

# MODEL RAILWAY

## EXPRESS

eMAGAZINE



**Issue Thirteen:**  
**December / January 2018/19**  
*For the enthusiast by the enthusiast*

**Photo:** An LMS 4F decending towards Bakewell Station  
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## Index:

<b>Dear MRE Readers, .....</b>	<b>4</b>
<b>Want to be a contributor? .....</b>	<b>149</b>
<b>Readers Request(s): 47601 .....</b>	<b>150</b>
<b>And Finally... ..</b>	<b>152</b>

## **Articles:**

<b>Wagons; that's enough to make some readers turn the page. But why? .....</b>	<b>8</b>
<b>Grove Street Yard - Modelling Scrap .....</b>	<b>28</b>
<b>THE PERMANENT WAY MY METHOD OF TRACK LAYING .....</b>	<b>46</b>
<b>Britain's Steam Reserve: Myth, Defunct, or Extant? .....</b>	<b>62</b>
<b>Sandwich Haven Publicises Chaucer University .....</b>	<b>86</b>
<b>Guardians of Social History. ....</b>	<b>104</b>
<b>Is DCC really all that modern? .....</b>	<b>114</b>
<b>Rising to the challenge! part 2 .....</b>	<b>134</b>
<b>Movie Time .....</b>	<b>148</b>

## **News / Reviews:**

<b>country railway routes Mansfield to Doncaster via Shirebrook and Shireoaks .....</b>	<b>17</b>
<b>Deltic in 4mm, By Accurascale .....</b>	<b>20</b>
<b>CLASS 56 LOCOMOTIVES .....</b>	<b>40</b>
<b>Continued on next page:</b>	

## **News / Reviews Continued:**

<b>Plasser General Purpose Crane in OO</b>	<b>The</b>
<b>first modern image RTR crane in OO .....</b>	<b>44</b>
<b>INDUSTRIAL LOCOMOTIVES &amp; RAILWAYS</b>	
<b>OF YORKSHIRE .....</b>	<b>56</b>
<b>THE STEPHENSON RAILWAY LEGACY ...</b>	<b>60</b>
<b>LOCOMOTIVES OF WESTERN CANADA .</b>	<b>80</b>
<b>LMS Beyer Garratt in N From Hattons .....</b>	<b>82</b>
<b>The Pacer .....</b>	<b>96</b>
<b>TYPE 4 LOCOMOTIVES OF BRITISH RAIL ..</b>	
<b>.....</b>	<b>100</b>
<b>GERMAN TRACTION .....</b>	<b>108</b>
<b>THE LATER YEARS OF BRITISH RAIL 1980</b>	
<b>- 1995 VOLUME THREE - WEST MIDLANDS,</b>	
<b>WALES AND SOUTH-WEST ENGLAND ..</b>	
<b>.....</b>	<b>110</b>
<b>intercity 225 class 91 locomotives and Mark 4</b>	
<b>coaches .....</b>	<b>126</b>
<b>London Terminal Stations In The 1960s .....</b>	<b>130</b>







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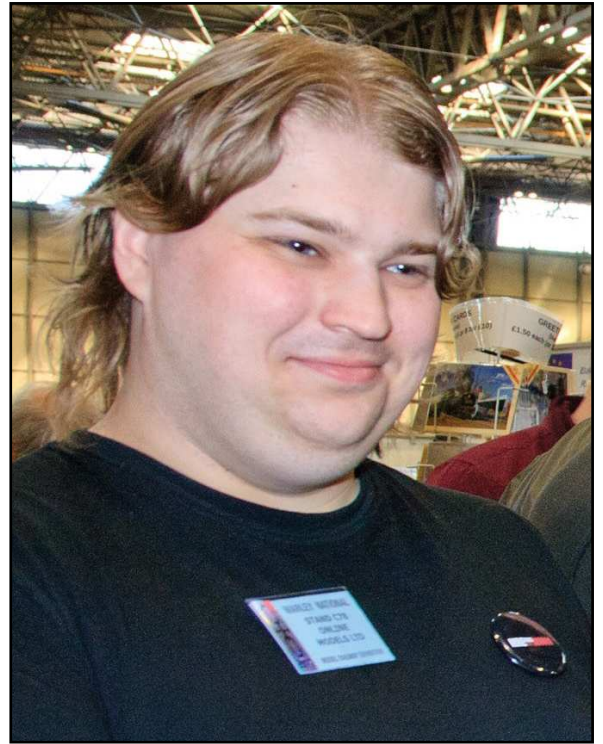
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## Dear MRE Readers,

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

The cover article is all about track laying and the quality of trackwork modelling shown had me wondering if i was looking at a model or the real thing, but don't take my word for it! have a look yourself. Also absent this issue is 'Railway Refreshments' but don't worry Cath Locke will be back next issue with more Railway Refreshments as time allows.

This issue I have once again put pen to paper (if you'll pardon the term), to bring you the second of a series of articles called: 'Rising to the Challenge!'. The second article in this series focuses on the Great Model Railway Challenge. I hope that this article series will provoke thought about the hobby and it's future, Those who are interested will also be able to attend a talk by myself on the subject of these articles 'Rising to the Challenge!' at the MRC on February 14th (yes i know it's Valentines Day.





Also in this issue we are proud to continue our new video content options and this issue's 'Movie Time' is: Lost Railways - London & The South and if you're looking for our great reviews on the latest books, we have another bumper issue for News and Reviews.

This issue we feature the origins of DCC and a control system that was to rival the Hornby Zero I, but have you heard about this Airfix controller?

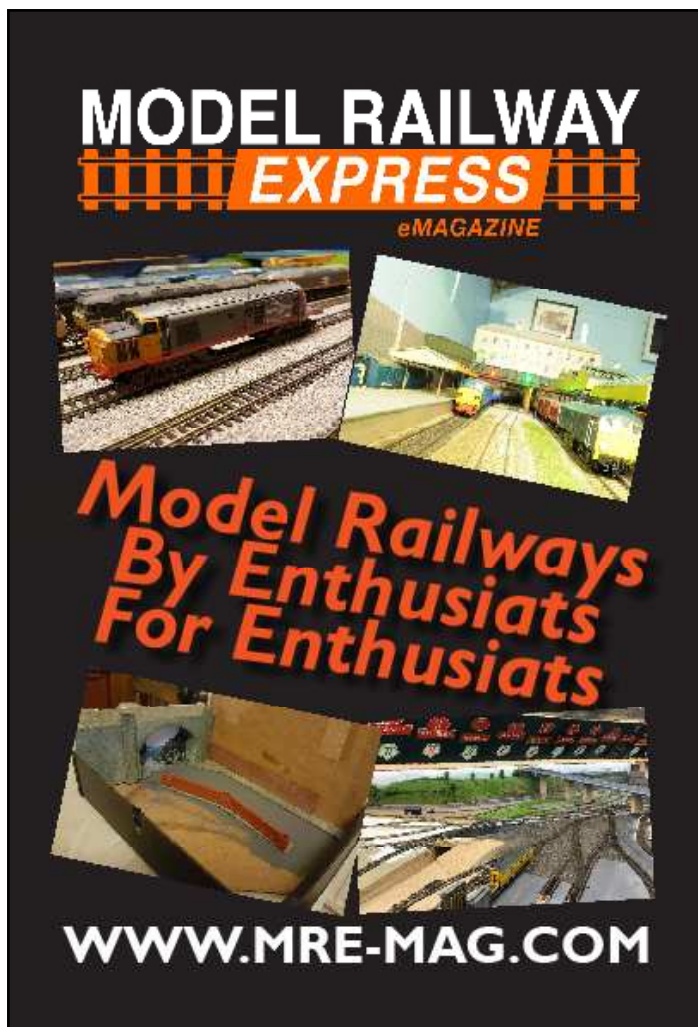
This brings me to my concluding words for this issue's welcome and once again I have an appeal to make to you, our readers. MRE is free to read and all of our issues remain live, but to cover costs we rely on advertising. So once again I appeal to you our readers if you like an advert please click on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

Enjoy your modelling.

Alexander Croft

Editor – MRE Mag

A stylized, handwritten signature in black ink, consisting of several overlapping loops and a long, sweeping tail that extends to the right.



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*Above: NWPG & Chasewater MGRs in use during a photography charter event © W Snook*

## **Wagons; that's enough to make some readers turn the page. But why?**

By William Snook

Rail wagons are just as important when documenting our heritage but most people only focus on what's pulling. Yes, with steam locos there's the magic of the rods turning the wheels, the steam roaring out of the chimney, the whistle that always brings back childhood memories of good days past. Then there's the dirty diesels, with the growl as the loco begins to turn its wheels, the sleek designs of British Rail, the two-tone horn as it graciously pulls away.



Then there's the wagons... When most people are already moving away down the platform or re-positioning for the next loco or unit, there's the die-hards that also study, photograph and document the wagons. There are already a handful of prominent wagon enthusiasts out there: Mr Bartlett, Mr Dunn and Mr Monk-Steel to name but a few.

Why can't we all take a bit more of an interest? The coal hoppers exercise the movement of coal (albeit imported) to the power stations and ultimately, your radiators. The tankers slosh the oil across the UK to the refineries and (ultimately), to your petrol pump. And the engineering wagons that take freshly made rails and ballast to keep the network moving on a daily basis.

Yes, wagons are the unsung heroes of the rail network, however there seems to be little interest in the preservation of such, especially now that we move deeper in to the 21<sup>st</sup> century and the BR-built wagons are retired in favour of more modern wagons.

Recently, we have seen DB Schenker withdraw the MGR hoppers in favour of their HTA high capacity coal hoppers meaning another stream of wagons are consigned to the books. They have been written about; David Monk-Steel's MGR on the Rails book is an excellent read and details the coal on the network from start to present.

Then, there's the huge fleet of ZCA and ZDA wagons which saw a decline from early 2000s to their replacement by the 1970's Ashford-built OCA and OBA baskets, which are seeing some withdrawal in favour of the Network Rail Falcons and MFA rebuilds (which used recycled MGR underframes).

Now, some of you may be lost already, it's OK. But for some readers, I bet you have learned something already. So let me briefly explain what these three-letter codes mean;

Each wagon is designated a three letter code under the TOPS system. There is a fourth (I won't confuse you just yet).

So let's take the MGR coal hopper code HAA for example:



The “H” is the type of wagon, with “H” standing for Hopper (in this case).

The second letter, “A” is the first design of that type, giving a better breakdown of the wagon type.

The third letter, in this case it is the second A in HAA, tells us what type braking is being used. The A is defined as air-braked. (The two lesser used types in the modern era are B (air braked with vacuum pipe through) and V (vacuum only).

Now there's a fourth code... the first three are designated as the CARKND code, and the fourth is the AARKND code. This gives a better breakdown of the wagon, For example: BAA-F is for a Steel Flat whereas BAA-H is for the hooded version of the wagon. Commonly used codes are I and J for “inner” wagons and O and P for “outer” wagons, commonly found on inter-modal sets and uncommonly for other wagons such as the Scunthorpe Iron Ore JTA & JUA wagons.

The preservation movement saw a group being set up in 2015, called The National Wagon Preservation Group (NWPG). The group started with the final push to buy the remaining MGR coal hoppers for preservation (they were fast being cut up for scrap).

Three years later and the NWPG have 3 and have assisted the Chasewater Railway to buy 3 of their own. The six-piece spectacle can be seen at the Chasewater during their events, bringing back memories from young to old.

The NWPG also acquired a TEA bogie tanker, unique in build. British Rail experimented with different types of bogies to see if they yielded better results on the network, TEA 87867 was preserved from Coryton Oil Refinery and is the only one of two examples to survive with Y25C bogies. This means that instead of spreading a 50ton load over two axles using Class A bogies, each Y25C axle could truly carry 25 ton over each axle alone. BR decided not to proceed with the idea and kept with the Class A bogies that her sisters use to this day. The tank is oblate (it sags in the middle) which means it can carry slightly over its maximum load by 2.6 tons. This makes TEA 87867 the only 102.6 ton bogie tanker in preservation.

Now you may still be reading, if you are, thank you for sticking with me. As our industries decline in favour of modern technologies which focus on profit for businesses, we are seeing a rapid reduction in our steel industry and other manufacturing industries.

The NWPG and other associated parties are looking to take on wagons from these declining industries to then detail the history of such.

With such a niche market to cater to, it would be of no surprise if you have not heard of the NWPG, but they soldier on, quietly in the cacophony of locomotive groups. Who knows, you may even attend a popular model rail event at the NEC in November 2019 and see one... maybe.... just maybe.

I hope that my article will make you think about a small donation to such a worthy cause such as the NWPG.

Their website is: [www.nwpg.co.uk](http://www.nwpg.co.uk)



*NWPG & Chasewater MGRs in use during a photography charter event © W Snook*



# Model Railway



# Exhibition

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**Saturday & Sunday**

**26<sup>th</sup> January 2019**  
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Country Railway Routes

# MANSFIELD TO DONCASTER

via Shirebrook & Shireoaks

Vic Mitchell and Keith Smith



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**Review: country railway routes Mansfield to  
Doncaster via Shirebrook and Shireoaks**

Author: Vic Mitchell & Keith Smith

Reviewed by: Alexander Croft

ISBN: 9781910356234

Type: Hardback

Pages: 96

Images: 120

Publisher: Amberley Publishing

RRP: £18.95

Dimensions: 240 X 174 mm

This book Focuses on the Robin Hood line, one of the few railway routes restored post Beeching and a line with the unfortunate reputation of being the most unreliable service in the country. In this book there are many photos and maps along the route, this route like so many others was once one of many competing lines and it's origins lie heavily in the coal mining industry.

The book takes a station by station look at the development of the route and some of the most interesting photos are of the Decline and closure of the route, a particularly interesting then and now image is that of an old goods shed which survived the closure and when the line reopened was converted into a platform waiting shelter.

The local history to is interesting, although heavily linked to the railway and coal industry full stop the route was also home to a diesel depot until 1996 serving the remaining coal trains, a class 58 is shown in the photo. The class 58 was a Mainstay of the cold sector during closing years of British Rail.

So what is my verdict on this book? An excellent book with a fantastic selection of maps and photos, this book will be excellent for any model are wanting to depict a typical railway through a Midlands mining area and is definitely one for my collection. 5 out of 5!

### **Quoting from Middleton Press Website:**

The route ran north along the eastern flank of the extensive coalfields, where communities were not large. Thus coal trains were more numerous than passenger services. These mostly ceased early. However, the diversity of stock shown is most enjoyable and sometimes surprising. A section of the route is now part of the Robin Hood Line.





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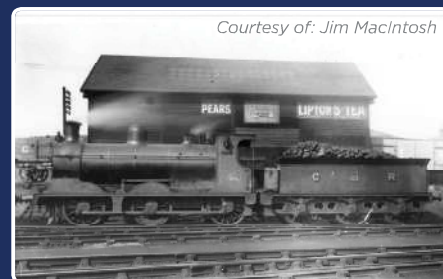
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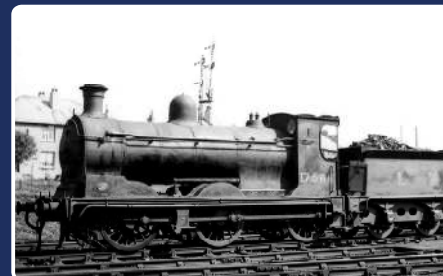
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## LOCOMOTION







## **NEWS: Deltic in 4mm, By Accurascale**

Today Accurascale announces the launch of its first British outline locomotive in 4mm scale at the Warley 2018 exhibition at the NEC, Birmingham; the Class BR 55 'Deltic' locomotive.



A total of 22 locomotives were built by English Electric at their Vulcan Foundry works between 1961 and 1962 to operate high speed express passenger workings on the East Coast Main Line between London Kings Cross and Edinburgh, a service they dominated until the introduction of the HST from 1978.



**D9004**  
Haymarket (64B), BR green



**D9006** - 'The Fife & Forfar Yeomanry'  
Haymarket (64B), BR green with wrap-around yellow noses



**D9007** - 'Pinza'  
Finsbury Park (34G), BR green



**D9010** - 'The King's Own Scottish Borderer'  
Haymarket (64B), BR green with 'double arrow' logo



**D9012** - 'Crepello'  
Finsbury Park (34G), BR blue



**D9013** - 'The Black Watch'  
Haymarket (64B), BR green with yellow nose panels



**D9014** - 'The Duke of Wellington's Regiment'  
Gateshead (52A), BR green with wrap-around yellow noses



**D9020** - 'Nimbus'  
Finsbury Park (34G), BR green with yellow nose panels



**9021** - 'Argyll & Sutherland Highlander'  
Haymarket (64B), BR blue



**55001** - 'St. Paddy'  
Finsbury Park (34G), BR blue



**55003** - 'Meld'  
Finsbury Park (34G), BR blue



**55005** - 'The Prince of Wales's Own Regiment of Yorkshire'  
Gateshead (52A), BR blue



**55011** - 'The Royal Northumberland Fusiliers'  
Gateshead (52A), BR blue



**55017** - 'The Durham Light Infantry'  
Gateshead (52A), BR blue



**55018** - 'Ballymoss'  
Finsbury Park (34G), BR blue with white cab window frames



**55022** - 'Royal Scots Grey'  
Haymarket (64B), BR blue with silver grilles and tanks



**9016** - 'Gordon Highlander'  
Porterbrook purple

They continued working East Coast semi-fast passenger services and parcel workings as well as cross country trains until they were finally withdrawn between January 1980 and December 1981, with three retained for a much heralded 'farewell special' on January 2<sup>nd</sup>, 1982 which drew enthusiasts out in their thousands to witness the final services utilising Deltic power in BR service. This was supposed to be the end of these iconic locomotives on the mainline, but the quirks of railway privatisation and the efforts of preservationists such as the Deltic Preservation Society has seen these twin-engine beasts return to the mainline, on scheduled passenger, freight and railtour duties.

The Deltic is Accurascale's first locomotive and will be designed to the highest standards as seen in previous Accurascale releases. Accurascale were very kindly facilitated by the DPS at their facility in Barrow Hill, where D9009 Alycidon and D9015 Tulyar were extensively surveyed in Spring 2018. CAD design work has been exhaustive in capturing the distinct shape of these complex locomotives and is now complete with several authorities on Deltics assisting in this process. Accurascale's factory is due to begin tooling in the coming weeks ahead of a Q4 2019 release, with 17 different models initially offered across several liveries and guises, with further special editions to be announced.



Accurascale, in association with ESU and the DPS, has also conducted a whole new sound recording for the release, utilising 55019 'Royal Highland Fusilier' on the Spa Valley Railway in August 2018 to ensure the best possible replication of the distinctive Deltic drone in 4mm scale. The locomotives will incorporate the very latest in ESU technology. Accurascale is also actively investigating offering EM and P4 wheelsets as an additional option for customers who model those respective scales. All locomotives will come with Shawplan nameplates and regimental crests included in the detailing packs where applicable.

The models will also reflect the whole lifetime of the real locomotives to date, featuring detail differences from their introduction into BR service, in-service modifications as well as modifications during their return to the mainline. These include:

- Differing headcode panel arrangements
- Windscreen wiper arrangements
- Multiple steam heat boiler port modifications
- Introduction of ETS with correct placing of connections
- Filling in of cabside windows
- Sandbox Hatches variations
- Cab air vents

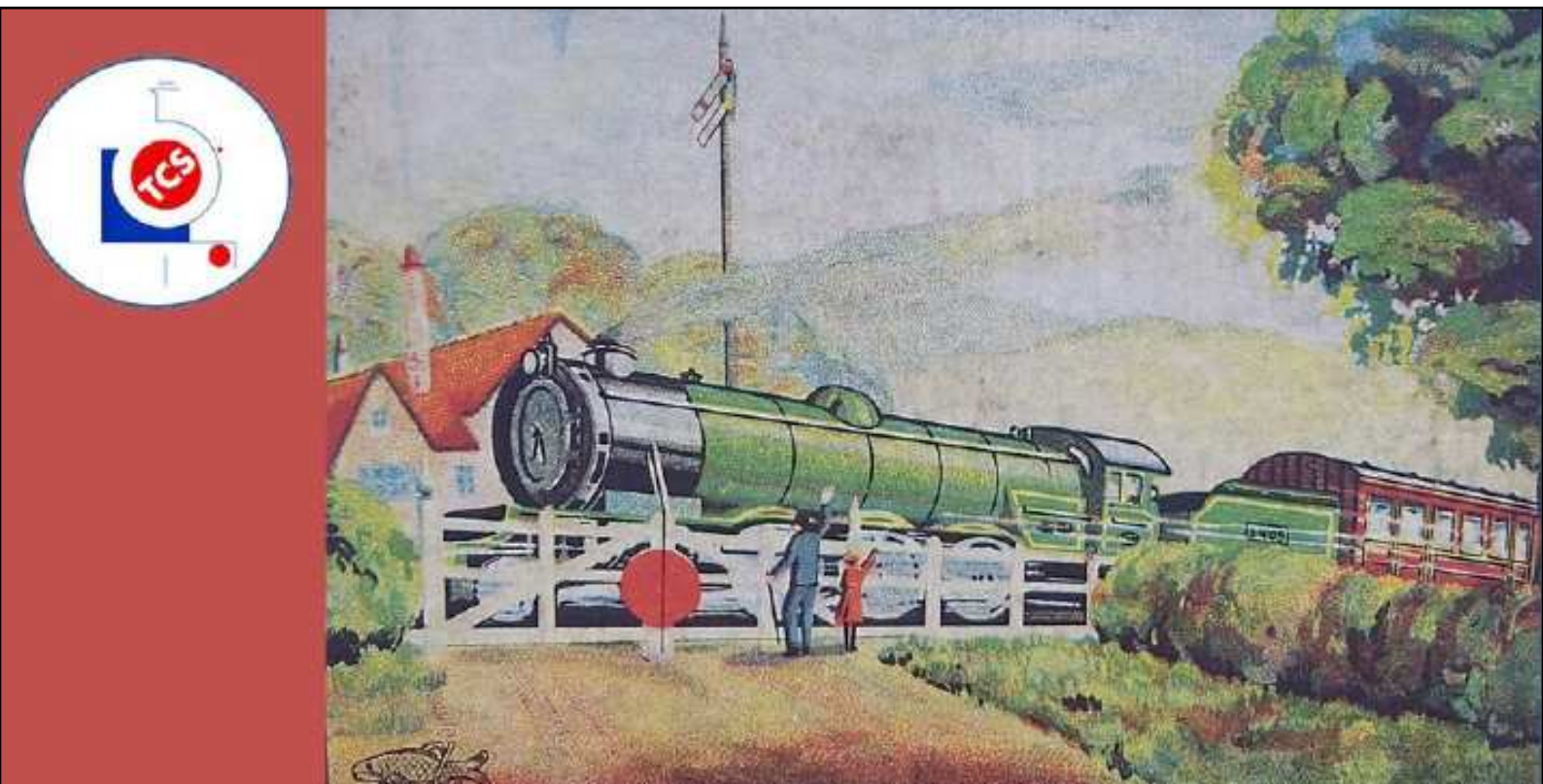
- Different placing of horns
- Cast and fabricated bogies
- Fully functional high intensity and wipac lights as seen in mainline runs in the privatisation era

The technical specification of the locomotive will be industry leading, with

- Separately applied metal detail parts, including grab handles, steps, wipers and more
- Correct height mini-tension-lock couplers with correct height NEM socket as well as a fully detailed buffer beam
- High Performance traction, to include;
  - Five-Pole motor with two flywheels
  - Metal Helical Gear box for maximum performance and slow speed running
  - Gearing arranged so locomotive can achieve a scale top speed of 100 mph
  - DCC ready with 21 pin interface
- Fully detailed Lighting Pack, including:
  - Directional lighting, DC and DCC
  - Marker lights can be turned off when train is coupled to loco

- Separately switched cab lighting and illuminated, detailed driver's console, auto off on movement
- RP25-110 wheels OO wheels with provision for re-gauging to p4 and EM gauge
- Two quality speakers with large sound capsules for best possible sound in DCC sound versions
- Fully sprung metal buffers
- Extra fine factory-fitted pipework
- Minimum Radius 438mm (2nd Radius Set-track)

The locomotives for initial release by Accurascale are as follows:





Number	Name	Livery
55002/ D9000	Royal Scots Grey	BR blue w/silver grilles and additional pre-TOPS number (1981 condition)
55001	St. Paddy	BR blue
55003	Meld	BR blue
D9004		BR green with no yellow panels
55005	The Prince of Wales's Own Regiment of Yorkshire	BR blue
D9006	The Fife and Forfar Yeomanry	BR green with wrap-around yellow nose
D9007	Pinza	BR green with no yellow panels
D9010	The King's Own Scottish Borderer	BR green (with double arrow logos)
55011	The Royal Northumberland Fusiliers	BR blue
D9012	Crepello	BR blue (pre-TOPS)
D9013	The Black Watch	BR green with yellow nose panels
D9014	The Duke of Wellington's Regiment	BR green with wrap-around yellow nose
9016	Gordon Highlander	Porterbrook purple
55017	The Durham Light Infantry	BR blue
55018	Ballymoss	BR blue with "Finsbury Park" white cabs
D9020	Nimbus	BR green with yellow nose panels
D9021	Argyll and Sutherland Highlander	BR blue (pre-TOPS)

Prices for the Deltic begin at £160 for the DCC Ready version and £250 for the digital sound fitted version and will be available to pre-order and purchase via the Accurascale website <https://accurascale.co.uk/collections/class-55-deltic>. Customers can pay in full for their locomotives or pay a £30 deposit per locomotive and pay by instalments between now and delivery should they wish to make payment more manageable.

The deposit scheme can be availed of by if they select 'Bank Deposit' at the payment stage on the Accurascale website.

Accurascale would like to extend its sincere thanks to the Deltic Preservation Society, Brian Hanson, The Spa Valley Railway and ESU for their invaluable assistance in this project.



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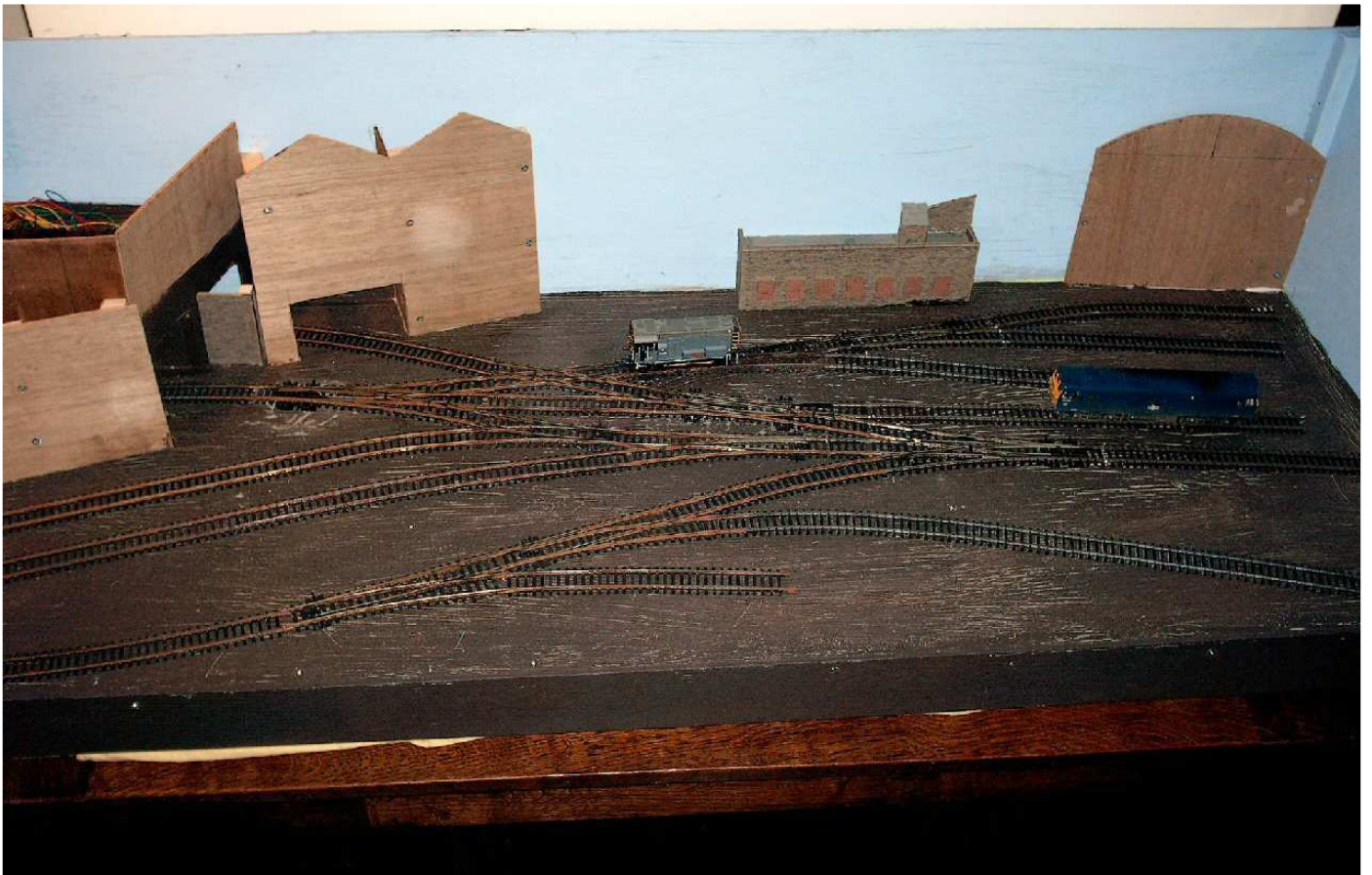
## **Grove Street Yard - Modelling Scrap**

By: Jennifer Kirk

When I take '*Grove Street Yard*' to exhibitions, it is the scrap yard that immediately draws favourable comments. It seems that many people are drawn to the fact that the piles of scrap in it *look* like random scrap rather than piles of irregular shaped plastic painted in a uniform rust colour. Of course, isn't that what scrap is *supposed* to look like?



It might be hard to believe, but the scrap yard was never planned, but actually evolved from needing a space filling at the front of the layout where I had already laid a siding without much thought for what would be there. I had really wanted one of the excellent Walthers gantry cranes, but at the time of construction I could not find any UK stockist with one available. Coupled with that I had two big old style Quality Street chocolate tins (the ones before the size went down but the price remained the same!) literally filled to the brim with salvaged old plastic kits and bits and pieces off a former layout that had had to be dismantled.





Never throw anything remotely useful away, is my motto and these tins were a testament to that. That's probably the first secret to the scrap yard really looking like real scrap. The old kits had been built up by a teenage version of me, during a period that I had a fascination with building mainly Airfix battleship kits and experimenting with various elaborate camouflage colour schemes. Discarded as I went to University, I have my Mother to thank for gathering them up and putting them in a box to store. Of course, that box subsequently got moved around an attic and shaken up and squashed so that the parts that I found a decade later didn't look a lot like the ships that they had started out as!



Because they had been painted prior to their demise, all the parts had a lovely almost random array of more than fifty shades of paints. So when they subsequently went into the scrap yard and were weathered with a wash of dirty paint and thinners and dry brushed with shades of rust they took on the look of a real pile of scrap.

Next time you see discarded junk in a yard or at a recycling centre, take a close look. Often the material is bent and broken with jumbled up bits that lose sense of what they were originally once part of. They all have hints of their original colours though. In those chocolate tins I had this nice jumble of bits – for want of a better word.

When I started laying out the scrap I chose the pieces not by what they were, but simply by what they looked like. The aim was to pick pieces that were aesthetically pleasing more than anything else. It was also important not to let myself be constrained by knowledge of what they actually originally were. Most of the models had been very different scales. But broken down, it did not matter.

That's a tip for if you ever see cheap plastic model kits for sale either unused or even made up into the kits: they can yield so many interesting parts that aren't immediately obvious that they were once from a kit many times bigger than the scale you actually model. If you look at the pictures of *Grove street's* scrap yard you might be able to pick out the true origins of the pieces. When I tell you that HMS Belfast in Arctic WWII camouflage is in there, along with HMS Cumberland, Prinz Eugen and many other warships from the Airfix range you will never stop seeing them!. The best material off these is the superstructure along with rudders and propeller shafts. Discard the hull, unless you want to break it up to make a representation of scrap metal plate. They sit shoulder to shoulder (or funnel to funnel?) with many pieces off a 1:24 Tamiya tank kit and a helicopter that Revell had in their range.

Don't be afraid to break bits in ways that weren't meant to be broken. Any angry bare plastic edges can easily be toned down with weathering or a dab of paint. Vet each piece for interest.

One good example of this is the Airfix RAF rescue set that consisted of a fire engine and an ambulance. The fire engine got hacked about to become a more generic junk lorry whilst the ambulance turned out to have a really detailed underside. Losing its top was easily disguised simply by turning it upside down to make the most of that detailed chassis. To give more visual interest I used a sharp knife to cut away the area that the engine would have been so as to make it look like this had been removed. The result is actually quite a visually interesting area of junk that rewards closer inspection.

The pug locomotive is simply a Dapol plastic kit that was made up to the complete locomotive before painting in a faded industrial livery, weathered before some bits were removed so it could be bedded into the scrap pile. These plastic locomotive kits make a fairly cheap way of adding something interesting into the junk. Somewhere behind it is an OO9 model V-skip wagon and an Airfix cement hopper wagon chassis. Really you are limited only by your imagination. Building the bits up on top of other bits adds to both the depth and realism nicely.



Finally lengths of plastic construction materials can all go into the pile. Plastic tubes, spare bits left over from building a wagon kit. Even lengths of sprue can be cut up and added to look like damaged trunking or pipework. It's also worth noting that a lot of the pieces can be easily misshapen to some degree by applying heat from a soldering iron then gently pressing with a blunt tool such as a screwdriver blade. Don't let the soldering iron actually touch the plastic or you will be left with an awful mess!



Of course, having all those bits of scrap is nothing if you then turn the model over in transport and they all fall off! *Grove Street* is a fully portable layout so it had to be well stuck down. My method was to start at ground level, treating the whole scrap yard area to a coat of brown emulsion paint mixed in with sand and some spare grass scatter for texture. This can be mixed in situ and just plastered over everything. I had a selection of several different coloured sands and ground coal dust that was sprinkled over the top of this to add extra texture and some subtle colour variations.

The next step is deciding where the main piles of junk were going to be. I added a mix of PVA glue and plastic cement to the underside of the bottom items and simply pushed them into the wet paint/sand/scatter mix. Real junk in a real scrap yard sinks into the ground, so it works best to replicate this in some way. Then using a mix of plastic cement or contact adhesive I gradually just added more and more bits to the piles over many hours, carefully positioning them with tweezers before leaving them for the glue to harden.



It doesn't all have to be added at once, and I slowly added more over time. This will help the random feel of the scrap as you are less likely to subconsciously build in a sense of order if you take a break and come back to the positioning of new material after a few days.





Finally a wash of weathering and dirt helps tone everything down, disguising the origin of some items and making everything look neglected and thrown away. For this I use dirty brush cleaning fluid. Every time I clean a paintbrush, I save the cleaner than gets dirtier and dirtier until it becomes the most useful of dirty weathering wash.

For a finishing feature I built a wagon chassis in the process of being scrapped to put on the end of the siding. This was built from left over chassis parts and wheels from a kit that I turned into a grounded van body elsewhere on the layout. To this I scratch built a representation of the chassis members based on an old discarded wagon that I remember seeing abandoned in an industrial estate many years ago. This adds another feature to draw the eye and make the model visually interesting and unique.

When I started my model, the scrap yard wasn't intended to be the signature piece of *Grove Street* but it became that. I'm always pleased at how much interest it draws, leading me to wonder whether I should have made the entire layout one big scrap yard!



And the best bit? All the materials in the scrap yard really were scrap. They cost me nothing except some glue to stick it all together and a little bit of paint and sand.



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- BNH2** Signal Head (R/G 2 aspect)
- BNH3** Signal Head (R/Y/G 3 aspect)
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- BN77** Dwarf Ground (R/G 2 aspect)



# **Review: CLASS 56** **LOCOMOTIVES**

Author: JOHN DEDMAN,  
STEVE CLARK & MARK  
FINCH

Review by: James Cullen

ISBN: 9781445661766

Type: Paperback

Pages: 96

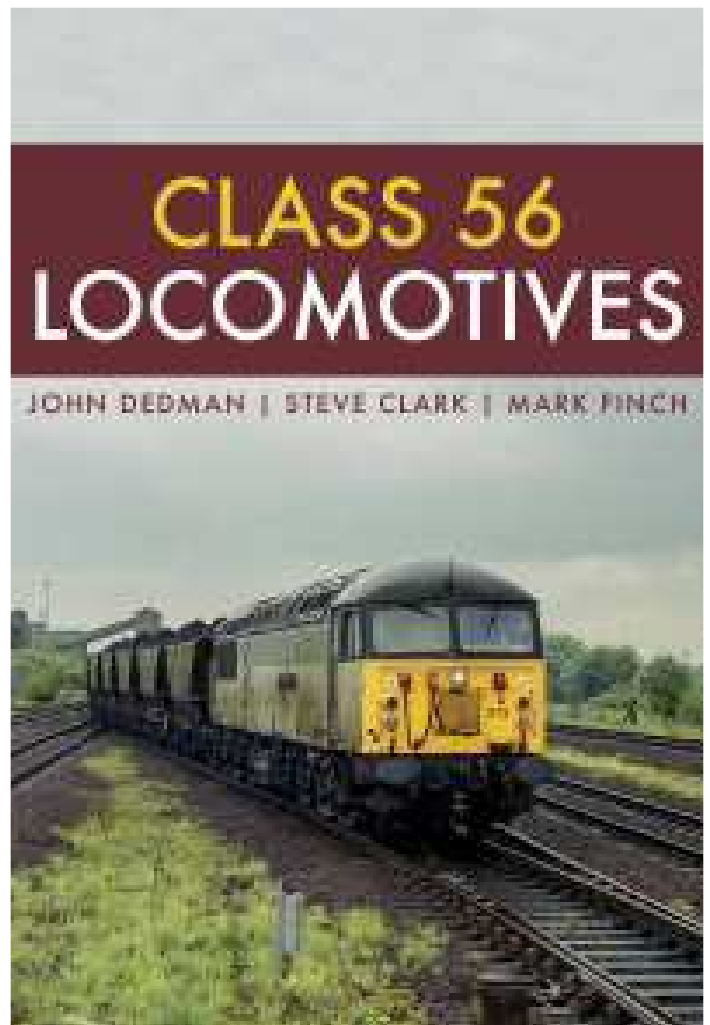
Images: 180

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 235 X 165 mm



Who doesn't love a grid? I'll admit, I was excited to see a pair of them top and tailing an RHTT set last week near my home.

Since their introduction under BR they've been a major player in the movement of freight and a favourite for use on rail tours. Luckily a few of them are still in use around the UK today but the images in this book sadly will never be repeated.

The images are arranged in date order of when they

were taken which I think is genius. In 180 pictures we follow their story from initial introduction through to withdrawal and salvation in the form of finding work abroad and with smaller independent operators across the UK.

I can't see any livery variants missing from this collection and the images of work stained grids hauling MGRs brings back many happy memories. This is THE book to buy if you remember these machines back in their glory days. If you don't, it's a great way to see how good things used to be across the UK rail network.

Photo reproduction is of a good standard and each is accompanied by a paragraph chocked with information.

A nice stocking filler for Christmas for the rail enthusiast in your life or as a nice little present to yourself.

### **Quoting from Amberley Publishing Website:**

The Class 56 heavy freight locos were first introduced in the late 1970s. The first batch was built in Romania, followed by a second batch built in the UK.

Featured here are photos from 1980 to 2017 that include most locos of the class and cover all parts of England and Wales where they worked.

Coal, steel, petroleum, stone, engineers and mixed freight workings are covered, as well as some passenger trains. Liveries included are BR blue, large logo blue, early Railfreight greys, Railfreight Sectors (coal, steel and stone), Transrail, Loadhaul, EWS, DCR and Colas, plus some odd one-off liveries.

This book shows the progression of the class through the years as they have moved between different areas.

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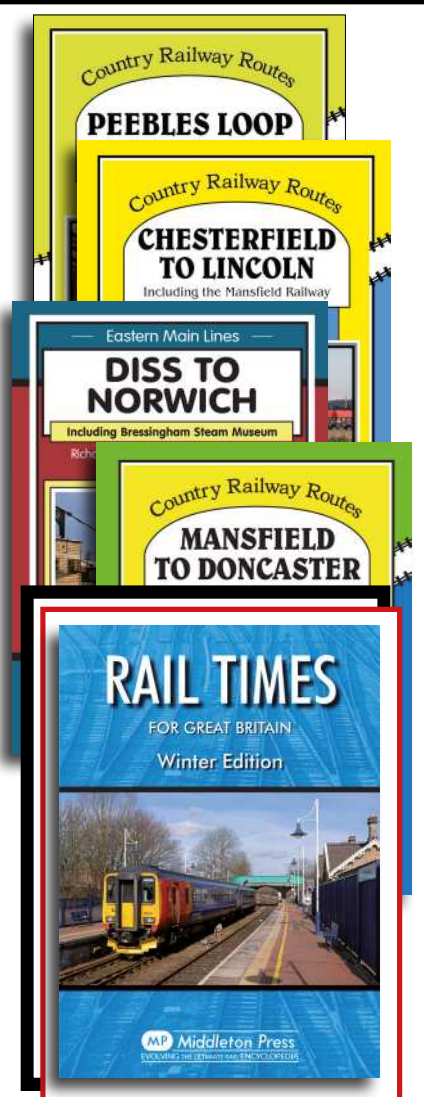
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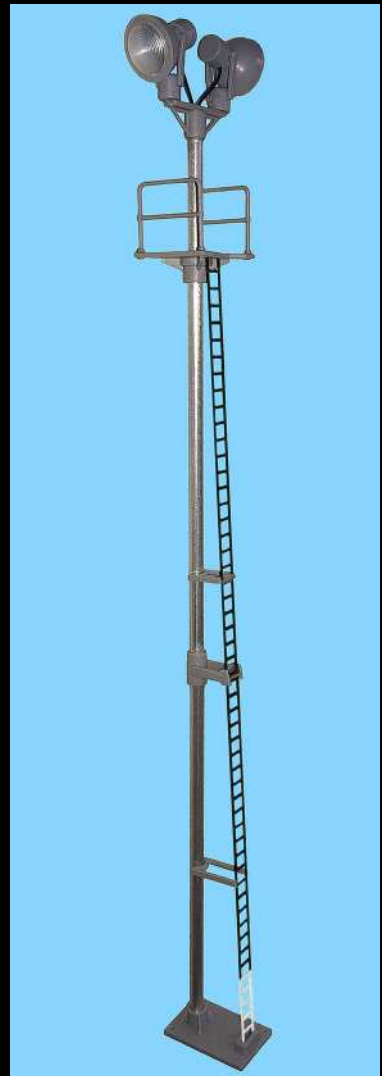
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## **NEWS: Plasser General Purpose Crane in OO**

### **The first modern image RTR crane in OO**

Hattons are excited to announce the Plasser GPC for the next OO gauge wagon to be produced. The Plasser General Purpose Crane (GPC) was a piece of On Track Plant built from the mid-1970s and used countrywide as a very useful tool in relaying sites. Up until the mid 2000s they were regularly seen in consists travelling to and from worksites and there are still a small number being used with Balfour Beatty on the national network. Such is the usefulness and versatility of the design, several have been 'preserved' and are used maintaining heritage railways across the country. Often used in pairs for lifting track panels etc. we will be releasing matched pairs of some liveries to enable this to be shown in trains. The versions to be released are:

H4-GPC-001 YOB Plasser 12t GPC crane DRP81504 in Plasser/BR yellow as built (1979-1990)

H4-GPC-002 YOB Plasser 12t GPC crane DRP81523 in Plasser/BR yellow as built (1980-1990)

H4-GPC-003 YOB Plasser 12t GPC crane DRP81508 in unbranded yellow (1979-2004)

H4-GPC-004 YOB Plasser 12t GPC crane DRP81521 in unbranded yellow (1980-2011)

H4-GPC-005 YOB Plasser 12t GPC crane DRP81527  
in Jarvis yellow (1999-2011)

H4-GPC-006 YOB Plasser 12t GPC crane DRP81514  
in Jarvis/FastLine maroon (2004-2014)

H4-GPC-007 YOB Plasser 12t GPC crane DRP81524  
in Carillion yellow (1999-2006)

H4-GPC-008 YOB Plasser 12t GPC crane DRP81526  
in GTRM yellow (2004-2008)

H4-GPC-009 YOB Plasser 12t GPC crane DRP81519  
in Balfour Beatty white and blue (1999-Present)

H4-GPC-010 YOB Plasser 12t GPC crane DRP81532  
in Balfour Beatty white and blue (1999-Present)

Pricing is as follows: All versions - £69

The specifications are: RP25 wheel profile Detailed jib (fixed) and equipment Highly detailed liveries Heavy chassis Highly detailed bogies Fully detailed cab NEM coupling pockets.

Delivery is expected January 2020 For more information on this project please see: [www.hattons.co.uk/GPC](http://www.hattons.co.uk/GPC)





# **THE PERMANENT WAY** **MY METHOD OF TRACK LAYING**

By: MIKE BAISH

We all look and learn from others, or so the saying goes. In my case this is certainly true!

When I was about 6 years old, my Dad took me to a model railway show, and there were all sorts of layouts, ranging from 0 gauge clockwork, to 00 HORNBY, and TRIANG. All of these were flat layouts, but there was one with scenery! It had trees, bushes and tunnels. All the things that today we take for granted.

I was in awe! The next week my dad had cut the lawn, and using my imagination, I took some of the grass cuttings and put them on the sidings of my layout, thinking that they looked real! Although now, in retrospect, I realise that it was a bit OTT! I guess this is where the seeds were sown! No pun intended!

I love the dereliction of the railways, the neglect of rusty sidings, now unused, with weeds growing between the running lines. The main lines though, were always immaculately kept, by the platelayers who tended the track.

The main enjoyment to me is scratch building, constructing stations, bridges, scenery, and laying track etc., trying to recreate a scaled down version of the real railway, although I do always look forward to the pleasure of running fully weathered trains over my layout, and imagine myself standing on a fence watching the trains pass by and waving to the driver, like I did with my Dad when I was 6 years old.

This then, brings me to describe how I personally lay track, and ballast it, in what to me is a realistic method.

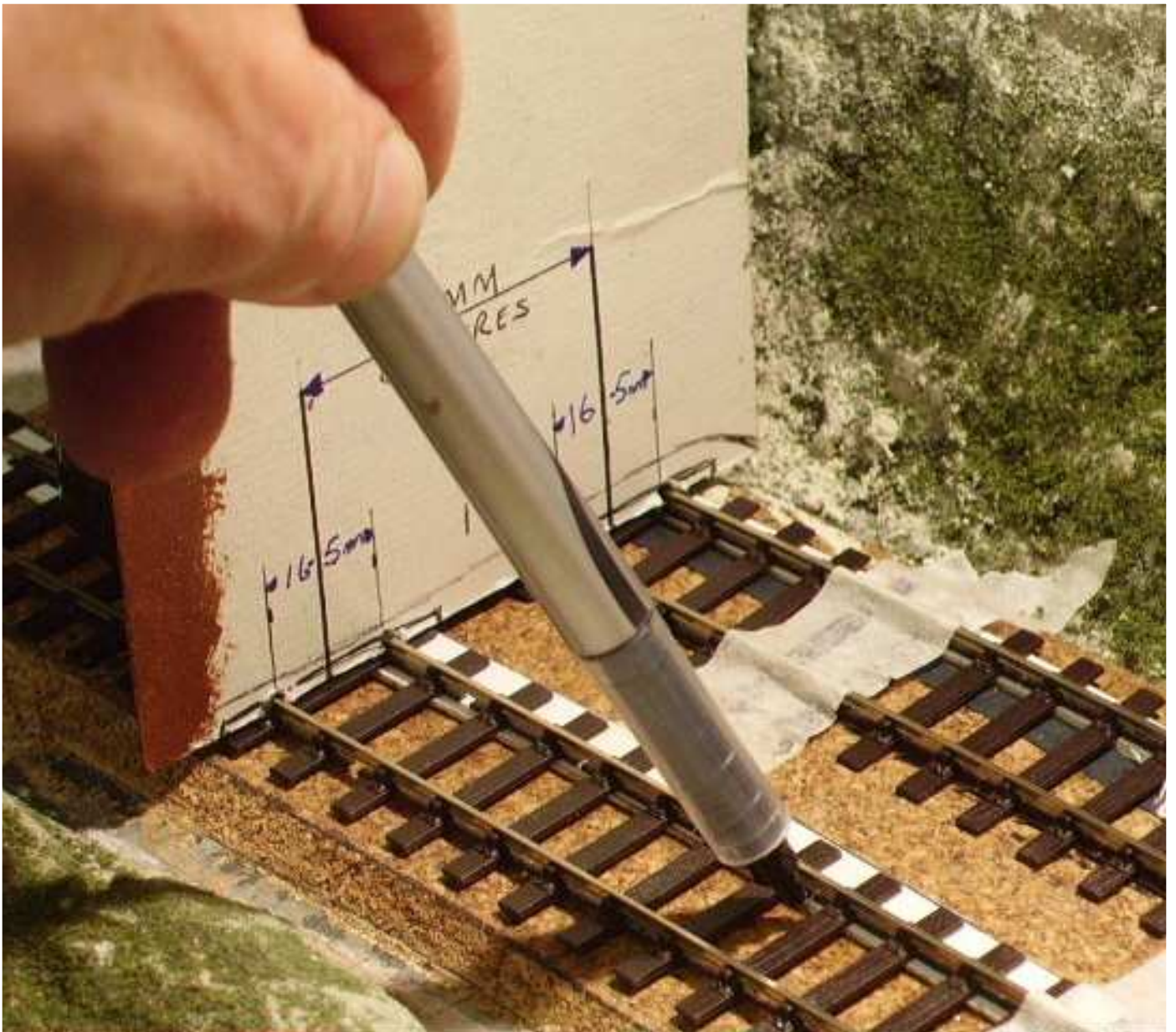
I appreciate that, over the years there have been, and still are, other perfectly acceptable ways of doing this. This is the way that I choose to do it.

The first thing I do then, is to go out and not just look, but OBSERVE the track. I take photos so that I can recall the rust colour of the rail, what colour the sleepers were, and were they all the same type? Have they been replaced with concrete ones? I note the colour of the ballast, was it clean, or showing signs of dirt and years of use? (Please note, the photographs are of my model railway are several years old and have not benefitted from any weathering techniques. They are simply to show my method AT THAT TIME, and certainly before static grass became available!).

My first job would be to paint the rails and sleeper base, with the colours of choice and to allow it to dry. I do not use track pins, as their heads may show on the finished article. I use PVA adhesive throughout. Instead of using fishplates, I solder dropper wires to the underside of each rail for electrical conductivity and later join them under the baseboard, having previously drilled holes in the bed for these wires to accurately drop into. More of this later.

As a base for the track, I use cork tiles, cut and contoured to the correct width for the track(s) and the intended track path and with a 45 degree chamfer at the edge, for use as the angle for the ballast shoulder. This cork base is securely glued to the track bed and left overnight to dry. When this is done, I position the track and hold it down with masking tape, and use card templates to set the gauge and the space between the tracks at intervals. I then drill holes in the baseboard for the dropper wires and mark them on the cork base. I use masking tape at the cork shoulder base to form a neat line and to prevent excess ballast from spoiling the neat edge of that shoulder.

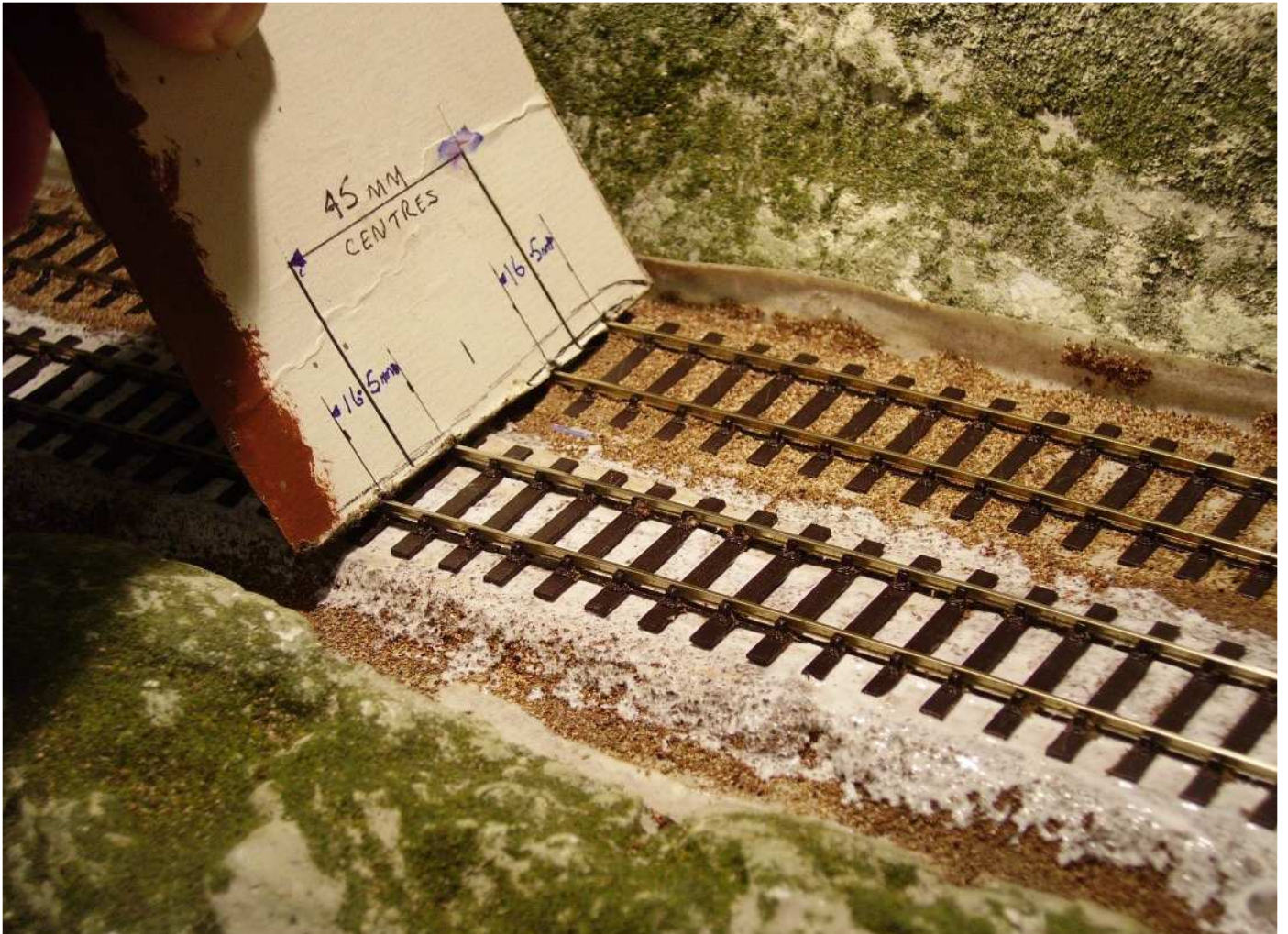




With a felt tip pen, I mark the sleeper gaps for track positioning. These will show through the PVA adhesive. Note the track gauge made from card to ensure correct track spacing.

If I wish to tilt the track as on curves, now is the time I do it, by adding thin strips of card under the outside rail. Properly laid, this gives the track an added look of authenticity.

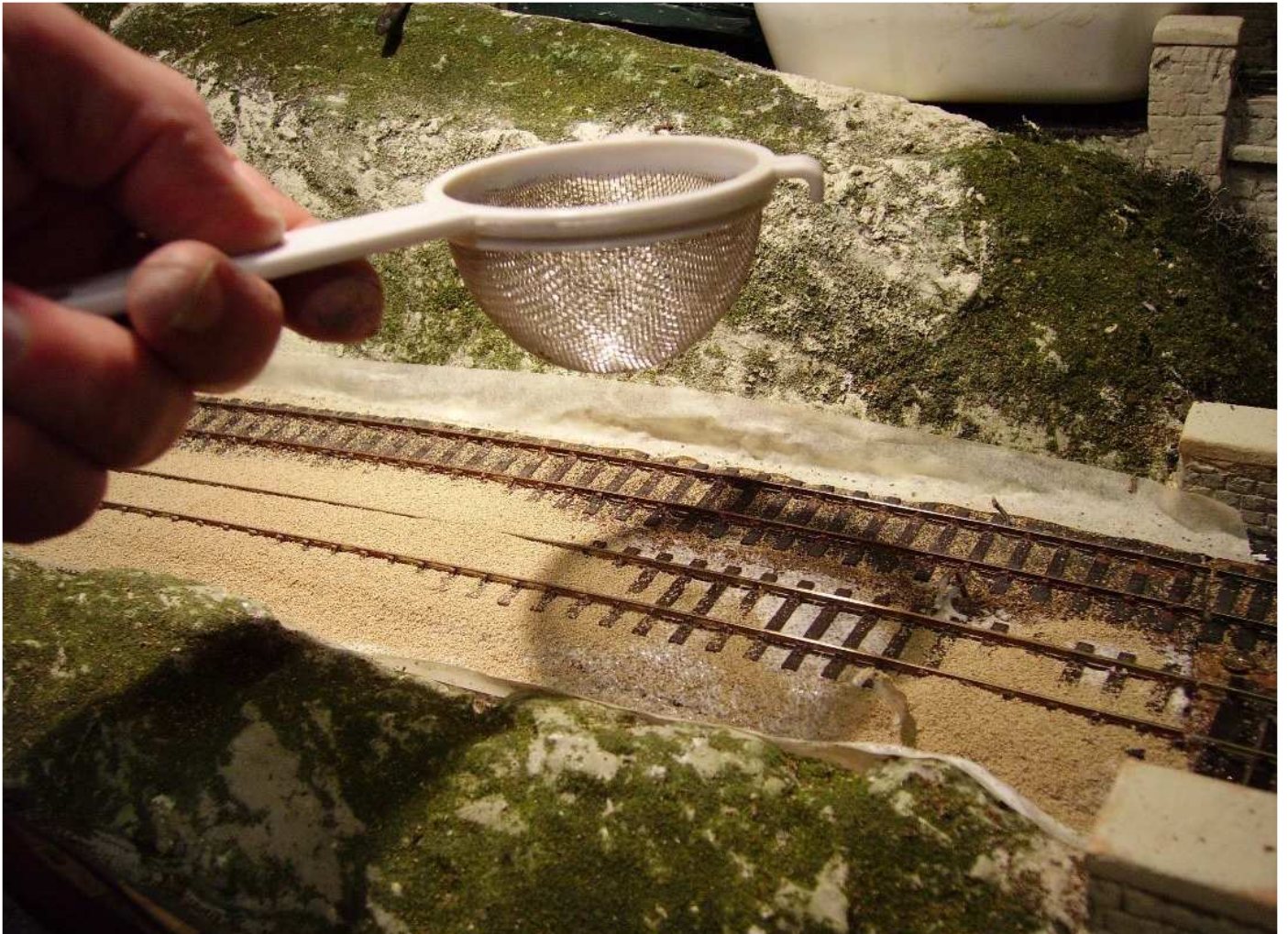






Now I lay the track and press it down well into a **THICK** bed of full strength PVA and align with the pen marks. The PVA will spread over the sleeper sides and grip the track more firmly.

I strongly advise the use of several templates along the length of the work to maintain true positioning. I make sure the dropper wires are pushed correctly through the track and are not trapped. For rail alignment, I clip small bulldog clips across the rail ends and keep them there until completely dry. Once satisfied, I use a mirror along the line to ensure there are no kinks or dog-legs.





I carefully sprinkle ballast through a sieve to prevent any debris from spoiling the work.



Using a long haired brush I tamp the ballast down until I'm satisfied the track is covered.

For the ballast, I select the most suitable size from builders' sands (mainly dependent on the type of ballasting I am doing, because it looks closer to the correct scale). Other materials are available, but whatever I choose, it must be stuck down and tamped really well with a long haired brush and the excess brushed away to avoid it being picked up by locomotives, causing possible damage.





When dealing with points or crossovers, I always lay these first as I find it is far easier to lay track up to them and then work outwards from these rather than the other way around. I use the same method of ballasting when fitting points or crossovers. However, it may be necessary to ballast each sleeper gap individually. I take time and care to avoid the glue interfering with the moving point blades and other parts.

I do my weathering after all the work on the track is complete and dry.



There are several ways of doing this. I personally use weathering powders, paints of different types which can be used in different locations, e.g. I use gloss varnish around the bases of water columns at platforms, where coal and oil are likely to be dropped when the train stops at the station. In the case of loco sheds, blacks, dark greys and ash colours would be more prominent than on the mainlines. Not being an expert on weathering, I will leave this to those more proficient in this art!

I include a couple of my photos of my current layout that is under construction which I have named 'GREAT HASSLE'..... because it was!





A shot of my secondhand 4F loco approaching my scratch built bridge over the River Derwent.

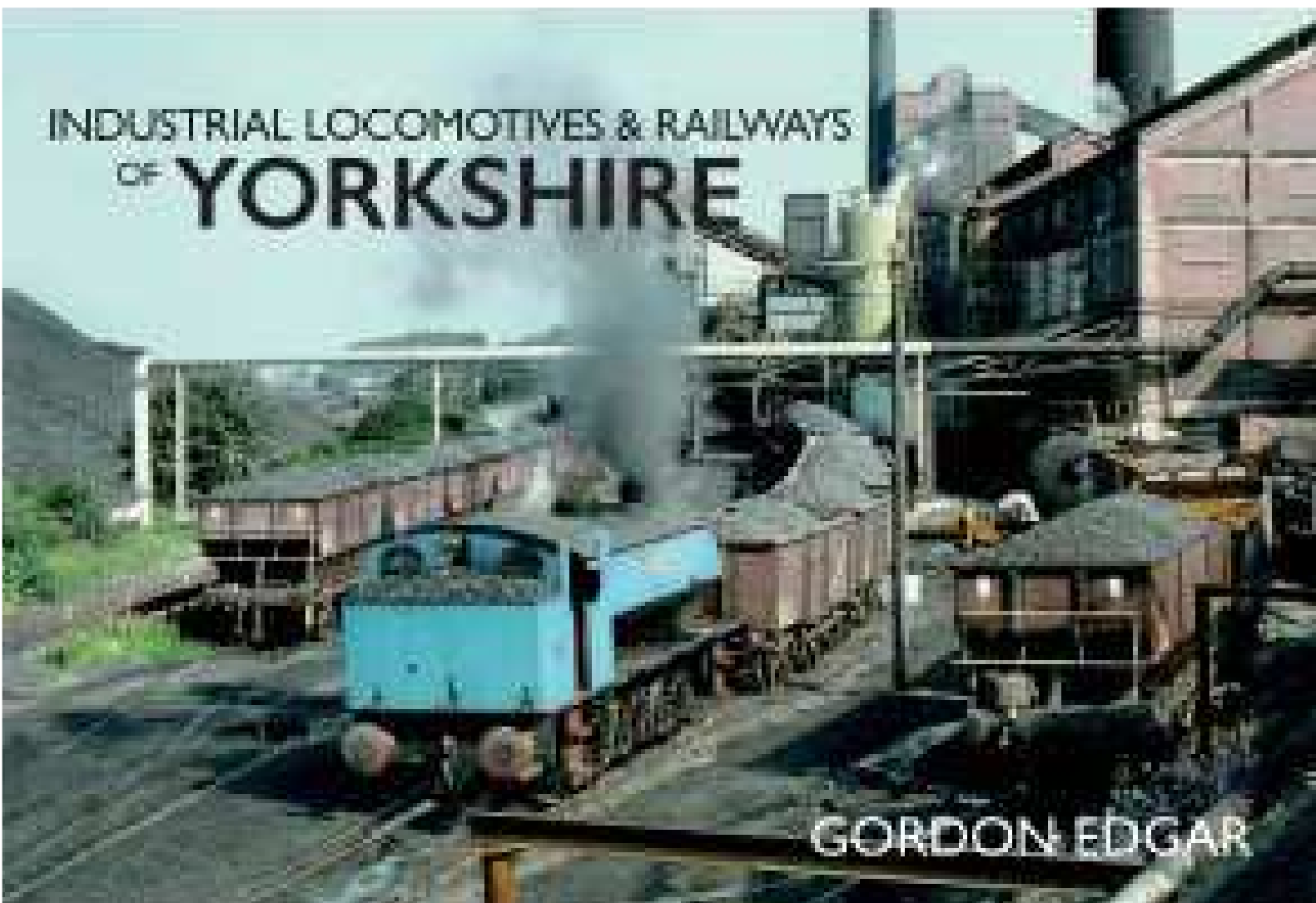


Another view of my (unweathered) 4F, as it descends the bank towards BAKEWELL station. with a short mixed freight, on recently re-ballasted track.

That then is my method of laying the permanent way. There is a saying which goes,

**‘IF IT LOOKS RIGHT, IT IS RIGHT’!**

<p>O gauge resin and white metal kits</p>  <p>O gauge low-relief building facades. Picture shows SMRS38 2-storey north-light facades with added details.</p>	<p><b>Skytrex Model Railways</b></p> <p>Unit 1 Charnwood Business Park North Road Loughborough Leicestershire LE11 1LE</p> <p><a href="http://www.ogauge.co.uk">www.ogauge.co.uk</a> <a href="http://www.skytrexmodelrailways.com">www.skytrexmodelrailways.com</a></p> <p>Free subscription to newsletters! Details on websites</p>	<p>O gauge resin and white metal kits</p>  <p>O gauge modular building systems. Picture shows 4/041 north-light warehouse kit.</p>
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**Review: INDUSTRIAL LOCOMOTIVES &  
RAILWAYS OF YORKSHIRE**

Author: Gordon Edger

Review by: Terry Rowe

ISBN: 9781445667768

Type: Paperback

Pages: 128

Images: 150

Publisher: Amberley Publishing

RRP: £19.99

Dimensions: 168 X 246 mm

This seventh volume in the series of regional books examining the industrial railways of England, Wales and Scotland looks at railways of the former Ridings of Yorkshire. This follows the format of the series with a good brief informative outline of the background and history of Industrial Locomotives and Railways in Yorkshire. All the 150 photographs come with informative captions. The book cover Standard and Narrow-gauge railways within the region outlining the rich history of Industry and the railways that supported them.

### **Quote from Amberly Publishing website:**

This seventh volume in the series of regional books examining the industrial railways of England, Wales and Scotland looks at railways of the former Ridings of Yorkshire, a region that once boasted widespread coal mining activities, which strongly influenced the county's fortunes throughout the nineteenth and twentieth centuries.

The numerous steel manufacturing complexes, chiefly centred around the Sheffield and Rotherham area, and the one-time highly polluting coal and chemicals by-products plants are looked at, including the well-known Orgreave complex during the 1980s, a time when many coal mines and their supporting industries and railways were rapidly dwindling in number, a fact sadly driven home when examining the contents of this book.



Other industries in the county, once heavily reliant on railways, either internal narrow gauge or standard gauge, included an extensive peat bog railway system east of Doncaster, water treatment plants around Leeds and Bradford, gas and electricity plants serving some of the county's towns and cities, numerous scrapyards supporting steel manufacturing, stone quarries in the rich limestone region to the north of the county, and brick and block manufacturers in the Vale of York, all contributing to the rich industrial railway heritage of Yorkshire.

With informative captions and an array of striking and many previously unpublished historical colour and monochrome photographs, author Gordon Edgar delivers a fascinating overview of the industrial locomotives and railways of Yorkshire, essentially covering the last six decades and striving to convey the attraction of the many former industrial railways of this vast and topographically varied county.

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# **Review:THE STEPHENSON RAILWAY LEGACY**

Author: Colin Alexander  
& Alon Siton

Review by: Terry Rowe

ISBN: 9781445676548

Type: Paperback

Pages: 96

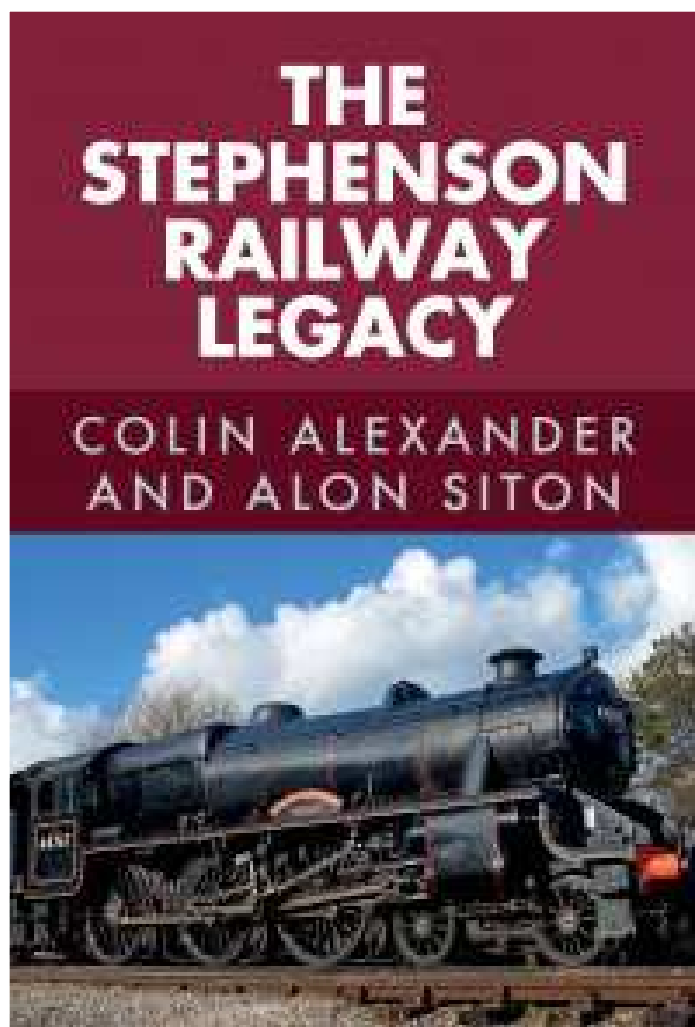
Images: 140

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm



This little book is what I call an information gem, as it gives an easy to read history of the Stephenson Legacy. It has been well researched and illustrated. Anyone who reads this will have a good introduction to what both George Stephenson and then his son Robert did to advance railway not only Britain but the World. This book is worth a read and will add to any enthusiast's library.



## **Quote from Amberley Publishing Website:**

George Stephenson was born in 1781, the son of a Northumberland colliery engineman. Within a hundred years of his birth his railway legacy had opened up vast tracts of the planet, many of those routes engineered by George himself or his son Robert. Their locomotive factory at Newcastle upon Tyne soon outgrew its premises and a much larger site was founded at Darlington.

The father and son are well known for their pioneering work on the Stockton & Darlington and Liverpool & Manchester railways, but they engineered more than locomotives. Robert is responsible for some of the world's most innovative and impressive bridges and the company the Stephensons founded continued (as Robert Stephenson Hawthorn) to build locomotives for a burgeoning worldwide market for well over a century. This book will tell its story and show its global influence.

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The following article was written as part of my dissertation in 1995/6. I attained a good mark as I succeeded in getting it published in 'Steam Railway News' a weekly newspaper that I think is now defunct; I had offered it to the colour monthly magazine with a similar name, but they rejected out of hand it without seeing it as they did not believe there was any 'Reserve'. I left out many pieces of relevant information that I had collected as I did not want the article to be too big. Many of these are now included within the original text – which had some minor modifications following communication with two major historians prior to this rewrite.

## **Britain's Steam Reserve: Myth, Defunct, or Extant?**

By: John Bryan

For the pleasure of those who believe in conspiracies, let us consider that fabled Steam Reserve. Where might the locomotives have come from? What class or classes of loco would it consist of? Where was it, or is it stored? Why is it still extant?

The continuance of Britain's perceived need for a nuclear deterrent following the last change of government raises the question of what Britain's needs in other closely related areas are,

such as dealing with any nuclear aftermath which would include the rebuilding of the nation's infrastructure. For railway enthusiasts the much discussed and to most, mythical 'steam reserve' would possibly play a part. Whether there is, or ever was such a reserve is debateable but let us consider the wealth of circumstantial evidence that bears consideration.

The first point to examine is the effect of the Electro Magnetic Pulse (EMP) that emanates from every nuclear explosion. According to available information, transistors were first produced in 1947. Given the level of secrecy following WWII and the embryonic 'Cold War' this may mean they were first used slightly earlier, thus the USA and therefore probably Great Britain knew of their inability to withstand EMP – which reaches much further than any blast – in late 1945.

If this were the case, being forewarned would have little consequence at the time as everything designed before then would not experience any difficulty: tanks; aircraft; ships; radar and of course steam engines, perhaps the most basic of transport apart from the bicycle and the ubiquitous horse.



As the twentieth century aged, any 'steam reserve' would instead of becoming redundant, gain in kudos, as electronic circuitry, although eventually capable of being 'hardened' became the control systems of diesel and electric engines on railways and petrol and diesel engines on roads. The fragility of oil and petrol supplies, even when the North Sea was producing fuels does not have to be emphasised apart from recognising the difficulty of protecting pipelines and on-shore installations. Conversely coal and water are much more resilient to any form of attack.

If you are still reading you may be saying that no such reserve exists because numerous books and articles, written by a plethora of railway historians and amateur worthies argue that nearly all the ex-British Railway engines were followed to the various scrap yards in acts of reverence and copious notes were taken and numbers collated. I have no argument with this. But – and you knew a 'but' was coming – what if a reserve was created from other sources? Such a reserve would never have any public official documentation, only a covert listing.

Where might such a large group of locomotives come from you ask, and there would have to be at least two hundred spread around the country to be viable, perhaps of more than one class. Well they would either have to be made covertly so no form of explicit listing whatsoever was in the public domain, or there would have to be a cover story for their disappearance from common sight.

The most obvious choice for me was the one hundred or so WD 2-10-0s that were given – or lent to the Dutch shortly after WWII. What if they were not scrapped under the Dutch rush to electrify between 1948 and 1952, but returned to Britain. Whether you accept this or not, ask yourself about the logic of destroying 100 nearly new, very capable, heavy freight engines in a Europe where the very fabric of any transport infrastructure had been destroyed by the allies from the air and on the ground.

Do the Japanese destroy their three year old cars because they cannot be used on their roads after that time? No they sell them to the British and other countries that have right hand drive!

Anyone who has seen footage of Mustangs, Typhoons, Thunderbolts and any other fighter-bomber that was in the air over Europe once the Allies had gained air supremacy clinically destroying anything that moved will know that locomotives were going to be in very short supply following the end of the war.

There were steel shortages in Britain; I can only assume the same would be so in Europe, exacerbated by the total lack of viable construction facilities. Even if this was the case, the destruction of the nearly new WD 2-10-0s appears to be an unbelievable act of vandalism, yet I have never read or heard of anyone questioning it?

The need to scrap engines to deal with any shortage of metals would surely have been negated by the plethora of wrecked tanks, armoured vehicles, aircraft and the detritus of battle.

The exigencies of war meant that these locos were not intended to have a long life, which in most texts seems to be accepted as a perfectly good reason for their scrapping, but to reinforce the above argument is the fact that 25 – a useful sample size for testing and training drivers - was extant in Britain until the mid 1960s.



They were fairly well hidden in Scotland, but their history was full of interesting occurrences. The first engine to try out the Rugby Test facility was a WD 2-10-0. The article I read say that no test data was taken as the engine was purely used to try out the rollers. This is hard to accept, as the need to carry out acceptance trials on the instruments would surely have been just as important as testing the rolling road?

In 'Days of Steam: Two Generations of Railway Photography, Neil Devenport, (1991), there is a photograph taken on the 26<sup>th</sup> of October - seven days after the official opening at which 60007, Sir Nigel Gresley was placed on the rolling road - that shows 73788, a WD 2-10-0, in action with steam streaming from its safety valves and its chimney vomiting smoke into the extraction system. Attached close to its chimney is a bracket that holds what appears to be two cylindrical items that are certainly not normal equipment on any loco I have ever seen. So to suggest that 73788 was only testing the rollers has to be questionable!

It is also possibly relevant that considering the small number of 2-10-0s compared with the 2-8-0s that the former was still featured in the locomotive exchanges in 1948.

There were also tests carried in 1952 concerning drafting and other minor modifications that were stated to be in case the Army wanted to build new locomotives, as they would be based on the WD 2-10-0. These tests could of course have been so that any existing locos could be modified. The continued use and maintenance of at least one highly visible WD 2-10-0 by the Army for some time reinforces the Army's connection with this type of locomotive.

It would be entirely supposition, but there may be, or have been for some time a number of locos with the same number and name used for maintenance training thus ensuring that if any one engine, whilst being test run and seen by chance would be instantly, but incorrectly recognised and thus not raise any issues concerning numbers.

The history of the WD 2-10-0 from the Dutch perspective, seems to state that of the hundred or so that they were using after the war, 50 were exchanged for the WD 2-8-0 and the rest were 'adgervored' my translators felt that in no way does this mean scrapped. One person said 'put aside', another suggested 'repatriated', which I think does not leave much to the imagination.

Accepting the possibility of there being a hundred or so WD 2-10-0s sitting, lubricated and maintained in caverns inside the security fences of Army bases – I use the plural as they would have to be dispersed - then the need for another class of loco to perform the duties that such a large loco would not be ideal for has to be considered.

Based on the need for security, and my findings stated above, I started to research the J94 and its military equivalent. This class is so ubiquitous that anonymity of an extra hundred or so is almost guaranteed. I have always found that the factory numbers and the running numbers either did not add up, suggesting a approximately a hundred were made but stayed on the shelf, or that any attempt at collating their use and destruction becomes so convoluted that I decided to accept the ‘fog of war’ as a fact of life. Whatever I read there always seemed to be a hundred or so that never went into use. This could be just an error but the sources I used never had exactly the same discrepancies.

Supporting their potential as part of a reserve, were the experiments that began in December, 1962, when J94, 75019 (Army No.) was fitted with a mechanical stoker.



Following this, it was used as Swindon shed pilot for experiments with small coal in February 1963 and then tested by BR between Yarnton and Kingham with 38 vans, 2 brakes and a dynamometer car, close to Long Marston Army base.

Surely this indicates something other than the contempt that officialdom, be it military, or civilian, seemed to show towards anything steam powered during the sixties. The above acts seem incredulous when British Railways were scrapping classes because an accountant said so.

There is some film evidence that may support the modification of at least one J94 to give it a greater water carrying capacity - very useful in dire circumstances, which also backs up the experiments described above. In the film 'The Great St Trinian's Train Robbery' - stop laughing and read on - the railway sequences were filmed at Longmoor - we see two J94s, one clearly unaltered, but its stable-mate, numbered 68961, has the appearance of a J50.

When studied more closely it can be seen that the engine is a J94 but with added side tanks that slope at the front as did those on J50s. I appreciate that these could have been added by the film's props' department to give definition to the two locos during the chase scenes.

This is a possibility but during the action, the actors indicate which engine it is and most viewers would not even look at the locos. Because they are the same class, in the distance shots, it is hard to tell that one has been altered, supporting the lack of need to emphasise the difference. In the close ups, the extra side tanks look too solid and permanent to be made of anything other than steel plate.

I was told in 1996 by the editor of 'Steam Railway News', who had recently published a piece concerning a steam engine that was going to Kineton base for maintenance work.

The Army had been very angry that the name of a base had been published; not at all similar to mending a tank is it? Set in a rural area, its rail connection was still in existence at the time. When recently viewed from satellite, there are tracks which either end in dugouts or disappear into tunnels.

When I visited the area there was a large flat hillock that appeared to be of too perfect a curve. An acquaintance who used to live there, readily agreed that there was such an artificial mound – in local common knowledge - its length and width sufficient to house at least four tracks.

Shortly before the 1997 General Election, I was dozing one morning at around six AM, in front of the television, when a man from the Conservative Party came on stating what he would do if he was in power. He talked of privatising the 'Strategic Reserve' without mentioning what it consisted of. We have all seen the Green Goddesses that appear whenever the Fire Brigade go on strike, or work to rule. Most of us were surprised when we first saw them.

A friend of mine who is much more knowledgeable than me concerning many things railway says that no government, whatever hue, has had the foresight to build, or keep a reserve. Well the Green Goddesses contradict this hypothesis as does no lesser man than Sir Winston Churchill, who when returning to Government during the early part of WWII asked whether any artillery had been stored from WWI? The answer was in the affirmative.

My interest in a reserve had been ignited after reading the first issue of 'Steam World,' which had used the idea as a selling point, backed up by an article that could have been a total fiction.



For years, supposedly official sources had stated that no such 'Steam Reserve' existed. I was initially surprised when I found a site on the internet that purported to admit that there had been one, but that it had been scrapped following the demise of the 'Cold War' and the USSR.

Could this be a double bluff, a way of putting off the enthusiast who showed a mild interest? The site intimated that the stock was a mixture of Great Western and British Railways types. There is no stock list, as this would be open to the scrutiny of all the disciples who listed and probably even followed their favourite classes to their funeral pyre.

How simple, keep it vague and there can be no detailed questions, no in depth analysis and of course no slip ups. The logic of having a range of different types has to be questioned, especially if there really were some GWR engines in the roster. Nothing wrong with GWR stock you all shout. True, but modernity and the availability of spares has to be balanced with any preferences individuals may have for their favourite class. Those who miss the GWR counties are drooling now.

## The potential use of railways in Strategic Planning:

There are other reasons for my scepticism. I have met railway workers who have had responsibility for some forms of track maintenance, utilising track plans and timetables for their own safety, only to find junctions not marked and track that was rusty on one day, but showed signs of use on the next, although the timetable showed no movements.

There was an ex-REME base, Old Dalby' that was originally connected to the national rail system. Following the removal of the track connection, a large piece of equipment was delivered to the base that required major road closures, one observer took a photograph, which when viewed by someone with an interest in railways seemed to show a track laying device.

The REME of course were the men who would look after any locos in time of peace, turning then over to the RCT, or RLC after 1993 when danger threatened. One man I spoke to who had been a driver on the adjacent line said that he knew of no evidence that there were any hidden tunnels. Conversely, three people, one who lived in the area as a child, agreed that there was such a tunnel.

One of the others stated when asked if there were any steam engines in the tunnel, 'No'. When I retorted, 'so there is a tunnel then' they realised that they could say no more and walked away. They were also disappointed that I had gained information from them, as they had already told me they had signed the Official Secrets Act.

Rural areas seem to be the places to set up headquarters various major utilities such as gas and telephone communication. I have heard rumours though of one large conurbation that has only limited heavy industry and would not therefore be high on the target list for any perceived enemy, is the intended alternative seat of Government, should the 'Balloon Go Up'.

This may be supported by a base within its environs being close to a line which seems to carry only DMUs when there is another, slightly longer line that does carry other traffic. Since 'Beeching', tracks that were duplicated have usually been torn up without a thought.

I have heard of an engine driver, now deceased, who did not work for British Railways, but who would go to work and not be seen for days and never say where he had been. My informant felt that he worked for the military.



Recent text concerning the use of railways in wartime, suggests that the age of railways let alone steam power is well past its zenith. Christian Wolmar, in his 'Engines of War' (2010), a superbly readable and well structured book, points out that 'civil defence preparation in the mid-1950s' saw early 20<sup>th</sup> century carriages converted into 'mobile emergency control offices and communication centres for government officials in the event of nuclear war.' He later indicates that they were returned to BR by the early 1980s and that some found their way to preservation sites. The above raises a number of questions:

1.  
Why were they rail mobile in an increasingly road orientated island?
2.  
Would the Military have developed the concept of such trains in isolation?
3.  
What would have been used to pull them should Britain have experienced a massive nuclear attack and our oil supplies – very volatile – had been incinerated?

4.

If they were redundant by the early 1980s, while the Cold War was still a very real potential as the Russians were in Afghanistan - what a lesson we could have learnt - is it not more a viable conclusion to their retirement that they were replaced as their electronic equipment would have become obsolete? A process that could have been repeated a number of times.

The text also mentions 'TTW (transition to war)' during which railways would be used to transport tanks, and I assume other pieces of war apparatus. Such planning would surely raise the question of 'transition to peace' where the above mobile centres might also be used?

Any Government official assessing such a dire state of affairs would hopefully consider motive power and the required fuel supplies. While diesel engines start at the touch of a button and steam takes hours, the effects of EMP and diesel oil's propensity to flow, if not burn has to be considered.



Conversely coal, while it does burn, it does not soak into the ground when its storage facility is damaged. Once a steam engine is running as long as no great performance is required, the quality of its fuel is much less of a problem than with a diesel.

Mr Wolmar, when discussing the lack of planning that helped Hitler to lose the war cited the Daily Telegraph (27<sup>th</sup> September, 1944), 'He had at his disposal the finest road system any country ever possessed – but he lacked the petrol [or diesel] to use it.

Were we not close to being in a similar situation should our fragile links to North Sea Oil have been destroyed by any form of attack whereas we were mining prodigious amounts of coal until a certain woman decided that should change?

The example of West Germany which did not scrap their steam fleet until after we had, could provide a useful example of the more logical use of indigenous resources – perhaps they had learnt more from defeat than we learnt from victory?

Our oil fuel supplies are probably even more susceptible to attack now, unless there is another secret indigenous supply as in WWII like the Nottinghamshire field around Eakring.

There is another connection between the Military and rail transport that while not related to the motive power of any sort, does reinforce the fact that some bases do maintain rail tracks within their perimeters.

Excess passenger rolling stock is stored in Military bases. Those that I have observed do appear to still be rail connected. This is interesting in itself as I am told that it is cheaper to deliver carriages to their designated storage facility by road transport— so much for being green!

With the ever dire condition of the Nation's finances we might finally see engines for sale but as I mentioned at the beginning of this article, as long as we have a nuclear deterrent, we have to have all of the ancillaries, and the maintenance systems for any such reserve, so any costs will be so small in comparison to the cost of nuclear submarines and those aircraft carriers - w - that it might not even have been noticed yet.

Let us see what future budgets bring, as Britain's fiscal status continues to cause concern.

<p>O gauge resin and white metal kits</p>  <p>O gauge low-relief building facades. Picture shows SMRS38 2-storey north-light facades with added details.</p>	<p><b>Skytrex Model Railways</b></p> <p>Unit 1 Charnwood Business Park North Road Loughborough Leicestershire LE11 1LE</p> <p><a href="http://www.ogauge.co.uk">www.ogauge.co.uk</a> <a href="http://www.skytrexmodelrailways.com">www.skytrexmodelrailways.com</a></p> <p>Free subscription to newsletters! Details on websites</p>	<p>OO gauge resin and white metal kits</p>  <p>OO gauge modular building systems. Picture shows 4/041 north-light warehouse kit.</p>
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## **Review:**

# **LOCOMOTIVES OF WESTERN CANADA**

Author: Mike Danneman

Review by: Terry Rowe

ISBN: 9781445683720

Type: Paperback

Pages: 96

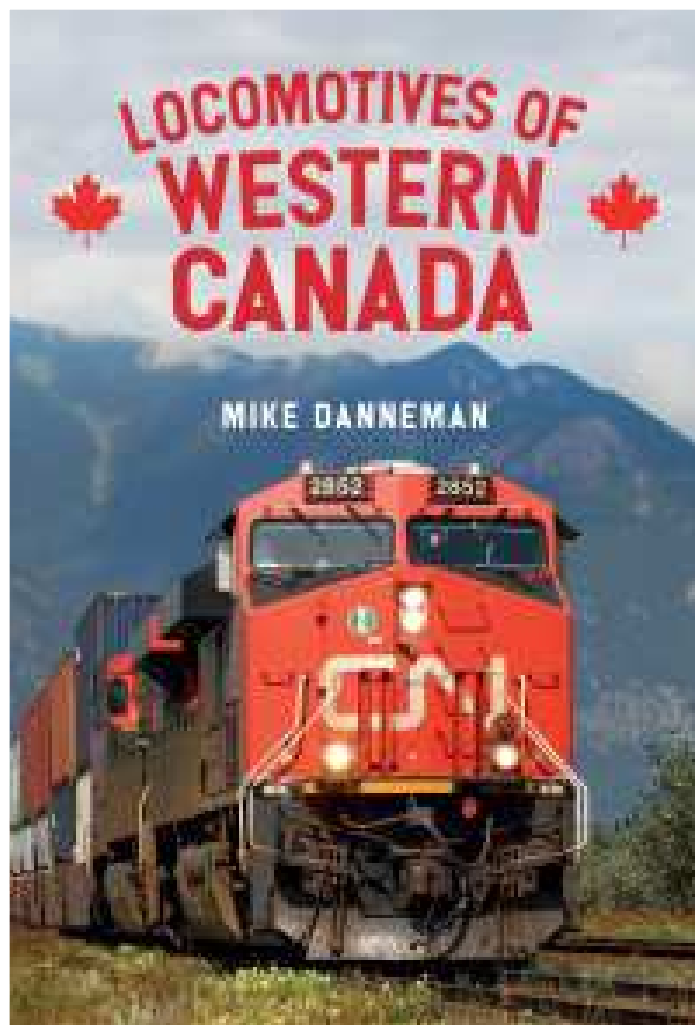
Images: 180

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165  
mm



Another book in the series that follows the format of a pictorial book with informative captions to each photograph. If you like big locomotives in big country, then this book has all that.

## **Quote from Amberley Publishing website:**

The mountains of Alberta and British Columbia in western Canada have always challenged the resolve of the railways that worked their way west, opening up the country.

It was a new frontier that soon tested man and locomotive as trains crossed through a rugged and unforgiving territory. Even today, the task continues as incredible amounts of tonnage are hauled over arduous mountain passes and through spectacular river canyons, powered by modern diesel locomotives.

With a stunning collection of previously unpublished photographs, Mike Danneman showcases these marvelous machines amid the splendor of some of the best mountain scenery in the world.

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## **NEWS: LMS Beyer Garratt in N From Hattons**

Iconic LMS class to be first N gauge loco from Hattons. In 2014, Hattons released in OO what has since been classed by Hornby Magazine as the best steam model they had seen. To enter into the N gauge market we have decided to replicate this unique design in N gauge.

The Beyer Garratts were designed to haul coal trains from the Midland coalfields to London to stop the use of double-heading and save on fuel, crews and maintenance. The locos quickly gained popularity due to their strange design of articulation and were widely known about. Very early in the careers of the locos they had their fixed bunkers replaced with rocking ones to help bring coal towards the cab while on the move. They lived out their lives on the coal trains they were designed for and were only withdrawn with the introduction of the Standard 9Fs.

Unfortunately none survived the cutters torch and the preservation movement lost an important part of the British Railway scene.

For the N gauge model we will only be producing the rocking bunker version.

The versions to be released are:

H2-BG-001 Beyer Garratt 2-6-0 0-6-2 4994 in LMS black



H2-BG-002 Beyer Garratt 2-6-0 0-6-2 7983 in LMS black



H2-BG-003 Beyer Garratt 2-6-0 0-6-2 47967 in BR black with “BRITISH RAILWAYS” lettering



H2-BG-004 Beyer Garratt 2-6-0 0-6-2 47972 in BR black with LMS lettering and block-style numbers





H2-BG-005 Beyer Garratt 2-6-0 0-6-2 47995 in BR black with number on cab and plain tanks



H2-BG-006 Beyer Garratt 2-6-0 0-6-2 47996 in BR black with early emblem



H2-BG-007 Beyer Garratt 2-6-0 0-6-2 47981 in BR black with early emblem



H2-BG-008 Beyer Garratt 2-6-0 0-6-2 47992 in BR black with early emblem



Pricing is as follows: All versions - £199

The specifications are:

5 pole motor driving wheels at the bunker end

RP25 wheel profile

Highly detailed liveries

18 pin DCC socket

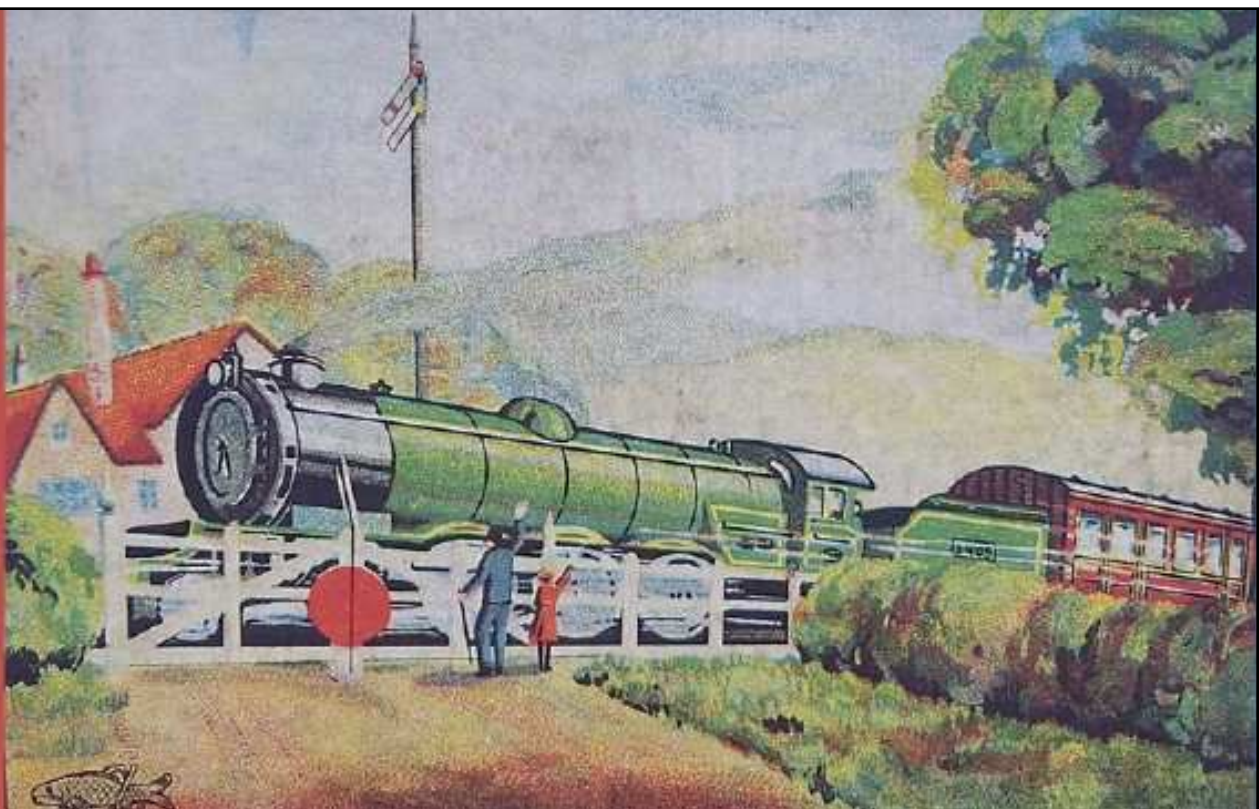
Heavy diecast chassis

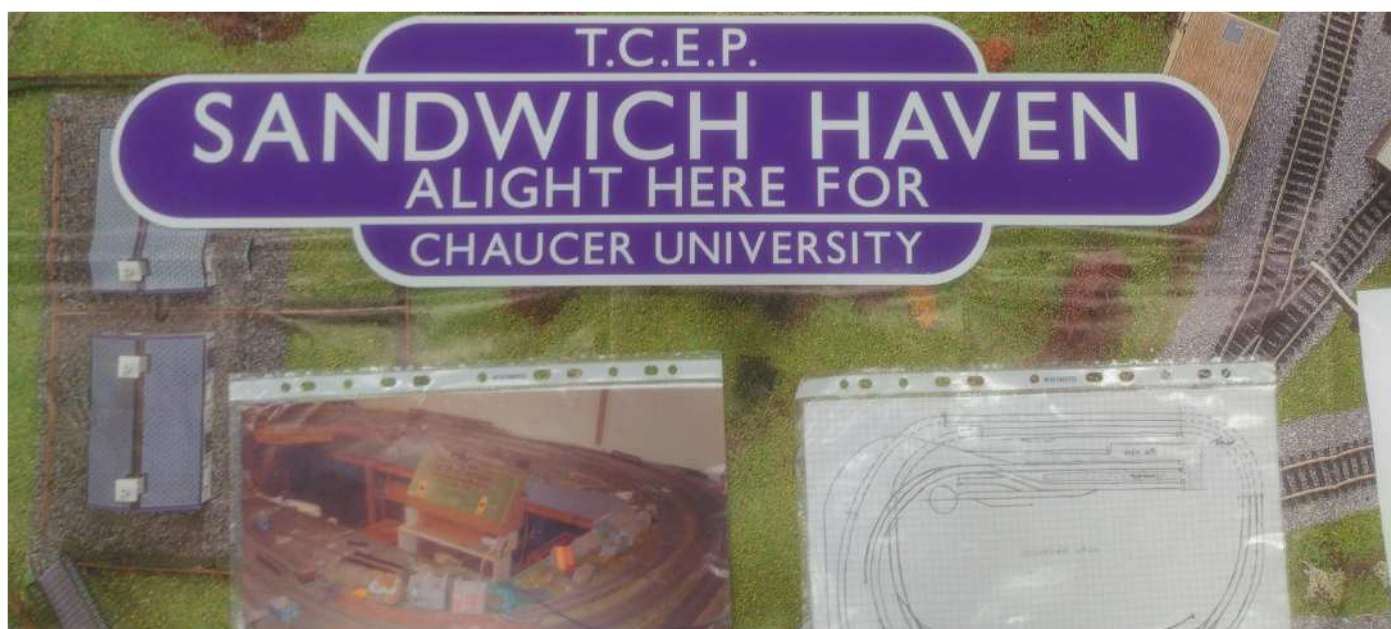
Highly detailed chassis

Fully detailed cab

NEM coupling pockets

Delivery is expected by January 2020 For more information on this project please see: [www.hattons.co.uk/ngarratt](http://www.hattons.co.uk/ngarratt)





## **Sandwich Haven Publicises Chaucer University**

Richard West's Sandwich Haven OO gauge (1:76 scale) model railway layout was invited to exhibit at Erith Model Railway Society's Dartford Model Railway Exhibition, held at The Leigh Academy in Dartford on Saturday 15<sup>th</sup> and Sunday 16<sup>th</sup> September. This was Sandwich Haven's first exhibition.

Owing to a short notice transportation problem unable to be resolved in time, the intended Sandwich Haven layout was unable to be taken to Dartford. However, in its place, examples of scenarios being developed for inclusion on Sandwich Haven were exhibited, including the Advanced Passenger Train Experimental version (APT-E) gas turbine powered four car train, recreating the standard gauge version of the early 1970s which tested the carriage tilting mechanism subsequently used in the electric production version (APT-P).



Sandwich Haven has also been invited to attend Erith Model Railway Society's larger Longfield Model Railway Exhibition, being held on the fourth weekend of next January at the Longfield Academy. The Longfield exhibition should exhibit up to thirty-five layouts and over one hundred stands in total, including of charities, demonstrations, societies and traders. The exhibition opens to the public at 10 am each day, closing at 5 pm on Saturday 26<sup>th</sup> and at 4 pm on Sunday 27<sup>th</sup> January 2019. Adult admission price is £9. Children are admitted free, providing they are accompanied by an adult. Sandwich Haven is being exhibited as restoration work in progress.









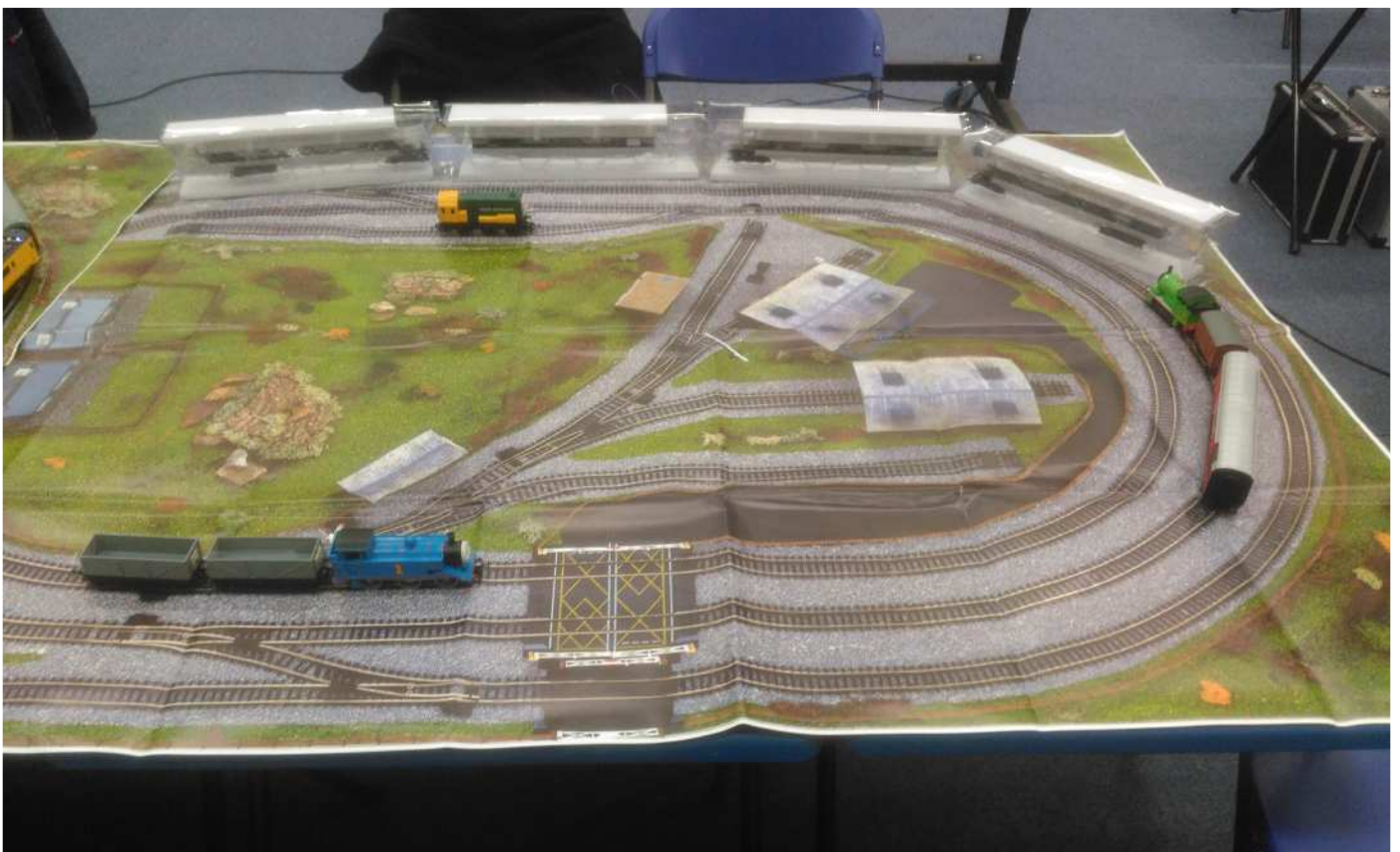




## **Background of the Layout:**

The layout was originally named High End when it was built by the Deal and District Model Railway Society in 1978, to become the permanent clubroom layout located on an upper floor at Deal railway station. The layout comprises eight large modules, each measuring five feet three inches by two feet nine inches wide and weighing up to fifty five pounds, more familiar to younger readers as twenty-five kilos, the weight of a professional size bag of sand, cement or plaster.

When the Deal and District Model Railway Society folded in 1990, due to British Rail increasing their clubroom rent fivefold, the High End layout was acquired by the City of Canterbury Model Railway Society to become their clubroom layout.



In December 2014, six months after joining the City of Canterbury Model Railway Society, Richard West decided to save the High End layout from being scrapped and to restore and extend the layout, after CCMRS decided to replace the clubroom layout with a smaller test track.



By early January 2015 the last of the layout modules had been separated and dismantled from the fixed framework, with reusable items retained by CCMRS for subsequent reuse. Richard West gave a donation for the scrapped baseboard to CCMRS towards materials for the new test track.

Sandwich Haven is the new name for the layout being restored and improved to promote Chaucer University as an Open Technical University developing as a Mechanics' Institute.



The layout is envisaged becoming a current era heritage layout, demonstrating digitally controlled intensive main line running serving a fully operational very busy Sandwich Haven container terminal, complete with moving road vehicles.

Sandwich Haven has four tracks for continuous running, a double track branch line terminus, a single track branch line to the harbour and future operating features include coal and gravel trains loading and unloading, in addition to a fully working container terminal loading and unloading ships.

Further details about the Sandwich Haven layout and restoration progress can be read on the UK Model Shops website under eLayouts, 4mm, Kent, at:

<http://www.ukmodelshops.co.uk/layouts/elayouts1.php?ScaleID=3#KENT>

The website calendar chronologically lists model railway exhibitions being held throughout the year, with a page about each exhibition.

A video of assembling and operating the container crane can be viewed on the next page:

[https://www.youtube.com/watch?time\\_continue=1&v=\\_tzsblRl6Zg](https://www.youtube.com/watch?time_continue=1&v=_tzsblRl6Zg) .

Restoration progress can be followed:

@Sandwich\_Haven on Twitter or online at:

[https://twitter.com/Sandwich\\_Haven](https://twitter.com/Sandwich_Haven) .

## **Sandwich Haven's Fame In History**

Sandwich Haven was renamed by the British War Department during the First World War and became Port Richborough.

Military train ferry services from Port Richborough to Calais and Dunkirk began on 10th February 1918, when it became the second of two military train ferry ports,

The other being Southampton which began services to Dieppe in November 1917.

Southampton subsequently developed into a container terminal. The layout depicts what Sandwich Haven could also have become.



## **The Chaucer Education Project**

The aim of The Chaucer Education Project is the founding of Chaucer University, as an Open Technical University developing as a Mechanics' Institute.

The objects for which The Chaucer Education Project is established and which shall be achieved in all countries of the world and without differentiation between individual persons on the grounds of their colour, nationality, politics, race, religion or sex, are:-

(1) The advancement of education through teaching and research, and through being an examining body, and by the example and influence of the The Chaucer Education Project's corporate life and that of The Convocation;

(2) To preserve life, and relieve distress, hardship, poverty, sickness and suffering.

Chaucer University is currently a research concept virtual model. Please help to make it a global reality.

**Website:** [chaucer.university](http://chaucer.university)

**Twitter:** @ChaucerUniv and @Sandwich\_Haven

All photograph credits are Richard West.

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## **Review: The Pacer**

by: Rich Mackin

Reviewed by:  
Alexander Croft

ISBN: 9781445676180

Type: Paperback

Pages: 96

Images: 180

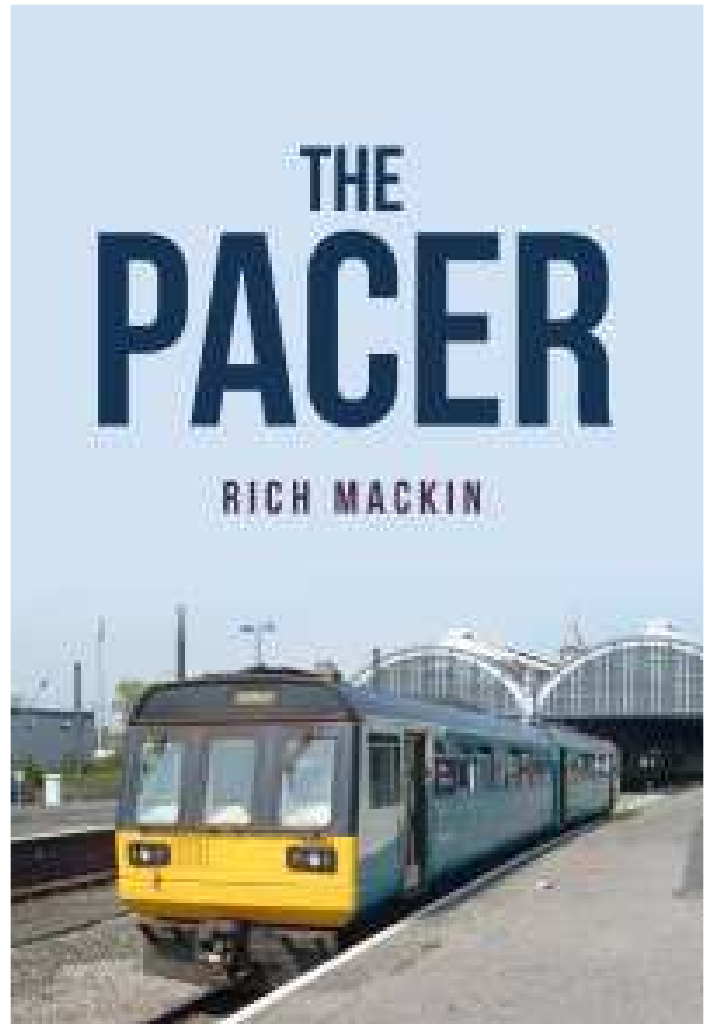
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



The Pacer is arguably one of the most hated types of multiple unit in use on the network today. Originally developed as a cheap stop gap measure, the paces have well outlived their original 10 to 20 year life span. Effectively a bus body on a motorised freight wagon chassis they were never particularly comfortable.

The Pacer does deserve some praise however, cheap to run and maintain they enabled many uneconomical branch lines to remain open. When privatisation came in 1997 the peace has remained cheap to lease and operate leading to their continuing use on the network today.

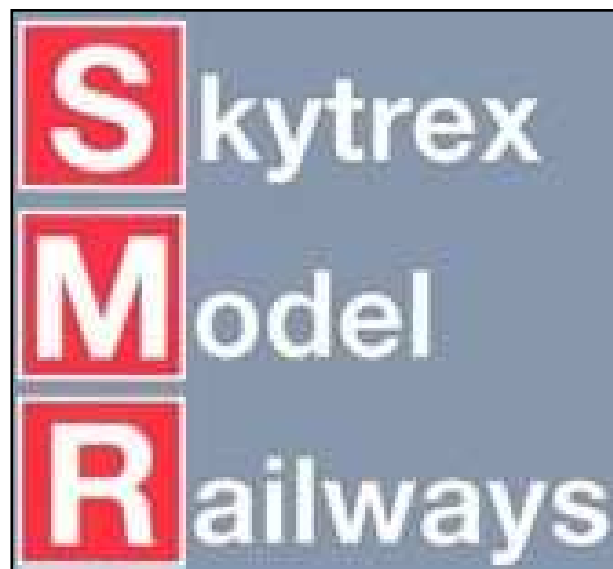
This book however could be said to be the almost complete history of the paces, as the Pacer is now due to be replaced after the transport minister 2 Creed they should be replaced by 20:20. Northern Rail are the current operator of the remaining cases and have ordered a new fleet of units for the 2020 deadline (however, they have signalled that some may remain as an emergency reserve while any issues with the new units are ironed out).

So what is my opinion of this book? I have mixed thoughts. On the one hand the book is well laid out and depicts each class of Pacer from its early introduction to the present, but on the other hand some information on the Fate of the class is missing (the main example of this is the class 141 units that were sold to Iran after retirement in the UK). But otherwise it is an excellent collection the photos and will definitely provide a good reference guide for modellers. Overall a Solid 4 out of 5.

### **Quote from Amberley Publishing Website:**

With an aging fleet of Diesel Multiple Units, British Rail sought a low-cost solution to the problem of replacing a large part of their fleet.

A series of prototypes were built in the late 1970s and early 1980s, which led to British Rail ordering the Class 141–144 railbus family, often known as ‘Pacers’. Using British Leyland bus body parts on four-wheel underframes, these units are typically found in the North, South Wales, and south-west England. Often underappreciated by passengers, the Pacers arguably saved many rural lines from an uncertain future in the 1980s. New regulations aimed at making trains accessible to disabled passengers mean that the Pacers are now entering their twilight years, with Northern set to replace their entire fleet by the end of 2019 with a combination of new and cascaded stock. Here, Rich Mackin offers readers the opportunity to examine these hardworking units during their final years as they head towards retirement.





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**Review: TYPE 4**  
**LOCOMOTIVES OF**  
**BRITISH RAIL**

**Author: ANDREW &  
JOHN WALKER**

Reviewed by: James  
Cullen

ISBN: 9781445680095

Type: Paperback

Pages: 96

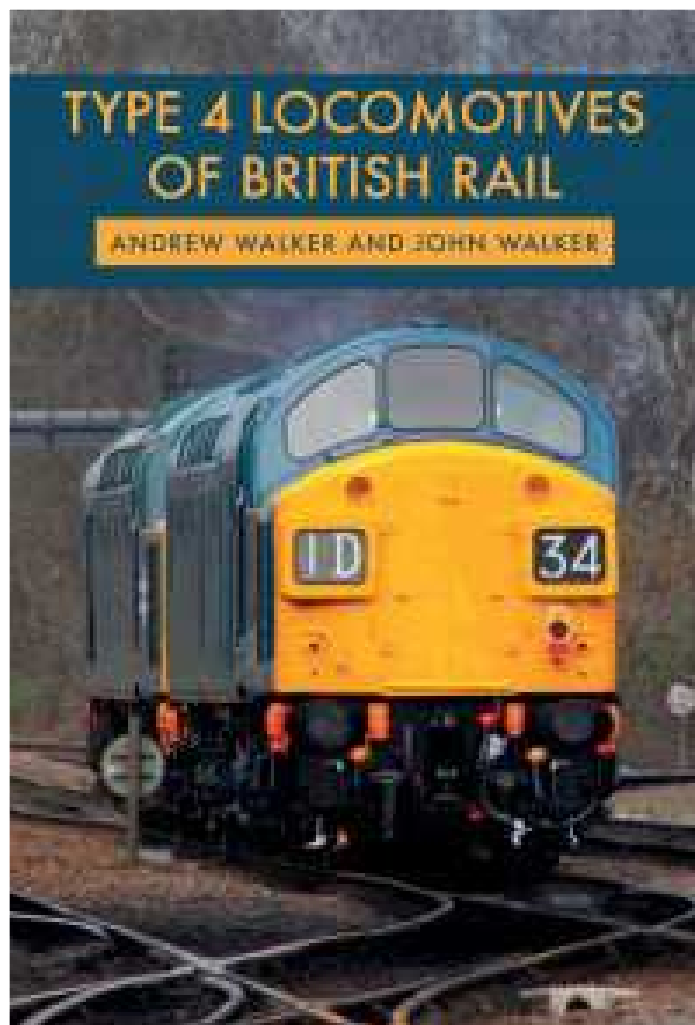
Images: 180

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm



As a fan of the 'Peaks' I was looking forward to settling down in my chair and pawing through the 96 pages of photos (full colour and black & white) covering a period of about 30 years of pure nostalgia. A selection of images covering classes; 40, 44, 45, 46, 47 and 50 (obviously) greeted me and immediately I'm transported back to the early 80s with images of movements that haven't been seen for well over twenty years. The variety of locations, liveries, stock movements and time periods is very impressive.

Now, I do have a small gripe. Considering that there were; 512 class 47's, 193 'Peaks', 50 class 50's and 200 class 40's. The book is a bit whistler heavy. Now, In the interest of fairness (for those who really do like a class 40). This is a brilliant book.

The attention to detail with the introduction and in depth notes with each image is perhaps what we would come to expect from an Amberley Press release but the extra information found within each paragraph shows that the authors really have a passion for their subject and its not just another collection of railway photographs. Don't take my word for it, get £14.99 out of your pocket and go buy yourself a copy.

### **Quote from Amberley Publishing Website:**

The six principal classes of diesel locomotive that once made up the 'Type 4' classification – the 40, 44, 45, 46, 47 and 50 – were the survivors of a wider group that can trace its origins to the British Transport Commission's Modernisation Plan of 1955. Designating a power output of between 2,000 and 3,000 hp, the type once contained representatives of several non-standard and one-off prototype builds, including the Warship and Western diesel-hydraulics, which between them originally numbered over 100 examples.

The scrapping, exporting or accidental writing off of the numerous Type 4 prototypes in the 1960s and early 1970s – with the exception of the ten Class 44 Peaks – left a cohort of over 900 diesel-electrics that became the real backbone of the BR fleet, including the most numerous single mainline class ever built in Britain, the ‘Brush 4’ – or Class 47, as it later became. This pictorial collection presents a wide-ranging selection of images of Type 4 locomotives from the late 1970s to the present day, photographed and compiled by Andrew Walker and John Walker with contributions from fellow photographer Vaughan Hellam.



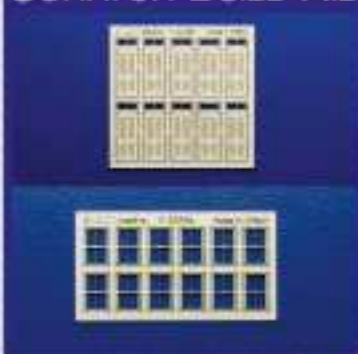
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## **Guardians of Social History.**

What was it like to live in The Vale of the white Horse between the years of the two world wars? At this moment it is very difficult to tell. A visit to the area will tell you very little, houses and cottages have been changed. Thatch has been replaced with tile, windows have been double glazed and many dwellings have disappeared entirely. Village pubs have closed, schools likewise, along with a huge number of local shops. Many villages have developments of “Des Res” modern houses on their fringes. Even the landscape has changed with the field boundaries obliterated Elm, Ash and Chestnut trees disappeared and the broad swathe of Motorways striding across the landscape.

We can listen to reminiscences from people who were there but listening will often build an image far removed from the reality. We can look at photographs but they will be in Black and White, exactly which shade of green was an Elm? Think of the vociferous arguments over the correct shade of G.W.R. Green, it's a minefield! However a trip to Pendon museum and you can see the Vale as it was all those years ago.

The model painstakingly created by the team of workers portraying the buildings and landscape as accurately as they know. Put together the reminiscences and the model and all is explained you could almost be there.

Pendon isn't the only place to make use of accurate models including model railways. The National Brewing Centre in Burton-Upon-Trent has an exquisite N gauge model of the town and its railways at the height of the brewing industry in the town.

Most of the buildings on the model are gone and the streets have even been altered in the modern town but look at the model and you can see how it was. A model is able not only to stop time but to turn it back and given a fair amount of research/investigation recreate a past time.

Visit most model railway shows and you will find layouts which accurately display scenes from the past. The social history of the area is there to see, frequently warts and all. From the Edwardian seaside through idyllic rural countryside to the grime of Motive power depots and the East End it is all there to see.



It is said a picture is worth a Thousand words and this is often the case when it comes to conveying complex ideas. If this is so then an accurate model is worth two thousand words when it comes to portraying a vision of history.

What about those modellers who assemble vintage track and run vintage model trains? They too are guardians of social history recreating the scene to be met with in many homes throughout the nation.

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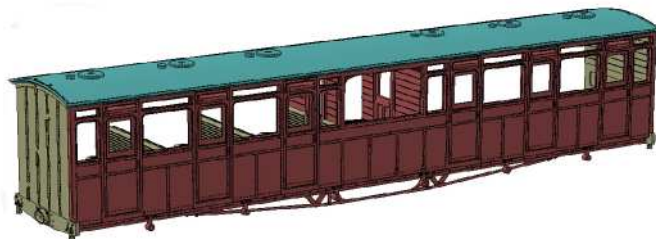
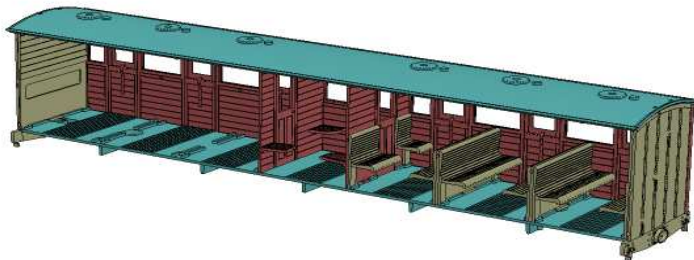
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**Review:**  
**GERMAN**  
**TRACTION**

Author: Andrew Cole

Review by: Terry Rowe

Price: £14.99

ISBN: 9781445666945

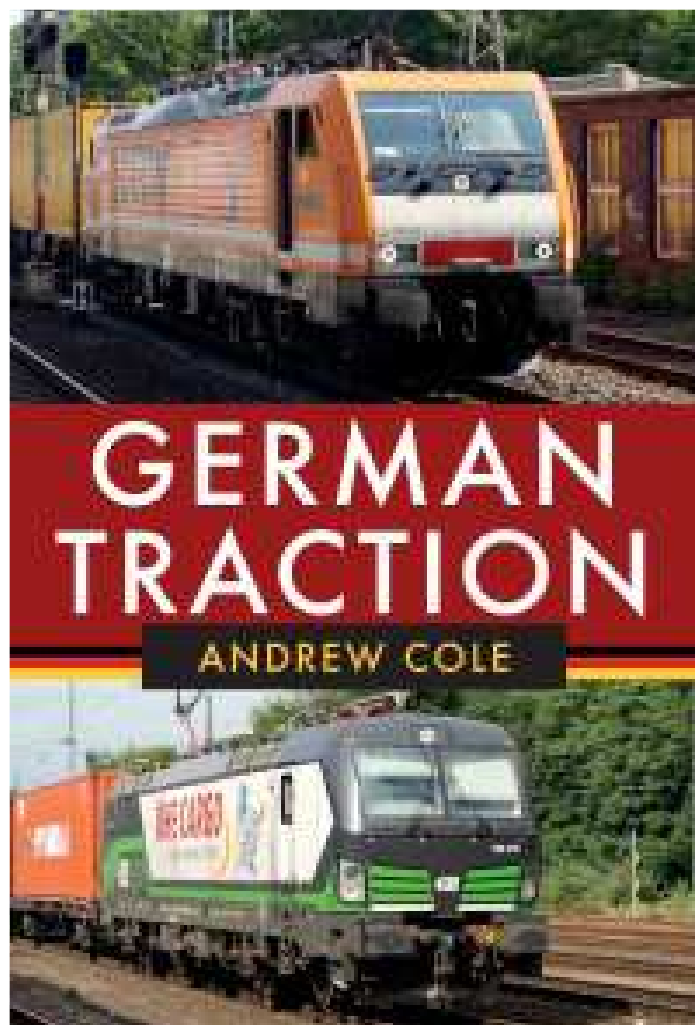
Size: 234mm x 165mm

Type: Paperback

Illustrations: 180

Publisher:

Amberley Publishing



This is another in the series by Andrew Cole with an introduction to German Traction both Electric and Diesel, this is in a pictorial format with informative captions to each photograph.

**Quoting from Amberley Press Website:**

Germany, by its very location and size, is host to a vast number of different traction types. The main operator is DB, and they run huge numbers of both freight and passenger workings that still have locomotive haulage.



On the passenger side, most main regional centers retain loco-hauled workings, ranging from Class 111s to Class 143s and Class 146s, with the InterCity work operated by Class 101 electric locomotives. A lot of the express passenger workings have gone over to ICE units. There are also still some diesel locomotive diagrams, mostly in the hands of the Class 218 locomotives based mainly around Ulm and also Munich.

On the freight side, there are vast numbers of workings operated by both DB and by a large number of private firms. The main DB locomotives used are the Class 185 TRAXX locomotives and also the Class 145 and 152 locomotives, while there are still some big diesels to be seen, most notably the Class 232 locomotives, known as Ludmillas.

Upon reunification of Germany, a lot of the former East German locomotives started to appear in the West and vice versa and the enthusiast is always guaranteed to see a wide variety of locomotives in action.



**Review: THE LATER  
YEARS OF BRITISH  
RAIL 1980 - 1995  
VOLUME THREE  
- WEST MIDLANDS,  
WALES AND SOUTH-  
WEST ENGLAND**

Author: PATRICK  
BENNETT

Review by: James Cullen

ISBN: 9781445675206

Type: Paperback

Pages: 96

Images: 200

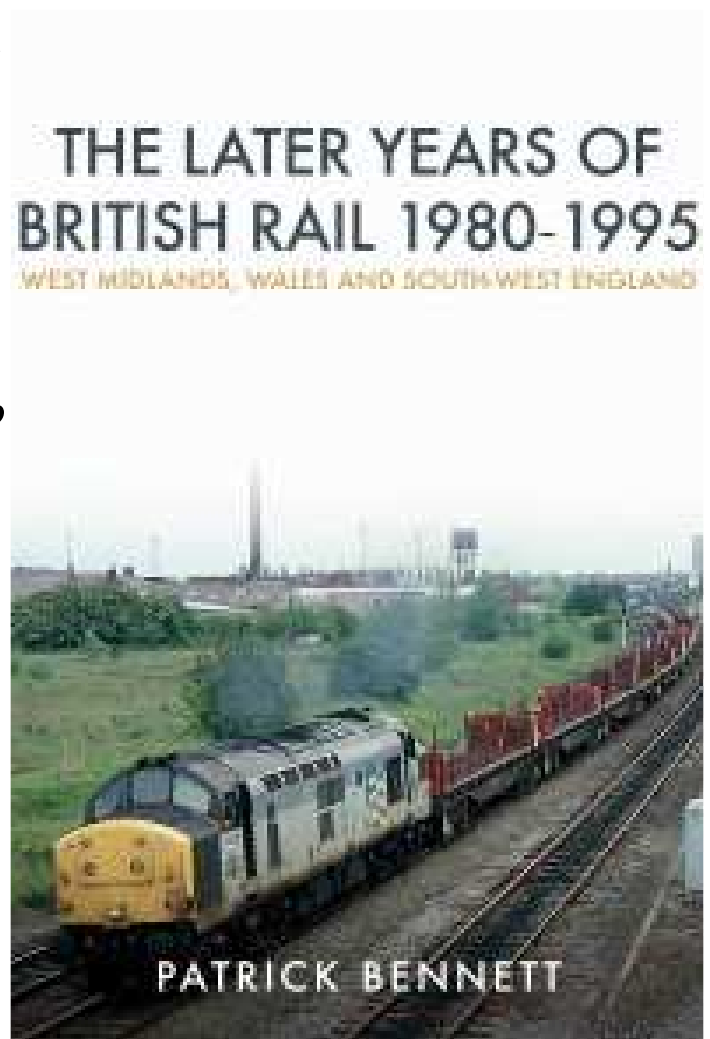
Publisher: Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm

I feel I must start this review with my only negative about this otherwise good little book.

The printing quality of the cover photos is much better than the content found inside.



The content is fantastic. A mix of freight and passenger trains covering about a quarter of the country over fifteen years. Its got; Steam, Diesel, Electrics, Maps, Closed lines & Personal notes. This book is full of memory invoking details that will bring both a smile and a sigh at the thought of what once was and what is now gone.

Its just a shame that the images appear as though they've come out of a photocopier.

Lets end on a good note. With 200 photos, a wealth of information and a focus on an area that has seen huge changes in the past twenty-three years. This is a little time capsule that will appeal to anyone who was spotting in the 80's or has an interest in the western half of the UK rail network.

### **Quote from Amberley Publishing Website:**

The railway in 1980 had not changed much since the 1960s. There were certainly no more steam locomotives, but passenger trains consisted largely of carriages hauled by locomotives, which had mostly been constructed in the 1950s or early 1960s.



Secondary services were provided by various types of multiple units from the same era. Freight traffic was still buoyant and marshalling yards busy. There were numerous freight branches and sidings. Traditional signalling was still very much in evidence throughout the system, even on some main lines. In 1980, BR was still one railway. All this was about to change. Sectorisation arrived during the 1980s; many freight traffics were lost, including newspapers and parcels. Numerous freight branches and sidings went out of use. At the same time new types of motive power were introduced, replacing the former loco-hauled trains. Hundreds of traditional signal boxes closed. Finally, in 1995, privatisation arrived.

Focusing here on the West Midlands, Wales and South-West England, and utilising a wealth of photographs and maps, together with comprehensive notes, this book reflects the immense changes that took place in the railway scene between 1980 and 1995. The British railway scene continues to change, and, in fact, the changes since 1995 have in many ways been greater than in the preceding period. So much so that the majority of images in this volume show scenes that no longer exist.



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## Is DCC really all that modern?

By Alexander Croft

How a hobby has seen many changes since its beginning, the move from kits to ready to run had a huge impact and indeed continues to have an impact. But, arguably the hottest topic in model railways today is that of DC vs DCC control.

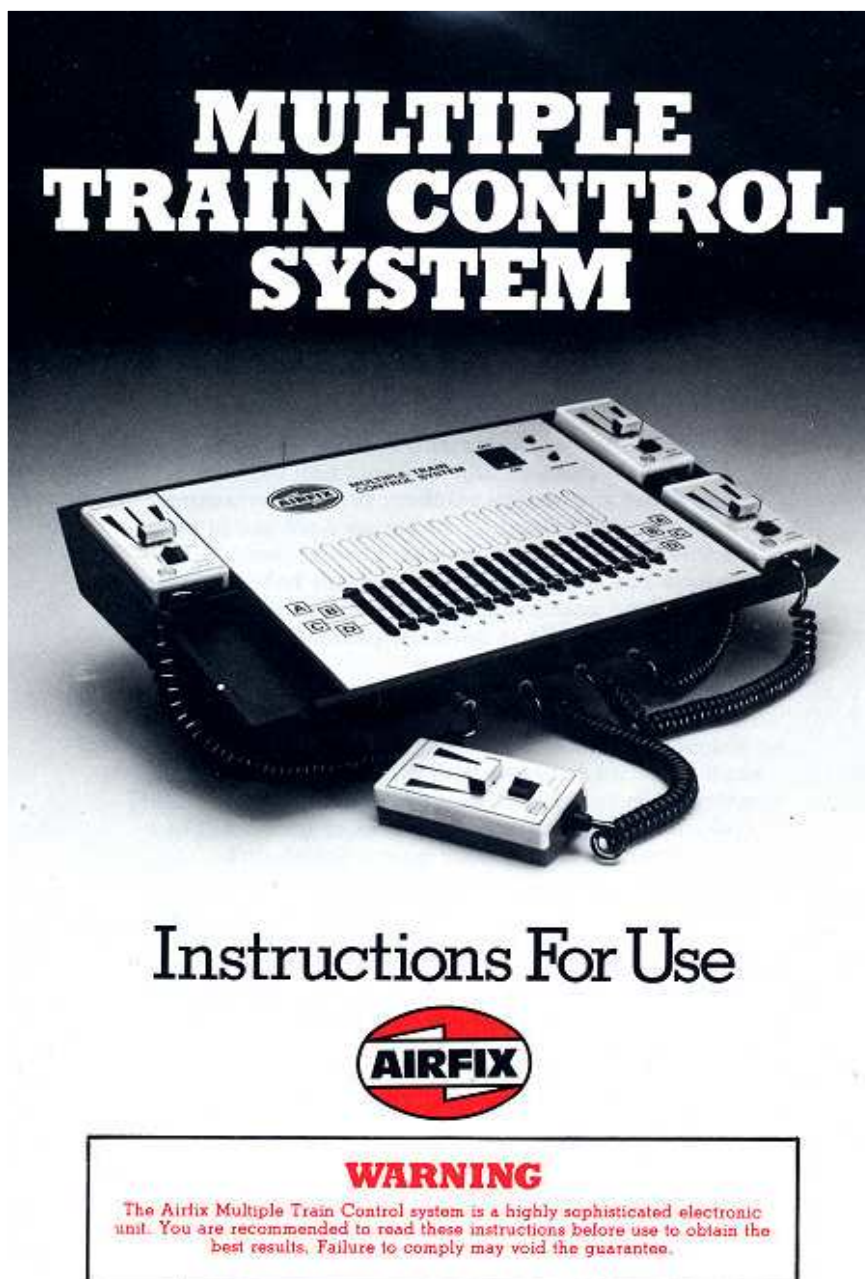
The cost of DCC is often cited as a reason for the continued use of DC by many modellers, however the additional control and operational benefits of DCC are plain to see. But what may surprise you, is the humble origins of the DCC system we know today.

The first steps towards DCC are accredited to Hornby's zero1 control system, for the first time modellers could solder a small computer chip into their models allowing multiple locomotive control on the same track without specially isolated sections. It should be noted that the DCC chips we know today can be much smaller and as a result can be fitted into almost any locomotive, back in the 80s Hornby found it helpful to note on the box if the locomotive was zero1 compatible (an excellent example of one such loco is the long serving Hornby 0-4-0 shunter).

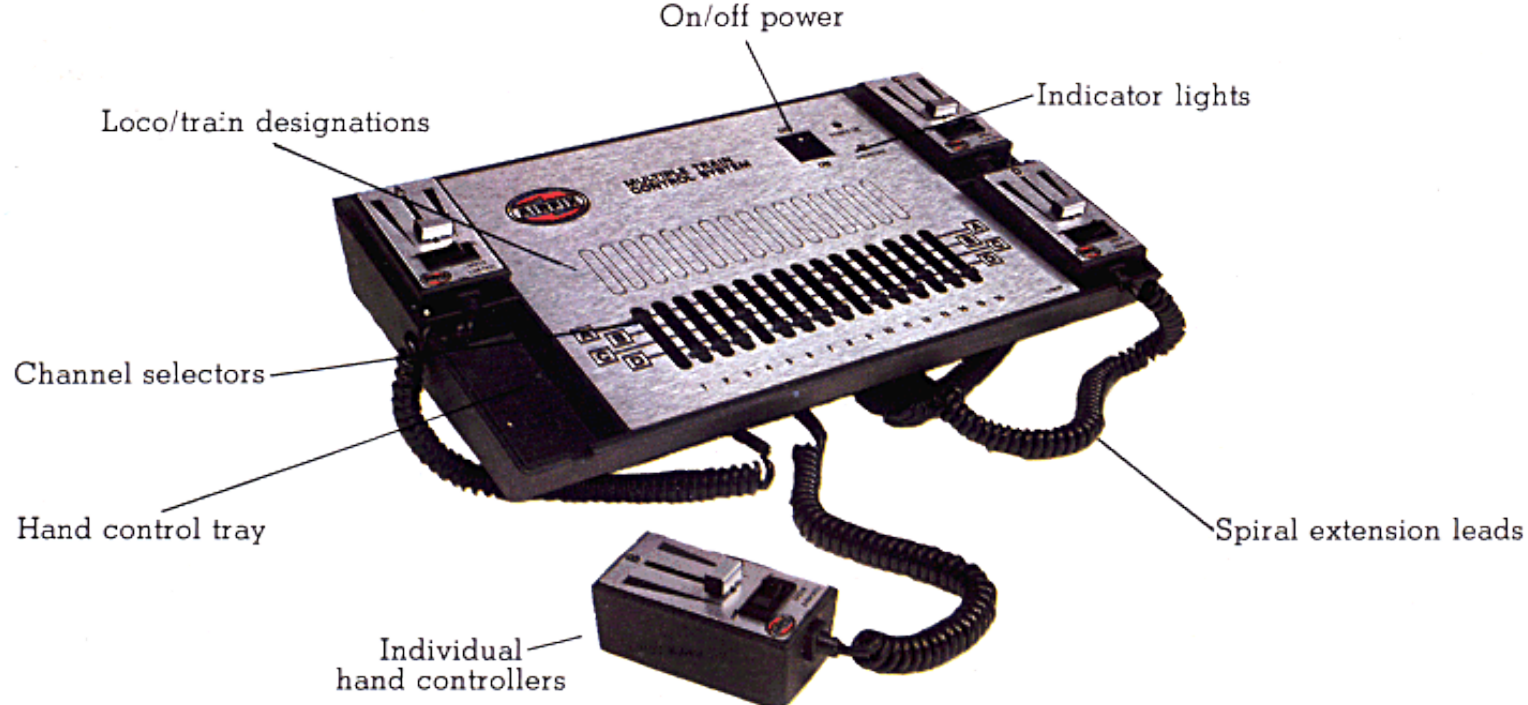




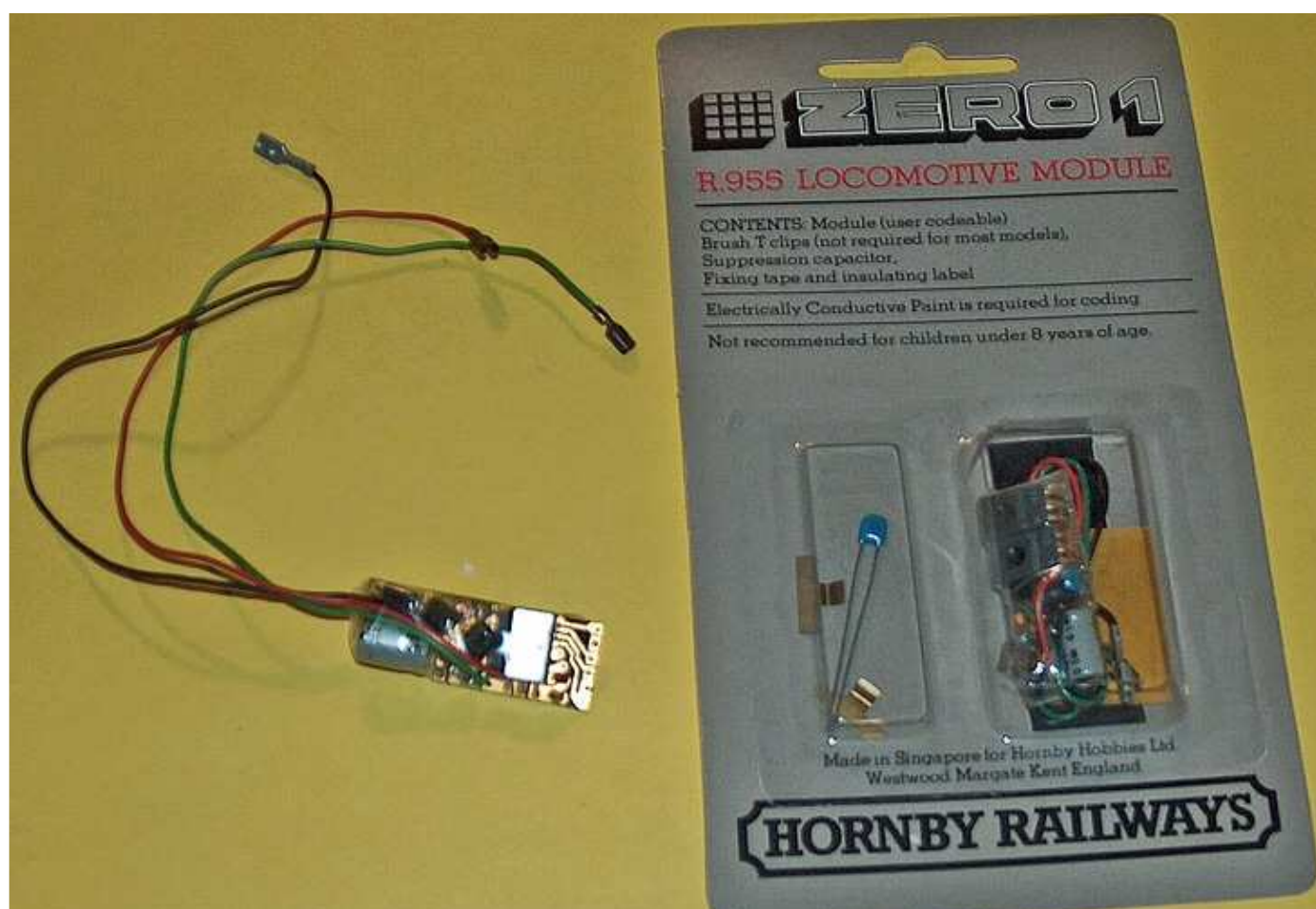
Having admitted and confirmed that Hornby effectively created the base for DCC it is worth looking at another system which has been all but forgotten. The system I am talking about was created by Hornby's long-term rival Airfix, the Airfix multiple train control system launched in the Twilight years of Airfix and would have been an excellent rival to Hornby's zero I (if only Airfix had continued to exist, the Hornby zero I controller may never have been dropped).



I will confess at this time that I had never heard of the Airfix system until quite recently, and looking back at the system with the wonders of the internet it would have been a very good rival for the Zero I. Although it is still limited in the number of locos that can be controlled (16 Maximum).



The Airfix system launched with a 4 controller master unit, the controllers were labelled A-D and using slide switches on the main control panel it was possible to select which of the 16 locomotives were being controlled by each controller.



Just like modern DCC and the Zero I system, the Airfix system works by allowing the modeller to install a control chip which received a specific signal from the controller (otherwise it wouldn't move).

An interesting note in the MTC (Multiple Train Controller) launch leaflet is that Airfix were well on their way to producing the world's first on loco decoupler, what a difference this feature could have made then when even today DCC uncoupling is not widely in use or indeed available ready to run from UK manufacturers.

## Anything else?

Yes, Airfix are in the forefront of model railways development. New loco's, new rolling stock, new accessories all to the kind of standard of detail and accuracy that are expected from the country's biggest manufacturer of highly accurate model kits.

MTC is just one of the new products that will be introduced during the next year.

For example well on the way to production

is the world's first on-loco de-coupler.

### **Where can I see an MTC?**

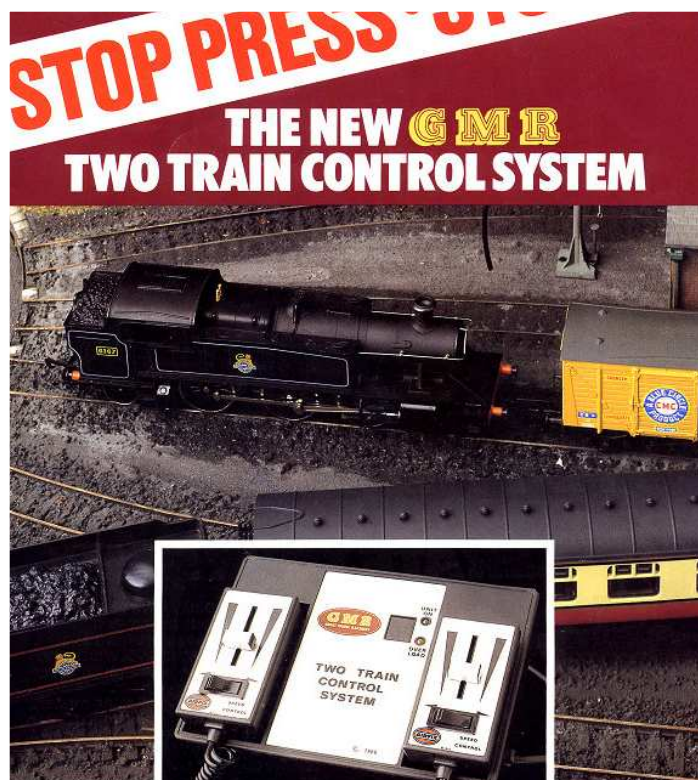
MTC's are currently on tour giving demonstrations at model railway clubs and exhibitions.

### **Where can I buy an MTC?**

Supplies will be in the shops at the end of the summer 1979.

Certainly all this implied the Future was bright for the Airfix MTC, in 1981 Airfix even began to announce a 2 controller version which was sadly not to be. The same year with their parent company failing, Airfix railways was sold to Palitoy. With this all development ended on the MTC and I can find no evidence the system continued after Palitoy's take over of the range.





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The Hornby Zero I had a slightly better run on the market, but due to the liquidation of the company that owned Hornby in 1980 further developments of the Zero I system ended also. The controller remained on sale until 1986 and in 1991 Hornby warned that locomotive decoders for the Zero I system were in limited supply (effectively ending the Zero I control system at Hornby).



The NMRA (National Model Railroad Association) took the idea of Zero I and created the set of rules and specifications, which became the DCC system we know today. The NMRA have development licences for companies to expand the functionality of DCC and allowing plug-and-play functionality across a range of manufacturers. This system means that 99% of the time devices from other DCC manufacturers are compatible giving a wide range of operational choices to the modern modeller.



The Zero I system didn't quite die with Hornby's abandoning of the system, the DCC manufacturer ZTC created a selection of DCC decoders that were backwards compatible with the Zero I system. ZTC is now owned by Taunton Controls Ltd and the Range has been reduced.





This has only been a brief look into some of the origins of DCC and I am sure there are many more interesting stories behind what we know today as DCC. I hope that this has been of interest to you and if you have something to add please email: [editor@mre-mag.com](mailto:editor@mre-mag.com)

This Article has relied heavily on information from 2 websites for references and images, all relevant copyrights on images used etc... remain with the original owners and can be viewed at these sites:

<http://www.airfixrailways.co.uk/ARSysInd.htm#Lower>

[https://dccwiki.com/Hornby\\_Zero\\_I](https://dccwiki.com/Hornby_Zero_I)

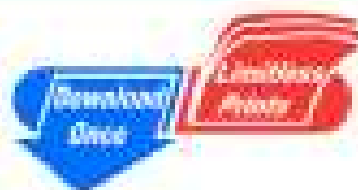
Please feel free to visit these websites and learn more about the Zero I and MTC controllers. thank you for reading.





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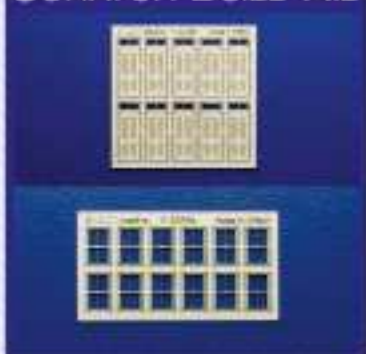
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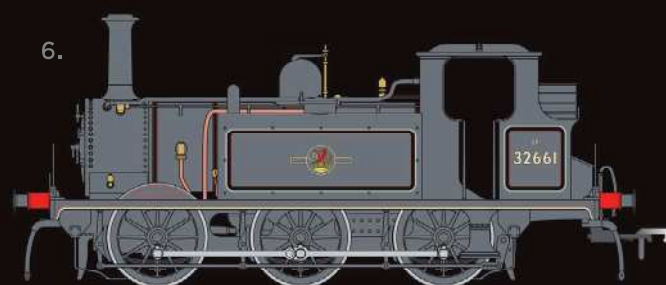
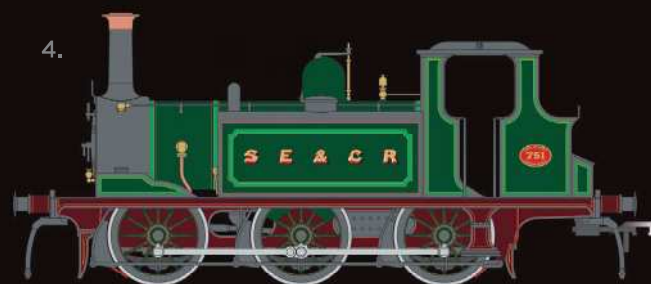
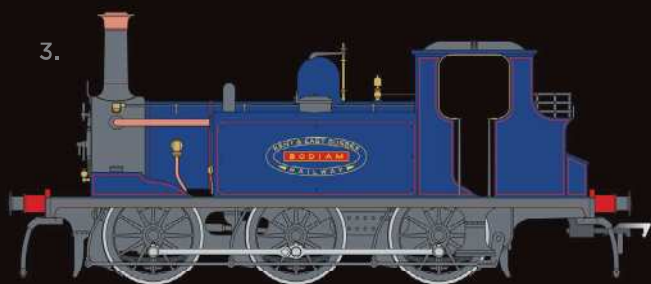
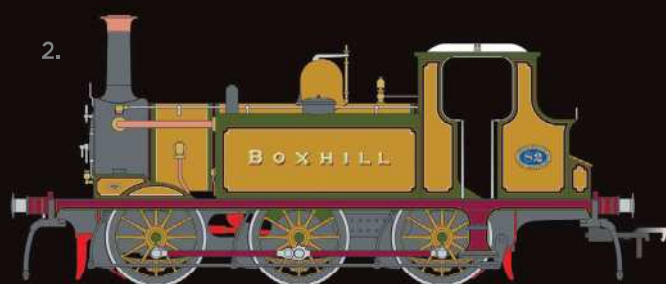
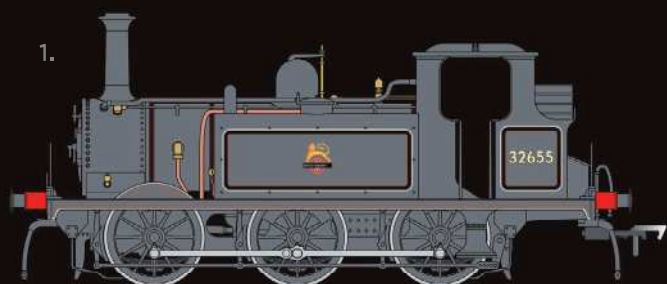
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PRODUCT



# **Review: intercity 225 class 91 locomotives and Mark 4 coaches**

Author: Rich Mackin

Review by:

Alexander Croft

ISBN: 9781445676388

Type: Paperback

Pages: 96

Images: 180

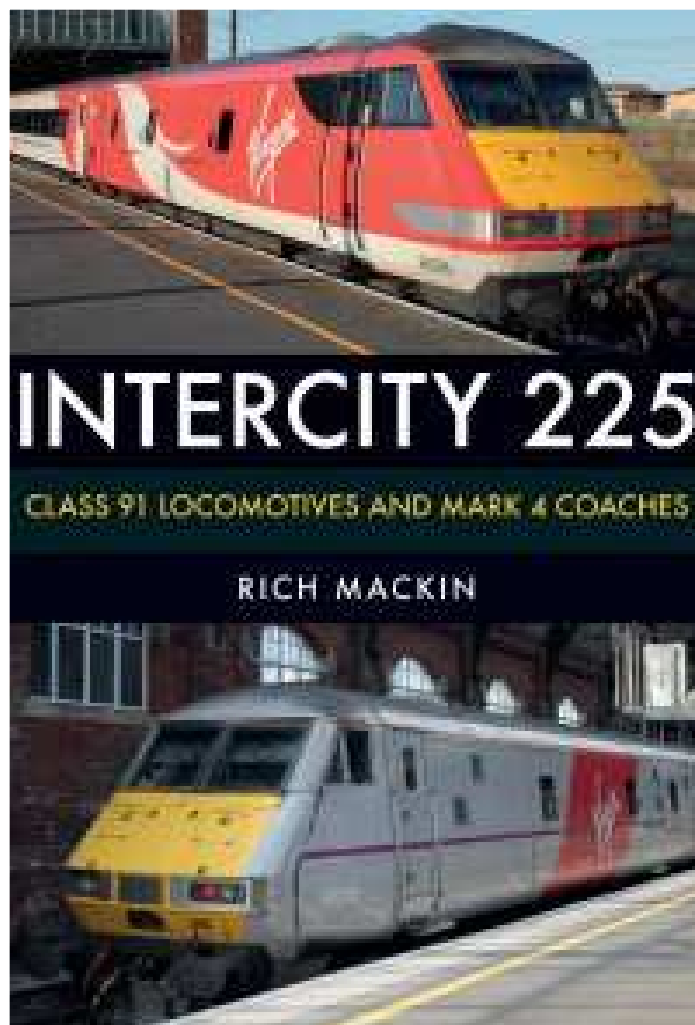
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



The intercity 225 brand identity was similar to that of intercity 125, the 225 representing the speed possible with the new class 91 locomotives and Mark 4 coaches. The mark 4 coaches were built ready to receive apt style tilt mechanisms comma unfortunately development of the projects East and the full potential of the Mark 4's was never fully realised.



The development of the east Coast Main Line wasn't essential necessity, but the budget was extremely limited which has led to reliability issues with the overhead electric lines. The class 91 was and remains to this day the primary form of electric traction on the Express passenger workings for the East coast mainline.

The class 91 has performed extremely well under the circumstances, and to improve reliability of program of upgrades was undertaken after privatisation of the railways. Now the class is coming to the end of its service life, the new class 800 are the replacement but given the issues faced bringing them into service will they be any better?

This book has a few issues to speak of, the range of photos is quite extensive but the early intercity liveries appear to be missing and the photos of the mark 4 coaches (while interesting) certainly don't represent a comprehensive selection.

So what is my verdict? This book will be useful to model as wishing to make the Interiors of their Mark 4 coaches as detailed as possible comma but for accurately depicting the whole train and the class 91 locomotive there are better books available. All Things Considered 3 out of 5.

## **Quote from Amberley Publishing website:**

Ordered in 1985, the Class 91 was a joint venture between GEC, Brush and ASEA to deliver a fleet of 140 mph tilting electric locomotives for the East Coast Main Line. Delivered between 1988 and 1991, the thirty-one locomotives ply their trade daily from London to the North East and Scotland. Accompanied by Metro-Cammell's Mark 4 coaches, they formed British Rail's flagship 'Intercity 225' programme. While the 225s never tilted nor reached their full speed, for nearly thirty years they have conveyed thousands of passengers each day along the ECML. Today, the Class 91s and Mark 4s are approaching the end of their working lives. Once Hitachi's Class 800 Intercity Express trains are delivered, a small handful of Class 91s will work with shortened Mark 4 sets on non-stop services. The majority of the fleet faces an uncertain future, with no clear plans for redeployment elsewhere. This book looks at these East Coast workhorses, which have followed in the footsteps of Gresley's famous Pacific locomotives, the Deltics and HSTs.



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# **Review: London Terminal Stations In The 1960s**

Author: David Christie

Review by:

Alexander Croft

ISBN: 9781445677491

Type: Paperback

Pages: 96

Images: 150

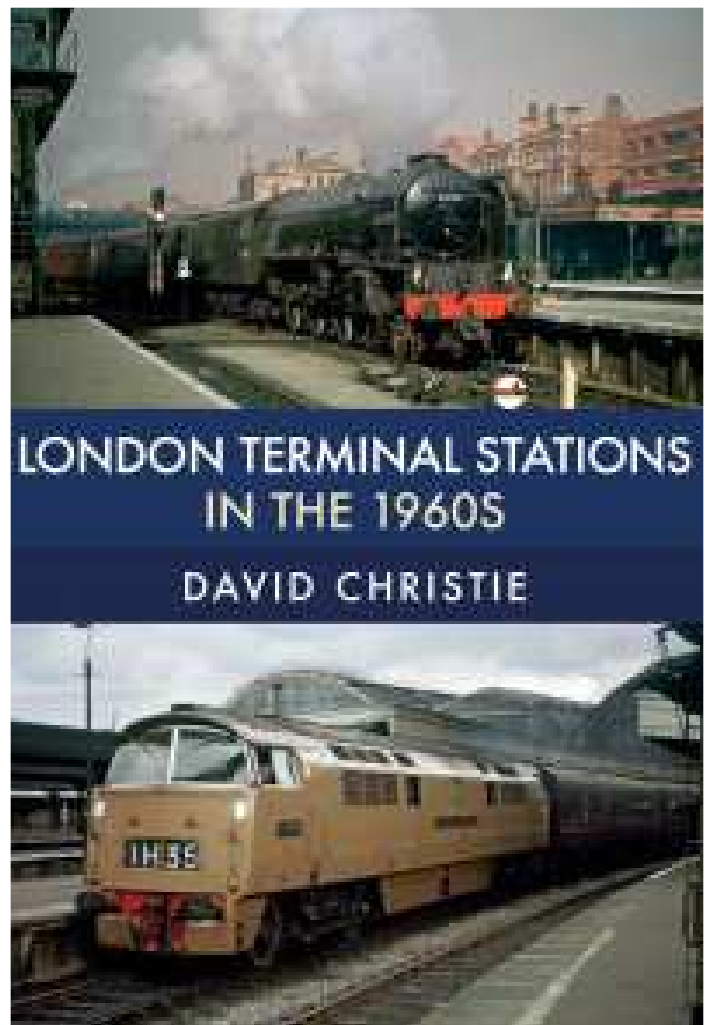
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



I have long been aware of the Mecca for Trainspotting that the London terminals offer (even to today's railway fan), the 1960s however offered arguably the best period for the Railway enthusiast. The 1960s that arguably my favourite decade, the variety of locomotives in action ( both Steam and diesel) made for a spotters Paradise.

This book is well written and although it contains mostly photographs the stories behind them are interesting and added to the interest of the book overall. The book has been neatly divided into chapters each one a London station. The photographs in each chapter are Precious Moments in Britain's railway history and the author has captured plenty of special moments, the highlight is a double tendered 4472 'Flying Scotsman'.

So what is my verdict on this book? I think it will make an excellent addition to any modeller of the 1960s collection, the details in the photos give a clear picture of passenger trains. The book also features a beautiful looking Blu Portman, certainly this will wind up in my collection. 5 out of 5 for this book!

### **Quote from Amberley Publishing website:**

In September 1962, the author started revisiting his boyhood trainspotting haunts at the London terminals – this time armed with a newly purchased camera loaded with colour slide film. A few days were thought adequate to record mainly steam at Kings Cross, Euston and Paddington but after many viewing sessions of the resulting slides over the winter, there was enthusiasm for more visits in 1963.

So began a period over the next four years of travelling by train, via the London terminals, all over the rail system to seek out steam.

Although steam was the priority, diesels were not ignored – especially the early livery variants. The decade finished up with several Specials being recorded from Kings Cross, with LNER-liveried Flying Scotsman then the only standard-gauge steam loco allowed on BR. Kings Cross, Paddington, Euston, Marylebone, Waterloo and Victoria all appear in this collection, as well as the author's 'home' terminal, Liverpool Street.

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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.

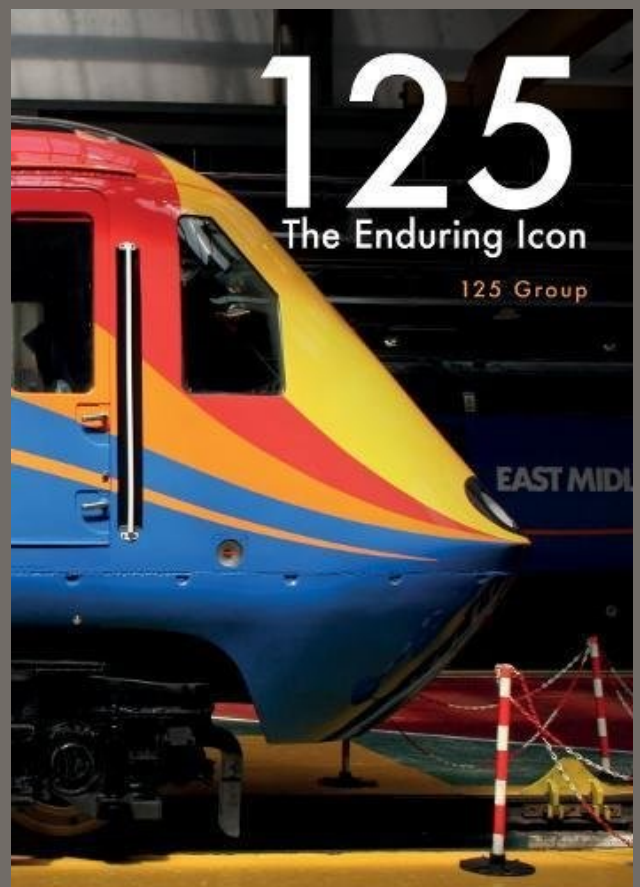
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## **Rising to the challenge! part 2**

By Alexander Croft

Now that season 1 of the great model railway challenge has finished airing, I can talk a little more freely about the show and the efforts involved in creating a working layout in 24 hours. Although I will say that I can't reveal all as season 2 has been commissioned and I wouldn't want to spoil all the fun.

I feel I should say at this point that during the course of filming episode 2 of The Show, I did not take many photos. However thanks to the kindness of Judge Kathy Millatt I can share photos from all of the episodes of The Show.



So let's start with Episode 1, The Challenge here was to recreate the movies while incorporating a fully functional railway with appropriate Effects. 3 teams came up with very different ways of interpreting the theme, and yes the Missenden modellers was one of those teams. The Missenden modellers made excellent use of forced perspective in their efforts, but their interpretation of the 6 pre-built items allowance was very wide. Perhaps the saddest thing is that despite having created so much before the filming, the layout was un-ballasted and seemed to be missing many finishing touches that should have been more than possible in the timescale (given the amount of pre-building).





The remaining two teams Porthcawl model railway club and strangers on the model train produced impressive variations on the movie theme. The Porthcawl modellers produced an interesting three-level studio tour layout with a very Bond moment (or two). The strangers on a model train created a truly epic depiction of the many war movies with the longest day as a core inspiration (with a flying spitfire).











I know how much hate the Missenden modellers have received online, but one point of note (despite rule interpretations) is that the forced perspective of the houses wasn't excellent example of a modelling skill. The information I have from a few sources of mine has it that the Missenden modellers will be at Alexandra Palace for the London Festival of railway modelling with their TV show layout, I encourage readers to take the chance to see the layout and judge for yourselves the quality of workmanship involved.

The second episode of the show was themed around British television shows, each team chose a cult classic of British television. Here I am not unbiased as the captain of team sci-fi in the creation of the Doctor Who imperial Dalek war layout, those who are fans of the franchise will know that trains are quite rare in the show. the full story of team sci-fi I will tell in the next installment, but if you want to ask me in person please join me for my talk: rising to the challenge! At the Model Railway Club in London on the 14<sup>th</sup> of February 2019.



The winning team from this heat was the railway video division with a spirited incarnation of Blackadder goes forth, the last and arguably one of the best of the Blackadder series. The full story of this heat as I have said before will be covered in more depth next issue. Final note from this heat for now, is the track laying ninjas spirited re-creation of Eastenders and a fun fact is that the team met while working on the Channel 4 epic challenge: the biggest little railway in the world. The third week of the Challenge was based on the theme of globetrotting, it is difficult to imagine three more different takes on the theme (although enabling far more traditional modelling). The three teams this episode were: the Basingstoke bodgers, team Tonbridge and team steampunk.







Perhaps the most televisual of teams in this heat was that of team steampunk, the clothes and attitudes to modelling were refreshing (if also very entertaining). Team steampunk only had one 'true' railway modeller to their name, the team captain. I fear he ran into some of the Unexpected burdens of TV team captaining (just as I did), but his Sci-Fi and steampunk inspired layouts are always a crowd pleaser at exhibitions. If you attend exhibitions in the south you may see him exhibiting one of his unique layouts.



The winners from this heat were of course the Basingstoke bodgers with their spectacular Santa's global Rail travel trip, a few old tricks with figures on rotating discs and an interesting loco repaint. Certainly a very creative team.

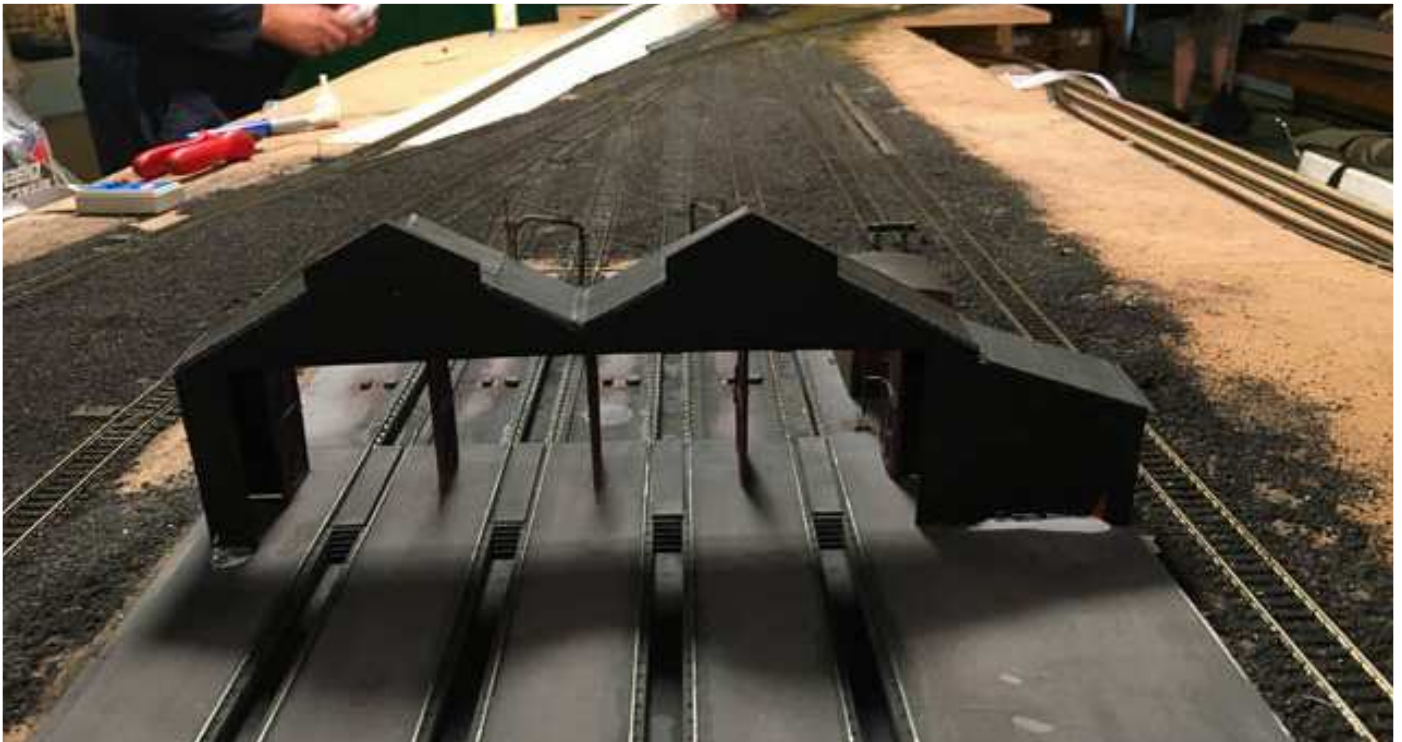
Team Tonbridge had a more traditional style in mind with international beach huts at a seaside resort, I can't help but feel that with a bit more time to add detail, this layout could be a contender at any model railway show in the country. The 24 hour time limit certainly put all involved on their toes.



Heat 4 of the show suffered from the Ice and Fire theme, I think (my opinion only mind) that the Producers had visions of Game of Thrones and Dragons etc... safe to say that wasn't quite what they got.



The layout ideas varied wildly, with an icy volcanic mountain served by a rundown railway to a modern refrigeration plants and a house fire and of course the winning Fawley Flyers Didcot inspired steam shed. The teams all tried to interpret the theme, and the end results are questionable but each to the theme in one way or another.





Episode 5 and the final heat of the Challenge had a modelers nightmare to contend with, water! I speak from experience when I say that water is a tricky thing to master in model making. The choice of water making model products is constantly evolving, some after a multi layer approach to depict different depths of water and others rely on melting a plastic style clear polymer (which sets hard and clear). The issues encountered by at least one team more than shows these issues, but not to worry with trial and error tests you can get brilliant water effects on to a layout.





The special display on this episode was two teams choosing to use real Water (notoriously difficult to scale down, even Gerry Anderson of Thunderbirds fame had to film at 4 times the speed and slow the film down to make the water look right). Both teams used real Water to Great effect, but Aberdeen model railway clubs layout and use of water Made For A well deserved win.

So what about the final? I hear you ask, I visited the final day filming and saw in person the Spectacular modular layout.





But you'll have to wait till next issue to get these thoughts and opinions from me, I hope you enjoyed the article and if you have anything to add or an article of your own please get in touch: [editor@mre-mag.com](mailto:editor@mre-mag.com)



*Peedie Models*

<https://youtu.be/1pUxxAXA9y8>

## **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: Lost Railways - London & The South. a very professional program depicting some of Britain's lost railways and how some preservationists are re-creating the golden age.

The program begins with a look at London's first railway between London and Greenwich.



# Want to be a contributor?

Please send articles to [Editor@MRE-Mag.com](mailto: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](mailto:editor@mre-mag.com) (please title your emails readers request 47601) or alternately you can contact us via our Facebook page.

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## **And Finally...**

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



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NBR Class J36 0-6-0	<a href="http://hattons.co.uk/J36">hattons.co.uk/J36</a>	from £112	Jan 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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