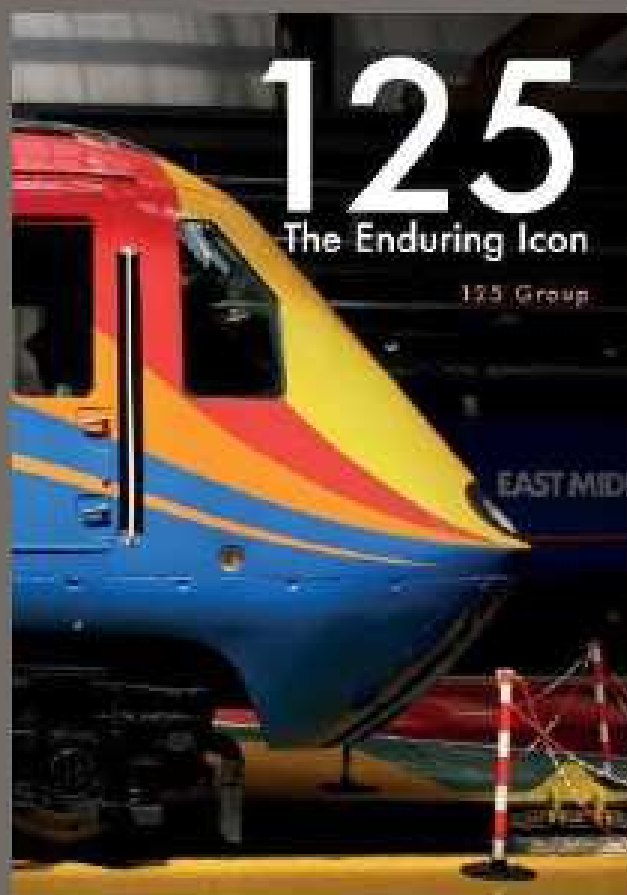
Chapters cover the early days, the business impact on InterCity, developments through privatisation, extremities of operation, engine developments and enhancements, and the preservation story of the prototype. Superb photographs illustrate, with significant detail of the evolving fleet.

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The prototype was scrapped in 1966; there are very few drawings available and no live example to use for developing a 00 gauge version, however we were able to acquire an example to scan. We are evaluating the possibility of undertaking this ambitious project.

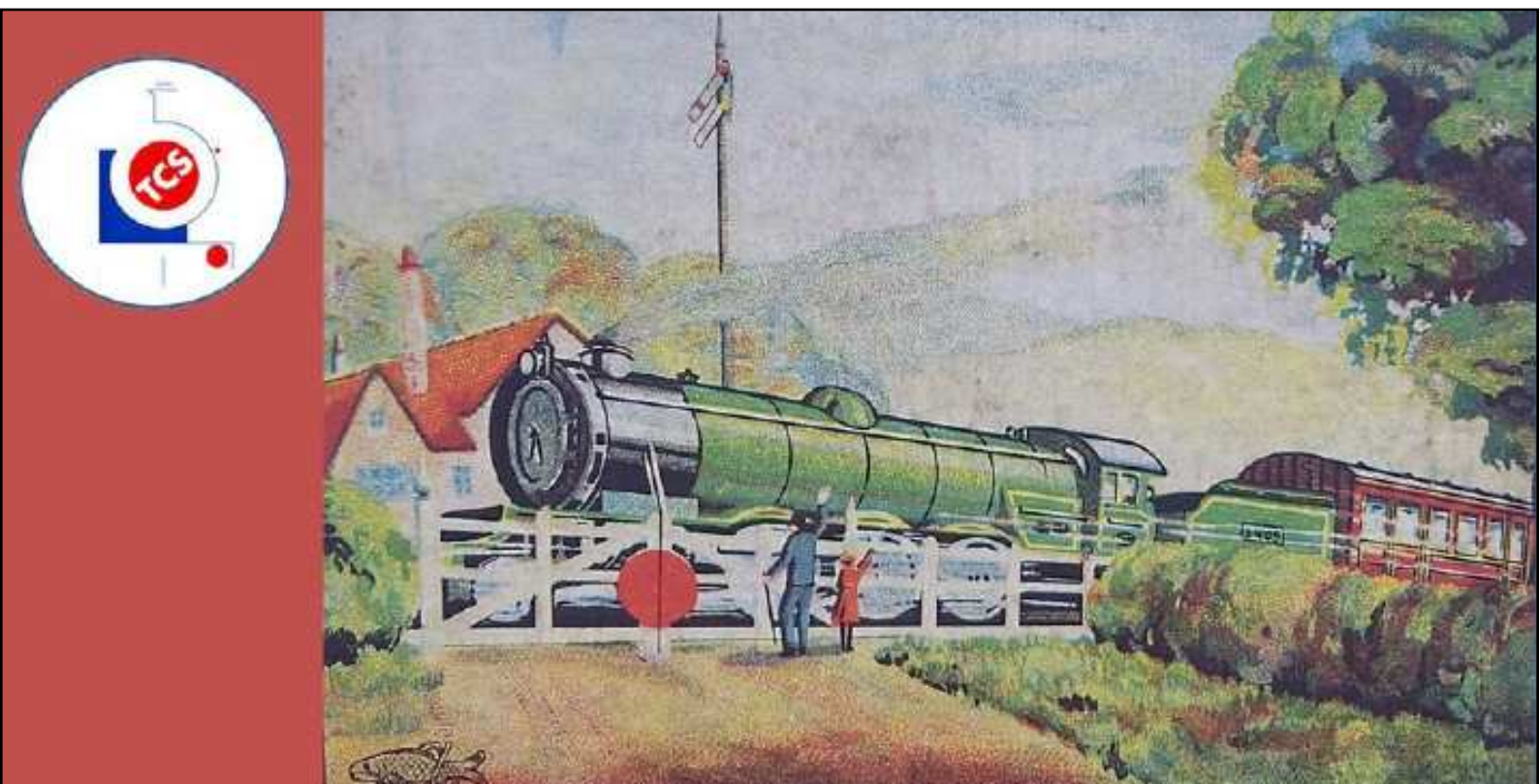
Once we have nailed down the costing and delivery schedule, we will be announcing the manufacturer who will be producing a limited supply of the GT3 Gas Turbine.

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No money is being taken yet, and we can't take any orders. However please use the vote link on the page to show your support for the project. Your support is vital in making this model happen.

Prices are expected to be £185 for the DCC ready version. Estimated delivery is around end of 2019.



**Review: electric
locomotives on
Scottish railways**

Author: Colin J. Howat

Review By:

Alexander Croft

ISBN: 9781445676340

Type: Paperback

Pages: 96

Images: 180

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm

**ELECTRIC LOCOMOTIVES
ON SCOTTISH
RAILWAYS**

COLIN J. HOWAT



This book is certainly a treasure trove of photos over many years. I myself, not having had the luxury of growing up near an electrified mainline, can hardly believe the variety. I knew of course of the now infamous APT, and I knew about the ever popular class's 90/91 and 92. But the range of electric traction Scotland's railways have seen is certainly surprising given how heavily reliant on Diesel locomotives these lines seem to be.

The electric locomotive for me is a symbol of a better future for rail travel, it's a shame that politics (on both sides) contrives to delay electrification of the majority of the network which British Railways invested serious planning into as far back as the 1960's. this book is excellent for modellers looking for how locos should be weathered, but I will say the quality of photo reproduction seems poor (although this could be a result of the original camera they were taken on).

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Quoting from the Amberley Publishing website:

Electric Locomotives on Scottish Railways covers virtually the whole of the electrified network across Scotland. The first electrification took place on the north side of Glasgow from 1960 when the Airdrie to Helensburgh line and branches in between were done. This was followed closely by the south side of Glasgow when electrification spread to the Cathcart Circle, Neilston and Newton areas. In 1967, the lines between Glasgow Central and Gourock along with the Wemyss Bay branch were added to the system. Progress throughout Central Scotland has been steady since, with approximately 40 per cent of the whole network now electrified. One of the most popular electric locos on the network was the Class 86. These locos could be found working anything from small shunt moves in yards to express services until the mid-2000s when Virgin introduced Class 390 EMUs. This book covers electric locos from humble Class 81s up to and including Class 92s, with images from 1974 until the present day.



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Movie Time

This section contains a video from either YouTube or Vimeo that will be longer than 30 minutes. MRE Mag takes no responsibility for this content, it has been uploaded for public viewing by a third party and can be withdrawn at any time by that party. We hope you enjoy the Film.

Today's Film is: *The General*. This Buster Keaton classic cost an alarming sum of money for the time (you could call it the original blockbuster disaster movie), typical of Keaton's movies it failed to find an audience at the time but is now regarded as a cult classic. The Railway connection runs throughout the film with some truly spectacular full scale stunts.

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

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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.

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And Finally...

Some inspiration of what can be achieved with a model, we promise these are photos of models. These photos curtesy of Robbie McGavin.



2308 LMS Fowler



4475 LNER AI Pacific Flying Fox

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Mk2F coaches + DBSO	hattons.co.uk/mk2f	from £42.46	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class J72 0-6-0T	hattons.co.uk/J72	£106.21	Mar 2015							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
LSWR Class B4 0-4-0T	hattons.co.uk/b4	from £93.50	Apr 2014							
N Gauge 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
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							
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							
Class 66	hattons.co.uk/66	from £150	May 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							
Class 25/3	hattons.co.uk/253	£129 (EST)	July 2018							
GWR AEC Railcar	hattons.co.uk/gwraec	£115 (EST)	Sep 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Hltachi 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
5 Plank Open Wagon	hattons.co.uk/ox5p	£10	Jan 2016							
GER/LNER Class N7 0-6-2T	hattons.co.uk/oxN7	from £87	Jan 2017							
BL 18" Howitzer Railgun	hattons.co.uk/railgun	from £42.50	Jan 2018							

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

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Information correct at the time of going to press on 17/09/18.