

# MODEL RAILWAY

## EXPRESS

eMAGAZINE



**Issue six:**  
**October / November 2017**

*For the enthusiast by the enthusiast*

*Win tickets to the London Model  
Engineering Exhibition inside this issue*

# HATTON'S EXCLUSIVES

## Latest Announcements

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00  
Gauge

First EP:



H4-P-001



H4-P-007



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Motor

All  
Wheel  
Pick-Up

6 Pin  
DCC

RP25  
Wheel  
Profile

NEM

Full  
Cab  
Detail

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00  
Gauge

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Motor

All  
Wheel  
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6 Pin  
DCC

RP25  
Wheel  
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Information correct at the time of going to print on 04/09/17



# Contents

## Regulars

Welcome.....	3
Around A Day in the life of.....The Warley MRC Exhibition Manager.....	6
Railway refreshments: The Old Station, Tintern.....	26
Kohler Confidential Don't look back in anger (part 2).....	40
The GWR MICA A/B Vans.....	106
And finally.....	118

## Reviews

Oxford Rail get ready for war! .....	16
Modelling The Southern Region 1948 to the present.....	36
Heljan go all narrow minded!.....	56

## Events

33 <sup>rd</sup> Uckfield Model Railway Exhibition.....	34
MRC Mini Exhibition.....	35
London Model Engineering Exhibition.....	54
Darlington Model Railway Club exhibition.....	70

## Features

GWR Bullion Van.....	66
Win tickets to the London Model Engineering Exhibition.....	74
Trials and Tribulations of Exhibiting .....	76
Creating a realistic farm.....	86
The Famous Trains model railway.....	100

### Cover photo

*The farm house for Tunnel Farm on Terry Booker's layout 'Wessex Lines' is 'free-lance' but was inspired by Pond Farm in his home village*

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# Welcome

from Simon Kohler



Dear MRE Readers,

As the nights draw in it doesn't seem two months since I wrote the last MRE Magazine introduction. The year is just rushing away. As for others in this world of model railways life seems just as hectic what with Hatton's announcing in mid August their latest venture and Hornby already starting to declare some of their 2018 items. I am not sure that announcing next year's product this early is such a good thing when our friends at Sandwich already have so much more to release from their 2017 range, including the stunning new Duchess or the equally impressive Hitachi IEP but no doubt they have a pretty good marketing reason why, which will be explained, I am sure as this year starts to come to a close.

As for the editorial team at MRE, although some have just about managed to enjoy a summer holiday they have at the same time been working on this issue in order to meet the copy deadlines.

As I have advised many times before the MRE team work on the magazine in their spare time while during the day they have jobs that pay the bills. However, even considering the time constraints, this issue of MRE Magazine has a good mix of articles that will hopefully appeal to our ever growing readership but we need you help to keep the steady stream of editorial copy flowing. Please, why not share your enthusiasm for the hobby with others by putting pen to paper or fingers to the keyboard and let all of us know your successes and perhaps the odd problem you may have encountered during your modelling journey. Sharing the knowledge and experiences that you encountered when modelling, whatever scale, type or era will help others in the quest to improve their modelling skills. So please don't be shy and let us all know. Remember MRE is about sharing knowledge, so please share yours.

And talking about sharing, if you are involved in manufacturing model railways and you have an advertising budget then why not give our advertising man, Terry Rowe a call and he will give you the best advice on sharing your budget with others who read MRE. Advertising in the MRE Magazine virtual pages does work so why not have a chat with Terry; I am sure you will be pleased you did.

And finally, I look forward to seeing you all at 'Warley' in November! How time flies when you're having fun.

As for this latest MRE Magazine, well start turning the pages and enjoy.



Simon Kohler

Chairman – DRMe Publishing



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# Around A Day in the life of.....

## The Warley MRC Exhibition Manager

By Paul Jones

A day in the life? It's more like a long week-end for me as the weekend starts on the Thursday prior to the Show, and doesn't finish until around 10pm the following Sunday evening! This in itself is the conclusion of a process that probably started around 3 years before when the first layout exhibitor invitations were issued, and has been going on in earnest for the 11 months prior to November. No this does not mean that I am able to take December off following the previous month's Show – that month is spent tidying up and concluding all matters relating to that year's event before we get on with the next one! With any luck there is a break over Christmas and the New Year.



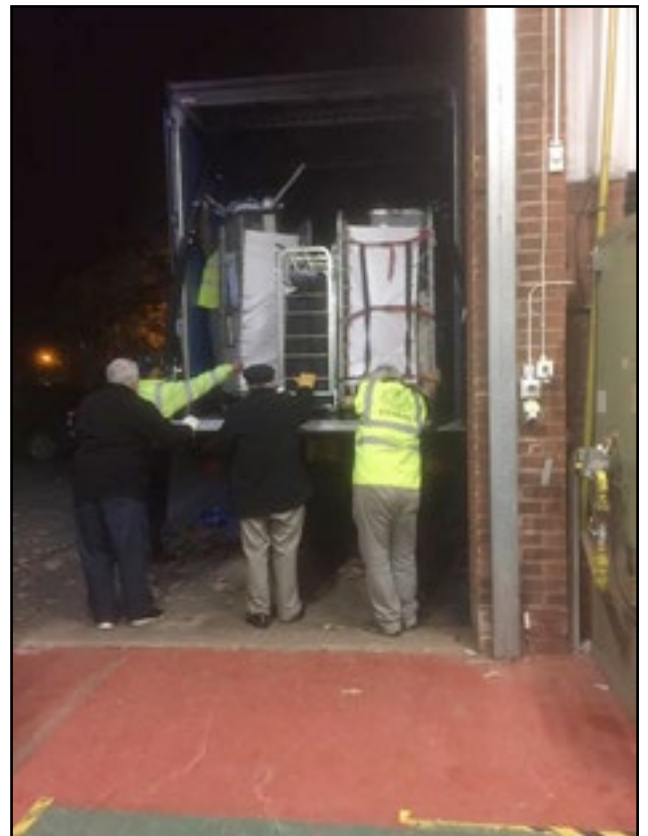
*Exhibitor packs awaiting posting*



So, Thursday morning, and its to the Clubroom to load the Thursday van. This takes all the essential kit that we will need early on Friday morning before the lorry arrives form the clubroom. It includes all the electrical gear, some hand trolleys, various other equipment and most importantly the tea urn! Access to hall 5 is arranged for 1pm and we arrive at that time.



*Clubroom stuff to go and loading the artic*





*Vale of Rheidol arrives*

After unloading the van, on to the main event – checking the mark out of the floor plan that has been done by an NEC team. Important this, as we have found mistakes in the past! This takes us until about 5pm when our time in the hall is up and we return home, battling through the Birmingham rush hour traffic. Then it's early to bed for a very early Friday start.

On Friday the alarm goes off at 3.30am (I did say it was an early start!!), and after loading the car with my files etc. I pick up Charlie and we travel to the NEC to be there for 5am. We need to be there at this time as the exhibits will be arriving from 5.30am – normally the prototype locomotives and some of the larger trade exhibitors.





Charlie mans the registration desk for the early arrivals whilst I ensure that these key exhibits are located in their allotted space – we can't move full size locomotives if we get this wrong, once they are in, they are in!!



Shortly afterwards the teams arrive to erect the shell scheme (stand partitions, built by an outside contractor), and to distribute around 750 tables and 1500 chairs to the stands as ordered by them. Then the layout drape team follows around dressing the trade and certain other exhibitors' tables. The electrical team are at this time putting in place the electrics' supply. These are all jobs done by Warley members and other friends. My role at this stage is to ensure all is going together in accordance with our laid down exhibition build up timetable, and to problem solve. Oh, and together with our CDM manager (another Warley MRC volunteer) to make sure that we remain compliant with the Construction Design and Management Regulations (CDM) as until 2pm the Hall area is designated as a building site! There was considerable head scratching when these rules were introduced a couple of years ago, but we now have a formula that ensures compliance without being too cumbersome during the build up.

Hopefully all the build up work regarding our shell scheme and any purpose built stands is completed by 2pm. If not we have to quarantine any area where any build up continues before we let in the general exhibitors from 2pm. Over the next few hours many queries will come my way on all sorts of issues, sometimes easy to answer, sometimes requiring problem solving – this is usually the

case where a stand has been erected in the wrong place, or a stand isn't quite what was envisaged (on one occasion – 'I didn't think that it would matter if I increased the length of the layout by 4'!!). Both instances have happened, and over the years the WMRC management team have become experts in moving fully erected stands (on occasions including rolling stock!) up to 3 feet to accommodate other adjacent stands.

During the whole build up day process I will be in touch with the NEC staff who are always looking to ensure that the build up is safe and in accordance with previously agreed plans, and also dealing with questions that they raise. By early evening, the majority of the stands will be in place, and I will be liaising with our structural engineer who has to sign off that all built up stands are safe providing a certificate that goes to the NEC at least one hour before opening time. Then I am able to go home around 7pm, whilst our Chairman continues to monitor progress and the arrival of exhibitors until the hall closes at 9pm.

Saturday morning comes round and I am at the NEC by 6.30am. A number of small stands are still arriving. I am required to tour the exhibition to ensure that all is in order – that no stand is higher than 4 metres, that barriers are in front of all the relevant exhibits, and that there are no obvious trip or other hazards. Then the sign off from me, the structural engineers certificate to the NEC, and hopefully sign off from the NEC staff that we can open. Sometimes a couple of issues are raised by the NEC at this stage that need to be resolved, but hopefully by 9am all is in order and we can open the doors to the significant advance ticket holder queue at 9.15am.



*We are open!*



My next task is to visit all the layout and other display exhibitors in the Show (my primary responsibility amongst the exhibitors) and welcome them to the event. I also give each of the layouts a plaque to commemorate their attendance at the UK's number 1 model railway show! Sometimes a few problems arise which I deal with during this process. Seeing all 100+ of these exhibitors takes me until lunchtime. I may not see the public side of all the layouts in the Show, but I do see the operator's side of every one!!



Around 2.30pm there is normally a meeting with the NEC traffic department involving them, myself, our NEC manager and our nominated logistics officer (another volunteer) to discuss the breakdown of the Show on Sunday evening. The process is discussed and the procedure agreed – lets hope it works come Sunday evening. A meeting of our Sponsors takes place at 4pm when they are able to pass comment on the Show. The winners of the various competitions judged by the sponsors or their nominated persons are decided at this meeting. It is then time to work out a 'presentation route' to be taken on Sunday morning when the awards are presented to the winners by Pete Waterman – he likes this task to be as efficient as possible – and to organise the awards.

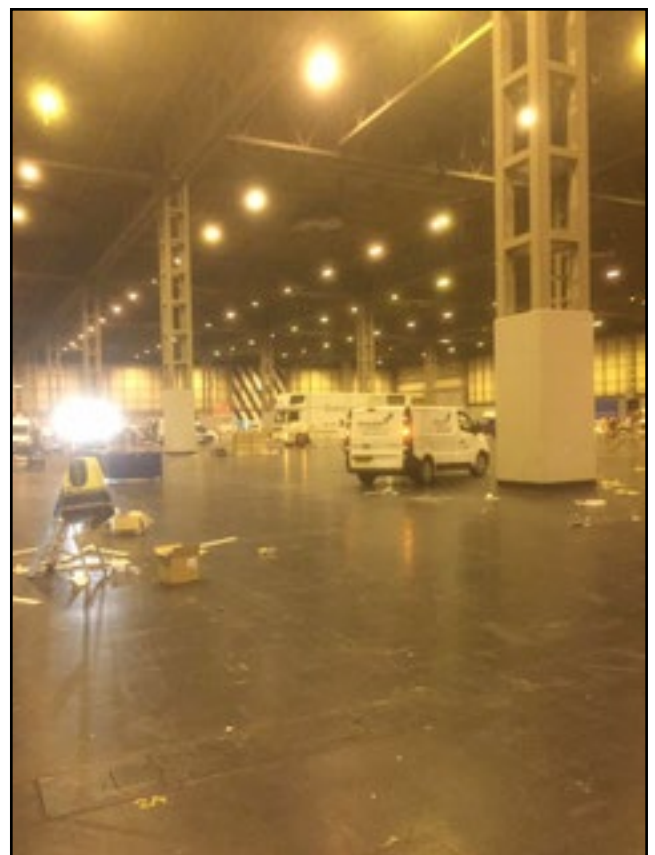
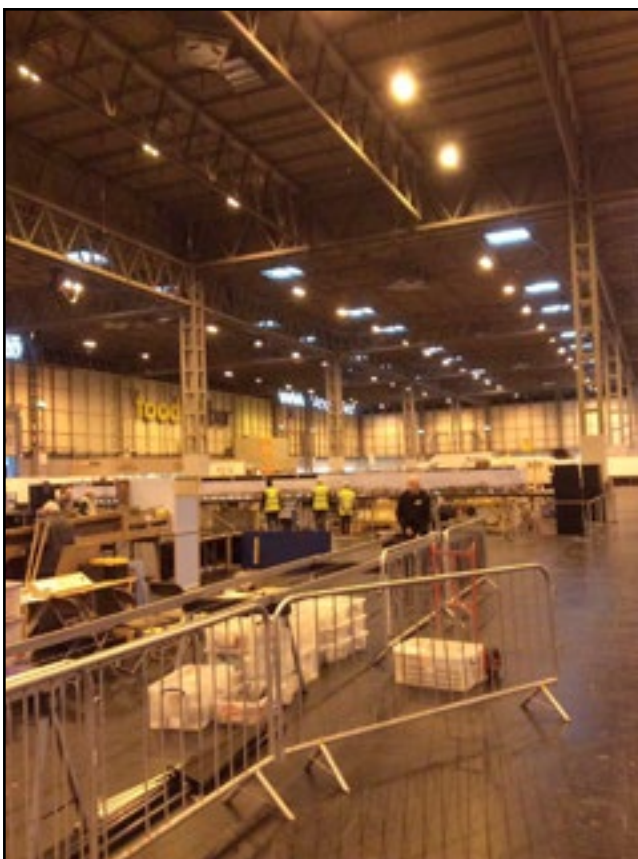
The show closes at 6pm, and I leave around 6.30pm after all our visitors have left. Its been a busy day throughout which queries and questions will have arisen and been dealt with.

A lie in on Sunday as I don't have to be at the Show until 7am. Again a tour of the entire exhibition to ensure that all is in place and integrity of barriers etc. is maintained ready for opening to our advance ticket holders at 9.15am. At 9am I gather Pete Waterman and a photographer to make the award presentations to the various layout winners, a process which takes about half an hour. Then back to the exhibition office to make sure all is well. Often on Sunday morning there are a couple of pre arranged meetings with various interested parties over layout or trade exhibitor proposals for future exhibitions and in no time at all it's lunchtime.

At 2pm we hold a press conference to which all the model railway press are invited. Whilst some always attend, others seldom come along. It is an opportunity to report on how the Show has gone, problems that may have arisen and to thank the editors for their efforts in supporting us in the run up to the exhibition. We also value the feedback given to us by those attending.

After this meeting I usually get some time to look at the Show, and make any purchases on my shopping list, maybe 2 hours if I am lucky, and there are no interruptions. Then by 4.30pm its time to be in the office to prepare for the Show breakdown. A thank you on the PA system to all our exhibitors for their contribution in making the event a great success, furthering the hobby of model railways, whilst announcing the closure of the Show at 5pm.

Then the mayhem of breakdown begins. Whilst visitors are encouraged to leave the hall, I need to make sure that any children under 16 are in the exhibition office in our crèche facility as the hall reverts to a building site again. Our teams spring into life to dismantle the barriers, collect stand number signage dismantle all the Club exhibits and to marshall exhibitor traffic into and out of the hall. After I have loaded my car with the files from my office, I help my fellow members load the articulated lorry that will return all the Club equipment to the clubroom. By the time the lorry departs the hall is almost empty and the locomotives are being hauled away (first in and last out!).



*Sunday breakdown*

Our CDM manager stays a little longer to ensure that there are no further problems with the breakdown whilst I drive to the clubroom to help unload the lorry. This is completed by around 9.45pm so I leave to be home around 10pm after a full on and exhausting 4 days.

My 'day in the life' is physically demanding – last year I walked around 66,500 paces during the Show which my iphone tells me is 46 kms! Good job my regular gym visits keep me fairly fit, and I currently have the good fortune to be in reasonable health.

Is it worth it? It certainly is – the great majority of our visitors comment on how much they have enjoyed the event, and many come year after year – thank you all for your ongoing support – and that makes the effort worthwhile. We have promoted our great hobby as a worthwhile pastime at the best exhibition venue in the UK, where we can stand alongside events such as The Motor Cycle Show, and Gardeners World Live to help dispel the 'anorak' reputation that our hobby is often associated with. Hopefully we will have made some funds to enable our Club to continue for the foreseeable future. We will have involved the vast majority of the Warley Club members, without whose ongoing support the exhibition could not take place. Finally we will have organised and hosted the UK's Number 1 and Premier Model Railway Exhibition, the largest single hall show in Europe, organised by all us model railway enthusiasts on a voluntary basis for all our fellow enthusiasts to enjoy.

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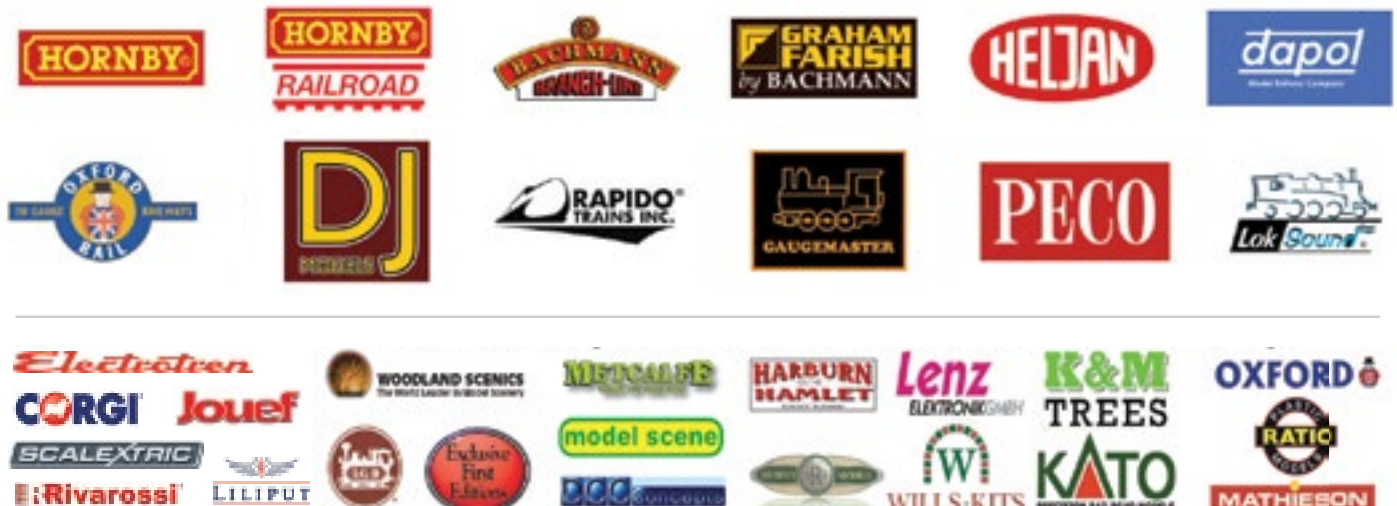
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# Oxford Rail get ready for war!



By Tony French

Edwin Starr sang the immortal words “War! Huh! What is it good for?” well in the case of Oxford Rail it turns out it’s good for a new range of OO gauge wagons, the 50 ton bogie warwell.

## The Prototype

The 50 ton Warwell was a requirement during World War 2 largely to carry the Sherman Tanks being shipped to the UK for use in the D-Day landings. The Sherman Tank was too tall to be carried on a flat wagon and there were insufficient well wagons available. Thus the Ministry of Supply commissioned the Warwell wagon, sharing many common fittings with the Warflat wagon the prime difference being the well between the bogies allowing for larger vehicles to be loaded and not be out of gauge.







Two hundred warwells were built by three manufacturers, they were: Gloucester Carriage and Wagon Company (100), Head Wrightson (75) and Southern Railway (25). Examples were loaned to the other three of the big four railway companies (the LMS would go on to purchase a quantity of them) providing excellent service in the delivery of military equipment to a variety of locations.





At the end of the war the wagons remained in service due to their excellent capability of handling unusual loads. A common sight on the LMS (later Midland Region) who had acquired 100 of the wagons, they would later be joined in BR ownership by an additional 40 purchased for use on the Western Region. Examples would also pass into use by British Steel, as well as being maintained as part of the MOD fleet.

Several modifications took place over the years, most notably to the bogies, but there are still many examples of Warwells in service for the MOD and on preserved railways.

### **The Model**

Oxford Rail have announced several variants of the warwell, they are:

- WW001 Warwell A Ministry Of War Transport No. MS1
- WW002 Warwell A Diamond Bogies BR Brown No. DM360331
- WW002W (weathered version of the above No.DM360332)
- WW003 Warwell A Diamond Bogies British Steel Corporation No.DM748305
- WW004 MOD KWA Warwell Triple Pack Nos. 95535, 95578 & 95540
- WW006 KWA Warwell with Sherman Tank No.95536
- WW009 Warwell with Steam Road Engine No.DM721211



Oxford have delivered an absolute cracker of a model here. The detailing is superb, I particularly like the fitted chains and rivet details. The bogies are neat feature metals wheels and are incredibly free running. The wagon also features NEM pocket couplings. The lettering and printing is also superb resulting in a very pleasant model.

My only minor gripes with the model would be that it is rather light unloaded and would suggest the addition of extra weight where possible on the underside of the well. Also, the tank included in WW006 wasn't quite up to the standard I had hoped for considering the high quality of Oxford's vehicle range. Overall though it's fantastic.

### **Is This Model Suitable For My Layout?**

In a word, yes! The warwell has been in service since big four days, through the BR steam era, the blue diesel era, sectorisation and on into privatisation. It's just a case of choosing the one which most suits the period you are modelling.

I don't even really need to say that it's your railway and you run what you want on this one as it's pretty much useful for everyone... I might over exaggerate a touch here but I think most modellers could find a use for one of these on their layouts.

### **In Conclusion**

A wonderful model and with an RRP of £29.95 (for an unloaded version) representing good value in the current market. Very impressed 9.5/10





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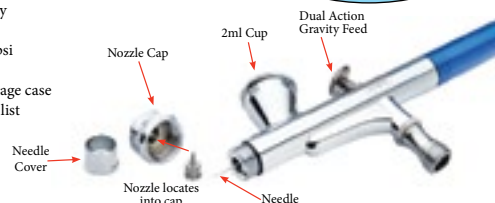


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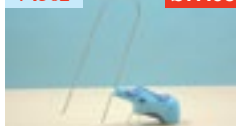
Xuron Track Cutter

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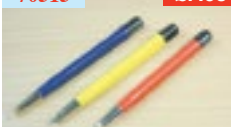
Watchmakers Hammer

75110 £7.95



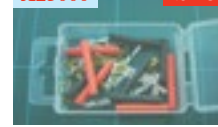
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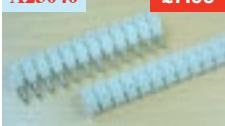
Cutting Mat A3 Size (450 x 300mm)

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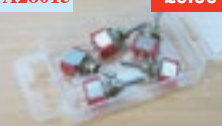
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A23040 £7.95



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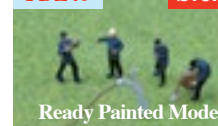
Pack of 5 SPDT Miniature Biased Switches

PDZ19 £9.00



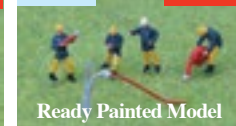
OO Gauge Painted Loco Crew

PDZ40 £10.45



PD Marsh OO Gauge 1950/60 Fire Crew

PDZ41 £10.45



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OO Gauge Scale Rule 4mm = 1 foot

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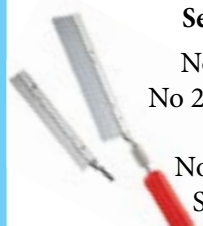


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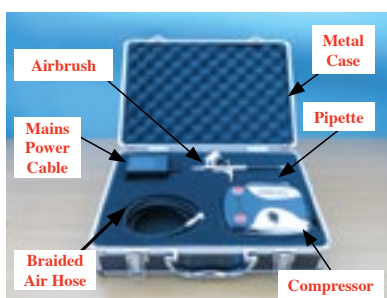
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## OO Gauge SECR P Class 0-6-0T



### Specifications:

- RP25 wheel profiles
- 6-pin DCC socket in tanks
- Chemically blackened wheels
- Separately fitted and blackened handrails
- NEM pockets with tension lock couplings
- Coreless motor in 'locomotive' section with motor in boiler and gears in firebox
- Fully detailed and painted cab interior
- Easily removable bodysHELLS for maintenance & DCC fitting
- Turned brass whistle
- Separately factory-fitted drain cock detailing and oil lubricators
- Separately factory fitted smokebox numberplate.
- All wheel pickup
- Weights within boiler for maximum adhesion
- Fluted connecting rods with oily cosmetic finish
- Etched headcode discs, headlamps and oil can provided for fitment by customer

### Tooling Variations:

- Tall and short cab/tanks
- Lubricators on smokebox where appropriate
- BR numberplate on smokebox where appropriate
- 2 types of buffers
- Cab window guards
- Smokebox rivets (2 versions)
- 2 different rear steam heat pipes



**Locomotives Available to order:**

<b><u>Code</u></b>	<b><u>Title</u></b>
<b>H4-P-01</b>	178 in SE&CR lined green 1910-1911 & as preserved
<b>H4-P-02</b>	753 in SE&CR lined green 1909-1911 & as preserved
<b>H4-P-03</b>	754 in SE&CR wartime grey 1910-1920s
<b>H4-P-04</b>	A325 in Southern Railway green 1924-1937
<b>H4-P-05</b>	1555 in Southern Railway black 1938-1948
<b>H4-P-06</b>	1558 in Southern Railway black with Sunshine lettering 1941-1953
<b>H4-P-07</b>	31027 in BR black with early emblem 1949-1961
<b>H4-P-08</b>	31323 in BR black with late crest 1959-1961
<b>H4-P-09</b>	"Pioneer II" in Bowaters Paper Mill lined green 1958-1968
<b>H4-P-10</b>	"Pride of Sussex" in Robertsbridge flour mill green 1961-1971
<b>H4-P-11</b>	27 "Primrose" in Bluebell Railway lined black 1961-1963
<b>H4-P-12</b>	323 in Bluebell Railway lined blue - as preserved

**Price:** £99

**Availability:** December 2017/January 2018

[www.hattons.co.uk/pclass](http://www.hattons.co.uk/pclass) (live on 11th September 2017)

**Current Progress:**

First EP received. Minor amendments noted with factory.

Second EP and colour samples in production and expected within a few weeks.

## OO Gauge Andrew Barclay 14"/16" 0-4-0ST



### **Specifications:**

- RP25 wheel profiles
- 6-pin DCC socket in tanks
- Chemically blackened wheels
- Separately fitted and blackened handrails
- NEM pockets with tension lock couplings
- 5 pole motor in 'locomotive' section with motor in boiler and gears in firebox
- Fully detailed and painted cab interior
- Easily removable bodyshells for maintenance & DCC fitting
- Turned brass whistle
- Separately factory-fitted drain cock detailing and oil lubricators
- All wheel pickup
- Weights within boiler for maximum adhesion
- Fluted connecting rods with oily cosmetic finish

### **Tooling Variations:**

- 2 different cab front windows
- 4 different cab rear windows
- BR numberplate on smokebox where appropriate
- 2 types of buffer shanks
- 2 types of buffers
- Tank steps where appropriate
- Lubricators where appropriate
- 2 different front spring heights
- 2 different water tank heights

## **Locomotives Available to Order:**

**H4-AB14-001** 14" 2047 '705' in BR black with early crest 1948-1957 & as preserved

**H4-AB14-002** 14" 2047 '705' in GWR green with shirtbutton roundel as preserved

**H4-AB14-003** 14" 2134 'Coronation' in lined green 1980s

**H4-AB14-004** 14" 1863 in Caledonian Railways lined blue 1990s - 2005

**H4-AB14-005** 14" 2134 'WTT' in lined green as preserved

**H4-AB14-006** 14" 2069 "Little Barford" in Acton Lane Power Station blue 1965-1983

**H4-AB14-007** 14" 1927 'No.1' in Burnley Council Gas Department blue as preserved

**H4-AB14-008** 14" 2134 'No.3' in Fina lined blue 1970s

**H4-AB16-001** 16" 2244 'No.10' in NCB lined black 1960s/1970s & as preserved

**H4-AB16-002** 16" 2260 'No.23' in NCB green 1960s/1970s

**H4-AB16-003** 16" 2226 'Katie' in lined maroon as preserved

**H4-AB16-004** 16" 1964 in CPC UK blue 1970s

**Price:** £99

**Availability:** Late January 2018

[www.hattons.co.uk/barclay](http://www.hattons.co.uk/barclay) (live on 11th September 2017)

## **Current Progress:**

First EP received. Minor amendments noted with factory.

Running concurrently through the factory around 3 weeks behind the P Class.

2nd EP and colour samples will follow the P Class and we will provide updates as soon as we can.





# Railway refreshments

## The Old Station, Tintern

by Cath Locke

This time a tea room not a pub. Tintern Old Station is in the heart of the delightful Forest of Dean.

On the banks of the picturesque river Wye the site now includes the old station waiting room which is now a tearoom, an exhibition of the local area housed in two refurbished railway carriages, a signal box hosting local art exhibitions, a miniature railway and a circle of wooden statues depicting key figures from local history (such as Offa whose dyke crosses the area, Geoffrey of Monmouth and King Tewdrig).



The Wye Valley Railway opened in 1876 and closed to passengers in 1959 and freight in 1964 and the track was lifted in 1967. It was the second largest of the four stations on the line as the railway company hoped to generate income from tourists visiting the nearby famous Tintern Abbey.

In the 1880s trips to see the harvest moon through the ruins of the abbey were popular with Victorians and thousands arrived on special trains alighting at Tintern to walk the last few miles to the abbey. The valley was too narrow for the railway to reach Tintern itself and the line crossed the river north of the village and emerged from the Tintern tunnel to the south. A branch line had been constructed to serve the Wireworks and the old railway bridge now gives pedestrian access to the Gloucestershire bank and the wooded route up to the Devil's Pulpit (a rocky outcrop above the valley from which the devil was thought to have tempted the monks at the abbey away from their devotions).

In the 1930s the GWR placed a converted passenger coach as holiday accommodation at the station and holiday makers were able to arrive by train and stay on a train



The modern tea room has won several awards and certainly serves a fabulous cream tea in beautiful a truly beautiful setting.

For those hankering after something slightly stronger Kingstone Brewery is just across the main A466 from the site!















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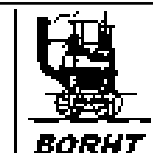




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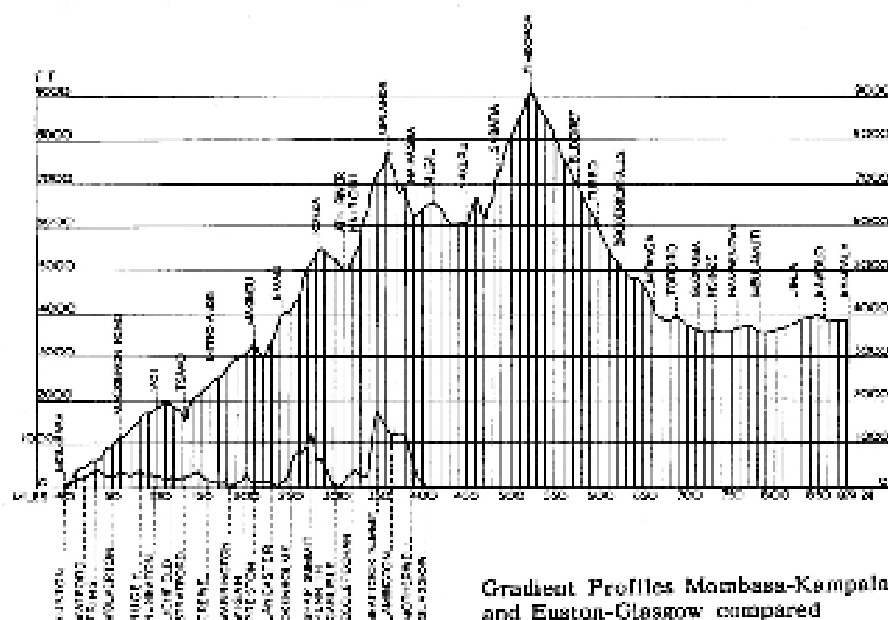
## PRESS RELEASE

### THE LUNATIC LINE – TWILIGHT OF THE METRE GAUGE.

BORHT will be hosting a meeting on Saturday 18 November 2017 to review the metre gauge in East Africa in the light of the opening on May 31 this year of the first section of the controversial Standard Gauge Railway (SGR) which is planned to link Kenya, Uganda, Rwanda and South Sudan. This first section closely parallels the old metre gauge "Lunatic Line" which links the port of Mombasa with Nairobi, which was built by the British in the first years of the 20th Century and used 4000 hp British built Beyer-Garratt steam locomotives.

The review will be a presentation of slides by the noted East African railway specialist, Geoff Warren, and DVD's by Nick Lera of Locomotion Pictures. The meeting will be at the Model Railway Club, Keen House, 4 Calshot Street, London, N1 9DA (near Kings Cross Station) and will run from 15.00 hrs until 17.30 hrs.

To some people the SGR is a worthy successor to the title of Lunatic Line as the railway has cost US\$3.6bn, 90% financed by China Eximbank, a loan which, commentators fear, Kenya will be unable to repay.



These profiles of the British West Coast main line and the line out of Mombasa, both drawn to the same scale, show the challenge which the British engineers overcame a century ago.

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# 33<sup>rd</sup> Uckfield Model Railway Exhibition

Saturday & Sunday 21/22 October 10am - 5pm each day

UCKFIELD, EAST SUSSEX – The Uckfield Model Railway Club hosts its annual exhibition at the Uckfield Civic Centre, Civic Approach, Uckfield TN22 1AE.

Once again they will be featuring a selection of some of the best quality layouts around. There will be full trade support as well as demonstration & engineering stands.

16 high quality layouts in a wide range of scales and gauges including O, O-16.5, O-14, S, P4, EM, OO, OO-21, OO-9, H0, 3mm finescale, British N and 2mm finescale.

A feature this year is the debut of Arun Quay the new layout by Gordon and Maggie Gravett of Pempoul fame.

Hot and cold refreshments, including meals at lunchtime, will be available from Luxfords, the licensed restaurant within the Civic Centre, which has waitress service.

The Uckfield Civic Centre is a modern building situated in the very centre of the town. The High Street, featuring shops and places to eat, is only a minutes walk away. The free High Street car park is adjacent to the venue and will be signposted from the town's bypass. Tesco, with its own car park, is also next to the venue.

The exhibition is all on one level of the Civic Centre which is disabled friendly. Access from the car parks is via ramps. A limited number of periscopes will be available to borrow in return for a modest £5 returnable deposit. Sunday is a quieter day both in the town and exhibition.

Admission: Adults £6.00 Children under 16 FREE

More information can be found on the Club's website at [www.uckfieldmrc.co.uk](http://www.uckfieldmrc.co.uk) or via email at [enquiries@uckfieldmrc.co.uk](mailto:enquiries@uckfieldmrc.co.uk)





# MRC Mini Exhibition

Sunday 10th December 2017

With seven working layouts confirmed to be on display

Open from 11am to 4pm.

Admission: Adults £3, accompanied children: Free

Keen House, 4 Calshot Street, London N1 9DA

MRC Layouts:

- Copenhagen Fields (2mm FS),
- Empire Mills (EM),
- Lacey Dale (N) and
- Putnam Yard (HO)

Visiting Layouts:

- Canute Road Quay (OO) - set in the Southampton docks;
- Rixworth Green (P4) - 1920s Southern
- Elkington-on-Sea Tramways - inspired by the 1950s British seaside resorts

Other Displays: our OO and O gauge teams will be running stock from their layout projects on our test tracks.

Plus we will have a good selection of pre-owned models available from our shop, and of course refreshments (including a selection of freshly made rolls and Greene King beers) will be available.

Website link: <http://www.themodelrailwayclub.org/events/december-2017-mini-exhibition>



# Modelling The Southern Region

## 1948 to the present

By Dale A. Heys

Book details

Author: Chris Ford

Published By: The Crowood Press

<http://www.crowood.com>

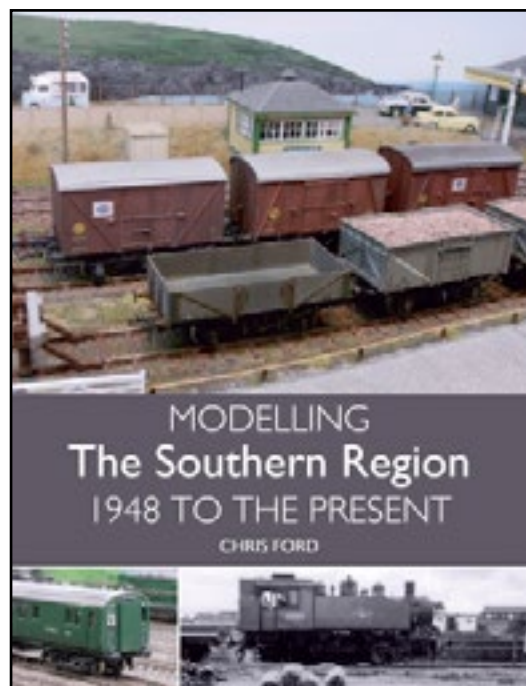
Price: £18.99

ISBN: 978-1-78500-300-4

Binding: Paperback

Extent: 176 pages

Illustrations: 230 photographs & illustrations



As this book says on the cover it is written with modelling the Southern Region in mind, specifically with the period from the nationalisation in 1948 until the present day.

Chris Ford has presented a well thought out book and has an obvious love for the Southern Region and there are a great many modelling tips contained in the book.

It is fair to say that many of the modelling tips would apply equally well to models being constructed of any of the BR regions and therefore for that alone this book is well worth a read.

Chris covers all aspects of modelling the Southern Region and covers layout planning & building, locomotive conversion & weathering, coach conversion, building and customisation etc.,

in fact all of the normal modelling activities with the advice tailored to getting the most out of creating a model of some aspect of the Southern Region.

There are numerous hints and tips regarding tooling, materials, what to do with those spare parts and the book contains a large number of projects where Chris describes and steps you

through creating various buildings, wagons, track side items etc. from researching the project to obtaining the materials and actually building the model.

As I stated earlier many of the modelling tips and projects could be adapted and applied to models of the other regions but Chris's enthusiasm and knowledge make for infectious reading, at least they did for this reader.

The book contains a good balance of modelling and history of the Southern Region period it covers, where it pertains to creating an appropriate model.

It is well laid out with an abundance of photographs and illustrations that complement the narrative contained in the book, although it must be pointed out that it does lean towards the production

of models, which this reader supports, with the abundance of available ready to run items these days we seem to have seen a reduction in the number of people actually producing models.

This book would not be out of place on any modellers bookshelf but if you are a fan of the Southern Region then it becomes a requirement.

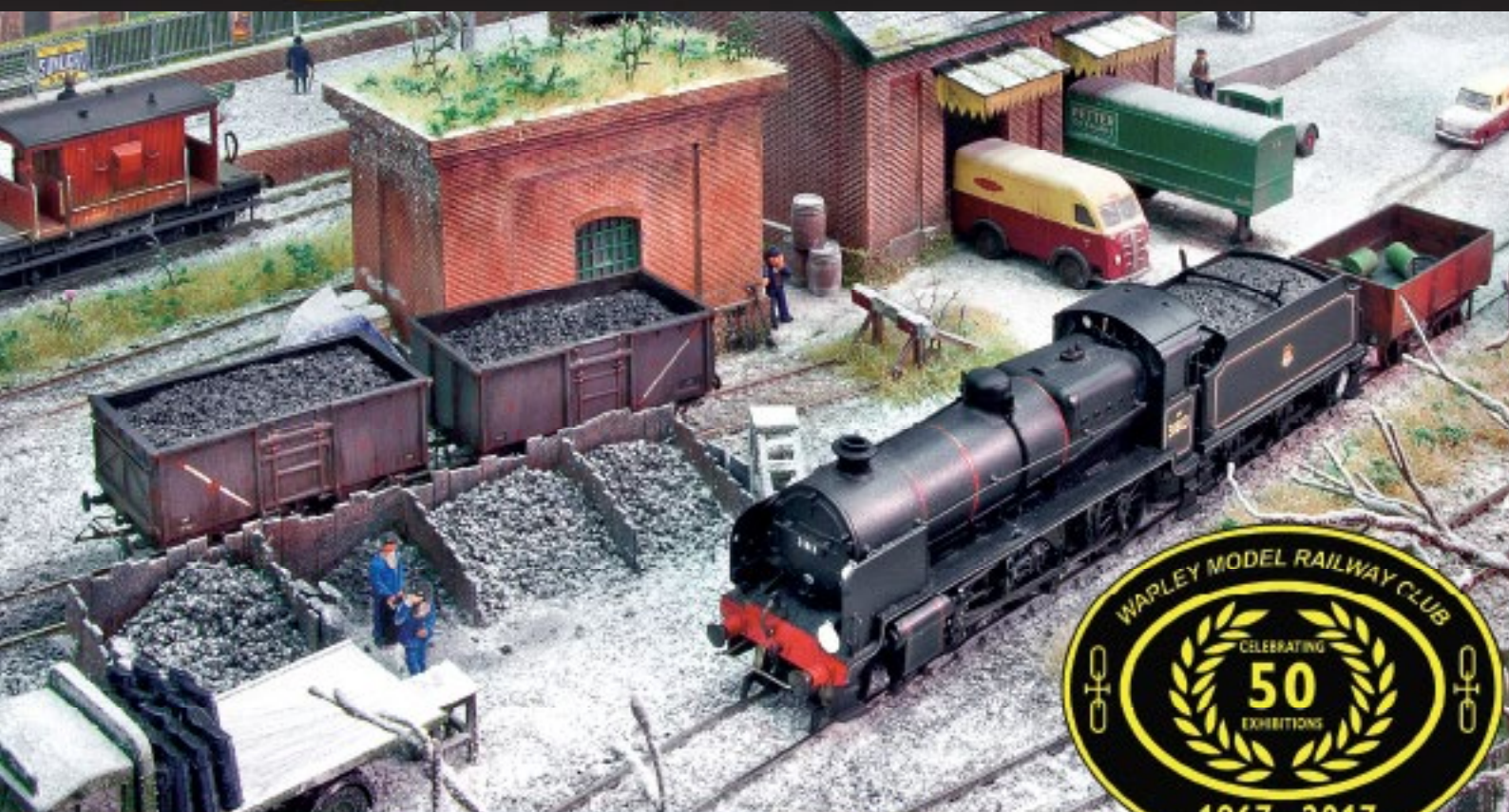






# WARLEY NATIONAL 2017

at the NEC Birmingham  
Sat 25th & Sun 26th November 2017



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## Kohler Confidential

### Don't look back in anger (part 2)

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In my last Kohler Confidential I explained how after leaving Hornby there were certain aspects of my job that I missed. I also gave an insight into how I arrived at Hornby and how in the days from the early Eighties through to the Nineties I managed, in one form or another to compile not only a new Hornby range each year but also other ranges that were part of the Hornby stable of brands. Some of the product ranges I was involved with not only included Hornby and Scalextric but also lesser known product ranges such as Game Genie – a computer based cheat program; Flower Fairies, small dolls inspired by Cecily Mary Barker's poems and drawings of flowers and fairies; Were Bears – soft toys with a cute face which could with a flick of the hand turn into cuddly monsters. And one of my all time favourites, 'Rappa', a hand held drum machine. These are just a small selection of brands that I was responsible for in marketing terms, believe me there were many, many more.



During these years of so many differing ranges I learnt a great deal about producing at a moments notice catalogues and packaging. Nowadays there is a huge reliance on computers and in particular Apple Macs but during the mid 80s such things were only just starting to appear and were certainly not as common in design studios as they are today. No, in those days we relied on artwork being produced using paste up boards, Letraset and photographic transparencies which when combined created the artwork. When the artwork was ready it was sent off to a Reproduction house where they would use their own technical magic to produce what were called 'Proofs' which I would then check for errors. Part of this Proofing process was the creation of the four films that would be used by the printers to produce each of the four colour printing plates – Cyan, Yellow, Magenta and Black which when combined printed the finished pack or brochure. These days one can sit for hours on end in front of a 'Mac' and play around with images and copy but in the 80s you had to use your best judgement, as well as a very good graphic designer because the decisions you made at the artwork stage would be what the Repro man produced. The skill in those days was to get it right first time because if not things became very expensive, very quickly. Luckily I was surrounded with great graphic designers and outstanding photographers, which is something I still do to this day in my consultancy business. Having learnt my trade the old fashioned way, when I look at packs or catalogues these days I can determine with relative ease the difference between what has been produced by real professionals and those by



‘wanna be’ artisans. However I digress.

A casual look at the Hornby catalogues from the mid 80s through to the mid 90s will reveal that there were precious few totally new models produced in this period, either locomotives or rolling stock. The very first completely new locomotive I became involved with was the LMS Princess Class, launched in 1984. The model was a great improvement on the previous Triang Hornby Princess but still sadly lacking in detail, however it was tender driven rather than the old style X04 motor. In the early 80s, tender drive was still accepted by the modeller although it would be another couple of years after the launch of the Princess before the strength of public opinion really started to turn against the Ringfield tender driven models.

After the Princess there were very little new when it came to locomotives, however money was found in the early to mid Eighties where the Thomas the Tank Engine range was concerned but this involved using existing or old Hornby models and converting them to look like the characters from the Thomas the Tank Engine TV series. For example Thomas was created from the modified tooling of an E2, whereas James the Red Engine’s ancestry goes back to the old Triang tooling of the MR 3F first produced in 1956.

For the following years post 1985 finding money to invest in new Hornby locomotives was difficult to say the least as the majority of tooling money was being spent on the Hornby toy brands that at best had a limited shelf life or at worst just did not sell. Trying to persuade the Hornby Board to invest in new Hornby models was very much like pushing water up hill but push I did and every so often new models did appear such as the GWR Class 2800, or the Hornby Class 142 Pacer. I even managed to persuade the Board on separate occasions to produce two new 0-4-0 models, these being the Class 06 shunter and the Class D Industrial loco. Occasionally I made the mistake of assuming that by converting an old model a new one could be created, such as modifying the old Hornby Hall locomotive and converting it into a GWR Saint. This was achieved through some rather suspect tooling modifications and history shows that the changes made all went to prove that although there were some similarities to a ‘Saint’ it was far from being a righteous conversion.

In 1987 I managed to persuade the Hornby Board to provide tooling money for a model of the then new BREL Class 90. By this time Lima were producing some rather impressive diesel models many of which eclipsed in detail the same models that were currently being manufactured by Hornby. Where the ‘90’ was concerned I had managed to obtain a full set of drawings from BR Engineering and I was hopeful that with such information a model could be produced equal or even superior to anything that Lima had on offer. I had a meeting with the Hornby engineers where I stressed that what Hornby needed was a model superior in design to anything else that had been produced to date

and certainly a model that could be favourably compared to anything Lima were manufacturing at the time. I was assured that would be possible and so I left them to it. Some months later the first tooling shots were shown to me and I was totally disappointed in what had been produced. In short rather than an up to date model sharp in detail, what had been tooled was a model that might just as well have been produced in the Sixties. My request for modern thinking and techniques in producing a new breed of Hornby model had been completely ignored. However, I was undaunted because I had once again been allowed monies so that the following year Hornby could introduce to its range a Class 91, the new high speed locomotive that had been introduced along with new Mk4 coaches onto the East Coast Mainline. Again I had managed to obtain the drawings from BREL for this new locomotive and had promised BR a really stunning model. Once more I sat with the designers and engineers and told them that the '90' was disappointing but that the '91' would give them all a chance to produce something that would dwarf anything that Lima could create. Sadly, even though I was assured I would be happy with what would be produced, I was once again thoroughly disappointed in what was tooled because once again the designers looked no further for inspiration than what had been designed in the Sixties. For those who doubt what I have written do look closely at either a Class 90 or 91 and then check it with an old Hornby Hymek or Class 31 and you will see exactly why my faith in the Hornby designers at that time was at rock bottom.

In 1990 I managed to persuade the Hornby Board to release monies for a GWR Class 2800, mainly because parts from the Hornby LMS 8F chassis helped to reduce the overall tooling cost. Try as I might and with the help of Richard Lines, the father of Triang Trains and someone with whom I had the greatest respect I could not persuade the designers to create tooling that would at least be equal to anything Bachmann or Lima were producing. I did however manage to have them include a glowing firebox as well as a smoke generator, both additions suggested by Richard Lines but even so the finished model that was released in 1991 was a far cry from what I had originally envisaged. Although I was disappointed I was not prepared to give up and being aware that Bachmann might produce tooling for a Gresley A1/A3, which was and had been a Hornby staple product for years decided that in the future I really did have to box very clever to get anything like the quality and detail I wanted and that included a respectable 'Flying Scotsman' model.

With the less than impressive sales of the GWR Class 2800 I was told in 1991 by the then Chief Executive that Hornby would never produce a completely new model locomotive ever again! With his words ringing in my ears it was with some fear and trepidation that in the late Spring of 1992 I stood in a very smoky showroom in front of all the great and good at Hornby – directors, managers and engineers and started to present a totally new model of the LNER

Gresley Class A1/A3. In fact the presentation was totally and completely 'Flying Scotsman' orientated, mainly because I knew that those sitting around the table, many of whom had little or no interest in model railways would at least be aware of what 'Flying Scotsman' was. Using separately fitted parts produced especially for my presentation I was able to demonstrate that with the clever use of tooling, plus utilising different tenders and separate components, Hornby could by just using one suite of tools produce a "Flying Scotsman" circa 1924, a "Flying Scotsman" circa 1928 and a "Flying Scotsman" circa 1961 – 1963. The room was quiet as my hands made use of all the separate parts. A round dome was removed and replaced with a banjo dome with consummate ease. A GER tender was exchanged for an LNER tender; single chimney to a double chimney; left hand drive to right hand drive. As my hands expertly exchanged each of the components my voice did the explaining. What started off as a Gresley A1 with GNR tender ended up as a corridor tendered A3 complete with German smoke deflectors and double chimney. By the time I finished there was complete silence in the room and what seemed to me a bemused look on the faces of those present. But I had not finished. I paused for a short while to show off the BR "Flying Scotsman" model and then said, "However gentlemen I have not finished!" I removed the smoke deflectors, replaced the double chimney with a single one and added another tender. "And this particular model, gentlemen", I paused while I adjusted the locomotive on the table, "Will be a Limited Edition of 5000 pieces and just on its own will more than pay for all the tooling expenditure that it will cost to produce the multitude of variants you have just seen!"

To this day I am not really sure if those around the table fully understood what they had seen but what I did know was that like me they were captivated when they, for the first time saw the twin tendered 'Flying Scotsman'.

The new "Flying Scotsman" models were duly launched the following year, 1993 and became a sales success but without doubt the shining star out of all the variants was the one with two tenders. Five thousand were produced as a limited edition, a sizeable number in those days and sold out almost immediately. So successful was the model that the Chief Executive who had told me only 24 months earlier that Hornby would never again produce another new steam locomotive, asked if the Hornby factory could produce a further limited edition run of the same model. Faced with this question I had to explain, while at the same time keeping a straight face what "limited edition" meant, an explanation he accepted but chided me for making the initial quantity too low. The fact that Hornby had not produced any locomotive in anything like the quantities that was achieved by the limited edition 'Flying Scotsman' for over ten years prior did not seem to register with him and I resigned myself to just accept the admonishment and move on.

By 1993 the pressure was building at Hornby to at least look at producing some



of their models in China but there was obvious resistance from the manufacturing team as well as the Chief Executive who was concerned that the very 'Britishness' of Hornby would be damaged if the model trains were produced in the Far East. I personally felt that it would make very little difference, in fact my belief was that if the product had the undoubted benefit of Chinese expertise in manufacturing as had been seen with the Bachmann product the buying public would not worry one little bit. While these discussions were going on Hornby had plans to produce the Class 92, which were the freight locomotives and intended as the main traction units to be used in and around the Channel Tunnel. Consequently and bowing to some growing internal pressure the Hornby Class 92 was eventually designed at Margate but tooled and produced in China. I personally, due to my experiences with the Class 90 and 91 would have preferred our Chinese partners to have drawn and tooled up the locomotive without any Margate influence but I reasoned that at least this was a start and to be fair the Hornby designers did take some inspiration from what was being currently produced by not only Lima and Bachmann but also our Chinese friends. However, the Hornby team were still locked into using the Ringfield motor for the Class 92 even though they were aware of more powerful motors that the Chinese manufacture had available but the thinking was that it would be simpler to use a standard motor unit rather than something non-standard. The fact that the Chinese motor was more powerful and indeed cheaper made no difference and consequently the chosen motive power for the Class 92 ended up being the Ringfield.

The Hornby Class 92 was released onto the market in 1995, the same year that Lima launched their version with the inevitable result of comparisons being made between the two. Obviously there were those who preferred the Lima variant because of the Italian company's track record with other diesel/electric models previously produced by them. My personal belief then as it is now was at the end of the day there was very little to choose between the two, although being slightly biased I rated the Hornby Ringfield motor against that of the Lima equivalent any day. Yet what the Hornby variant did prove, certainly to me was that the Chinese manufacturing process was superior to what could be achieved in the Margate factory. As if to further hammer this home, at the same time as the Class 92 was being produced two lots of old Triang/Hornby locomotive tooling was being shipped to Hornby's Chinese supplier with a view for the two locomotives to be manufactured once again. The locomotives in question were the old Triang Class B12, first produced in 1963 and the ill-fated 1975 Ivatt Class 2F 'Mickey Mouse'. The Ivatt was far from being an accurate model and because of the numerous inaccuracies and even though the tooling had been shipped to China the model was never manufactured again.

So that the Chinese manufacturer could see what a completed B12 should look like an old model was extracted from the Hornby archive and repainted to an in-

credibly high level which included the locomotive being fully lined including the correct coloured boiler bands, something that had never been possible when it was produced at Hornby. I saw the model being painted in the Hornby R&D department and commented to the modelmaker how marvellous the full LNER livery looked. My comment was met with, 'Well let's just see how good they really are.' As it turned out not only were the production models equal to what the modelmaker had produced by hand but far superior and at a cost that was more favourable than had originally been estimated. The Chinese had even remotored the model replacing the old Triang/Hornby X04 with a much smoother running can motor. The year was now 1996 and things were about to change quite dramatically at Hornby and change for the better.

For years the Hornby directors had steadfastly ignored the fact that the interest in model railways had not actually diminished but had rather been redirected from being considered a toy to more of a hobby product. Companies like Bachmann and Lima had recognised the change but those companies were being operated by people from the hobby industry and not, as the Hornby's directors were from the toy trade. Although I spent many years trying to 'bang the drum' on behalf of the modellers I was in all intense and purposes largely ignored even though I could prove that the railway side of the business, along with Scalextric was financially more successful than the toy brands, even when taking into account the disgraceful lack of investment compared to the overly indulged toy products that Hornby incessantly kept trying to make a success.

With Hornby focusing on toys rather than its core brands, dividends for its shareholders were very thin and far apart and eventually a new CEO / Chairman was appointed and he was intent on focusing on both Hornby and Scalextric, consequently within a matter of a few weeks the toy ranges at Hornby were confined to history.

The new CEO/Chairman, Peter Newey believed that Hornby should focus on what the company was best known for – model railways and slot racing and he set about restructuring the whole company with this simple but effective thought in mind. Out went the toys and in came a new way of thinking. The world of Hornby Railways had been neglected for a good number of years but now suddenly the brand came under intense internal scrutiny. This for me was all but a dream come true. Almost overnight I and others at Hornby had the amazing freedom to make demands and suggestions that were at last being listened to, plus as Marketing Manager I was given a budget which allowed me to once more, after an absence of almost ten years, advertise Hornby in all of the leading model magazines of the day, and not as before just the odd advert every so often! Amazingly for me I had the freedom to look at what was needed in the Hornby range, which quite frankly at that time was everything. Having had to make do and mend with the Hornby range for so many years this totally new

approach took a little getting used to. All at Hornby, during this amazing period in the company's history had to adjust to the new found freedom but adjust and rethink is just what we did. We were to a man determined to put Hornby back on top as the brand leader, therefore product development had to be the first thing on our agenda.

The first model that was produced right on the cusp of these changing times was a '00' scale model of the Eurostar. Prior to this Hornby had been marketing the Jouef/Mehano 'H0' model but access to these tools ceased after Lima purchased Jouef. So when asked during a one to one meeting with Peter Newey as to which model was required first I immediately said the Eurostar in '00'. Amazingly, either through terror or a passion to succeed this model was designed and tooled in record time. The design of the model commenced on the 2<sup>nd</sup> January 1996 and the Eurostar set and pack were launched in September of that same year with a Press launch held at the Tower Bridge Hotel. Being able to draw, tool and have produced such a model in nine months was quite remarkable, certainly when I consider the problems we had in obtaining the relevant information from Eurostar. This did entail me having a meeting with Sir Richard Branson in an attempt to expedite matters where the license and design information were concerned which he was able to do in his own inimitable style. Of course compared to what Hornby has achieved since then, certainly as far as detail is concerned bears little comparison to what is incorporated on the Hornby Eurostar model but at the time all those who were involved with the project believed that what had been achieved was a job well done.

After the Eurostar we turned our attention to the Class 466 EMU. Why we settled on this particular model continues to puzzle me to this day. I do remember sitting in our usual morning meeting with Peter Newey, when he commented that the train he had just travelled on from London to Margate was one of the new units that had started to appear on the South Eastern region. He continued by saying how they were more comfortable than the old slam door types, adding that he thought it would be a good idea if Hornby produced one. Now who sitting around the table was going to argue with the Chairman? Certainly not me after all I was enjoying the new Hornby, besides I did not have a death wish; that came later in my career!

It became obvious that this type of instant knee jerk product development, rather than a proper coordinated range plan could not continue and that a more considered and constructed approach to new models based on sound market research and information had to be formulated or else Hornby would end up with a mish mash of new products that had no rhyme, reason or sales potential. There and then I resolved that the days of "Why don't we make one of these?" was at an end.

I have already made mention that the new regime was determined to re-establish



lish Hornby as the UK model railway brand leader and part of that had been the return to advertising in all of the UK leading model railway magazines, however for some years prior, Hornby had been approached to attend various key model railway exhibitions including the 'Warley Model Railway Exhibition' and 'Model Rail Scotland'. Up until the changes I had always declined, not through choice but through lack of budget but in late 1996 I approached the 'Warley' exhibitions team and asked if they could find a space for Hornby at the NEC? I was more than aware that because I had left things so late that they would have to make some major changes to the floor plan to find space, which they did. It would have been so easy for them to say 'No!' but they didn't and the fact that they really made a huge effort on Hornby's behalf is something that I have never forgotten. The 'Warley' organisers could not have been more accommodating and they provided Hornby with an area in which we placed a very large, heavy glass covered display cabinet, which contained a long oval of track featuring a Hornby Eurostar running continually for the full two days. During the show we had many visitors to our area, some making model suggestions while others were just curious if Hornby were actually going to focus on model railways. Some were even more curious as to whether Hornby were even going to stay in business.

As the weeks progressed it was obvious, certainly to me that two new trains, the Eurostar and the Class 466 did not make a range revival and it was imperative that Hornby had to embark on a properly structured range as quickly as possible but I knew that would take time and myself and others at Hornby were impatient for results, as was the model railway market. As 1997 turned into 1998 new Hornby models that had been produced from tooling previously shipped out to China started to appear into the UK market. Hornby were keen to show that they meant business so the decision was made to ship both the A1/A3 and the A4 locomotive tooling to China so that the models could be manufactured and enhanced with super detailing while at the same time receiving the benefit of the Chinese expertise in producing models. These older models were re-introduced with much improved detail but still maintained the Ringfield motor albeit now fitted with a five pole armature. The exAirfix/Dapol tools had also been acquired by Hornby by that time with locomotives and rolling stock starting to appear in Hornby packaging, with many of the locomotives boasting much improved mechanisms. With so much happening Hornby were able to demonstrate that they were more than serious about the model railway industry and were most definitely investing time and money into the brand. Even with all these new improved models there was still one thing missing and that was a totally new locomotive, however my colleagues and I were determined that this omission was going to be rectified before too long.

It was during the second year that Hornby exhibited at 'Warley', again with the Eurostar in the glass case that we created a questionnaire asking the modellers

for suggestions as to what new locomotives they wanted to see being produced. I know I have mentioned this fact on more than one occasion but I was absolutely staggered when going through the returned forms, once I was back at the Hornby offices in Margate, to see that there was one particular locomotive that had received the most requests. Without question and well out in the lead the greatest demand was for a Rebuilt Merchant Navy closely followed by the introduction of a correctly proportioned fully streamlined Princess Coronation Class locomotive. When I ran a similar questionnaire at Model Rail Scotland the following February I received the same amazing result. A Southern locomotive in great demand in Scotland, I was staggered but armed with this very impressive endorsement, I recommended and it was accepted that the very first totally new locomotives to be designed in the UK and produced in China, utilising the experience and skill base of the Chinese manufacturer, Sanda Kan, would be the Rebuilt Merchant Navy and the Streamlined Princess Coronation Class.

How this came about plus the modeller's reaction as well as charting other locomotive developments I shall write about in my next Kohler Confidential.

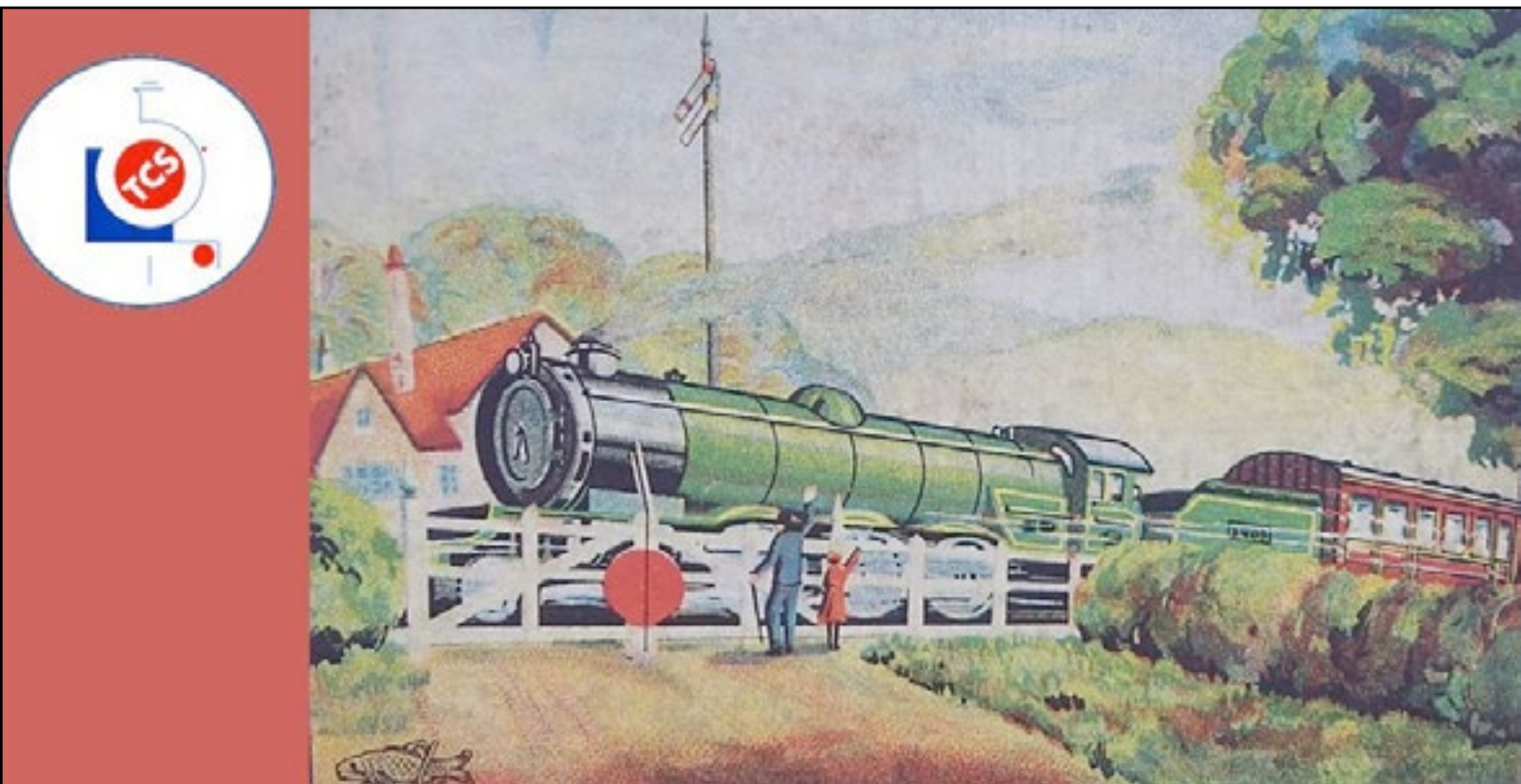
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<p>O gauge resin and white metal kits</p>  <p>O gauge lower relief building facades. Picture shows 3MR53B 2-storey north-light facades with added details.</p>	<p><b>Skytrex Model Railways</b></p> <p>Unit 11 Charnwood Business Park North Road Loughborough Leicestershire LE11 1LE</p> <p><a href="http://www.ogauge.co.uk">www.ogauge.co.uk</a> <a href="http://www.skytrexmodelrailways.com">www.skytrexmodelrailways.com</a></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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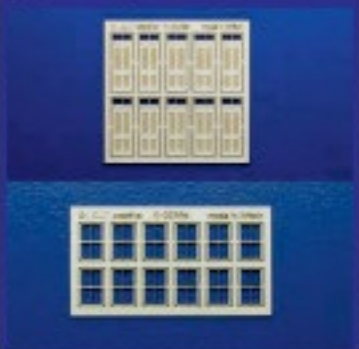



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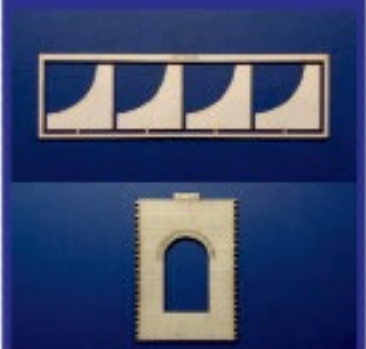
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## **OO Gauge Beilhack ZZA Snowplough**



Currently in tooling and the 1st EP is due to arrive with us any day now. We will be sharing images of this as soon as we can.

3D print has been produced from the CAD files.

Colour layouts have been completed which means painted samples will follow the 1st EP as soon as possible.

Delivery estimated January/February 2018.

## **O Gauge 50t Warwell Wagons**



Painted samples have been received. Colour as well as quality of printing will be checked before giving the go ahead to start production.

Delivery estimated November/December 2017.

## OO Gauge Class 07 in HNRC livery



Painted sample has been received, checked and approved. Will go in to production with the rest of the general release Class 07s and is due for delivery between October and December 2017.

## O Gauge Class A3 4-6-2



3D print produced using the CAD files which have then been approved. Colour layouts have been produced.

Current ready to go to tooling once A4 reaches the same stage.

## O Gauge Class A4 4-6-2



CAD completed. Currently awaiting 3D print to ensure all dimensions and clearances are correct. Once this is approved, will move to tooling along with the A3.

## OO Gauge ICI Hopper Wagons



Painted samples have now been received, checked and approved. All versions that require weathering have been sent to Mercig Studios so the weathering masters can be produced and sent back to the factory.

No firm date for production at this time. As soon as we know more we will send out updates.

## OO Gauge Exclusive Liveried Class 121s



All painted samples have now been approved and are currently in production.

## O Gauge Class 20s with disc headcode



Colour layouts approved and painted samples are awaited. Delivery is due October/November 2017 with the general release Class 20s from Heljan.



## O Gauge LNER Teak coaches



CADs completed and approved. 3D print has been produced and checked to ensure that dimensions are all ok.  
Colour layouts are now in production.



# **New and old exhibits prepare for the 2018 London Model Engineering Exhibition**



Event: LONDON MODEL ENGINEERING EXHIBITION 2018

Location: ALEXANDRA PALACE, LONDON

When: FRIDAY 19<sup>TH</sup> – SUNDAY 21<sup>ST</sup> JANUARY 2018

The South's Largest Model Engineering & Modelling Exhibition returns in January from the 19<sup>th</sup> – 21<sup>st</sup>. This exhibition is regarded as one of the leading model shows in the UK and attracts over 14,000 visitors annually.

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# Heljan go all narrow minded!

by Tony French



Narrow Gauge Railways have played an important part in the history of Britain's railways but are often overlooked in model form, despite modelling in 4mm and 7mm scale narrow gauge being a relatively popular section of the hobby. However, recently we have seen a number of ready-to-run products coming on to the market and Heljan have given us our first example of a ready-to-run locomotive in OO9 scale (4mm) in the form of the legendary Manning Wardle 2-6-2T built for the equally legendary Lynton and Barnstaple Railway in North Devon. (Note: I realise that several cottage industry business have produced Ready-To-Run locomotives already but Heljan are the first manufacturer of any magnitude to do so, in my opinion)

## The Prototype

The Lynton and Barnstaple Railway was built to link the standard gauge railway from Barnstaple to the popular seaside villages of Lynton and Lynmouth on the North Devon coast, an area often referred to as the English Switzerland around the time. Due to the steep terrain of the area, the decision was made to follow the influence of lines such as the Ffestiniog Railway in North Wales and construct to a gauge of 1 foot 11 and a half inches as a standard gauge railway would not be practical.

The railway would connect to the London South Western Railway main line at Barnstaple Town station and climb up through Snapper, Chelfham (with it's impressive viaduct), Bratton Fleming and Blackmoor before reaching the summit of the line at Woody Bay station, one thousand feet above sea level before descending slightly to Lynton but still seven hundred feet above sea level! The route was just short of twenty miles. One major problem with the route was the majority of the stations would be 'destination in name only' in that they were a long way from the villages they served, meaning traffic would be sparse. Lynton station itself was half a mile from the village and well out of the view point of several influential local residents who didn't want it spoiling their view (this included one of the lines biggest backers Sir George Newnes, a man whose reputation in the area was not all good shall we say...) Nevertheless the railway opened to a great degree of optimism in May 1898.

Initially the Hunslet Engine Company seemed to set to provide motive power for the new line submitting two designs for large tank engines to work on the route.

However, it would be Manning Wardle who won the contract and built three 2-6-2 tank engines for the route. They would be works numbers 1361, 1362 and 1363 carrying the names Yeo, Exe and Taw (which were all local rivers). Yeo and Taw would be used in the final construction stages of the line, Exe was stored offsite and was allegedly subject to the mercy of metal thieves who stole some of her brass fittings (nothing new there then!) Although, whilst the L&B were unlucky to lose some fittings from Exe they were lucky to receive any locos at all in many respects as Britain was on the verge of an engineering lock down due to pay and working hours issues.



Soon after the opening it was decided that the three Manning Wardles were insufficient motive power to operate the route and with Manning Wardle (and every other major engineering works in the UK) still recovering from the backlog created by the lock down, Yeo, Exe and Taw would gain an American cousin when a 2-4-2T was ordered from the Baldwin Locomotive Works, USA. She would be named Lyn (another local river) and was delivered as a kit of parts, reassembled at Pilton Works in 1898.

An increase in road traffic meant that traffic began to dwindle on the L&B, especially after the First World War, despite this the railway became part of the Southern Railway in 1923. The Southern Railway could not be accused of lack of investment in the line as they had the track relaid and invested in a fourth Manning Wardle (to a slightly different design). Yeo (Southern 759), Exe

(Southern 760) and Taw (Southern 761)'s younger sister would be named Lew and carry the number E188. The Southern also invested in several new goods wagons and fitted steam hit to eight coaches (and the locos) in 1932. However, it didn't improve things and in 1935 it was announced the line would close.



The last train would run on 29<sup>th</sup> September 1935 double headed by the first and the last locomotives, Yeo and Lew. It was noted as being unusual at the time that the closure of a railway attracted such attention from the railway enthusiast fraternity, a comment of "if they'd turned out like this more often we'd have done alright!" was believed to have been uttered by a member of staff on the final day. Be that as it may the truth is that the Lynton and Barnstaple Railway was closed and the stock was auctioned off. Probably the greatest tragedy of the closure was the fact that the wonderful locos and rolling stock (some of the finest vehicles ever built for narrow gauge use) were nearly all sold off either for scrap or use for summer houses and sheds, etc. A tragic end for such wonderful machinery, the five locomotives didn't even make £250! All three original Manning Wardles and Lyn (the Baldwin) would all meet their maker at the end of the scrapman's torch but the younger sibling Lew fared slightly better. After hauling the demolition trains she was loaded on to a standard gauge goods train to leave North Devon and head off to Brazil. What became of her out there is still the stuff of myth and mystery, who knows, one day an abandoned little 2-6-2T might be discovered and find herself winging her way back to a hilly corner of North Devon? While it's highly unlikely, one can but dream.....



## **The Model**

As mentioned at the start of the article OO9 has often been overlooked as a ready to run market for the UK modeller, ready to run stock has been easily available in the USA or Europe for many years, some of which is adaptable for the UK market and there is a good range of kits out there for the modeller of the UK narrow gauge scene.

However, the ready to run market was pretty much non-existent for the UK modeller. The wind of change began to roll in when PECO released a two pack of four wheel wagons, both based on Lynton and Barnstaple Railway vehicles, one being a four wheel open wagon and the other being a four wheel van. These were very successful and led to PECO producing more four wheel vehicles with different running numbers. PECO didn't stop there, producing Lynton and Barnstaple coaches and bogie open wagons too. PECO have also branched out and produced skip and slate wagons which are more suited to quarry and mine related layouts than the Lynton and Barnstaple but at the present time their range is predominantly Lynton and Barnstaple related.

To the delight of many Lynton and Barnstaple, as well as narrow gauge fans in general, Heljan announced they would produce the iconic Manning Wardle 2-6-2T produced for the Lynton and Barnstaple. I can't find an exact date for when this announcement was made but the earliest reference I can find to them is from February 2013, an agonising four and a half years ago! Admittedly, we have often had to wait that long or longer for new products from other manufacturers, so one can't really point the finger at Heljan that much for the timescale. However, it seems to have been a particularly troublesome birth for the little engine.



The model seems to have been dogged by production issues, the long wait appeared to be over at the start of summer 2017 with the first sightings of Yeo and Exe in some shops and websites. Sadly this was a false dawn, the accounts that did receive them often received only a small amount of their order with many accounts not receiving any models at all. Another small batch of Yeos appeared in August (from where we gained our review sample) but at the same time Heljan announced production would be switching to a new vendor due to ongoing issues with the current vendor being able to produce the quantities they require, they also confirmed that the quality of the model would not be affected, but the wait for many would now go on until at least the first quarter of 2018.

However, production issues aside, we now have a model of 1361 Yeo in front of us in Lynton and Barnstaple livery. One of the first three variants announced by Heljan, the two missing variants being Exe and Taw in Southern livery. Some examples of Exe have been released, although we are yet to see one and Taw is yet to be released.

First impressions are good, the model instantly smacks of the characteristic charm held by the Manning Wardle locomotive. One of the first things that struck me on looking at the model was the lamp above the smokebox door, a classic feature of the Lynton Manning Wardles. Looking closer though, there is much more to appreciate in the model. The outside frames and detailing is superb and with the wheels largely being covered by those frames you'd think Heljan might have skimmed on getting them absolutely correct but no, they are "just like the real thing"



The body has everything you could wish for in a ready to run model with lots of beautifully picked out individual details and the usual finishing touches you'd expect like separate handrails and smokebox dart. The glazing around the cab is also excellent. There is a detail inside the cab, although possibly not quite

in the same league as some of the more recent standard gauge releases. The paintwork is also excellent and Heljan have reproduced a good example of the Lynton and Barnstaple livery of Holly Green and Black with Orange lining, if I had to be super critical I'd say that the orange lining is a little on the weak side, however, it must be noted that to my knowledge no colour photo exists of this livery (or to that matter I don't believe I have ever seen a colour photograph of the railway at all! If anyone knows of one I'd be very interested to see it) so the Heljan interpretation of the lining could well be spot on. The loco has a brass dome, which is traditionally a very tricky feature to reproduce in model form but Heljan have made a very good job of it here. The loco features a raised nameplate and printed worksplate, while both present and in the correct position it must be said they aren't that spectacular. One feature that might divide opinion is the lack of coal in the coal space, personally I like this as it makes fitting real coal easy, however, it might not appeal to those who don't want to go to that trouble of taking that step. A removable coal load might have been a more suitable choice.

Under the bonnet the loco runs very smoothly on our length of test track and has additional pick ups to the pony wheels at the front and rear. Sadly our test track was only a straight length so I couldn't full test it through any curves or point work but I am informed that the loco isn't suitable for the sharper radius curves, I would suggest this is due to the fact that the outside frames do not allow the wheels to pivot quite as freely as on more conventional inside framed models that we are more used to. I have also read reports that the coupling heights do not always match up to the PECO rolling stock, again I am unable to comment on this issue at the present time. The locomotive is DCC ready and takes a 6 pin decoder.

### **Is This Model Suitable For My Layout?**

I hate to say this, but it's a massive no for most modellers. Whilst being an incredibly beautiful model of an equally beautiful prototype their operating range is extremely limited. As we have mentioned in the history, the design was only ever built for service on the Lynton and Barnstaple Railway and sadly all three original condition Manning Wardles were sold for scrap (the survivor, Lew, being to a modified design) so they have a very narrow operating window of 37 years all spent on the same route.

It's one area where I think Heljan have slipped up as they could have produced a much more versatile locomotive that could be seen on many routes, as Bachmann are with their Baldwin 4-6-OT which could be seen on many systems. The other downside with the Manning Wardle is they were very much a main line narrow gauge locomotive (which sounds a contradiction in terms I know), they wouldn't be found shunting quarry wagons around.



However, if you wanted to recreate one of the finest narrow gauge systems ever built in a hilly corner of North Devon now is your chance! Personally with the wonderful range of Southern locomotives and rolling stock now available from Hornby and Bachmann (and Oxford if you count the Adams Radial) then a model of Barnstaple Town station would be very appealing in OO scale. I am currently planning to do Woody Bay in OO9 followed by Barnstaple Town in OO/ OO9 should I ever find the time or room. (I hope to be able to bring progress reports on Woody Bay in later issues of the magazine, should time/space allow)

Of course, if you just want a freelance bit of narrow gauge connecting to your OO layout and herein lies the beauty of OO9 you can either have your own individual narrow gauge railway or expand your OO layout with a connecting narrow gauge branchline and although they don't fit the scene truly how good would a Manning Wardle look pulling into a bay platform at a standard gauge station while an express loco (no specific region) thunders through.

Of course these are just suggestions and as always it's your railway and you do what you want!

In conclusion, a cracking model let down by a couple of minor issues largely that of production and availability. 7.5/10.

### Perchance It Is Not Dead, But Sleepeth

Arguably the most iconic moment in the railway's history occurred the day after closure when a reef was placed on the stop block at Barnstaple Town station, the card read "To Barnstaple and Lynton Railway, with regret and sorrow from a constant user and admirer. Perchance it is not dead, but sleepeth"

A wonderfully poignant epitaph to the line, tinged with sadness and the slightest glimmer of hope. I often wonder if the card's author (Woody Bay resident, Captain Thomas Alfred Woolf) would ever realise how famous his words would become? Anyway, be that as it may the line did sleepeth and it was a very deep sleep. A sleep many must have assumed it would never awaken from.

For sixty years it certainly appeared that way, despite the best efforts of the Lynton and Barnstaple Railway Association and a number of false hopes, however, in 1995 Woody Bay station was acquired and that slightest glimmer of hope was shining once again. I had first heard of this wonderful railway through a fantastic BBC documentary called 'Little Train To Lynton' and following the news that Woody Bay was now to be reopened I had to see it for myself, in the summer of 1996 I found myself stood (with my father) on the lawn of Woody Bay station which is where the old running line would have been. I was soon a


member of the association and spent several happy summer holidays down in North Devon helping to bring the old station back to life. Sadly due to personal reasons I had to stop volunteering before any track was laid and trains started running again on the site. I must add my involvement was a mere drop in the ocean of effort that went in to restoring Woody Bay and subsequent track bed but nevertheless I'm very proud of it.

In 2002 the first track was laid on Lynton and Barnstaple trackbed since the line closed in 1935 and three years later in 2005 the first steam hauled passenger train departed Woody Bay for 70 years. Since then the railway has blossomed and gone from strength to strength. Currently boasting a train of four carriages built to Lynton and Barnstaple design (one being original, the rest being replicas built using some original parts) and three working steam locomotives (Axe, Issac and Charles Wytock) which will soon be joined in service by a replica of the Baldwin 2-4-2T Lyn (at the time of writing the locomotive is on site but not on public display at Woody Bay but is expected to enter service at the railway's gala on the 30<sup>th</sup> Sept/1<sup>st</sup> Oct). Currently the running is about half a mile down to Killington Lane Halt (not an original station) but plans are a foot to extend onwards towards Blackmoor Gate.






As well as progress at Woody Bay, a replica Manning Wardle has been constructed at the Ffestiniog Railway in North Wales, although built to the modified design on Lew, loco No.190 Lyd is a replica Manning Wardle. She has visited Woody Bay on four occasions so far and in September 2016 I once again found myself at Woody Bay, not on someone's lawn but this time on a platform staring at a Manning Wardle 2-6-2T on the head of a train of Lynton and Barnstaple coaches. Despite the (rather too typical) North Devon rain, it was a sight for sore eyes, "Perchance it's awake"

What better source of inspiration for anyone wishing to build a model of the North Devon route than a trip down part of the trackbed in one of the wonderful carriages, who knows one day behind a replica Yeo or even a found Lew(?), if you should find yourself in North Devon please visit this wonderful railway, you won't be disappointed.







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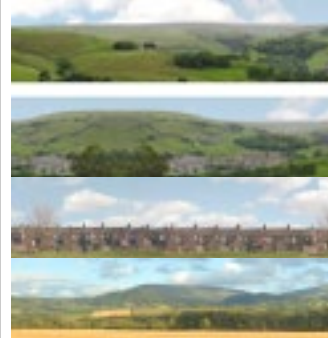
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# GWR Bullion Van

By Rob Bradford

A long time ago, while on Snow Hill Station in Birmingham as a small child, I remember armed Police appearing on a far platform, and a train with an odd coach pulling in. My gran said in a quiet voice "It's the Gold for the bank."

Ever since then I have fancied having a go at building a Bullion Van. Imagine my joy when I found a set of GWR Bullion Van etches by The Frogmore.

I have used Frogmore etches before so I knew I needed to do some preparatory research as the instructions would be bit on the basic side, but in this case they are to be polite; rather scant. A single sided A5 sheet, mostly with advice on rolling the curve of the tumblehome (curved bottom) of the wagons sides, and much nothing on what bit goes where.



In the pack is a single A4 sized brass etch (no part numbers just components), and an A5 instruction sheet with no diagrams just a few scant directions about forming the tumblehome and fitting pipework and hinges to the side with the doors (for security these vans had doors on only one side).

And finally, a bag of assorted white metal bits for the bogies and vacuum cylinders, all this is supplied in a plastic envelope with a useful piece of foam board as protective backing.

Wheels buffers and couplings are

not supplied so I will need to look into that and work out what is required. This being so, before I set off cutting, bending, folding and soldering I think I need to do a bit more research. One thing is for sure about Frogmore's kits; they are not for the faint hearted!

If anyone is interested in following my efforts to put this together, then I will keep the magazine updated. I work quite slowly as my modelling time is limited so I may be a couple of issues before I get anywhere near finishing, or I may just pull out all my hair and run off down the road in sheer frustration. Only time will tell.

### **Research:**

Well so far this is not going well, there seems to be very little of any substance out on the internet other than the ubiquitous Paul Bartlett's on-line photo archive. His site is always my first port of call when doing any sort of research on British rolling stock. One thing I have turned up though is that my gran was wrong! In all probability, the arrival of the Bullion Van at Snow Hill was to do with the delivery of new bank notes to the Bank Of England Branch on Colmore Row and not GOLD! Not to be put off I will put my HMRS membership to good use and take a trip up to their library at Swanwick (Derbyshire) and see if I can turn anything up there.

### **Bogies:**

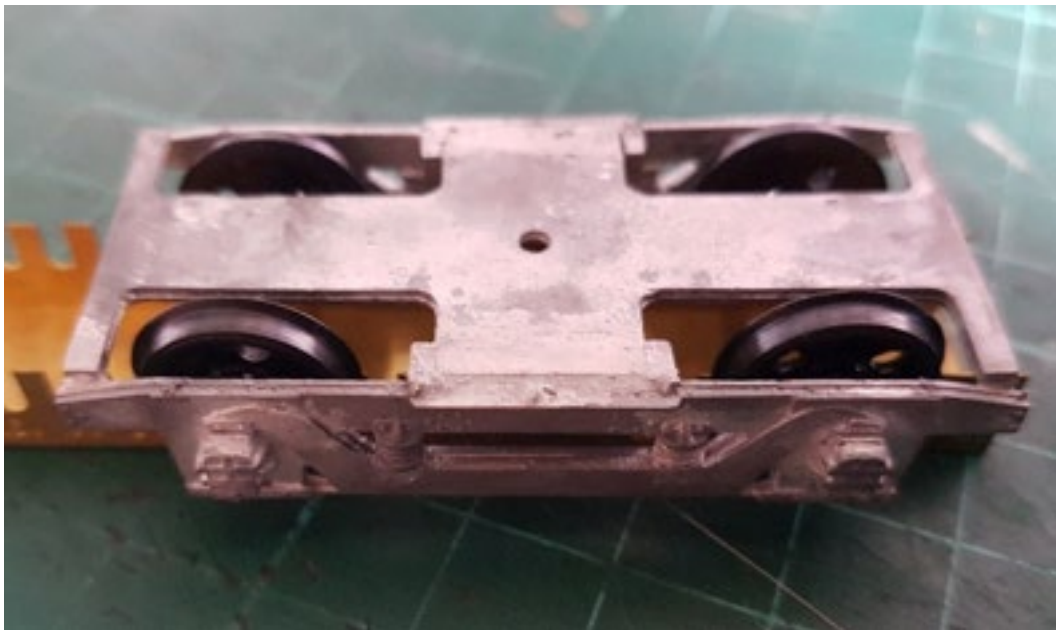
Anxious to get going though there was one part of the model I was fairly familiar with and that was the bogies, so they became the first item on my construction

list. The bogies supplied with this kit are of white metal/pewter so low melt solder is the order of the day for this task, although I will be using higher temperature solder for the brass work. First the components were tidied up and what little flash where was filed away before dry fitting the components to check it would go together cleanly. Then I soldered in some top hat bearings to carry the wheel sets.





Next the bogie side frames were attached to the top plate and the wheels manoeuvred into position. Followed by a check for squareness using my axle jig from Brassmasters (see image below), to be honest I would be lost without it. Then finally smooth running using the time honoured method of a piece of glass and a length of test track



Next up will be the large body etch, with it's rolled tumblehomes at the bottoms of both the ends and the sides. With luck I should be able to report on progress with that section in the next issue.



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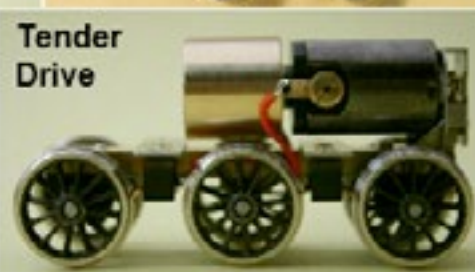
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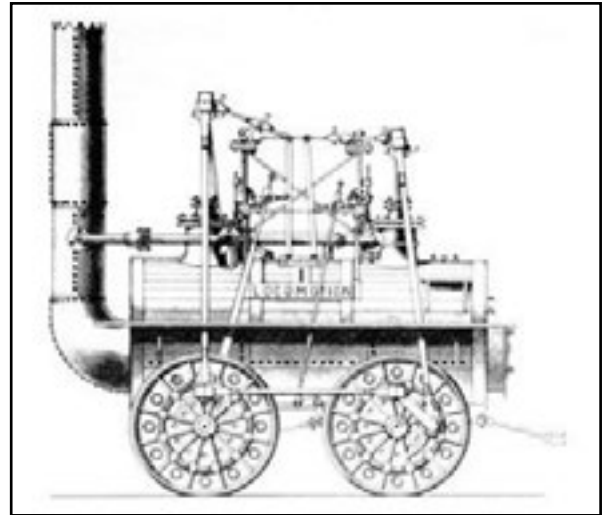
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# Darlington Model Railway Club exhibition

By David Scott

Darlington Model Railway Club held their exhibition over 2 days on the 2<sup>nd</sup> and 3<sup>rd</sup> of September 2017. The Exhibition was held in the Head of Steam Museum in North Road, Darlington.



For anyone who has not visited this Museum it is in the trainshed which is on the 1825 route of the Stockton and Darlington Railway. The exhibits are all related to that route, the LNER and the history of Locomotive building in the town.

It should be noted that also on the site in a separate building is the birthplace of the current Tornado locomotive and now in the same building the next big build, the Gresley P2 No. 2007 is in the early stages of construction.



*Low Moor Wharf (EM Gauge) : Paul Gregory – Darlington MRC*



The layouts on display were arranged around the Museum exhibits which formed a superb backdrop. A small overspill of layouts were also to be found in two more side rooms. The main thirteen layouts on display ranged from “Z” gauge up to “O” gauge, something for everyone to enjoy. The Model engineering skills displayed were second to none and the exhibitors were more than helpful in explaining their own layouts operation and how they had been constructed.



Byr-a Cyrliog (009 Gauge) : Cleveland MRC

I mentioned that there were thirteen layouts on display, not quite true. Darlington MRC run a Club Competition for members. This year the theme was a working layout no bigger than 48” x 15” of any gauge. This produced 6 more excellent layouts again ranging from “009” Gauge to “O” gauge. These layouts were arranged in one corner of the exhibition area so that they could be compared at close quarters. A very interesting exercise which other clubs may wish to copy.

Trade support for the exhibition was on hand with six traders taking up stands. I understand that the Club are going to seek to expand this for the 2018 exhibition to try and attract a few more specialist stands.

Unlike other club exhibitions directions for this one were easy to follow, the Brown tourist signs were all that were needed. Car parking was adequate on a grassed

area within easy walking distance. With a little planning rail access to the existing station was also available. Catering was also provided with a reasonable number of items on offer. A small programme detailing the layouts was also available.



*Monkchester (N Gauge) : Peter Brown*

Overall a really good Exhibition and well worth the £5.50 entrance fee when you consider that this covered the Museum as well. Certainly a date for the diary for 2018 when the Exhibition will be held over the same weekend 1<sup>st</sup> and 2<sup>nd</sup> of September.

If you were thinking about coming to this part of the UK then there are also plenty of Railway themed places to visit within easy reach. NRM Shildon, Beamish and the Tanfield railway are also worth visiting to make up your weekend.

Further details about Darlington Model Railway Club can be found on Facebook and UK Model Shop Directory





*Outwell Village (OO Gauge) : Alan Price*



<https://www.facebook.com/Darlington-Model-Railway-Club-182215085143409/>





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# Trials and Tribulations of Exhibiting



By Richard Brady

Please forgive me if I cover ground trodden by other exhibitors, but this is a tale of one exhibition layout and its adventures out on the circuit, that now has sadly reached the end of a long career being viewed up down this fine country, to live out its remaining life in our clubrooms as a static exhibit for ourselves and visitors still to enjoy .

And now let's start at the beginning, well at least the last away game for our layout Hassell Harbour Bridge, (which I will now refer to as HHB ), the event, was the GCR model railway gala held in June and the beginning of the story is of course, the formal invitation to attend. Now, before we can accept the invite two things need to happen

1. does it clash, or interfere with any other invites ?
2. do we have enough members to attend? Being a large layout ,and heavy to boot , we require at best eight members and a minimum off six.

This will be a good a good excuse for tea and biscuits, and general chin wag. The packets of biscuits are going down at an alarming rate, and we are now down to the last few. Time for the vote before they run out; the answer is like an old advert, "*The man from the top of the table* , says " "YES" we are going !!!! " and the invite is now duly posted on the notice board. All that requires our attention for now, will be the transport, which is left in the capable of hands of our layout manager, and yes its now forgotten after all it's a long way off, or so it seems at the time. Funny how time flies .

As the great weekend is now approaching fast, it's time to start the final planning. Usually, we would take the layout down a week before the show, this time though there is a change of plan and we have decided we shall have a final test the Friday before the exhibition. As a team we need to check out some repairs that have been carried out, plus , it will give a few the last chance to check stock that has been built over the preceding months, as many who have seen the layout before would have noticed the cant in the track, which does cause a few headaches, sorry to say not me, not being one of the clever ones at building locos .Not all bad though I have managed build a few wagons.



Monday, is now the chosen day to dismantle HHB and, as I fear most clubs are at this stage of their life 90% of the members are of advancing years. So Monday can be covered by all those attending the big weekend at the allotted time and at the smell of tea brewing we all descend upon our clubrooms. A quick brew and a chat, and then down to work.

As mentioned previously HHB is a big layout, but like a well-oiled machine the layout is broken down and boxed which sounds easy but in reality it's hard work and team spirit is required along with co-operation. Each board on its own is not too bad, but for transport when they are joined together with its adjoining mate, they have now become extremely heavy. We have thought at times of entering "The Worlds Strongest Man" !!, but within two hours the job is complete and the layout is down. The last job will be to collect the boxes containing items, such as buildings, signals, ships and such like from the various storage areas around the clubroom and place it all together within our collecting area. Being a very lucky club all our other layouts are up at all times so access needs to be maintained at all times.

Some would have noticed that stock has not been mentioned, the club does not own any, these are provided by the members, and you can now see why we have steam and diesels running together as we all model different periods although we do try to keep these periods apart so that it does not look that bad. And yes you've guessed by now, "Time for tea anyone ????"

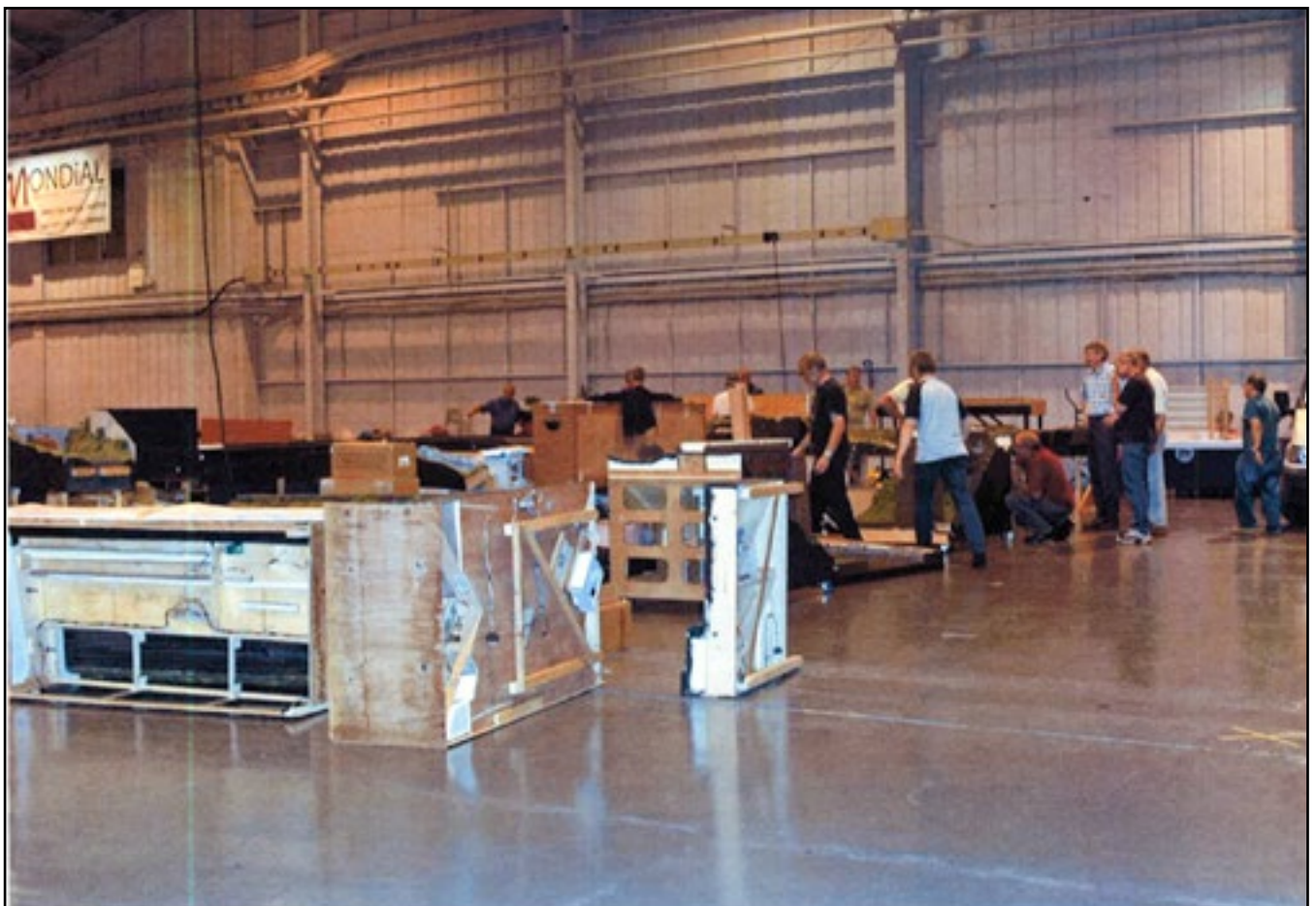
What's that noise? The mind shifts into gear to find the morning alarm going off at 06.00. Some of you will be wondering why so early as we need to be out of the house by 07.15. One of the problems that faces HHB is transport. Over the last couple of years hire companies have ceased trading in 7.5 tonne vans, meaning we now have just over an hour's drive to collect the weekend transport. Anyway the best laid plans can go wrong and morning traffic was the downfall of this one, along with a new hire company which had also just moved premises. Then the hard part, completing the paperwork along with the obligatory walk round checks, and all was complete in time to head off to for the open road. Well not that open at this time of the morning and straight into morning rush hour. Oh dear, this would mean we would be now not arrive at the clubrooms until 10.30. The good news though was that we would be just in time for tea though, so not all bad.

On arrival at the clubrooms there were the calls of 'where have you been?', 'enjoyed your sleep?' etc. Yeah, yeah, jokes now over, and we need to claw back that lost time. Like that well-oiled machine again as we have had plenty of practice at this over the years and teamwork will again play its part and everyone has their part to play.

Half way through loading though the familiar cries can be heard “Oh there is plenty of room” and within the hour the last box is placed inside. Just!

Where did all that room go ? A final check of the straps, time to shut the shop and be on our way and for me I can now indulge myself. Personally I like driving and this is the icing on the cake driving to a show. Being the slowest vehicle though we do receive phone calls from clubmates as to where there are delays but none are too serious though, so on we plod. Approaching East Midlands airport we do get a bonus in the shape of a Boeing 737 making its final approach and all to soon though we arrive at the venue.

Now it's time to join the queue of traders and exhibitors alike, as some of you may recall this turned out to be a very hot weekend and there was nothing we could do other than sit in the sun and await our turn. We were going to one of the lucky ones when that came as it turned out to simply be a case of; reverse up to the door, brakes on, door open and take your place the allocated position as our stand was the first one inside the marquee. You can't get better than that.



And now the hard work begins and in this hot weather, again team work came into play. A non-stop procession of people keep appearing at the door, a bit like the film “Oliver “ ‘can I have some more please?’ comes to mind. In no time at all the layout is out stacked in our area, forgive me for thinking is it raining ?

No its just sweat running off everyone. Little did we know then just how bad it would become. Anyway, time to shut the door and clear unloading area ready for the next van to appear .

It's time for lunch, a bit late, but the smell of bacon coming from the Butler Henderson café is too good an opportunity to miss and of course that ever present cup of tea, just how we English like it . Interlude over and bellies refreshed and all too soon it's time for work reversing the process of take down and re-erecting now takes place. We hope to have a test train running within two hours but today we have a problem; no power, the generator has somehow failed leaving everyone stranded. Still, there's still lots to do like any great stage show and that is what we are here for - to put on a show.



Buildings are added along with the signals even down to the curtains around the layout and for those who look closely little cameo scenes are created with some figures. Lots of people took photos of the photographer taking photos!

Still no power though and its hot and othing more can be done here today. Never mind ,there is always tomorrow and a decision is taken that we might as well find the lodgings for the weekend. A quick eight mile trek sees us arrive along with other exhibitors at our weekend break hotel. Like long lost friends, conversations break out over what has happened today and are resumed after tea. Usually on our first evening we discuss the layout and any problems encoun-



tered and it's a bit sad today as this is after all its last away game. Time now to join in with other conversations and some of our other club members are here too having brought one of their private layouts. We pull the tables together after all this is a social event with everyone giving their time up so why not enjoy it and a happy evening is had by all.

Friday: breakfast starts at 7am and yes everyone, well nearly everyone is poised for the off. There is a lot of work to be done at the show before opening time, due to the problems the day before, and yes looks like it's going to be hot day.

Final preparations for ourselves will be to test the track before putting the stock on. Being a three day show we have a rotation of what stock would be used, or what we want to run. And believe it or not this takes us up to opening time and then duties are split between us, who will be doing what. We like at least four members to be on the layout at all times; two operating and the other two keeping an eye over the whole of the layout and talking to the public - after all they are the people who have paid for us to attend.



Time to play trains and entertain. Being a large layout we do try to keep trains moving and as one exits another one enters. But as I have said before; best laid plans can go wrong and all the time the temperature is rising. Plenty of tea and water are going to be the order off the day - well you do need tea for those biscuit packets (and there are quite a few )! What could be better than this though, as you sit back and watch your trains, a whistle and along comes the real one - Charlie has done a good job , the sound chips are great in these locos.



Soon our morning operating session is coming to an end and one by one the new team arrive to take over the reins and my team goes off to sample the food; burger, hog roast or buttie? Mmmmm the choice. Burgers win today or was it that the lady serving them had a nice smile? We can always try the others over the next two days. Sitting in the afternoon sun enjoying lunch we are treated to the big scale trains 1.1 going by. As a group we decide to visit the rest of the show and catch up with old friends as not all are stopping over. Once again the Soar Valley railway group have excelled themselves but soon it's time to make our way back to our layout collecting a cup of tea on the way, of course!

Back at the hotel that evening we are entertained by the Perth Model Railway Group. The poor waitress is doing sterling service keeping everyone fed and the restaurant is more like a school hall !!!, After the meal we all have a quick stroll



around the village of Kegworth. We did try and find the memorial to the Kegworth air crash but failed assuming it must be in the church.

Eventually, deciding it's rather warm , it's back to the hotel, and bar and talk soon turns to the weather and what we could expect tomorrow. The location of the hotel allows us to watch aircraft on their approach to the airport and very-one seems to be looking up to the sky trying to work out the markings !!! We listen in to other conversations to see how other layouts have fared in this heat, and another pleasant evening is enjoyed in the sun.

The next two days pass in a blur between playing little trains, riding the big trains and drinking endless cups of tea. All we can say is that it was a challenge to operate in those conditions, but operate we did and hopefully put on a good show.

One little antidote to relate is as follows; one of our members is a sort of club hero and helps out with all layouts. Anyway we had a collection between ourselves and sent him over to " Modelu " to have a scan and the upshot is , we can all have a little Cwis on our layout ! We did try and get the lady from the Hornby stand to pose with him but there is always next time ! I told you it's all about enjoying yourselves !!! Not wishing to bore anyone anymore, I will not relate to time the show closes as it pretty much repeats itself with breaking HHB down and re-packing it again. Only this time we are not on our own and it's a rather chaotic scene inside the marquee.

I would like to say to people who read this article; as a visitor hopefully you have got an insight to what goes on behind the scenes and if you ever thought you would like to show your creation just go for it - what better way to spend your weekend than playing trains with likeminded people - and enjoying the social side in the evening . What are you waiting for?

So the story must come to an end, and like the Oscars it would not be complete without the thank you, So firstly ,thanks must go the people who made this weekend happen because without them we would have no tale to tell. The team that who brought you this show are as follows

Kevin, Mike, Derek, Tony, Benjamin, Big Steve and myself.

Also thanks to Alsager Railway Association who support the layout and a special thank you to The Soar Valley railway group for inviting us for what turned out to be a very, very warm weekend.





And finally, for a layout that is nearly 25 years old in parts the star member of the cast for us: Hassell Harbour Bridge layout itself. Thank you .

The conclusion to this story is HHB is now back in the clubrooms awaiting its final appearance at our own show in November , and then it's off to enjoy a bit of retirement although not for long as we still have plans for this layout but strictly at home and no more playing away.



I have been part of this team for 25 years and have enjoyed it immensely, from small shows in the beginning right through to large ones. As one layout leaves the circuit , another will appear watch this space !



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# Creating a realistic farm

By Terry Booker



It would be very nice and very convenient if there was such a thing as a 'typical farm'.... sadly for us rural modellers this mythical establishment doesn't exist. Farms are like people; no two are the same. If we want to create a realistic farm for our current or planned layout, we have two choices and they are the same two that govern the layout itself.

1. We can either model a specific place or
2. We can we can combine suitable prototype structures and scenes into our own hypothetical setting.

Of course, to achieve a decent level of realism, we have to do some research and some planning. If we want our farm to appear as convincing and totally at home as the rest of our layout, then we must be prepared to undertake that same exercise and not just knock-up a few attractive looking kits.



*The main part of Churn Farm still occupies roughly 7sq ft despite the use of half-relief buildings*

A good starting point is to identify some of the main factors that will influence the size, shape and appearance of our model; a simple check-list will suffice but I'll add a few comments that may help.



*Churn's farmhouse is an accurate model of Honeybrook Farm near Wimborne*

- Where in the country is the layout/farm located?.....this a key factor. There is a vast difference in size and 'look' between a hill-farm set in the Pennines and a large mixed-farm set in the South Downs. Timber and thatch are as wrong in the North as are thick walls and stone slates in the South. In hill-country space is at a premium while lowland farms can 'straggle' over a couple of football pitches.
- What type of farm is it?.....this too is an important consideration and may well be further influenced by the period that we are modelling. For the smaller hill-farms life today will be little different from life in the steam-era. Livestock will dominate the operation; most probably sheep but perhaps with a small dairy or beef herd on the lower pastures. In the more lowland areas the old, traditional, family-run mixed farm will probably have given way to the mono-culture of 'agri-business'. Large herds of dairy or beef cattle are centred on one farm while surrounding farms have been 'gentrified'. Or perhaps the once permanent meadows have become the vast open acres of cereal crops.



- What buildings/facilities will be needed to support our chosen type?.....once again the years in which we are working will have a significant impact. At its most simple, a farm would probably be using all of its old buildings right through to the mid-sixties and would be largely self-sufficient. But during the last half-century prefabricated, custom-designed structures would be the norm as would be increased mechanisation and contracted services.



*The large barn still stands beside A30 a few miles west of Poole....dimensions by 'brick-count'*

There are plenty of opportunities to do some 'laid-back' field research on the contemporary agricultural scene. Just take a drive around an area similar that which you have chosen to model and take as many snaps as you can with your camera or phone. You may be lucky and find a farm that catches your imagination .....and will fit into your allocated space. If not, your photo-library will give you plenty of individual structures that you can combine into your own vision.

Everything is not lost even if you are modelling a period (say 1950s) farm. Almost every county has a 'tourist farm' where nostalgia is the key word. The old buildings will have been lovingly restored, albeit the main barn is now a café and the tractor-shed an art-gallery, but they can all be photographed and you can de-restore them on your model. Being largely stone-built and hence little



changed, today's hill-farm could be modelled 'as-is' and could be quickly made to look suitably shabby for a post-war layout. In fact there are still modern working farms that have retained many of their original buildings; so never travel without your camera or phone as you never know what you'll find or what use you may be able to put it to on your model.



*This group was photographed 'somewhere in Dorset' many (many!) moons ago*

## **THE 'TYPICAL' FIFTIES MIXED FARM**

Being a country boy growing up in a village during the post-war years has certainly helped my own 'farmyard modelling'. As a child the farms were my playground and, as a teenager, they were a welcome source of extra pocket-money. I suppose I could claim to have first-hand experience of at least half-dozen yards large and small, and with it not just the memory of how they looked (and smelled!) but also how they worked day-by-day and season-by-season. While these notes may not, probably could not, cover every aspect of your chosen farm I hope they will show what can be achieved and may inspire you to go a bit further with your own ventures.

The first thing to point out is that farms and farmyards were pretty large affairs and, the bigger and more prosperous the establishment, then the larger and more fully equipped the setting. Space, in the sense of 'spaciousness', is all-important. The yards were developed in the age of the horse teams and, like our railway goods-yards, there must be room to manoeuvre large four-wheel wagons drawn by at least a couple of shire horses. Bigger farms might also reveal the way in which they have grown and developed over the years. The original farmhouse and adjacent barns, stables and stock-pens might well date from the eighteenth century and onto these may be added additional barns and sheds, a tractor-shed, a rick-yard, a dairy and perhaps even some cottages for the workers. The farmhouse itself may have been improved and added-to and it would certainly boast a large vegetable garden and quite probably some fruit trees or a small orchard. If the farm is set out in the country it would have its own 'duck-pond', but otherwise it would be likely to have been developed alongside the traditional village pond.



*The rick-yard (see below) was an excellent excuse to include some meaningful activity into the scene; a good opportunity to build some superb white-metal kits and try to find suitable jobs for several 'huminiatures'. Note the many sacks and the r-t-r tractor standing-in for the Fordson Major*



For the record, my own two farms on 'Wessex Lines' and 'East Ilsley' both occupy around 10 or 12 sq ft of layout-space which is, I admit a large area to find on a railway confined to the usual smallish spare room. But, as the illustrations will show, you can still create something worthwhile and realistic in those smaller spaces.



*The farmhouse should always have an extensive vegetable garden complete with green-houses and cold-frames*

The farmyard is of course a place of work so, as well as determining your geographical setting, you also need to fix an approximate season and even a time of day. I know that seems a tad 'precious' but it will help enormously when it comes to creating the impression of working farm and not just an attractive group of sterile buildings. Obviously your own farm will need to echo the time of year in which you have set the rest of your railway. 'Murphy's Law' suggests that most modellers go for a sort of mid-summer feel, which is perhaps unfortunate since that is a quieter period in the farmyard! But again, don't despair, because our mixed-farm will still yield some interesting cameo scenes.



We'll start with a check-list of the buildings and 'fixtures and fittings' and then take a quick look at the equipment, livestock and 'huminiatures'. Virtually all the buildings shown are scratch-built from card and finished with simple water colours and are based on either actual structures or are freelance from the memories of similar edifices in my now distant past....but they seem to work!



*As well the usual poultry running wild in the yard, the farmer's wife has her own special 'layers' close to the kitchen*

- Farmhouse....large enough for the typical pre-nuclear families and probably the biggest property in the village after the manor and vicarage; definitely a large vegetable garden with greenhouses and potting-shed; a chicken-run, lawn and flower-beds for the farmer's wife.
- Main barn....these were large multi-purpose buildings often with built-on smaller extensions forming sheds or pig-styes. They would probably have tall double-doors centrally sited on both long sides. This would have enabled fully loaded horse-drawn wagons to enter....off-load....and exit without the difficulty of attempting to turn. Barns might be timber-planked on a brick or stone plinth and with a thatched roof; all brick with tiles are very common; half-timbered ones do (did!) occur as did all stone or stone-and-flint. It just depends on where you live.

- Stock-pens....original ones would doubtlessly be brick walled and built at the same time as the house and barns. Later additions would be timber-fenced but all versions would have open byres to shelter young or over-wintering stock.
- Stables.....another of the original buildings and they may be stand-alone or, more likely, as extensions to the main barn and often with hay-lofts as an extra storey.
- Pig-styes....small brick built sheds with open pens, often in stand-alone blocks of three or four and fairly close to the house. The pigs were frequently for home consumption and fed on swill and kitchen waste. Modern pens will feature sturdy steel fencing.
- Cart sheds....these would be open fronted and used to park and repair wagons, carts and other equipment. In the spring one or more bays would be wired-off to house young calves or lambs until hardy enough to turn-out with the other stock. Construction would be bit cheap-n'-cheerful ; timber and thatch, brick and tile, stone and slate, and sometimes they might be the only buildings with pan-tiles.



*If space is limited it's possible to get lots of atmosphere from a 'second yard'. This one is in the heart of the village and fits into a patch just 18" square*



- Tractor shed....needless to say this was always a later addition and certainly no earlier than the thirties and most probably post-war. These were almost certainly the dirtiest part of the farmyard with oil-stained surroundings and fuel tanks and general 'clutter' much in evidence. Think dilapidated tin shanties and you won't go far wrong.



*For maximum realism in minimum space, model one of the once commonplace 'field barns'. This ancient edifice has had a newer stock-pen built-on....a useful feature for over-wintering beef cattle.*

- Dairy.....this will be a long low building with few windows and with a large (cow-sized!) door at each end of the facing wall. This might well be another of the original buildings and will have the same materials and characteristics. As a general rule the cattle would enter from one end, proceed along the walk-way then turn into their milking stall. Once 'done', they would back out and exit into the yard from the other doorway. Depending upon the size of the herd relative to the number of stalls, cows could be seen in the yard waiting to be milked or waiting to be taken back to the pastures.



- Rick-yard.....this is a must for any mixed farm as its cereal crops were vital for income, feed and bedding (see image, above). Until the advent of the 'combine' (combined harvester and thresher) all the crops were cut and carried to ricks either in the corners of the field or straight back to the farm. This first stage was the job of the tractor and 'binder', the sheaves stooked or shocked by hand, then loaded on to the wagons and carted to the elevator to build the ricks. The ricks were roughly thatched and would often not be threshed until late winter or even spring.....some ricks might last even longer awaiting a better price for grain. PLEASE don't have your threshers working in the harvest field; this may have happened sometimes in the war to cope with shortages but I never saw it in my country years.



*A small cameo from the corner of hay-field but equally at home near the rick-yard. Last year's rick is being cut for fodder while the new baler and sheeted tractor are ready for this season's crop. The tarpaulins are tissue-paper with water-colour*

## SCENES AND THINGS

I will avoid any discussion on what might be happening out on the land; that is a chapter in its own right. But any of these scenes (depending on your season) would not be out of place on your farm. There are loads of super white-metal kits of equipment and accessories out there as well as plastic and white-metal livestock and 'huminiatures'.



*An interesting scene even though nothing is happening. The binder and tractor are being prepared for the harvest against the usual back-drop of farm 'junk'*

- Tractors....loads to choose from the little 1930 Fordsons (which I drove.... aged 9!) to the larger post-war examples....repair, maintenance or refueling...powering the thresher....loading 'muck' from the midden ('dung-heap' to us Berkshire oiks!)....bringing in a full harvest trailer or taking out an empty one...or just parked somewhere.
- Threshers/Elevators/Balers....working in the rick-yard or just parked....an elevator or baler will fit inside a cart-shed but a thresher will be in the open sheeted with tarpaulins....strong tissue-paper and water colours make these easy to do.



- Carts....many and varied and, in the fifties, horse-drawn examples were still around...flat-bed wagon with some oil-drums, tools and folded tarpaulins ready to support the harvesting....tucked away in the cart-sheds...abandoned and neglected in the brambles behind the shed....loaded with full grain sacks for the mill.
- Binders/rollers/ harrows/ seed-drills/ ploughs....can all be 'dumped' somewhere awaiting use or simply discarded....'clutter' is an essential part of every yard farmers never throw anything away!
- Cattle....in stock-pens or dairy cows entering or leaving the dairy....prize bull being loaded into a lorry....young calves sheltered in the cart-shed... a stray cow in the duck-pond (if you have one) or in missus's garden (if you haven't).
- Chickens/Poultry.....here, there and every-where.
- Milk-churns....outside the dairy or being collected by the local lorry from the ramp by the gate.



*There are loads of plastic and white-metal figures on the market....the knack is in trying to find real jobs suited to their rather limited poses*



One could go on for ever as farming is a year-long dawn-to-dusk occupation... or....for the benefit of today's modellers it's '24/7/365'! Take your time over it and the final result will be well your efforts; you too can create what my German visitors kindly call 'Little England'. Nostalgia Rules....OK?



*The local lorry calls for the morning milk or drops off the empties for the afternoon.  
This cameo can be done without a farm in sight. Many were located at the end of long tracks so the farmer would fetch and carry churns (or sacks of seed/feed/fertiliser) down to the road-side for the lorry*



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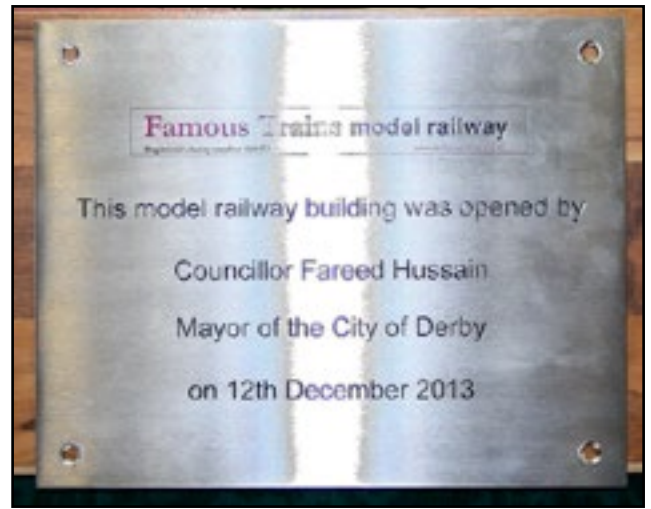
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and see who wins?

# The Famous Trains model railway

By Colin Boocock

Colin Boocock president of Famous Trains relates the achievement of a novel idea – a model railway charity open to the public



We only know of one model railway open to the public in a free public park in any British city. Visitors to Derby's most popular park, Markeaton Park on the north-west side of the city, can come into the Famous Trains building and see OO and other scale trains running every Saturday, Sunday and Monday, between 11am and 4pm.

The centrepiece of the exhibition area is a large OO-scale model railway based on Chinley station in Derbyshire as it was in the 1950s/1960s. At that time, Chinley station had four main line tracks running through it as well as loop lines and a freight yard. One main line was that from London St. Pancras to Manchester Central via Derby. The other was and is the Hope Valley line from Sheffield to Manchester. The station was busy with interconnecting passenger trains and heavy freights, and this model railway reflects that busy-ness.

In late 2006, retired railway engineers Colin Boocock and Peter Stanton were looking for a site to build a large model railway that could be opened to the public. They saw an ideal building, semi-derelict, in Markeaton Park. They contacted Derby City Council who, unprompted, suggested the exact same building! Peter and Colin drew up designs for a model railway with four continuous main





line tracks that would occupy much of the 22metres long building. The building would need a new roof and lots of money spending on it, which hopefully would come from grant funders like the Big Lottery Fund.

The group gained registered charity status in October 2008 because it planned to train volunteers in useful skills, and educate the public with displays explaining the historical importance of Derby as a railway centre, and of the railways in the development of the Derbyshire limestone industry.

A report about the aspirations of Famous Trains in a model railway magazine in 2010 reached an enthusiast in Australia. Derek Chandley was planning to dismantle his large 00-scale model railway and rebuild it in O-gauge. He offered his unwanted but relatively new 00 layout to Famous Trains insisting that if they wanted it they would have to visit his other house, which was in Derbyshire, take the model railway apart and remove it. When members saw his model railway they were amazed. The layout was a model of Chinley station, 13metres long by 6m wide, with four continuous main lines, each of which had four storage loops on each main line, mimicking what the trustees had already thought was ideal! Derek is no longer with us, but the model Chandley Arms public house at the edge of Darley Green village on the considerably-enlarged Chinley layout is a reminder of his generosity.



By mid-2013 the charity had successfully negotiated a 15-years lease and had enough grants and loans to upgrade the building. The members, now about 70 in number, rewired the Chinley layout, built new and extended end curves and back loops to achieve a minimum curve radius of five feet, and set about extending the scenic area around the station. Back in 2012 and 2013 members had built two small exhibition layouts which were designed eventually to connect with each other and with Chinley, so that a branch line from the fictitious village of Darley Green would feed the Chinley station loop platform, not prototypical, but a potential extra source of interest. An extension in the other direction from Chinley goods yard is shortly to include a canal basin; a working model of a rope-worked incline rises above its site to represent the Cromford & High Peak Railway.



Members run a mixture of trains on the Chinley layout. Most are typical BR trains of the area including two sets of 16 ICI bogie hopper wagons, one loaded and the other empty; trains like these used to take limestone from the big quarry at Tunstead to the chemical works at Northwich in Cheshire. These unique wagons were made from plastic card by trustee Peter Swift. Visitors admire the Midland Pullman train (a Bachmann set), and see the Britannia 4-6-2 70004 William Shakespeare hauling the Palatine express train. (This Hornby Britannia has already run about 120 faultless real miles on the Famous Trains model railway!) Local trains often include one hauled by Compound No. 1000 in its 1960s Midland Railway colours, an upgraded Hornby Railroad model.





But Famous Trains also runs trains that were not seen at Chinley, other “famous trains”. For example, the Silver Jubilee looks surprisingly modern for a 1935 streamlined train. The Bournemouth Belle is the longest passenger train with its 12 Pullmans (Hornby’s latest with working table lamps) and the Flying Scotsman is probably the most famous, unless one includes Thomas the Tank Engine.

At some times of the year, notably during the school summer holidays, Famous Trains runs modern trains of the types that can be seen in Derbyshire today, or at least in recent years. In November, around Remembrance weekend, the Chinley layout’s trains are all replaced by model trains from the first and second world war periods. Thus what normally runs as a Bournemouth Limited “famous train” acts as a Southern Railway troop train headed perhaps by a grubby LMS Class 5. And the 40-wagon BR coal trains are replaced by two strings of multi-coloured private-owner colliery wagons loaned by member David Orme.

Half the trains on the Chinley and Darley Green layouts are owned by the charity’s company, Famous Trains Ltd., and about half are on loan by members. FT usually tries to have at least four members present when open to the public. Two members operate the main layout, one looks after the N-gauge Mundy Gorge layout and the 0-16.5 narrow gauge line, as well as the Hornby Dublo circuits which visitors can operate themselves. If there are more members present then goods trains can run to and from Darley Green. The charity will need more members operating trains on public opening days when the canal basin and inclined plane are completed.







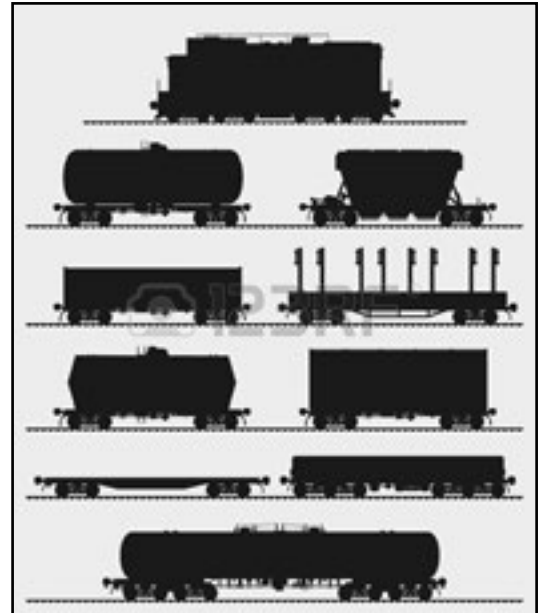




# The GWR MICA A/B Vans

By Gareth Price

The GWR MICA A/B Vans I would consider to be one of the Great Western Railway's most famous wagon designs. Built between 1889 and 1930, these vans with their iconic white bodies and red lettering or standard GWR Freight Grey livery could be seen working around London or across the UK transporting meat to where it was required...



*GWR X8 MICA. B Van 105873 at Bewdley Station, Severn Valley Railway in March 2017 (Gareth Price)*



The first GWR meat vans are believed to be eight broad-gauge iron third-class (one second-class) six-wheel carriages that were converted in the mid 1860s for the South Devon Railway. These were eventually taken over by the GWR who altered and renumbered them and they were in use until May 1892 when they were condemned. The GWR also had several meat vans dating from the 1870s that were similar to the GWR outside-framed vans of the time and these were scrapped around 1910.

The basis for what would become the GWR MICA came from 13 vans that were inherited from the South Wales Railway. These vans were allocated under diagram X3 and the refrigeration practices such as ice containers would be used on future GWR meat vans. All were condemned by 1914.

The first GWR meat vans were built in 1889. These were classed as 'ordinary' meat vans as these were just ventilated vans that were used for carrying meat and had no ice provisions. This diagram X1 set the standard for the X2 and X4 diagrams, with characteristics such as horizontal double-cased tongued and grooved planking, flush fitting doors and full width planked 'build outs' that provided ventilation.

In 1897, the first GWR designed refrigerator vans for chilled meat were introduced and these were classed as X2. The MICAs built to this diagram were dual role vehicles as their ventilators could open or shut depending on whether they were required to carry meat or frozen/chilled meat. For times when they were required to carry frozen meat, the vans were equipped with bunkers on the inside where ice could be added.

This is also where the GWR telegraph code 'MICA' is first introduced. Refrigerated but non-ventilated vans were classed as 'MICA. A' and ventilated examples as 'MICA. B'. The bodies of MICA. A/B vans were painted white with red lettering, whereas 'MICA' would be painted onto the standard GWR Freight Grey livery.

From around 1907, the ice tanks were extended upwards and rubber-sealed trap doors were provided in the roof where the ice could be dropped in. This is also where the steps and commode rails first appear. The tanks were also separated into compartments; the top ones for ice and salt and the bottom ones for brine along with valves for draining. The vans built to this diagram were classed under X4.

Prior to 1910, the design of the X1/2/4 vans was a van built on a 16ft under-frame with a wheelbase length of 10ft and the wheels were 'Mansell' coach wheels. They were fitted with Armstrong vacuum brakes, clasp shoes, 2ft buffers and screw couplings.

Between 1910 and 1912, the X5s were introduced and this would set the basis for the future X7 and X8 diagrams. The Mansell wheels were replaced with standard wagon wheels, end handrails would receive a slight realignment and vacuum layout was replaced by the DC Mark III system.

No MICA Vans were built during the First World War, but in 1918 to help with the need for insulated vans, the GWR would convert 300 V16 'Mink A' Goods Vans. These were allocated under the X6 diagram with the telegraph code 'MICA. A'. However from June 1921, the 300 X6 vans would be converted back to goods vans or rebuilt into the Y4 Banana Vans.

As mentioned previously, the X7 vans built in 1921 took on several characteristics of the earlier X5 diagram but also improved on the design as well. The vans would be built with self-contained buffers and incorporated a new door-locking mechanism that would replace the earlier locking system. Rubber seals were also provided. Between 1923 and 1926, the X8 vans were built and followed the X7 vans in design but were fitted with Morton brakes. The next stage was the GWR X10 which followed the X8 diagram but had no end vents. The final design was built in 1930 and was classed under the X9 diagram. Like the previous X10 build, these vans also did not have end vents. The body too was basically a stretched X10 with just the ends receiving one commode rail and set of steps at each end. This diagram would also be the only one which used a 17ft 6in RCH underframe.



*Dicot Railway Centre in August 2017. Rebuilt from a GWR X7 MICA. B Van in 1938 (Gareth Price)*

## Rebuild and Decline

By the late 1930s, the meat traffic was being carried either by road vehicles or in containers on GWR Conflat Wagons. In 1938, the GWR rebuilt forty-one redundant MICA vans into vans for Messrs Lyons tea traffic at Greenford and Messrs J.S. Fry & Son's cocoa traffic at Keynsham. The converted vans were allocated to diagram V31 and their telegraph code was 'TEVAN'.

With the exception of the former South Wales X3 and X6 vans, MICAS from all the diagrams entered into Nationalisation. Prior to Nationalisation in 1942, many of the older vans were fitted with interior slings for dry-ice bags.

As for the 'MICA' telegraph code, this would disappear in the Second World War and be replaced by 'MEAT'. The MICA A and B vans were given a given a code depending on whether they were insulated or ventilated vans. For insulated vans, they became 'INSUL-MEAT' and 'VENT-INSUL-MEAT' for ventilated examples.

A few GWR MICA vans would last until the early 1960s and a lucky few would be purchased by the Port Authorities for use on the docks. Preserved GWR X8 MICAs 105873 and 105916 would be purchased from the Port of Bristol Authority.



*GWR X5 MICA. B 79636 at Winchcombe Railway Station, Gloucester and Warwickshire Railway (Gareth Price)*



## Preservation

Preservation wise, four GWR MICA Vans, one X5, and three X8s have been preserved. A GWR X7 also exists but this van (GWR V31 79933) remains in its GWR Tevan form at Didcot Railway Centre. The preserved MICAs include:

- GWR X5 79636, built in 1910 and resides on the Gloucester and Warwickshire Railway.



*GWR X8 MICA. B Van 105860 inside the Carriage Shed at Didcot Railway Centre  
(Gareth Price)*

As to the GWR X8 MICAs, all three sisters belong to the GWR 813 Preservation Fund and can be found at the following railways:

- GWR 105860, Didcot Railway Centre. Currently awaiting overhaul and is kept undercover in Didcot Railway Centre's Carriage Shed.
- GWR 105873, Severn Valley Railway. One of the Valley's most iconic wagons and returned to traffic in 2012 following an extensive overhaul and is regularly seen in demonstration goods trains. She is also famous as she

took part in the 1985 GWR 150 celebrations where she and 24 other SVR wagons ran in a demonstration goods train between Kidderminster and Newport with SVR resident loco, GWR 2857.

□ GWR 105916, South Devon Railway.



*Parkside Dundas' kit of the GWR X7 MICA Van. GWR 79625 has been built according to the instructions that come with the kit whereas GWR 105961 but has had its brakes changed to Morton brakes thus making it an X8 rather than X7 van*

*(Built and photographed by Anonymous)*



## Modelling

Modelling wise, the GWR MICA has appeared in OO, O and N gauge. For OO modellers, the first 'ready-to-run' model appeared with Wrenn in the 1980s. The Wrenn model was released in several liveries which included its iconic GWR white body with red lettering and rather odd 'Private Owner' liveries. Whilst based on the GWR X7 and X8 diagrams, the body was stretched to fit the Wrenn 10ft wagon chassis.





*GWR V31 Tevan 79933 converted from the David Geen W/026 Diag. X5 Meat Van (MICA B) kit. ('castle' of RMWeb)*

Kit wise, OO modellers have more choice of what MICA to work with. Falcon Brassworks offers the X1 and X2, David Geen the X2, X4 and X5 and Perseverance offers the X2. In 2013, Parkside Dundas released their plastic GWR MICA X7 kit into their wagon range and this can be also used to represent the X8 diagram. To modellers who wish to model the short-lived X6 diagram, Parkside Dundas' kit of the GWR Y4 Banana Van offers the choice to make the kit into the X6. Lastly the 3D Printing Company, Stafford Road Model Works offers a GWR X9 MICA

body along with a GWR V32 Tevan body and these can be fitted onto a Dapol or Wrenn/Hornby Dublo wagon chassis.



*GWR X2 MICA. B Van 59785 built using the Perseverance kit (Martin Blackwell)*



For the O gauge modeller, the GWR MICA has only appeared as a kit. For an X2 and X4, these can be purchased from WEP Models. Perseverance also sells the X2 as an O gauge kit. Scorpio Models offers the X7, X8 or X10 and lastly Parkside Dundas offers the X9 diagram. For the N gauge modeller, the N Gauge Society offers a GWR MICA Van kit which can be built to represent two variants and these fit onto the provided Peco 10ft chassis.



*GWR X2 MICA. B Van 59785 built using the Perseverance kit (Martin Blackwell)*

## Resources

The book *GWR Goods Wagons* by A. G. Atkins, W. Beard and R. Turret (or the 'Bible', as I like to call it) provides a very extensive chapter on the history of the GWR MICA A/B Vans.

Thanks to Russ of GWR Modelling. And thanks to Anonymous, Martin Blackwell, 'castle' and 'grahame' of RMWeb for their photographic contributions.

Gareth Price ([www.flickr.com/photos/svr\\_enthusiast/](http://www.flickr.com/photos/svr_enthusiast/))

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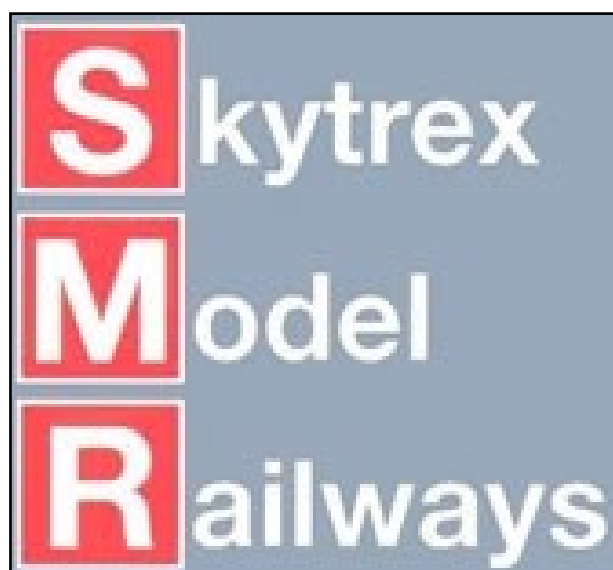
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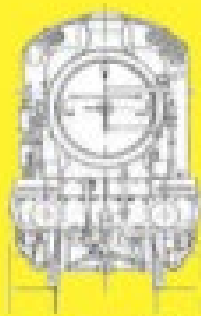
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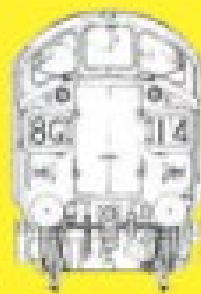
- Modelling: your layout(s) & projects you've done,
- Days out: preserved railways, railway themed pubs,
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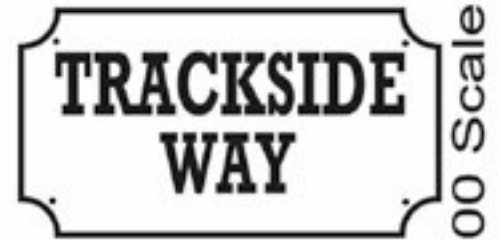
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Class 121/ 122	<a href="http://hattons.co.uk/dapolbubble">hattons.co.uk/dapolbubble</a>	£123.25	Dec 2012					121		122
GWR Streamlined Railcar	<a href="http://hattons.co.uk/gwrrc">hattons.co.uk/gwrrc</a>	from £119.43	Jul 2014							
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Andrew Barclay 14" & 16" 0-4-0ST	<a href="http://hattons.co.uk/barclay">hattons.co.uk/barclay</a>	£99	Sep 2017							
Beilhack ZZA Snowplough	<a href="http://hattons.co.uk/beilhack">hattons.co.uk/beilhack</a>	£43	Oct 2016							
O Gauge Class A3/A4	<a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a>	£750	Aug 2016							

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O Gauge Class 05	<a href="http://hattons.co.uk/hel05">hattons.co.uk/hel05</a>	£315	May 2016							
Class 07 Shunter	<a href="http://hattons.co.uk/cl07">hattons.co.uk/cl07</a>	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	<a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	<a href="http://hattons.co.uk/hel50">hattons.co.uk/hel50</a>	TBA	Apr 2017							

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Merchant Navy 4-6-2	<a href="http://hattons.co.uk/mn">hattons.co.uk/mn</a>	from £153	Mar 2015							
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Class 8P Princess Coronation 4-6-2	<a href="http://hattons.co.uk/duchess">hattons.co.uk/duchess</a>	from £171	Nov 2016							
Class 87	<a href="http://hattons.co.uk/hornby87">hattons.co.uk/hornby87</a>	£169.99	Nov 2016							

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Class 2301 Dean Goods 0-6-0	<a href="http://hattons.co.uk/oxdg">hattons.co.uk/oxdg</a>	£95	Jan 2016							
60' Carliat Car Carrying Wagon	<a href="http://hattons.co.uk/oxcarliat">hattons.co.uk/oxcarliat</a>	£25	May 2016							
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Mk3 Coaches	<a href="http://hattons.co.uk/oxmk3">hattons.co.uk/oxmk3</a>	£29	Jan 2016							

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