



# MODEL RAILWAY

**EXPRESS**

eMAGAZINE

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**Front cover: Tombridge Junction**

(photo by Graham Whiteley)



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

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		Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Wickham trolley car	<a href="http://hattons.co.uk/wtc">hattons.co.uk/wtc</a>	£67.96	Mar 2013							
Stanier Mogul 2-6-0	<a href="http://hattons.co.uk/5p4f">hattons.co.uk/5p4f</a>	£127.46	Mar 2013							
Class 450	<a href="http://hattons.co.uk/cl450">hattons.co.uk/cl450</a>	£254.96-£271.96	Mar 2015							
LNWR Webb coal tank	<a href="http://hattons.co.uk/wct">hattons.co.uk/wct</a>	£97.71	Sep 2014							
Birdcage Coaches	<a href="http://hattons.co.uk/bc">hattons.co.uk/bc</a>	£50.96	Mar 2014							
Class 414 2-HAP	<a href="http://hattons.co.uk/cl414">hattons.co.uk/cl414</a>	£186.96 (EST)	Mar 2016							

Class 117, Class 121, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at [www.hattons.co.uk/projectupdates](http://www.hattons.co.uk/projectupdates)

		Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 68	<a href="http://hattons.co.uk/c68">hattons.co.uk/c68</a>	£123.72	April 2014							
Class 121/122	<a href="http://hattons.co.uk/dapolbubble">hattons.co.uk/dapolbubble</a>	£119.43 - 134.95	Dec 2012							

Class B4, IDA flat, Turbot, GWR Railcar, Class 59 - view these projects at [www.hattons.co.uk/projectupdates](http://www.hattons.co.uk/projectupdates)

		Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Golden Arrow Class 71s	<a href="http://hattons.co.uk/goldenarrow">hattons.co.uk/goldenarrow</a>	£139.95	Jun 2016							
14xx	<a href="http://hattons.co.uk/14xx">hattons.co.uk/14xx</a>	£99	Sep 2014							
Hatton's King	<a href="http://hattons.co.uk/king">hattons.co.uk/king</a>	£169 - £179	Aug 2014							

		Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 1366	<a href="http://hattons.co.uk/1361">hattons.co.uk/1361</a>	£124	Nov 2013							
4-wheel A & B Tanks	<a href="http://hattons.co.uk/heltank">hattons.co.uk/heltank</a>	£20.50 - £76	Nov 2015							
Class 47xx "Night Owl"	<a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>	£154	Nov 2014							
Hatton's O Gauge Class A3/A4	<a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a>	£750	Aug 2016							

Class 1361, Class 07 shunter- view these projects at [www.hattons.co.uk/projectupdates](http://www.hattons.co.uk/projectupdates)

		Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class B12 Holden	<a href="http://hattons.co.uk/B12">hattons.co.uk/B12</a>	£123	Nov 2015							
10T Cattle Wagon	<a href="http://hattons.co.uk/horcat">hattons.co.uk/horcat</a>	£18	Nov 2015							
W4 Peckett 0-4-0	<a href="http://hattons.co.uk/peckett">hattons.co.uk/peckett</a>	£70	Oct 2015							
Merchant Navy	<a href="http://hattons.co.uk/mn">hattons.co.uk/mn</a>	£144 - £162	Mar 2015							
Mk1 FO & BSO	<a href="http://hattons.co.uk/hornbymk1">hattons.co.uk/hornbymk1</a>	TBC	Oct 2016							
H Class 0-4-4T	<a href="http://hattons.co.uk/hclass">hattons.co.uk/hclass</a>	TBC	Sep 2016							

		Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Dean Goods	<a href="http://hattons.co.uk/oxdgc">hattons.co.uk/oxdgc</a>	£95	Jan 2016							
Mk3 Coach	<a href="http://hattons.co.uk/oxmk3">hattons.co.uk/oxmk3</a>	£29	Jan 2016							
Carflat Car Carrying Wagon	<a href="http://hattons.co.uk/oxcarflat">hattons.co.uk/oxcarflat</a>	£25	May 2016							
Hatton's ICI hopper	<a href="http://hattons.co.uk/ici">hattons.co.uk/ici</a>	£24 - £25	Mar 2015							

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

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

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

Information correct at the time of going to press. All information subject to change

# Welcome

From Simon Kohler

Dear Model Railway Express Readers,

Welcome to this the first Model Railway Express eMagazine and I really do hope you will enjoy what the editorial team has put together.

We at DRM ePublishing are more than aware that the model enthusiast has access to a huge amount of information associated with railway modelling via not only printed magazines but also from the Internet. Model Railway Express eMagazine is not aimed at competing with these sources of news and information but to complement them with input from not only key members of the editorial staff but also from you, our readers.

Those of you who know us well will be pleased to hear that "Having your say" will soon be back as a fully moderated forum at [www.mremag.com](http://www.mremag.com) from the 1<sup>st</sup> of January 2017. The key difference from the previous MRE Mag is that you will now need to register an account to be able to post entries; just like any other forum you may have used. As this will now be a fully moderated forum please remember that there may be a slight delay in posts appearing.

The MRE Mag website will also feature breaking news, press releases, links to the exhibition database for the next 30 days, (courtesy of the UK Model Shops Directory – [www.ukmodelshops.co.uk](http://www.ukmodelshops.co.uk)), a link to the MRE Mag shop and, of course, the link to the latest issue of this eMagazine (and an archive of previous issues).

In short both MREMag and Model Railway Express eMagazine will work together and hopefully provide a conduit for those who are passionate about this great hobby of ours.

Please enjoy our first issue and do provide us with feedback for our next issue, which will be available in two months time.

Model Railway Express is your free eMagazine so please contribute content and between us all we can make it a great source of not only information but also a place to be inspired.



A handwritten signature in black ink, appearing to read 'Simon Kohler'. The signature is stylized and somewhat abstract, with several loops and flourishes.

Simon Kohler

Chairman – DRM ePublishing Ltd

# Market Havering Station Building

By Trevor Wright

Although I have built several Metcalfe and Scalescenes kits this was my first attempt at complete scratch building and will be the main station building for my new Market Havering & Parmouth, N Gauge, GWR layout.

The location of my layout is fictitious but it's set '*somewhere Southwest of Exeter*' during the glorious summer of 1947 in the period immediately prior to the nationalisation of the railways and hypothesises that, after taking over the fictional Heathfield to Market Havering Branch Line from the South Devon Railway (SDR), the Great Western Railway (GWR) built a link from Market Havering to Ashburton to complete the loop and thus provide an alternative 'relief' route between Totnes and Exeter.

It also surmises that the present Lord Havering's father had been one of the original driving forces within the SDR and had, in fact, paid for the construction of Market Havering Station which probably accounts for its somewhat unusual design features and above average size for what was, after all, a comparatively rural backwater. That's my story anyway, and I'm sticking to it.

Since the route was originally built by the SDR I wanted a station building that broke away from the archetypal GWR design and, during my searches on the Internet for unusual GWR station buildings, I found pictures of Codsall station, the design and details of which I found quite charming.

Similar to my own hypothetical route, Codsall station was originally built by the Shrewsbury & Wolverhampton, Dudley and Birmingham Railway in 1844, which became the Shrewsbury & Birmingham Railway (S&BR) in 1849. The S&BR then merged with the GWR in 1854 and the earliest photograph I have found seems to have been taken around this time.

You will see from the photographs that the station buildings have evolved over time including the addition of a second storey to one part of the building to provide accommodation for the Station Master, so I have based my building on the pictures taken circa 1952 but with the original, pre-BR platform canopy.





This is a photo of the Platform Side of the station with all of the staff of the day, which was taken around 1850.

*Photograph reproduced with the kind permission of Codsall and Bilbrook Local History Society*

And this is a photo of the Road Side of the building which was taken in about 1952 which clearly shows the extension for the Station Master's house

*Photograph reproduced with the kind permission of Staffordshire County Archaeology Department (document reference C/P/65/5/1/12/37).*





Although the line itself is still operational the station closed to passenger traffic in 1960 and was finally sold off in 1980. This was it after the closure of Codsall Station to passenger traffic.

*Photograph reproduced with the kind permission of Codsall and Bilbrook Local History Society*

It is now a popular pub and restaurant and is featured in the CAMRA Good Beer Guide.

Here is a corresponding picture of how the station building looks in its new guise as a pub.

*© Copyright John M and licensed for reuse under a Creative Commons Licence.*



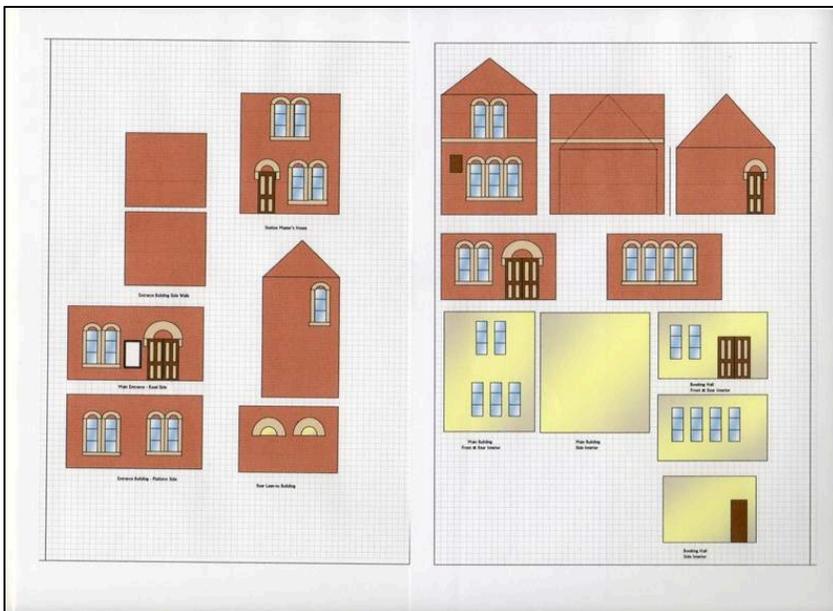
The features that particularly drew me to the building were the tall and very deeply corbelled chimneys and the unusual stone arched window and door surrounds.

Having decided on my subject matter the next task was to convert as much of the information as I could from the photographs onto templates from which the building would be fabricated. I didn't use any fancy software for this, just the 'Draw' facility within Microsoft Office and an Excel spreadsheet with a 2mm grid.

This was the result.



There are, basically, 5 buildings, which combine to form the whole structure namely, from left to right on the Road Side view



- The Waiting Room
- The Booking Hall
- The Ticketing & Parcels Offices
- The Station Master's House
- A lean-to shed next to the house

Since they are a unique element of the buildings I had to devise a way of making the stone arched window and door surrounds and the stone banding at first floor level. After several failed attempts I eventually devised a method of cutting the window and door surrounds individually from 0.25mm Slater's Plasticard which was then painted in GWR Light Stone and fixed to the basic structures with contact adhesive.

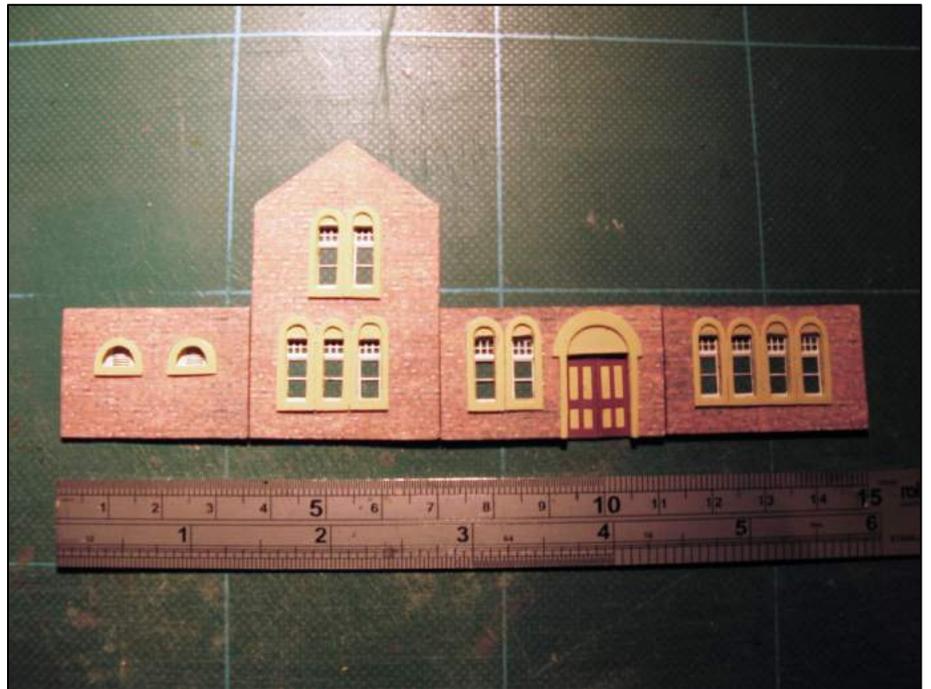
Each of the main building elements have been scratch built entirely from card using various Scalescenes scratch building sheets for the brickwork and roofing. The brickwork has been printed on 100gsm 'linen weave' paper which I think adds a small degree of relief to the brickwork without the over scale mortar joints that are evident in other modelling materials. Other parts that have been used are Scalelink GWR Window Frames and Doors, Langley white metal chimney pots, Scalelink etched brass GWR Platform Benches plus sundry Slater's Plasticard sections.

The station canopy has been scratch built from Plasticard strips and clear plastic sheet while the canopy support columns and etched brass canopy finials are all from Scalelink. The main building is illuminated internally with 3mm soft white LEDs and the gentlemen's toilet is illuminated internally with a yellow SMT LED, all from Rapid Electronics.

Here are a few photographs showing the various stages of construction:

#### STAGE 1

This was the first set of parts that go to form the track side elevation. From left to right are the Gent's Toilets, Ticket & Parcels Offices, Booking Hall and Waiting Room.



STAGES 2 & 3 with some of the cross-walls attached and then with the road side walls added

STAGE 4 with most of the construction works completed. You can't see them but there are actually several pieces of hand-made furniture in most of the rooms including a scene with a bit of 'hanky-panky' going on in the bedroom.



Platform Side



Road Side

Lights had also been installed by now and this was it just about ready for installing on the layout. However, as it happened, the N Gauge Society (NGS) AGM was coming up and my wife thought the model was good enough to enter into the Annual Model-making Competition. I wasn't sure myself but decided to have a go anyway so, to set it off, I created a bit of a diorama setting with a section of platform and track on the trackside and a car park and Station Master's garden on the roadside. This also formed a compartment for installing a 9v battery to run the lights.

And here are photos of the finished article with the canopy and lights installed and various bits of platform furniture and fencing fitted all set into the above noted diorama. You may also notice the roof finials, which were individually turned from bamboo cocktail sticks in a Dremel chuck.





So, off we went to the NGS AGM and it was duly placed on the judging table for scrutiny and marking.

Well, when the competition results were announced, you could have blown me down with a feather because not only did it win the Building Cup but also came Runner-up in the overall 'Best in Show' classification and was awarded a Silver Medal having only being beaten by a beautiful little micro layout.

Here it is with the NGS Building Cup.



I didn't keep an accurate record of how many hours it took to produce this building but, based on how many weeks it took I estimate that it was about 400 hours.

Since then I've been working on the Island Platform buildings, which I had very little information for but were, I assumed, of a similar design. And here they are, ready for installation on the layout.



O gauge resin and white metal kits



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

## Skytrex Model Railways

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Details on websites

OO gauge resin and white metal kits



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

## A Day In The Life Of.....

Blair Robinson a volunteer at the National Railway Museum, York

After a 50-year career as a signal engineer starting in Wimbledon and ending at York (via Reading) I finally retired from the industry in 2011.

I'd already become involved in the National Railway Museum as a Friend of the museum but in 2003 I heard that they were looking for drivers for the miniature railway on the site. So I volunteered for that, was accepted and trained and I've been volunteering at the museum since then.

In that time the miniature railway has been rebuilt twice; once around eight to ten years ago and more recently Science Museum funding (the National Railway Museum is part of the Science Museum Group) saw the track extended and a new loco and carriages added.

We now have a Deltic and a Class 47 and there are plans to run steam occasionally in the future too.

The track is now around 700 metres long and it takes about eight minutes to do the full trip. We run all year and we have enough signaling to run both trains at the same time.

I am part of a team of 44 volunteer drivers and guards (everyone is trained in both roles) and we have either three or five of us on at a time to allow for breaks and depending on the time of year. We are busy for an extended summer period as Scottish and English school holidays aren't quite the same (with Scotland starting earlier and the English schools going back a bit later).

I'm retired and live locally so I'm able to do two or three days a week most weeks but other volunteers come from further afield or have other calls on their time and so do fortnightly or monthly slots. Many of us are from a railway background and although most of us are retired some are still working.

A typical volunteering day is from around 10am to 5.30pm but this will be longer when we do get steam locos as there will be more time needed to prepare the engines for the day and to put them to bed at night.

I used to prepare the rota for the volunteer drivers which was a big job but now we have a computer programme that does it all for us. We tell it which days we are available and it works out who is on duty on which days. Occasionally we are a bit short and the timetable is adjusted accordingly but we also have a list of 'on call' volunteers who can come in if someone can't make their turn.



Now that I don't do the roster I've picked up other jobs working with the duty manager and I also prepare the weekly (or occasionally fortnightly) newsletter for the miniature railway team. I started this to keep my colleagues informed of what was going on over the winter one year and I'm now up to issue 67!

My other jobs include things like dealing with correspondence, helping to arrange and organise special visits (such as visiting engines to the miniature railway), checking the miniature railway locos and carriages and referring any problems for repair and organising social events.

I also help look after the plants and flowers around the miniature railway and sometimes bring plants and seeds in from my own garden. Recently we've been given two new goldfish for the pond in the middle of the railway and I had to get them to the museum in a big plastic box. Now they are in quarantine for a little while before I introduce them to their new home.

In 2004 Flying Scotsman came to the museum and volunteers were asked for to be stewards on a trip to Scarborough so I became part of a stewarding team and we still have days out together.

There is a schedule of training and re-training for volunteers and I'm now a trainer myself so I can train other new drivers/guards (although we have an external examiner).

The museum also has other 7¼ gauge engines on loan elsewhere and we arrange several days out for the team to visit these and drive them. I'm looking forward to a trip to a private railway near Castle Howard soon to do this

As I'm in the museum I also get chance to see the changing displays and special exhibitions, which is a bit of a perk of the 'job'.

My volunteer team is part of the wider 'Visitor Experience' team at the museum and I like being part of helping someone to have a really good day out at the National Railway Museum.

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### **DID YOU KNOW.....**

Approximately 70% of UK train journeys either start or finish in London... So it's no surprise that London's Waterloo is the UK's busiest station (100 million people travel through it every year), closely followed by Victoria and Liverpool Street. Glasgow station is the most well-used station outside of London

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# **NTGTrains**

# Modelling Around The World

## Paeroa to Waihi

By Neil Ward

In this article I will outline some of the personal stories behind my choice of location for the layout and reasons for choosing particular locomotives.

The Karangahake Gorge area has been of interest since the late sixties and although having Tri-ang based layouts in the seventies I always felt a strong desire to do something in New Zealand Railways (NZR) based on this area.

My earliest memory of the Karangahake Gorge was as young boy going to Waihi Beach for a day trip that was also disguised as an opportunity to photograph trains in the Karangahake Gorge by Dad. My first memory was of an English Electric Df bursting out of the tunnel under the road and crossing the steel truss bridge over the Ohinemuri river on its journey to Waihi.



*Df1505 Bursting out of tunnel*  
*Photo: KB Ward*

I was lucky enough to travel through the Karangahake Gorge with my Dad and Keith Cullen in both double headed Di and Db hauled trains. I can't recall the exact numbers of the Di's or Db's from these cab rides but still have vivid memories of snaking through the, by then, run down section of line looking at the river below thinking there's not much between me and disaster on the narrow rail corridor through the gorge.



Photo Db1016 and 1004 (models and prototypes)  
Double Headed Db`s Crossing the double deck bridge at Karangahake  
*Photo: KB Ward*

Double Headed Di`s



Da1405 was chosen as it was one of the first Da's to be written off in 1974. I didn't want any of the usual low numbered Da`s that ended up as Hump Da`s in TeRapa.

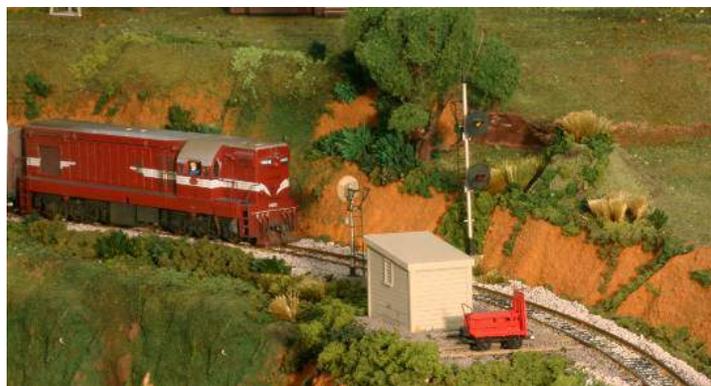


Photo Da1405

Da`s worked through the Karangahake Gorge although in later years were hauled through the gorge dead on route to Tuaranga for log trains in the Bay of Plenty.

That makes up my Diesel loco fleet

My steam fleet consists of K909, K907, J1221, J1214; Jb1213 and soon to be completed Ja1277, Ab717, Ab738, A423, Bb635, Wf386. I was fortunate enough to source two Ajin K locos marketed by Sunlander in the early 90s. I also believe these locomotives are still the best ever NZR locos ready to run or kit ever produced for this market and will remain so for a very long time.

I have them based on the fact that Ks did venture out to Paeroa from time to time, however not up the gorge. I use a little bit of modeler's license and don't run them that often on the layout tending to run J,A and Ab hauled trains mostly. Both have had modifications to the ladders on the sand domes and north yard gear boxes fitted, repainted and weathered to represent the period modeled.

K909 was chosen as it was the locomotive heading the train which left Frankton in 1954 with Waikato rugby supporters heading to Christchurch for the 1954 Ranfurly shield challenge. Waikato drew 6 all with Canterbury on this occasion. The other significant fact was my grandfather was the guard on the train when it departed Frankton 26<sup>th</sup> August 1954. Interestingly the supporters traveling from Frankton disembarked at Wellington directly onto the overnight ferry to Littleton arriving on the day of the game. Watched the game and returned via the next overnight ferry to Wellington and train back to Frankton, no accommodation required.

One notable omission from the K909 prototype on that day was the red, yellow and black-striped tender I haven't quite got that game as yet.



K907 on Rotorua express passing through Claudelands.

K907 was chosen as it was the first locomotive my Dad rode in the cab on the main line as a young boy J1221 was the first loco he fired on the main line. Jb1213 was the last Steam locomotive to travel the Karangahake Gorge in revenue service driven by Dad and followed by Keith Cullen, Trev Terry and Richard Armstrong.



Jb1213 on train #309 17<sup>th</sup> Sept 1967  
*Photo Richard Armstrong (Kb Ward Collection)*

Jb1213 Crossing the double deck bridge at Karangahake.  
*Photo: Neil Ward.*



J1214 Crossing the double deck bridge at Karangahake.  
*Photo: Neil Ward*

J1214 was based in Frankton as a cross compound pump and it was the second loco I built and was picked up in 1994 from Bay Hobbies a little cheaper as there were some missing bits.

Ab738 was one of the Ab's used on the 1953 Royal Tour by Queen Elizabeth 2<sup>nd</sup> and Prince Phillip.



Ab 717 because it was a Price Ab, built in their Thames workshops.  
Ab 717 departing Paeroa for Waihi  
*Photo: Kb Ward*

Bb635 was frequently driven by Dad on the miners train #260 to Glen Afton in the Mid to late 50's and early 60's. Bb's also worked out to Paeroa and Thames in earlier times.



Bb 635 on miners train 260 departs Huntly.  
*Photo: Kb Ward*

The rolling stock is a mixture of Railmaster, Midland line/Cross creek, South Dock and Online kits with some scratch built wagons.

I still follow the philosophy that the NZR carried people, freight and livestock and continue to have loaded passenger cars and railcars. Wagons i.e. coal, timber, tractors, cars, paper, sheep, cattle, pigs with the odd empty at the rear of the train as was the rule in that period to run empties at the rear of the train.

All locos and rolling stock are detailed, painted, numbered prototypically, weathered, windows glazed before they appear on the layout.

My rolling stock doesn't venture out on trains on the club layout until finished properly. This is one on my pet peeves seeing unfinished models on layouts at shows and home layouts.

Not much has changed on the layout since the Paul Anderson-Gardener article of 2005 except for the layout being converted to DCC control (Digitrax) and a significant investment in Loc-sound decoders from Online to fit K909, K907, Jb1213, J1221, Ab717,Wf386, Da1405, Df1505, 88 seat Drewery twin set railcar Rm133 with prototypical sound. I also have a Dx2608 with Loc-sound for my Silver Star.

Here a some short videos taken of trains with sound files.

Da1405 during layout tour convention 2014-04-20: <https://youtu.be/Z0EPufZD7Es>

NZR Ja1250 Ja1271 at Mauku April 2011: <https://youtu.be/SLwVDOYeN5o>

You can find more on You Tube by searching NZR model railways or neilwardnz

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### **DID YOU KNOW.....?**

There are 40,000 bridges and tunnels, 9,000 level crossings and 9,941 miles (16,000 km) of railway tracks in Great Britain's rail network

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### *Tee hee*

Q Who is the most famous person modeling N gauge?

A Captain Jean-Luc Picard of the U.S.S. Enterprise. He is always saying "N-gauge!"

His other hobby is restoring antique sewing machines (he's also frequently heard saying "Make it sew")

# Review: Hot Wire Foam & Polystyrene Cutter

From Expo Tools & Drills

<http://www.expotools.com>

By Terry Rowe

Ref: 74362

Price: £16.95 (Including VAT at 20%)

USES 4 x AA Batteries in Handle (not included)

Uses QUICK CHANGE pre made wires (three included)

This is a lightweight easy to handle and use tool. The wire quickly heats when the trigger is pressed. You can cut expanded polystyrene and foam easily and with considerable control.

This is ideal for shaping expanded polystyrene when creating landscape scenes.

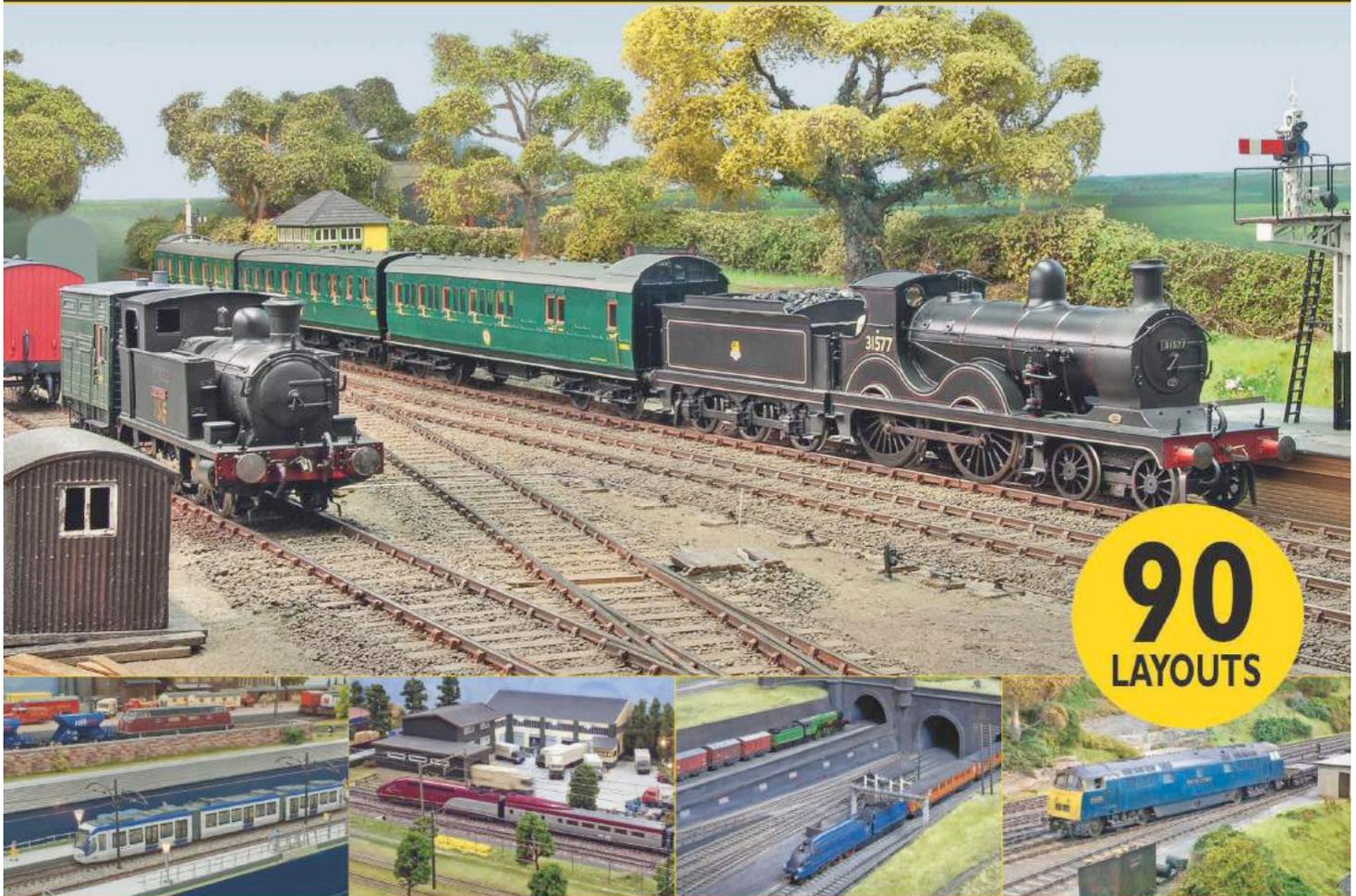
Maximum depth of cut: 21cm. Throat opening: 6cm





# WARLEY NATIONAL MODEL RAILWAY EXHIBITION

at the NEC Birmingham  
Sat 26th & Sun 27th November 2016



## Saturday 26th & Sunday 27th November 2016

Sat 9.45am - 6pm & Sun 9.45am - 5pm Advance ticket holders 9.15am Sat & Sun

- 90 Model Railway Layouts - Gauges Z to I and Bigger
  - Over 150 Specialist Trade Stands
  - Modelling Demonstrations
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**GRAHAM FARISH**  
by BACHMANN



Main photo: Craig Tiley courtesy Railway Modeller

The UK's Premier Model Railway Event

# Tombridge Junction and St. Faith's Branch N Gauge Layout

By "Grandpa" Graham Whiteley



In 1972 my family and I moved into our present home on Daventry. Not long after I began building a continental based N gauge layout in the loft with an overlapped double oval design.

Within two or three years, due to an ever-expanding workload at our optical practice, family commitments and helping our elderly parents, I decided to mothball the layout.

It finally re-emerged late in 2009 when my eight-year-old grandson, Tom, showed interest. It was in a sorry state as all the Peco foam ballast had turned to dust although all the electrics still functioned.

Unfortunately, in March 2010 Tom was diagnosed with a very malignant brain tumour and admitted to Addenbrookes Hospital in Cambridge for an urgent operation. It was all hands to the help of my son's family for the next few months whilst Tom underwent his operation and radio- and then chemo-therapy. Although the treatment was technically successful and Tom was back at school, the tumour returned and Tom passed away on 8<sup>th</sup> November 2010.

At that point I had decided to sell the track and stock but my wife suggested that as our front bedroom was little used, why not build a new layout in memory of Tom?

So in 2012 a new British-style N gauge layout was born; "Tombridge Junction". St Faith's branchline is named after Tom's school who were marvelous to my son and daughter-in-law and helped set up a charity in Tom's name ( <http://www.tomstrust.org.uk> ).



The planned layout was to be 6' 3" x so as to fit in the back of my estate car, if required. To help catch up on 30 missing years of modelling I read articles in magazines, on the Internet and joined Daventry Model Railway Club. This proved to be a great help on catching up with N gauge progress and resulted in what you see in the pictures. Still a lot to do but a model railway is never finished, is it?



How my grandson Tom would have loved it.



Trevor Wright, Graham Whiteley and David Bruce with the Tombridge Junction layout

# Handy Hint

## Holding Small Parts under construction

By Rob Davies

I needed to build a small bridge. I enjoy scratch building, but little parts can be a real pain to cut and handle.

I made a top view drawing of what I wanted to build to the exact scale size, then I put regular scotch tape down on the drawing sticky side up. I then taped the ends down flat.

Then I could put the beams down on the tape and secured them so I could glue the cross boards on. I did the same thing with the handrails. After the glue dried, I simply cut the tape away from the plan and peeled it off. For me this idea worked very well.

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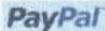

  
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# Railway Refreshments

## The Signal Box Inn, Cleethorpes

By Cath Locke

Although not officially the "Smallest Pub on the Planet" the Signal Box Inn at Cleethorpes is certainly a contender for the title at around eight feet by eight feet.

This original Victorian signal box has had a chequered history. Originally sited at the railway on the iron ore workings that served the steel works at Scunthorpe it eventually became disused and was scheduled for demolition.



It was then offered by the Appleby-Frodingham Railway Preservation Society to the Cleethorpes Coast Light Railway and was transported to its new location at the end of the Lakeside Platform at Humberston.

It stood there for many years and was unceremoniously used for storage. When a then government job creation scheme needed a regional HQ it had to be at least partly cleared out to provide some desk space for them.

Following a proposal from a local couple its next re-incarnation in 2006 saw it completely cleared out and established as the small pub that it still is. Although initially experiencing mixed fortunes, after the initial two-year lease it is now operated by the Light Railway itself.

This tiny free house has been recently re-furbished and sells a good range of real ales and up to 20 ciders at any time. Food is available from the cafeteria a bit further up the platform and there is extensive seating outside (including some under cover).





Alan Cowood, Landlord of the Signalbox Inn

This tiny free house has been recently re-furbished and sells a good range of real ales and up to 20 ciders at any time. Food is available from the cafeteria a bit further up the platform and there is extensive seating outside (including some under cover).

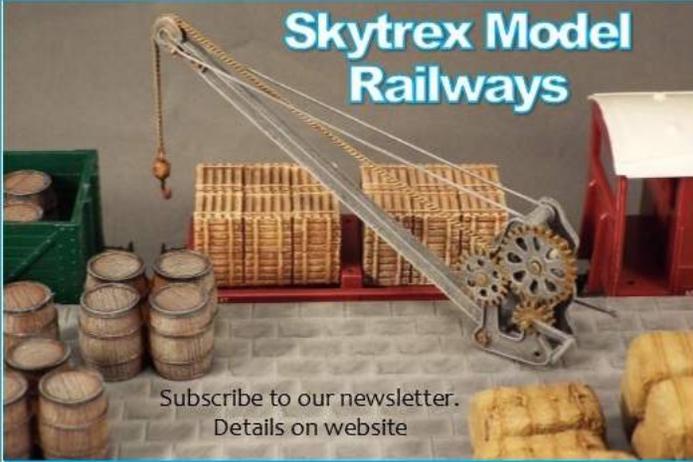
Regular events include the annual Folk & Cider festival and the Rail Ale & Blues festival as well as the usual range of Halloween, Santa & Thomas events that you would expect.

Do check opening times before you set off though as the Signal Box has seasonal opening times.

More details of the Signal Box Inn and the Cleethorpes Coast Light Railway can be found at [www.cclr.co.uk](http://www.cclr.co.uk)



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# THE UK Model Shop Directory



# Handy Hint

## Cleaning files

By Rick Folwer

To clean your files after shaping your metal or plastic get yourself a file card. It is a special stiff wire brush type of gadget made just for cleaning files. Also try the tip of a hobby knife blade for stubborn stuff that gets stuck in the grooves. Chalking the file first helps prevent material from sticking so tightly so just use any old stick chalk you have handy

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## From The Editorial Team

We hope you like the new Model Railway Express eMagazine. We've collected together a selection of varied articles, which we hope you like and we have a stack more ready for future issues.

But we very much want the new eMagazine to be 'by the readers for the readers'.

Built a new model?, Bought a new tool? Been to an exhibition and seen something different?, Had a great day out? Found a cosy railway themed pub? Write us an article and send it in along with some photos and we'll slot it in.

By sharing our experiences and stories we can inspire each other and get the very best out of our shared hobby and common interests.

**Please submit articles to [editor@mremag.com](mailto:editor@mremag.com) for issue 2 by 6<sup>th</sup> January 2017**

Like it? Tell your friends.

Don't like it? Tell us why; what would you like to see more of (or less of)?

We explained when we made changes to MREMag.com that to keep publishing we needed to attract advertising revenue to cover costs. And now we are pleased to welcome a number of new names on board as well as some old friends from MREMag. However, in order to continue to keep this new eMagazine free please do use our advertisers when you go shopping. Click on their adverts and visit their websites. Christmas is coming.....!

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**AND COME AND SEE US AT WARLEY ON STAND A70**

# 5 in 1 Butane Gas Soldering Set

From Expo Tools & Drills

<http://www.expotools.com>

By John Locke

Ref:7550 5

Price £34.95 (inc VAT)

On removal from the cardboard packaging the tool comes in its own robust plastic case. In fact this is a soldering kit, not just the tool itself.

Inside the case are:

- The soldering tool with one tip
- Two more soldering tips,
- A heat reflector
- A hot blower
- A hot knife and two spanners for fitting the various attachments
- Some solder and
- The instruction leaflet

The instruction leaflet is well set out and clear. The tool has a robust metal handle which holds the gas canister and switches for on/off, ignition & temperature setting.

Gas is not included in the kit (obviously) and you will need to fill the canister with cigarette lighting fluid. Once lit the tip gets hot very quickly (in less than a minute).



This is a very versatile kit with all the various attachments especially the heat reflector for heat shrinking.

The only downside to it is that you can't easily see the level of gas remaining. However, set against other similar tools this is a minor inconvenience given the overall robustness and range of accessories.

Another excellent tool from Expo

# Readers' Letters



## This issue's star letter

### Is "0" gauge becoming the new "00" gauge?

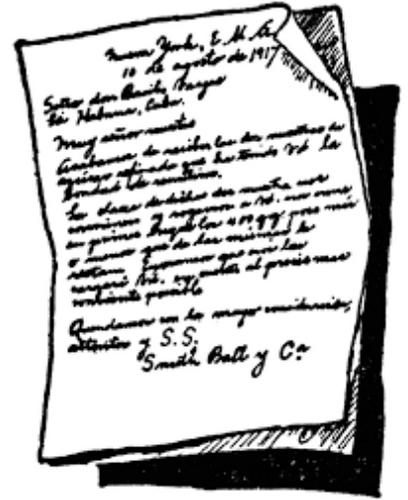
A strange title you may think but please read on. So much has been written about how our hobby is being sustained by the over 50's/60's etc who have found that they now have time and financial resources to indulge in railway modelling. Whilst "N" gauge models have come on "leaps and bounds" and such layouts do not need as much space, many elderly modellers find the models too small.

For many, "00" gauge rules the roasts as it has done for many years but I have a sense of a real resurgence towards "0" gauge modelling even through costs are much higher. I have even noticed that at some exhibitions the number of "0" gauges layouts is of the greater number these days. I was most impressed with a new layout that I saw in the Autumn, which was the owner's first venture after early retirement. The layout had even been built to finescale "0" gauge and, although I am personally an entrenched "00" man, I complimented the owner on his excellent efforts.

New standards in "0" gauge ready to run have really reach new heights with quality large diesel locomotives from Heljan, whilst Dapol have so far gone for the small locomotives of which are very attractively priced. There are also a number of independent retailers who are also producing very attractive models in particular of the industrial locomotive range. The release of the SR "Terrier" and BR Class 08 offers the chance for those who want to venture into the large gauge at prices which are vying with the increasing cost of "00" gauge models. When the larger locomotives of the "00" gauge first past £100 I advocated that manufactures should possibly turn to releasing more small types, i.e. tank engines etc, but even these models have now broken through the £100 mark. In fact as I write some new releases of small tank engines are now touching £160; such a price would be unbelievable a few years ago. Compare this to a "0" Gauge Terrier in the region of £200 and "0" gauge becomes a very attractive alternative. Added to which there is a very good range of new ready to run wagons also coming on stream. We have also seen a major retailer now commission new "0" Gauge models of Gresley Pacifics so the market must be there.

Whilst I still feel "00" gauge will continue to be to the fore, I can see a very serious challenge developing over the next few years as more and more good quality "0" gauge comes on board. Definitely some food for thought for new and potential railway modellers.

*John Cherry*



## Tipping a coal wagon

I have built a coaling tower that is more or less based upon the one at Grantham and looking like a typical Henry Lees structure.

However, I am not too clear about the sequence of movements involved in tipping the feed wagon. This initially sits on a platform adjacent to the bucket and hopper and that is raised on one side but somehow to me this does not angle enough to empty its load.

I have seen photographs, albeit not that distinct, where the wagon is tilted but nothing that shows movement beyond that stage. There are, too, a few models that I have seen on the web but none show the wagon feed arrangement.

Am I correct in assuming that there is something further in the way the wagon is 'upended' such as the platform rising even more than in these photos because I cannot see how the coal could empty without it being almost upside down?

I should say it is my intention to make this a working operation on the layout. Hopefully somebody out there may even have seen this aspect of shed practice in real life or better still documented it so any help would be really useful.



Here is a photo. The wires coming out of the side power a motorised chute so that coal can be emptied into the tender. It is now further on than this photo and the hopper pit is cut ready to fit the wagon platform.

At present I am also constructing a Walsworth etched coal hoist and I learnt that the coal was fed to smaller wagons which ran on a narrow gauge track in between sidings proving that there are things to discover in our hobby that are not always evident in photographs. As ever model railways keep our brain cells active all the time!

*Graham Hobbs*



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# West Kirby Joint Layout

*Manchester Model  
Railway Society*

by Bob Powell

In 2012, Manchester Model Railway Society (M.M.R.S.) members Chris Bennett, Bob Powell, Paul Rees and Dave Williams decided it would be a challenge to construct a 1930s-50s layout of a Wirral location in EM gauge. The defunct, (1962), West Kirby terminus of the LNWR & GWR joint line from Hooton was chosen.

From Council and Network Rail archives, we obtained copies of engineering and architectural drawings. Our "senior" member, architect Chris Bennett, drew plans of the station, goods-yard and adjacent timber-yard. As the layout was to be portable, Chris developed a lightweight baseboard design using 4" thick blue foam insulation, 4' long by 2' wide. The sides are clad in 3mm, the ends 9mm, plywood.

Sadly Chris died in 2013, before he was able to see his designs used.

There are three baseboards plus a fiddle yard, dowelled and clamped together. They rest on four trestles and assembly is quick.

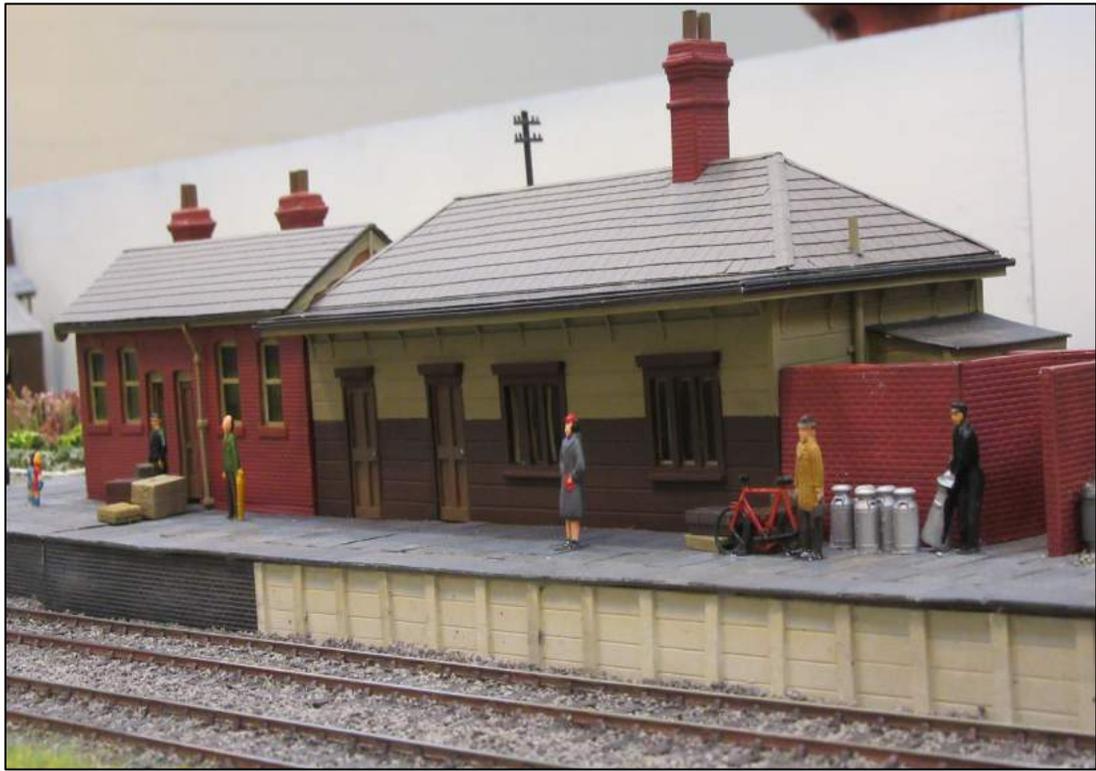
Modeling began in 2014, with scratch construction of the station platform, buildings, timber-yard, overbridges (using original drawings) in "plasticard". Trackwork is Marcway; the points hand-operated via buried "stiff wires" and frogs "switched" by 'Frogjuicers'.

Rolling stock consists of re-gauged OO gauge r-t-r stock and kit-built wagons. Stock is fitted with Spratt & Winkle auto-couplings which sadly gave teething problems! Scenery models the prototype and includes scratch-built embankments, trees, shrubs, roadways, and trackside clutter.

Our first outing was to the 2015 Merseyside exhibition, where it created lots of interest from local people who remembered working there, using it or living alongside it.

Rather than just selecting four photos of the layout, we've chosen photos that show two views of the station as it was (circa 1952) and two photos of the layout itself, from the approximate same location.

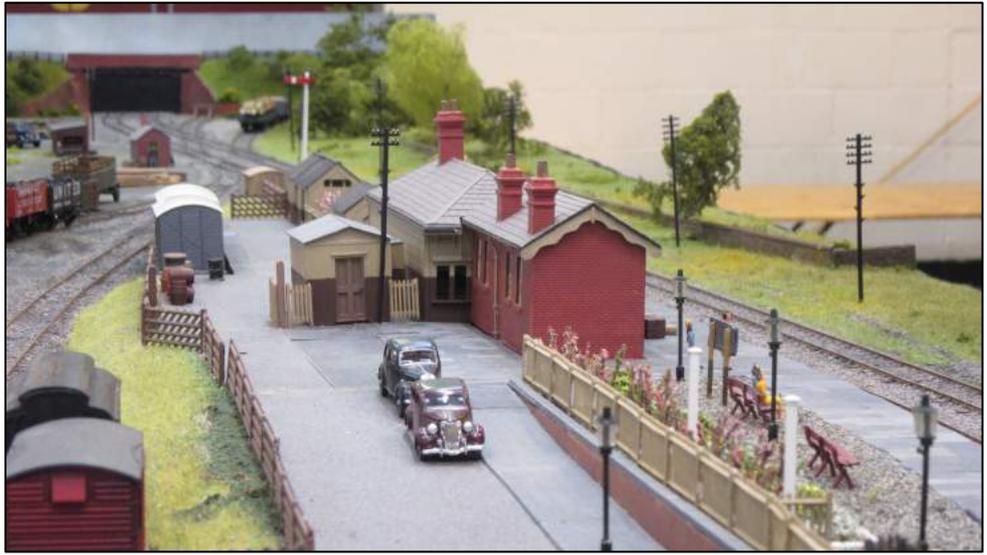
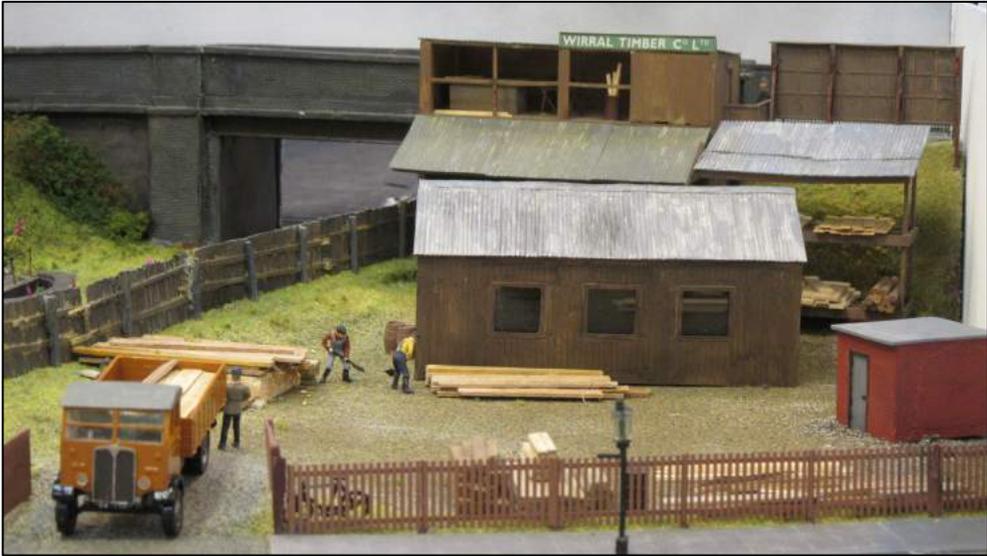
*Manchester Model Railway Society*





Here are some photos of the layout and please see also the video "West Kirby's Other Station"

[https://www.youtube.com/watch?v=Y9gDU-F1P\\_M&feature=youtu.be](https://www.youtube.com/watch?v=Y9gDU-F1P_M&feature=youtu.be)



# On 30 Hand Car Shack

By Terry Rowe

In September 2014 there appeared an article in a leading North American model railroad magazine of a Hand Car Shack in O Scale (1/48)

The article was an inspiration to me as I looked at it and thought firstly, 'I like it' and secondly 'with a little license I could produce a version that would fit into my planned end-to-end layout 'Snowy River''. It would have to be rustic and fit into a typical North American narrow gauge scene as 'Snowy River' is just that.

I also wanted it to be fully 3D showing the inside of the shack with its hand car. I set about collecting the materials that I needed. Mainly these were simple 'coffee stirrers' and pie dish foil for the corrugated iron roof.

After making the framework for the shack I attached the weathered planking and detailed the interior of the shack using some resin shelving by 'Rusty Stumps'. The rail in the shack is PECO Code 100 with wooden sleepers.

The hand car is built from an On30 Scale Wiseman Model of the Denver Hand Car Kit. The whole model was built over two weekends. It was a fun project and the photos are of the finished shack.

A few months after I completed the shack I entered it into a competition at the 'Slim Gauge Circle' and walked away with a first place; a first for me and something I am truly pleased with!





# The 5.5mm Association

## The Ideal Narrow Gauge Scale

By Peter Blackham

5.5mm = 1ft scale is halfway between 00 and 0 gauges or, if you are American, halfway between S and 0 scales. It could be said that it is the original narrow gauge scale. Some of John Ahern's Madder Valley narrow gauge stock was built to 5.5mm scale to match his standard gauge vehicles on the same layout. 5.5mm to the foot was developed by GEM Model Railways when, in 1963, they introduced a range of white metal kits to run on the then smallest commercially available gauge of 12mm.

The GEM range comprised kits for the Festiniog Railway's double Fairlie 'Earl of Merioneth' as well as for 'Prince', 'Linda' and the Talylyn Railway's 'Dolgoch'. To go with the locomotives, there were Festiniog & Talylyn coaches, wagons and figures.

5.5mm scale is an ideal size for narrow gauge modelling. At its narrowest, 9mm (009 or N) gauge is used for models of miniature railways and mine tramways of about 18in gauge. 12mm (TT) gauge covers 2ft to 2ft 6in railways, whilst 16.5mm (H0/00) is exactly correct for 3ft gauge. Several people have gone wider than 16.5mm. We know of one who is using P4 for a metre gauge layout, another using American 0n3 for Cape Gauge (3ft 6in) and someone else built standard gauge trams in 5.5mm scale.

As a general guide, modern Festiniog coaches in 5.5mm = 1ft scale are about the same size as 00 standard gauge coaches.

The development of 009 in the late 1960s led many narrow gauge modellers to abandon 5.5mm scale and so GEM withdrew the range of kits in the early 1970s. A few dedicated modellers continued working on their own, scratchbuilding or 'model bashing' to augment the range of GEM kits.

The October 1984 issue of Railway Modeller featured Malcolm Savage's 'Gwynant Valley Railway' as the railway of the month and this was followed by a series on Malcolm's locos and stock. As a result of the interest generated by these articles, Malcolm inaugurated the 5.5mm Association, bringing together established 5.5mm modellers and those new to the scale.

The 5.5mm Association usually holds but one formal meeting a year, the AGM. However, many of us meet at exhibitions. On a recent weekend, three 5.5mm scale layouts were on



show, two as part of the 5.5mm Association stand at ExpoNG and the third at the Wirral Exhibition. To the best of our knowledge, 20% of the Association's membership attended one or the other of the two exhibitions on that day. The Association publishes a quarterly newsletter for our members – '55 News' It contains articles, hints and tips, advance notice of exhibitions featuring 5.5mm scale layouts and details of new products. Besides the News, there is a flourishing Facebook group – 5.5mm Railway Modellers and, of course, NGRM Online

There is now more trade support for 5.5mm scale than ever and several suppliers give discounts to Association members.

Our scale offers something for all levels of modelling skill. At an entry level, 5.5mm scale is probably simpler and easier than anything else except ready to run train sets. Off-the-shelf 00 models may be used with very little modification for 3ft gauge prototypes. For example, Smallbrook Studio produces a Peckett conversion kit for the Bachmann "Thomas and Friends" Bill or Ben. (available at a special price to 5.5mm Association Members) Various 00 open wagons can, with very little alteration, disguise themselves as Southwold or Schull and Skibbereen stock.

HO American gondolas look like South African Railways tippler wagons and a British Rail Turbot in 00 can pass muster as an Illovo Sugar Estates drop-side wagon (both the last two are 2ft gauge prototypes and use MSM bogies for 12mm gauge) For the more exotic and adventurous, I have an American S scale flat car which is exactly the same size a 3ft6in gauge Mozambique Railways flat car in 5.5mm scale. Then, of course there is Bachmann 0n30, a lot of which is small for 0 scale 3ft, but is just about right for 3ft or 3ft6in in 5.5mm scale. Track is no problem either, with 009, TT, 0n30 and American 0n3 all being readily available.

The standard wargaming scale of 28mm is almost exactly 5.5mm = 1ft. There are quite a lot of accessories for this, such as buildings and road vehicles which are suitable for us. Be warned, though, the figures tend to be rather clumpy and some vehicles are deliberately made overscale so as not to look out of place with the solid-based figures.

Going on from there, there is the MSM series of white metal kits in 5.5mm scale, which provides for British prototype locos and rolling stock, as well as figures and other accessories. Then again, the world is your oyster if you want to scratch-build. The chances are that no-one has done your model before.

The most common comment we get at exhibitions from experienced narrow gauge modellers is: 'If I were starting out again, this is the scale I would choose'.

For details of the 5.5mm Association, contact the Secretary, Peter Blackham, at [secretary@5andahalf.info](mailto:secretary@5andahalf.info) or visit our web site: [www.5andahalf.info](http://www.5andahalf.info)

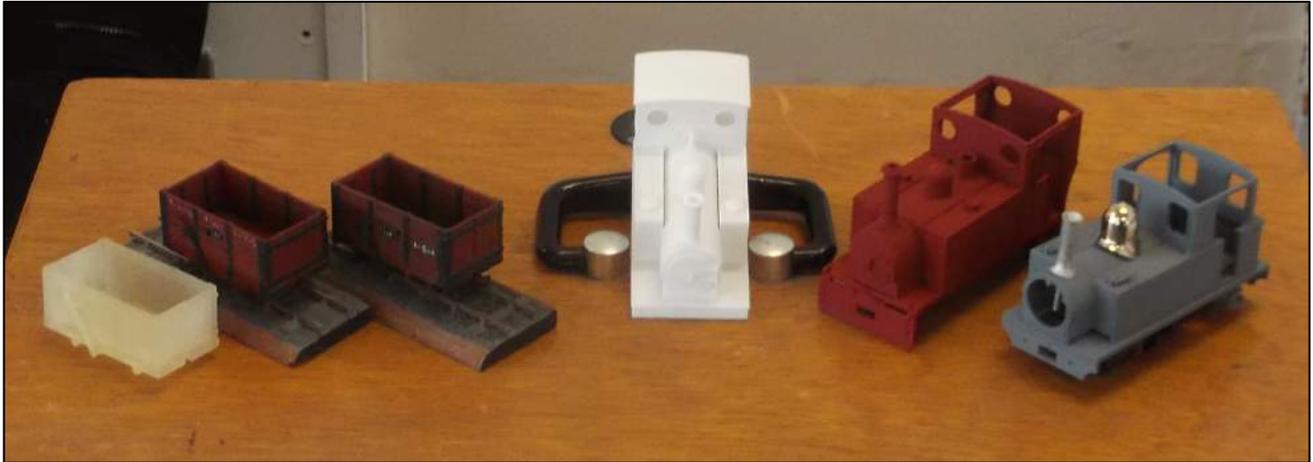


The Three Wise Monkeys: The 5.5mm Association stand at the Daventry MRC Exhibition, 2015. From left to right: Peter Blackham, Miles Bevan and Max Brayne.

The stand features Allwyllt, a diorama layout built by Tim Birch, based on the bottom of the Allwyllt incline on the Talylyn Railway (*photo courtesy of Daventry Model Railway Club*)



"Poppy". Smallbrook Studio's kit to convert a Bachmann Thomas & Friends "Bill" or "Ben" into a good representation of a 5.5mm scale Peckett. ( Photo: Smallbrook Studio)



A selection of 5.5mm scale, 3D printed locos and wagons by Max Brayne and Miles Bevan at the 2015 Daventry Exhibition. (Photo: Peter Blackham)



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# Memoirs of a Model Railway Widow

By Ann Onn



So now we've finally 'finished' the garden (which means it's beginning to recover from the shock of having a 13' x 10' workshop land on it (together with associated tromping up and down on the 'grass') and with the weather so beautiful I thought we'd have a few friends round for a BBQ. And to admire my shiny new potting shed (a mere 6' x 4' and the very last thing to be finished, obviously).

So along pop 'the boys' (which actually means I go and collect them and a suspiciously clanking bag) so that they can get a taxi home. To their credit a superb trifle also joined us in the car.

So ensued a pleasant afternoon and evening spent scoffing the offerings of the new BBQ and discussing important matters such as steam pressures, rivets and A3 versus A4 (which apparently isn't a reference to paper sizes).

Fortunately the effects of the contents of the clanking bag happily took effect and I managed not to be too offended that they seemed not to notice my splendid borders and fabulous roses.

Unlike the time the God boy (well over 6ft and at University now) descended for an evening last autumn and similar discussions took place OVER THE TOP OF DOWNTON ABBEY!!! I couldn't believe it. Hard stares didn't work, coughing didn't work. Eventually I had to initiate the nuclear option and switch the TV off. To innocent comments of 'weren't you watching that?'

Thank God for iPlayer and model railway club nights when I can catch up in peace!

---

Does anyone else have a kitchen with a strange collection of 'useful' little pots huddled on the work top, or is that just me?

We are now the proud owners of a multitude of varied pots, jars and canisters that have previously held jam (obviously), tablets and even blood testing strips.

Apparently they might be useful. That's fine but I'd rather they were potentially useful somewhere else. Such as in the ex-garage railway room or the mahoosive 'workshop' up the garden. Isn't that where little pots of screws and bits and bobs should be, after all?

A lot of these little pots are a product of the many and varied medications partaken of by himself. Who now jokes that as most of the railway club members are now of a certain demographic if they all put their medications on a model train it wouldn't be able to pull it!

---

So, foolish me. Having been roped into the last club show (sorry, I think I'm supposed to call it an exhibition), I have volunteered to do the catering at this year's.

I did have tremendous fun last year driving round the district very early in the morning, bumping up on grass verges and heaving himself out to tie strange signs around lamp posts and other bits of street furniture at strategic points around the town. Obviously, who wouldn't?

By the time said errand was complete and I arrived back at the venue I was then deputed to help in the Caff. By this time it was nearly opening time and not only were the Burcos not on but there wasn't even a jug or similar receptacle of suitable size to negate the need for about a million trips to the (not adjacent) tap to fill them.

By now, of course, there were traders and exhibitors trying their best to enquire politely when there would be tea available.

And you need to understand too that the refreshments had been purchased by a man with a cash & carry card (who had clearly been like a kid in a sweetie shop) and who had little awareness of the practicalities of serving things like cup cakes with huge butter icing tops in a school class room.

Despite tea-gate and kids with icing in their hair the day ended pretty well with almost everything sold but with me rashly saying 'I'll do the shopping next year'.

So here I am folks; ordering sandwiches, taking a day off work to go cash & carry shopping and digging out my big Pimms jug so I can fill the Burcos the evening before this year's show.

More next time, I'm sure.....



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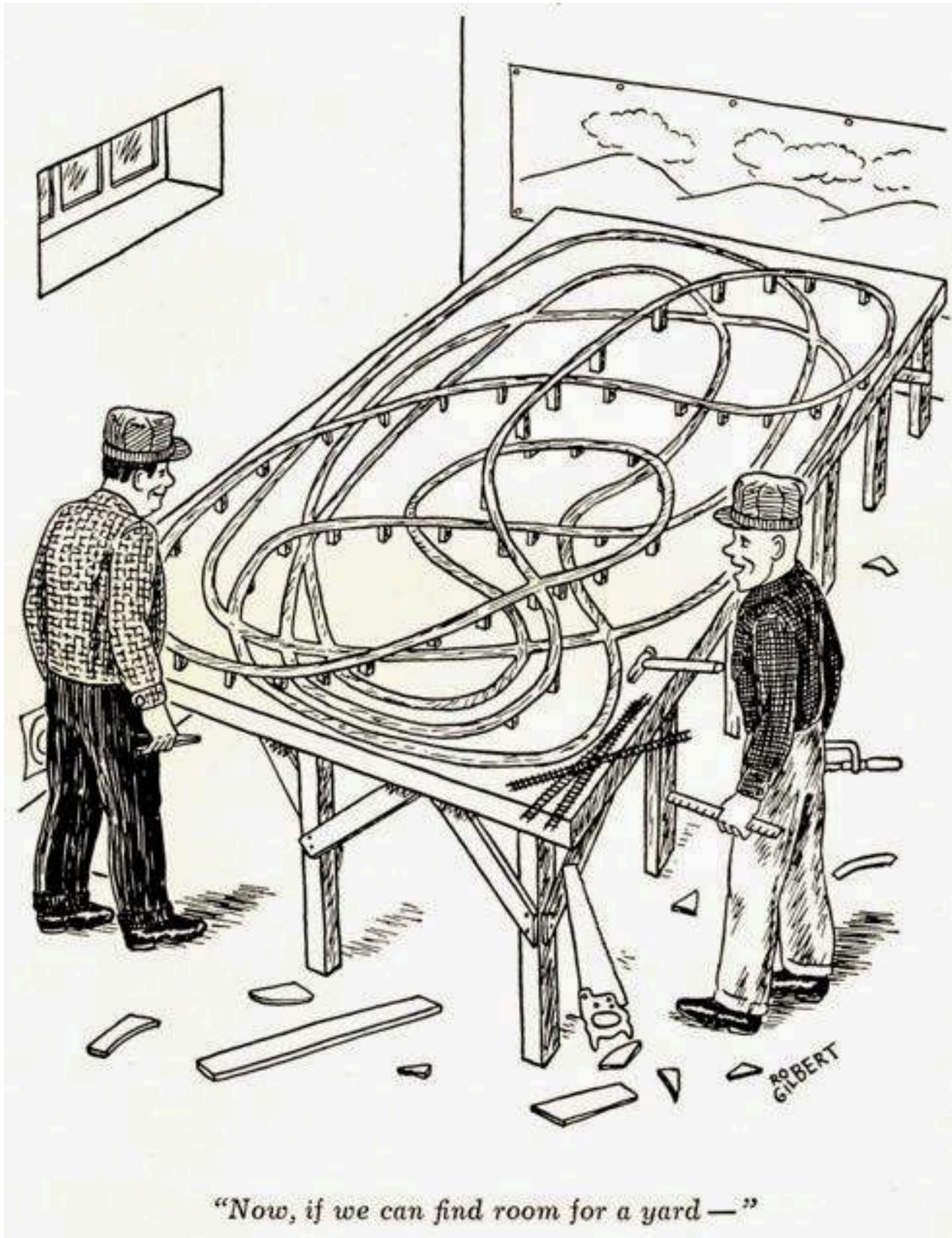
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*"Now, if we can find room for a yard —"*

# DAVENTRY MODEL RAILWAY CLUB

## Daventry Model Railway Club (DMRC)-October 2016 Exhibition

By Terry Rowe

On 1<sup>st</sup> October 2016 Daventry Model Railway Club (DMRC) successfully held their 4<sup>th</sup> annual exhibition at the William Parker Academy in Daventry. The exhibition was opened by the Mayor of Daventry, Cllr Glenda Simmonds, allowing the merry throng of model railway enthusiasts into the 3 halls.

The big shift this year at the request of a number of the traders was to house all the traders in one hall all together. This proved very successfully with the layouts spread out across two more halls.



Bilton Goods TT gauge layout  
(Tony Briddon)





Hampton End (Cath Locke)

Herenscar Harbour (Cath Locke)



The exhibition was well attended with numbers slightly up on the previous year and is fast becoming known as a friendly show with lots of space around the layouts and exhibitors very willing to engage the public and share their experiences of model railways.

Like most model railway clubs, the exhibition is the major event of the year being the window on the club with the aim of attracting local folk to experience our hobby and to attract a few new members.

This was definitely achieved with a front page spread and a further half a page inside the local paper

The **layouts** at show were:

Hampton End,  
Stamford East,  
Herrenscar Harbour,  
Bilton Goods,  
Greenford Central,  
East Bridge,  
Abderby Creek,  
Donegal,  
Belmont Shed,  
Trlor Sidings,  
Midland Moonshiners,  
Tombridge,  
Daventry Station and  
Brixtown.

**Traders** attending were,

Blackham Transfers,  
Classic Train & Bus,  
Elite Baseboards,  
Layouts4You,  
Wrenn Model Specialists,  
R.D.Whyborn,  
Online Models Ltd,  
Keith's Models,  
Linda Tinker Books,  
T & G Engineering Supplies,  
Tony's Trains@Barby Model Rail and  
Kevin's Trains



# Out and About

## Appleby Frodingham

By Cath Locke



In 1990 British Steel asked each Department of its Scunthorpe Steel Works to come up with an activity or event to mark 100 years of steel production on the site. The Traffic Department decided to run 3 steam hauled trips around the extensive site. And thence was borne the Appleby-Frodingham Railway Preservation Society.

So successful were these three initial trips that the Society has been supported by successive owners of the site and now runs weekly trips from May to the end of September around the steelworks (now British Steel, again) by train as well as separate Brake Van trips access parts of the site not visited on the standard tour.

The name Appleby-Frodingham comes from Appleby-Frodingham Steel Company, which, together with the Redbourn Iron Works and the Normanby Works formed the original British Steel Company in 1967.

From Victorian beginnings the site grew to cover an impressive 2000 acres and at its peak employed around 17,000 people. To service the site an incredible network of 110 miles of track (and associated sidings) was developed to allow key ingredients in the steel making process to be delivered to where they needed to be and the finished product removed.

Although large parts of the site are now mothballed railways are still used to move both the constituent parts and the finished product around and away from the site. Modern trains are now radio controlled, though, with operatives walking alongside their charges and 'driving' them from consoles worn around their necks.

The site is still serviced by external rail too with a merry-go-round of coal trains coming in from Immingham and imported iron-ore also arriving from there by train too. And the mainline from Cleethorpes to Manchester bounds the site too.

Despite the clearly modern plant on the site now there remains evidence of its Victorian beginnings in odd brick buildings or isolated brick walls throughout the site.

The tour is in standard railway carriages and accompanied by a 'colour coded' commentary (telling you what you can see out of the red or yellow window frames). But, on the day we did the trip this wasn't working. However, as the tour is actually run by retired drivers from the site we probably got a more personal and more informed commentary than usual.



Interesting facts we learned included:

- There are around 8 iron ore trains a day into the site each of 20 x 100 tonne waggons,
- There was a small airfield included within the site for visiting senior managers to have quick, direct access,
- The 4 blast furnaces are known as the Four Queens of Ironmaking; Victoria, Annie, Bess & Mary,
- The tour covered around 15 miles of track,
- Railway track is rolled at the medium rolling plan and joined on site into 250m lengths before being moved off site to wherever it is required,
- Despite a site policy of road giving way to rail there is a single crossing that contravenes this. This is because the heat and weight of the steel being carried by the road traffic at the slab bay crossing means it has to have priority.

Tour dates can be found at [www.afrps.co.uk](http://www.afrps.co.uk) and must be booked through Brigg Tourist Information Centre (01652 657053). The tour lasts around 2 ½ hours and includes a stop at the Society's loco shed (and refreshment carriage). Brake van tours are only once a month and are especially popular (and absolutely must be booked in advance).

There is no ticket charge for either the standard tour or the brake van tour and the Society exists solely on donations received for the tours, the profits of the refreshment van (excellent home made cake) and the efforts of the volunteer drivers, train managers and everyone else involved.

We were hauled by Avonside 0-6-0 saddle tank built in 1924 (number 1919) "Cranford".





# NGTrains

## **\*PRODUCT RELEASE \* FROM EDM Models**

### **On30 Victorian Railways NQR narrow gauge wagons by Haskell**

Recently released by Haskell Co is the NQR bogie wagon used widely on the 2'6" gauge lines in Victoria, Australia. The model provides a suitable accompaniment for the Puffing Billy Na Class 2-6-2 released earlier.

#### **Prototype Info**

218 of the NQR wagons were built between 1898 & 1914 using a standard underframe and pressed steel bogies of 3'3" wheelbase. The wagons have drop side doors and removable ends so could be adapted for carrying a variety of loads. Six were rebuilt in 1919 as excursion coaches.

Over a long service life the wagons got rebuilt and adapted for different tasks and were updated with new MCB knuckle couplers. Many were scrapped with the downturn in traffic but many remain on the preserved Puffing Billy tourist line.

#### **Model Info**

Previously Haskell Models have been produced in China but the NQR wagon is the first product from a new production facility in Taiwan where Haskell are based.

The models feature metal wheels, Kadee couplings and packs of additional details to be added by the user depending on the era modelled. The models are available in numbered and unlettered packs with three different paint finishes. These are wagon red, brown and faded brown and they deliberately mimic the brush painted finish seen on the real thing.



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*(Photo Andy York / RM Web)*

The NQR Wagons come in packs of three. The packs available are: -

| <b>Part</b> | <b>Description</b>                                  |
|-------------|-----------------------------------------------------|
| NQR001      | NQR 3 pack #65,84,91 All wagon red                  |
| NQR002      | NQR 3 pack #85,64,12 Two wagon red, one faded brown |
| NQR003      | NQR 3 pack #10,26,123 all faded brown               |
| NQR004      | NQR 3 pack #13,32,203 all brown                     |
| NQR005      | NQR 3 pack #56,105,213 mixed brown                  |
| NQR006      | NQR 3 pack unlettered red                           |
| NQR007      | NQR 3 pack unlettered brown                         |
| NQR008      | NQR 3 pack unlettered faded brown                   |
| NQR009      | NQR 3 pack #10,65,203 one of each paint version     |
| NQR010      | NQR 3 pack #26,84,213 one of each paint version     |



(Photo Andy York / RM Web)

### **Price & Availability**

At the time of writing the stock models are still to arrive from Taiwan and with the current volatility of the exchange rates a price can't be fixed until the stock arrives but a price of £115 for a box of three is estimated.

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# Berko Lighting from Online Models Ltd

<http://www.Onlinemodelsltd.co.uk>



## Review by Dave Scott

A while ago I obtained some examples of Berko Lighting from Online Models Ltd. I had been pondering as to where they would fit on my layout. I guess not being good at wiring and a bit of a novice at accessory wiring, I had put them on the back burner.

Having seen other layouts with lights and always enamored with the effect, I thought it would be good to at least wire them up. Just to see how they worked and looked. The lights were well presented and individually boxed with the simple wiring instructions on the reverse of the packaging. A good start for a novice.

A simple 12V. accessory feed from a controller was all that was required plus a chock block to use as a connector. I added a switch so that the lights could be turned on or off as required

I felt that it would be easier to try and wire up to make sure all was working as a "jury" rig before placing in position on the layout.

When ready for final placement it will become necessary to extend the cables provided on the lights so that the feed, once placed beneath the baseboards can be reached. The lights will also need to be glued in place, as they are extremely lightweight.

The lighting effect is good and they are excellent value for the money. A good addition to those modeller's who wish to have "night effects" with no hassle I fully recommend the product.

Product links:

Twin spot yard lamp

<http://www.onlinemodelsltd.co.uk/SPOTLIGHT%20YARD%20LAMPS.htm>

Dustpan single tall yard lamp

<http://www.onlinemodelsltd.co.uk/DUST%20PAN%20YARD%20LAMPS.htm>

Station gas lamp

<http://www.onlinemodelsltd.co.uk/GAS%20%20LAMPS.htm>

See also the YouTube video of New Yard Lights at Everard Junction

<https://www.youtube.com/watch?v=FrPsjq4B2ws>



Twin spot yard lamp



Station Gas Lamp



Dustpan single tall yard lamp

# Kohler Confidential.....

## The Three M Way

By Simon Kohler



The inclusion of photos from the Daventry Model Railway Club's annual exhibition of the Bilton Goods TT layout in this first issue of MRE eMagazine has once again awakened my belief that 'TT' is a viable proposition for a brave mainstream manufacturer to develop.

It is nearly 50 years since Graham Farish released their first 'N' gauge locomotive. The model was a GWR Pannier, which was later followed by the introduction of a GER Holden tank locomotive of dubious heritage. 'N' gauge had been available prior to the late 1960s but it was of European outline and therefore had restricted interest in the UK but the introduction of the Graham Farish, later to be rebranded Grafar, range of models were, I believe, the first to cater purely for the mass British modeller.

By the early '70s Graham Farish had introduced a healthy selection of wagons and coaches and many, especially those who had started to model 'N' began to comment that the days of '00' were numbered, however after all these years 'N' gauge is still arguably the poor relation when it comes to the popularity between the two scales. It is true that those who model 'N' today have never had it so good with the vast amount of models now available compared to the way it was in the '60s and '70s and much credit must be given to Bachmann for their continued investment in the brand and scale. There are others these days who have also invested their own monies in producing specific 'N' gauge models, not to mention the occasional crowd funding projects, however for me the key advantage that 'N' gauge has over '00' is also its Achilles heel.

Without question it is possible to create an extensive layout by squeezing a tremendous amount of track into a relatively small space. However, even though Graham Farish and others, including Hornby Minitrix tried to encourage youngsters to 'buy into' 'N' with a variety of train sets the fact was that with an equivalent '00' set you received visibly more in content as well as perceived value. Also, in general, children of 5 or 6 have not developed the dexterity to handle connecting the track together or trying to place the models on the rails and then coupling them up. In short 'N' is far too fiddly for such hands and as most train sets are purchased by an adult for the child the chances of the purchaser having the patience to assist the youngster while he or she tries to obtain some meaningful amusement from the set is doubtful at best. Therefore 'N' loses out to '00' where children are concerned, but for an adult 'N' can be the perfect solution for a maximum layout in a minimum space.

Age can be quite cruel especially for those who model 'N'. I for one have trouble trying to place an 'N' locomotive as well as rolling stock on the track and always have to resort to taking my glasses off. Then, although I believe I am still quite dexterous the combination of not wearing my glasses and the natural nervousness of trying to place everything on the track and then couple it all up can quite often result in an involuntarily shake of the hands or a slight nudge of the table and everything is derailed again. With this in mind it is not surprising that there are many 'N' gauge modellers, not all I must add who have reached a certain time in their life and decide that they need to move up a scale which for many is '00'. On the other hand there are others who have the space and an equally impressive bank account who chose '0' gauge.

I appreciate that I may be seen to be oversimplifying things a little with the reasons why there are those changing from 'N' to '00' and larger but my experience has shown me that in many cases I am largely correct in my assumptions. On the other hand there is in my opinion one scale that is continually overlooked which would answer the need of most model railway enthusiasts without them contemplating having to change scales as they get older, and that scale is 'TT'.

I can hear the skepticism come creeping through my keyboard from those who automatically disregard this under used and under stated scale but for me, and I make no excuses for raising the subject again, 'TT' is the answer to so many model railway dilemmas.

I first became aware of 'TT' when I used to haunt The Model Shop in Northampton and by the time I started to work there full time the Triang 'TT' range was already modelling history. For those who are unaware as to what the 'TT' scale is let me just quickly explain. Firstly, 'TT' stands for Table Top. Generally speaking the recognised British scale ratio is 3mm to the foot or 1.120, however this ratio can change depending, as with other scales on how refined the user wishes to model the scale. The British scale was first commercially introduced into the UK market in 1957 by Triang and was manufactured by them until 1964. In between those years Triang were able to produce a remarkable assortment of locomotives and rolling stock, not to mention an impressive selection of track pieces that included a variety of straights, curves and points, plus a selection of buildings including several bridges and the requisite tunnel. Sadly for some the 'TT' range could not survive the dominance of '00' and reluctantly I am told the range was discontinued in 1964. Some years later I was able to talk to Richard Lines the exMD and general patriarch of Hornby nee Triang after the DCM takeover and asked him why such a superb scale and range had not survived. Richard explained that they tried incredibly hard to make the range successful but the strength of the Triang '00' range was just too dominant. Also the buying public expected the 'TT' range, being smaller to be therefore cheaper than '00' but of course the reality was that apart from slightly less material content the cost of producing a 'TT' locomotive or rolling stock was very much the same as a '00' equivalent. Such a comparison is still to this day being made between 'N' and '00'.

As I have discussed over the years, either verbally or via my old 'Simon Says' blog that I am more than convinced that 'TT' is a scale that would be perfect for today's modeller and not just for the accomplished enthusiasts but ideal for those youngsters just looking for some fun. Not too small to be fiddly and the act of putting the track together by young hands would

certainly not face the same challenges as experienced with 'N'. As for the placing of locomotives and the rolling stock onto the track, again due to the size I would easily expect this to be accomplished by the young novice or those of a certain mature age.

For me the advantages for any manufacturer are fairly obvious but it would take a brave company with money to spare for a viable range of 'TT' products to be produced. However, I would suggest that the advantages of investing in a completely new range and scale could in my opinion outweigh much of the financial risk. Consider the situation where '00' is at the moment. The available and financially worthwhile models that have not been produced is fast diminishing, if not already exhausted and therefore before too long I would suggest that such manufacturers will be forced to look for new areas in which to develop their business. The signs are already there with Bachmann beginning to develop a more than impressive range of '009' products and although Hornby maybe having some issues at the moment I am sure that once they have sorted themselves out they too will be looking for fresh fields.

As can be imagined I have given the idea of a commercially viable 'TT' range some considerable thought and although I might be branded some form of fantasist I believe that over a three year period a respectable range of 'TT' items could be created which would feature 'classic' locomotives, assorted coaches including BR Mk1 and Pullmans, various freight wagons and brake vans, plus ten track sections including points and crossovers. A combination of all these elements would also make possible the creation of train sets which would be a key element in establishing the scale with not only the young but for those of a more senior year who are looking towards model railways but consider that they have no space of '00' and that 'N' is just too small. The payback on investment would greatly depend on the promotion and advertising but I would hazard a guess that by the end of the third or fourth year the range would certainly have paid for itself.

As mentioned it is my considered opinion that whoever takes the plunge will have to invest heavily in promotion both in advertising and exhibition attendance. I also do not kid myself that it would not initially be an easy sell but very quickly I can see, once the advantages had been highlighted that resistance would turn to acceptance. The question is though, is there room for another mainstream scale? Obviously I believe there is but at the detriment of 'N' scale.

Will I ever see 'TT' become a scale of choice for the majority in my lifetime? I doubt it but at least I can dream. I am also well aware that there will be many who will disagree with my thoughts so I look forward to reading the responses in the next issue of Model Railway Express eMagazine.



"He claims there should be one more rivet."

# On My Workbench

By Oliver Turner



I have tried to do something to add a splash of colour with an autumn tree. Please excuse the large square hole- a building is due to be planted soon. I think though the dead branches will need some leaves adding.



# SMART MODELS

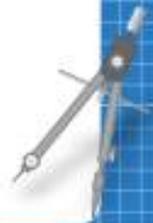
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## And Finally....

Here are a couple of absolutely stunning pictures from Robbie McGavin.

Inspired by the trains of the 1950s and 1960s Robbie has used 00 scale Bachmann and Hornby models and photographed them using various basic cameras with simple lighting to create a series of pictures of steam trains on British Railways.



SR 4-4-0 'Schools' class No.903 'Charterhouse' olive green.

Model: Hornby R2742.

Schools Class 1958 BR details:

BR Nos; 30900-30939.

Location; Mostly the South Eastern section of the S.R. also latterly South Western.

Origin; Southern Railway. Introduced; 1930. Designer; R.E.L.Maunsell.

Driving Wheel; 6 ft 7 in. Bogie Wheel 3 ft 1 in.

Weight; 109 tons 10 cwt. Length; 58 ft 10 in.

Boiler Pressure; 220 lbs. sq. in. Cylinders [3]; 16.5. in x 26 in. Tractive Effort; 25,135 lb.

Coal; 5 tons. Water; 4,000 gals.

Classification; 5-P.

Notes: Powerful 4-4-0 engines originally built from 1930 for the Hastings line to replace L class locomotives and other earlier 4-4-0s, they has quite restricted dimensions and weight, but were an outstanding example of compact 3-cylinder design. The class proved capable of handling express trains of around 12 carriages on various Southern Region routes.

30900/1/7/9/13-15/17-21/24/29-31/33-34/37-39 were later fitted with multiple jet chimneys. With nearly the steam-raising capacity of the 4-6-0 'King Arthur' class, these engines sometimes produced remarkable performances, able to sustain over 70mph with heavy trains on level track.

SR 903 was built at Eastleigh in 1930 and is seen here in early-mid 1930s form without smoke deflectors in olive green with a train of Maunsell carriages. In BR days she was based in Kent and latterly Nine Elms before withdrawal in December 1962.





4-6-2 A2 class BR 60537 'Bachelors Button' early crest BR Brunswick Green.

Model: Bachmann 32-526

1958 Class details:

BR Nos; 60500-60539.

Location; East Coast main lines King's Cross to Aberdeen.

Origin; L.N.E.R. Introduced; 1943 to 1948. Designer(s); Edward Thompson, A.H.Peppercorn.

Driving Wheel; 6 ft 2 in. Bogie Wheel 3 ft 2 in. Trailing wheel; 3 ft 8 in.

Weight; 161 tons 17 cwt. Length; 71 ft 9 in.

Boiler Pressure; 250 lbs. sq. in. Cylinders [3]; 19 in x 26 in. Tractive Effort; 40,430 lb.

Coal; 9 tons. Water 5,000 gals.

Classification; 7P/6F.

Notes: L.N.E.R. and BR A2 locomotives comprised 4 distinct sub-classes, the first, BR 60501-06 originally appearing in 1943 as rebuilds of Gresley's 2-8-2 P2 class, boilers shortened by 2 ft. Edward Thompson's design differed from Gresley's in that his Pacifics had a longer wheelbase, with the centre cylinder driving the front axle, with Walschaert's valve gear operating all three cylinders. Next of the A2 class in 1944 were locomotives originally ordered as V2 class 2-6-2s but had B1 front bogies, 19" diameter cylinders and steam reversers, but retained V2 boilers. Next in 1946 were new Thompson designs with 250 lb boilers, 30 were ordered, the final fifteen had modifications by Peppercorn including repositioned cylinders and shortened wheelbase. 60526, 29, 32-3 and 60538 were later rebuilt with double blast-pipes. The locomotives were especially good for fast heavy goods in Scotland, on the Waverley Route and East Coast Main Line, and were often used also on fast heavy passenger trains. Some commentators thought the locomotives were over-endowed with steaming capacity for the lighter mixed traffic work to which they were sometimes put, the large firebox grate area requiring relatively inefficient style of firing, but they were well-liked by many crews especially on hilly and curved routes with heavy trains, work in which they excelled. The P2 rebuilds were judged lacking in adhesion compared to their famous antecedents. One A2 was recorded as exceeding 101mph down Stoke Bank in the 1960s.

Withdrawals began in late 1959 with first of the P2 rebuilds, with some of the other engines especially the Peppercorn engines lasting until 1965-66. 60532 'Blue Peter' has been preserved. 60537 'Bachelors Button' was a Haymarket engine, withdrawn in December 1962 and eventually cut up in 1964.



## Contact us

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# THE RECORD BREAKERS



## HATTON'S & HELJAN ANNOUNCE NEW O GAUGE A3 & A4 AND TEAK COACHES



### THE A3s

| Code  | Title                                                                                                           | Dates                   | Price   |
|-------|-----------------------------------------------------------------------------------------------------------------|-------------------------|---------|
| A3001 | Class A3 4-6-2 2750 "Papyrus" in LNER Grass green with unstreamlined corridor tender - "Record Breaker"         | 24/8/1934 - 27/11/1936  | £750.00 |
| A3002 | Class A3 4-6-2 4472 "Flying Scotsman" in LNER Grass green with unstreamlined corridor tender - "Record Breaker" | 1970s-1980s             | £750.00 |
| A3003 | Class A3 4-6-2 2745 "Captain Cuttle" in LNER black with unstreamlined non-corridor tender                       | 22/07/1939 - 6/4/1945   | £750.00 |
| A3004 | Class A3 4-6-2 60072 "Sunstar" in BR Express blue with unstreamlined non-corridor tender                        | 25/04/1951 - 5/6/1952   | £750.00 |
| A3005 | Class A3 4-6-2 60035 "Windsor Lad" in BR green with early crest and unstreamlined non-corridor tender           | 16/08/1951 - 19/06/1957 | £750.00 |
| A3006 | Class A3 4-6-2 60077 "The White Knight" in BR green with late crest and unstreamlined non-corridor tender       | 24/11/1960 - 1/2/1964   | £750.00 |
| A3007 | Class A3 4-6-2 60103 "Flying Scotsman" in BR green with late crest and unstreamlined corridor tender            | Current Preservation    | £750.00 |

### THE A4s

| Code  | Title                                                                                                                     | Dates                   | Price   |
|-------|---------------------------------------------------------------------------------------------------------------------------|-------------------------|---------|
| A4001 | Class A4 4-6-2 2509 "Silver Link" in LNER silver with streamlined corridor tender                                         | 30/1/1936 - 6/12/1937   | £750.00 |
| A4002 | Class A4 4-6-2 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender - "Record Breaker"                 | 3/7/1938                | £750.00 |
| A4003 | Class A4 4-6-2 4468 "Mallard" in LNER Garter blue with streamlined non-corridor tender                                    | As Preserved            | £750.00 |
| A4004 | Class A4 4-6-2 4489 "Dominion of Canada" in LNER Garter blue with steel numbers/letters and unstreamlined corridor tender | 2013 onwards            | £750.00 |
| A4005 | Class A4 4-6-2 4464 "Bittern" in LNER Garter blue with streamlined corridor tender                                        | 2012 onwards            | £750.00 |
| A4006 | Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue with unstreamlined corridor tender                            | 1995 onwards            | £750.00 |
| A4007 | Class A4 4-6-2 60012 "Commonwealth of Australia" in BR green with early crest and streamlined corridor tender             | 21/11/1952 - 18/07/1958 | £750.00 |
| A4008 | Class A4 4-6-2 60009 "Union of South Africa" in BR green with late crest and unstreamlined corridor tender                | 17/2/1960 onwards       | £750.00 |
| A4009 | Class A4 4-6-2 60008 "Dwight D Eisenhower" in BR green with late crest and streamlined non-corridor tender                | 2012 onwards            | £750.00 |

### TEAK COACHES

| Code    | Title                                                                                | Price   |
|---------|--------------------------------------------------------------------------------------|---------|
| TC17501 | Gresley Teak coach Diagram 175 Brake Corridor Composite in LNER Teak livery          | £249.00 |
| TC17502 | Gresley Teak coach Diagram 175 Brake Corridor Composite in LNER Teak livery          | £249.00 |
| TC17503 | Gresley Teak coach Diagram 175 Brake Corridor Composite in BR carmine & cream livery | £249.00 |
| TC17504 | Gresley Teak coach Diagram 175 Brake Corridor Composite in BR carmine & cream livery | £249.00 |
| TC17505 | Gresley Teak coach Diagram 175 Brake Corridor Composite in BR maroon livery          | £249.00 |
| TC17506 | Gresley Teak coach Diagram 175 Brake Corridor Composite in BR maroon livery          | £249.00 |
| TC18601 | Gresley Teak coach Diagram 186 Open Third in LNER Teak livery                        | £249.00 |
| TC18602 | Gresley Teak coach Diagram 186 Open Third in LNER Teak livery                        | £249.00 |
| TC18603 | Gresley Teak coach Diagram 186 Open Third in BR carmine & cream livery               | £249.00 |
| TC18604 | Gresley Teak coach Diagram 186 Open Third in BR carmine & cream livery               | £249.00 |
| TC18605 | Gresley Teak coach Diagram 186 Open Third in BR maroon livery                        | £249.00 |
| TC18606 | Gresley Teak coach Diagram 186 Open Third in BR maroon livery                        | £249.00 |
| TC11501 | Gresley Teak coach Diagram 115 Corridor Third in LNER Teak livery                    | £249.00 |
| TC11502 | Gresley Teak coach Diagram 115 Corridor Third in LNER Teak livery                    | £249.00 |
| TC11503 | Gresley Teak coach Diagram 115 Corridor Third in BR carmine & cream livery           | £249.00 |
| TC11504 | Gresley Teak coach Diagram 115 Corridor Third in BR carmine & cream livery           | £249.00 |
| TC11505 | Gresley Teak coach Diagram 115 Corridor Third in BR maroon livery                    | £249.00 |
| TC11506 | Gresley Teak coach Diagram 115 Corridor Third in BR maroon livery                    | £249.00 |

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