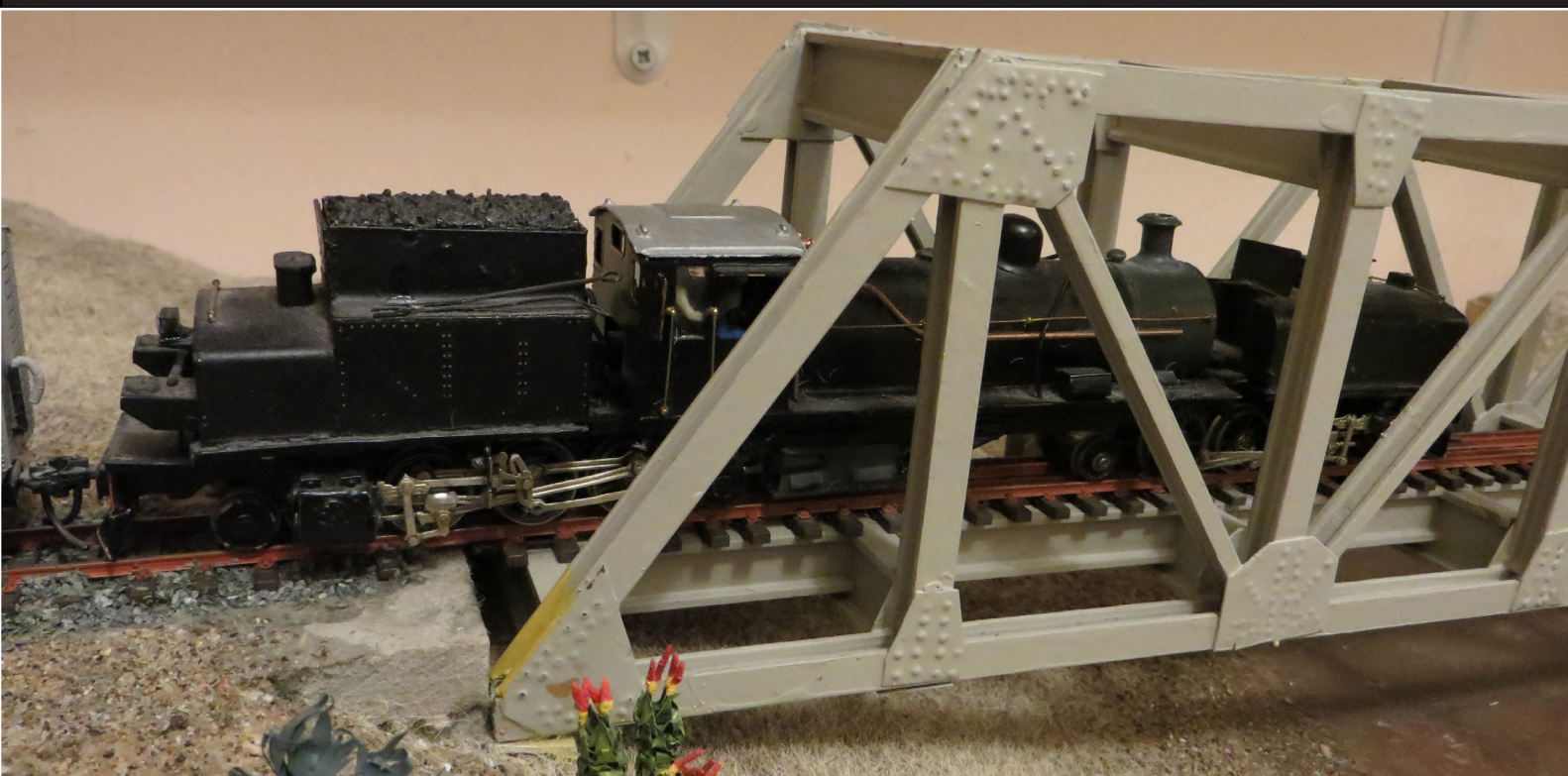


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Issue Eleven:

August / September 2018

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Photo: A steam loco crossing the bridge on Protem
photo credit: William Longley-Cook
Also: Vimeo & YouTube logos



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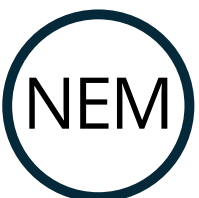
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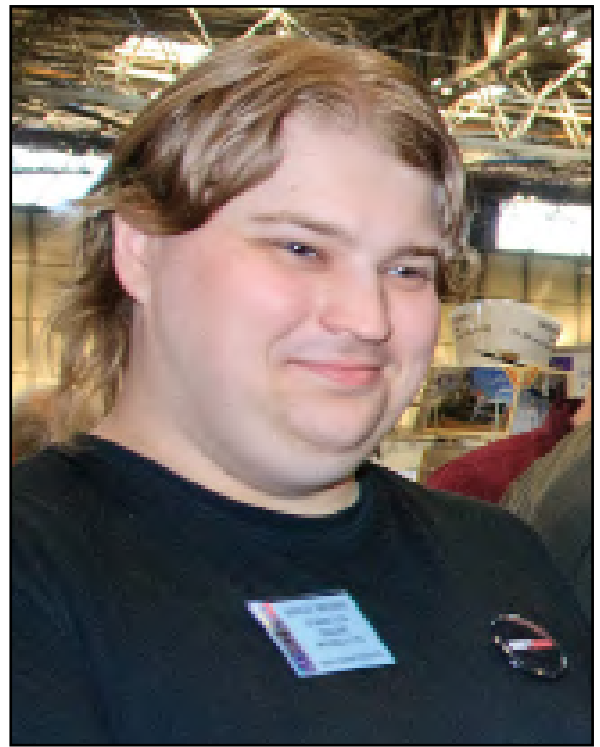
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Dear MRE Readers,

Welcome to this our eleventh edition of MRE Mag, I hope regular readers won't mind my taking the place of Simon's normal welcome (for the second issue in a row) but our eleventh issue has something special to announce and I wanted to tell you all personally.



So what am I announcing with issue eleven? The most interesting update is our new Video compatibility. Contributors can now freely contribute videos uploaded to YouTube and Vimeo as part of their articles, and stay tuned because MRE Mag may soon be launching our own YouTube channel. We'll let you know here in the magazine as soon as we go live.

In the meantime however, you can email me here: editor@mre-mag.com and suggest YouTubes you would like to see us feature / have involved with the magazine etc...

The other new announcements are based on our Website www.mre-mag.com, here we have been developing (and made live before issue eight) a loco database.

What is a loco database I hear you ask? Simply put it is a searchable database where you can find who manufactured the loco you want (when, where, what scale, etc...). A word of caution, this database is still evolving so if you spot an error please let us know.

Announcement 2 is a new 'Railway Terminology Translator', what does that do? In short this feature lets you translate railway terms in one country into another country's railway terms etc... We hope this feature will help our readers but if you have something to add, please get in touch and let us know.

This new feature is due to go live on the 1st of August at the same time as this issue goes live, so please take a look and let us know what you think.

A final note to readers, MRE Mag is a free to read publication and without the support of our advertisers we could not continue to publish. so if you see something you like please click on the add and help support MRE Mag by telling them where you saw their advert.

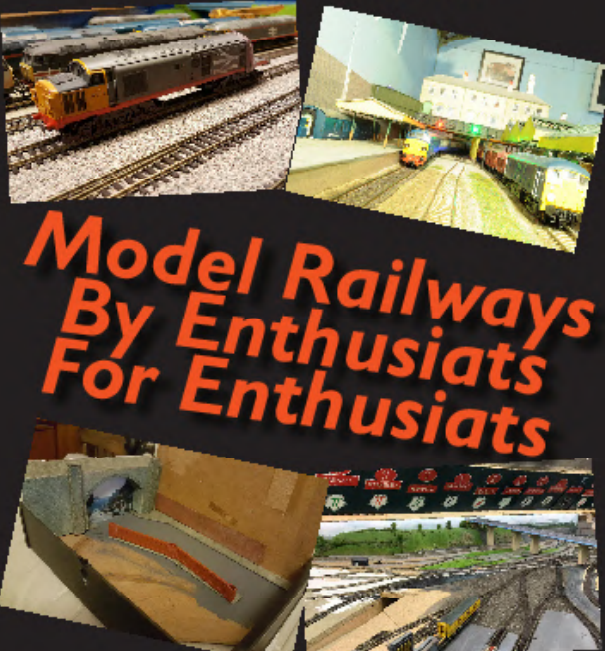
Enjoy your modelling.

Alexander Croft

Editor – MRE Mag



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Flagg Fluorspar – Part the Second.....

By Brian Dominic



Much of a day was spent in “interesting” positions as I painted the inside of the box (except the floor) with some sky blue emulsion. Under the 3 watts-worth of lighting it looked quite impressive, particularly when I laid out the track (just so I could check it fitted) before lifting it to stain the floor with a dark wood stain.

The next job was to lay and pin down the track - the first time EVER I'd used Peco track pins for their intended purpose! Of course, I just HAD to run a train! Just for the hell of it, I used my largest Diesel-outline loco, MDLR No 8 GYTHA and "standard" stock, rather than the smaller stuff which will be the norm. There was only one slight problem - one of the lifting handles fouled the loco's buffer beams and derailed it - soon cured with the jig saw!

Youtube Link:

<https://youtu.be/KsQHNq70rME>

I thought I'd better get a move on, seeing as how the Exeter Show was only 17 days away, so got a crack on with the "Big Building" which the line was going to run through.

The front wall of this was made up from ply, covered with LOTS of plastic corrugated sheet glued on with Evo-Stick – Oh, the fumes!

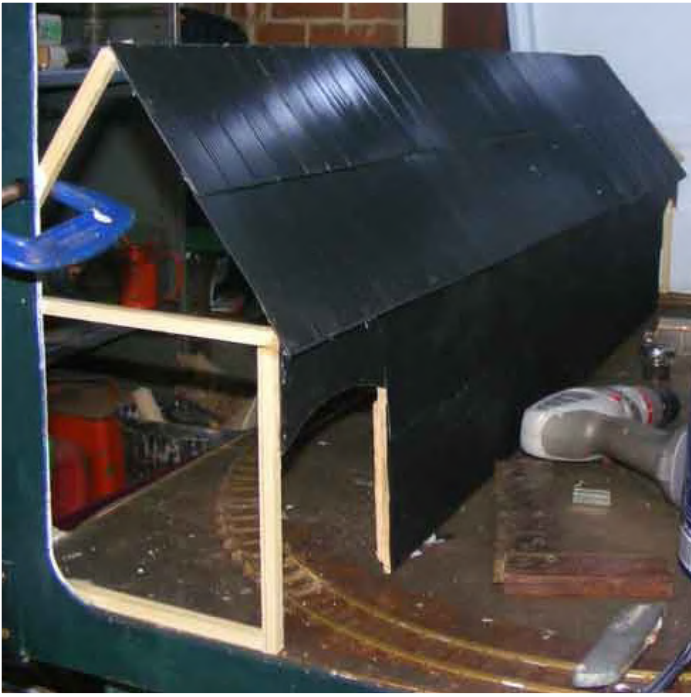
On reflection, I would have been better using the method I adopted for the roof.....The front wall of this was made up from ply, covered with LOTS of plastic corrugated sheet glued on indoors with Evo-Stick – Oh, the fumes!



..... but I'd got this far, so the wall was built in, not without a little difficulty.



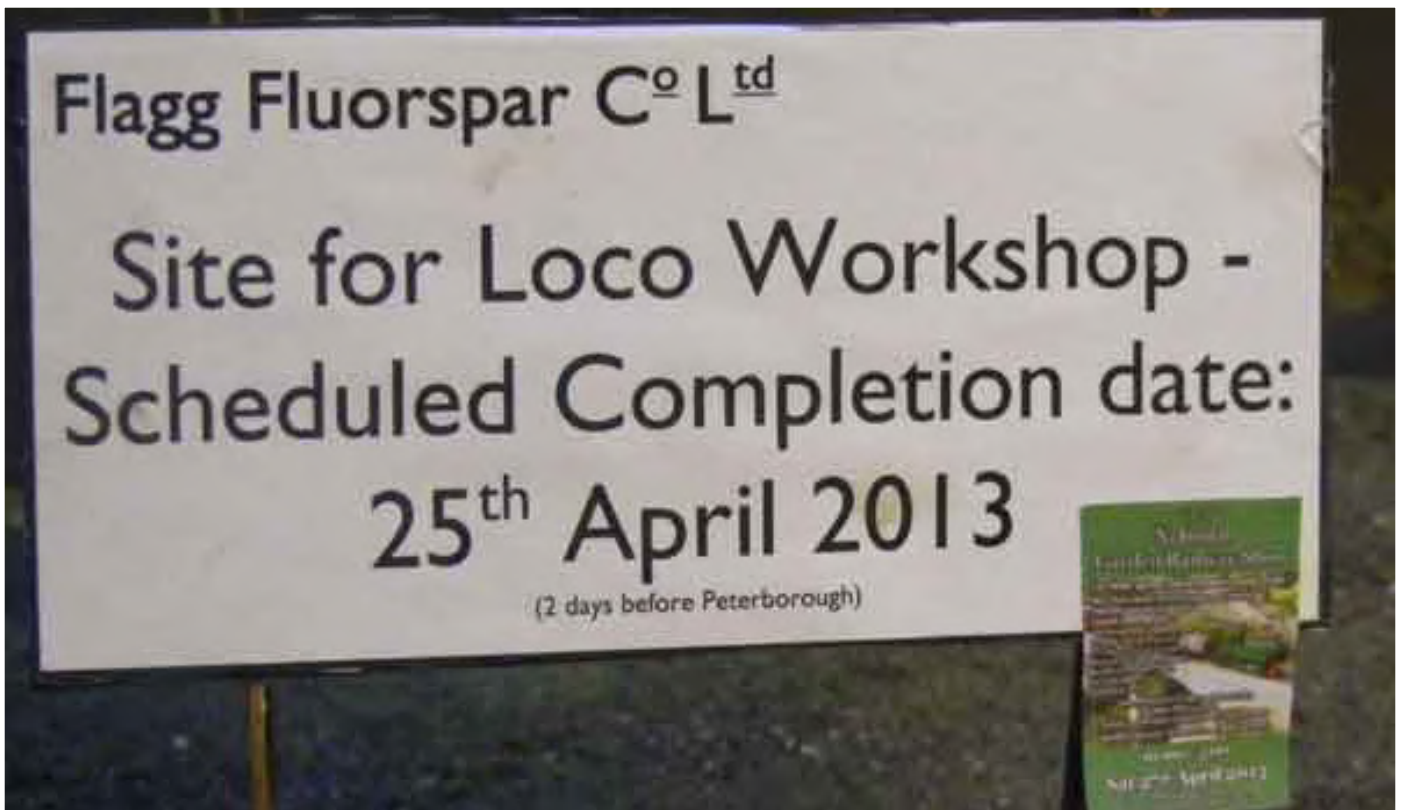
The roof was a totally different ball game. Once I'd decided on the size, a frame was made up with stripwood which in due course got corrugated iron glued to it (outside, this time.....) and fixed to the top of the wall and the interior of the "box". I had to wait on another sheet of corrugated to clad the visible end, and then finished this and the pointy end (where the box slopes down) and add the ridge, then a coat of black paint on the visible wood followed by a little light weathering saw the job done!



Nearly finished.....



With the gable end clad, a VERY dilute wash of “Track Colour” paint to take the newness off and make it look a tad rusty, plus some Woodland Scenics for weeds and scrub (plus genuine fluorspar either side of the running line - I KEEP telling them not to over-fill the skips) we were about there!



I hadn't had chance to build the loco shop (next chapter, folks) so this sign had to suffice until the next show, at Peterborough.

The First Show – Exeter 2012



This is what “Made to Measure” means.....



There's JUST enough room for a layer of my standard stock boxes (plus, later, some half-depth ones) on top of the box – there's a strip of wood across the front to stop them hitting the back of my head if I have to brake hard!



In due course, we arrived and set up at Exeter. The flaps make the layout very visible from all directions, and the layout was stable enough on the foldable stands I'd made. Eagle-eyed readers may note a camel on the layout. The **REAL** reason it's there is that it's a cracking model, beautifully painted (far better than I could ever do) but it came with "A Present From Sharm-el-Sheik" on the base – **NOT** much good when you're a souvenir shop in Hurghada! So, he was selling them at half price and I can never resist a bargain! There **IS** another story, but it's not for publication and gets told to Show visitors **ONLY!**



A tradition of "visiting items" was started at Exeter – as the layout did look a little bare, a Citroen 2CV van mysteriously appeared, only to disappear just as mysteriously shortly before I packed up.



A typical Flagg Fluorspar train – small loco, Budup Wagon (coz it goes, “Budup, Budup, Budup, Budup, Budup,”) and a rake of battered, rusty, skips.



There’s plenty of room “backstage” to store another rake of stock.

Another thing which started at that Show was the Silly Signs – this was the first one.



(The sign says: “This Sign has Sharp Edges – do **NOT** touch the edges of this sign”)



..... and finally I get a chance to sit down and talk to people. (Photo by Reece Attrill)

**Isambard Kingdom
Brunel: The Life of an
Engineering Genius
Review by Dale A.
Heys**

Author: Colin Maggs
ISBN: 13 9781445671369

Format: Paperback

Publisher:

Amberley Publishing

Publication date:

15 Nov 2017

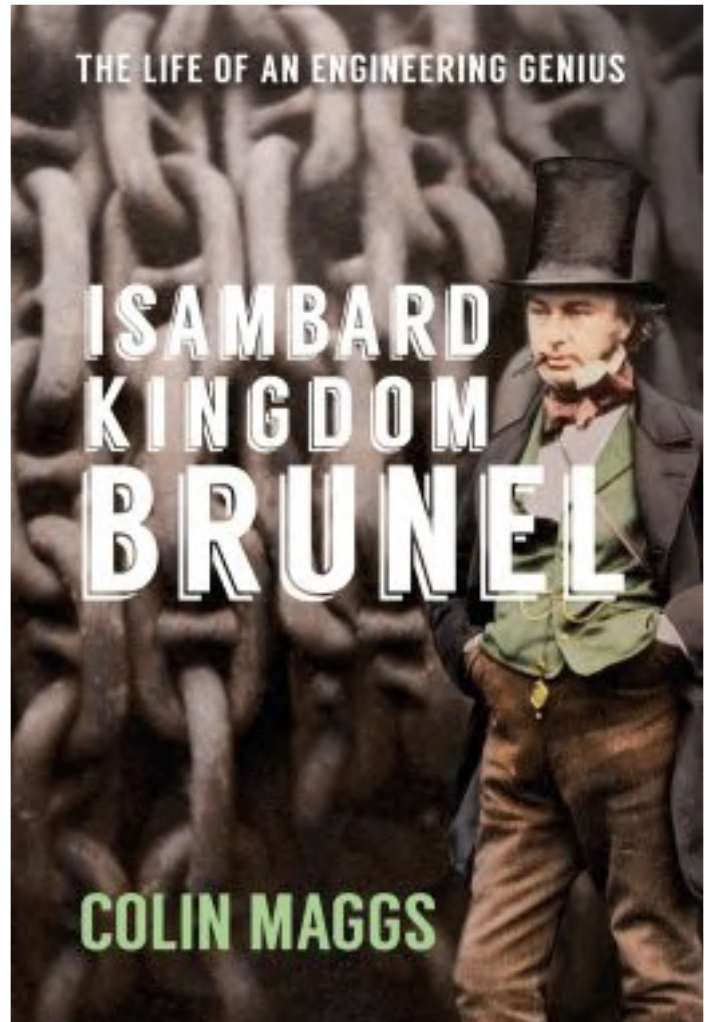
Pages 336

Product dimensions:

135 x 199 x 21mm Weight 294g

In his time Isambard Kingdom Brunel was the world's greatest engineer and was a man ahead of his time.

His list of achievements is truly breathtaking: the Thames Tunnel, the first underwater tunnel in the world; the SS Great Britain, the first propeller-driven ship; the Clifton Suspension Bridge, then the longest span of any bridge in the world; and the Great Western Railway.



History has been kind to his memory: many of his creations still exist and he is lauded by historians as a truly 'Great Briton'.

In this full-scale biography Colin Maggs presents a portrait of a; complex, ambitious and determined genius however, the Brunel that emerges in the book is not without flaws. He made mistakes, both in his personal life and occasionally in the technical work he did. It becomes obvious whilst reading the book that he wasn't always right but being the man he was, he would never admit he was wrong.

Colin Maggs' book draws on Brunel's diaries, letters and business papers, the result is we see the real Brunel, a more human figure, a man who emerged from behind the towering structures and machines that he created.

I found the book to be an interesting read, which through the use of the Brunel's own writings, gave an insight into the man behind the 'Legend'.

He is shown to be an ordinary human being with human flaws and although he took pride in his work shows little patience with the flaws of others, in some cases taking personal control of the work being carried out.

There can be no doubt he was a genius and one of the greatest of the Victorian engineers, possibly a man ahead of his time however, he was also a man who had regrets and it becomes obvious from Maggs' book that he was as flawed as any of us.

All in all, an excellent read and recommended!



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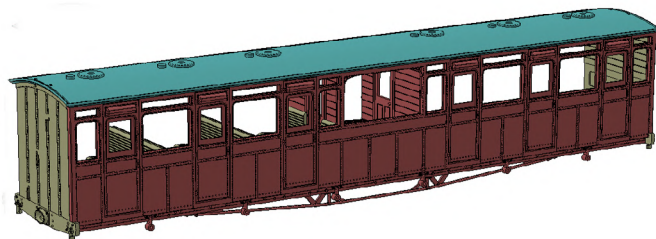
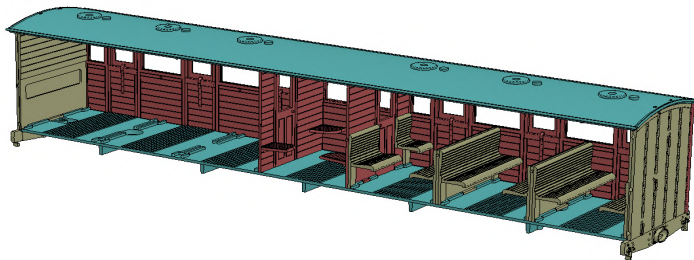
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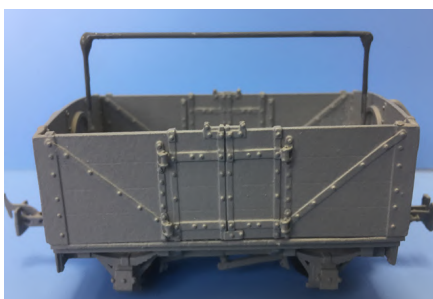


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Freight Car Handbook

Review by Terry Rowe

Price \$24.95

Author: - Stephen.M.Priest

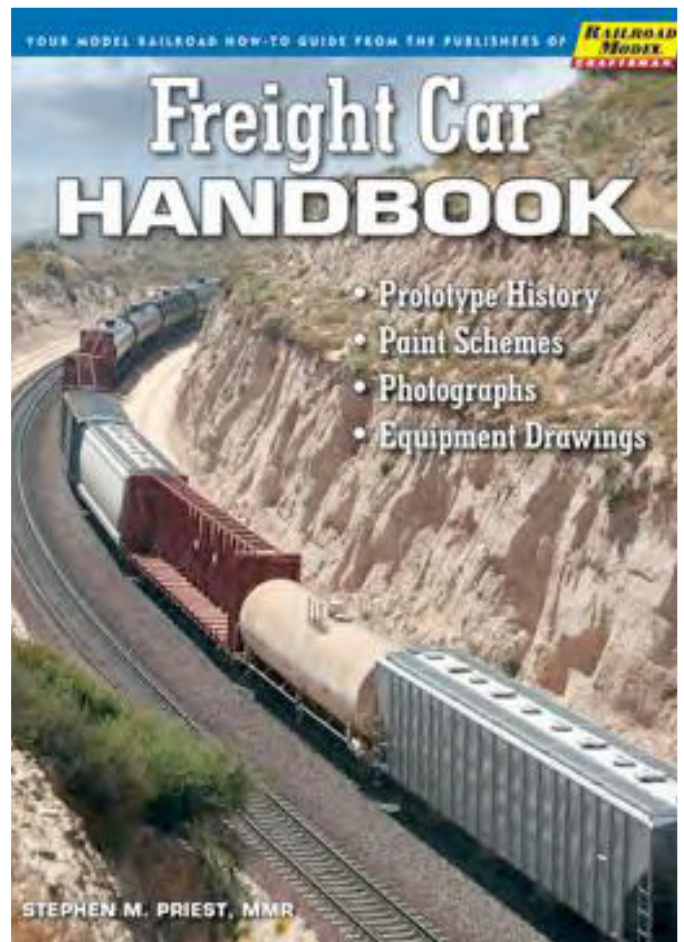
Publisher:

White River Productions

Pages 98

Freight cars make up the majority of rolling stock in North America. There are literally thousands of car designs and dozens of car types. This book is your gateway to some of these cars. Whether you are researching a particular car type, looking for a scratch-building project, or just love rolling stock drawings, this book is for you.

Included are hundreds of elevations, details, and plans carefully recreated by some of Railroad Model Craftsman's best draftsmen. All eras are represented in clear and accurate renderings. Both black and white and color is represented with the latter type showing complete car painting and lettering designs. As someone who is new into the world of North American Railroads I have found this book really usefully in getting to know the types of freight Cars, their style and uses.



Also, the correct North American terminology is very helpful. The drawings are of a very high standard and are of great assistance to detailing one's models along with the mainly colour photographs.

The book is broken up into chapters with each freight car type.

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6. MoW Cars
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10. Stock Cars
11. Tank Cars



The Slim Gauge Circle North American Narrow-Gauge Modeling in the UK

By Terry Rowe - Secretary
www.slimgaugecircle.com

The Slim Gauge Circle is an informal group of over 160 United Kingdom, plus some overseas modellers interested in North American narrow gauge railroads. The Circle was founded in 1982 to provide a meeting place where the emphasis was on modelling, exchange of ideas, meeting old and making new friends plus some trading. Members interests include Colorado, Maine, logging and mining in various scales.



We hold national meetings twice a year at the Railway Association Club, Hillmorton, near Rugby, CV22 5AL, in May and October nominally from 10:00 to 16:00. There are also local area meetings in various parts of the country – see our Website meetings page for more information. The Slim Gauge Circular magazine is published twice a year with Newsletters in between.



THE SLIM GAUGE CIRCULAR

The Official Journal of the Slim Gauge Circle



Editorial; From the desk of the Secretary; Narrow Gauge Colorado Outfit Cars - A Review; Roland Leeds; Combine 211 - A Survivor; The Life of Subscriptions; OTT, The Southern Renegades Latest Adventure; Trade News; Ramblings from the San Juans.

Spring 2018

There are currently two special interest Modular Layout Groups which meet several times a year, an On30 group (SGC – OTT) and a H0n3 group (SGC – Host-lars), which are only open to members of the Slim Gauge Circle.

The Slim Gauge Circle meetings are friendly and supportive, a number of traders support the meeting, EDM models, 7mm Narrow Gauge Association trade stand along with their On30 pre-owned shop, Blackham Transfers and John Sutton Books and Models. Alongside this many members bring items to trade. There is also a modellers' workshop in the afternoon. Both the On30 and Hon3 modular groups bring modules to display or run.



The 'Circle' attend, with a small stand, a number of exhibitions through the year, the main three being: Narrow Gauge North, NG Expo in Swanley and the 7mm Narrow Gauge Association in Burton. The next Rugby meeting is on the 4th November.

Along with the two meetings the Circle produces a small publication twice a year 'The Slim Gauge Circular' edited by Robin Harding. There is also a Facebook Group and a Yahoo forum for members.



The Officers of the Circle are Ian Cambell (Hon Chairman), Terry Rowe (Secretary), Mick Moignard (Membership Secretary), Dale Heys (Treasure) and Robin Harding Circular Editor.

On one of the exhibition stands that the Circle runs you might come across a little suitcase layout was made at least 20 years ago by Tony Nixon, He regauged the Porter 18.83 P4 track and the scale is 1/48 or O



Scale. Mick Moignard refurbished the scenery on the layout a few years back. The track is being actually P4 track, 18.83mm gauge, as opposed to being On3 , 3/4 inc or 19.05 mm!



The On30 Modular Group operates actively in two regions, in the South/South West they call themselves the Southern Renegades and can be seen at exhibitions with an operating set of modules. In the Midlands the group are called the Midland Moonshiners and have an end-to-end layout called Snowy River Railroad. There is a group in the North trying to form under the name the Northern Hillbillies. The Hon3 Hostlars are in the main a Midland Group. There are also two groups in the Bristol Area and Southern M25 area who meet and it is hoped that more of this happens so members who find it hard to get to Rugby can still meet other like-minded folk.



It all only costs £10pa ,so if you are interested in North American Narrow Gauge why not look us up. Either contact via the website, come and talk to us at an exhibition or come along to a Rugby meeting.



Youtube Link:
<https://youtu.be/aotl48X0xYQ>



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On30 Annual 2018

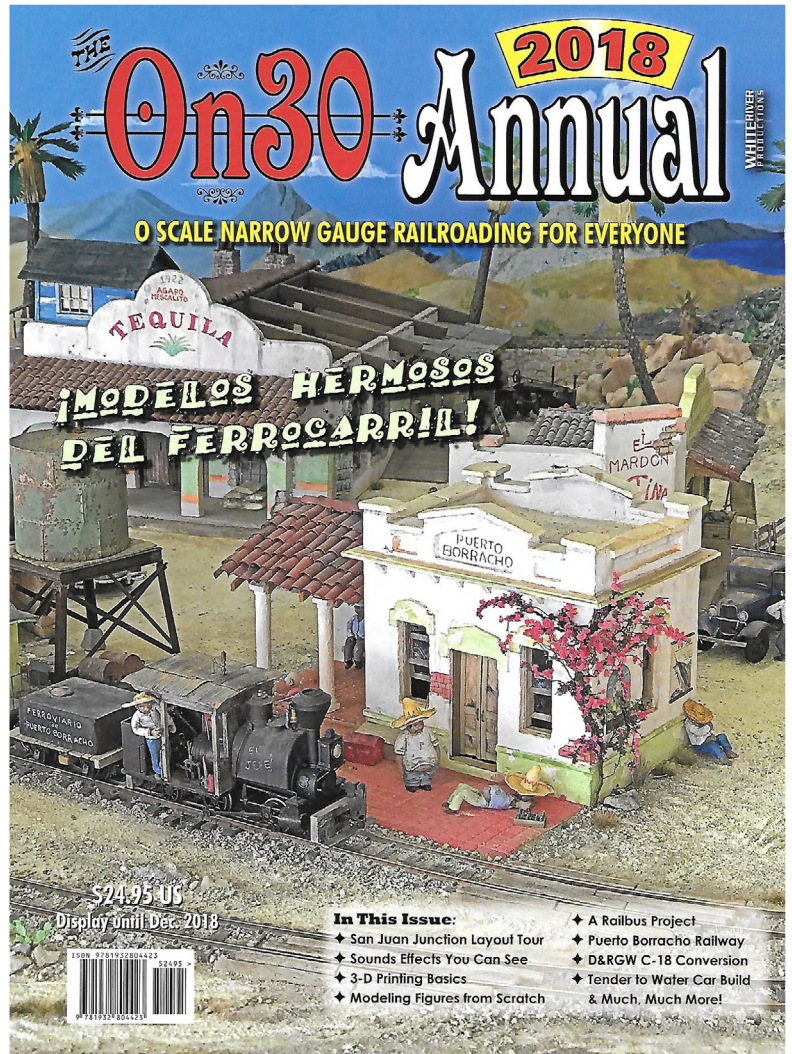
By: Terry Rowe

O Scale Narrow Gauge Railroading for Everyone
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Once again Whiteriver Production have produced another fine inspirational On30 Annual.

The 2018 Annual is the 13th in their now established annual series O Scale Narrow Gauge publication. There is something for everyone who models in the On30 scale.

The Annual has layouts, modules, locomotives and rolling stock by the top authors in the scale. On30 modellers are often focused on building and the On30 Annual is loaded with both building ideas and layout projects that challenge and teach.



- In This Issue:**
- ◆ San Juan Junction Layout Tour
 - ◆ Sounds Effects You Can See
 - ◆ 3-D Printing Basics
 - ◆ Modeling Figures from Scratch
 - ◆ A Railbus Project
 - ◆ Puerto Borracho Railway
 - ◆ D&RGW C-18 Conversion
 - ◆ Tender to Water Car Build & Much, Much More!

This year's issue will provide the modeller with well over a year's worth of On30 inspiration and modeling projects. Some of the contents of this year's issue include:

- Using sound for visual effects
- Converting the BLI C-16 to the D&RGW C-18
- Recycling old tenders into water service cars
- Engine facility structures
- Build a portable workbench
- Colorado & Southern-themed switching layout
- A narrow-gauge cab-forward
- Designing and sculpting your own figures
- 3-D design and printing basics
- The house my Dad built
- Railbus conversion
- San Juan Junction
- Transforming die-cast vehicles

If you model or want to model On30 these Annuals are the corner stone of inspiration for the Modeller in this scale. The 13th edition sits with my other 12 well-thumbed Annuals.

SOUNDTRAXX ANNOUNCES: NEW 50 x 90mm OVAL SPEAKER

DURANGO, Colo. - SoundTraxx is now shipping a new oval speaker that measures 50 x 90 x 37.5 mm(D).

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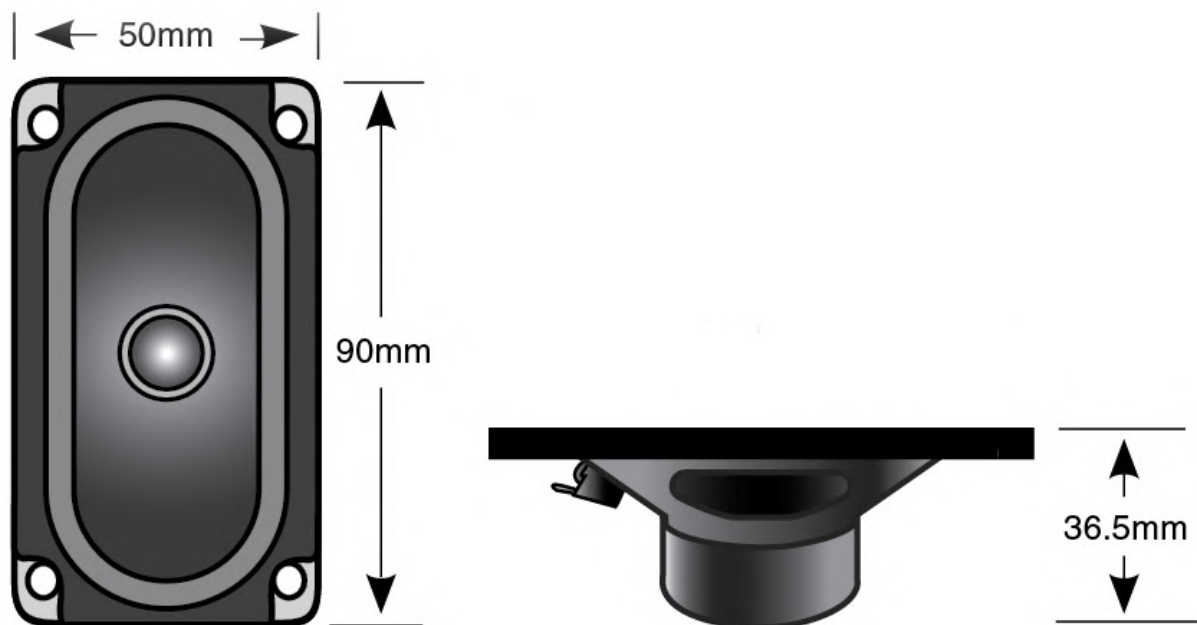
*Prices effective June, 2018 and are subject to change without notice.



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When it reaches the end of the line – layout dismantling and recycling

By Jennifer Kirk



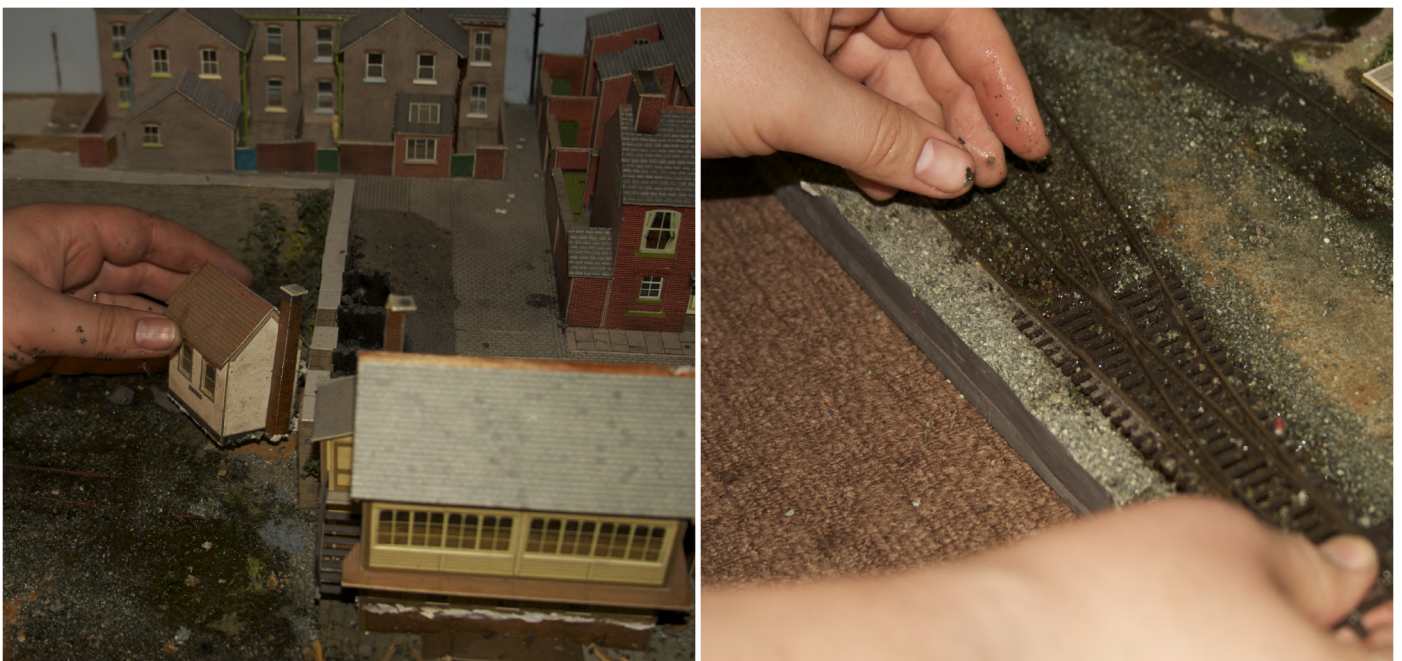
When it comes time to dismantle and move on from a layout, it can be hard to know what to do with it.

In my case, my first model railway suffered from a few design flaws, such as inadequate baseboards and poor electrics. Whilst I thought it looked good at the time, it was a liability that I would have been lucky to sell for much.

Most model railways contain a lot of useful parts whose reuse value far exceeds any resale value of it as a whole. Track, signalling, buildings, bushes, figures, small detailing parts and even the ballast can all be reused again if they are removed carefully.

The best thing is that all this recycling helps keep the costs of your next project down.

My current project, 'Grove Street Yard', used recycled parts off two of the four sections of my previous layout. All the point work was recycled as were the buildings and any broken bits of plastic kits that didn't survive removal ended up in the scrap yard scene. It all helped to keep costs down to the bare minimum and gave me a far better layout than I could have afforded otherwise.



When dismantling a layout, look at every piece with a view to what can be saved for reuse. There is a lot in there that will save you money on your next layout, by reusing all or part of the model. The tools that you need are fairly basic, and a lot of them are the same as you will use in the building process. I used PVA glue for sticking a lot of things originally – a mug of hot water and the same syringe I used to distribute the glue to set the ballast can now be used to spread hot water back in to loosen it for removal. Other glues can be loosened with a wallpaper scraper and care.



I. Detail and vegetation

These are best removed first, as they will usually be the most fragile parts of a layout and their removal will make getting access to other recoverable materials easier. The layout in the photographs had already had most of its figures removed for reuse on 'Grove street yard'. They were removed using a sharp knife to minimise the risk of damage to them and to the parts of the layout where they had been. Other detail such as pallets, sacks, barrels, lineside cabinets, pipework and storage tanks can be removed in the same way.



Trees and bushes can be freed by carefully loosening the 'ground' they are embedded in, with either the scraper or a knife. As the ground cover generally isn't worth recycling, it doesn't matter if some of it comes up with the tree – it can be cleaned off afterwards. Don't worry if some traces of vegetation remain on salvaged buildings or fences. Sometimes these remains can make the recycled bits look nicely weathered when they are reused on the new layout. On 'Grove street yard' a lot of Ratio concrete panel fencing was reused and whilst bushes that had been stuck to it on the old layout were largely removed, some bits remained. The residue left added realism to the fence, making it look like it was old and had been in situ for quite some time.



Embossed card cobbles featured heavily on the old layout to be dismantled. Having been sticky-backed originally; it was pulled up with ease by sliding the scraper underneath. Take care not to peel it at too great an angle, or it will curl and be harder to reuse as a result. Don't worry about cleaning any ground cover off the cobbles, as the weathering will help them blend in with their new location when they are reused.

Keep a box handy for all reclaimed pieces. Even a small layout can generate quite a pile of recycled bits. I have found that metal tins like the ones sweets come in at Christmas are ideal for storage, as are old ice cream boxes and even the plastic cartons that some takeaways use nowadays.



2. Track removal

Before attempting to lift the track, solder joints and dropper wires need to be removed. These can be removed if you need to by gently scraping any excess ballast that has been covering them. Point motors will also need to be removed at this stage to avoid water ingress. If you used PVA glue to secure the ballast, add hot water over the ballast to loosen it enough to allow track to be lifted. It doesn't take long for the glue to soften. Other solvent-based glues can be loosened by applying gentle heat from a hairdryer then lifting with a scraper. If using this alternative method, take care not to let the heat get too much or it may soften the track base too.

Whilst waiting for the glue to soften, remove any track pins that are present. The flat of a scraper or even a small screwdriver can be used to gently lever under the head of the pin and bring it out without damaging or distorting the track. It is important that you get all the pins out, as any left in will cause the track to bend and distort when it is lifted.



Once the glue holding the ballast has softened, use a scraper to ease back the shoulder of ballast and slide in under the sleeper web of the track. If you only used track pins and PVA to secure the track then it should lift without any effort. Other glues may require you to work the scraper further in to break the bond.

Keep the scraper horizontal throughout and don't subject any one area of track to excessive force. If it won't come immediately, keep working the scraper in and try adding a little extra hot water.



The track will lift along with some of the ballast. Gently tapping track on the edge of a plastic box will remove most of the loose ballast, and any that remains can be removed later when it has dried – an old pair of tweezers or a small screwdriver are good for this task. The benefit of removing track for reuse is that if you painted the rail sides or sleepers before, you don't have to do them again in their next location!

Once the track is up, any leftover ballast can be scraped up with the scraper. If you need to, carefully add some more hot water to help. A plastic container such as an old ice cream box is ideal for storing the reclaimed ballast. Break the ballast up once it has dried and it can be reused on the next layout. It will look darker than fresh ballast when being spread and the glue mix will soak into it slightly less, but once set and dry it looks almost indistinguishable from new ballast. If you are worried about any contamination of old scatter then use it for sidings and yards where the extra dirt will not look out of place.

3. Buildings

Almost all the buildings I salvaged were card kits. These can be fragile when applying force to free them from the scenery, so care should be taken. Plastic and wooden buildings are more resilient. To remove them, first remove any surrounding detail that may have been used to bed the building in. This should also expose the base and allow you to get the scraper underneath to gently prise the building from the baseboard.

Card buildings that have been seated using a water based glue are best released 'dry' as application of water to dissolve the glue can soak into the card and weaken the building; causing it to rip apart. The top printed layer may also separate from the card, causing the detail to peel away. Wooden and plastic buildings are hardier, though



brick papers may still be damaged by application of water. Even if the paper doesn't lift, be warned that you may find an ugly watermark appears.



Do one building at a time and be firm but gentle. Not every building survives the process, and sometimes it is better to retrieve parts that can be re-used for scratch building something next time. Roofs, walls, canopies and similar can all be carefully deconstructed by cutting the glue that bonds them with a sharp modelling knife. Especially useful are the windows that come with card kits as these save a lot of time for scratch building.

When removing whole buildings take care not to end up squeezing too hard. It is better to lever gently from underneath, using the scraper to slide in and free the base from any glue that holds it rather than taking hold and pulling. The former will result in a useable building whilst the latter will run the risk of squashing and distorting it until it becomes too damaged to reuse. Any minor damage can be repaired later.



Once the buildings are recovered, make sure that you have somewhere to store them so they won't get damaged before re-use. A large plastic storage crate is ideal.

4. Conclusion

A lot of material can be recycled from any layout, saving greatly on the cost of building a future layout. With a little careful repair, it would be difficult, if not impossible to know that a part of the new layout started life elsewhere. If you are planning a complete change of prototype for the next model, many of the recycled parts can still be of immense value. On 'Grove street yard', Superquick models of the terminus station and market house still found themselves adapted quite readily to industrial buildings. Old scratch built steel bridge girders became the structure for a travelling crane. A whole host of nondescript parts became excellent additions for detailing the new layout in a way that would have been difficult and expensive to do if I had instead had to go out and buy all those parts afresh.





Many of the reclaimed parts will be ready painted and weathered. Whilst they can be repainted again, sometimes you will find that they can be used as-is, saving a lot of time on finishing. Reclaimed track, for example, if weathered in its old location, may require very little effort to look equally as weathered when reused – a great help if painting rails is one of your least favoured modelling tasks.





I also found that the huge variety of paint schemes that had been on the parts of plastic model kits salvaged from elsewhere allowed me to build a scrap yard whose junk looks far more authentic than I could have otherwise hoped. The alternative would have been hours of careful painting and weathering, and many different tins of enamel to get the same effect I got for free just by recycling them from old layouts.

The value of the salvaged parts too was a great help. To buy all of the parts that I salvaged for building 'Grove street yard' would have cost me in excess of several hundred pounds. Instead, apart from a couple of lengths of plain track and some extra packets of brick paper, I needed to buy no extra scenic material.

In these days where money is tight, it is a great way to trade up the old layout for something new without a massive price tag. Recycling also makes for a model with unique features and is far more rewarding as well as being far easier on the bank balance.



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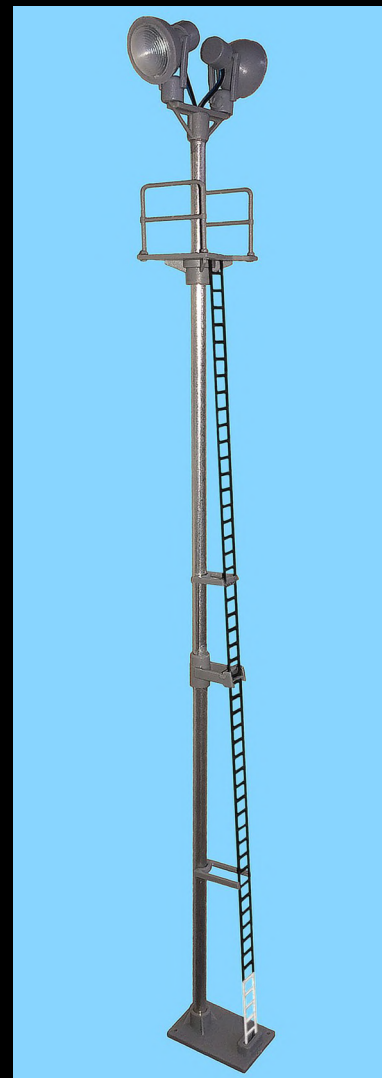
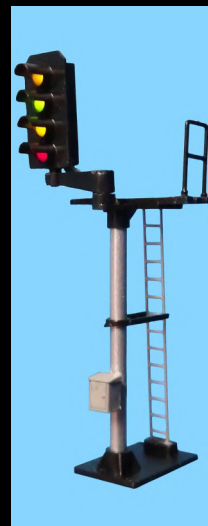
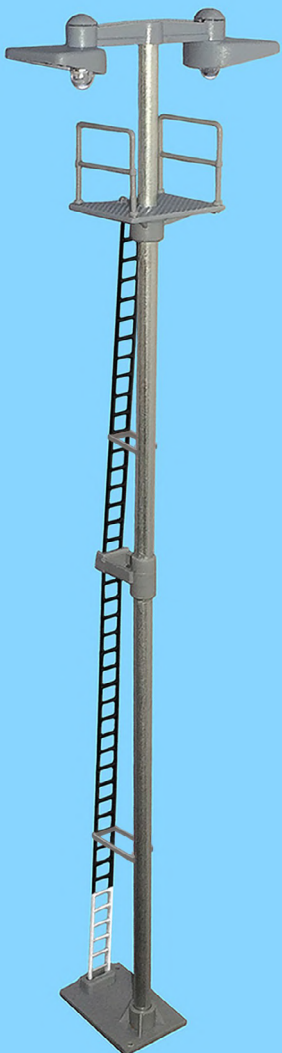
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Review: Southern Region Through The 1960s Year By Year

Review by: Alexander
Croft

Author: Michael Hymans

ISBN: 9781445666426

Type: Paperback

Pages: 128

Images: 230

Publisher: Amberley Pub-
lishing

RRP: £14.99

Dimensions: 234 X 165
mm

This book is far from a complete history of the Southern Region in the 1960s, it is however a very good precis of the key events. The Southern Region saw considerable changes during this decade, as indeed did all of Britain's railways. This was the decade that saw the end of steam and the hasty introduction of many classes of Diesel and Electric locomotives intended to 'Modernise Britain' for the future, how sad that many of these new classes would be withdrawn (even before the steam locomotives they were intended to replace).



The chapters have been compiled year by year, making quick referencing easier (so long as you know the year you want to reference). The start of each chapter contains a quick written selection of key events of that year, usually:

- Major and minor accidents
- Electrification news
- Line closures
- Loco movements
- Major events
- Etc...

After this precis of information the photo selection has been carefully selected to provide detail to the information already provided.

Quoting from the Amberley Website:

The 1960s is an iconic period in the history of the rail network in Great Britain; with Rationalisation in progress and the effects of the Beeching Report beginning to be felt, it was a tumultuous time for the nation's railways, and the area served by the Southern Region was no exception. As steam-powered locomotives began to be phased out and the era of electric and diesel traction began, the speed of change was unlike anything seen before.

With an easy to navigate format and superb, unpublished images, Michael Hymans takes the reader on a nostalgic year-by-year journey through the 1960s, providing a fascinating account of the Southern Region over the course of the decade.



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**Review: Southern
Region Through The
1970s Year By Year**
Review by: Alexander
Croft

Author: Michael Hymans

ISBN: 9781445682334

Type: Paperback

Pages: 128

Images: 140

Publisher: Amberley Pub-
lishing

RRP: £14.99

Dimensions: 234 X 165
mm

This book continues that saga of the Southern Region into the 1970s, and like the 1960s book before it, doesn't represent a full history of the Southern Region but is a precis of key events over the decade.

This decade was definitely a good one for the public image of British Rail with the introduction of the HST and the APT development programme, Britain's Railways could once again proudly claim to be the most modern and advanced in the world.

MICHAEL HYMANS

**SOUTHERN REGION
THROUGH THE 1970S**
YEAR BY YEAR



This however is the positive somewhat PR focused spin on the decade which saw the introduction of the 3 day working week leading onto the now infamous summer of discontent and if this were not enough, the IRA were waging a campaign of terror. This is the social background to the decade that this book represents (the 1970s).

The investment seen in the 1960s did not stop in the 70s, even that most loved English classic the 'Brighton Belle' was withdrawn in favour of newer more modern stock. This decade saw many accidents as infrastructure renewal struggled to replace and upgrade pre-war infrastructure. This truly was a decade of contrasts.

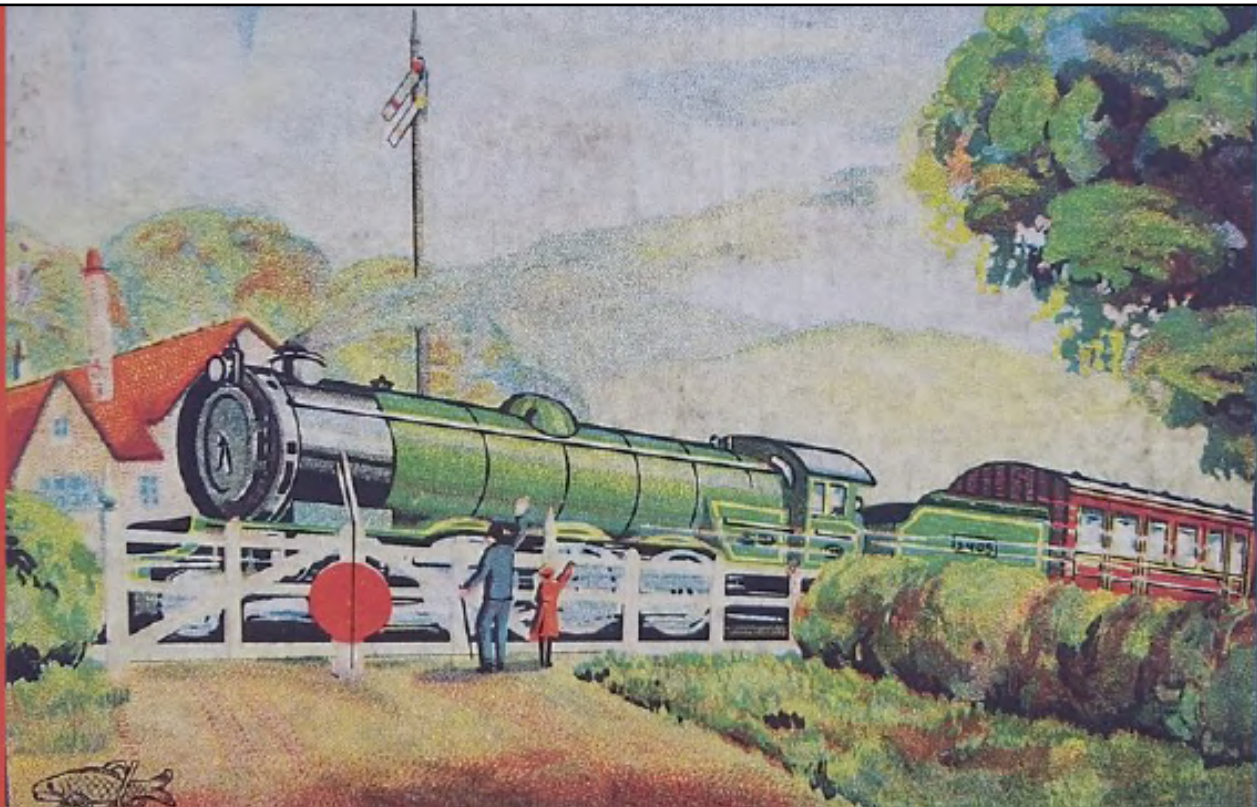
The chapters are well laid out as in the 1960s volume by year, although there are less pictures the amount of written information has definitely been increased from the previous volume. All things considered an interesting read and reference book for the library of those modelling the southern region.

Quoting from the Amberley Website:

Following the end of steam on the network, many stations were devoid of notebook holding, camera toting enthusiasts on the ends of busy station platforms. This did not mean, though, that there was nothing of interest happening.

The 1970s saw the end of famous trains like the Brighton Belle and the green livery of the Southern changed to a BR corporate livery of first blue, and then blue/grey for coaching stock. Older pre-war coaching stock was being phased out with new open plan seating units being introduced. Industrial relations on the railways were not good, with lightning strikes regularly taking place. There were also a number of serious accidents across the region.

Aided by a wealth of previously unpublished images, Michael Hymans documents this tumultuous decade in a nostalgic and evocative journey along the Southern Region through the 1970s, documenting the many changes along the way.





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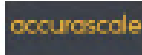
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Railway Refreshments:- Oswestry & Welshpool **By Cathrine Locke**

If you're looking for things to do for a day in the Welsh borders Oswestry & Welshpool are both definitely worth a stop. There is a lot of industrial archaeology to explore in both towns, both railway and canal as well as an extensive tea room (and shop) in the Old Station at Welshpool.

Oswestry



An ancient frontier town (Offa's Dyke passes quite close by) with evidence of Iron Age settlement there is a significant Victorian legacy in the form of the Cambrian Railways site in the middle of the town.

The imposing main station building remains and is now the centre of the Cambrian Heritage Railways (CHR) with various displays and information boards inside. There is also a pharmacy now and we saw signs for 'Buffers' restaurant although it wasn't open on the wet March day we were there.

Alongside the main station building the line remains in place and is home to a collection of rolling stock and the operational home of CHR who are actively working on the restoration of the railway.



A short distance away from the station building is the former Cambrian Railways works, which are now home to a variety of local shops and facilities.

Both the station site and the works are well worth a walk around to see the restoration work underway.

Welshpool



A few miles away is Welshpool on Arriva Trains Cambrian line.

Built by the Oswestry and Newtown Railway the station opened in 1860 and became part of the Great Western Railway in 1923.

A siding from the station gave access for milk trains to the Midland Counties Dairy creamery at Cilcewydd

Nearby were exchange sidings with the narrow gauge Welshpool and Llanfair Light Railway which operated freight services between 1903 and 1956 and which had a separate station serving passenger traffic until 1931.

The construction of the A483 means that all that is left of the light railway station is the cattle dock (which is clearly visible from the road).



The construction of the A483 also necessitated the shifting of the main line slightly further south and the old station was closed although the building and one platform remain and is now an Edinburgh Woolen Mill and large tea shop (upstairs).

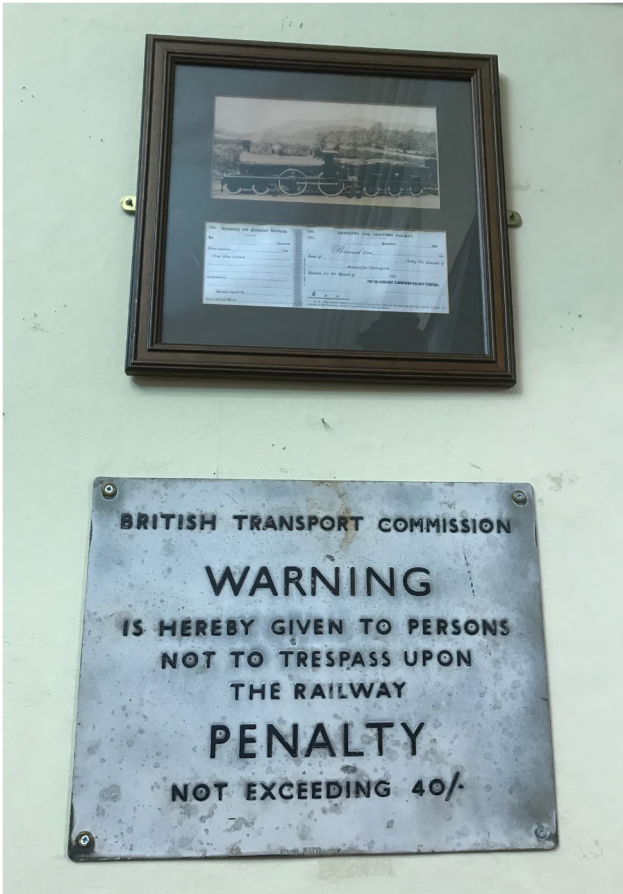
The new station was visited by the Queen arriving on the Royal Train in 2010.



Welshpool has a number of other interesting historical attractions too making it well worth the short drive (over and alongside the partially restored Montgomery canal) and a stop for tea or something stronger in one of the historic town hosteleries.



During the 19th century the area around the Powysland Museum & Canal Centre had 30 canal warehouses and the town was home to a flannel factory, gunpowder store and munitions factory. The museum itself is another one of these local history museums that are real treasures that you can lose yourself in for longer than you planned.



Welshpool also has the only cockpit in Wales still to be in its original location. Used until 1849 (when cockfighting was banned) it became the home of the Women's Institute (although they have now moved).

There are a number of pubs and taverns in the town dating back several centuries and alluding back to the

town's location on the coaching routes and the town hall is an impressive Victorian edifice and houses a market.



Just on the western edge of the town is the current terminus of the Lanfair & Welshpool Light Railway (again, unfortunately closed on our wet visit in March). The first section of the line was re-opened as a tourist attraction in 1963 and the 2' 6" line runs in tight turns and up steep gradients following the contours of the land to Lanfair.





As is often the case with restored lines the railway has acquired items from elsewhere including the new station building at Raven Square (from Eardisley in Herefordshire) and a water tower from Pwllheli station.

www.cambrianrailways.com

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SLATER'S PLASTIKARD

Review: 1960s Southern
Region Steam In Colour
Review by: Alexander
Croft

Author: George Woods

ISBN: 9781445668222

Type: Paperback

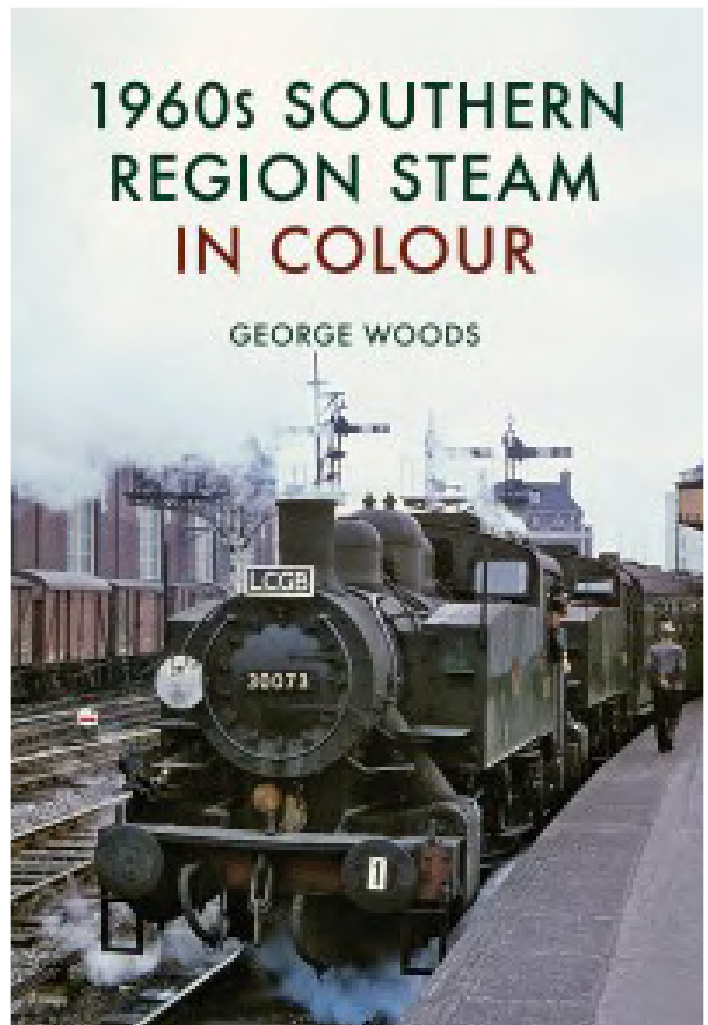
Pages: 96

Images: 180

Publisher: Amberley Pub-
lishing

RRP: £14.99

Dimensions: 234 X 165
mm



My first impressions of this book are very good, the book feels substantial enough for a paperback and once opened this impression is improved and backed up by the use of a thicker photographic style of paper. Perhaps it is my imagination, but I feel that this has led to a higher quality photo reproduction.

Once opened the book begins with an introduction, this covers a couple of pages and before moving onto (what is in fact) a reasonable photographic record of the end of steam in the south, there is a list of abbreviations used in the book for locomotive classes.

After the introduction there are no more visible chapters, but those photos that are dated indicate that this is a photographic record of the end of steam in 1966 & 1967. In the photos of the MPD's (motive power depots) the neglect is clear with more greenery visible than would have been allowed at any other time (due to the fire risk).

All things considered I think this book will provide an excellent reference guide for those looking for inspiration around the end of steam. A good read (if it can be called that) and well worth adding to any personal library on the subject.

Quoting from the Amberley Website:

Railway enthusiasts living in London in the 1960s saw steam gradually disappearing from the capital's railways. By 1966, with a few exceptions only the south-western lines from Waterloo saw main-line steam in any quantity. Despite being in the middle of an all-electric system, steam somehow survived until July 1967 and was only outlasted by steam in the north-west of England, which lingered on for about another year.

George Woods sets out to show the highs and the lows of that period, with pictures taken at Waterloo, Weymouth, Salisbury, the Isle of Wight and beyond. Also featured are some of the many enthusiast specials that ran during this period, and the Army locos that ran on the Longmoor Military Railway. Utilising rare and unpublished full colour photography, this is a wonderfully nostalgic look back at the final years of steam in the Southern Region.

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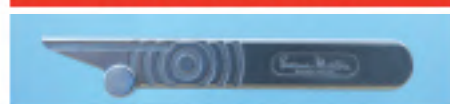


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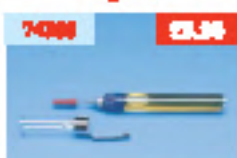
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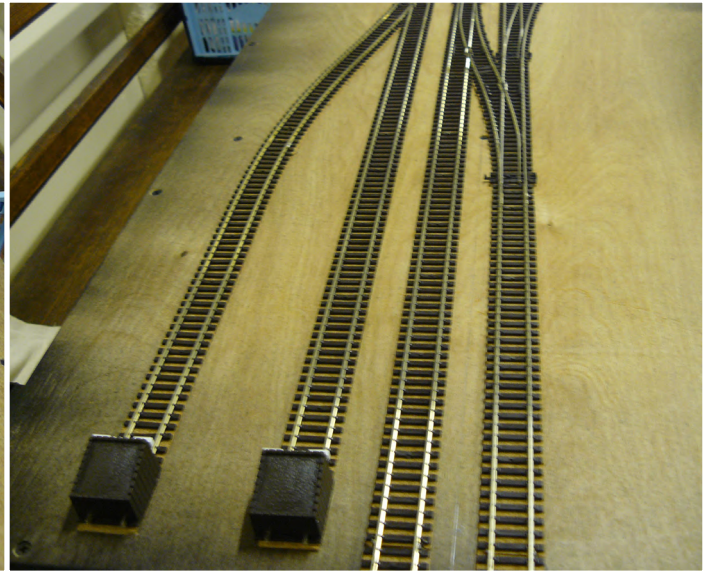
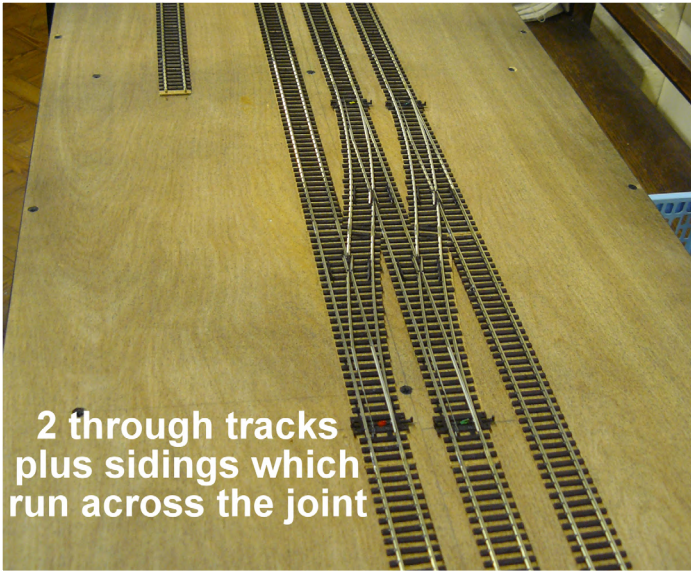
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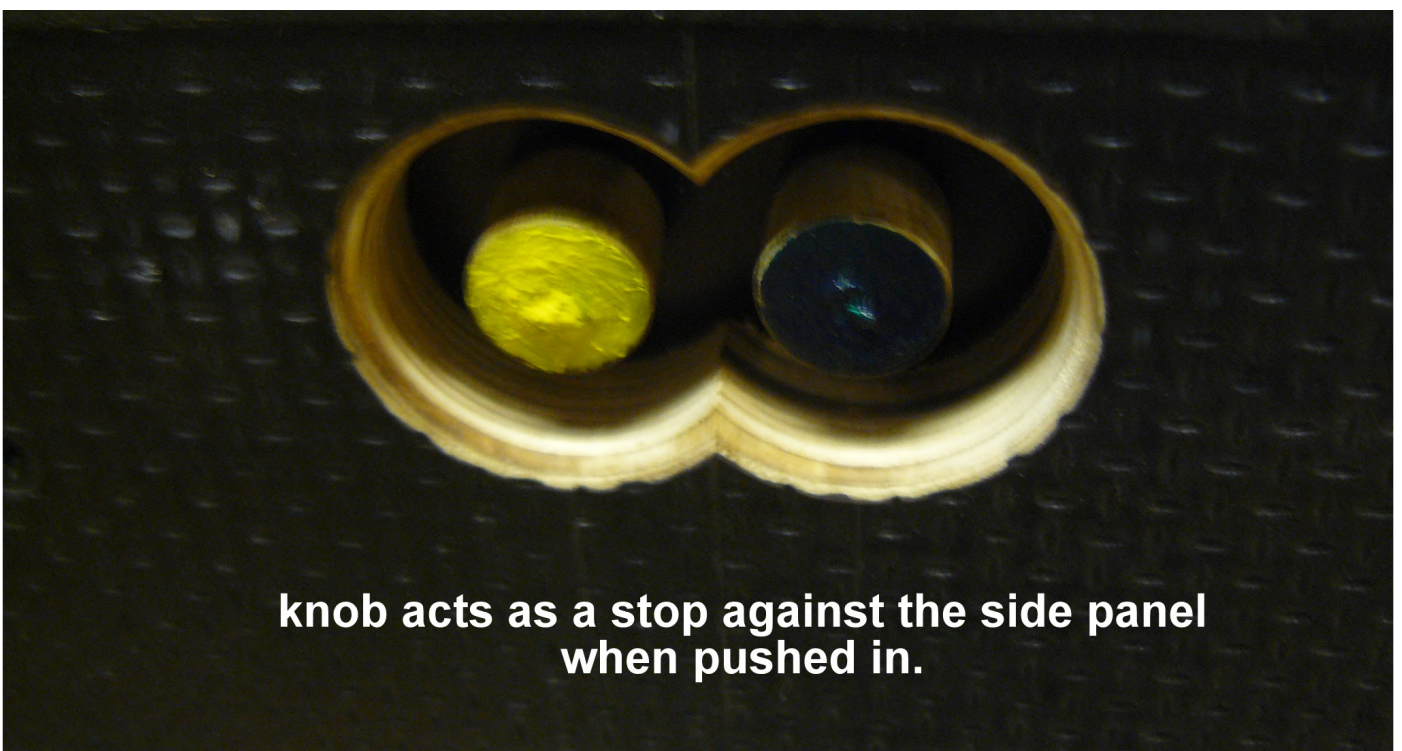
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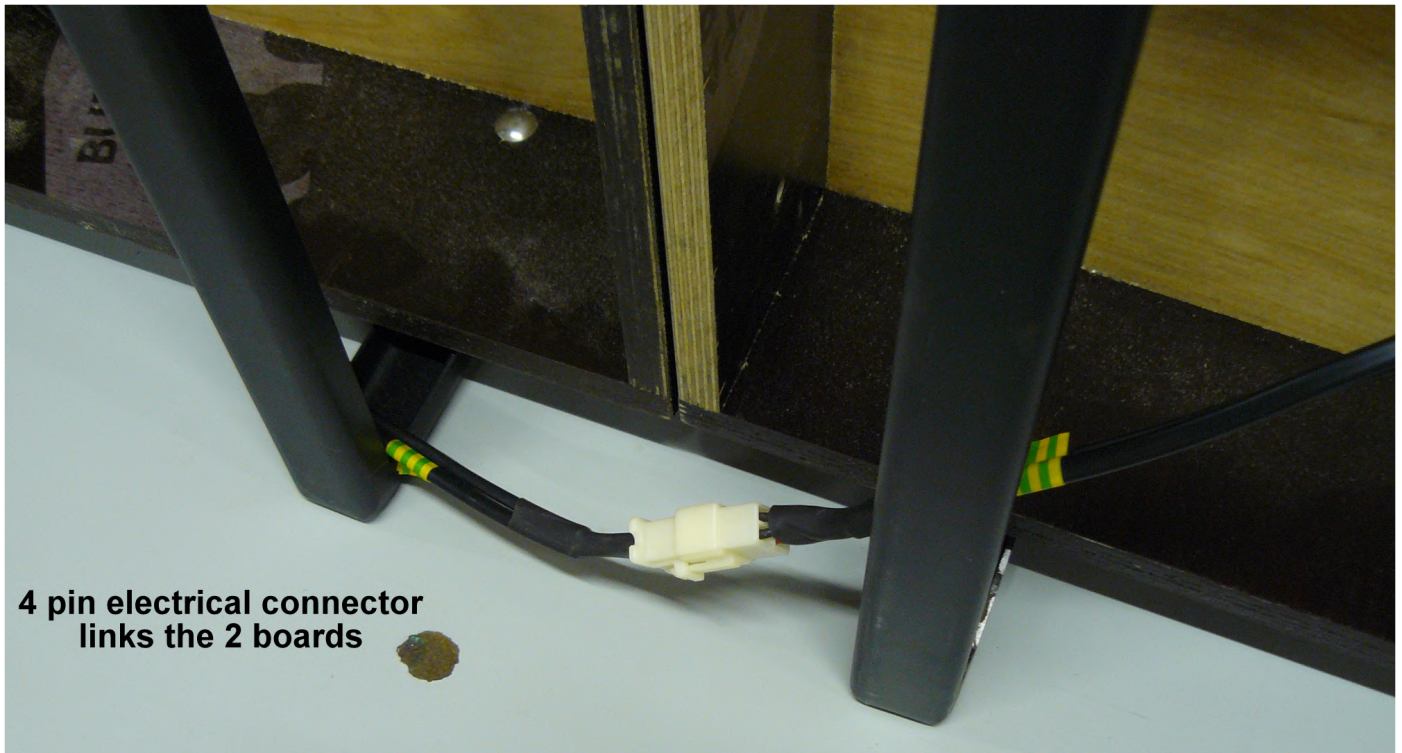
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Brine Leas School project nears completion.

During the recent Open Doors event held by the Wrenbury & District Model Railway club they displayed two modular boards they have constructed for the club at Brine Leas School in Nantwich. To show the modular principal to best effect they were linked to their own demonstration modular board allowing running over the three.





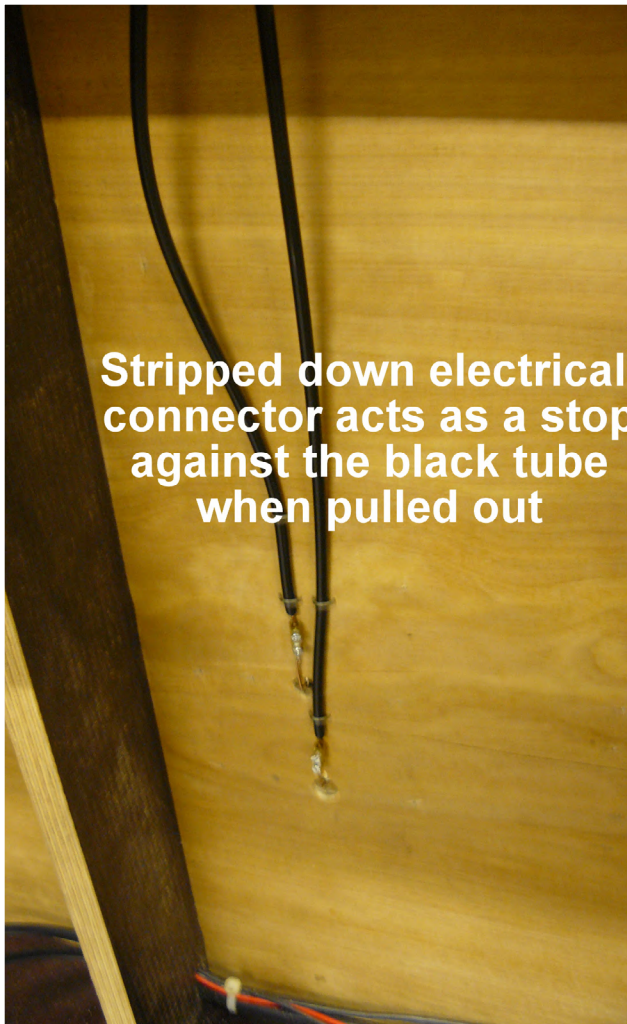
4 pin electrical connector links the 2 boards

Each modular board is 20 inches x 48 and constructed to the NMRA BR standard allowing them to link with any other board constructed to these specifications. The two school boards have a modification of a swivelling steel bracket which when under the boards provides the correct running height to link with the Wrenbury club layout and when swivelled over the ends of the boards provides protection for the track and scenics when the boards are stored and stacked under their adapted former barbecue cover.

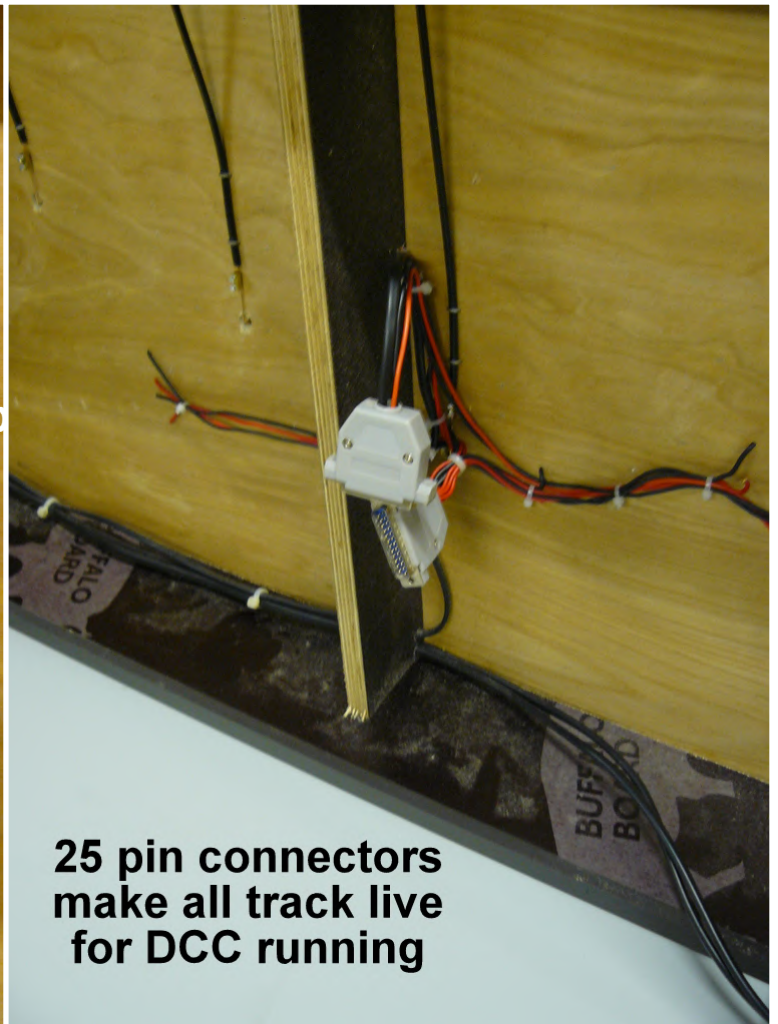


Andy Cliffe - head of Brine Leas school with Pete Hollinshead.

provides the correct running height to link with the Wrenbury club layout and when swivelled over the ends of the boards provides protection for the track and scenics when the boards are stored and stacked under their adapted former barbecue cover.

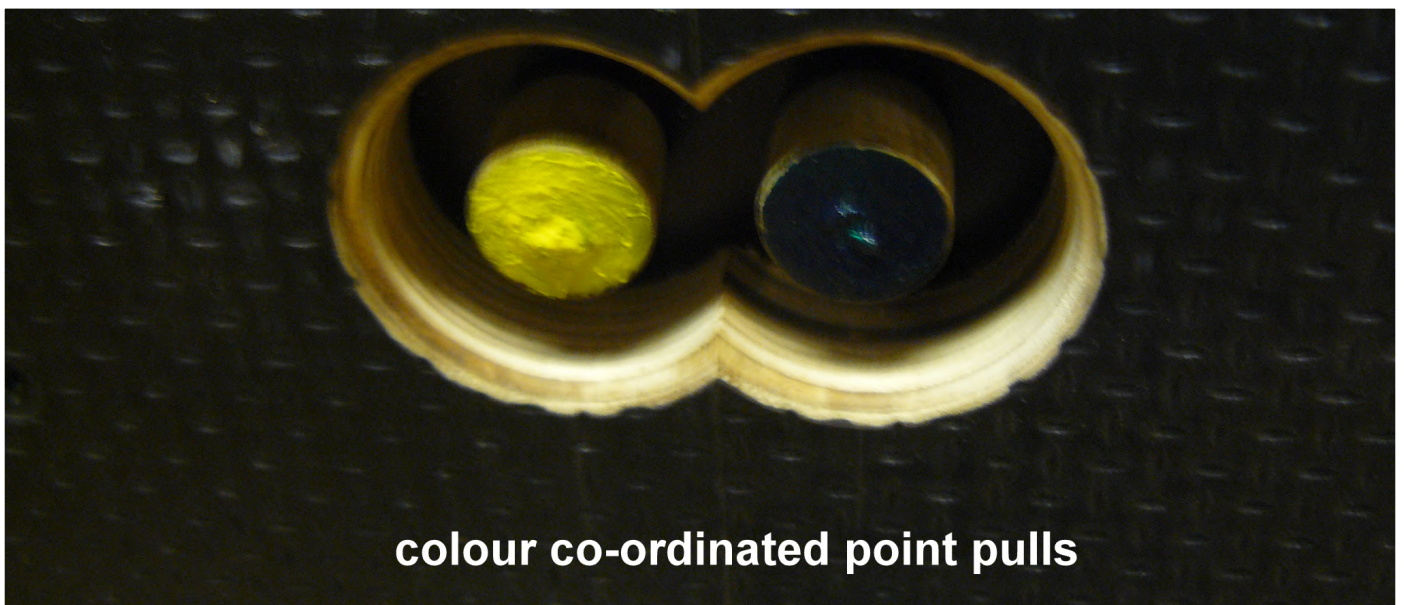


Stripped down electrical connector acts as a stop against the black tube when pulled out

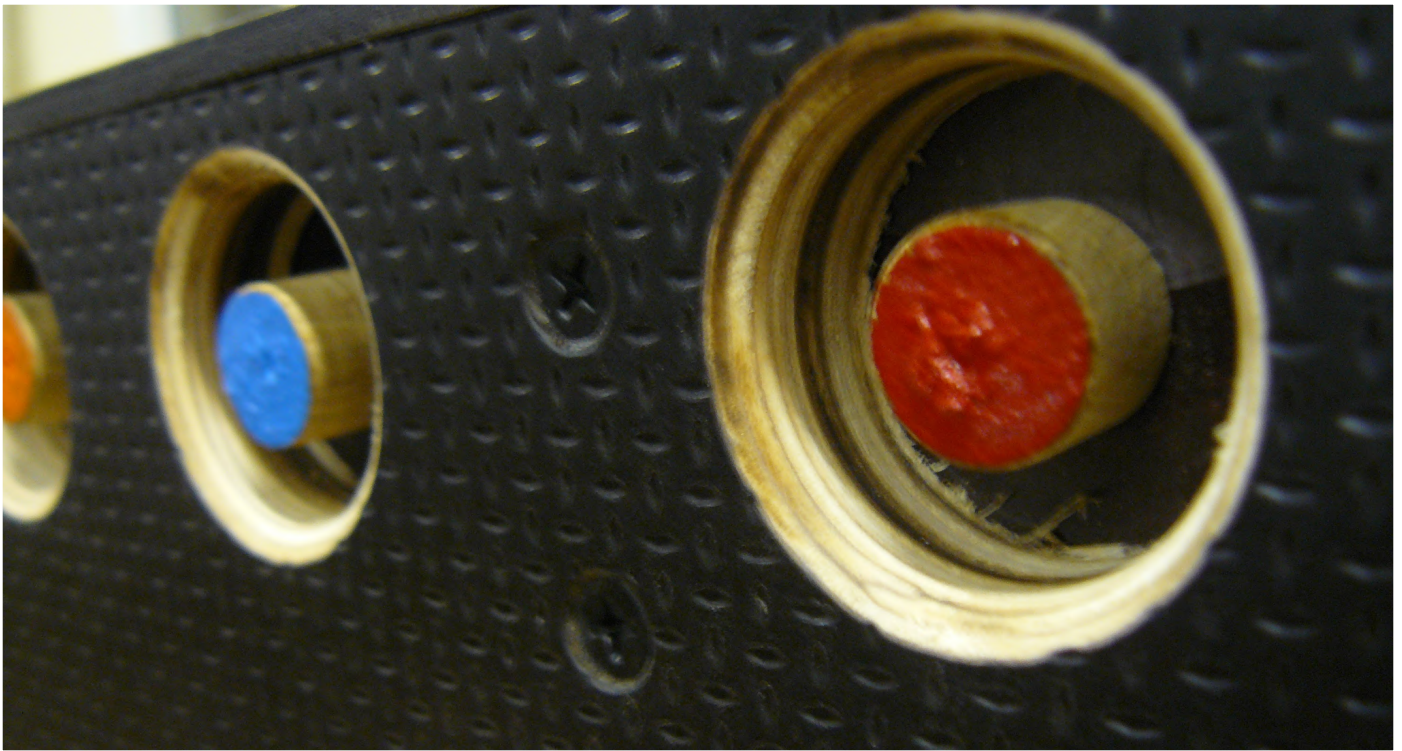


25 pin connectors make all track live for DCC running

The funds came from the sale of surplus items donated to the school and converted into cash by David Houghton the Wrenbury club secretary with the construction undertaken by Pete Hollinshead a former pupil at Brine Leas.



colour co-ordinated point pulls



Now that the electrical and physical connections have been proven all that remains now is to provide a simple operating manual for the students and the project can be formally handed over. Andy Cliffe the head of Brine Leas saw a full demonstration of the boards and thanked both Pete & David for their efforts, additionally he thanked Howard Blakeman who visits the school once a month to oversee the students' progress and provide practical advice. The students also receive frequent free copies of model railway magazines.

<p>O gauge resin and white metal kits</p>  <p>O gauge low-relief building facades. Picture shows SMRS38 2-storey north-light facades with added details.</p>	<h2 style="text-align: center;">Skytrex Model Railways</h2> <p style="text-align: center;">Unit 1 Charnwood Business Park North Road Loughborough Leicestershire LE11 1LE</p> <p style="text-align: center;">www.ogauge.co.uk www.skytrexmodelrailways.com</p> <p style="text-align: center;">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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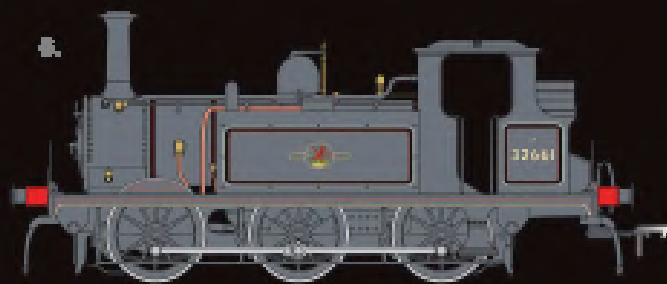
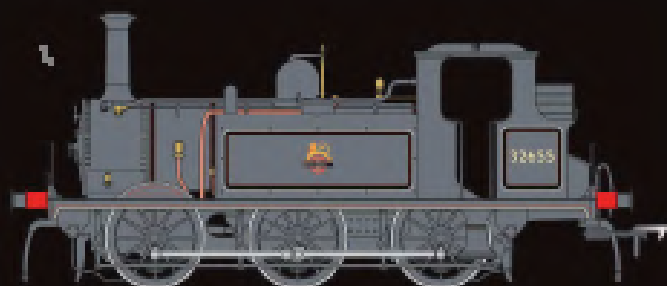
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Review: Cliff Railways, Lifts and Funiculars

Reviewed by: Alexander
Croft

Author: Martin Easdown

ISBN: 9781445680033

Type: Paperback

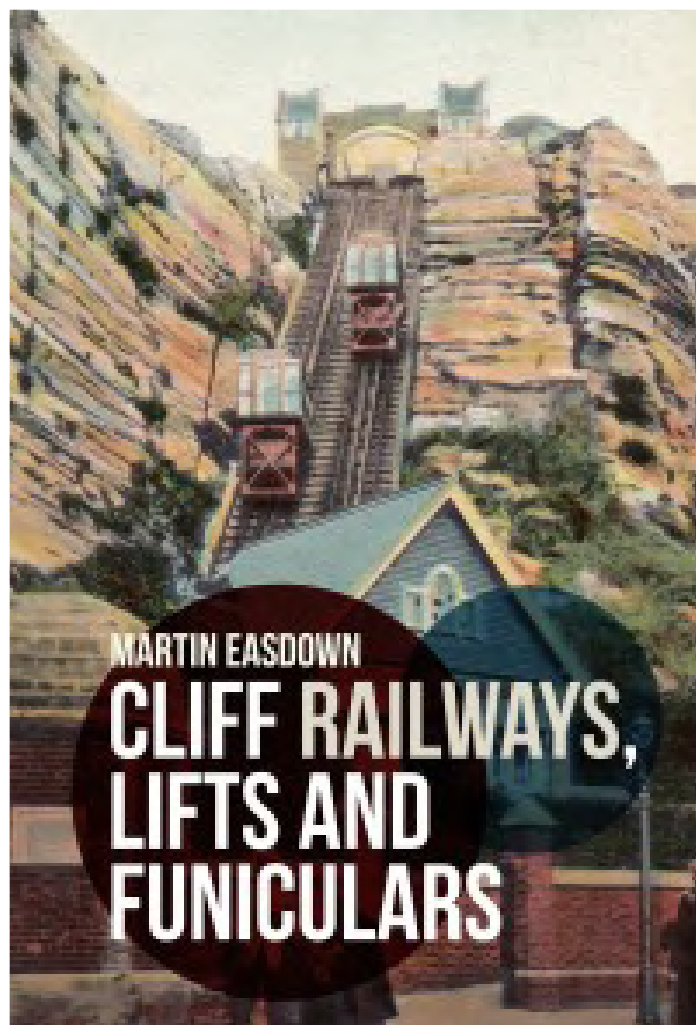
Pages: 96

Images: 180

Publisher: Amberley Pub-
lishing

RRP: £14.99

Dimensions: 234 X 165
mm



When this book landed on my desk for review I was instantly drawn to it. At first, I couldn't help but flick through the pages looking for those I had personally experienced and finding some wonderful history on them. Then I looked for examples I knew from reference books and I was pleased to find them and a good (if brief) history on them too.

Martin Easdown has clearly taken a great deal of time to compile this book. The photo selection is inclusive and in many cases as complete as possible.

The photos range from early photographic post cards, to the author's personal collection taken in more recent times. The historical coverage is impressive to see.

Quoting from the Amberley Website:

One of the most evocative reminders of Victorian ingenuity at the British seaside is the much-loved cliff lift. This simple method of transporting people up and down the cliff side has been a feature of our coast, and a few inland towns, for over 150 years and has recently undergone a renaissance at places as varied as the National Coal Mining Museum, Legoland and the Centre for Alternative Technology.

The cliff lift, otherwise termed the cliff railway or tramway, is also known as a funicular railway. The word 'funicular' is defined as 'of rope or tension', in other words a cable-hauled railway or tramway. The lifts were directly descended from cable-hauled railways, prevalent in mines and quarries, but also early passenger lines, where an engine or winding gear hauled loads up steep slopes. The term 'cliff lift' also generally encompasses the elevator-type lifts that were erected at some resorts.

This book illustrates, mainly in colour, all the principal cliff lifts and railways that have been built in the British Isles, along with associated cable tramways, since their inception in the Victorian age. In addition to featuring all the surviving lifts, this book includes others which are long gone, and serves as a fine record of these charming and unique structures.



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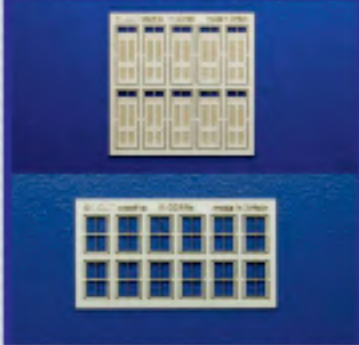
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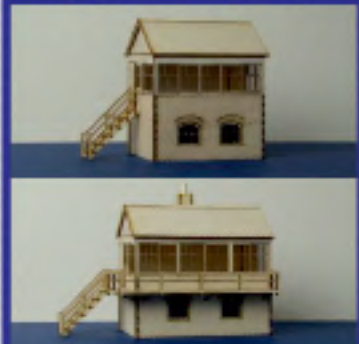
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**Review: 125 –
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Review by: Alexander
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Type: Paperback

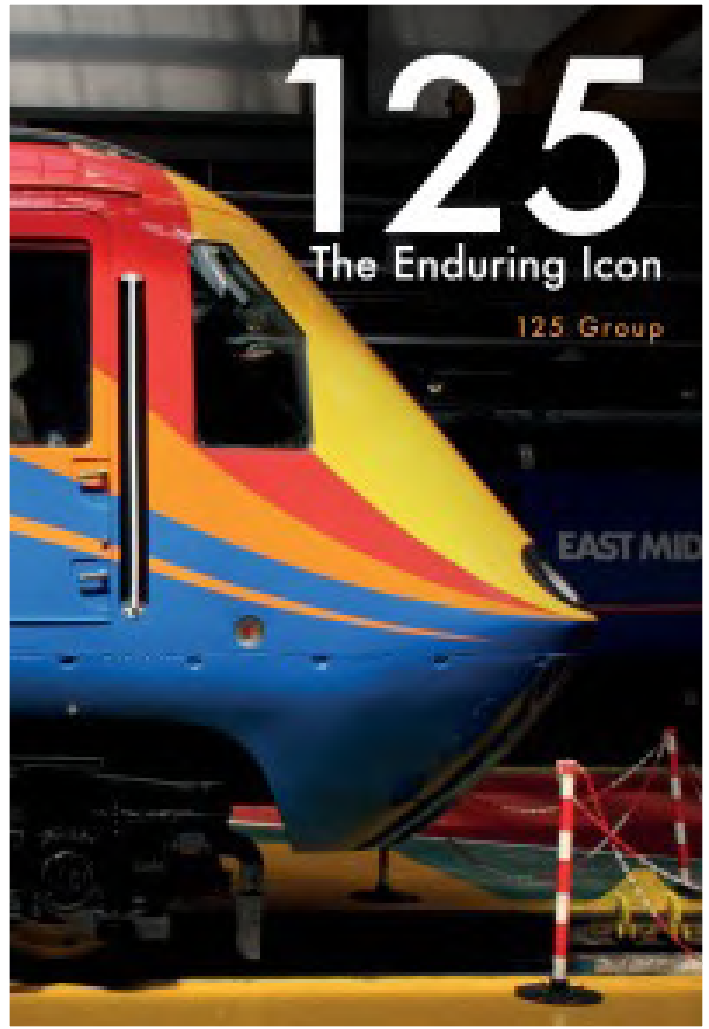
Pages: 96

Images: 155

Publisher: Amberley Pub-
lishing

RRP: £14.99

Dimensions: 234 X 165
mm



I was lucky enough to be involved (in a small way) with the 40th anniversary celebrations for the HST and over that year I met and learned so much that reviewing this book was an absolute pleasure.

The book begins with a foreword by Sir Kenneth Grange who famously designed the shape we know and love for the HST or the class 43 (using TOPS). The foreword feels short if to the point, I'm sure that if he wanted to Sir Kenneth Grange could easily have filled the book on his own, certainly there are a lot of untold stories behind the HST's development.

This book takes us through a tour of the HST's life and development, the primary focus of the book is the production class 43 HST. But the prototype class 41 does feature in the book with some early photos from the passenger service and a selection of photos covering the successful restoration.

I don't believe (within reason) that a single livery has been missed in the photographic record including many sub-variants of the familiar liveries. This is also supported by clear dating and the chapters are nicely arranged by date, this really is a great modelling reference for anyone recreating the HST in miniature. The book also briefly covers the Australian HST design export. Manufactured in Australia this design had a few tweaks but is essentially a class 43 HST (a little bit of BR on the other side of the world).

Quoting from the Amberley Website:

The InterCity 125s were introduced into passenger service from 1976 and instantly revolutionised rail travel. As the world's fastest diesel trains, they heralded significant journey-time reductions, reversing declining demand without requiring the construction of new lines to accommodate them.

At each end of the train a sleek 2,250 hp power car with its iconic shape made the 125 an instantly recognisable train, while the distinctive noise produced by the original turbocharger resulted in a train that commanded attention wherever it went. Privatisation saw the 125s refurbished and repainted as they remained at the forefront of their new owners' fleets. 125 Group was formed in 1994 by a small group of enthusiasts to provide a focus point for information and news regarding the HST. Since then it has grown into a preservation organisation with over 500 members, restoring and now operating the prototype HST power car No. 41001, owning and operating three Mk 3 coaches and still providing a quality quarterly magazine.

With an array of fascinating photographs and insights, 125 Group tells the story of an enduring icon of Britain's railways.

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125 The Enduring Icon

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

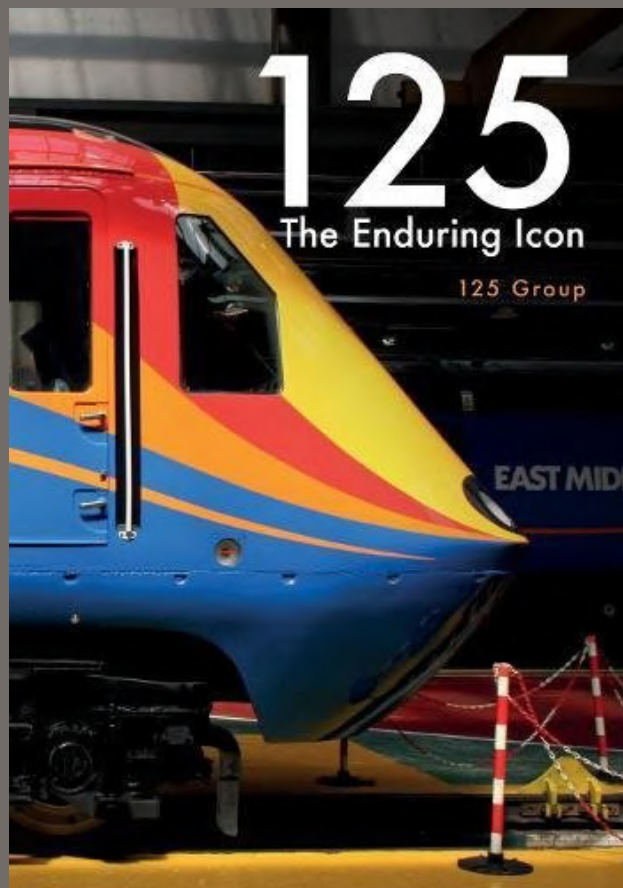
Chapters cover the early days, the business impact on InterCity, developments through privatisation, extremities of operation, engine developments and enhancements, and the preservation story of the prototype. Superb photographs illustrate, with significant detail of the evolving fleet.

Written by 125 Group, and with foreword by our Hon President HST Designer Sir Kenneth Grange, this book is a must for HST professionals, modellers and enthusiasts.

125 Group's profits from this important publication go straight to our preservation funds. By purchasing direct from our website you will be helping us achieve our aim of securing a Production HST, thank you for your support.

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I25 Group and HST Preservation by John Zabernik, Trustee, I25 Group

HST Background History

The Inter-City 125 or High Speed Train is without doubt British Rail's greatest success story. Developed under the leadership of Chief Engineer Terry Miller, the HST was formed of two power cars positioned at either end of the train, giving improved acceleration and a faster cruising speed of 125mph. New Mk3 coaches with air-suspension and full air-conditioning brought a smoother ride and new standards of passenger comfort.

The Prototype HST was delivered in 1972, the power cars featured a distinctive aerodynamic front end, produced by industrial designer Kenneth Grange, but retained buffers for coupling to conventional trains. Extensive test running followed and on 12th June 1973 the train reached 143.2mph, smashing the UK rail speed record and world diesel speed record. Passenger service evaluation was carried out on the Western Region in 1975 with daily runs between Weston-Super-Mare and Paddington.

The production series HSTs were ordered incorporating minor technical changes and a completely redesigned front end, again by Grange, to accommodate two drivers and with buffers removed creating the iconic nosecone. Full squadron Inter-City 125 operation began on the Western Region on 4th October 1976, drastically reducing journey times and boosting passenger numbers. The next few years saw East Coast, Cross Country and Midland Mainline all benefitting from HSTs, with 197 power cars built, bringing a new modern image to BR. A special test run on 1st November 1987 saw power cars 43102 and 43159 reaching 148.5mph between Darlington and York, a world diesel speed record which still stands.



Above: 43014 in original livery at Paddington in 1985,

Photo Credit: John Zabernik

I25 Group

I25 Group was formed in 1994 by a small band of enthusiasts with the aim of sharing news and information on the fleet. We have grown to over 580 members and our long term aim is to preserve a production HST powered by the original Paxman Valenta type engine, to this end we have acquired a large number of major components. We are now a registered charity and are delighted to have Sir Kenneth Grange as our Honorary President.



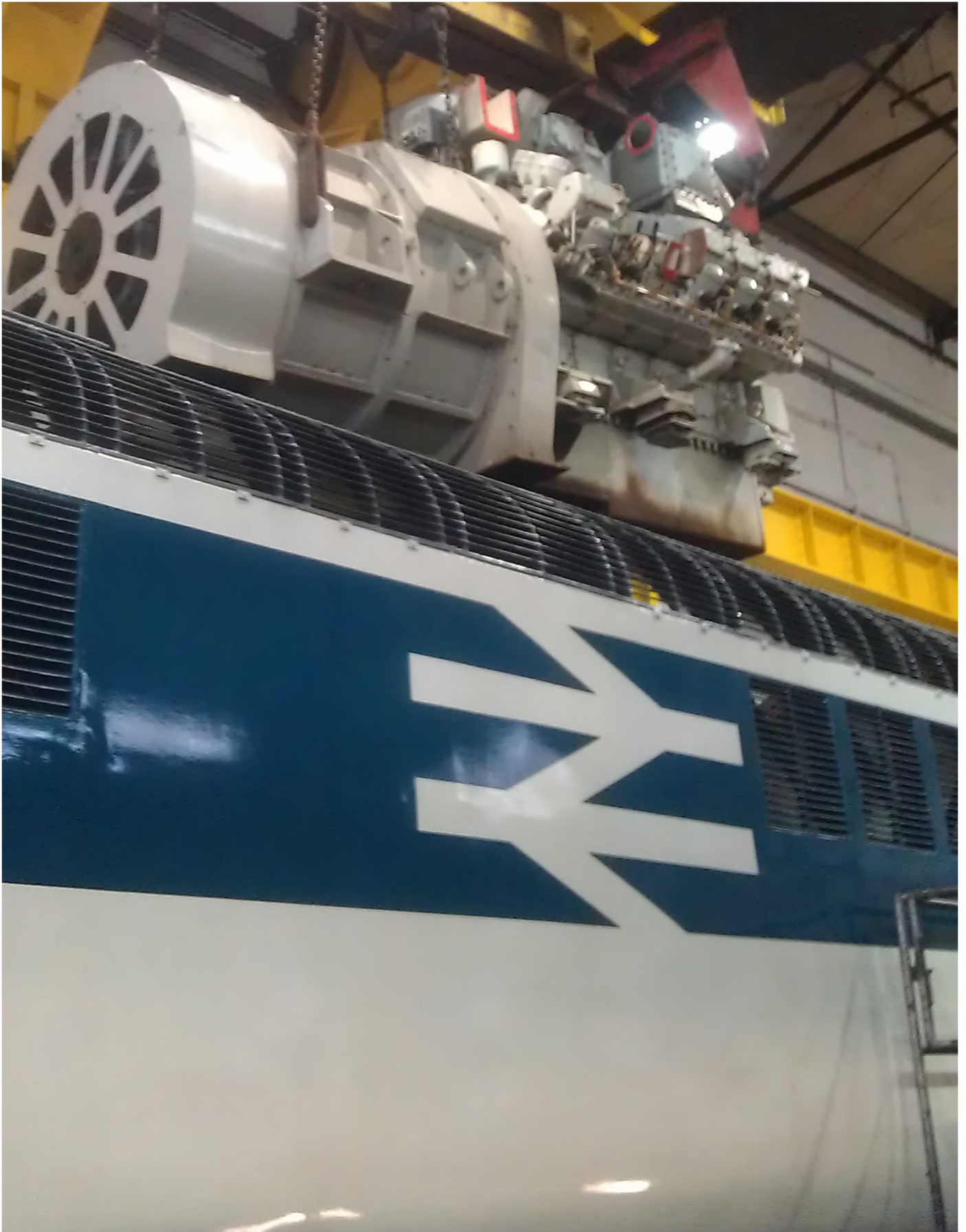
Above: I25 Group Hon President Sir Kenneth Grange with Pre-Production HST 41001 at the GCRN 15.11.2014

Photo Credit: I25 Group

Restoration of 41001 - 'Project Miller'

After retiring from service, Prototype Power Car 41001 was saved for the National Collection and from 1985 was displayed in the Great Hall of the National Railway Museum at York as a static exhibit. I25 Group launched 'Project Miller' in 2011, taking 41001 on long term loan from the NRM with the aim of restoring it to working order for use on heritage railways. Extensive work included a complete rewire, installation of replacement Valenta engine with a complex alternator swap, design and construction of new auxiliary power rectifier and control system, brake system overhaul with renewal of original E70 electronic control system, plus a full repaint.

Thanks to donations, the tireless work of volunteers and with a great deal of valuable help from the railway industry, in 2014 we returned 41001 back to life and the power car is now a regular performer hauling trains from its home base of Ruddington on the Great Central Railway (Nottingham), complete with authentic sound effects from the screaming Paxman Valenta engine. We were pleased to be presented with the Railway Heritage Committee 2014 Modern Traction Award for our restoration of 41001.



*Above: 41001 undergoing an engine change at Neville Hill Depot
28.06.2012*

Photo Credit: James Trebinski

<https://youtu.be/8sizj61sPqQ>

More recent enhancement work on the power car has included fitting single bank firing to the engine to reduce fuel dilution and a pre-heater to reduce the stress of cold starts. In addition to running maintenance, further work has included suspension upgrade, attention to brakes, wheelslip/slide and speedometer systems, replacement of no.7 axle bearing, plus OTMR installation.

125 Group's Mk3 Coaches

At the start of 2015, 125 Group purchased three loco-hauled Mk3 coaches from Porterbrook Leasing to operate with the NRM's 41001.

First Open (FO) 11074, Restaurant Buffet (RFM) 10206 and Standard Class (TSO) 12092 had been in long term storage at Long Marston and were moved to Ruddington where our volunteers have toiled returning them to full working order. Work included reinstating electrical systems, new batteries and replacement motor alternator, brake systems overhaul, door replacement and vestibule work, panel painting and toilet repairs. In addition full interior and exterior clean, carpet renewal, seat cleaning and squab changes, plus catering vehicle kitchen equipment and lighting overhaul and new high quality flooring.



Above: 41001 and the re-painted mk3s in the snow at Ruddington GCRN

Photo Credit: K Baldwin

The Mk3s were formerly in faded Virgin and 'one' liveries from their previous lives on the West Coast and Great Eastern mainlines. During early 2016 the coaches were repainted by Wabtec Rail Scotland at Kilmarnock Works into the distinctive blue and light grey livery to match 41001, recreating the overall look of the original Prototype HST back in the 1970s.

In August 2017, 125 Group purchased a further three Mk3 coaches from Direct Rail Services to run with the Prototype HST, all Standard Class (TSO) vehicles, numbers 12065, 12087 and 12134. These coaches had also been stored for a number of years and were in need of restoration. Thanks to the dedicated efforts of our volunteer engineers, vehicle 12087 was returned to passenger service in just over 2 months. Work included roof repairs, replacement brake distributor, electrical work including a new set of batteries, air and electrical systems testing, new buckeye coupler and new vestibule carpets, plus a deep clean. All four coaches currently in service have functioning air-conditioning, unusual for a preserved operation but very popular with passengers wanting to escape the heat of the summer.

HST 40th Anniversary

2016 saw the 40th year of Production HST operation, I25 Group supported the railway industry in celebrating this important milestone. Events included repainting of Great Western Railway power car 43002 into original Inter-City I25 livery, unveiled and named 'Sir Kenneth Grange' by the man himself at Bristol St.Philips Marsh depot public open day on 2nd May, I25 Group provided livery drawings and funded the nameplates. Prototype Power Car 41001 and our Mk3 coaches also made visits to heritage lines around the UK for the first time since restoration, the Mid-Norfolk Railway, Nene Valley railway and Bo'ness and Kinneil Railway.

On 2nd October, I25 Group provided operational support to GWR and the National Railway Museum for the public display of 43002 'Sir Kenneth Grange' at York NRM. 43185 was also present in heritage '*INTERCITY*' livery, complete with original steel swallows sourced by I25 Group. As part of the year's celebrations, a '40 YEARS' plaque was designed and sponsored by I25 Group, fitted to one power car of each mainline train operator.



*Above: 43002 Sir Kenneth Grange on the NRM turntable York
Photo Credit: 125 Group*

Railtours, Talks, TV and Sales

125 Group has participated in many HST railtours including playing a key role in the March 2017 Branch Line Society special 'Bound for Craigy' with our Hon President Sir Kenneth Grange on-board and 'The Pickering Paxman' in July 2017, both taking passenger HSTs to new territory. We have given talks at railway societies during the year and are pleased to accept invitations for similar evenings.

*Below: 41001 at Barnstone Sidings GCRN 21.02.2016
photo Credit: James Trebinski*



I25 Group has taken part in several TV film documentaries, most recently the well received Channel 5 two-part programme 'InterCity 125 - The train that saved Britain's Railway'. I25 Group also has an increasingly busy on-line shop, selling HST merchandise, raising funds for our preservation efforts. The roving I25 Group sales stand is a regular at the Warley Model Railway Exhibition, we shall be there again this year Saturday 24th & Sunday 25th November.

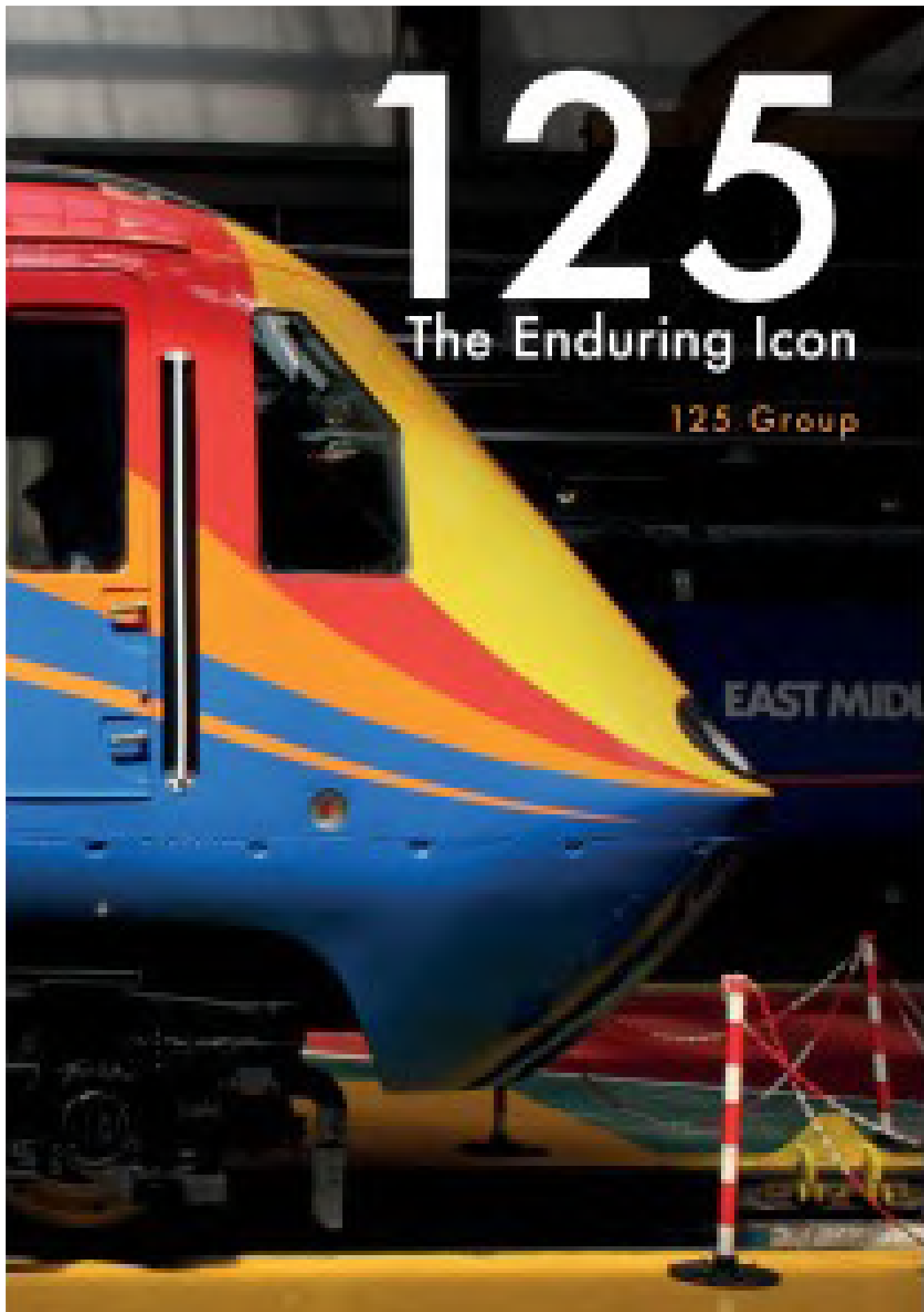
Our First Book - 'I25 The Enduring Icon'

Following hard work researching, writing and collating, this year we published our first book 'I25 The Enduring Icon', telling the story of the first forty-five years of the InterCity 125 in a new and very factual way.

Using a largely photographic format, plus detailed text sections and captions, the whole history is covered to ensure the fullest possible picture of the operational life of HSTs from inception up to the end of 2017.

I25 Group's share of profits go to our preservation funds, helping to secure a production I25. With foreword by our Hon President HST Designer Sir Kenneth Grange, this book is a must for HST aficionados, modellers and enthusiasts.

<http://www.I25group.org.uk/product/I25-the-enduring-icon>



*Above: 125 - The Enduring Icon
photo credit: Amberley Publishing*

<https://youtu.be/0QSmfTITAFc>

Current Preserved Operations

41001 and its set of Mk3 coaches are based on the Great Central Railway (Nottingham) with regular public operating dates through the year, taking passengers from Ruddington through the scenic Nottinghamshire countryside on the former Great Central mainline towards Loughborough. Passengers enjoy the warm air-conditioned, comfortable interior of our train, powered by the original type Valenta engine fitted to the power car. 'Buffet 125' also provides a service of hot food and drinks freshly prepared on-board by our volunteers in RFM vehicle 10206.

HST Depot Appeal

Most of our work on 41001 and the Mk3s has been carried out with the power car and coaches standing exposed to the elements out in the open at Ruddington, making restoration a damp and time-consuming business. I25 Group now has the very real prospect of Production vehicles becoming surplus in the near future and we recognise that it will not be possible to undertake the necessary maintenance and restoration without some suitable covered accommodation. This has led to the development of plans for a small depot facility at GCR(N) Ruddington. The two road maintenance shed will accommodate four vehicles at a time, either power cars, coaches or other locomotives. Three of these berths will under the ownership of I25 Group.

We need to raise £100,000 to allow the development to proceed, as a registered charity we can reclaim Gift Aid. Donors who give £125 and over will be invited to have their name added to our Donation Wall which will adorn the HST depot building. We also welcome approaches from corporate sponsors and will be pleased to discuss adding a plaque gratefully acknowledging support. We are grateful to Porterbrook for making the first corporate contribution.

www.i25group.org.uk/depot



*Above: 41001 at wansford on the Nene Valley Railway
10.04.2016*

Photo Credit: 125 Group

Future for HST and 125 Group

Much of the production Inter-City 125 fleet is still hard at work, providing the backbone of many Intercity routes including East Coast Mainline, Midland Mainline and Cross Country. However, new Hitachi Class 800 Series trains are currently being delivered, taking over from 125s on Great Western Railway and soon on London North Eastern Railway. However a fleet of 27 HST sets is destined for a new chapter in Scotland, taking over long-distance internal services commencing later this year.

Some HST withdrawals are very likely in the near future and 125 Group is ready to step in and save at least one power car from the scrapyard. Our aim has always been to restore a production power car as near as possible to original operational configuration, but including as a minimum a Paxman Valenta engine and Marston cooler group. A stock of these major items and many many other components has been collected, mainly during the 2005-2011 HST re-engineering programme.

Restoring 41001 to working order, also purchasing and reinstating our Mk3s to operational use, has given our engineering team valuable experience and knowledge of HST vehicles which stands us in good stead for handling production power cars. Very importantly, we have also developed, using industry best practice, our own vehicle maintenance and overhaul procedures, which have been formally approved and will provide the basis for upkeep of our existing fleet and future HST power car and trailer acquisitions.



New Members and Volunteers Welcome

Join Us! We are delighted to welcome new members who are interested in HSTs and wish to support our cause. Members exclusively receive our quarterly magazine 'One Two Five' which is packed with informed articles about current mainline operations, a dose of nostalgia, plus detailed behind the scenes information on our preservation progress. Join now on our website, membership is only £17 for 12 months or sign up to our 'Direct Debit' scheme, a monthly donation of £5 minimum includes subscription to I25 Group.

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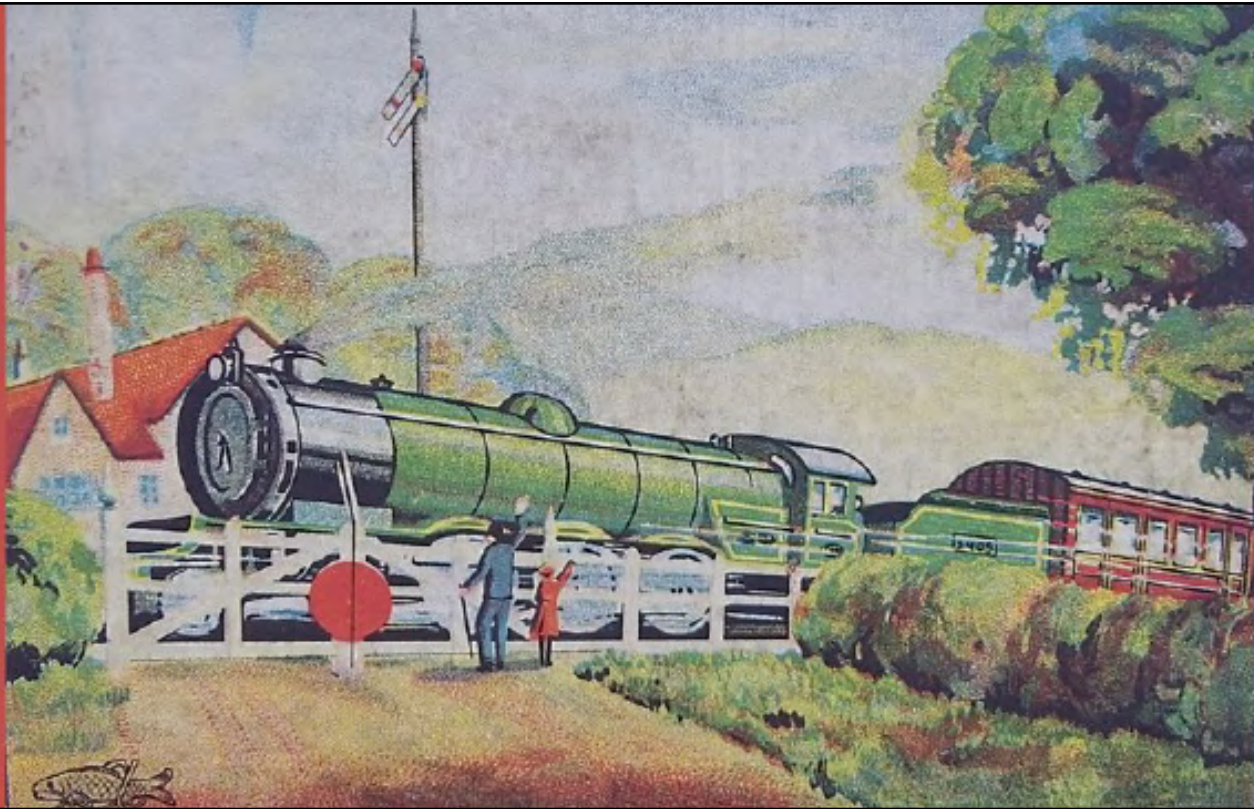
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RAILS OF SHEFFIELD

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Review: A Collective Review Of Books On Scottish Railways

By James Cullen

As a HGV driver I often find myself travelling the length and breadth of Scotland. Many times I look over the hedges from my cab and see evidence of a former railway route be it the remains of a track bed or the ruins of a bridge or viaduct and think to myself “I wonder where that went” or “when did it close”. Well, thanks to the review books I was presented with this month I now have a few answers to those questions.

Lets start with FIFE’S RAILWAYS REMEMBERED by Michael Mather:

ISBN: 9781445655758

Type: Paperback

Pages: 96

Images: 180

Publisher: Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm

This is his second book on the railways around Fife and I have to start by saying whether you’ve got the first book or not this is certainly a title that should appear on any railway enthusiast’s book shelf.

FIFE'S RAILWAYS REMEMBERED

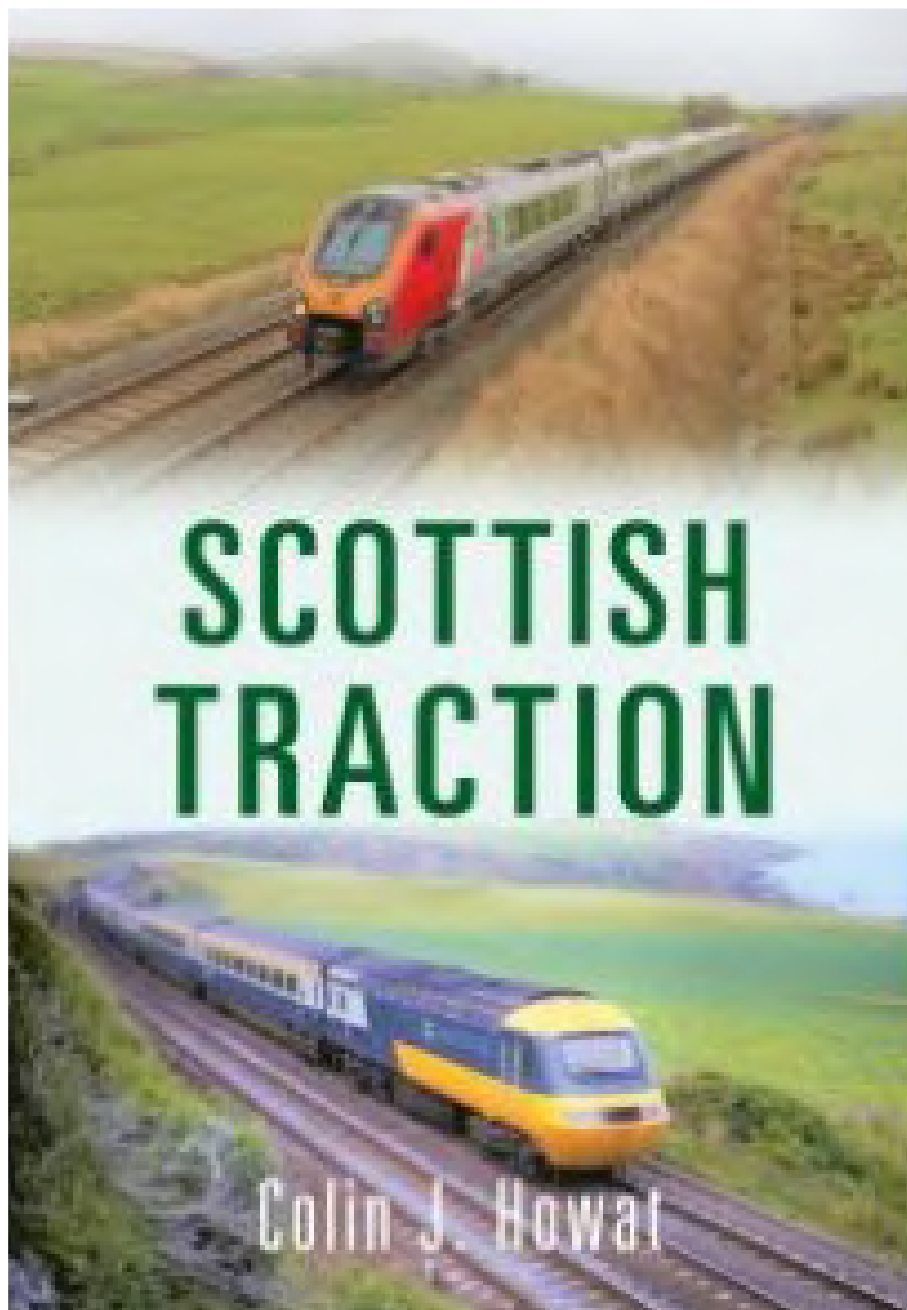
MICHAEL MATHER



Filled with photographs that cover the railway architecture and stock from the 1930's through to the 2000s. That's over seventy years covered in only 96 pages. Each image, be it; stock, structure or signage comes with a detailed description and photographer credit. Having a wonderful mix of steam & diesel images means this should appeal to most rail enthusiasts, not just those with an interest in Scottish railways.

On a personal note, as a railway modeller I found a few images quite inspirational and have already made a few designs for a new layout project based upon some of the photographs in this book. A lovely book and well worth its £14.99 price tag.

The second book I was handed to review is SCOTTISH TRACTION by Colin J Howat.



ISBN: 9781445673745

Type: Paperback

Pages: 96

Images: 180

Publisher: Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm

A charming compendium of images featuring Diesel and Electric traction from across the Scottish network. Starting with a brief history of the traction and movements across the years in Scotland, the book focuses on the period 1974 to the present day. A mix of black & white images from the late 70s soon gives way to full colour pages depicting freight and passenger trains across the years.

It's a shame that the photographs aren't grouped into chapters or organised in a way it would be easy to look up certain subject matter quickly (eg, coal trains or emu stock) but this is a small issue that shouldn't detract from what is really a very good book. As I've mentioned before when reviewing books from Amberley Press, The reproduction of some images isn't as clear as would be expected from a book of railway images however (again) this doesn't really detract from the overall feel of this title.

With such a massive range of images depicting all types of traction and train movements this is a book that anyone interested in railways in Scotland should definitely own. As to be expected each image comes with a short information panel with enough detail to inform the reader without overwhelming them with too much detail. Yet another title from Amberley that will sit comfortably on any book shelf.

The last book this month from north of the border is **WEST COAST MAIN LINE FREIGHT TRAINS** by Jonathan Lewis.

ISBN: 9781445682273

Type: Paperback

Pages: 96

Images: 180

Publisher: Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm

Of the three Scottish titles I was handed, this one appealed to me the most. One thing I do every time I drive into Scotland is keep an eye on the West Coast line that runs (mostly) parallel to the M6 / M74 from Carlisle up to Abington.

WEST COAST MAIN LINE FREIGHT TRAINS

JONATHAN LEWIS



Along this section it is possible to spot multiple freight and passenger workings. Often a variety of loco classes and liveries can be seen over a day so it's a great place to see trains running through the often stunning Scottish scenery.

This book has become akin to an Ian Allen spotters book for me as I now know which locos that regularly appear on this route I've not yet seen. So, back to the book itself. It is crammed with vibrant colour photographs depicting a huge range of Diesel and Electric loco classes on just about every type of freight working that exists on the railways today.

I cannot adequately put into words how much I like this book. The variety of liveries on display, the range of locomotive classes, the evocative shots of double headed freight rushing through the Scottish hills. It has it all. I suppose my review of this book can be compressed into the following three words. Buy this book!





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Dockside Delight from Dapol & Heljan **By Tony French**

It's amazing how coincidental the model railway world can be sometimes with not one but two examples of locomotives that shunted Southampton Docks on the Southern Region. The London & South Western Railway B4 0-4-0T and the BR class 07 diesel shunter. Both in OO gauge and representing rather pleasant looking, hard working prototypes. Will the models cut the mustard in the same way as the real thing did?

Prototype History

Before (or should that be B4, poor pun I know!) we look at the 07 diesel shunter let's look at the older lady of the two, the LSWR B4 tank engine.

Designed by William Adams at Nine Elms in 1891, Adams had been a successful if slightly unremarkable locomotive engineer compared to his peers of the time and the B4 would be one of his final designs produced over a career as CME spanning over forty years (1854-1895) and three railway companies (North London Railway, Great Eastern Railway and London South Western Railway).

The B4 was required to shunt yards in the South West which had sharp curvature and before the arrival of the B4 had been reliant on horses to shunt wagons, which as traffic grew was proving an unsustainable option. 20 were built in two batches of ten at Eastleigh Works in 1891 and 1893. Very powerful for their size the class proved very popular with crews despite their cramped footplate conditions.

1892 would prove a pivotal year for the class due to the LSWR gaining control of Southampton Docks, almost immediately three of the class were transferred there. They must have proved a success as another ten would follow by 1900. A curious feature seems to be the lack of reliable brakes on the class, some of the Southampton based ones just relying on their handbrakes to stop them, however, it seems vacuum ejectors were restored to most of the class.

The Southampton based members of the class received a dark green paint job and in line with a slightly quirky tradition of the docks, twelve of the locos were named, generally after places the LSWR has connections with from the docks. In 1907 Adams successor, Dougal Drummond, built a further batch of five to pretty much the same design. Originally destined for Southampton, only two made it there, the other three being allocated to Eastleigh.



1923 saw transfer to Southern ownership, which meant sporting a whole new colour scheme. Those away from Southampton would receive the traditional Southern livery and lettering while those at

Southampton received Chocolate Brown with Red Lining and kept their LSWR names (as seen on the model of 'Caen'), subsequently the Southampton allocation received the unlined black with sunshine lettering (as seen on the model of 'Normandy').

During their Southern ownership two members of the class had a six month loan period to the GWR at Pembroke Docks in 1945, other than this there are no records of the B4s leaving Southern metals during Southern ownership.

The Second World War would play a significant part in the next chapter of the B4s history as Southern CME Oliver Bulleid decided it would be more cost effective to replace the ageing B4s with surplus “USA Tank Engines” from the army rather than overhauling them. Passing into BR ownership in 1948, three were scrapped and eleven sold to private owners around the country. While these fourteen locomotives were all allocated BR numbers it is unlikely they ever carried them. Of the eleven which were sold to private owners, examples found their way to places such as Skinningrove Ironworks in North Yorkshire and Stewarts and Lloyds in Bilston, Staffordshire. The full history of those sold into private ownership is proving hard to trace but none of those sold in 1948 survived into preservation.

Transfers around the Southern region and withdrawals took place during the 1950s until in 1963 just three members of the class remained.



Sadly, 30089 (as produced by Dapol with early crest) was cut up after serving several years as Guildford shed pilot. The fates of 30096 and 30102 would be much happier though, as both would

survive into preservation, albeit through slightly unusual means. Like eleven of her sisters in 1948, 30096 (formerly Normandy) was sold into private industry, however, unlike her sisters she wouldn't leave her home of Southampton Docks remaining on site to shunt the private sidings of Corral's where she would receive a new name 'Corral Queen'. Nine years later and with steam a fading memory on the main line she would be purchased by the Bulleid Locomotive Society and moved to the Bluebell Railway, where apart from the odd visit to other lines and open days she has been ever since, earning particular notoriety amongst enthusiasts in the 1990s for performing the 'Monday Shunt' at the Bluebell (the Dapol model of Normandy represents her in this period), which was the last regular shunting diagram performed by a steam locomotive in the UK until the Bluebell acquire a diesel shunter. Now out of ticket, she is stored awaiting overhaul.

30102 Granville was purchased directly out of service and cosmetically restored, not for a preserved railway or museum but for display at Bultins Holiday Camp in Skegness, where she would be displayed next to 6100 Royal Scot. Both locomotives would leave in 1971 to make the journey to Bressingham Steam Museum and Gardens near Diss. Once again Granville would receive a cosmetic restoration but sadly (to date) no signs of a return to steam, but who knows one day her turn may come again!



A notable feature of both preserved locomotives is they have both received their original open cab style which was fitted to several early examples to improve visibility when shunting. (The model of

Normandy features this cab type, the model of 30096 in her later condition shows her cab modified to infill the areas and give a more conventional appearance)

As the wheels of history turned the USA tank engines which had replaced the B4s found themselves in need of replacement and a diesel 'upgrade' being required to suit BRs modernisation program, thus the next loco we are going to look at the class 07 shunter was born.

Designed and built by Ruston & Hornsby, all fourteen members of the class were constructed in 1962 and allocated to Southampton Docks, their narrow wheel-base and 28,000lb tractive effort making them ideal for heavy loads and the tight curves of the docks. Arriving in 1962 they would have rubbed shoulders with 30096 during her final year with BR and her years there in private ownership.

The class, like many others built in this era, was not without their issues mainly with axleboxes overheating. This resulted in the class being shipped from Ruston & Hornsby to Southampton by road, a rather unusual move for 1962 although commonplace today. Like with many early diesels BR withdrawal was rather swift and the first member of the class to be withdrawn (and scrapped) was D2988 in 1973, only one year after 30096 had been preserved by the Bullied Locomotive Society!

Like the B4s, several members of the class were sold to private industries, with only a further two being scrapped by BR and one moving straight into preservation from BR service. The final BR withdrawal would be in 1977. In private ownership, they became dotted around the UK at places like ICI Wilton (near Middlesbrough) and British Industrial Sand at Oakamoor, Staffordshire.



One member of the class (D2993/07009) even found her way all the way to Italy before being scrapped in 1997.

As of 2018, seven members of the class survive. Five in preservation and two still technically in

service, one with HNRC and the other at Knight Rail Services based at Eastleigh Works.

The Models

Both Dapol and Heljan have turned out excellent representations of these little shunters. The B4 is offered in the following liveries:

- 4S-018-001, No96 Normandy in Southern Black with cutaway cab (as preserved)
- 4S-018-002 No90 Caen in Southampton Docks Chocolate Brown with Red Lining
- 4S-018-003 No88 in Southern Livery with Green Lining
- 4S-018-004 No30089 in BR black early crest
- 4S-018-005 No30096 in BR black late crest
- 4S-018-006 Dapol Collectors Club edition No91 in LSWR green

The diminutive B4 is beautifully reproduced by Dapol and the fine details are exceptional, the more open nature of the cab on the preserved version of Normandy really shows off what a wonderful job Dapol have done on the cab details of the loco. The transfers, lettering and numbering on the locos are all very fine and crisp and really set the model off a treat.



Performance wise the loco runs very well at slow speed with a whisper quiet motor with only the slightest stutter on the larger insulfrogs when running at very slow speeds. The only difficulty of note is how hard it is

to get the locomotive apart to fit a DCC decoder, as one would expect with a model of this size space is very limited once you are inside one but one would also expect the body to be easier to remove in the current climate of DCC fitting. I know Dapol offer a DCC fitted version of this model but still feel a better effort could have been made to make the socket more easily accessible for those wanting to fit their own decoders.

Moving on to the 07, which is also offered in a variety of liveries:

- 2900 D2985 in green
- 2901 D2990 in green
- 2902 D2992 in blue
- 2903 07010 in blue
- 2910 2993 in blue
- 2911 07005 in blue
- 2912 07001 in Peakstone yellow
- 2913 07003 in British Industrial Sand white



Like the B4, they are beautifully detailed and finished to the high level of detail we have come to expect from Heljan over the last few years. With all the very finest details and differences fitted to the variants of the class. I am also pleased the Heljan have decided to produce two models in their industrial liveries which is a nice addition for those who are modelling the industrial scene (hopefully Dapol might follow suit with the B4 and produce 30096 during her Corralls days or one of those sold in 1948 into private industry at some point). Performance is again very smooth and they take insul-frog points with little hesitation. Although I have found they have a minor tendency to 'crab' a little when cornering, but this isn't major. For DCC fitting the 07 is (mercifully) much simpler than the B4, the body is easily removed through a series of screws and lifts off (be careful of the finer details) revealing a perfectly formed well in the weight which fits a 6 pin decoder perfectly. Overall both models offer a superb representation of the real thing and perform very well.

Are they suitable for my layout?

Both models offer a very long life span in terms of active years in various forms of deployment, which is good for the modeller looking for something versatile.

The B4 offers a small loco suitable for goods yards (and of course Docks) on any model layout set on the LSWR/Southern Railway/Southern Region from the 1890s to the 1960s, if you really want to push the boundaries modellers of the GWR in the 1940s could possibly incorporate one too from their loan period at Pembroke Docks.

Possibly a more interesting period for the modeller would be their post BR career, as we've established many were sold into private industry and with a little artistic license one could easily appear in the private sidings of a factory/colliery/quarry/etc on your layout alongside the fantastic other little industrial locos we've seen recently like the Hornby Pecketts and Sentinels or even the Heljan 07 amongst others. With an existing prototype for this kind of work I think it offers a good chance for modellers 'off region' to have a chance to add one to their collection or layout.

Of course, as mentioned earlier, two members of the class have found their way into preservation. Sadly for (30)102 Granville she hasn't turned a wheel in anger, just moving from one static display to another when she moved from Butlins to Bressingham, so without a bit of artistic license (again, sorry) she doesn't really provide much option for those modelling the preservation era.

However, (300)96 Normandy does as she has had quite an extensive operating career at her home railway, the Bluebell Railway in Sussex, which has had a great deal of it's home fleet of locomotives down the years. She has also made the occasional visit away from Bluebell metals, appearing at the Swange Railway (when it was a much shorter line than it is now I must add!) and several depot open days where she would be a suitable steam loco to provide brake van rides, now that would make an interesting sight on a modern image layout in my opinion!

The suitability of the 07 really follows very similar lines, although the parameters change somewhat. The BR service life of the 07 was rather short and they didn't really stray away from Southampton Docks unlike the B4. However, their industrial/private owner careers have been a lot longer and a lot more varied offering more potential options to the industrial modeller or the modeller with an industrial section of his layout (as mentioned for the B4). With several members of the class being preserved they would also not look out of place on a preserved layout and with a bit of artistic license (really buzz word in the section!) the two that are still in service (HNRC and Knight Rail Services) could appear on a modern image layout set in the present day.

For the modeller of preserved railways both of these classes of loco, the B4 and 07, are relatively anonymous locos and could appear on a preserved layout as a fictional survivor if the layouts operator wished it too (more on that idea coming in a future article, hopefully!)

As always with this section these are just suggestions, it's your railway you run what you want!

In Conclusion

Two absolutely cracking little shunting locomotives that would be worthy to a variety of modellers layouts, highly recommended. 9/10 (each)!



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Review: Bulleid Pacifics

Review by: Alexander
Croft

Author: Nigel Kendall

ISBN: 9781445682273

Type: Paperback

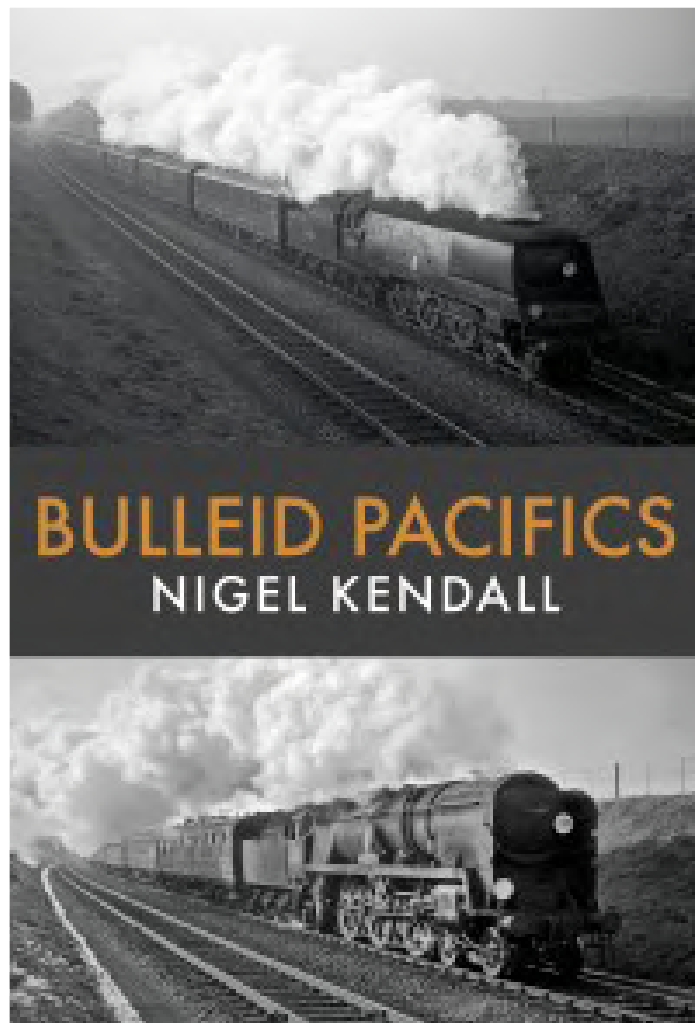
Pages: 96

Images: 180

Publisher: Amberley Pub-
lishing

RRP: £14.99

Dimensions: 234 X 165
mm



I confess my personal interest in Bulleid Pacifics isn't the greatest, but as a Midlander with a love of the streamlining era I can't avoid the Bulleid Pacifics. Nigel Kendall writes that within 6 days of arriving in the UK he saw his first Bulleid Pacific and a life long interest was born, unfortunately his interest began in 1960 meaning he had just 7 short years before steam was withdrawn.

This impressive book details the final years of the Bulleid Pacifics with a good selection of photographs (mostly Black & White).

The Bulleid Pacifics, like many of the surviving steam locomotives at the end of steam seem to have covered many duties from passenger to goods and of course before the end more than a few specials. It is worth noting that it was a Bulleid that pulled the funeral train of Sir Winston Churchill, perhaps their finest hour in the twilight years of British Steam.

Quoting from the Amberley Website:

The Bulleid Pacifics remain one of the most iconic classes of locomotives in the history of Britain's railways – a unique breed that delighted enthusiasts all around the Southern Region. With their distinctive hape and technical innovations, they are an ever-popular favourite of modellers and enthusiasts alike and continue to delight in preservation. Oliver Bulleid's Merchant Navy, West Country and Battle of Britain Pacifics had such relatively short lives, yet their performance feats over the switchback West Country hills, the Kentish boat trains, and the Bournemouth and Weymouth line still fascinate loyal enthusiasts and students of locomotive performance to this day. Focusing here on the twilight years of the 1960s, and featuring a large number of previously unpublished images, long-time Bulleid Pacific aficionado Nigel Kendall shares some of his stunning archive images of these majestic machines in action.

My South African Model Railway - Part 2

By William Longley-Cook

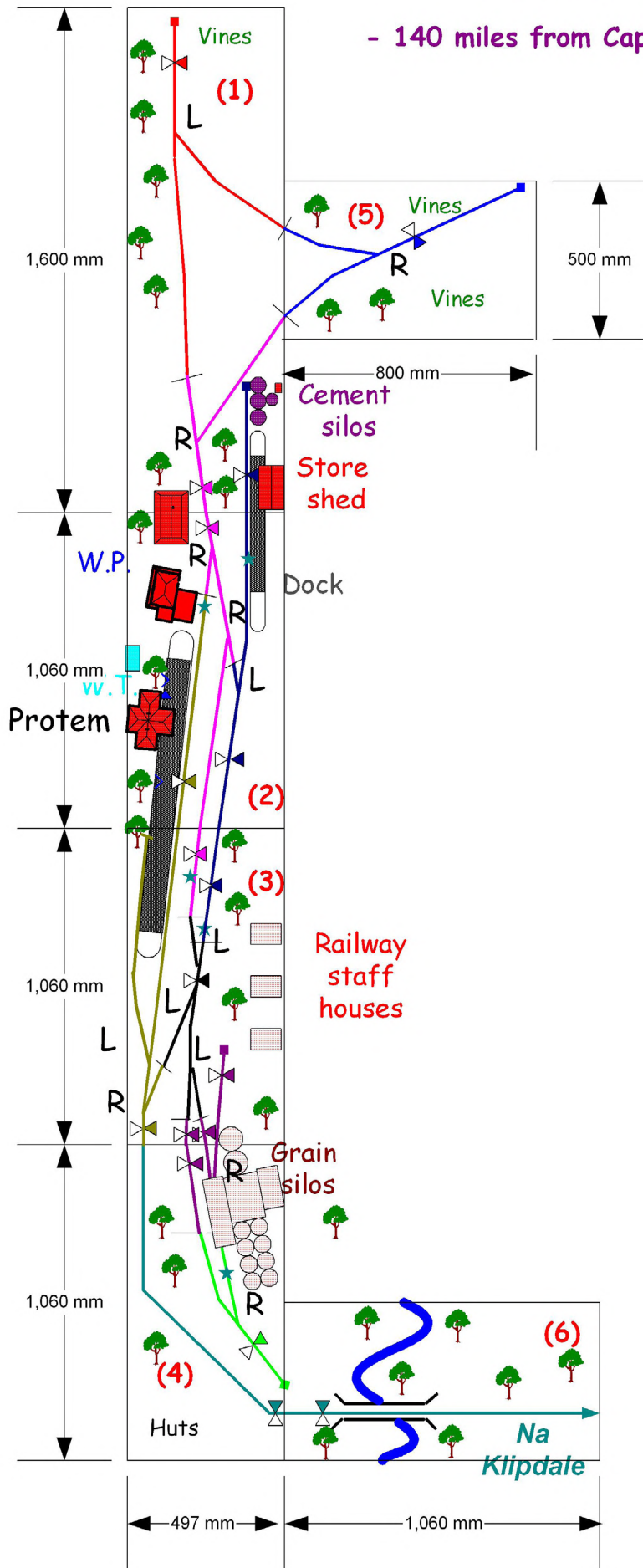


The original design for my South African layout was based on accommodating the model in a large loft. The track plan was taken from a plan of Protem provided by a friend who worked for Spoornet at Bellville Yard and incorporated the station, the grain silos, the triangle and the bridge at Kykodie. In all six baseboards, of various lengths were going to be constructed. The electrics, conventional “cab” control with track sections switched in/out by DPDS centre off switches, were made more interesting by the need to reverse polarity when locomotives worked around the triangle.

As already alluded to the layout was never actually completed, but.....

Protem

- 140 miles from Cape Town

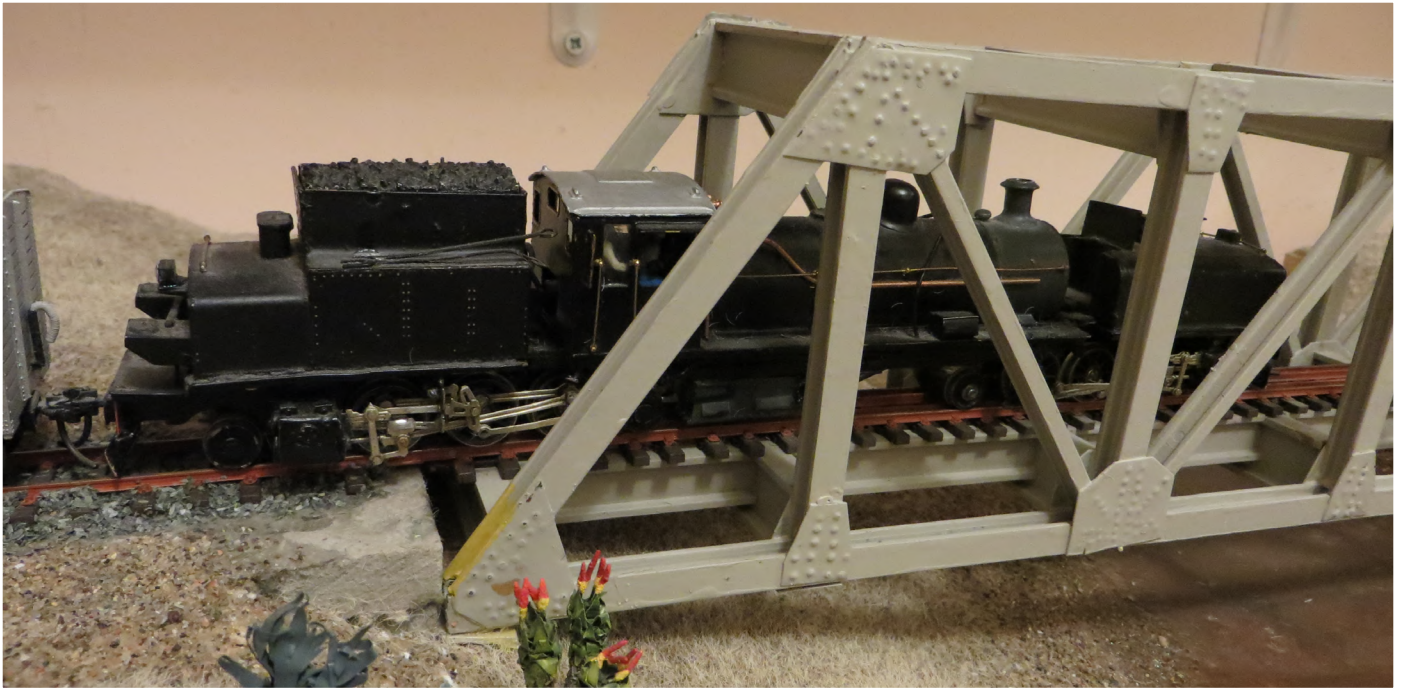


Construction actually commenced on a structure before any wood had been cut when I had a fortnight in a hotel whilst attending a course on a chemical plant in the Scottish Midlands. Rather than spend the evenings in the bar I spent, some of them anyway, in my room messing about with Plastruct sections building a Pratt truss bridge.



Rivets in the gusset plates were punched out by hand and I realised immediately the advantages of working on a scale of 3.5mm to the foot rather than 2mm. Having said that $\frac{1}{4}$ " to the foot is even better!

Having built the bridge it was time, on return home to start constructing baseboards and these were conventionally made with Sundeala tops with legs and boards held in position with coach bolts and wing nuts and boards located in position by cabinet makers' dowels.



Facilities at the station were designed to maximise the range of stock which could be run. The date was set on or about the visit by The Southern Rainbow charter so Spoornet diesels would be in orange or blue with freight stock in grey or brown. The chartered “mixed” train would comprise a small Garratt (GCA) hauling some freight stock and a U 36-C coach in grey and red. More on locomotives and rolling stock later! Freight operations would encompass the despatch of grain, the receipt of bulk cement and bagged maize seeds (as on 4th June 2002), import of coal and drums of oil, plus.....

Grain silos were purchased from Walthers (Corner Stone) and Faller with the office scratch built based on the offices beside the OCC (o’Okiep Copper Co) siding at Bitterfontein.



The sign on the end of the office, based on one seen earlier in that trip, for Chubb, at Simons Town, reads “Welkom by Proteem – **Tubbs Sekuriteit**, gewapende reaksie” and the phone number is for the bottle store in Bredasdorp.

The cement silos were also a Faller kit with additional “piping” added. The bulk cement lorry, which took some sourcing, is painted in as close to the Jowells, of Namaqualand, house colours as I could find. In my day Jowells did all the transportation for the Namaqualand mines including bringing in pallet loads of beer. Tubbs appear to have struck again as they have another sign up on the silos, Surely the security situation can’t have been that bad in this sleepy hollow?



The station buildings are based on those found at De Hoek, which although by 2002 had no regular passenger services were used by Spoornet personnel servicing the adjacent sidings for the very large cement works.



Above: De Hoek, – this time February 2007



Above: Protem in North Yorkshire

Windows are brass etch and the roofs are corrugated. Bases of the palm trees are fir cones which were picked up in the wood above our house.



The water tank is a brass etc, curtesy of CMD on Pla-struct frame and the cranes are by, Cape Town, Paddy (can't remember his surname).



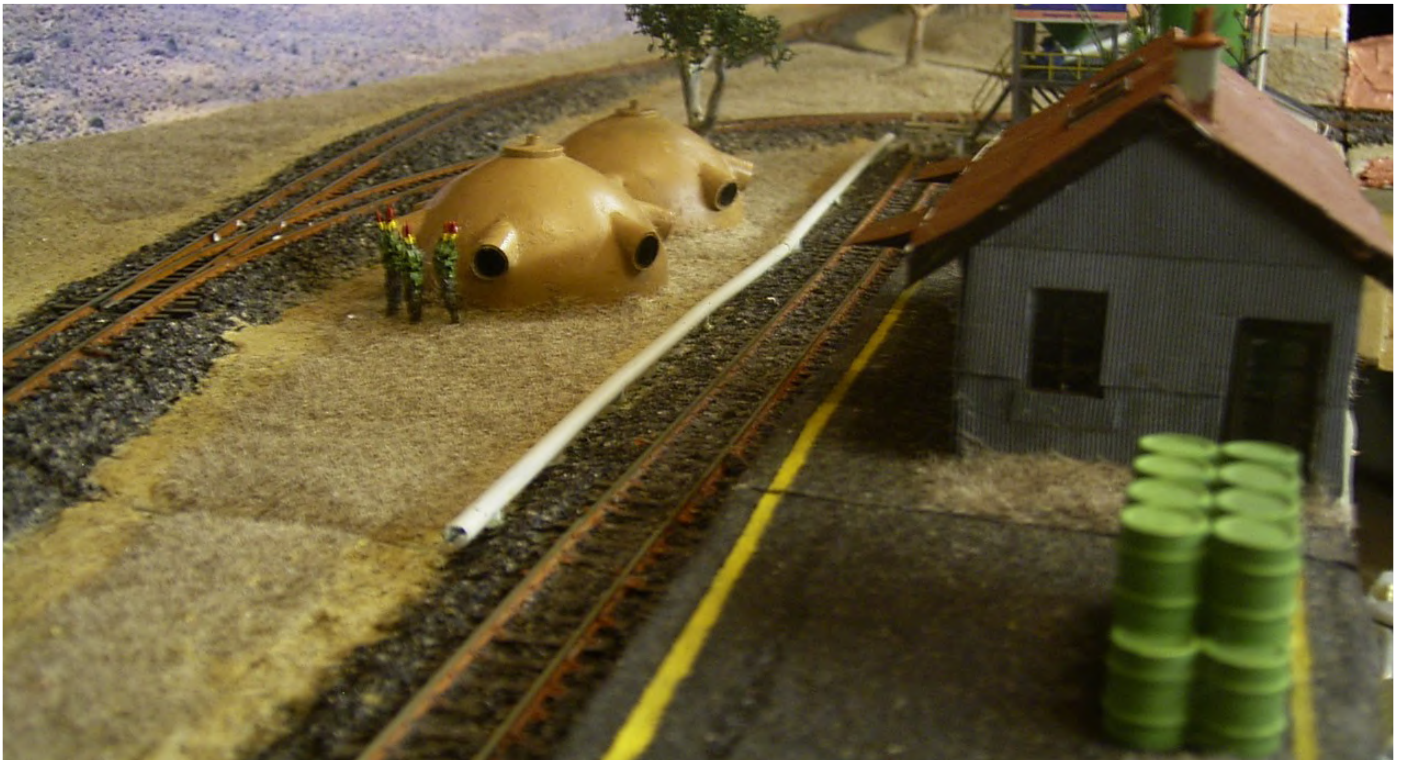
Other buildings include a general dealer's store. The original is at Kotzer's Rus and I only had one, rather faded photo taken on a cray fishing trip to the West Coast back in 1980. As I only had a photo of the front elevation there was plenty of scope to do as I wanted.



General dealer's store, rear elevation, with petrol tanks. I needed justification to operate two Lima XPD "hot dog" petrol tankers. A loes by Paddy from Cape Town. Other buildings included a house, which stands beside the station at Worcester, a general store shed and two, laser cut, wooden, railway staff houses.



Above: Worcester house



Above: Store shed, also notice the track workers "igloos"



Above: Railway staff houses



GT3 Gas Turbine – OO Gauge project



In the early 1950's English Electric started the design for the GT3 Gas Turbine in an attempt to replace the steam loco. However, it could never rival the diesels that were rapidly replacing the steam engine. Kerosene powered and very noisy, many believe that it was doomed to fail before it left the drawing board. The GT3 is still one of the most unusual engineering feats of its time.

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

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

Please register your vote on the following page, where you can also see updates on the progress.

<https://www.facebook.com/GT3-Gas-Turbine-Model-Project-177648702945111/>

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

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

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Milton Keynes Model Railway Society **Golden Jubilee exhibition**

To celebrate its 50th Anniversary next year, Milton Keynes Model Railway Society (MKMRS) will be staging its annual exhibition over two days rather than its usual one day show. The event will be held on the weekend of Saturday 16th and Sunday 17th February 2019 at Stantonbury Leisure Centre, Milton Keynes and will be open from 1000 – 1700 on the Saturday and from 1000 – 1630 on the Sunday. The show will revert to a one-day event in 2020.

Formed in 1969, MKMRS was one of the first organisations to take the name of the designated new city, despite its Bletchley roots. Today its membership covers not just Milton Keynes but the wider area with members attending from Bedfordshire, South Bucks and South Northants.

This year's one-day exhibition attracted some 2,800 visitors. Society Chairman Chris Hughes said:

“We wanted to celebrate our Golden Anniversary with a special two-day show. We still have some founder members involved in the club, which is now in its fifth home in Bletchley. The area has a strong railway connection and whilst we have seen the emerging city grow, interest in railways has also continued to grow. We would really like to hear from any former members who have moved away from the area via our website (details below)”

Exhibition Manager, Terry Silver said:

“It is really exciting to be putting together a two-day event for our 50th anniversary. The show will feature some 40 layouts and 30 traders, plus we get terrific support from the local railway community who assist us and attend our exhibitions. This is a celebration for the people of Milton Keynes as much as it is for MK-MRS and we hope to see everyone at the show in February.”

A free vintage Routemaster bus service will operate between Milton Keynes Central railway station and Stantonbury Leisure Centre every 30 minutes on both days. The venue also has free car parking. One-day admission will be £7 adult with children being admitted for £1.

For further details please see the MKMRS website at www.mkMrs.org.uk/exhibitions or find us on Twitter and Facebook.

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

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

Laughter Lines:

The team at the Model Railway Club had a humorous moment here, in this image. with a fully loaded goods train of Fish vans being pulled by a little Pecket shunter, one can only expect that were this a real train the Pecket would be near exploding. Thanks to Lawrence Robbins for this picture.

Do you have a funny photo / video for us? email our editor: editor@mre-mag.com title your email: Laughter Lines.





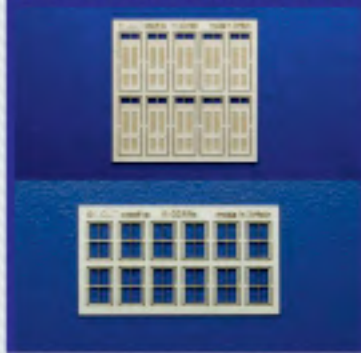
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Movie Time

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

Today's Film is: Last Train to Woodford Halse. This film was produced by the Media Archive for Central England and contains many archive video clips. This film is an interesting look at Britain's Railways as they struggled to 'Modernise'.

Want to be a contributor?

Please send articles to Editor@MRE-Mag.com

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

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

We welcome articles on any and all of the following:

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

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Readers Request(s): 47601



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

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

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

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

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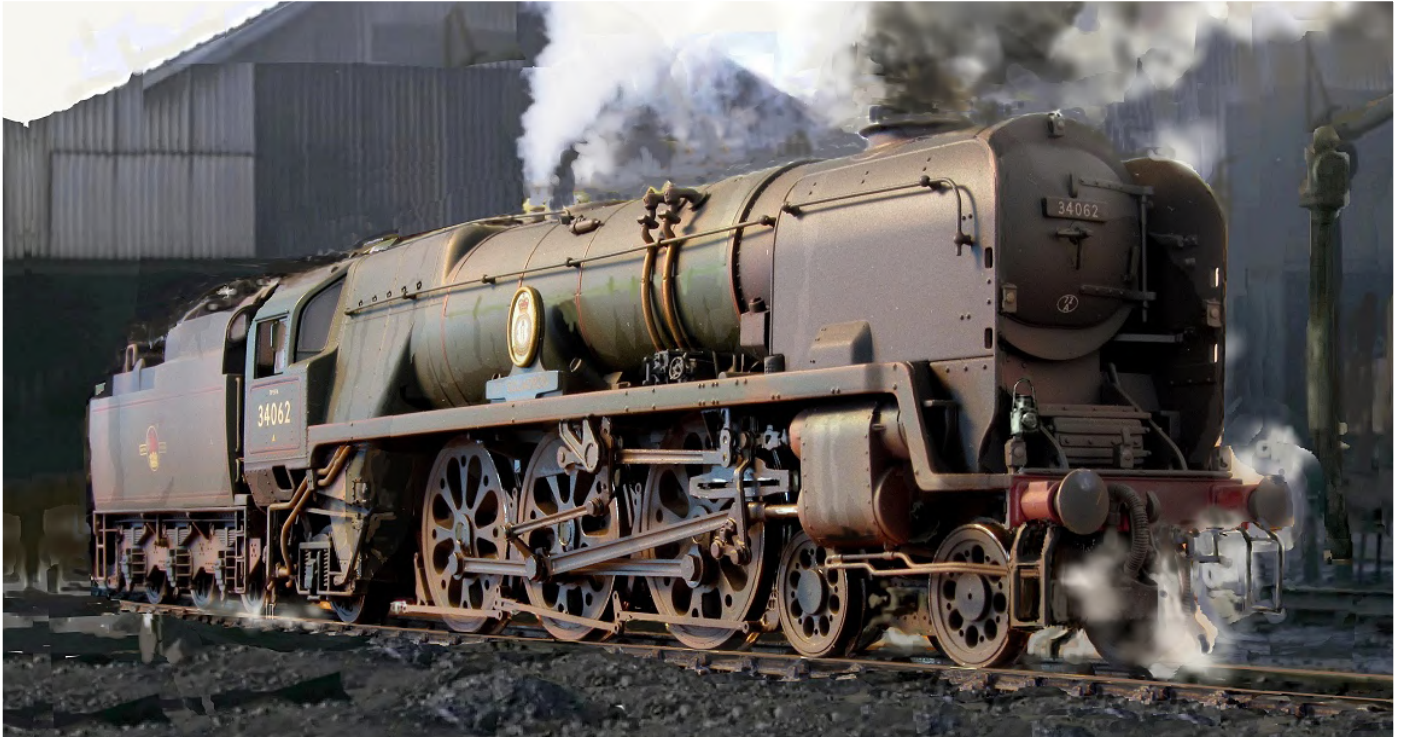
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And Finally...

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



34062 1st Squadron



21C9 Bullied Streamlined Pacific

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Baldwin Class 10-12-D 4-6-0	hattons.co.uk/baldwin460	from £127.46	Jul 2014							
BR Mk1 Carflat	hattons.co.uk/BRCarflat	from £31.41	Jan 2017							
Class H1 & H2 Atlantic 4-4-2	hattons.co.uk/h2atlantic	from £161.46	Mar 2013							
Class 90	hattons.co.uk/c90	from £152.96	Jul 2014							
Class 117 DMU	hattons.co.uk/c117	£254.96	Sep 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
LSWR Class B4 0-4-0T	hattons.co.uk/b4	from £93.50	Apr 2014							
Class 142	hattons.co.uk/c142	from £115.18	Jan 2011							
Class 59	hattons.co.uk/dapol59	from £124.43	Oct 2015							
GWR 'Large Prairie' 2-6-2T	hattons.co.uk/dapolprairie	from £115.56	Dec 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR P Class 0-6-0T	hattons.co.uk/pclass	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-OST	hattons.co.uk/barclay	£99	Sep 2017							
Beilhack ZZA Snowplough	hattons.co.uk/beilhack	£43	Oct 2016							
O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	hattons.co.uk/RHTT	from £118	Nov 2017							
FEA Intermodal Wagons	hattons.co.uk/FEA	from £32	Nov 2017							
Class 66	hattons.co.uk/66	from £150	May 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 47xx 'Night Owl' 2-8-0	hattons.co.uk/47xx	£154	Nov 2014							
Class 07 Shunter	hattons.co.uk/cl07	from £111	Jan 2016							
O Gauge Class 37/4	hattons.co.uk/hel374	£560	Nov 2017							
O Gauge Class 50 (Refurbished)	hattons.co.uk/hel50	£560	Apr 2017							

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

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

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

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

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Information correct at the time of going to press on 31/05/18.