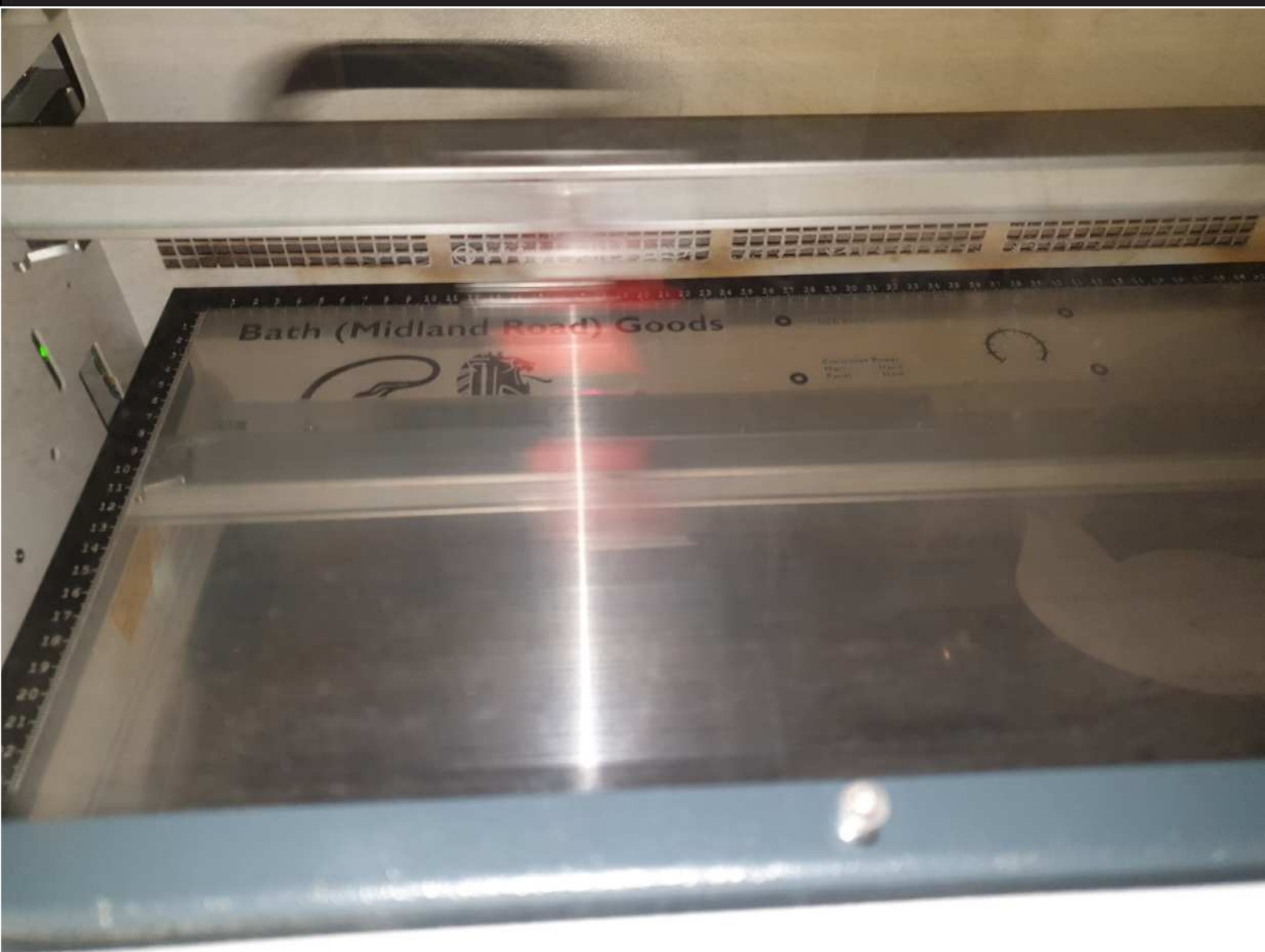


MODEL RAILWAY

EXPRESS

eMAGAZINE



**Issue Sixteen:
June / July 2019**

For the enthusiast by the enthusiast

Photo: Laser Cutting the new control pannel for Happsburgh Goods
(or Bath Midland Road Goods)
photo credit: Alexander Croft

Youtube / Vimeo Link:
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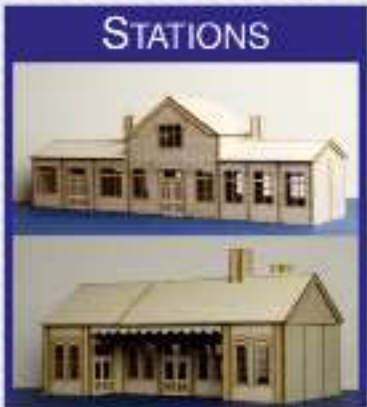
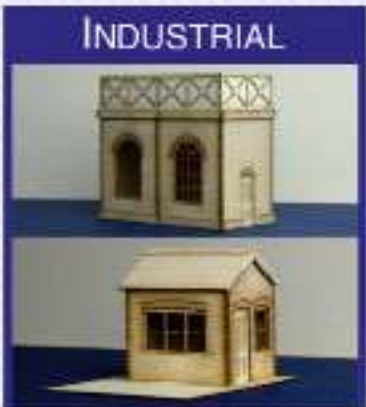
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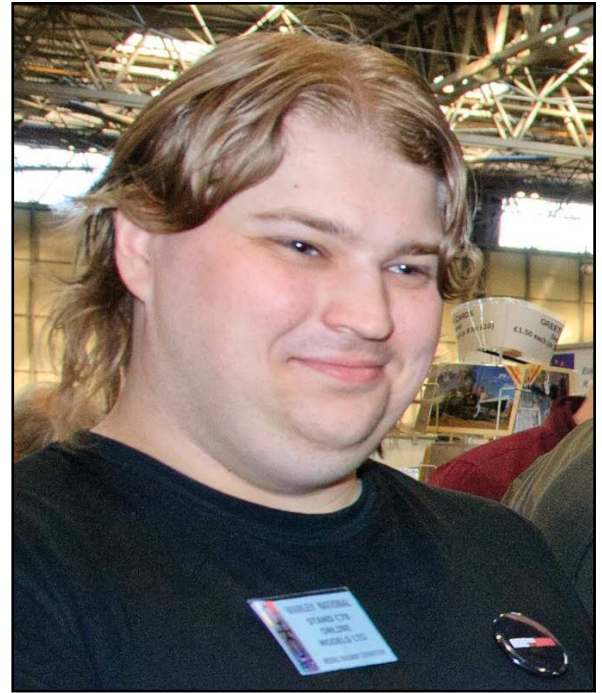
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Dear MRE Readers,

Welcome to this our sixteenth issue of MRE Mag. This issue has been another hard one for me to edit. However, our contributors have been fantastic as always and i hope you enjoy reading the content of this hard won issue.



As many of our regular readers will know, after the last couple of issues, my other Job as the Managing Director of Online Models Ltd has been more difficult recently with an unfortunate neurological condition affecting my business partner. I am happy to say he is recovering steadily, although the latest report will have him off work for another six months.

The Directors of DRM E-Publishing last issue moved ublication to the 15th of the month, this has helped (although unfortunately for me the GCR Model Even coincided with this issues prep making for an almost impossible split between businesses). I feel that i have personally failed every time an issue is late and I feel I must take personal responcebility for this issue being late and ask you, (our readers) to forgive me for this delay. I hope you will find the contents a good read.

MRE Mag is run by enthusiasts for enthusiasts and without your help and contributions we simply couldn't exist.

We want to keep MRE Mag free to read, but we must look at all the options to keep MRE Mag available and to cover publishing costs. Contrary to popular belief there are still costs associated with online publishing. I would like readers to email me with thoughts on introducing a £1 charge for each issue (becoming free after 1 year) or would you rather we create special editions with a £2 charge for each special issue while keeping regular issues free? please email: editor@mre-mag.com

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. I appeal to you our readers if you like an advert please click on it and support MRE. We also want to let you know when MRE Mag is released so keep an eye on our website for our mail chimp sign-up coming soon.

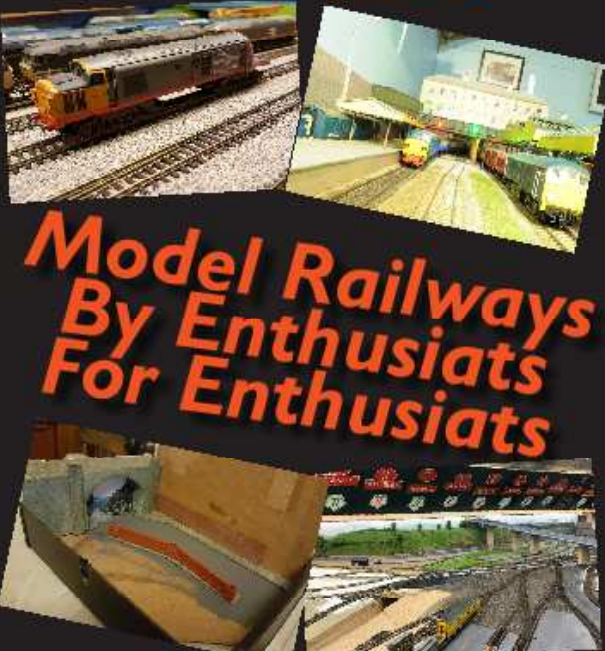
Enjoy your modelling.

Alexander Croft

Editor – MRE Mag

A handwritten signature in black ink, appearing to read 'Alexander Croft', written in a cursive style.

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TT3 For Ever
(Scale 3 mm to the foot, gauge 12 mms)
By Mervyn Turvey

I have chosen the title to complement past articles published many years ago and almost faded into the dust of time. It was in February 1968 (Model Railway News) that I first deliberated on the virtues of modelling in a scale that had already lost its commercial support.

At the time I had recognised it as the perfect scale for me and was describing an exhibition layout that would fit into the back of my mini-traveller. It was exhibited at local shows in and around Bedfordshire where I lived at the time.

Way back then it was not easy to see into the future and certainly I had no idea that the day would come when my model railway would feature in the production of a major television programme. Some six or seven "Alston"s later I had created what, to me, was the perfect exhibition model railway. It was a tail chaser providing almost continuous running of different trains through detailed scenery.

My claim is that most of those who attend model railway exhibitions on the whole enjoy watching trains operate and the latest “Alston” was designed to do just that. “Alston” is the name that has been carried by all of my model railways, each of which has been designed for exhibition exposure.

I think that my career in teaching made me someone who really enjoys exhibiting model railways. Not one of these layouts had any real link with the “Alston” in Cumbria, the name really came about as a word in my mind but influenced by the name “Bere Alston”, in Devon, on the branch line to Gunnislake, out of Plymouth. Again, it was the word only that was used and to me it became synonymous with my modelling and a sort of brand name.

So how did it become a TV celebrity ? It makes a good story:

It has taken a while to compose the story as the layout was in store and was resurrected and made operational again. Some of the pictures accompanying this article show it as it is was most recently but uses the stars of the show to illustrate the moments of fame.



The layout on the set

Readers need to know that I keep an eye on a group of modellers in the Solent area who are members of the 3mm Society. The national organisation was established to support those modellers who had committed themselves to TT3 modelling and who found it difficult to obtain materials for them to continue to work in the scale after Triang had removed it from the market. Some twenty or so years ago the group became associated with the Fareham and District Model Railway Club with which we shared facilities.

The day arrived when their Exhibition Manager received a telephone call from a representative of the TV company asking if it was possible to borrow a working model railway. No-one in the club was available during the dates requested so I received a call asking if my model railway would be able to fill the gap. It was as easy as that.

Being in full time retirement I had all the time in the world and more, who wouldn't be delighted to use their layout in a television programme ? It was just pure luck. Like anyone in my position I jumped at the opportunity.

A few days later Graham, representing the TV company, visited my home to have a look. The layout was designed to fit in a part of a spare room and was surrounded by other models and pictures and photographs. On the day of this visit nothing would work properly. I'm sure we have all experienced such an occasion. Nonetheless Graham reckoned it was exactly what he wanted and he was sure I could make it work. He would return a few days later with the set designer and proceed from there.

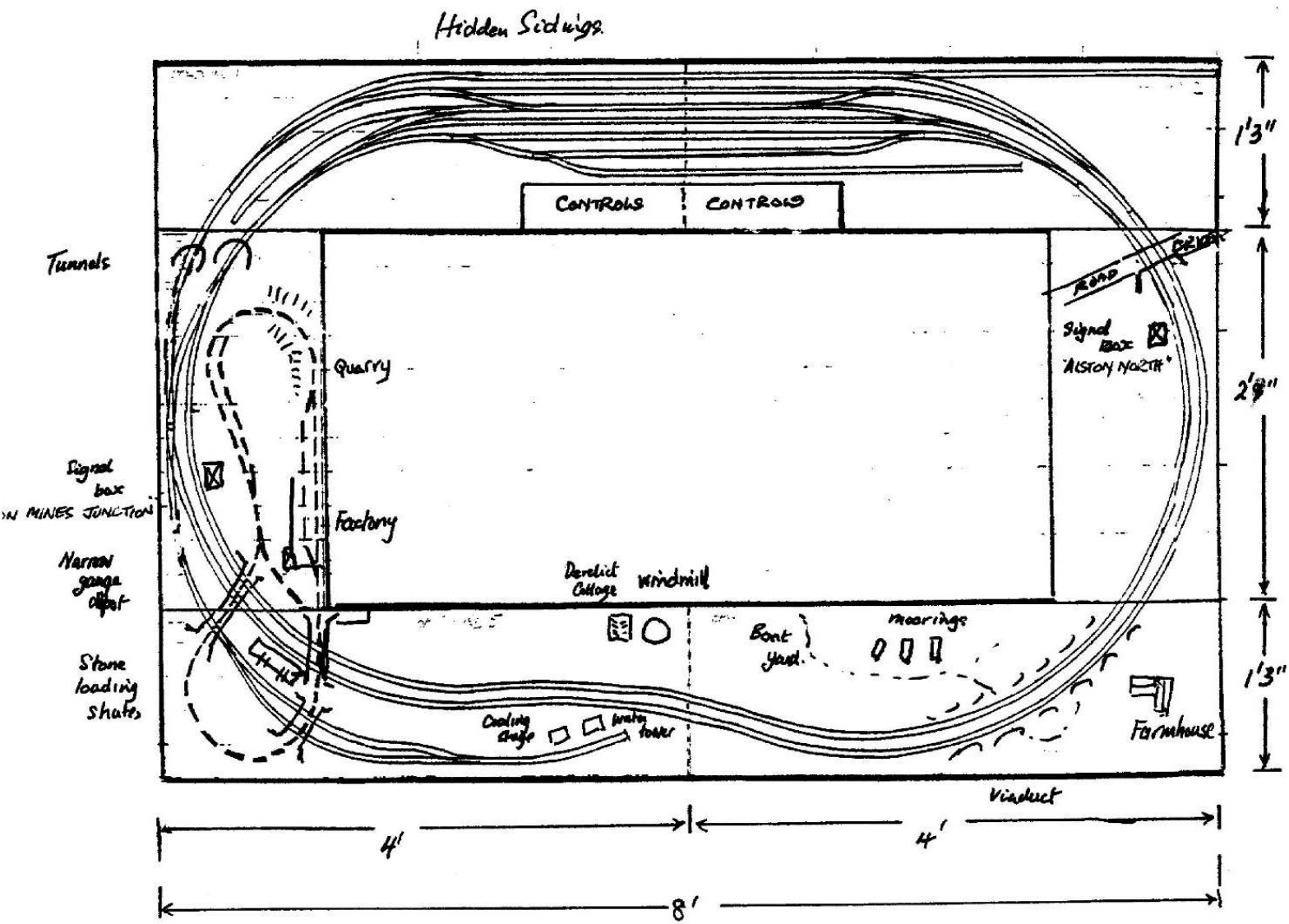
What I hadn't realised was that it seemed that neither had ever seen a model railway room before and it came as something of a surprise to me to find the final set contained distinct influences from the room where I spend much of my time.

As an example, the house is close to the end of the runway of what was a Royal Naval Air base and I have models of helicopters and aircraft that have whizzed past my window from time to time hanging from the ceiling. There are railway photographs and paintings on the wall. Similar objects were included on the set. The one major difference is that there was no double bed.

What was special about "Alston" that made it a good subject for this TV programme ? It took a long time to design. The intention was to fit a certain part of what was to become my model railway room. It fits between two door jambs. The dimensions are eight feet long and five feet three inches wide. It is constructed using six baseboards. They are made from 7mm ply wood. This material had been tried and tested on the "Alston Mines" layout described in the October 1997 edition of Railway Modeller magazine and the plans for the current layout are mentioned in that same article.

Having proved the construction on a five feet by twenty one inch baseboard it was much easier to construct at four feet long and fifteen inches wide. There is nothing special about it, just pieces of plywood cut to two inch strips used as sides and open plan plywood surfaces on the four scenic boards. They are pinned and glued together.

"ALSTON"



Four are supported on light folding legs and two, only thirty three inches long, bridge the gap, so to speak, to make up the rectangle. The legs are interestingly formed from X structures conceived as a friend watched his wife doing the ironing. The tops of these sit inside the baseboards and the whole lot is held together with “G” clamps although there are wooden pegs and holes assisting the support to the two end bridge sections.

“G” clamps are an easy way to hold baseboards together and can be used to adjust levels and in lining up the tracks. At one time I considered myself to be Mr. G Clamp in the model railway world.

There are four scenic baseboards. One carries a viaduct so the base is a sheet of three ply at the bottom of the structure and the scenery is built up to rail level. Water flows under the viaduct to a small beach and inside between the tracks and the back scene there is a small shipyard and marina.





The viaduct with fishermen in the foreground and marina behind

The scenery is more or less constructed as it has been told in articles about model railway construction over the past years.

Within this are several scenic elements or miniature scenes, the viaduct, the boat yard, a windmill and the quarry company works to mention a few.

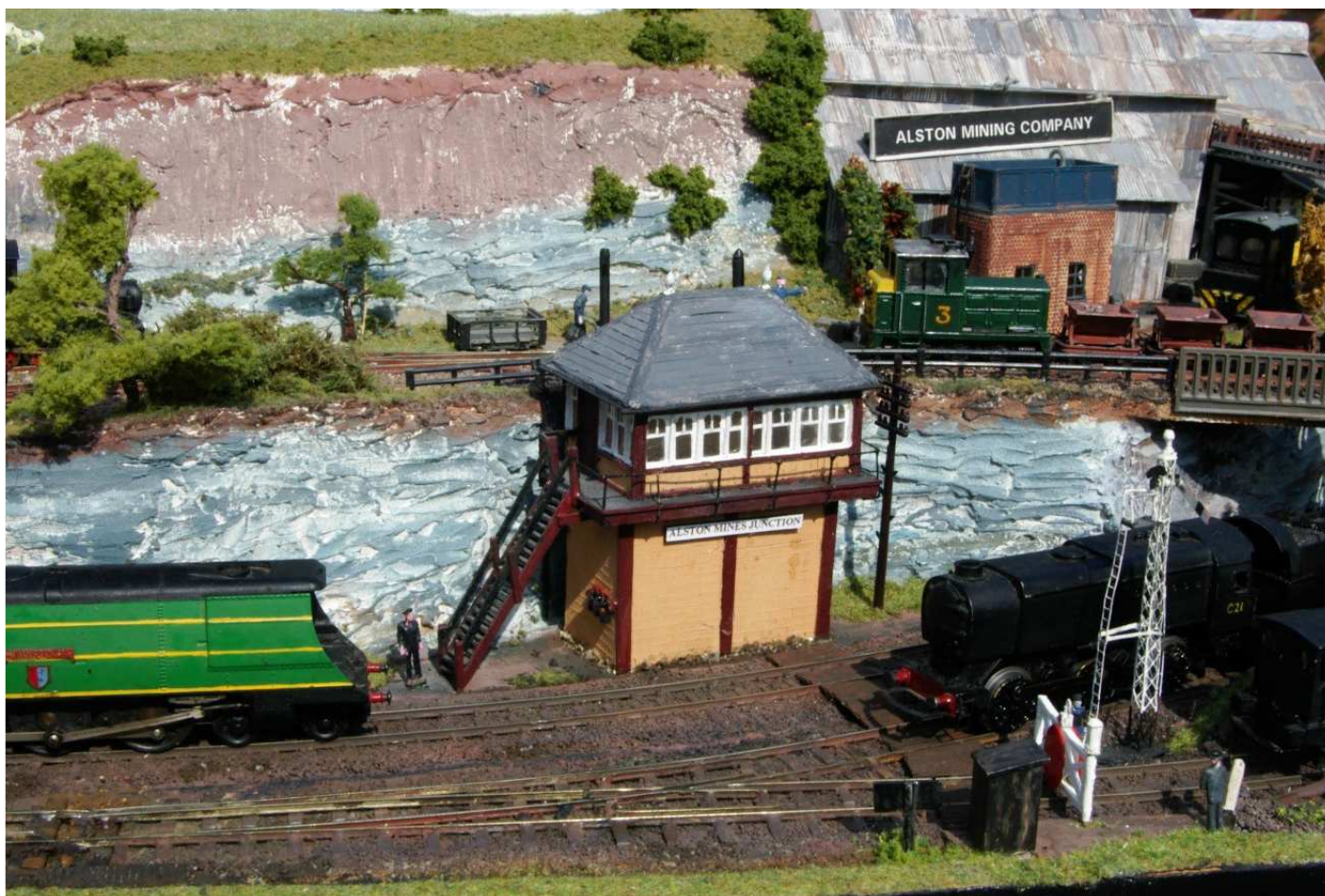
Two baseboards have solid tops and are used for the hidden sidings generally kept open for spectators to view as some like to watch trains passing through sidings full of rolling stock.

“Alston” therefore was nothing more than a two-track main line passing through six sidings. The track work was designed so that all curves are two-foot radius. Trains can chase their tails all day long and that is just what the television company representatives were looking for.

There is an added feature which came about because at some time in the past I had ventured into developing a narrow gauge railway as a scenic feature on a previous “Alston”.

Having established a small collection of what I call TTn3 trains the opportunity was found to add them to the new Alston, all designed as part of the project from the very beginning. It is fundamentally small quarry trains using 9mm gauge track. The baseboard diagram shows that it has been constructed above the main lines at one end of the layout. In effect it is a model railway in its own right having its own power supply.

There is no other connection to the main railway other than the pieces of wood that hold them together.



The mining company works can be seen above the main line. No.3 is hauling empty wagons to the quarry. In the foreground is the junction signal box

It would be possible to remove it completely and operate it as a railway on its own. Again it was established as an intricate piece of the scenery.

There is a siding, small depot and a circuit which appears to come out of a quarry and into a factory.

Inside the factory is a passing loop and for exhibition purposes identical trains can be seen carrying stone from the quarry or returning empty wagons from the factory to the quarry. There are two identical steam locomotives and also two diesels.

At exhibitions the tendency was to operate the stone trains using steam locomotives when diesels are on the main line and alternatively diesels when steam dominates the operations. This little railway also will more or less run all day without any attention. It was a very useful eye catcher when things go wrong on the main tracks.

When there was a crowd watching an operator concentrates on changing the trains, otherwise it just keeps running. That was another attraction for the television team. It was possible to provide a lot of activity in front of the cameras with three trains running continuously. The whole of this is controlled from the large green box that has provided a power supply for years. It has drawers to carry tools and stock. At the base there are two transformers and the necessary bits to provide two main line 12V DC supplies, one for each track and a 16V AC supply for point controls.

It is connected to the baseboards with the same old eight pin plugs from past layouts (Railway Modeller Plan of the month May 1974) and feeds into two surface control panels where DPDT switches control the points. These are operated with dear old H&M point motors although some of the points in the scenic area and the signals are controlled using more modern motor driven systems.

Being independent the narrow gauge railway has its own power supply and all trains were controlled by Gaugemaster hand held controllers. Power to the baseboards was connected using those super variable multi pin connectors once supplied by a shop in Kent but unfortunately no longer available on the market.

The links from the hidden sidings to the end baseboards require quite a few wires but that to the baseboard carrying the viaduct requires only five wires. They just clip together once the “G” clamps have hold.

When it was all taken to pieces it fitted very nicely into the back of a Ford Focus Estate car. It is held together using the same “G” clamps that keep the layout complete once it is erected.

During the second visit of the representatives (Graham was joined by Christine) from the television company I was informed that the programme was being filmed in a large country house to the east of Oxford. That is some ninety odd miles from home. Of course I was quite happy to take it that far. A date for delivery was given together with a further date for filming.

The railway was to be on the set for a week so it meant three separate journeys, a delivery, filming session and collection. Graham then mentioned funding. My mind was trying to work out mileage and things like that. He offered a sum, to be honest, more than I had earned in a week before. But my mind wasn't concentrating so another sum was added which I quickly agreed. Later my wife commented that had I kept quiet I would probably been offered even more.

The final question was about the trains. I wondered if they had any preference? In truth, "Alston" is really a test track. I enjoy building model railway rolling stock of all kinds. At first I was committed to the Somerset and Dorset railway and my layouts were orientated that way. Hence I had converted a Triang Merchant Navy into a Southern Railway "West Country".

There was an L.M.S 4F because someone produced a kit which when constructed fitted on a Triang “Jinty” chassis. It is interesting how geography can influence modelling.

I was brought up in Bedfordshire where everything was L.M.S. I had travelled on the S&DJ during National Service. Both had gripped my imagination. After constructing my second “Alston”, described in Railway Modeller in May 1974, I had moved to Plymouth. There all influences were Great Western. But also I was very interested in modern diesel locomotives.

As kits appeared I built them. I found the original Triang A1A diesel, known these days as a class 31, quite an attractive model. They could be obtained through the 3mm Society second hand shop for a tenner so I decided to create a collection displaying the liveries carried by these locomotives throughout their history.

<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, Chamwood Business Park North Road Loughborough Leicestershire LE11 1LE</p> <p>www.ogauge.co.uk www.skytrexmodelrailways.com</p> <p>Free subscription to newsletters! Details on websites</p>	<p>OO gauge resin and white metal kits</p>  <p>OO gauge modular building systems. Picture shows 4/041 north-light warehouse kit.</p>
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Converted Triang TT3 Class 31 Diesel locomotive in the colours of Regional Railways with a Kitmaster Mk1 coach in the same livery

I have green, blue, grey, grey and yellow, maroon and yellow and even a black version. If time permits one of these days there will be a completely yellow one. It will accompany a train with a mark 2 coach, and Mark2 DVT to represent the kind of Network Rail test train I see quite often around the Solent area, where I live. Each locomotive I build generally has a train built for it to pull.

The Class 56 created from a Class 47 kit has twelve model HAAs made up from a kit produced by a member of the 3mm Society. I have moved on from white metal kits fitted on Triang chassis and now make my own chassis and bodies using etched brass components. At the time it was possible to offer exhibition managers a TT3 model railway running either L.M.S., G.W.R., Southern or more modern diesels.

Making a decision about which trains to operate during the filming session presented quite a problem to me. Not to Graham, he had no idea about trains and left it to me. So I returned to my Devon influences and decided to use the Great Western locomotives and coaches.

We were asked to operate two trains continuously around the main lines and one on the narrow gauge. My reason for going GW was that I thought the chocolate and cream coaches would show up better than LMS maroon or Southern Green.

Readers may wonder why everything is pre British Railways? I suppose it is because I was brought up before 1948 and can remember the Great Four and consequently my latest models are:

A Southern Railway 700 Class created from an etched kit and a scratch built LMS four wheel Steam Sentinel on a motor bogie.

The actual trains used were a model “King” and a 225 I 0-6-0 No. 2258 hauling two rakes of chocolate and cream coaches. The “King” is a model of No. 6029 “King Edward VIII”.



The star of the show

I built the 225 I many years ago and if you look closely at the pictures from the past it does appear frequently over the years. It is a white metal kit fitting on a Triang “Jinty” chassis and is testimony to the rugged motors found in the original models.

I didn't make the "King", I remember picking it up in the second hand stall for a small sum. "Alston" is not really designed for such a large locomotive but it is nice to own. It is a white metal kit on a Triang "Castle" chassis and uses the tender from the same locomotive. As stand by, just in case something went wrong with either of those two, there was a 9400 Pannier Tank No. 9403, one of those built in GWR days. It has the same parentage, a white metal kit on a Triang "Jinty" chassis. Although the coaches looked the part they actually are created from Rosebud Kitmaster British Railways Standard Mark One coach kits painted appropriately.



The "Collet" approaching Alston signal box, a scale model of S&DJR box at Wellow.

There was a time when I worked in Bedford and the bus stop was opposite the model shop in Ampthill Road. It was quite a temptation to a young poorly paid teacher at the time.

One day I noticed a heap of kits in boxes piled up on the step. Taking a close look I discovered they were Rosebud Kitmaster coach kits in TT.3 scale. They were for sale at two shillings and sixpence each, half a crown.

I can't remember what the original price was but must have felt this was quite a bargain as over a short period of time I had purchased a dozen. Each set of coaches running on Alston in the television programme cost seven and sixpence plus the cost of scale wheels, that's 35 p in today's money. The kits are available still but cost at least a fiver if you are a member of the 3mm Society.

As well as the two main line trains there was also a narrow gauge train running on the high level narrow gauge railway. It was No. 1 hauling three wagons. "Alston Mining Company" which operates the narrow gauge railway has six locomotives. No. 1 is a green tank locomotive. I think it is an Arnold chassis with a plastic tank body.

I can't remember its origins but it runs beautifully. It is crewed by two brightly coloured chaps who were spare from one of those boxes of people purchased on model railway stalls. They are of German origin and "HO" scale. A couple fish in the creek under the viaduct and these two fit nicely into the cab of No. 1, legless.



The fishermen in the creek as a model of an L.M.S. 2P passes over the viaduct with the marina behind.

It doesn't take long to dismantle "Alston" and fit it into the back of the estate car.

It all goes in nicely and leaves the two front seats available for the driver and companion. An hour or so later we were on the set.

It was a huge mansion residing in its own private grounds. The railway room was in a lovely large room right at the top of the building ! We took quite a while negotiating the various staircases with baseboards and various boxes. It was nothing like working at the N.E.C where it is possible to drive the car to the spot in the hall, or most model railway exhibitions where the car is unloaded at the door nearest the exhibition location. Eventually everything was on the set and the layout was erected and working very well. It is quite easy to operate a model railway when there are only three trains to consider. It is not like being at an exhibition where there is constant pressure to keep something new in front of the audience.

Finally the film director arrived and checked that he was happy with everything, we gave a small exhibition run to the owners of the property whose young son was fascinated, we were paid from a roll of twenties and asked to return to supervise the filming session a few days later.

Interestingly the filming session was in the evening after dark, November 20th. The sequences before the railway was used were taken in the dark, using floodlights, of course, outside the building.

Then came our turn. We were greeted by the guest star of the film who was admiring the layout and showed considerable interest. All we were required to do was to set the three trains running, move out of the room, keep an eye on things through the crack behind the door. Nip back into the room smartly when filming stopped, stop the train running, check all was well and start again when the pre-clapper board notices were given.

It was surprising that one of the actors found it difficult to remember his lines so the filming restarted several times. Then that moment one dreads arrived, one train kept stopping. Everything came to a halt and the director asked what I could do about it. I realised that under the heat of the lights a point blade had expanded a little catching the locomotive wheel and firing the circuit breaker in the control box. Fortunately this could be corrected by pressing the button on top of the box, but it required my presence.

It was established that if I were to lie down inside the layout I would not be in the shot...and the final scenes were completed with my finger literally on the button.



The other star of the show, the late Richard Todd viewing the railway.

A few days later we were back in the house dismantling the railway, packing it into the car and heading for home. It was a memorable adventure and “Alston’s” display board now carries the facts.

I have to admit that I personally learned a lot from the experience, mostly concerning the production of a television programme. However there was one aspect which influenced the layout itself. The original version of “Alston” as presented had plain wood at the back of the hidden sidings. The set team had taken quite a lot of trouble disguising this with pictures of trains and other railway items. As a result I decided to fix a back scene along the length of the sidings once the railway was home. Today trains in the hidden sidings appear to be in a suburban area.



An L.M.S. push and pull train sitting in front of the new backscene.

This layout was used in “Birds of Prey”, the last programme in the sixth series of Midsomer Murders produced by Bentley Productions Limited for Channel 3, ITV1 and broadcast on January 31st. 2003. Repeated on August 22nd. 2004.

My model railway was graced by non-other than the late Richard Todd who was supposed to be the owner and operator during the opening sequences. It was a pleasure to work with him. He said kind words of appreciation and there was one memorable moment.

I had set the trains to run round the layout at what I thought was scale speed. It is what one does at an exhibition. After a while he asked if I could make them go any faster. I explained my position and he said “ I feel I cannot get excited by them running round at a slow speed, I want to show some excitement, please make them go faster ”. So the controllers were turned up and he was happy.

Viewers will note that the layout is used in the introductory sequences of the programme and the action reaches a crescendo when the camera is above the bridge at the exit to the factory with a narrow gauge train heading over the bridge as the two main line trains pass below.

I wasn't present when that sequence was filmed. Later, when the famous John Nettles arrived on the scene, there is a shot in the same room. No trains are running but the windmill, a distinct feature on one baseboard, can be seen.

I understand that "Midsomer Murders" is one of the most profitable TV productions and that it is now broadcast in over two hundred countries in many languages.

The programme in question has been repeated several times on various channels in this country and also has been seen all over the world. For all I know someone somewhere is watching my railway as you read these words.

Model Railway articles published by the author :

Personal Railways

- In support of TT3 Part 1. Model Railway News. February 1968
- In Support of TT3 Part 2. Model Railway News. March 1968

- Building a Buckingham Twin. Model Railway News. December 1968
- Alston – A TT gauge layout Pt.1. Model Railway Constructor. August 1970
- Alston – A TT gauge layout Pt.2. Model railway Constructor. September 1970
- GWR diesel Railcar in Plasticard. Model Railway Constructor. September 1971
- A Railcar from Polystyrene sheet. Model railway Constructor. August 1973
- What no Bere ? Alston. Railway Modeller. May 1974
- Making tarpaulins. Railway Modeller. June 1982
- Alston. Still TT after twenty-five years. Railway Modeller. October 1997
- MRE Magazine Issue No. 3...page 58 The 3 mm Challenge.

Other model railways:

- Reichelsheim. A German exhibition layout in HO. Continental Modeller. September 1991
- Ryde St. John's Road in 4 mm or 'Pirates on the Isle

of Wight' Railway Modeller

September 1993.

Magazine articles

- The author also ran a series of articles suggesting model layouts based up aspects of the Swanage Branch in Model Railway News in 1971.
- And in Model Railway Constructor in 1975.

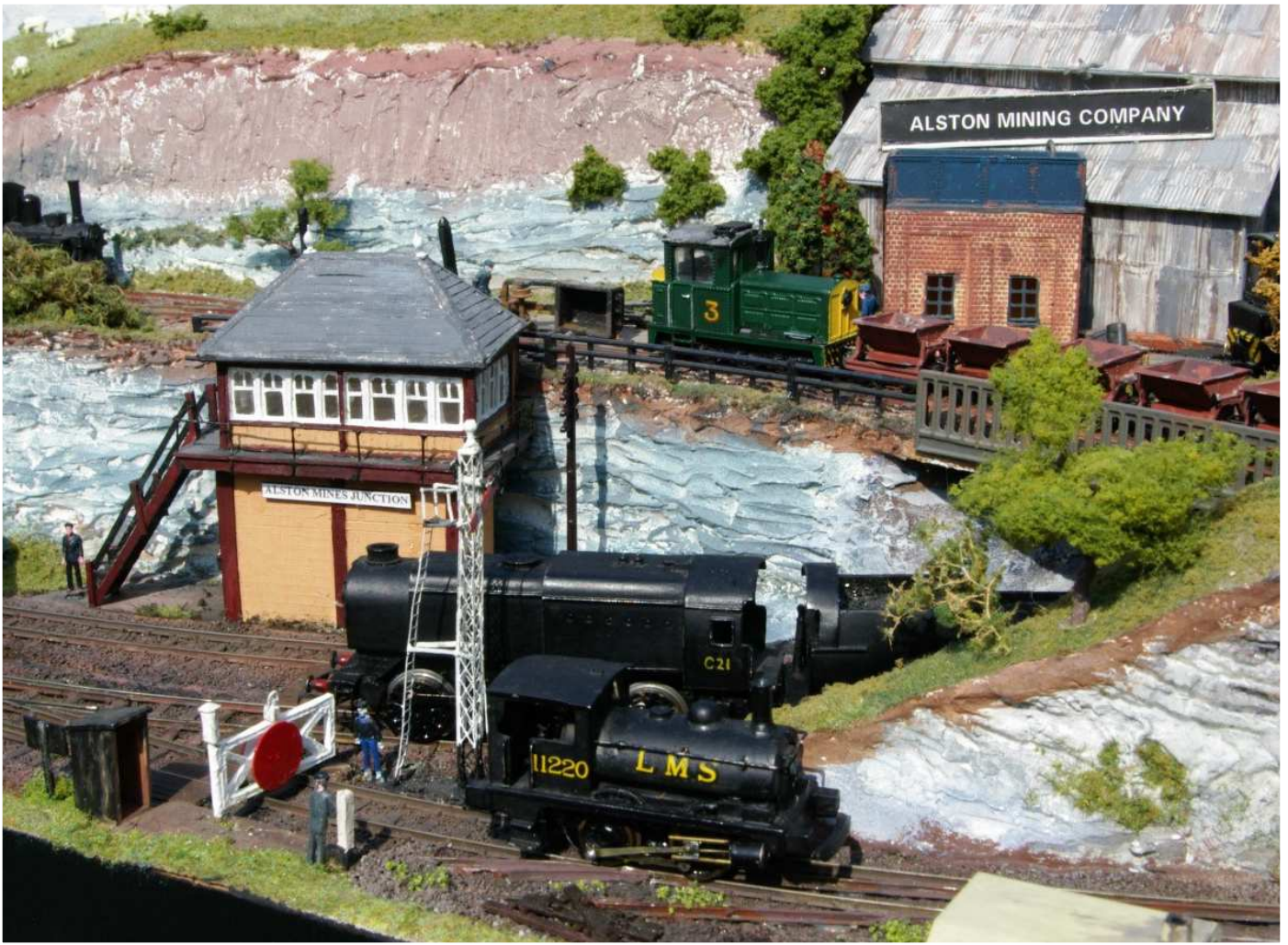
You Tube

- Alston TT3
- Activity on Alston by Peter Gasser.

Today “Alston” is but a memory. I had reached an age when bending down and crawling into the centre in order to operate trains became difficult. The layout has been sold to a friend in the 3 mm Society Group. There has been a conversion as the narrow gauge section has been removed and a station added. The original base-board with the scenery remains and is exhibited from time to time named “Exebridge”.

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A busy scene at Alston Junction.

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Signals

OO - 4mm - 1:76

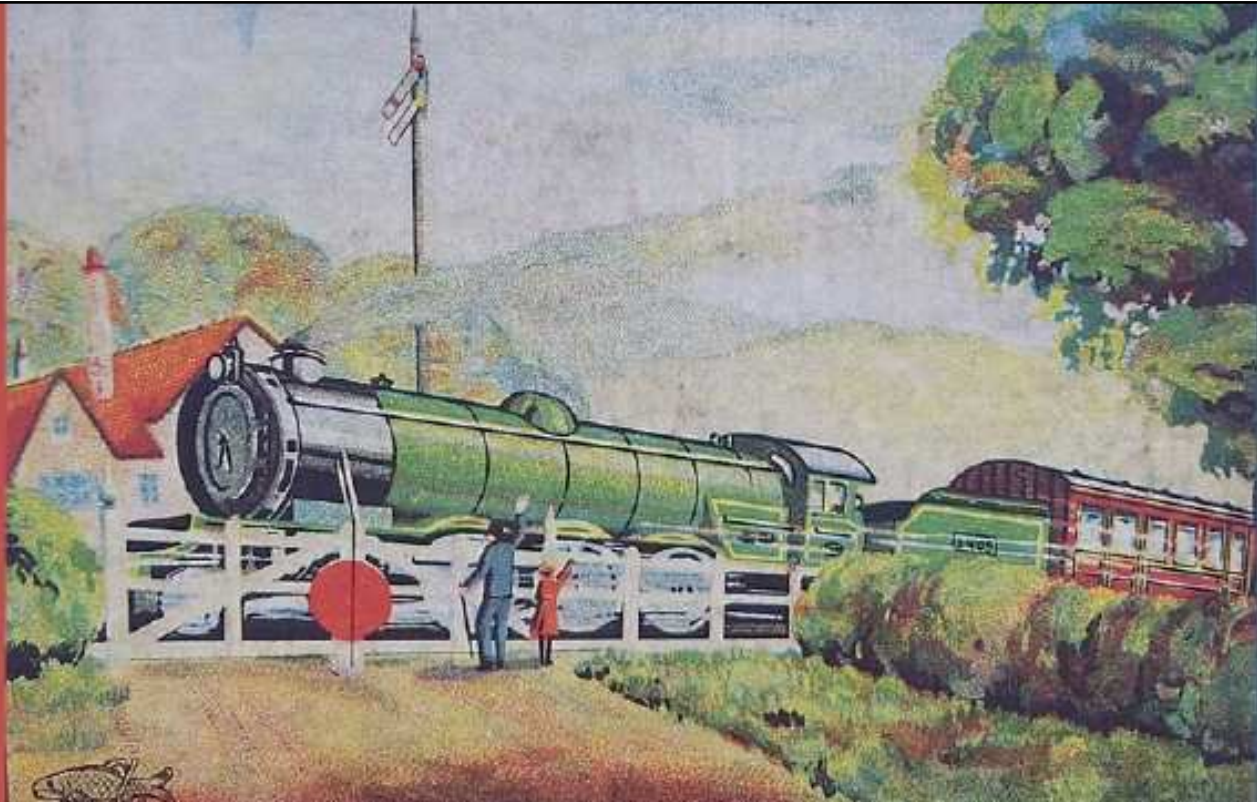
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**Review: Beyer,
Peacock & Company
of Manchester**

Author: Colin
Alexander &
Alon Siton

Reviewed by:
Cath Locke

ISBN: 9781445685878

Type: Paperback

Images: 180

Publisher:

Amberley Publishing

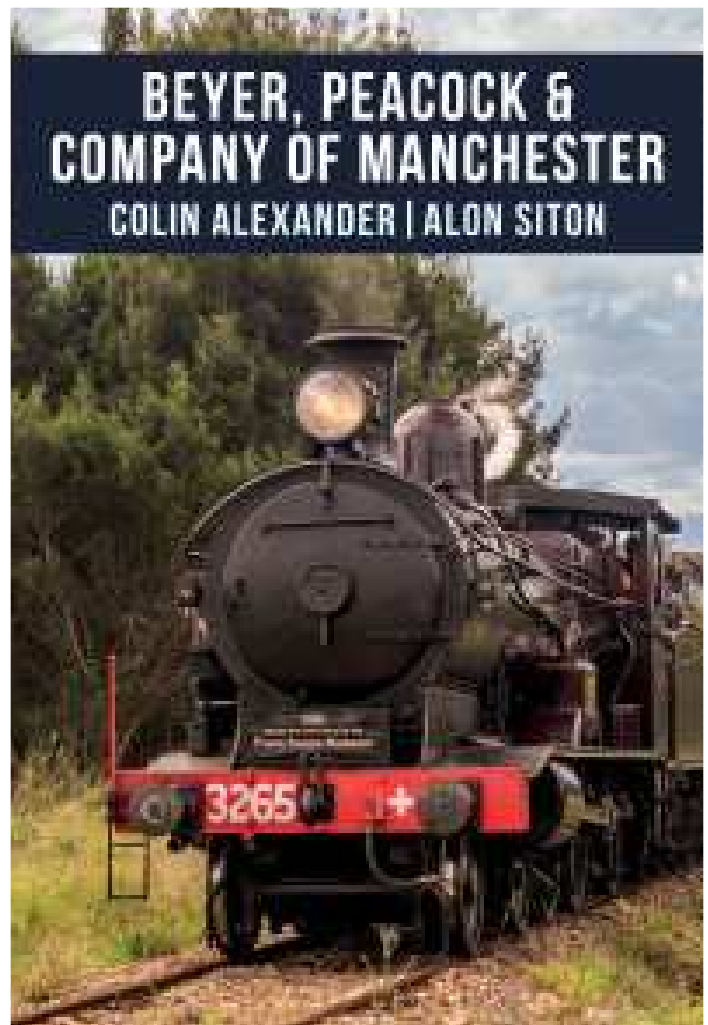
RRP: £14.99

Dimensions: 234mm x 165mm

A fascinating photo history of the varied traction turned out by this iconic company.

Known principally for the Beyer-Garrett articulated locomotives they also ventured into steam lorries, electric locos and even diesels.

Their products varied from some of the largest and smallest locomotives produced and their customers were worldwide.



This is another collection of fascinating images showing engines in their international home settings. Where they are preserved and can be seen this information is included in the captions. Although the National Railway Museum in Port Adelaide, Australia might be a bit far for a weekend away!

Quote From Amberley:

“Beyer, Peacock exported many of its 8,000 steam, diesel and electric locomotives all over the world and this book illustrates a variety of these throughout the company’s 112-year existence, beginning in 1854.”



Review: Europe by
Sleeping Car

Author:

Michael Patterson

Reviewed by:

Michael D Hooson

ISBN: 9781445669243

Type: Paperback

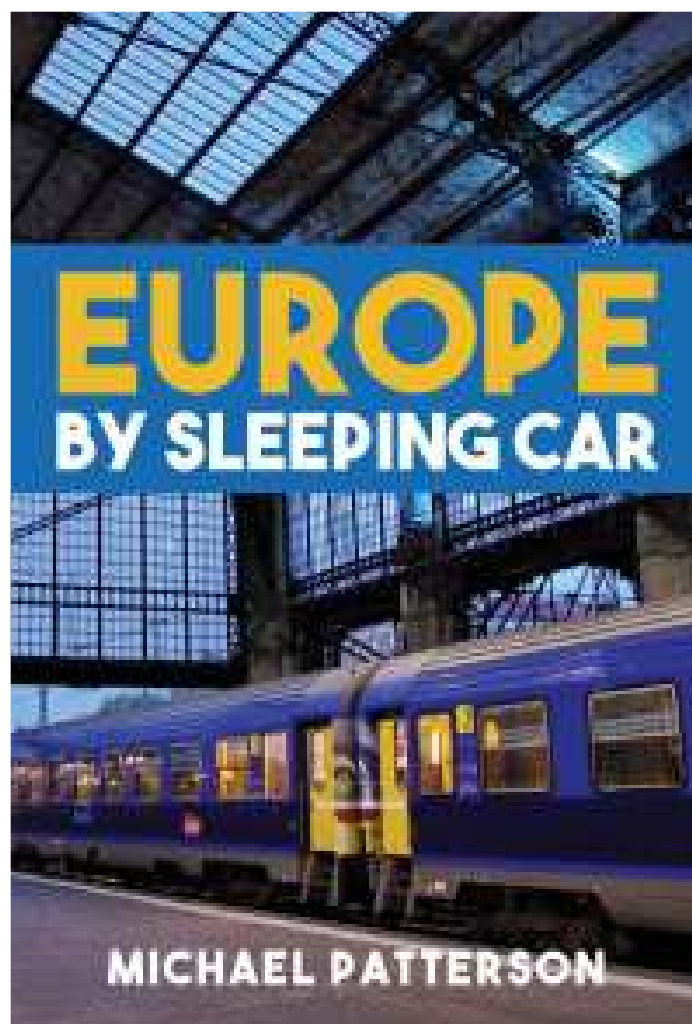
Images: 100

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 165mm x 234mm



This book plots various night train journeys across Europe by the author, Michael Patterson. For those of us who have used night trains in the past, there is an undoubted sense of romanticism about the experience, if not adventure. This is certainly the case concerning Michael Patterson, given his observations during the journeys he has made on sleeper trains. Who hasn't had 'a good dinner shaken by a speeding train before putting one's head down between crisp white sheets?'

He pulls no punches and reports that not all trips were as restful as they might have been, though. Missed connections have affected him as they have the rest of us in the past. Nevertheless, his itineraries are catalogued as an invitation to go on tour: Italy, Spain, Portugal, France, Germany, Sweden, Norway, Finland and their Artic regions. Cosy looking night carriages in some of the photographs dispel any inclination to shiver.

Michael Patterson is a seasoned night traveller and this book serves as an informative guide to other potential night travellers and through his accounts gives us a taste of what we might expect. One advantage of night travel is, of course, the possibility of being able to spend a comfortable night tucked up in bed for most of a thirteen-hour journey. Though couchettes are also available, and not as comfortable as beds in single occupancy compartments, they are still infinitely more comfortable than recliner seats on long journeys.

Punctuated with various colour photographs the book takes on a role similar to that of a travel guide, perhaps not as endowed with pictures as a copy of Baedeker, but nonetheless, a good compliment to the text.

Sadly, Patterson laments the number of night trains across Europe are in decline. For those that remain, however, his experiences serve as an encouragement to embrace and enjoy night travel. Just remember to be on time.

Quote from Amberley:

“With an array of images supplemented by maps of these famous routes, Michael Patterson captures the essence of travelling across Europe in the comfort of a sleeping car”

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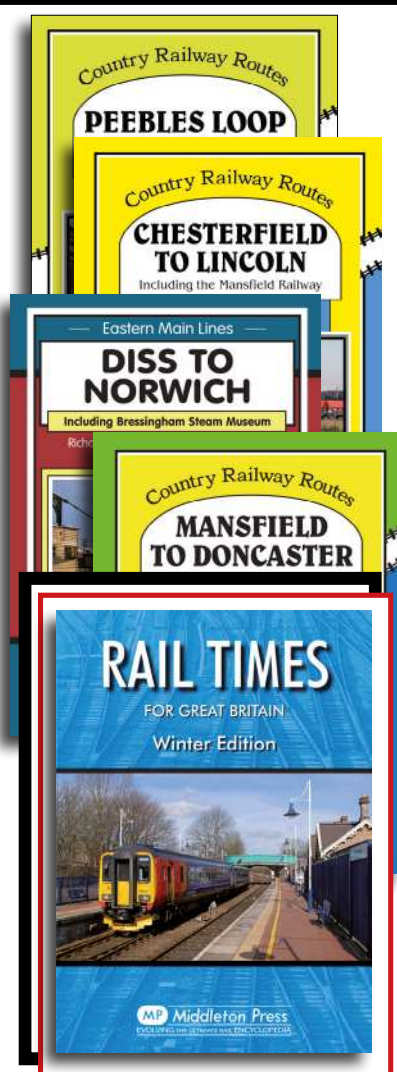
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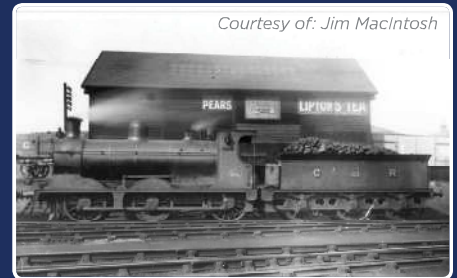
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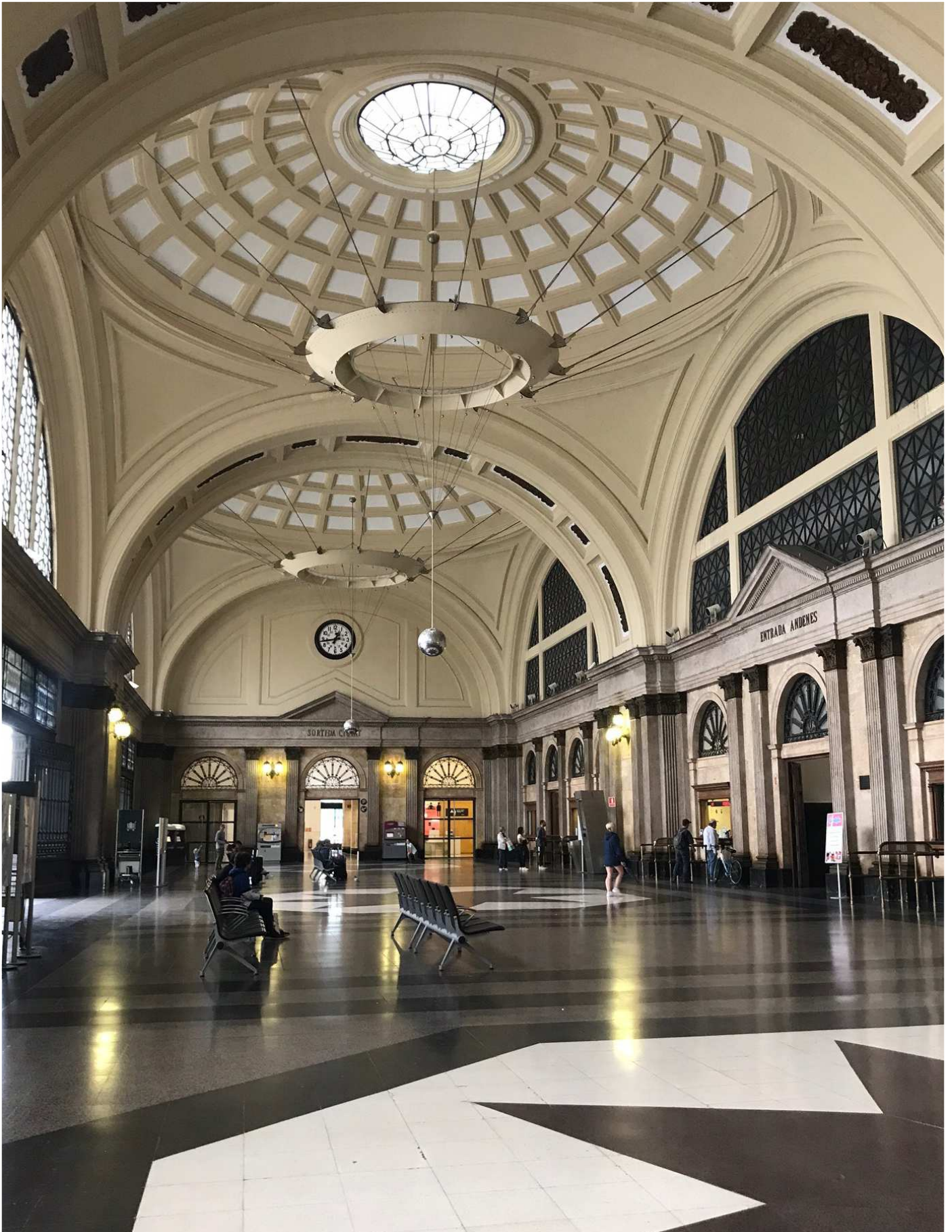
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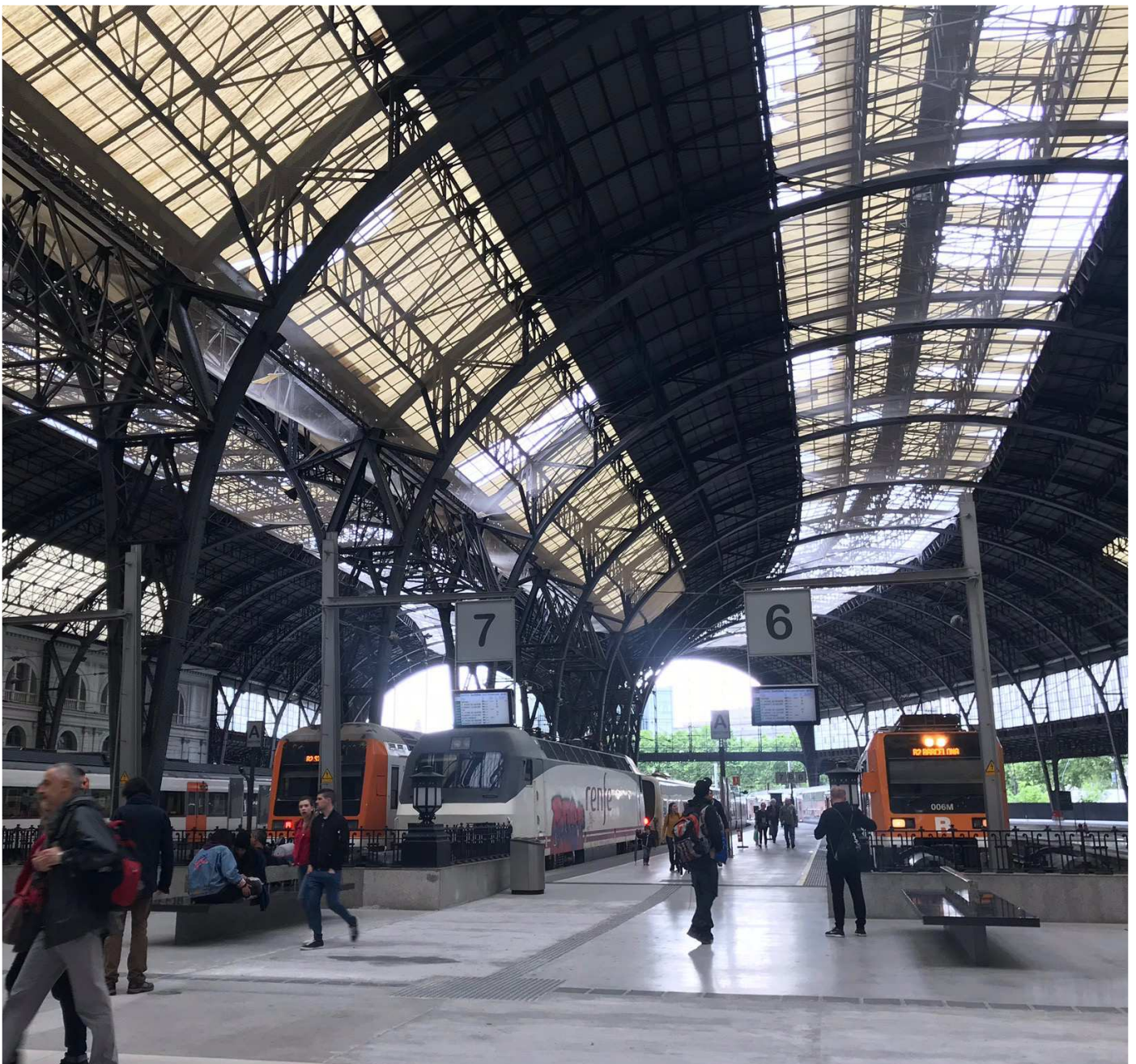
Out and about – Estacio de Franca, Barcelona

By Cath Locke



On a recent trip to Barcelona (long story about why I wanted to go there involving a library of forgotten books – if you’ve read anything by Carlos Ruis Zafon you’ll understand) I came across this absolute gem of a mainline station.

Having ‘done’ Las Ramblas, ogled at the boats in the marinas and dipped my toes in the Med I was on a serious (self guided) walking tour of this beautiful city.



Anyway, heading inland and in search of some inspiring Gaudi architecture I almost missed this gem but something about it's three arched façade drew me inside.



Estacio de Franca is considered the city's most beautiful station. Rebuilt twice in its lifetime; once in 1929 for the International Exhibition and again for the Olympics in 1992 it as lovely example of Catalan modernisme and French art deco architecture with marble and bronze decoration. The ticket hall soars above you and the platforms arc away in a graceful curve.

Well work a short diversion if you happen to be in Barcelona on the Gaudi trail (or just enjoying the city).



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**Review: Britain's
Heritage; Holiday
Trains**

Author: Greg Morse

Reviewed by:

Cath Locke

ISBN: 9781445679211

Type: Paperback

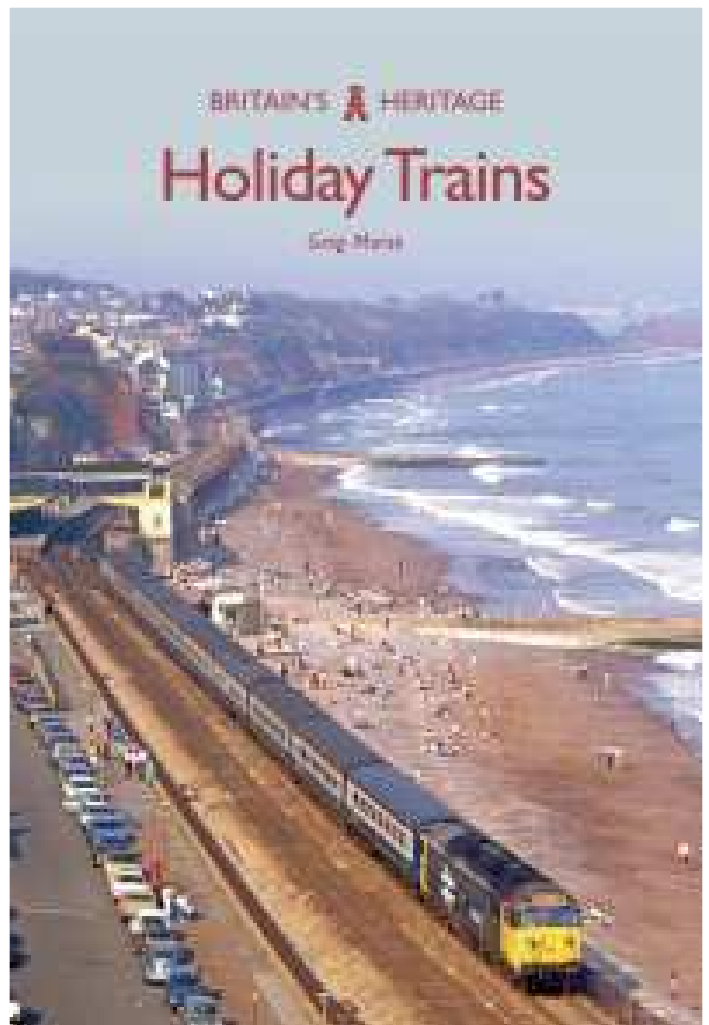
Images: 80

Publisher:

Amberley Publishing

RRP: £8.99

Dimensions: 234mm x 165mm



What a cracking little book!

Greg Morse takes us through a history of holiday travel for the masses. The coming of the railways made well-known seaside resorts accessible more cheaply than ever before to many more people. Not just the seaside but exhibitions, the races and the countryside were now within a few hours for many people.

And with the accessibility of rural areas came a rise in things to do once there; cycling, camping and walking.

Despite the lowering costs of motoring after the war the railways still held onto holiday traffic with electrification bringing high speed holidays and British Transport Films extolling the virtues of stress free holidays on rails.

And bringing us up to date services like the Gatwick Express and Eurostar now give easier access to continental and even more distant holiday destinations.

This book is an easy read, filled with nostalgic and iconic images of holiday destinations and marketing to tempt the traveller to explore new places. I particularly liked the ‘Did you know...’ sections that are dotted through the book.

Quote from Amberley:

“A steam train arrives at the coast in the height of summer. Excited children and harassed parents spill out onto the hot platform and into the sea air. Greg Morse tells the story of how the railways took Britain on holiday”

Review: THE LAST DAYS OF STEAM IN NORTH EAST ENGLAND

Author: George Woods

Reviewed by: Michael D Hooson

ISBN: 9781445684390

Type: Paperback

Pages: 96

Images: 180

Publisher:

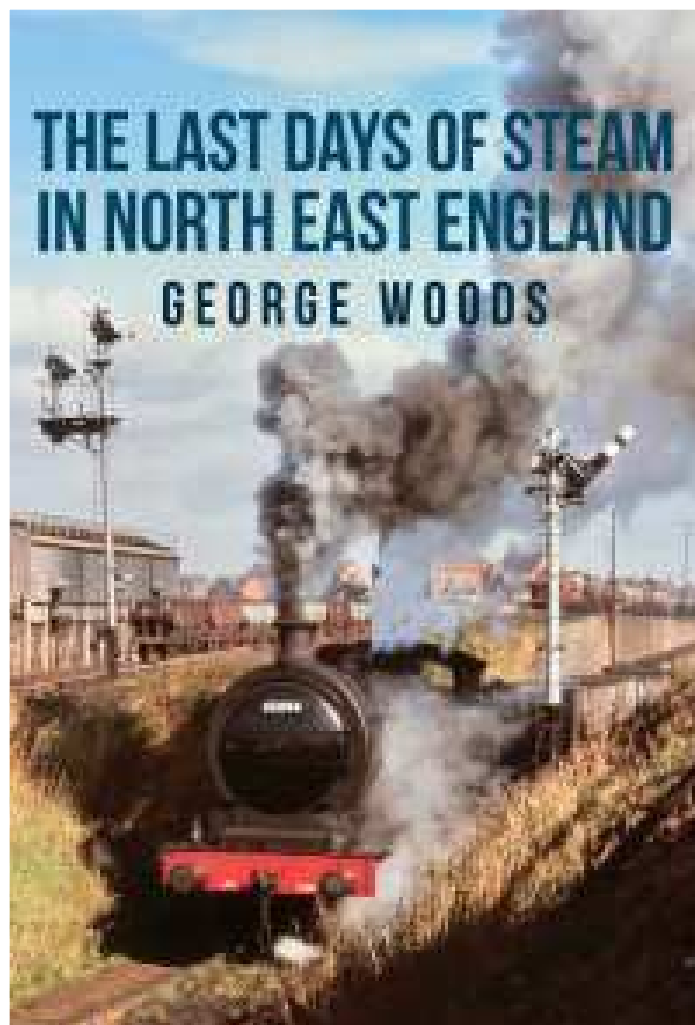
Amberley Publishing

RRP: £14.99

Dimensions: 165mm x 234mm

The last journeys of steam in northeast England depicted in George Woods' "The Last Days of Steam in North East England" portray a nostalgic attempt to hold onto our railway heritage.

His book contains a delightful number of photographic memories; of locomotives on shed, hauling coal laden and empty wagons, of sorry and unkempt old work horses, engines leaking steam or languishing out of steam and resigned to their fate.



Ivatts, K Is, 9Fs, WVD and J and Q classes are among the examples of motive power presented in this array of photographs.

This collection of some 166 colour photographs deserves much more than any cursory flick through the pages. Indeed, George Woods' atmospheric representation of his chosen subjects sets them well in scenes befitting the unfortunate passing importance of a transport genre close to the hearts of those of us of a certain generation.

Reasonably priced at a special £13.49 this book is well worth the investment and George Woods is to be commended for keeping alive for us images of our heritage.

Quote From Amberley:

“This book of colour photographs shows scenes from the last two years of steam operations in and around Tyneside and Wearside, including locos in service with the National Coal Board at various collieries and the Doxford shipyard at Sunderland” Amberley Publishing

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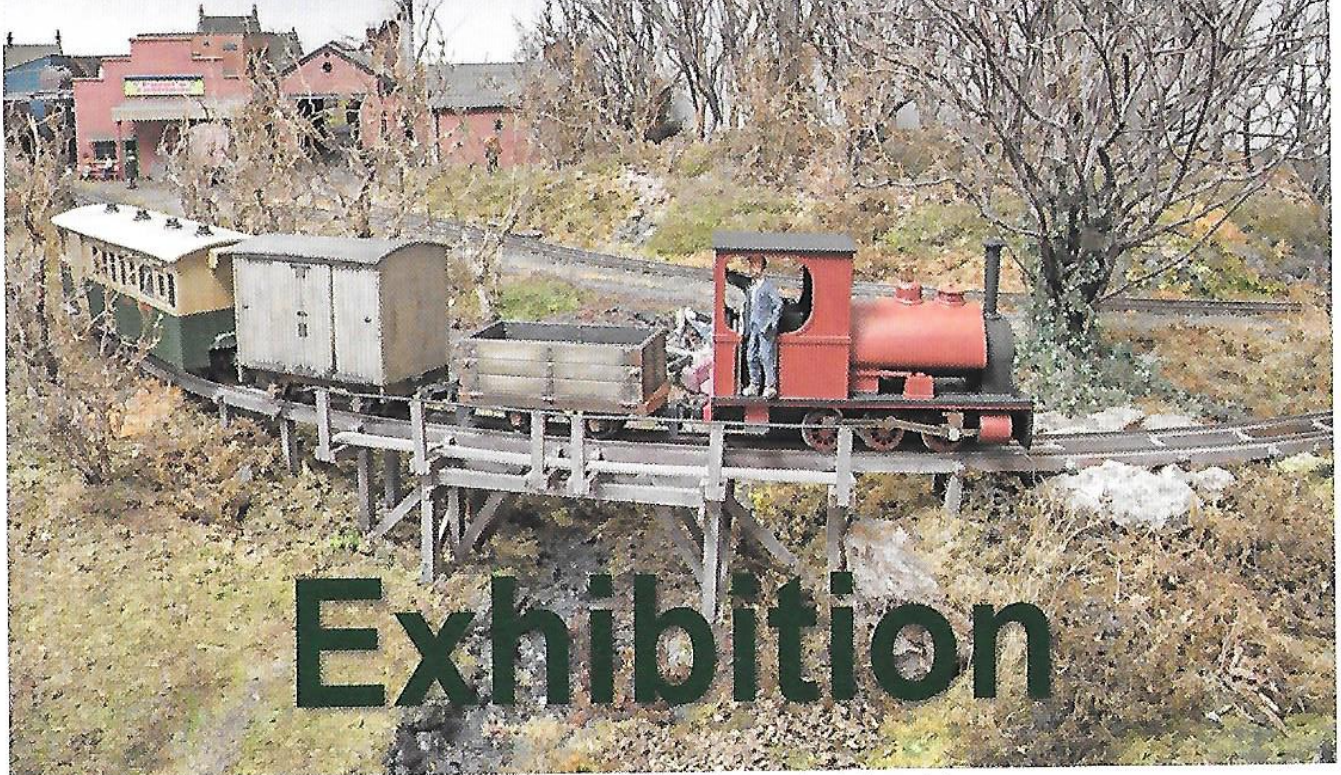


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Building a new identity for an old layout (Or upgrading Happisburgh Goods for the future part I)

By Alexander Croft

A model railway is a joy to build, but how do you put your own mark on a layout that was already completed and exhibited for over 10 years? Happisburgh Goods is a fantastic example of this. It was built By the O gauge group of the Model Railway Club as an extension for the club's spectacular layout Happisburgh (the details of the layout are covered in general in the previous issue of MRE Mag and if you haven't had a read please take a look).

Happisburgh Goods has an impressive list of shows attended and, while there are still more to come, it is going to require a new display board as the current one is FULL... perhaps a topic for a future article?

The layout needs a few updates and repairs but remains in fine operating condition. So, the question then became how can I improve an exhibition standard layout, however old?

My first thought was after being away from the 7mm O gauge scale for over a decade that the availability of (for O gauge) reasonably priced locos ready to run had made my choice of locomotive traction somewhat easier.



I have enough skill to build wagon kits etc... but I have always shied away from £400 + kits which require a plethora of wide-ranging skills (some of which I will openly admit I have yet to try and develop).



Above: Slaters Plastikard Ltd Saint locomotive kit RRP £525

Below: Slaters Plastikard Ltd deeley compound kit RRP £511



Happisburgh Goods is first and foremost a shunting puzzle layout and this predominantly dictated that short wheelbase shunting locomotives were required. Having taken advantage of the model railway club's kind offer to help exhibit the layout on a couple of occasions I learned that to get the best operationally 2 shunters were required as well as suitable locomotives to haul the short goods trains into and out of the yard, so 4 – 5 locos in total (although others could be added to the roster to keep things interesting if required).





Looking at the pricing of locomotives showed me the huge divide still seen between O gauge shunters / little locomotives and their larger counterparts in terms of both price and availability. Looking further I discovered that when it came to locomotives on a well-known internet auction site DCC & DCC sound pricing wasn't that different. So, taking the plunge back into O gauge after such a long break I decided to purchase a Dapol DCC sound Jinty in early BR livery (inadvertently finding quite a bargain and getting 2 for £500 with suitably different liveries in full running condition).



As I said earlier, 2 locomotives are not enough to operate Happsburgh Goods & while one Jinty locomotive may be used as the yard shunter, I felt the role of these locomotives should largely be hauling the shorter than normal goods trains into the yard. So, the search continued for an 0-6-0 or an 0-4-0 which would suit the extremely tight point radius into the goods shed.

An Ixion Hunslet contractor's 0-6-0 locomotive came to the rescue (again acquired from the said auction site). The locomotive was DCC sound fitted and was in a nicely weathered maroon livery (perfect for the early BR period and useful in a potential future layout expansion).



This gave me 1 locomotive suitable to operate the sharp radius on the goods shed point, but I still wanted more variety and a second option (just in case of locomotive issues). Always hunting for a bargain I found a kit built DCC light and sound fitted LMS Stanier 2-6-4T. The Stanier tank engine was one of the larger tank engine designs and if I could get it at a good price would add much needed variety to the locomotive traction bringing in the goods trains (as it was far too large to comfortably shunt a small goods yard with tight point radii). The locomotive was a steal as a well-built kit with all those options at just over £600.



Now I had 4 locomotive of 3 different types to operate the layout but I still held out for a suitable bargain shunter. While exhibiting in Scotland I acquired a Dapol DCC sound class 08 diesel shunter in un-numbered early BR black livery, this was a fantastic bargain at just under £300 for a brand new locomotive (and it has rapidly become one of my favourite locomotives). The class 08 diesel locomotives were an interesting class of locomotive, essentially designed to replace the wide range of steam locomotives on shunting duties across the railway network. This should make for an excellent yard shunter (although I still worried about that tight goods shed point).



The locomotive collection was now almost complete but the issue I was still having (worrying about the goods shed access over such a tight point) drove me to continue my search for an 0-4-0 locomotive...

The same well known auction site came to my rescue again and the final (for now) locomotive for the new Happisburgh Goods was an LMS liveried S&DJR (Somerset and Dorset joint railway) sentinel steam shunter fully fitted with DCC sound (originally one of a pair for limited clearance shunting) perfect for shunting over the tight point.



With this assortment of locomotives selected (and I will admit my own personal preference for the LMS / Midland region locomotives) the Happisburgh location for the layout didn't quite fit so I would need to begin a search for a suitable new suitable location to base the soon to be re-named Happisburgh Goods.

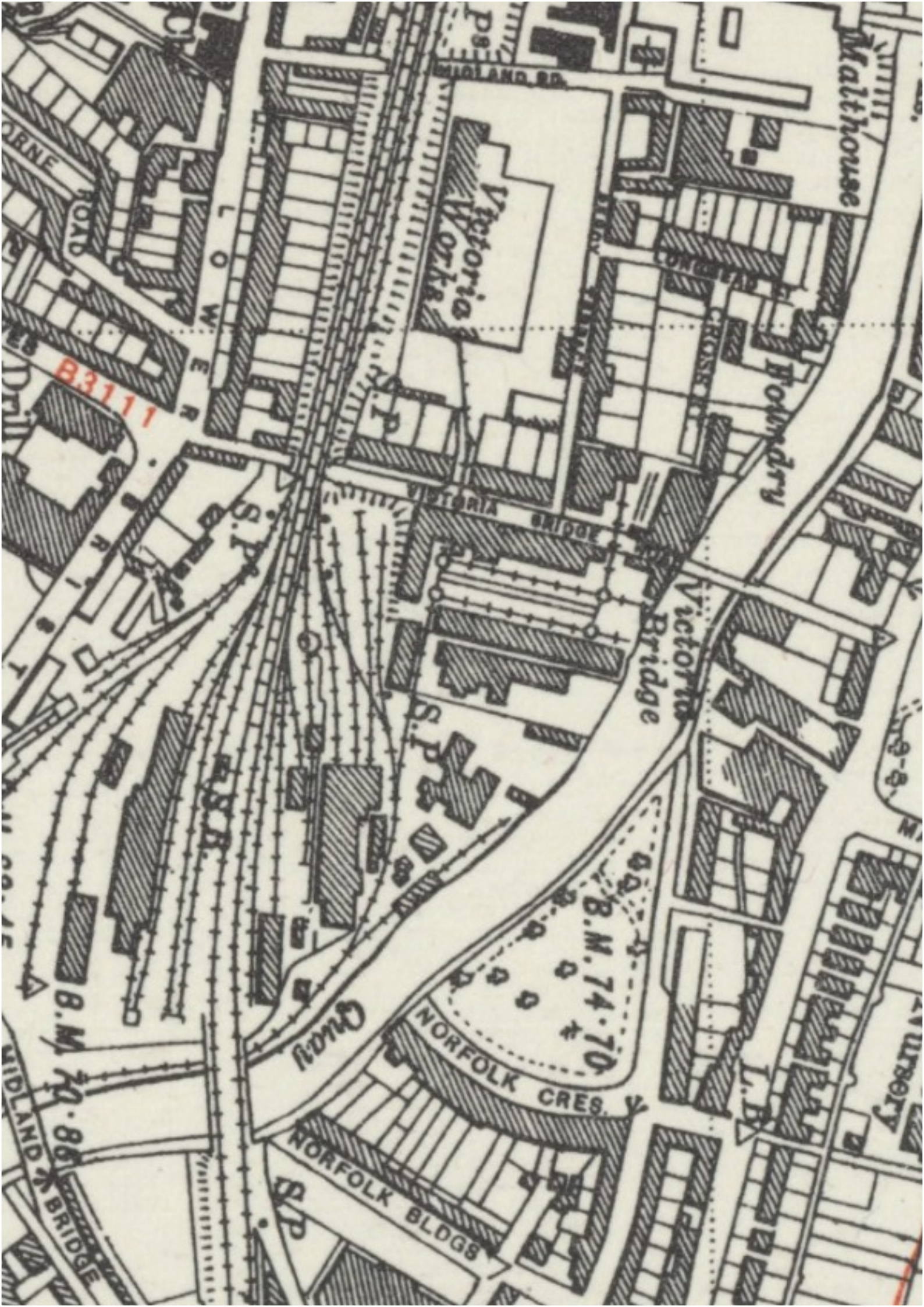
But where to choose? The Midland network was one of the largest parts of Britain's railways and spread from Scotland to London and beyond. Perhaps the team at Daventry Model Railway club could help me narrow down a choice? After all it would be nice to vary the rolling stock with some of theirs at exhibitions too.



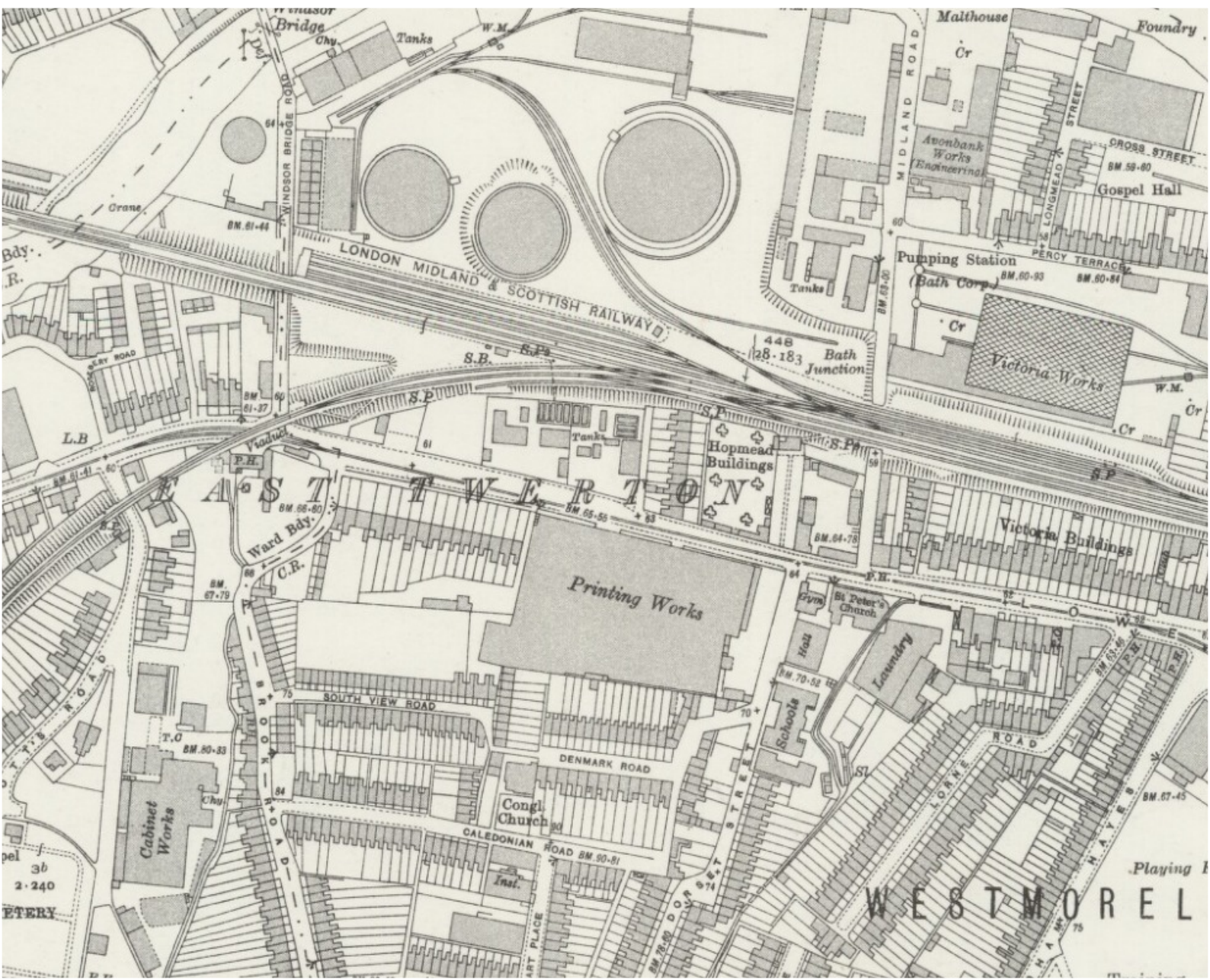


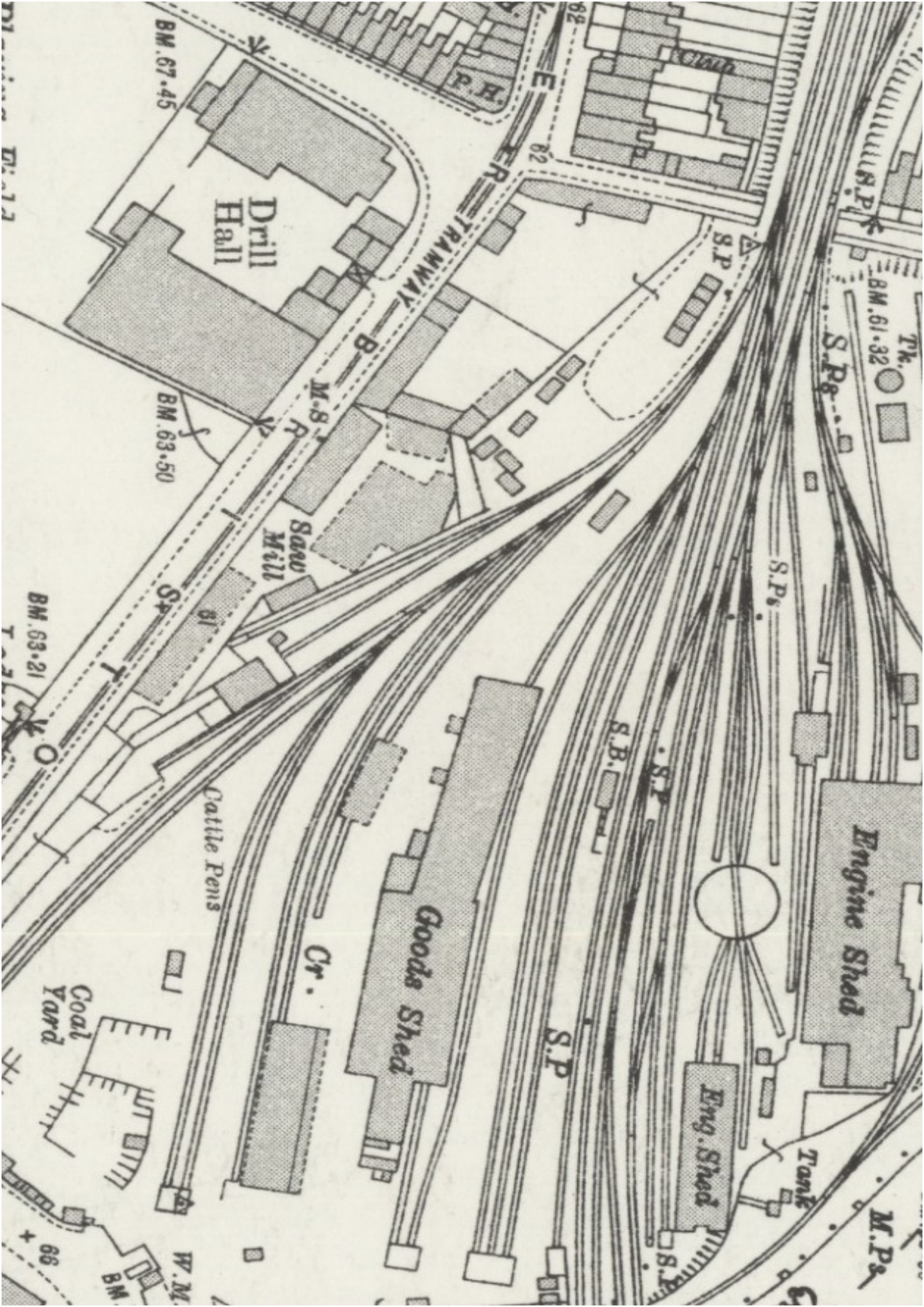
Onward to the club and a discussion about the current Daventry Model Railway Club O gauge layout 'Chew Magna'. The back story for this layout was a never built S&DJR line with the Great Western Railway building a branch line connection. This allowed the line to enjoy: Southern, GWR and LMS rolling stock.





I liked the sound of this mix and knowing that a good 50% of the club members' stock was GWR in origin, I searched for a suitable location associated with the S&DJR. The end result was Bath, the goods yard arrangement at this location was a mirror image of Hap-pisburgh (if a little larger in the end). This location also had the benefit of housing a loco shed and having a straight line out as well as a curved route onto the S&DJR. I'll admit I now have ambitions of adding a link to Chew Magna from Hap-pisburgh Goods (now Bath Midland Road Goods).





B.M. 67.45

Drill Hall

P.H.

TRANWAY

B.M. 63.50

Saw Mill

B.M. 63.21

Cattle Pens

Cr.

Goods Shed

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S.P.

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Engine Shed

Tank

M.P.s

B.M.

W.M.

66

B.M. 61.32

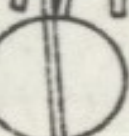
S.P.s

S.P.s

S.B.P.

S.P.

S.P.



So the new control panel could now begin. Online Models Ltd were asked to design a new control panel for the layout which having been DC before now needed the option to switch between DC and DCC. I didn't want to lose the option of test running heritage models (which either could not or would not be converted to DCC) while also wanting to run the majority of my now DCC sound fitted locomotives adding to the atmosphere of the layout.

I wanted the layout to operate using the RaspberryPi SPROG DCC system which, at £120 for the system it is a very cheap DCC command station with all the functionality that JMRI offers. Indeed the Daventry Model Railway Club have made great use of this system to operate their layouts and I had the joy of test-

ing the system on Chew Magna and was delighted to see that the system comfortably coped with up to 5 DCC sound fitted locomotives without struggling.



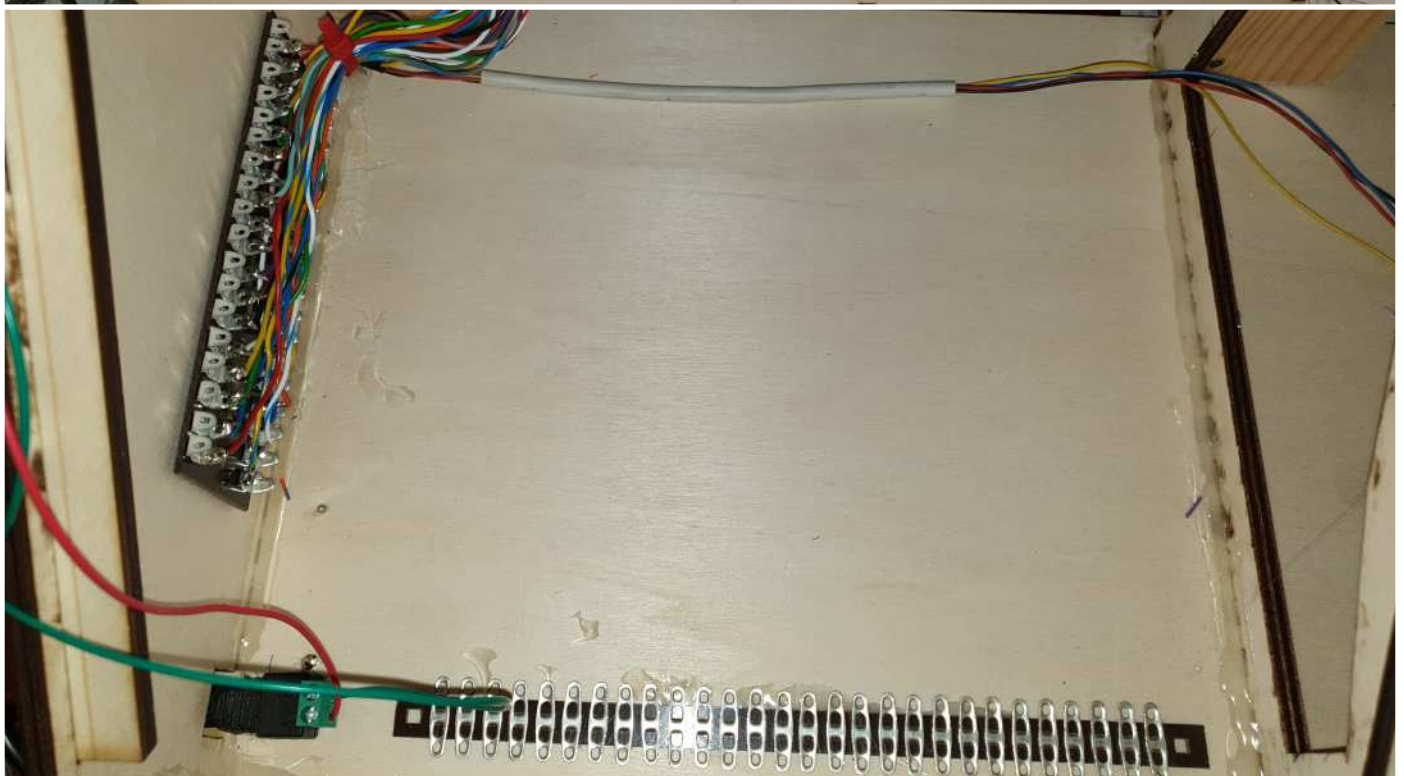
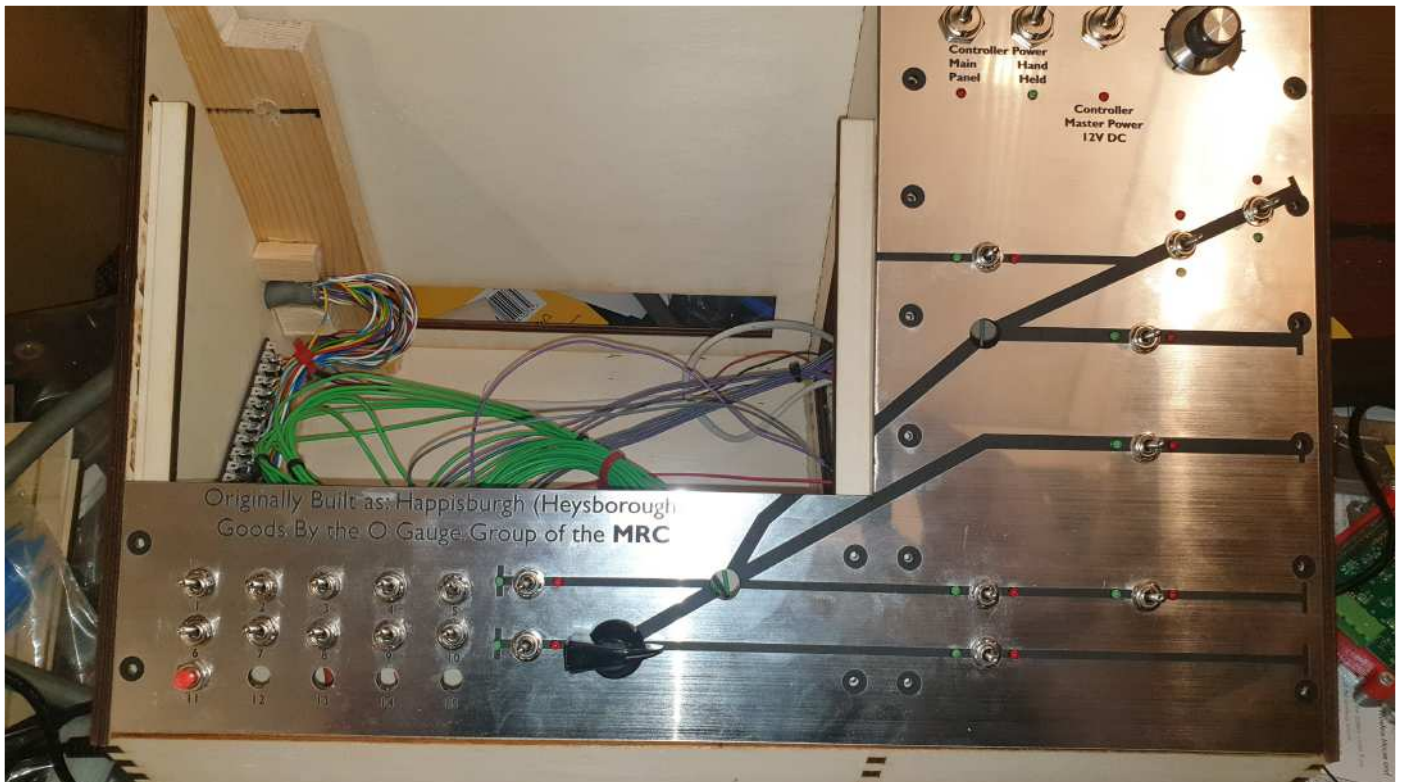
The system uses a RaspberryPi computer at its core, so I looked into a suitable screen and I found a touch screen online and asked that the control panel have this screen fitted into the design. This being a core feature the design was created to allow a hinged screen so that when running DC only you would not be distracted by the blank screen. I asked for a suitable design to be etched onto the screen cover (since it could not have any switches fitted due to the screen). I also asked to salvage the existing point control system as I quite liked this configuration for point indication (the dial indicates which way the points should be set).

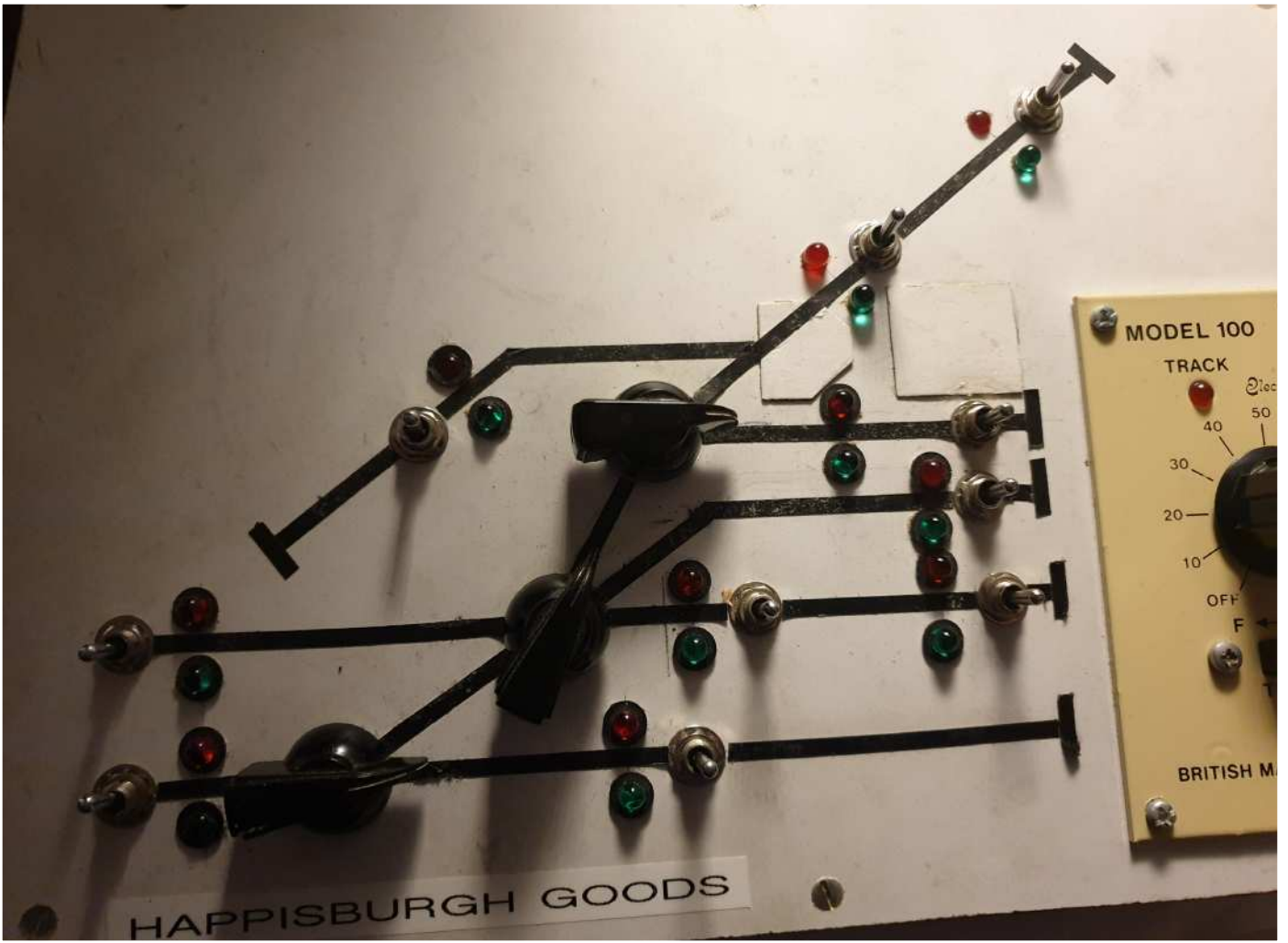


However, I also wanted to replace the aging Gauge-master control system and repair the non-functional hand held controller. Online Models Ltd had the perfect solution and at a very affordable price. This was installed and a new speed indicator dial etched into the new control panel surface. I chose a brushed stainless steel effect acrylic material to make the new control panel evoke the modern age that was in the spirit of post-War Nationalisation and the Modernisation plan which would follow.



I opted to replace the existing control panel switches for the DC operation as this made sense to me, the older switches had been in use for 10 years and may have had a previous life before then too. I wanted to ensure that the layout had another 10 years of comfortable operation.





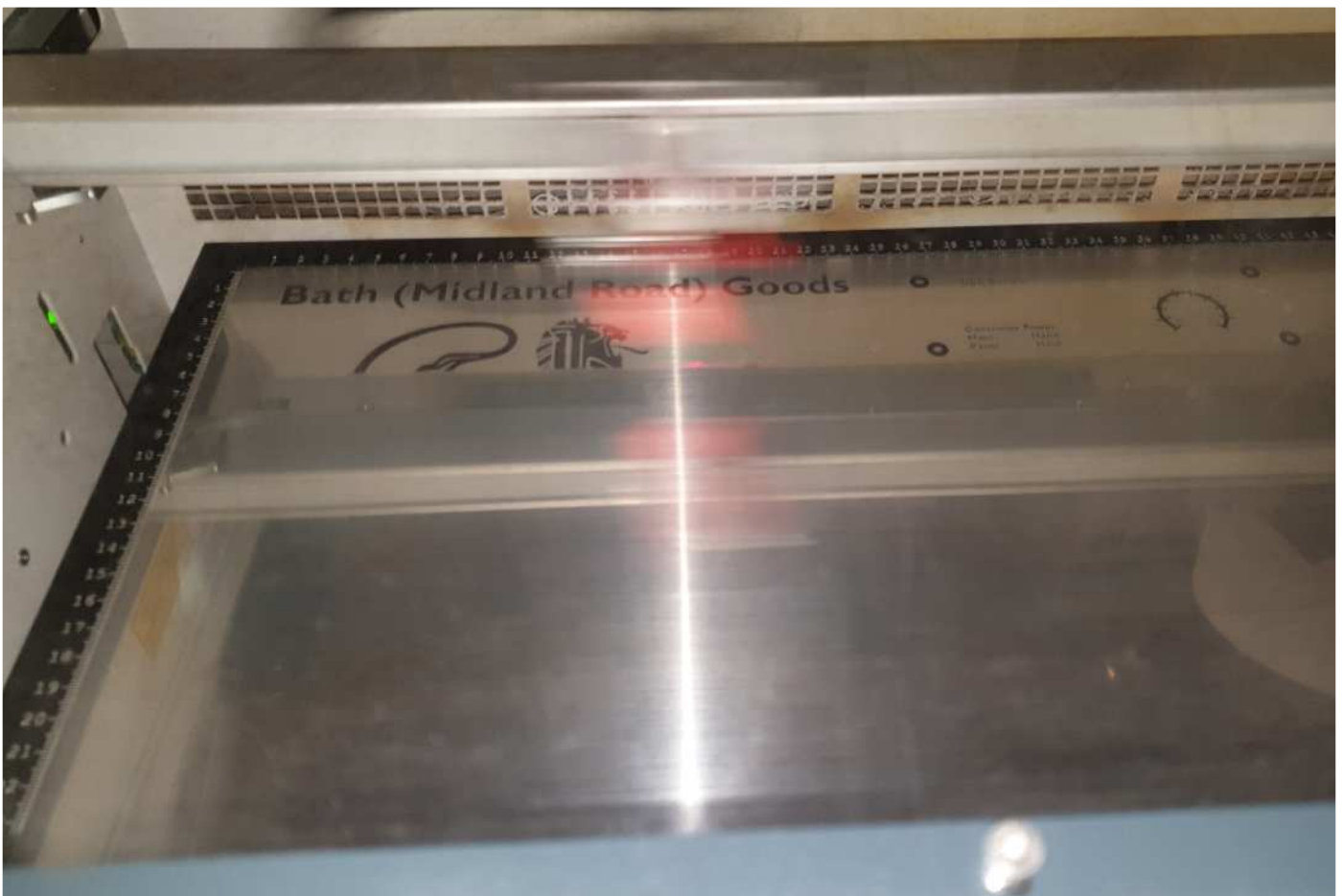
The wiring is interesting as the 16V AC used by the DCC system will not interreact well with the 12V DC (we don't want the electronics to go pop). The difficulty here was that the new wiring needs to work with the pre-wired connector cable as I didn't fancy changing that, so out came a pair of wire cutters and a new section of the armoured cable was cut away to allow plenty of room for connecting the wires to the new control panel position. The person who originally wired the layout will be visiting the Daventry Model Railway Club in the future and I fully intend to have him present when the final connections are wired to ensure smooth running of the layout.

The panel has also had LED's wired to the switches to give a clear indication of which controller is operating that section of track (while on DC). During DCC operation all sections of track will be live and although the LEDs will still light up the main power feed to the track will be cut off by 2 switches. This simple system ensures that DC & DCC don't mix (providing operators don't override both sets of switches!)

Online Models Ltd have many different options available for laser cut control panels, I wanted to allow for future expansion of the layout so I opted for a (currently) redundant connector which uses a traditional pc monitor cable.



This will allow me to separate the layout into control sections without the need to switch controllers as I will be able to wire for the handheld controller for both panels & cross wire the DCC system for a booster in the layout extension control panel (allowing even more locos to operate without any concern).



The options are endless, and with this new control panel I hope Bath Midland Road Goods will be around for many years to come.

A future expansion as discussed may well be a gas works, stay tuned to MRE Mag for more updates on the exciting world of Bath Midland Road Goods.



If anyone would like to book the layout for exhibitions please contact the editor: editor@mre-mag.com

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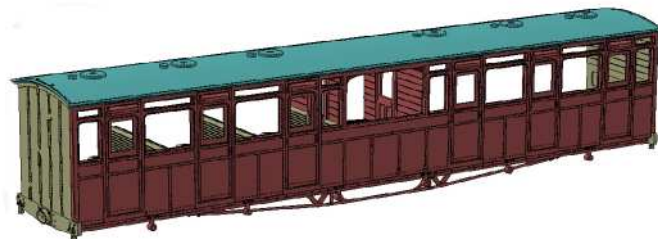
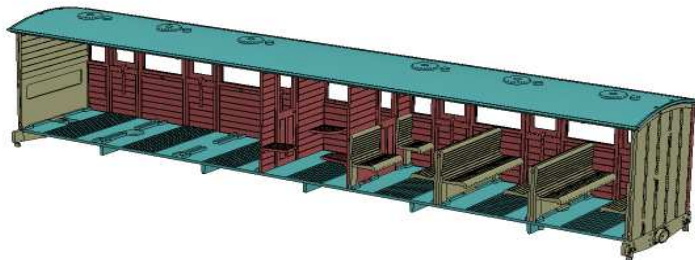
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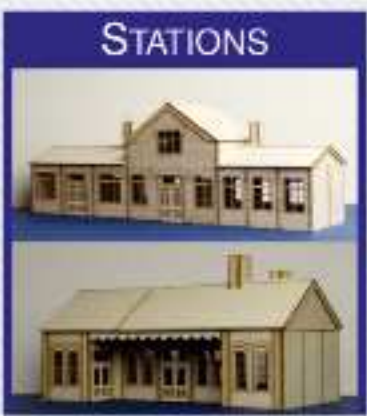
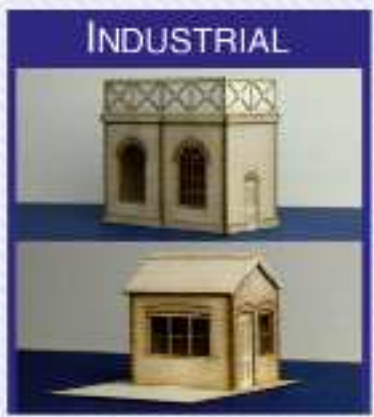
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- BN03R** Right Offset Platform Starter (R/Y/G 3 aspect)
- BN04T** Island Platform Starter Twin (R/G 2 aspect)
- BN28** Standard (R/G 2 aspect)
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- BNH3** Signal Head (R/Y/G 3 aspect)
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Review: London Rail Freight since 1985

Author:

Malcolm Batten

Reviewed by:

Cath Locke

ISBN:

9781445688985

Type: Paperback

Images: 180

Publisher:

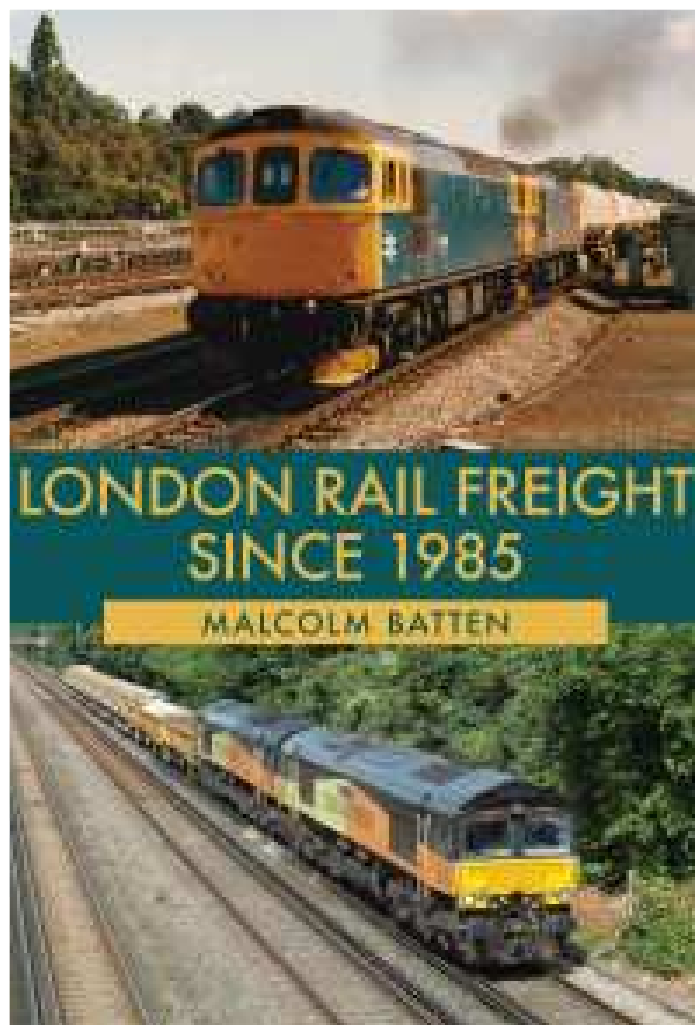
Amberley Publishing

RRP: £14.99

Dimensions: 234mm x 165mm

Prompted into action in the mid 1980s by a new camera and the division of British Rail into business sectors with their own new liveries Malcolm began to snap freight movements.

More colourful liveries appeared with the new Network South East identity and more again with the splitting of Railfreight into 3 separate companies each with distinct new identities. And finally the completion of privatisation in 1995-6 saw another batch of new liveries.



New loco classes have also added to the variety of movements available to the keen photographer.

Whilst economic conditions have seen the loss of some traffic (such as the Ford trains with the closure of Dagenham) new cargoes have arrived too (such as the movement of the soil extracted from the building of Crossrail and Freightliner traffic from Felixstowe and the new Thames Gateway port).

This busy freight scene itself generates more traffic with engineering, inspection and weedkilling trains.

This is a well set out book (structured by freight route) and also helpfully says where a location is no longer accessible.

Quote from Amberley Website:

“This book takes the freight routes around London geographically, in an anti-clockwise direction, starting in east London north of the Thames and ending in south-east London. It covers the period since 1985 when BR blue gave way to corporate sectors with different liveries and on into privatisation and shows the various types of locomotives used, and freight carried over this period.”



**Review: The Scottish
Railway Scene**

Author:

John Jackson

Reviewed by:

Cath Locke

ISBN:

9781445683089

Type: Paperback

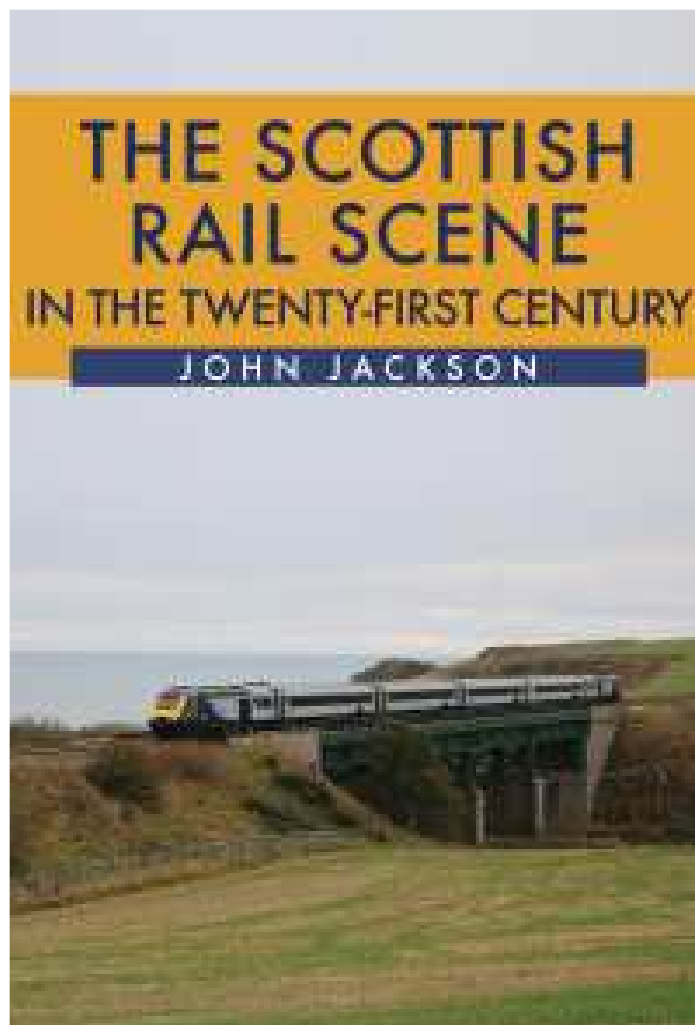
Images: 180

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234mm x 165mm



This is another excellent collection of images from Amberley Publishing. The Author has had a life-long love affair with Scotland relishing the variety of both landscape and railways. He sets himself a tall order each year to see the entire UK fleet of locos and units each year which necessitates two trips to Scotland each year (lucky chap).

This whirlwind tour of Scotland's Railways covers the services of populated areas Glasgow and Edinburgh with their electrified services to the more remote Highlands and the saving of vulnerable lines and even the re-opening of lines post Beeching & privatisation. I'll admit to being a rail tourist having enjoyed a number of rail tours with Statesman Rail and the photo of the Statesman at Rannoch brought back lovely memories of the West highland line and the breathtaking Jacobite to Mallaig.

Personally looking forward to retirement in the next few years I'm inspired by this book to make the effort to see more of Scotland and its railways.

Quote From Amberley Website:

“Author John Jackson has travelled extensively across Scotland and here takes a look at the diversity of stations served by a variety of rolling stockIt also includes a look at the remaining freight traffic on offer”

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News: Theft at the GCR Model Event 2019



Digitrains Ltd



15 Jun at 14:51 •

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SOME OF THE STOLEN LOCOS ARE UNIQUE TO US AND WOULD BE EASY TO SPOT. THESE INCLUDE OUR LAST STOCK OF LITTLE LOCO COMPANY CLASS 15'S WHICH ARE WEATHERED WITH RUNNING NUMBERS D8234 AND D8202. ALSO, SOME DJM J94 MODELS WHICH ARE NO LONGER AVAILABLE.

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197

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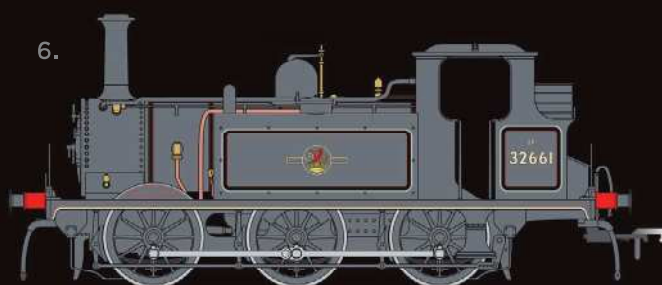
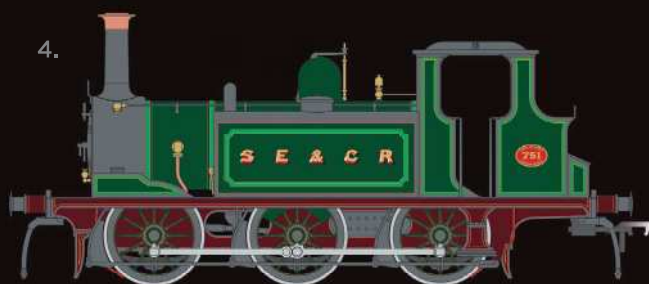
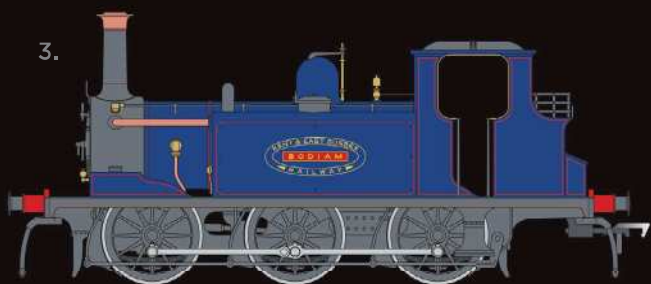
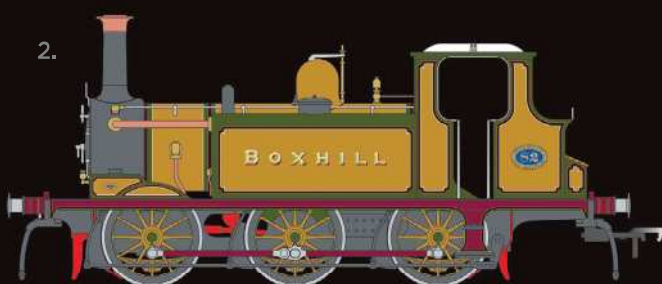
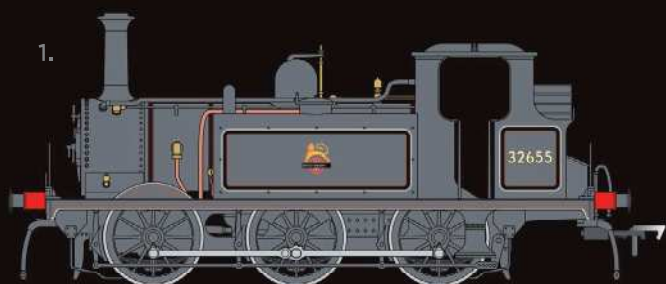
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Step back to the 40s at The SVR!

The Severn Valley Railway will mark 75 years since D-Day during its hugely-popular Step Back to the 1940s Weekends return on June 29th - 30th and July 6th – 7th.

All four days will see feats of daring-do, live music, entertainment and lots to see and do at stations all along the line, plus specific events tying-in with the 75th anniversary of the Normandy Landings. Evening Big Band Shows will also take place on both Saturdays.

Famous faces including Sir Winston Churchill, 'Monty' and King George VI will join a wealth of costumed re-enactors who will travel alongside passengers on the intensive service of 'evacuation trains' along the 16-mile line from Kidderminster to Bridgnorth.

Kidderminster Station will play host to some nail-biting action during thrilling fire-fighting re-enactments and vehicle displays, thanks to the NFA & AFS Vehicles Group. To tie-in with D-Day 75, people can visit the 40s Rest Centre and get their ration books at the ready at the Red Cross Dispensary Shop.

Visitors can spruce-up their 'Victory Rolls' at the hairdresser, enjoy free vintage bus rides, enjoy live music from the Kalamazoo Band, gain an insight into wartime life with the replica air raid shelters, ARP Post and tobacconist, and wave the evacuees off as they head to safety in the countryside. Closing ceremonies, featuring World War II veterans will also be held on both Sundays.

Bewdley will host a range of vintage vehicles, clothes and memorabilia stalls, a Women's Timber Corps display and a licensed buffet.

Those visiting Arley station are invited to a wartime wedding on the platform on all dates and can see the Royal Army Medical Corps Advanced Dressing Station – tying-in with D-Day 75, they can also view the original Anderson Air Raid Shelter dug into the garden behind platform 2, get up-close to a replica WWI tank and attend a 40s wedding on the platform. There will be a range of Homeguard artefacts, vintage caravans and vehicles, wedding dress display and Home Fires Burning display (June 29th and 30th only). The SVR's resident '1940s Crooner' Kevin Mack will perform nostalgic numbers as the trains steam by.

Highley will once again be home to the much-anticipated Battle re-enactment, taking place outside The Engine House Visitor Centre and transporting spectators back in time to two days after the D-Day landings when allied paratroopers and members of the French Resistance are about to attack a German Troop Train.

The Royal Warwickshire Reenactment Group will be giving demonstrations of the equipment carried by WWII foot-soldiers and the Allies have set up their encampment alongside the station. The Engine House will host a vintage marketplace and tours of King George VI's Royal Saloon.

The Home Guard will be demonstrating how they defend the Home Front at Hampton Loade alongside classic vehicle and motorcycle displays and visitors can meet King George VI, Winston Churchill and 'Monty' at selected times during the day. There will also be chance to see the evacuees arrive safely in the countryside.

At Bridgnorth, visitors can enter the station through the sandbagged portals, ready to show their ID cards and take selfies in the ARP shelter. An exhibition about RAF Bridgnorth, live entertainment and vintage traders will also be on offer.

For those who would like to celebrate into the evening, this year's Big Band Shows at Kidderminster from 7.30pm on June 29th and July 6th will feature ten-piece swing band, the Kalamazoo Band and special guests playing 1940s favourites. The Show is sure to go out with a bang – an air raid is already predicted! Real ale will be served in the King & Castle and hot food will be on offer in Kidderminster Refreshment Room. Separate wristbands must be purchased to attend.

Paul Bowler, head of event organisers, the 1940s Committee, said: "We once again have a very busy schedule, with lots to see, do and enjoy all along the line – and this year will be extra special, as we mark 75 years since the D-Day Landings.

"We would encourage people to get dressed-up, come along and soak up the atmosphere as we pay a light-hearted tribute to the spirit of wartime Britain."

Tickets to the 1940s weekends are available to purchase at www.svr.co.uk. 'Pre-book and save' One-day Rover fares start at £28.80 for adults, £27.00 for seniors and £19.30 for children or £63.90 for a family of two adults and up to four children. Two-day, Three-day and Four-day Rover tickets are also available. Wristbands for the Big Band concerts cost £13 each and pre-booking is recommended.

To book tickets and for more information on up-coming events and activities at The SVR, visit www.svr.co.uk, call 01562 757900 or visit the Severn Valley Railway Families or Official Site Facebook pages.

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**Review: Railways
around Hereford**

Author:

Robert Lewis

Reviewed by:

Cath Locke

ISBN:

978 1 44568007 1

Type: Paperback

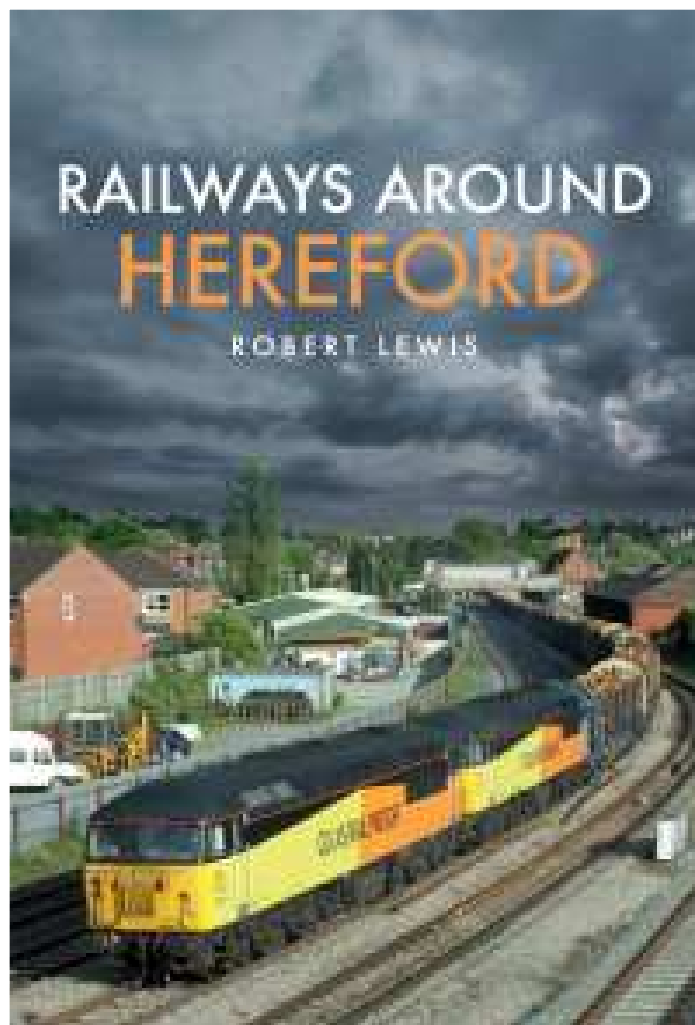
Images: 180

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234mm x 165mm



Having just read and reviewed 'Holiday Trains' from the same publisher I was delighted to find early reference in this tome to holiday specials, Motorail and Merry-maker services going though Hereford during the author's boyhood.

This book is a delightful trip through the railway heritage of this lovely part of the country from the 1960s to modern times.

As you would imagine this covers a wide variety of rolling stock and infrastructure. There are numerous passenger services, diesel and steam, a huge variety of freight services, a Travelling Post Office, a weedkiller train and even the Royal Train) en route to Hereford in 2012).


Quote from Amberley Website:

“A wealth of previously unpublished images, this nostalgic look back on the railways in and around Hereford will appeal to any enthusiast who has taken a snap, recorded a number or simply caught a train at Hereford”

Brick Pillbox 00 - 4mm - 1:76

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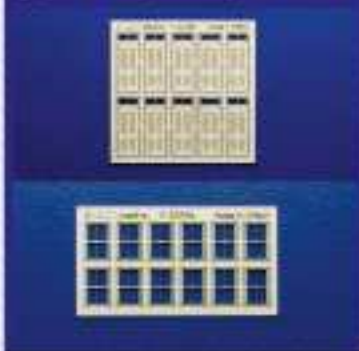
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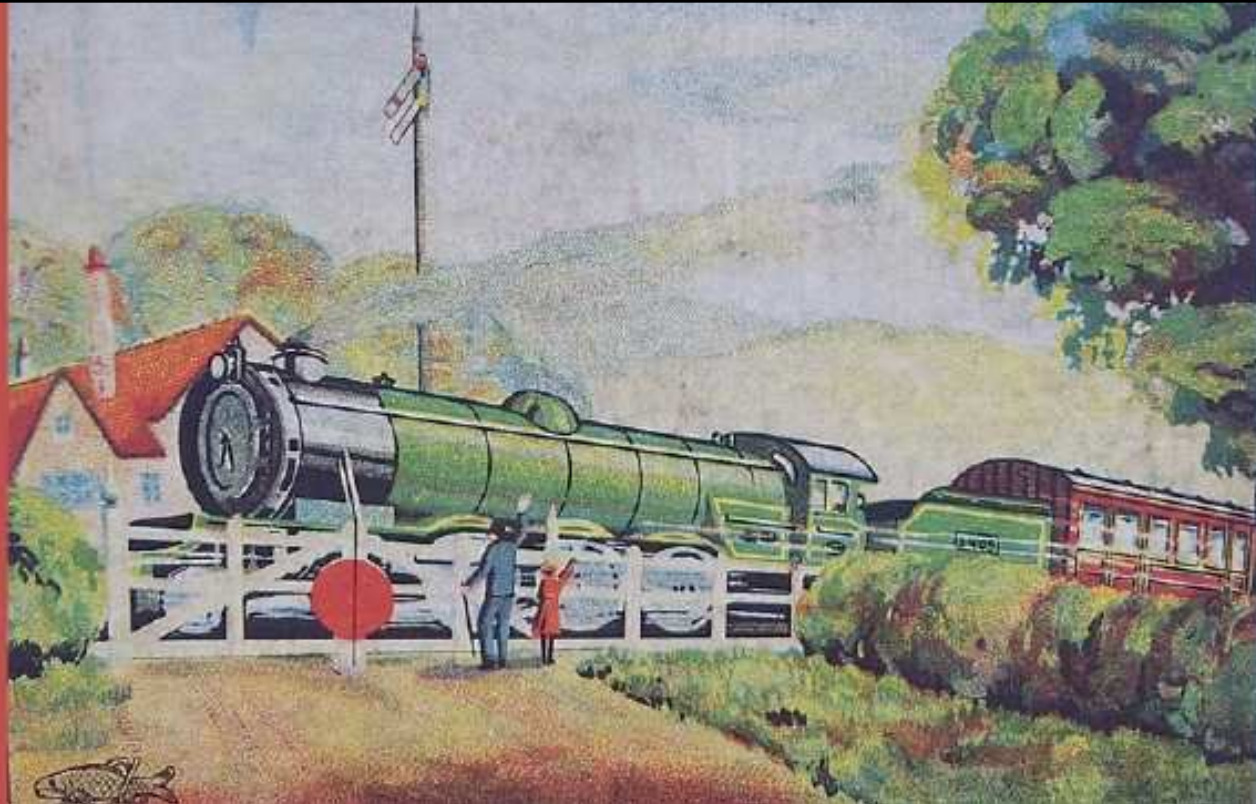
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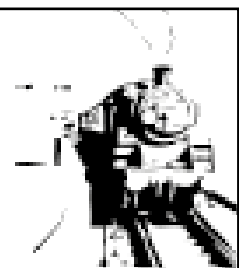
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THE UK Model Shop Directory



**Review: Rail Rover;
Wessex Ranger**

Author:

John Dedman &
Pete Nurse

Reviewed by:

Cath Locke

ISBN:

9781445680651

Type: Paperback

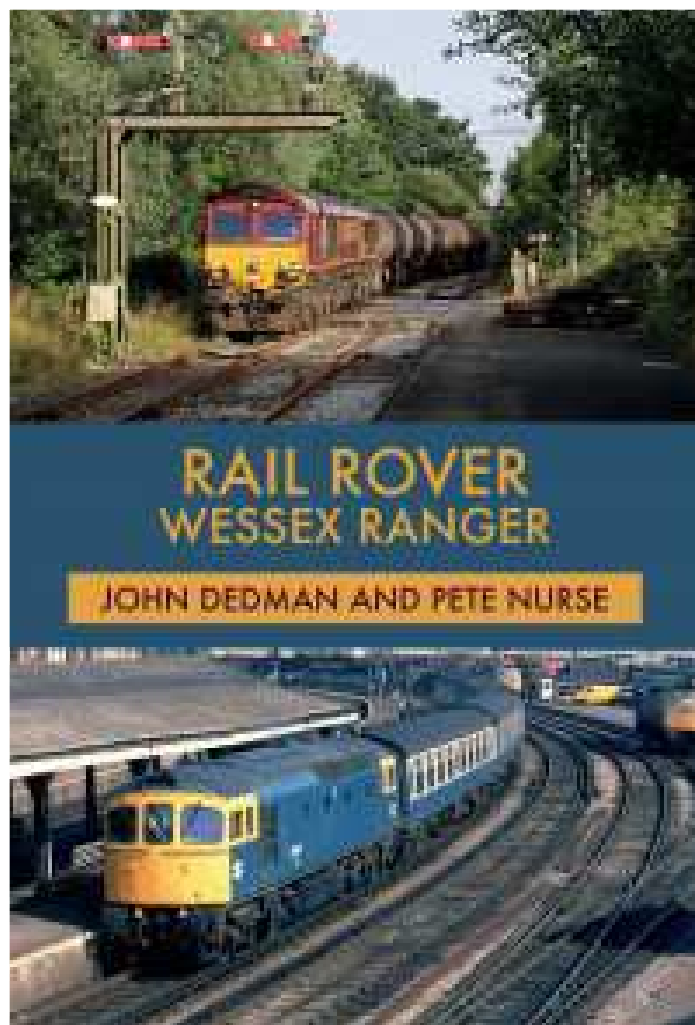
Images: 180

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234mm x 165mm



Another great collection of photos from another part of the country that is on my 'bucket list'

The quality of the images is tribute to Pete Nurse's parallel interest in photography. The collection covers a wide geographical area from the 1960s to the present.

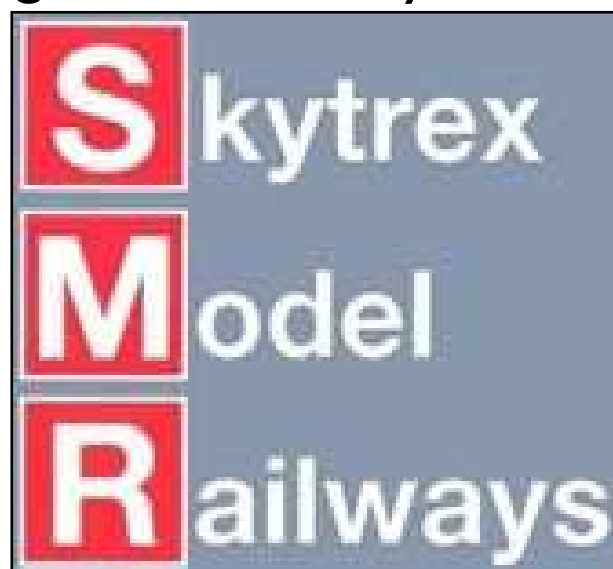
The variety of rolling stock pictured includes diesel and electrified passenger services, freight services (crude oil, Renault cars, container freight, gypsum and steel) and some images of steam too.

Other unusual trains captured include the weedkilling train, a track testing train, Royal Diamond which was named for the Queen's diamond wedding anniversary and a loco painted with images of the London Tube network on either side; one from 1933 and one from 2013 to celebrate 150 years of the Tube.

Another great collection from Amberley that I just kept browsing back through and finding more gems.

Quote from Amberley Website:

“Among the photographs featured here are traditional steam workings in the 1960s, as well as shots from the eighties that show how the experiences of the rail enthusiast changed dramatically in the course of a few decades.”



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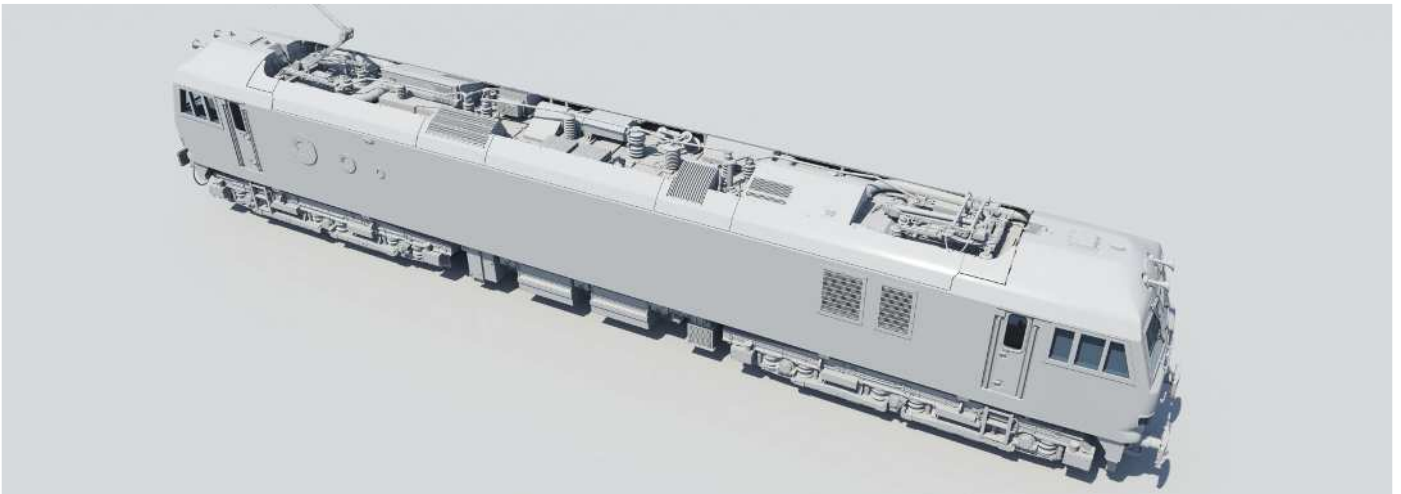
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NEWS: Accurascale Class 92 In Tooling

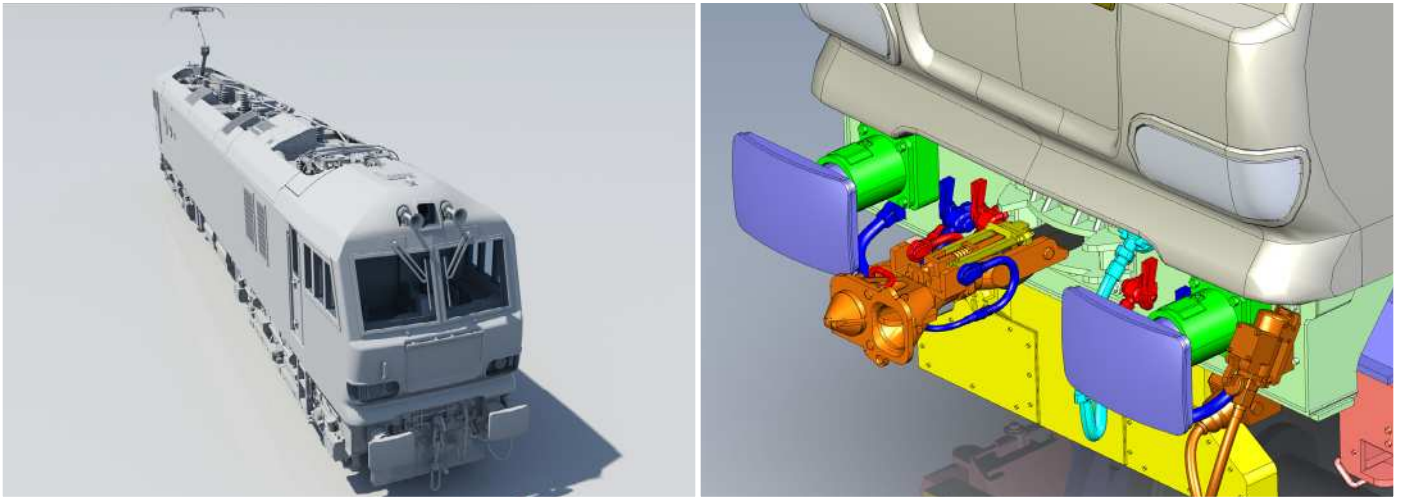


May 1st Dublin - Accurascale today announces that CAD design on its second OO gauge locomotive, the Class 92 electric, is now complete and tooling is now under way in China.

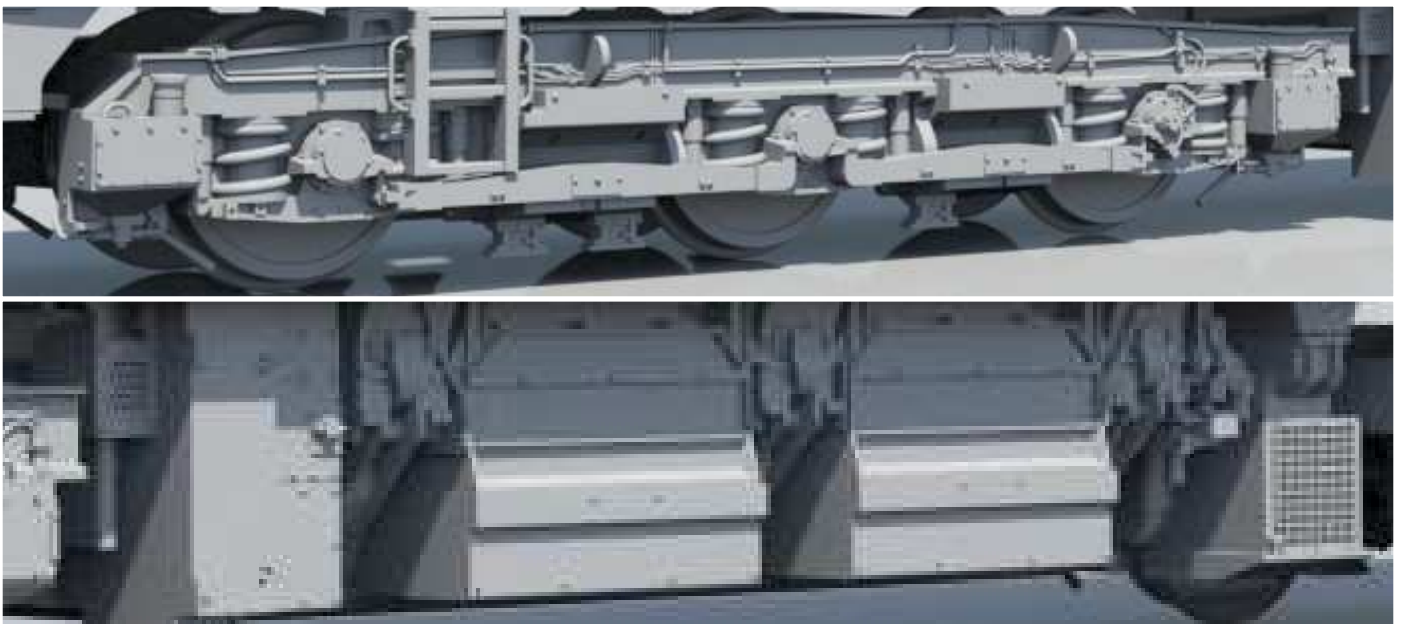


Intensive research and surveys at Brush Loughborough and Crewe EMD allowed Accurascale to compile extensive measurements of all aspects of these complex locomotives to ensure a highly detailed and accurate model could be designed.

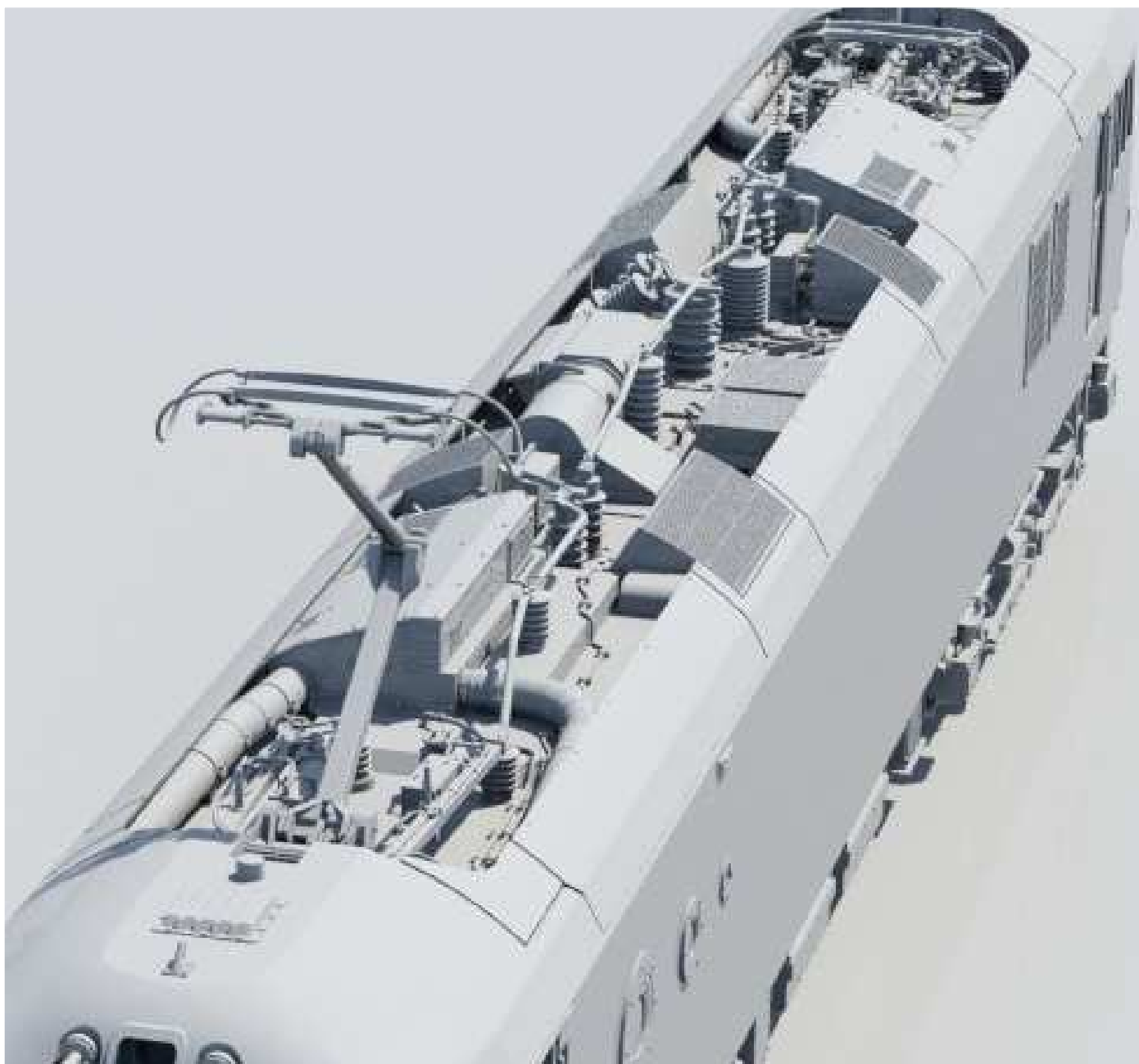
The Class 92 was announced by Accurascale at Model Rail Scotland in February, and is an essential counterpart for their forthcoming Mark 5 sleeper coaches, as well as filling a gap in the UK outline market for a top quality model of these interesting locomotives.



One of the most interesting areas of the Class 92 is the roof, with a wealth of detail and equipment across the length of the locomotive. Accurascale has gone to extensive lengths to get this area correct as can be seen from the CAD renders.



Class differences have also been catered for, with the modified Dellner coupling and buffer beam arrangements implemented by GBRf catered for to match the Mark 5s. These will be present on the current Class 92s which carry them in service.



Prices for the Class 92 being at £160 for the DCC ready version, with £250 for the ESU Loksound 5 fitted locomotives with a multiple speaker set up.

Delivery is on course for Q1 2020 and modellers can order their locomotives for just a £30 deposit per loco only on the Accurascale website. www.accurascale.co.uk

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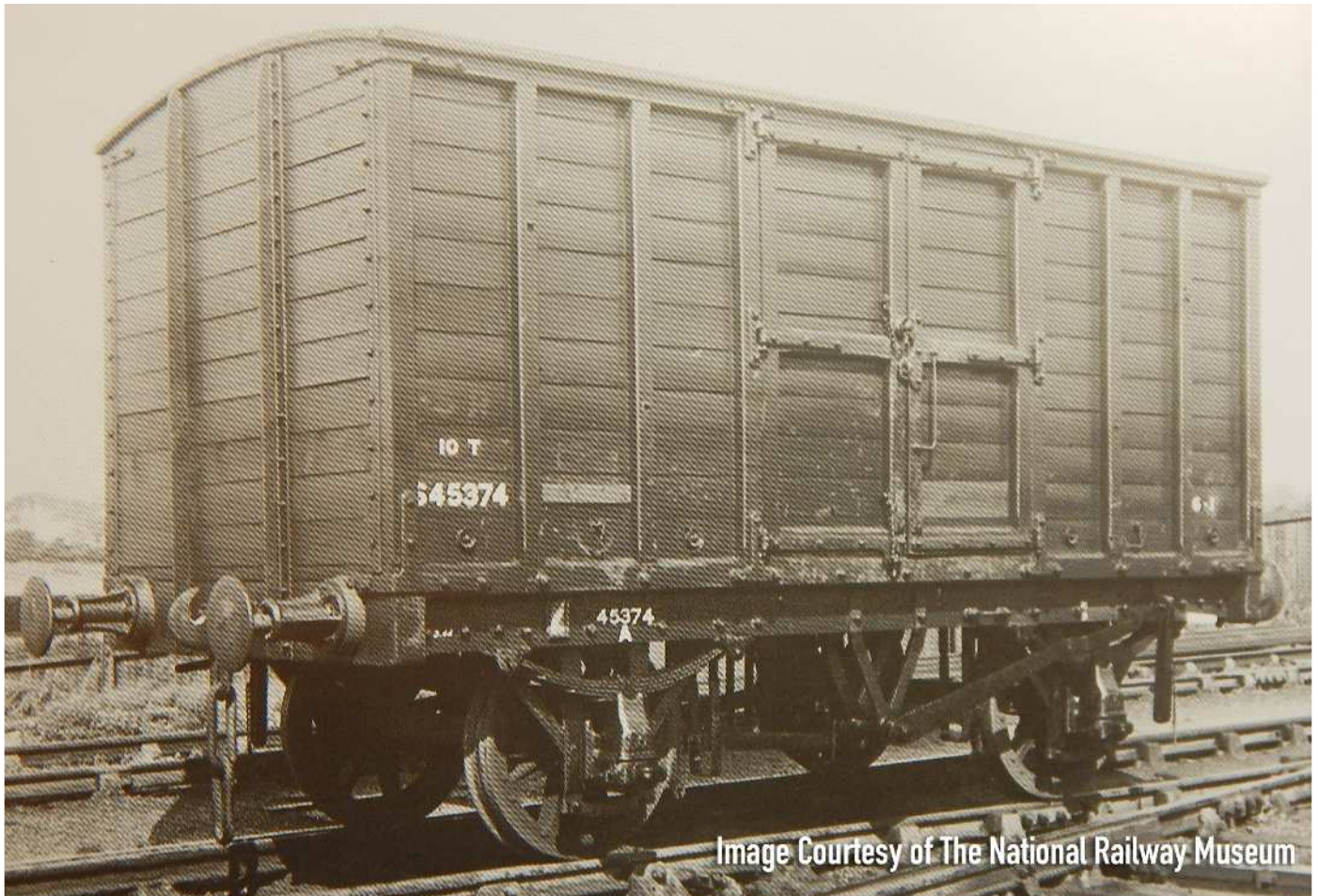
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NEWS: AN ALL UK PRODUCED MODEL!



At the opening of The York Model Railway Show this morning, Rails of Sheffield in partnership with Dapol have announced that they will produce an OO gauge model of the BR (ex-SE&CR) Diagram 1424 Box Van. This is the first product of a planned range of products of exclusive models.



Rails is leading the way and innovating for model enthusiasts. These models have been researched, designed and produced solely in the UK.



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Rails aim to fill the need for niche products, which simply would not justify a large production run. As they are produced in limited quantities, these vans are priced slightly higher than mass produced items, however, we feel the price reflects fantastic value for such distinctive models.

The price for a single wagon is £27.99

As an introductory offer if you purchase two wagons you will receive a 5% discount.

(Introductory offer is valid prior to release of product, is subject to availability and we reserve the right to withdraw, modify, discontinue the offer at any time without prior notice)

Initially three liveries will be produced, with two running numbers in each livery.



The following models are now available for pre-order;

BR (ex-SE&CR) Diagram 1424 Box Van,
No. **S45374**, Southern Railway brown with
BR lettering

BR (ex-SE&CR) Diagram 1424 Box Van,
No. **S45382**, Southern Railway brown with
BR lettering

BR (ex-SE&CR) Diagram 1424 Box Van,
No. **S45358**, BR freight stock grey

BR (ex-SE&CR) Diagram 1424 Box Van,
No. **S45427**, BR freight stock grey

SR (ex-SE&CR) Diagram 1424 Box Van No.
45374, Southern Railway brown, 1936 livery

SR (ex-SE&CR) Diagram 1424 Box Van No.
45455, Southern Railway brown, 1936 livery

Characteristic in style of earlier covered wagons built by the South Eastern and South Eastern & Chatham Railways, these wagons were built to an increased length of 16 feet during the Wainwright era. Later designated Southern Railway diagram 1424, 110 were built between 1904 and 1908, several examples surviving to British Railways ownership, at least until 1956. The models produced by Rails reflect the later SR and BR condition of the vehicles.

A tremendous amount of research and development has been put into this project to ensure accuracy and true replication has been achieved. The vans will be fitted with Alan Gibson finescale twin spoke wheels for further accuracy.

Production is in the final stages with these models expected in stock in June 2019. Painted samples are on display this weekend on our stand at York. More information and updates on the projects progress will appear on Rails of Sheffield website. Due to the small production run these models are expected to sell out quickly and pre-ordering is highly recommended to avoid disappointment.

For further details please see www.railsofsheffield.com



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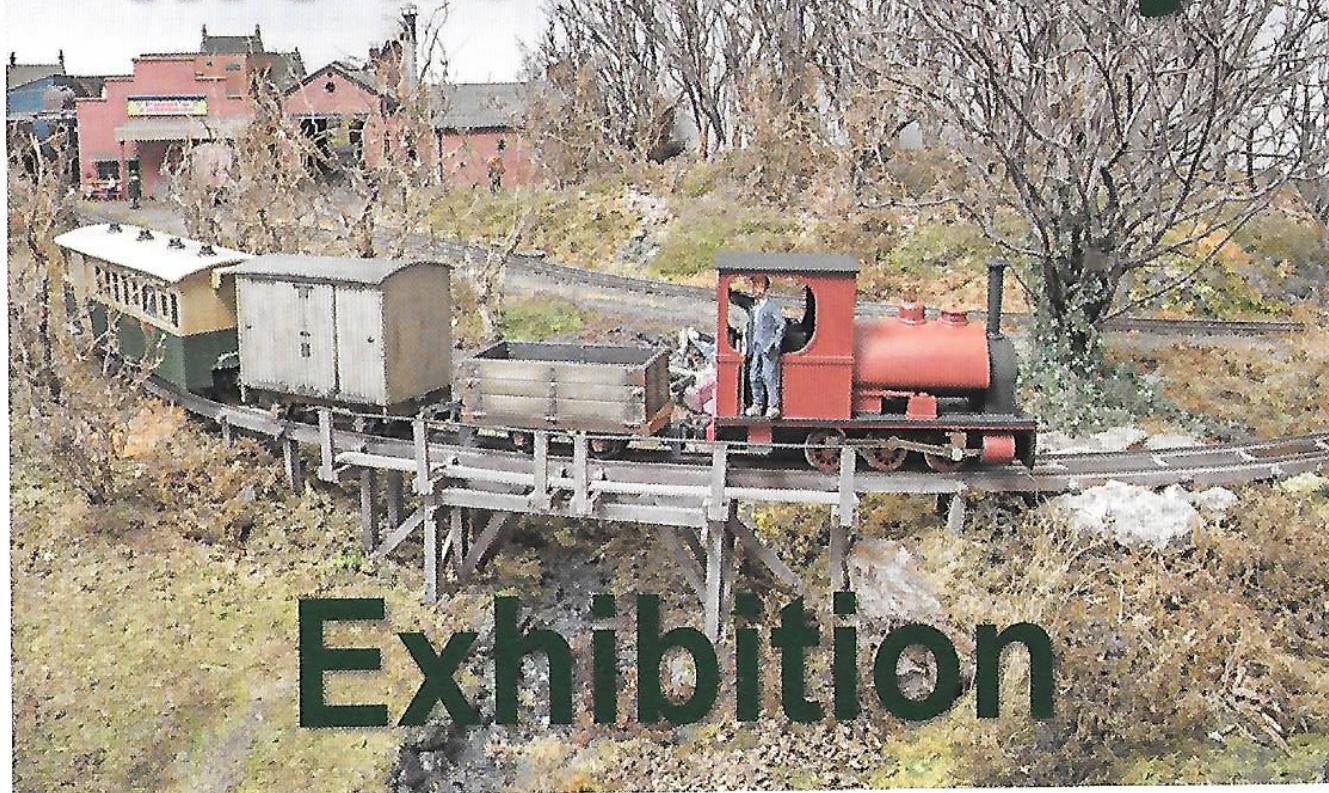


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NEWS: HORNBY'S CHIEF EXECUTIVE IN OPEN DAY CEREMONY



Southeastern Hitachi Class 395 train named at the Ramsgate Engineering Open Day.

The Ramsgate Engineering Depot Open Day has today opened its gates to the public where they have been able to see the amazing engineering operation that takes place to keep the Southeastern Railway trains running. As part of this very special occasion Southeastern have taken the opportunity to name one of their Hitachi Class 395 trains, 'Hornby Visitor Centre'.



The naming ceremony took place at 10.30 this morning (8th June) on a specially prepared dais with David Statham, Managing Director, Southeastern Railway, Mark Johnson Engineering Director also of Southeastern Railway and Lyndon Davies, CEO of Hornby Hobbies Ltd.

Asked to comment, Lyndon Davies said that all at Hornby were honoured that Southeastern Railway had named one of their flagship trains 'Hornby Visitor Centre', especially as Hornby had at the beginning of the year moved back into its former offices at Westwood, Margate. He continued by saying that this just underlined the fact that Hornby was very much part of the Thanet infrastructure.

Following the naming ceremony Hornby are pleased to announce that the 'Hornby Visitor Centre' Southeastern Hitachi Class 395 will be produced as a train pack. All product details are available to view on the Hornby website.

For more updates from the open day, including images of the newly named locomotive, please check out our social media channels.

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<https://www.youtube.com/watch?v=FlkKKxHPI94&t=20s>

Movie Time

This section contains a video from either YouTube or Vimeo that will usually 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 Great Central Model Event 2019 by YouTuber DCCI25. with the sad theft at this year's event reported earlier in this issue, we wanted to remind everyone what a great exhibition it is to attend.

I hope you were able to enjoy the whole series of videos covering this show, although I notice Chew Magna (by Daventry MRC) is sadly absent from them.

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



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.



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