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# EXPRESS

eMAGAZINE



**Issue Fourteen:**

**February / March 2019**

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**Photo:** Irish Broad Gauge at the Erith show

And Our competition prizes this issue Tickets to the Hornby Visitor Centre!

photo credit: Terry Rowe



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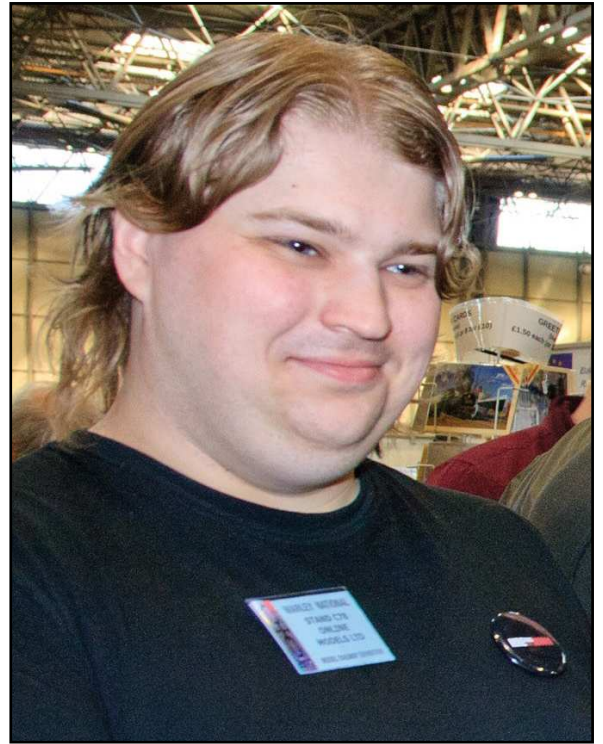
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## Dear MRE Readers,

Welcome to this our fourteenth issue of MRE Mag. This issue has been the hardest for me to edit since becoming editor, our contributors have been fantastic as always and i hope you enjoy reading the content of this hard won issue.



As many of our regular readers will know, I am the managing director of Online Models Ltd. The role of an editor is a time consuming one, and with the support of my business partner I have been proud to edit MRE mag. I hope to be able to continue in the role moving forward. Unfortunately over the Christmas period my business partner was struck down by a neurological condition similar to a stroke.

This has meant that i have been doing double duty over the last few months (and this will likely continue over the next few months as he recovers). I wanted to write this to apologise and explain the delayed completion of issue 14, and I hope that you (our readers) will understand completely.

This issue is going to feel a little like a Hornby Hobbies promotional let me assure you it is not. We have the highlights from the Hornby, Scalextric and Corgi range. And for modellers who like kits, next issue will feature the highlights of the Airfix and Humbrol ranges for 2019 (I know i spotted a few nice items for my layout projects).

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)

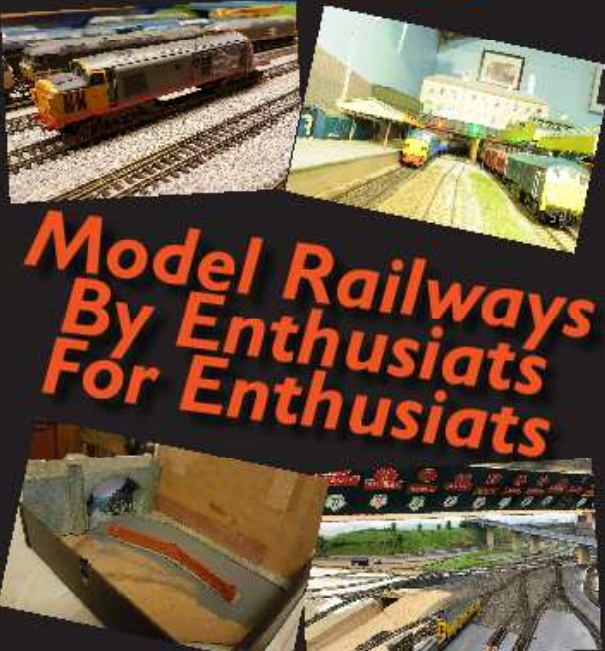
Enjoy your modelling.

Alexander Croft

Editor – MRE Mag

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

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## **Cloughton Station tea room By Cath Locke**

Hiding away on the A171 between Scarborough & Whitby is the small village of Cloughton, once a stop on the Scarborough & Whitby Railway. And at the end of Station Road (the clue is in the name) is the Station House B & B and tea room.

Opening in 1885 (after 40 years planning) the line was never profitable and eventually became another victim of Beeching in March 1965. In the meantime the station had benefitted from a passing loop and cattle dock (which was also used when the



circus came to town for offloading elephants and other exotic beasts). The station itself, under the care of various station masters, had won many prestigious 'best kept station' awards many of which adorned the walls of the tea room. The line remained in the ownership of British Railways until the 1970s when Scarborough Council bought it.



The tea room opened in 1996 and offers everything from a cuppa and a snack to a light lunch. Notable BIG TICKS from this reviewer were; a LARGE pot of tea with two tea bags and a pot of hot water to top up with (some places

are decidedly skimpy in this area!), and the most delicious scones - clearly home-made, very light and warm. In fact, this was one of the best cream teas we'd had in a while. And being in Yorkshire the menu also included fruitcake and cheese which always elevates a place in my estimation (being the daughter of a Yorkshireman) - although we'd gone for the cream tea by the time I saw that!



Being a winter's day we sat inside in a lovely airy ex-waiting room with a roaring log fire (together with snoozing station cat). Had it been the summer we would have sat outside in what looked like it would be a lovely garden at the right time of year.





The walls of the tea room were decorated with all sorts of local railway memorabilia which always makes for lots of 'excuse me' moments as I do like to look and read it all and a selection of books on the local area and railways was available for browsing too.



As well as the tea room, B&B and self-catering accommodation is also available the latter either in the renovated and modernised Old Goods Shed or in a 1962 Mk1 railway carriage called 'Oscar'.



And finally, a warning from the tea room menu; *Do not feed Ted the terrier – no matter what he says* (sadly Ted was not available on the day we visited but he sounds like a character).



The Tea Room is open from early February to mid-December, from Saturday to Wednesday, (closed Thursday and Friday), from 10.30am-5.00pm and is well worth a visit if you're in the area.

<https://www.cloughtonstation.co.uk>





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# Great Britain's Railways; a New History

Author: Colin Maggs

Reviewed by:

Adair Faux-Nightingale

ISBN: 9781445670294

Type: Hardback

Pages: 464

Images: 180

Publisher:

Amberley Publishing

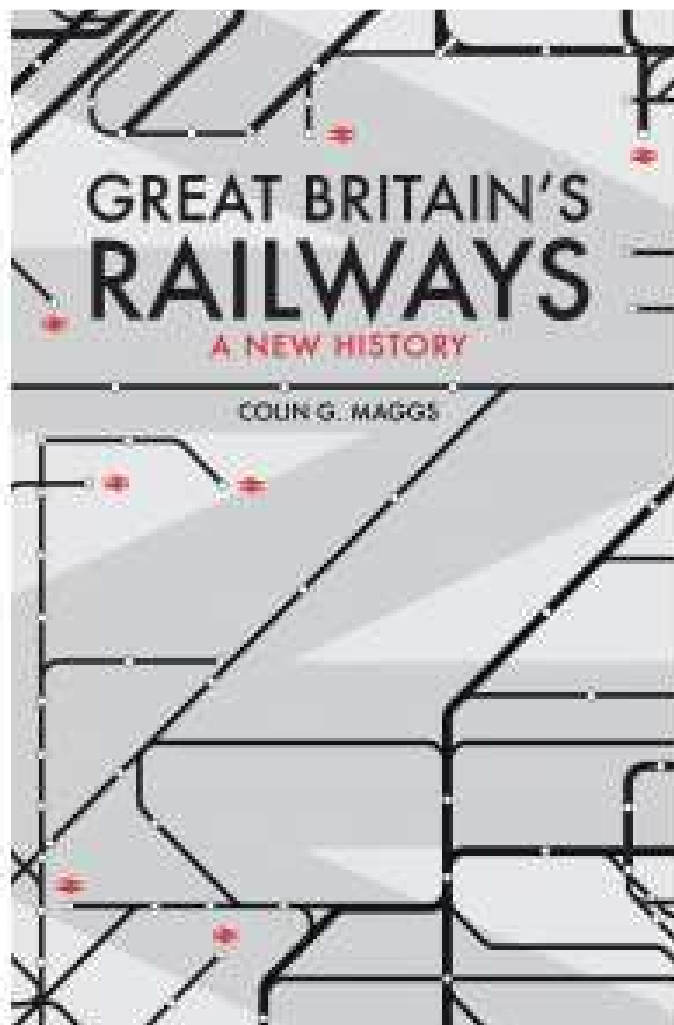
RRP: £25.00

Dimensions:

234 X 165 mm

A well-researched, advanced and considered book on the writer's part, and Colin's work is commendable.

I can only really complain about its editorial style thanks to Colin's choice of going through Railway History sequentially based on date, while having chapter titles relating to essential aspects of the period, instead of going by a recognisable fixed-date period system as we find with railway modelling, or simply basing the chapters after date periods.



While this is explained in advance by the author, the problem is that, because of what happens in each year, the section and writing seems confused and jumpy, which makes it a hard read, a page may begin talking about the chapter subject title, jump suddenly to the creation of a whole new railway that is a comparable footnote to the previous topic, and then on to a station rebuilding, that in itself refers back to a previous chapter section.

Which in all, means that you may need to re-read just a page to quite grip what has been said, and recall that information in future. With some information that may be interesting to recall, or research becomes impossible to find again. While the decision is explained, it doesn't make the issue any better.

I can only really compare to two other books in my collection; ***Blood on the Tracks, a history of Railway Crime in Britain***, and ***Lambert's Railway Miscellany***, Both of which address their appropriate topics in a better arranged manner;

***Blood on the Tracks*** based off crime context, and then time period set in based off clear-cut, chapter titles, meaning differing criminal contexts do not cross or confuse, and time context doesn't overlap significantly or have vague edges, making it very easy to sit and read without needing to jump everywhere.

***Lambert's Railway Miscellany*** does have a similar chapter title system to ***Great Britain's Railways***, but it arranges the page better to determine where sections end, and if something only merits a footnote, it is highlighted as separate. Again, making an easier read as confusions are avoided by visual aid. While neither book is obviously as detailed as this, their arrangements mean that they are easier reads to sit down and handle for longer periods.

My only concern with Colin Magg's writing is that he's already covered the GWR in a separate book, so to the new reader (aside from a few markers that I assume line the books up) contextually, the GWR, and therefore large geographical sections and technological developments are either absent or are quickly touched upon as mere footnotes. And some sections are glossed over as facts that seem to be commonly accepted, thereby not giving a new viewpoint but instead doubling down on common misconceptions to carry through where well-covered areas crop up. However, as a resource it's an invaluable tome of information about a wide range of historical periods, and one I have reached for at different points for clarification. Over all a good reference book for those looking for modelling inspiration or time period, without wanting an advanced reference library or hours online.

Quote from Amberley website:

“Which was the first railway in Great Britain? Certainly not the one engineered by George Stephenson - one of the first was laid down at Wollaton, near Nottingham, open by 1610, long before Stephenson’s birth in 1781. In this comprehensive history, Colin Maggs, one of the country’s foremost railway historians, tells the story of over 400 years of British railway history. He covers early horse and gravity-worked lines to those powered by steam, electricity and diesel. The development of locomotives, rolling stock, signalling and major accidents - often marking major changes in how the network was run - are all described in detail. Pivotal moments including the Amalgamation of 1923 when most railway companies became part of the GWR, LMSR or LNER, nationalisation and privatisation are set in their historical context. Colin Maggs also ventures his views on where Britain’s railways will go in the future, including HS2 and beyond. Great Britain’s Railways is illustrated with more than 200 photographs of rolling stock, railway architecture and period ephemera.”





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## **Skill what skill?**

### **By: Colin Snowdon**

I'm sure that at some point we've all heard someone say, "I can't do that!" Of course sometimes they are right, it's not a good idea to dangle a person afraid of heights out of a fourteenth storey window. Hold on though! A Phobia of heights is a sometimes debilitating mental condition and that's not what I want to talk about. I'm more concerned with acquired skills and each and every one of us has a whole battery of them.

Let's take an example; by the age of five the vast bulk of Children can operate several hundred rules of Grammar. They have acquired this from parents and siblings; if they do not reach this stage we get worried and start looking for a reason why. By eight years huge quantities of us read fluently, the few who don't stand out and are given special attention. By fourteen we have acquired an enormous quantity of skills in Language, Maths, Science and Social skills, we notice people who have missed a skill out.

However at some point in some folks development there seems to come a point when they refuse to acquire skills. They start to regard some of the skills needed in Railway Modelling as beyond them. Now look at this calmly. At what point did the skill of soldering two bits of wire together match the requirements of learning to read? People seem to lose the sense of perspective when they look at some of the skills they need to get on with modelling. Honest! None of the skills match the difficulty of ones you have already acquired and most seemingly complex tasks are composed of small skills repeated over and over.

If you intend to acquire a skill then first be clear what you need in the range of tools and read up or get advice. When you start practising the skill do not just do it once or half a dozen times and don't worry if your first dozen don't work well. Share what you've done with a mentor and get more advice, When you get it right repeat the task several times (at least twenty not three or four) this is called reinforcement. Reinforcement means that your brain has an imprint of the skill and can trot it out at will. You will have worked out that you are not learning by building a kit but by practising on scrap. I do this as well, if the next bit I'm moving onto on a kit requires a skill I haven't used for a bit or I need a new skill I learn or practise before I attempt the real thing.

The Double 0 Gauge Association is here to help you acquire the skills you need to practise the overall skill of 00 railway modelling so be acquisitive you'll like it. So not, "I can't do that!" but, "I can't do that yet".

Whatever your modelling task enjoy it!

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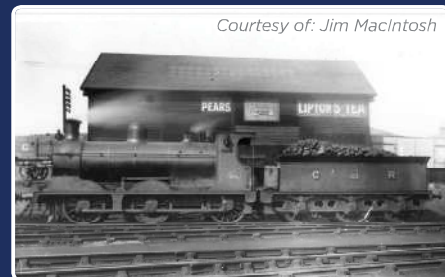
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**Review:**  
**LOCOMOTIVES OF  
THE EASTERN  
UNITED STATES**

Author:

Christopher Esposito

Reviewed by: Terry Rowe

ISBN: 9781445683027

Type: Paperback

Pages: 96

Images: 180

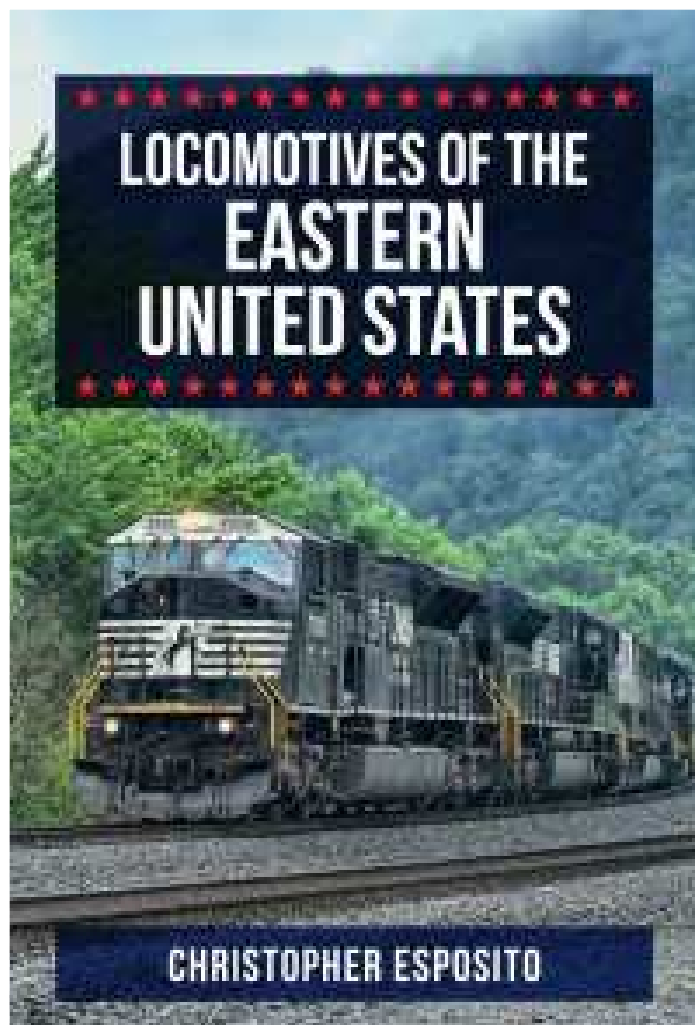
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



If you are a lover of ‘big country and big locomotives’ then this book is another gem from Amberley Publishing. The book is page after page of large diesels cross ‘big country’, although there are few photographs of some preserved steam locomotives. All photographs are supported with informative captions.

Quote from Amberley website:

“The Eastern United States offers some of the best scenery in the country, and some of the most demanding for the railways. They must traverse treacherous mountain grades, making each trip a challenge to the crew and the equipment. Since the early days of rail transportation, the railways have used the latest steam and diesel locomotives to move freight and passengers over this topography. The trains of today haul an incredible amount of tonnage across this terrain and the modern motive power in use is up to the task. Contemporary engines built by EMD and GE with up to 4,000 hp per unit are used to haul unit coal, intermodal and general freight across these routes.

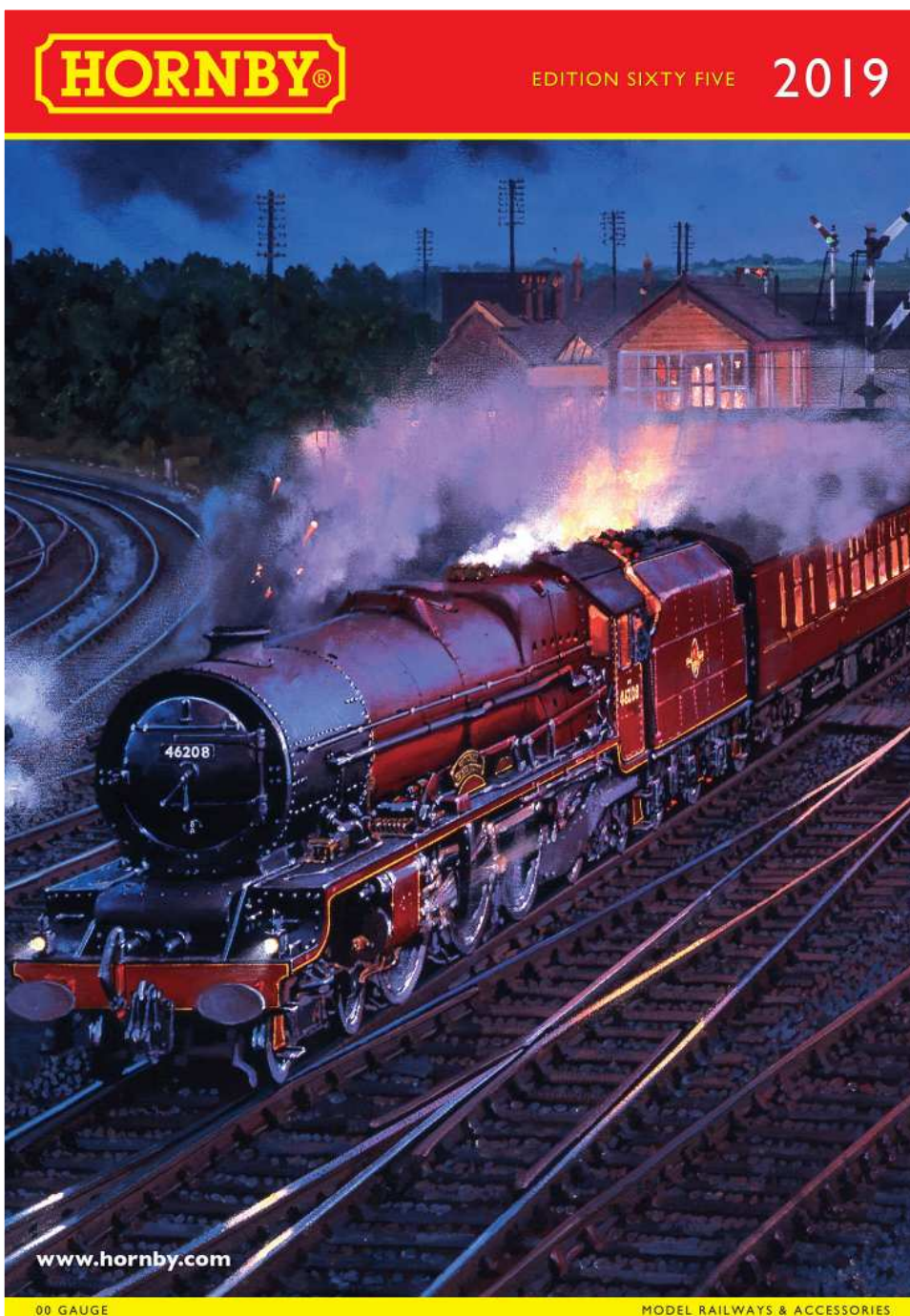
Focusing primarily on the Norfolk Southern Railway, photographer Christopher Esposito looks at these great modern machines as they navigate through some of the most iconic locations on the railways of the Eastern United States.”



# HORNBY®

## Hornby 2019 Range Highlights By Alexander Croft

The Hornby 2019 catalogue is a marvelously weighty document, this gives a clear confidence boost to the Hornby turnaround with a full range of products and releases due in 2019 as well as continued production of many popular classics.



<https://youtu.be/VXaTWB4TYh0>



Hornby continues to expand its all ages strategy in 2019, following on from the Hornby junior train set quarter 4 will see the arrival of a new Junior train set livery. The new set features a blue liveried express train with Paddington Bear highlights, this set is battery operated and comes with plastic track (but will happily run on standard oo gauge track).



The great tradition of the Christmas train set has not been neglected for 2019 either, Hornby have two sets planned for quarter 4 this year. The first of these is very much the classic set with an 0-4-0 “Santa Express” with a North Pole Presents wagon and the “Santa’s Sleigh in Transit” box van.

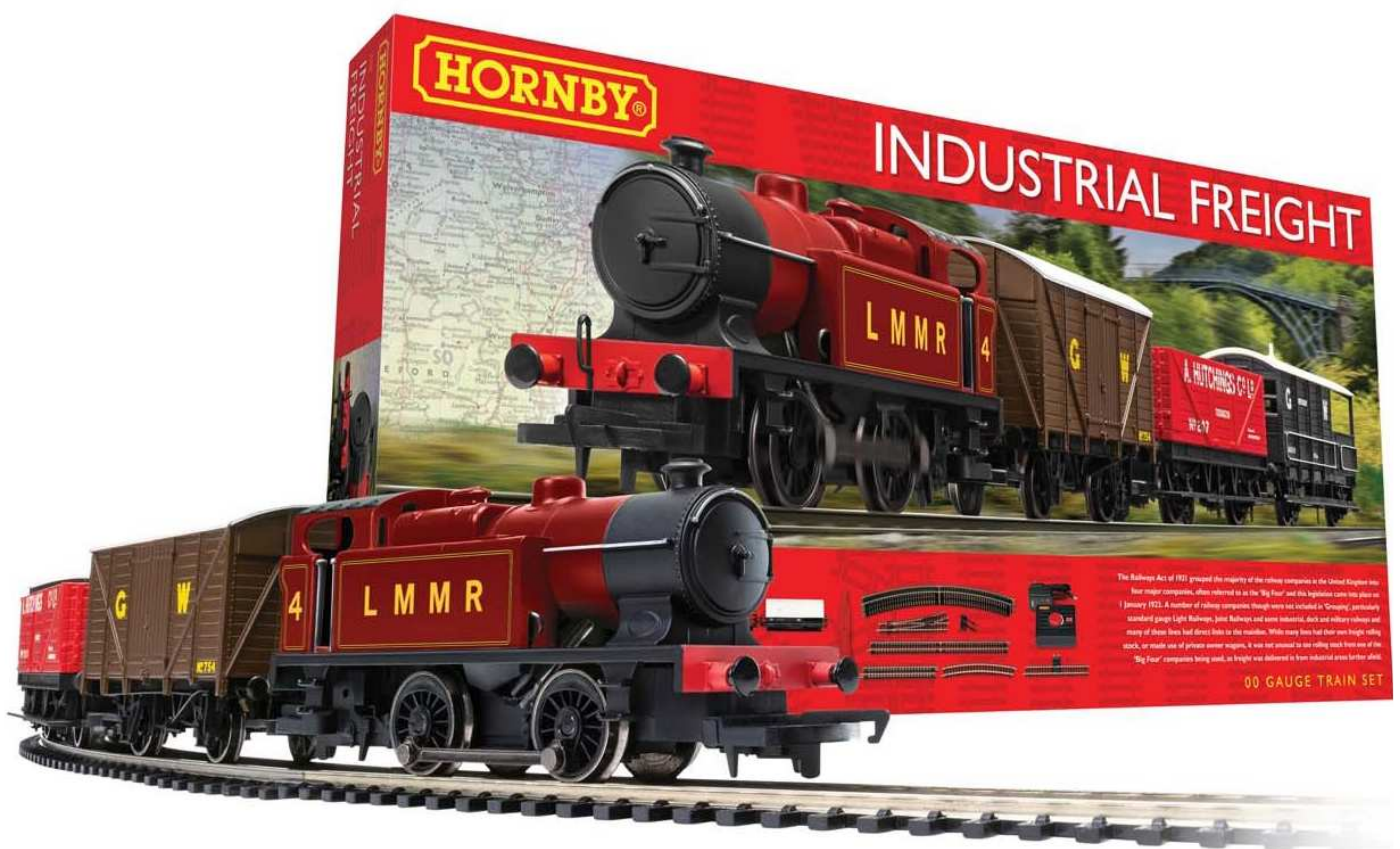




***Above: Photo of the coca cola set***

The second Christmas set is one that you won't find in the catalogue, this is the Coca Cola set with a loco and three branded wagons. At the time of going to print the brand licencing details were not confirmed, however after it's appearance at the London Toy Fair and subsequent social media posts we now feel confident sharing news of the set with you. This is a set I hope MRE gets a real chance to work with, there are many possible layout combinations to play with for Christmas this year.

Not all the new Hornby sets are aimed at the detail modeller, several are aimed at the budget hobbyist and 'train set' modellers. These sets are great for beginners wanting an affordable start to the hobby. The new industrial freight train set due in quarter 4 is an updated classic with a basic 0-4-0 shunter in LMMR maroon livery, a couple of wagons and a break van. Indeed this set appears to be almost identical to a starter set I had some 15 years ago, a good introduction into this great hobby.





Those wishing to re-create a more modern railway theme have not been forgotten either, with two new modern image analogue starter sets (DCC ready with 8 pin sockets). The first of these is a basic re-creation of the GWR class 43 HST. This set has been produced with a budget in mind, meaning the lighting cluster is not a match for the design used by GWR. However it is worth noting that a more detailed GWR HST power cab set exists in the range for livery purists.



<https://youtu.be/UpqnlhJvrbc>



The second of the modern sets is the new Eurostar bringing the Hornby range right up-to date. This sets predecessor was always popular with beginners to the hobby and the new unit livery looks faster than ever (perfect to re-create the speed glamour of the HSI mainline). These sets are both due in quarter 4 and are sure to prove popular, I'm even tempted myself.



Again the new goodies from Hornby appear to be planned for release in quarter 4, the new DCC starter set is a 2 loco introduction to DCC control. The set features a GWR 0-6-0 tank engine and a somewhat un-prototypical (although I am not completely certain) BR large logo class 08 diesel shunter in red, all round a classic DCC starter set from Hornby bringing a new lease of life.



One of the most popular ranges in recent Hornby history has been Harry Potter, the Hogwarts Castle train set having been an ever improving mainstay of the range. But the Harry Potter films ended and the range of Hornby items ceased production, the demand however has never fallen away and Hornby have finally brought back the Harry Potter range (plus added improvements and upgrades).

Long live the Hornby Harry Potter range and I look forward to seeing the new Hogwarts Castle with DCC sound and a working headlamp due in quarter 2.

The range of Hornby items is simply huge, and I could take up many hours and pages talking about them all. So I will endeavour to keep the following items as a shortlist of highlights.

A great item to look out for (and I expect it to be just as popular as it's GWR brother) is the LNER liveried Azuma class 800/I available as a 5 car pack, this is certainly the future of the east coast and a must for modern image modellers. This is due to arrive in quarter 4 so keep your eyes out for this one.

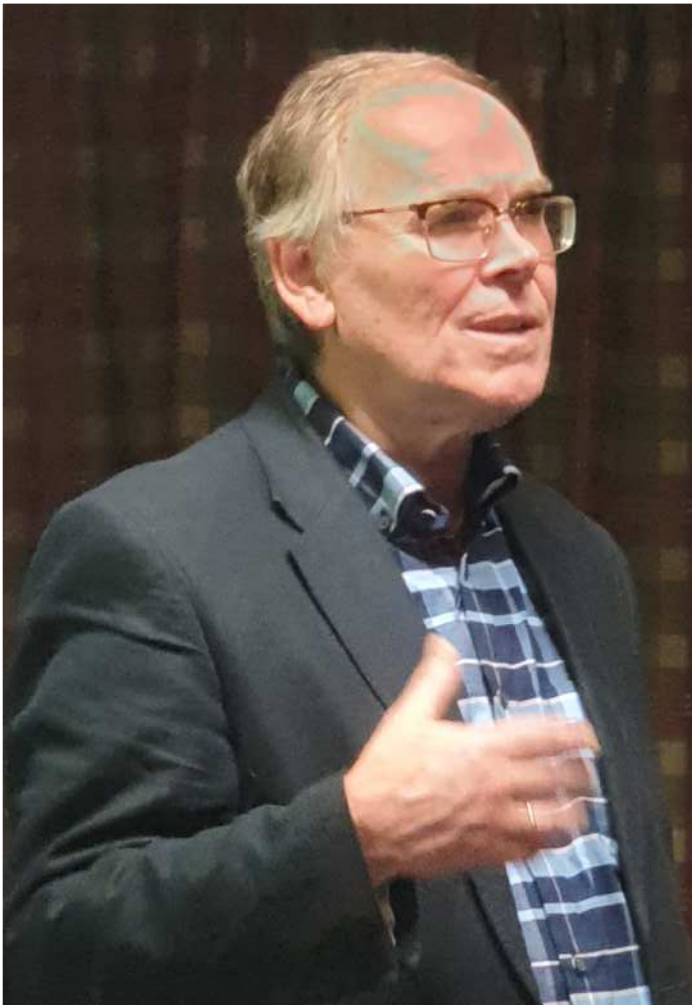


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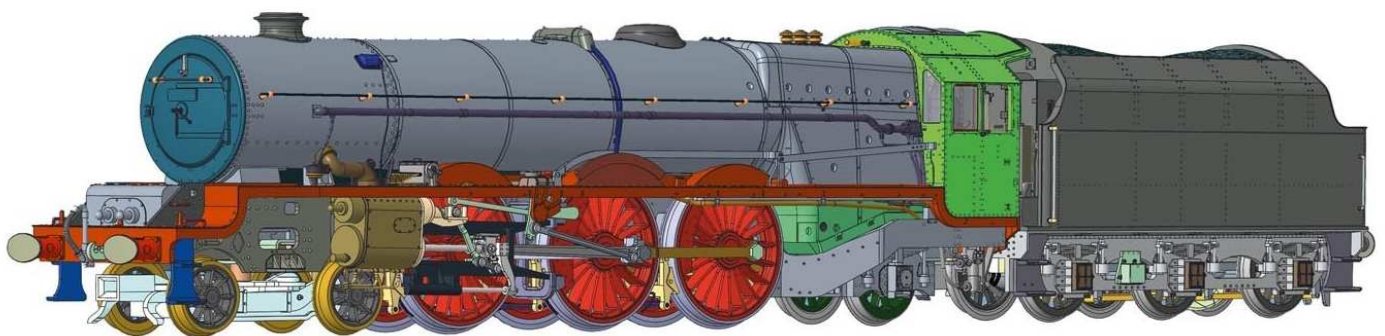
The arrival of ambient sound in wagons as one of the strong developments from Hornby in recent years, the TTS sound decoders have offered a cut price DCC sound option to DCC and it's proven a real success. The new vent van with sound was a step further with ambient sounds loaded into a wagon, the new vent van with sound offers a new livery and new sounds bringing the best of both worlds to this expanding range (again in quarter 4).

Hornby have of course returned to the ancestral home at Margate, but the warehouses have taken on a new life as the 1:1 collection museum. This has given Hornby an unprecedented level of access to the life size locomotives housed here and A4 pacific 'Bittern' (the first of these museum locomotives) has been lovingly re-created with it's current double tender in model form and is expected in quarter 2.



At a recent talk for the Model Railway Club in London Simon Kohler mentioned the Princess Royal class locomotives and how the latest model would be the 4<sup>th</sup> developed during his tenure at Hornby, he jokingly said “this time it would be right” and after visiting the surviving locomotive(s) at the Midland Railway Centre Butterley,

I have high hopes for this model and I eagerly await its arrival in quarter 4.



The peckett locomotives have become a firm favourite in recent years and the new tooling is eagerly awaited in quarter 2.



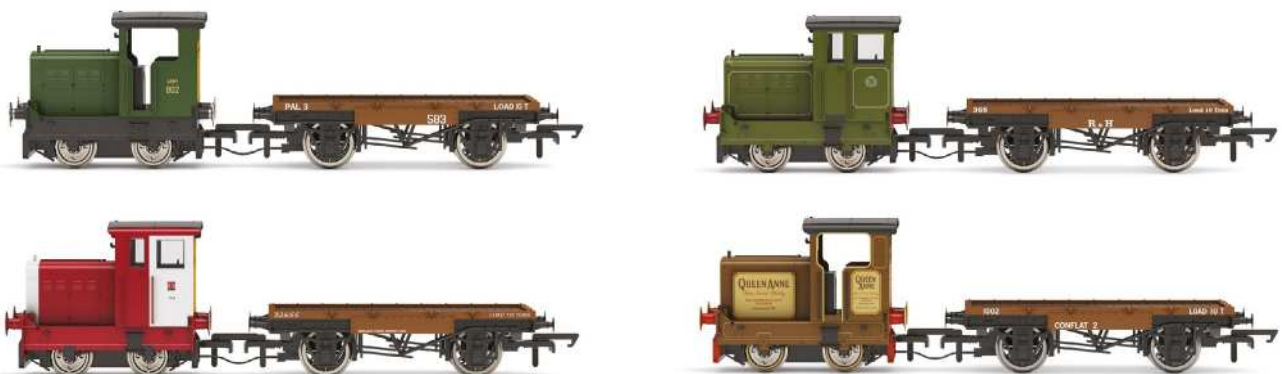
This success has been backed up by the totally unexpected announcement of a newly tooled Terrier due in quarter 1 and looking to be an excellent model.



The feel of success (far from being bigger) seems to have become smaller locomotives. These little locomotives are perfect for shunting and operating small industrial layouts and Hornby's 0-4-0 pug, which will even be available DCC ready with a 4 pin decoder plug. These are expected to arrive in quarter 4 and I for one am really excited to see these in the shops.



The last locomotive I want to highlight for now is the Ruston & Hornsby 48DS 0-4-0 shunter, this model is due in quarter 2 and is an incredible exercise in miniaturisation of electronics. This locomotive is DCC ready (a 6 pin connector is installed) and to aid in the power pick-up a special wagon has been included with extra power pick-up's (although I do understand that this is not strictly necessary for the locomotive to work).





The 2019 range also sees the return of the track rubber to the Hornby accessories range (due in quarter 4) and with the big 100 year anniversary of Hornby's founding coming next year, modellers have a lot to look forward to.

As a final surprise take a look at our competition page this issue for 2 chances to win a pair of tickets to the Hornby Visitor Centre in Margate, it's your chance to visit the home of the Hornby and see some of the rich history behind the brand (and maybe some of the future too).

*All Photos (except the photo of Simon Kohler & Coca Cola set) in this article are from the Hornby website with the kind permission of Hornby Hobbies Ltd*

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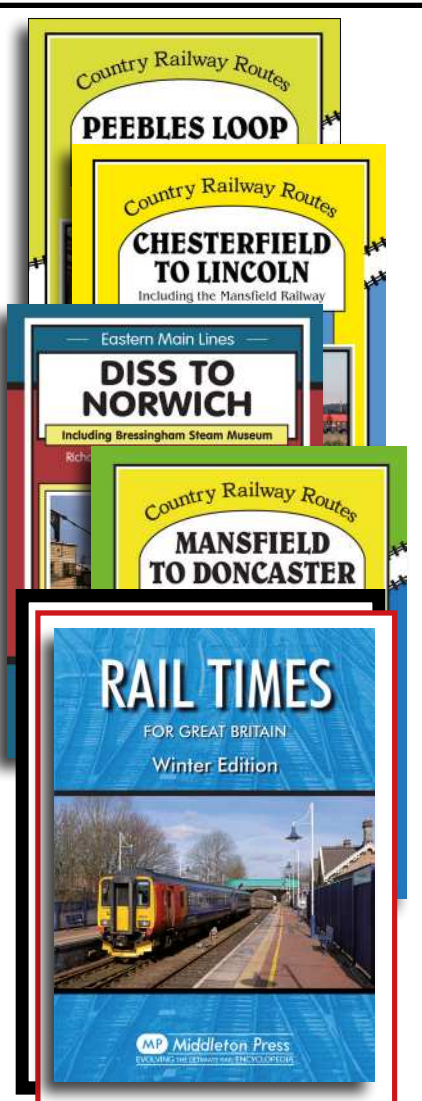
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# **The Railways of Wales in the 1960's**

Author: John Evans

Reviewed by:

Adair Faux-Nightingale

ISBN: 9781445682556

Type: Paperback

Pages: 96

Images: 140

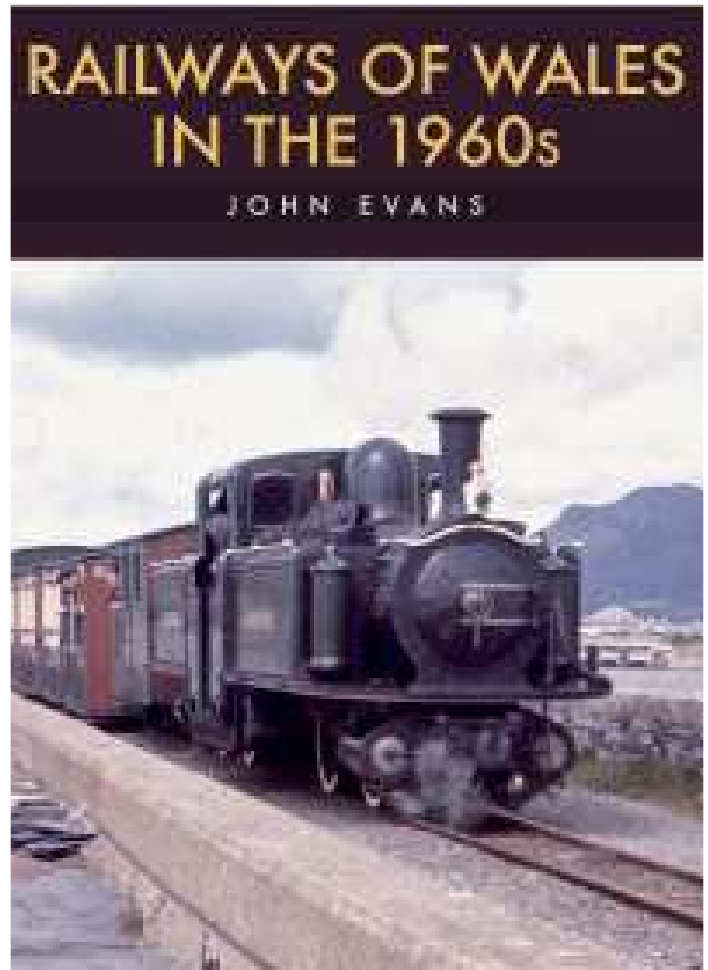
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



while a fascinating book with good pictures and almost unique looks at the early efforts of welsh Narrow Gauge Railway operations in pictures, I found it an interesting read, but, aside from the excellent pictures, It doesn't add much to the already existing records of the already well told stories of the famed welsh railways beyond that, it doesn't break new ground in as much as secure an already firm bastion of knowledge about the early welsh preservation.

An excellent set of images for reference to modellers modelling that period, with colour images of locos in their most fragile operating conditions. However, text wise, these little lines are already firmly covered and, aside from general nostalgia, it doesn't add to the already rich tapestry associated with the different lines beyond minor additions from particular perspectives. Not to undermine the book as a good addition to a collection, as many previous books on the subject can go lacking for images, I do note however that it does sit firmly in the preservation of the narrow gauge lines, so people looking for reference material to other lines around in mid 1960's Wales will be disappointed.

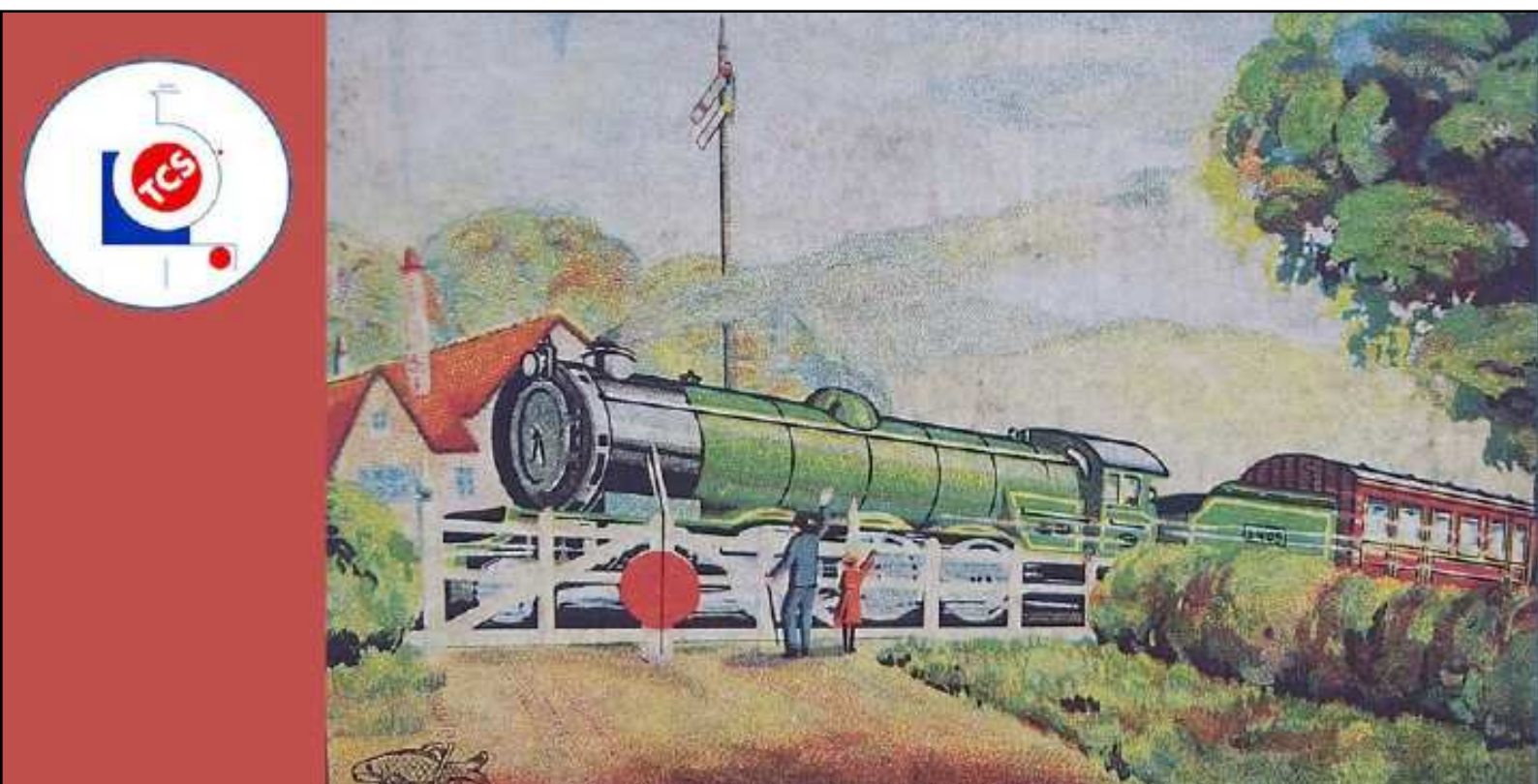
Quote from Amberley website:

“The beauty of its mountain and coastal scenery has always made the railways of North Wales special. During the 1960s, as fast as steam was fading on the main lines, it was flourishing on the narrow gauge railways, hinting at the great potential that was to come.

Those fledgling railways that are today's major tourist attractions possessed a special, rudimentary charm as they came to terms with the challenges of gearing up for a new army of admirers.

This book takes you on a tour in essays and colour pictures of all the narrow gauge railways then in operation and also the British Rail routes that were facing an uncertain future. John Evans brings his unique way with words and pictures to capture a scene that has in many ways changed dramatically ... and meets some veteran locomotives that we can still enjoy today.”

<p>O gauge resin and white metal kits</p> 	<h2 style="color: #00AEEF;">Skytrex Model Railways</h2> <p>Unit 1 Chamwood 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>OO 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>Free subscription to newsletters! Details on websites</p>	<p>OO gauge modular building systems. Picture shows 4/041 north-light warehouse kit.</p>



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## **Erith Model Railway Society Model Railway Exhibition 26<sup>th</sup> AND 27<sup>th</sup> January 2019**

Report by: Terry Rowe

Once again, Paul Plummer, Exhibition Manager of Erith Model Railway Society and his fine team have delivered what can only now be the premier model railway exhibition in Kent /South East England. The numbers of attendees over the two days held up against last year. I made it 34 layouts and 78 traders and society stands which gives one loads to see and traders to spend money with. The catering was of a very high standard and very fairly priced. This is an Exhibition not to be missed, next year's dates are 25<sup>th</sup> and 26<sup>th</sup> January 2020.

The winner of the two Exhibition awards are: -

# Winner of the Bill Murphy Shield was North of England



Line by Mike Johnson (the Scarborough & District Railway Modellers). This is a N Gauge layout based on Scarborough Junction.

The Shield is named after Bill Murphy 1932 – 2002

In tribute to the memory of our former Exhibition Manager and Honorary Vice President, EMRS has introduced the Bill Murphy Memorial Shield, which is awarded to the best layout at the exhibition (as decided by a panel of judges). The shield was presented for the first time in 2003 and the list of previous winners is available via the EMRS website.







The winner of the John Muskett Shield was Lighterman's Yard by Pete King (2mm Scale Association, Kent & Essex Area Group)

The Shield is named after, John Muskett, 1945 – 2017  
In tribute to the memory of our former Secretary and Chairman, EMRS has introduced the John Muskett Memorial Shield, which is awarded to the layout nominated by visitors to the exhibition on the Saturday. The shield was presented for the first time in 2019 and the list of previous winners is available via the EMRS website.







# Model Railway

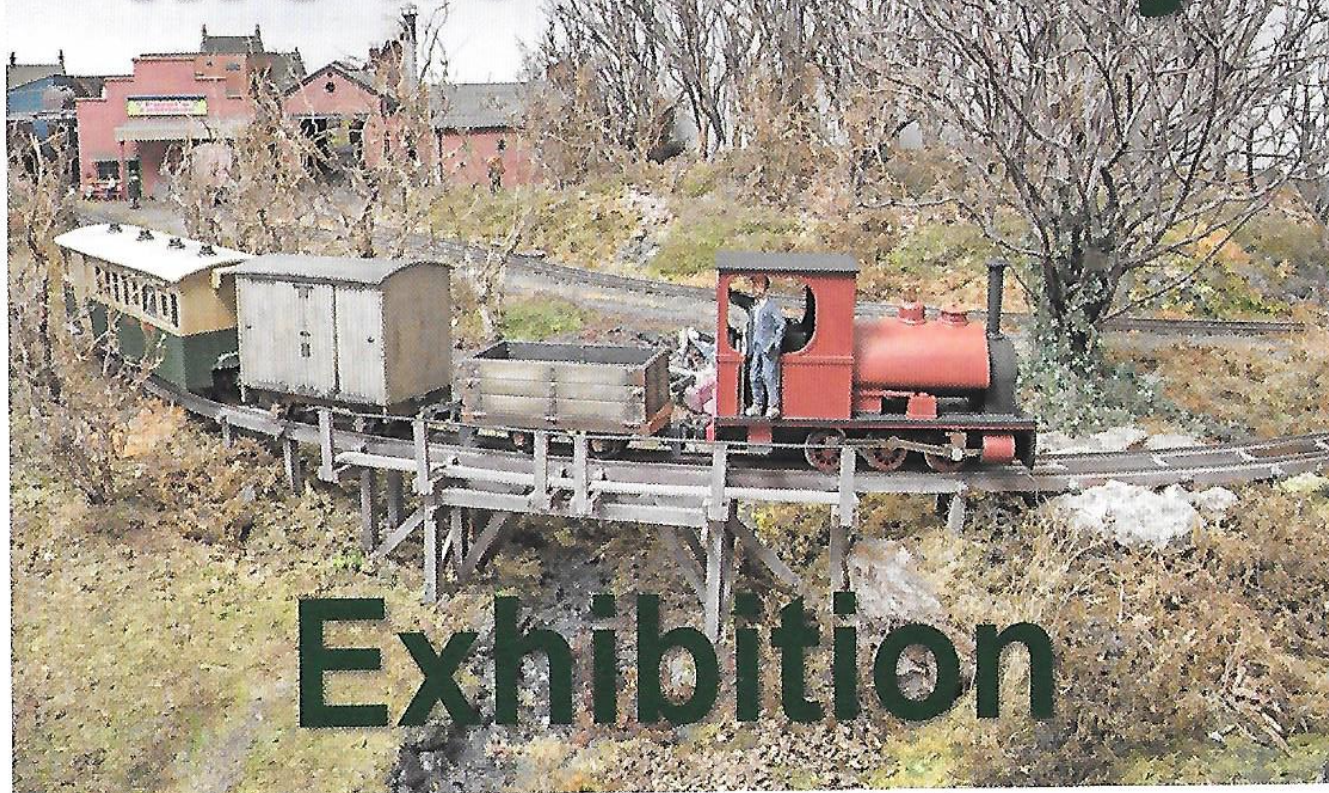


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## **Review: A day in the life of an engine driver**

Author:

Anthony Dawson

Reviewed by:

Alexander Croft

ISBN: 9781445669229

Type: Paperback

Pages: 96

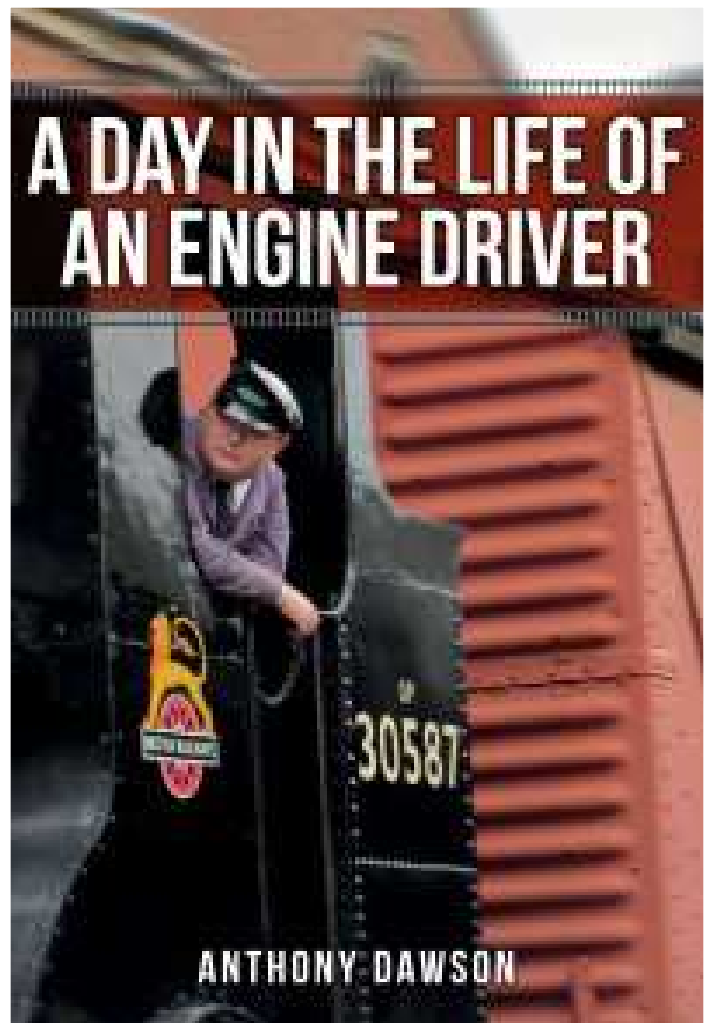
Images: 100

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm



I will admit that my first thoughts about this book were why? But thinking about it further it's not so different to the driver experience days most preserved lines offer. The book is well laid out into chapters based around each stage of a locomotive's operating day.

I openly confess now that while I understand steam engines and the various processes that are required to keep them running, I have never felt the urge to become an engine driver myself.



However the book is kind enough to explain (with diagrams) the various key workings of a steam engine, for those less in the know.

The book is also clearly based at one preserved railway, the Severn Valley Railway. The location is excellent, and the book allows the reader time to enjoy some of the many views and features along the line too, and excellent break from the sometimes-boring routine required when running a locomotive properly. All things considered I give this book 5 out of 5! For those interested in running a steam locomotive.

Quote from Amberley website:

“In the age of steam it seemed that every little boy had an ambition to be an engine driver – even the notoriously anti-railway Charles Dickens thought there was something alluring about the role. Becoming an engine driver is still an ambition of many, thanks to the steam preservation movement.

In this book, Anthony Dawson explores what it was like to be an engine driver in the age of steam. Drawing from his own footplate experiences, and working alongside crews on heritage railways, from waking up at the crack of dawn, to cleaning, firing and driving and eventually disposal at the end of the day, this lavishly illustrated volume is a fascinating insight into what it is like to be an engine driver.”



***All Photos in this article are from the Scalextric website with the kind permission of Hornby Hobbies Ltd***

**Scalextric News &  
There's Something for All Ages  
By Alexander Croft**

Scalextric may seem like a brand and a product that simply can't fail, but just like model railways the advent of computer games has been cutting into this market. So, what is the future? If I knew that I'd be a millionaire. But based on one of the new 2019 releases, Scalextric may have finally cracked the I-Generation: Meet Spark Plug, Spark plug is not yet available to the public but

when it hits shelves, I can predict it will be a game changer. I was one of those lucky enough to test out the pre-production sample and WOW!



The Spark Plug app brings Instagram like features and fun to driving Scalextric allowing users to take photos for their driver profile and add Instagram like stickers (cue the pink hat sticker).



The app allows for new ways of play too: the new speed limiter feature has been included in the app, A new brake button feature adds to the realism, a new engine sound synthesizer option, a new 2 player race mode with strategic speed up (boost your car) and slow down (slow your opponent) options. That's right you can boost your speed while reducing your rivals speed, it's a really interesting new way to play Scalextric.



So, is Spark Plug compatible with any Scalextric? Spark Plug is not compatible with the Scalextric digital system; however it does upgrade the standard Scalextric controller system. The Spark Plug is expected to arrive in quarter 3 with an app launching at the same time available to download for either apple or android devices (please note the app we have seen is still in Beta Testing phase). The real winner for Spark Plug is it's pricing, it will be available and priced to match the current cost of a new controller.

Spark Plug is arguably the biggest news in the 2019 Scalextric line up, but Scalextric has a new all age group strategy and they are taking full advantage of the Warner Brothers Licence with three new Scalextric Micro sets. The sets are the first to use an all new and improved Scalextric Micro track system, the design has been improved to increase conductivity and reduce the issues caused with carpet fluff etc... also nice to see is a less wearing contact strip for the cars.



The first of the new sets is the Looney Tunes with Bugs Bunny and Daffy Duck as your starter vehicles in the set due in quarter 2, the classic duelling duo of Wilely Coyote and Road Runner due to be available as separate extra cars in quarter 3. These classic characters will make the perfect introduction to Scalextric, and the word on the street is that a new series of Looney Tunes is on the way!



The second new set is the Whacky Races with Peter Perfect in the Turbo Terrific and Dick Dastardly in the Mean Machine, these cars look just as good as their cartoon counterparts (and I've only seen the hand painted sample). Just like the Looney Tunes additional Characters are expected in the range beginning with Penelope Pitstop in quarter 3.



As if these two weren't enough to get excited about, the Justice League are getting their own set too! Expected in quarter 2 the set comes with that dynamic pair: Batman and Superman in two newly designed super hero cars. Again, extra members of the Justice League will be available with both Wonder Woman and The Flash getting race car upgrades in the range for quarter 3.



Scalextric however are not neglecting the traditional Scalextric range and there is definitely something for all age groups here.



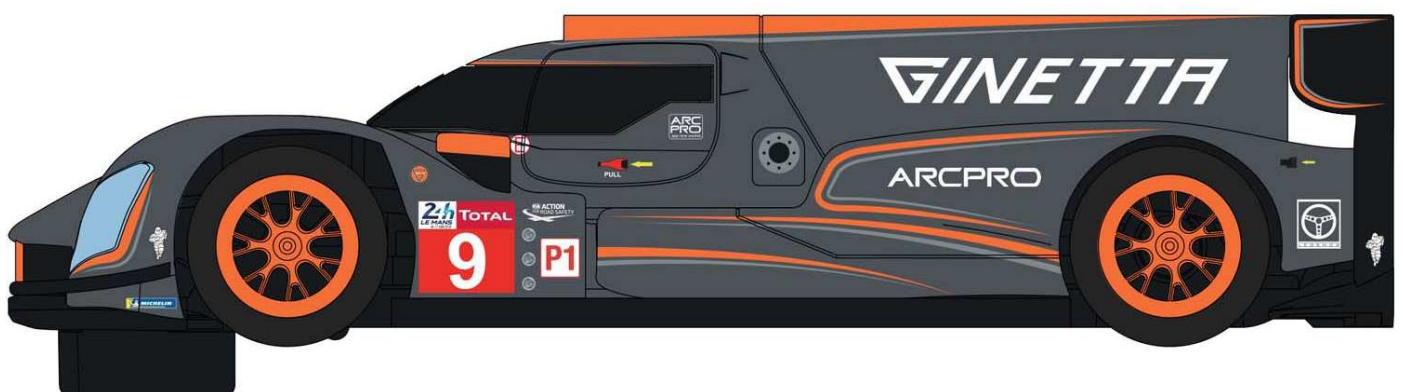
A new American muscle set is coming in quarter 3 with an AMC javelin police car (which includes a working flashing police light) and the classic Dodge Challenger, this set is sure to appeal and for added fun the set features a stunt ramp.

Scalextric has a long tradition of working with the car industry to provide the latest cars in the range on offer and the Jaguar I-Pace is an excellent example of this co-operation, the new Jaguar I-Pace is Scalextric's first ever electric car and just adds to the realism for Scalextric users. The set is due for release in quarter 3 and includes a lap counter (a future possibility for this item is the application of Jaguar Heritage racing liveries, I'm certainly interested in this possibility).





One of the new Scalextric ARC-PRO sets is the LE MANS 24 hour which is expected in quarter 3, this set includes working headlights and the ARC wireless rumble controllers. There is one word of caution on the livery choice for one of the cars in this set, The Orange Ginetta car is a Scalextric created livery and as such was not seen at LE MANS. However, this is still an impressive set with fantastic cars and features including multi lane changing driving.





I could go on for so much longer but as one last point for this issue, I want to point out that even the classic car enthusiast hasn't been left out with a new Jaguar E-Type and an Aston Martin DB5 even granddad can enjoy the fun!





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- BN04T** Island Platform Starter Twin (R/G 2 aspect)
- BN28** Standard (R/G 2 aspect)
- BNH2** Signal Head (R/G 2 aspect)
- BNH3** Signal Head (R/Y/G 3 aspect)
- BN31L** Left Standard Offset (R/Y/G 3 aspect)
- BN31R** Right Standard Offset (R/Y/G 3 aspect)
- BN32** Platform Starter (R/Y/G 3 aspect)
- BN36T** Island Platform Starter Twin (R/Y/G 3 aspect)
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## **Review:**

### **Arriva Trains Wales**

Author: Nicholas Wilcock

Reviewed by:

Adair Faux-Nightingale

ISBN: 9781445681993

Type: Paperback

Pages: 96

Images: 180

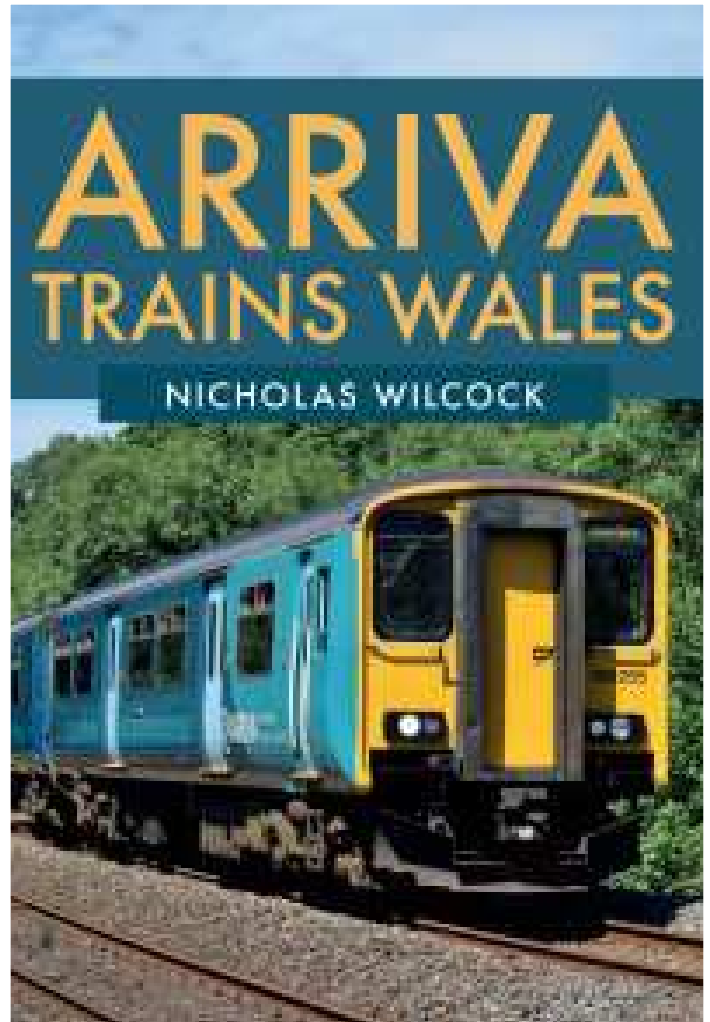
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



An interesting book, greatly displaying Nicholas Wilcock's photographic skills, is a very good display of pictures from an evidently dedicated photographer, but aside from the introduction, that's all that it is, a display of a dedicated photographer. It's very south-centric, with lots of pictures around Cardiff, Swansea and Barry, but the continuing franchise northward, beyond a few forays north to Crewe and Chester, and a single image of Platform 5/6 of Shrewsbury. Great swathes of track otherwise used by Arriva were left un-covered, such as the Cambrian Coast line (an unusual note to not see Barmouth's iconic bridge) and other lines ex-

tending from Shrewsbury, such as the route through to Birmingham, Or Chirk/Rhosymedre Viaduct.

Some excellent pictures but by no means fully representative of the empire franchise of Arriva Trains Wales, particularly as some units solely travel on routes not photographed. Still a worthwhile and enjoyable book to read. Quote from Amberley website:

“Formed in 2003, Arriva Trains Wales was awarded the franchise to run the majority of services in Wales with services also extending over the border to Manchester, Birmingham and Cheltenham. Coming to an end in October 2018, the franchise has seen a great increase in passenger numbers and this has been aided by the reopening of the Vale of Glamorgan line between Barry and Bridgend and the line to Ebbw Vale to passengers on the Valleys network.

Arriva Trains Wales operates a fleet of DMUs made up of classes 142, 143, 150, 158 and 175. They are supplemented by two loco-hauled services, one of these being the daily North to South Wales working between Holyhead and Cardiff that is run under contract from the Welsh government. This book provides a photographic record of the operations of Arriva Trains Wales spanning the bulk of the franchise and mainly concentrating on the South Wales region.”



## **Corgi 2019 Range looks to the past for the future**

**By Alexander Croft**

By now we all know about the tidal wave of changes at Hornby Hobbies Ltd, the last few years have proven very expensive for marginal returns (a new computer system for example that would be great for running a small country, but not so great for running Hornby Hobbies Ltd). The most public display of these issues being a regular changeover in the senior management at the company.



So how are Hornby evolving, just over a year since the new CEO Linden took over the helm? The most obvious change has been the return to Margate, although only the office block is rented from the new owners. It is still the spiritual home of Hornby and in my view an excellent move.



Corgi must be one of those brands that's almost inseparable from its British identity and roots, some of Corgi's most successful (and valuable) products include the famous James Bond DB5 and it is these classic and historic British icons that Corgi are looking to for the future.

As the title suggests Corgi is looking for future success in its back catalogue of best sellers, and what a range they have either already available or brand new this year:



The Beatles yellow submarine has received an incredible update since it's last release in 2008 and now features spring release hatches to reveal all 4 Beatles and as you push the model along you can see the periscopes bop up and down 'just like in the 1968 adventure'.



The Beatles magical mystery tour bus as seen in the photo is a detailed replica of the Bedford VAL used in the film.



Chitty Chitty Bang Bang is of course a well-loved magical car from the film of the same name, the re-released and improved model features all 4 characters from the original 1968 release. This model is the most detailed ever and is sure to be popular with fans of all ages (I'm even tempted myself).



The Gerry Anderson classics are available too with Captain Scarlet and the Thunderbirds both represented in the classic TV style. I confess when I saw the red Spectrum Saloon car I was instantly teleported back into my childhood (yes, I used to own some of these great models myself. And they were great fun!).



A big part of what Corgi represents is depicting well known movies making full use of movie licences, this tradition is alive and well with the Warner Brothers deal allowing Corgi to produce Harry Potter products along with other well-loved characters.





These classic licences are a big part of Corgi and the return of the classic James Bond DB5 Goldfinger edition is a very good thing, it is after all the most famous car ever produced by Corgi!



While all these products look back to the successful past of the Corgi brand, Corgi are investing in new tooling and new ideas. The new Paddington Bear movie gives a chance to expand the licenced product range with a new character.



Corgi have also launched a range of military tanks, a previously unexplored market for Corgi. The future seems bright and the catalogue covers the whole year (but Corgi haven't ruled out the occasional surprise release for the year).



**All Photos in this article are from the Corgi website with the kind permission of Hornby Hobbies Ltd**





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## **Review:**

# **AVELING & PORTER**

Author: Colin Tyson

Reviewed by: Terry Rowe

ISBN: 9781445678412

Type: Paperback

Pages: 96

Images: 140

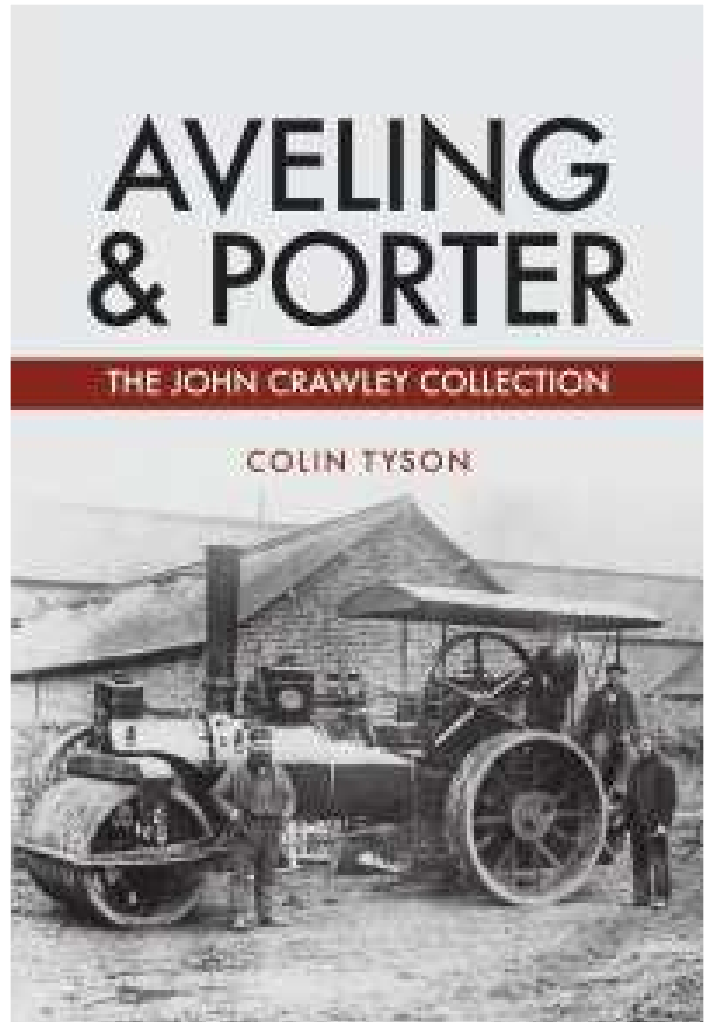
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



I have found this book fascinating with a wealth of information and photographs relating to Aveling and Porter Traction Engines. At the back of the book there is an extremely interesting few pages about the eccentric steam loco's that this company produced for industrial use.

Quote from Amberley website:

“An eminent early preservationist, John Crawley was able to amass an enviable photographic archive of steam traction engines and road rollers in their working days, of which this Aveling & Porter selection formed just a part.

Organiser of over eighty steam rallies, John saved up to thirty steam traction engines for preservation from the mid-1950s to the early 1960s, at a time when they were considered not much more than worthless scrap. Indeed, he became the first owner of no fewer than twenty-two of them.

Utilising this incredible and unique collection of images, most of which are previously unpublished, Colin Tyson tells the story of this important manufacturer and iconic British brand.”



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# Getting Value For Your Money

By Adair Faux-Nightingale

There's a curious statement that many would, here, find confusing; when given a choice between an old Hornby model and any Bachmann model, Hornby wins true, Heljan is hilarious, Lima sells lousy and Airfix is assumed to be more effort than worth. Dapol is that company in chirk, isn't it? But Hornby wins true. which is odd, because you can literally be selling the same model from Hornby, Airfix and Bachmann, the Hornby being a simple remoulding of the Airfix, and the Bachmann far superior, boxed and tested, in mint condition, and the Hornby will disappear first. some of the Bachmanns don't sell for years.



***Above: Sold at Shelby auction for £40,  
New Corronation and 3 carriages***

Weathered models too; the clean one outsells the weathered with a regular ease, even if it was a beautifully done bit of mess. DCC is dubious, 3-link is curious, and don't get me started on scratchbuilds. Kadees are crazy, safer to just go with good condition Hornby models, with Tension locks. 009 is 50p, and N can be bought in full shoeboxes for a £5. Did you want some scenery? we'll chuck that in for free! O gauge track? £1 a strip, there's a PECO box of 100 in the back..

This sounds backwards, doesn't it? in what crazed world does this make sense? The one where I sold a bachmann custom weathered 4mt DCC model, never been used, for £25, with profit. It even still had it's Hattons's receipt, for £115. So what backwards world am I in?

The answer is House Clearance antiques, and all of the above is true, and gets far, far worse. when I first started in Modelling, I didn't have many options; Living on the welsh border, there is a dearth of modelling shops, made worse when the Hornby Collector's Club stopped, and the Dapol shop closed over weekends. Having a secondary interest (technically primary, as at that point, Oil lamps outnumbered trains 2/1) in Oil lamp restoration and antiques, i was found doing circuits of antique shops. The less airs and graces the better & came across this argument above.

A regular haunt and friend of mine was clearing out an expansive barn layout; 1000 sqft. Obviously well done, I could see the attentive detail done to each individual wagon, loco and figures, see the rakes of made-up wagons. the DCC controller, and the computer set to control the “mainlines” of the layout.

It was an expansive, complex layout, now packed in to 100 boxes, with a grumbling antiques dealer reckoning he would’nt make his money back. Why? Because weathered, Bachmann DCC, with detailed 3-link couplings, custom repainting and detailing, and all the bells and whistles, does’nt sell.

At best much of it would sit in the back, and be sold off with a 10% cut to a travelling antiques dealer who would take it arround the country, slowly selling bits off, or sit in a secure lock up for a few years, untill someone asks for something on those lines.

Same with a HO US layout that was mainly mint-condition, carefully boxed Spectrum models. I came away with a customised rake of 3-link stock. At another antiques shop, a box of working, beautifully done scratch-builds all in a shoebox for £5 because “they’ve got no makers marks, no details, nothing to research or prove a price, they may as well be £5 the lot”.

Just last month, a small auction house passed on a huge, LNER layout, featuring some of the newest models, and well repainted Replica Railways A2s, Various A4s, A3s and A1s, boxes of rolling stock and wagons, Many of which considered very rare now, and all under value.

As I write this, a pile of bachmann brand new models just reached their asking price of £100 in an all-accessible online auction... for six of them, £17 per model, with fees inclusive, at a clearance auction. why does this happen?

because the right clientelle for these items doesn't come through. This is an underbelly of multipurpose dealerships that clear houses and sell at car boot sales, auctions and in small backstreet shops, and they don't care about the actual cost of an item as long as they make a profit.

Many of these dealers don't sell on Ebay, they sell locally and sell at shows. They don't even bother taking Bachmann models to shows because people assume they might be broken. 90% of the time, antiques dealers have a network of testers and repair men.

You see a model you want but it's the wrong name/number? come back in a month, the loco you want will have magically appeared, not because of magic, but because the dealer figured that a change of identity will make the loco more profitable.

The dealer will then will phone up the details guy and get it changed. Ebay is considered an enathema, a bizarre microcosm where people don't quite understand true value and antique markets rise and crash in minutes. we've all seen some models ( i remember a Dublo model of a 31 going for £1001) which completely blows scales and ideas.

So these antiques dealers don't deal there (too risky). which is saying something, when they know they will inevitably sell a model under value, at no profit. so what can they do? They sell to other dealers, who slowly move up chains until the models bought and sold for comparative pittance are in model shops and places where we expect a bargain.

As someone who works with antiques dealers, I can only reccomend one thing:

First, visit your local shops. I can think of several which are little paradises, except no-one knows them: Lighthouse Antiques in Moreton-on-the-marsh, Lamplight Antiques in welshpool, Collectibles and Curios in wolverhampton, the Antique centre in Church Stretton. and local clearence auctions.

Once shops know they have a market in something, they'll bring more stuff out, if you ask about items and get a raport, you'll get discounts and priority on new items.





***Above: Sold in North Wales Auction for £5, Mixed boxes of railway scenery and New flexitrack***

Many shops that safely deal in models will have test tracks and if you ask, they will test a model in front of you. Second hand does'nt just mean E-bay, Hattons, Rails, show dealers or Club swaps. There's an underbelly of antiques dealers who know what they're doing, but have to treat models all backwards because they just don't sell otherwise, or are too risky.

As a modeller, I can best commend one other course of action; as a club or society, instead of turning individual eyes and wallets to individual models, as a society, bulk buy these lost bulk lits of models and take what you want, and sell the rest, the club can recoup money from the sales and redistribution of models.

The individuals get a bargain model, the club gets a source of income and clearance auctions and dealers no-longer have to fear bachmann and other good model brands, and a good active report with more than just recognised modelling shops.



***Above: 6 DCC ready Bachmann and Hornby models sold for £100 at Marshals auction. proof the bargains are out there.***

As a modeller who can say that he's never spent more than £25 on a model, and has only bought brand new 5 times (excluding exceptional circumstances), there is a great wealth of models not seen or used by the core of modellers because they never consider it.

We rarely consider what happens to our collections after we pass away, but most of the time, it falls in to this pit. and it's a shame, but because of a strange stigma against buying away from our own core, we miss some glorious offers and deals, and restrict a mutually beneficial industry.



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## **Review:** **Cornish Traction**

Author:

Stephen Heginbotham

Reviewed by:

Alexander Croft

ISBN: 9781445678290

Type: Paperback

Pages: 96

Images: 180

Publisher:

Amberley Publishing

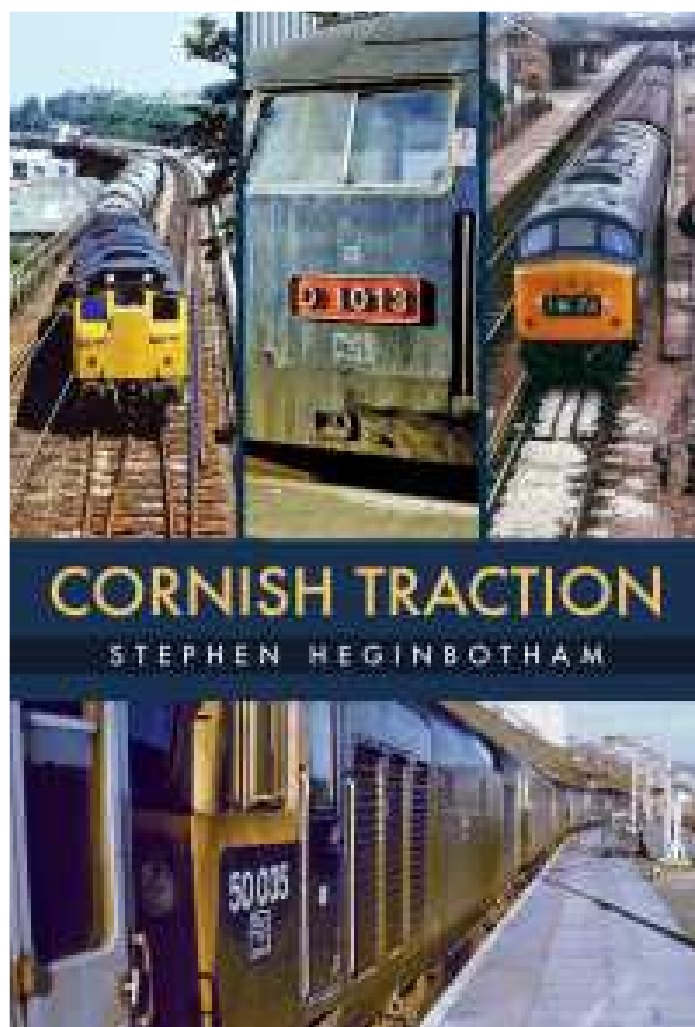
RRP: £14.99

Dimensions:

234 X 165 mm

The Beeching axe fell heavily in rural counties like Cornwall. The effects of this track mileage reduction are still felt today, a main trunk route was retained, and this book features many locations along this route as well as the remaining industrial branch lines.

This book features an assortment of colour and Black and White photographs featuring a collection of locomotive traction from the 70's onwards (certainly I can see no evidence of BR Green or the equivalent liveries of earlier times).



The selection of locomotives depicted range from: the diesel hydraulic Westerns, class 47's, the Peaks, class 50's and the class 43 HST's (and that's just a quick summary).

So, what is my opinion of this book? At first glance I am sad to say that the photo re-production quality in the book does seem to be of a lower quality than the original photos probably were. But this aside, the book is a good reference for a modeller wanting to re-create accurate train consists. The photos are also useful to show what GWR features have survived at various times along the line. A classic 3 out of 5.

Quote from Amberley website:

“As the modernisation of the former British Railways moved forward into Railtrack and then Network Rail, various schemes to bring the West Country railway network up to date came... and went! Consequently, the far west of the network from Plymouth to Penzance became locked in a kind of time warp of semaphore signalling and cascaded rolling stock. During the last forty or so years, Cornwall has seen the demise of once common classes of locomotives and the introduction of the famous HSTs, Class 66s and Voyagers, though journey times have changed little – mainly due to the nature of the route, but the largest hindrance to an improved service is the lack of signals.

The signalling was over-rationalised, though the issue was partially rectified with minor upgrade schemes. This book aims to bring back memories of traction once common, or not so common, on the rails of the Duchy of Cornwall.”

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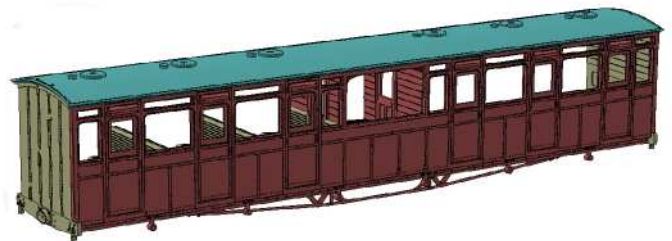
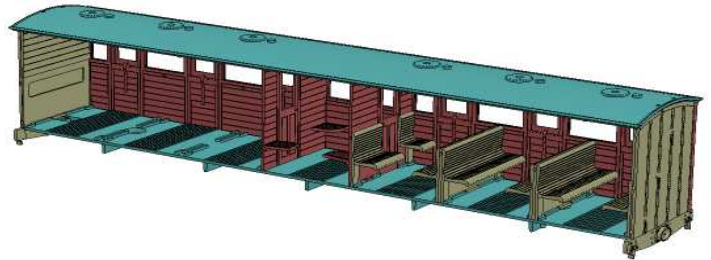
This kit does require the wheel sets.

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# Adding Skytrex Detail to Snow River Railroad

By Terry Rowe

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<http://www.ogauge.co.uk/accessories/596-smra62-4-oil-drums-with-hand-pumps.html>



0 Gauge Oil Drums with hand pumps. 4 resin cast 50-gal oil drums with white metal cast hand pumps & funnels. Require assembly & painting. Drill out the cap on the top of the oil drum to insert the pump stem. Bend pump exit flow pipe to required angle and trim off accordingly.

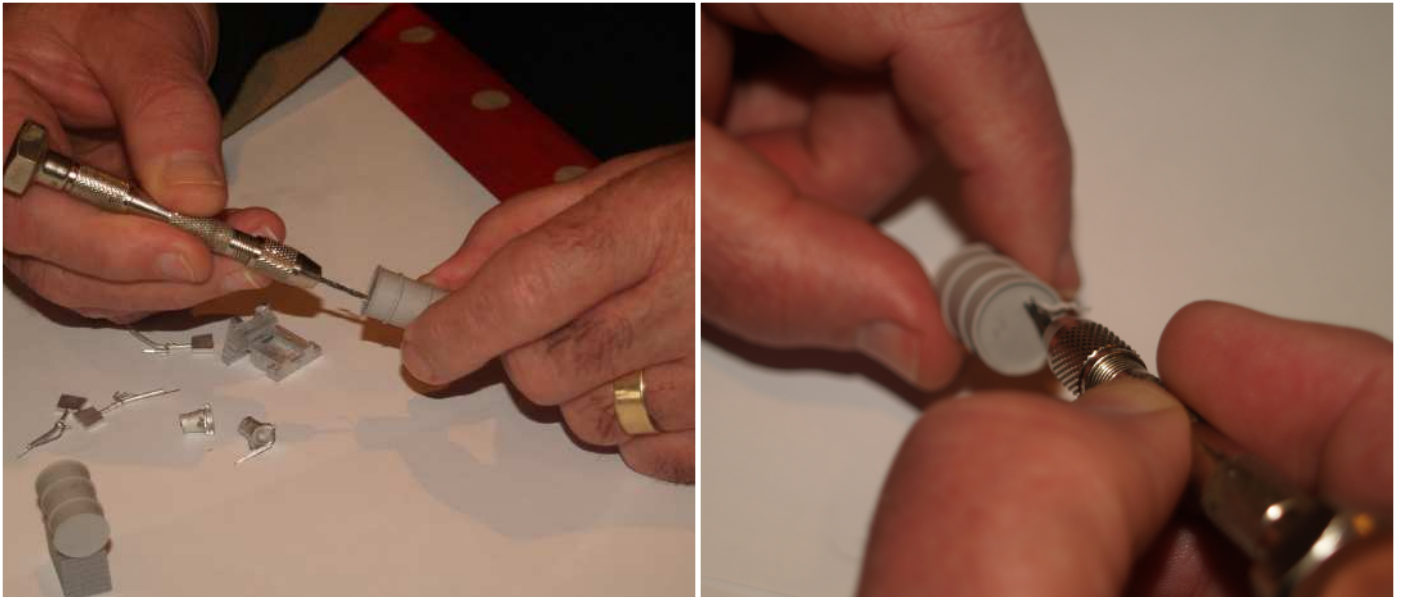
SMRA63 2 Oil Drums on Stands w. Taps.



<http://www.ogauge.co.uk/accessories/597-smra63-2-oil-drums-on-stands-w-taps.html>

*O Gauge 2 Oil Drums on Stands w. Taps. 2 resin 50-gal oil drums & 1 resin cast brick plinth plus white metal parts to make a timber drum stand with white metal taps & buckets. Requires assembly & painting. Drill out tank caps to insert tap stems. Bend & trim tap outlet spouts to required length.*

Snowy River Railroad (SRRR) is mostly done when it comes to the main construction and layout, it has been to 11 exhibitions each time with a little more added or done to it. From better 'switch' control or, an extra 2" along the front of the 3 boards, better trees, yes a model railroad is never quite finish. It is the adding the small detail that makes it 'big'



Skytrex has recently produced the two-items mentioned at the begin of this article and although they are at 1/43 scale -O Scale against 1/48 -O Scale which would be true to On30 which SRRR is built to, they don't really look out of place.



Being resin cast I always wash in soapy water before starting. I then spray with a mat gray under coat. I then drilled out caps on the drums and fitted the pump or taps as require. I also assembled the drum and drum stand using super glue. I then painted the drums detailing and weathered the drums according.





Once dry I added to a fitting place in and around the engine depot, it is detail like this that brings one's layout to life. At £5 for each packet these are another great value product from Skytrex.

That's it for this update from the Midland Moonshiners: Snowy River Railroad

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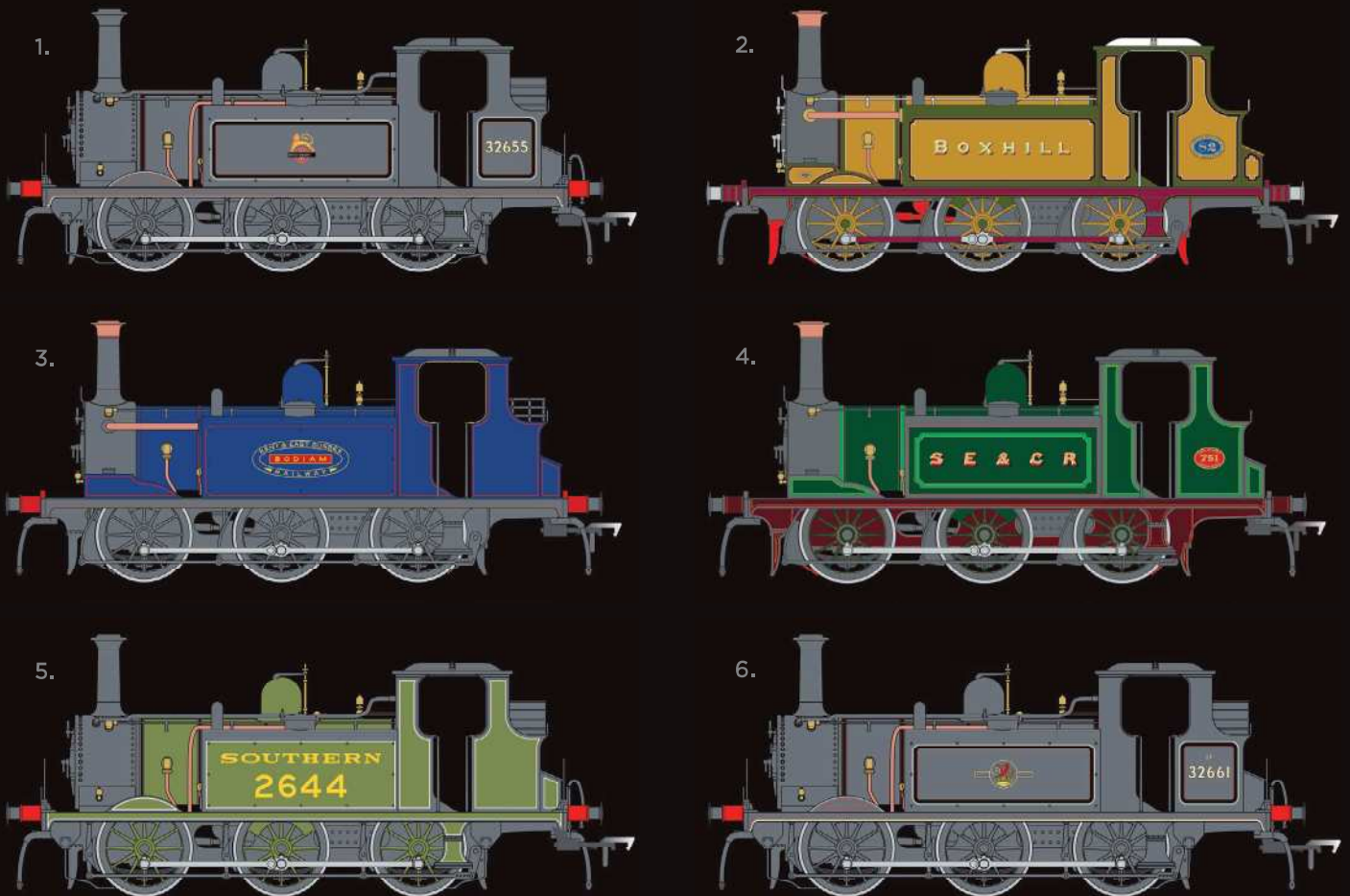
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PRODUCT

## **Review: Steam Across the Pennines**

Author:

Anthony Dawson

Reviewed by:

Alexander Croft

ISBN: 9781445670966

Type: Paperback

Pages: 96

Images: 180

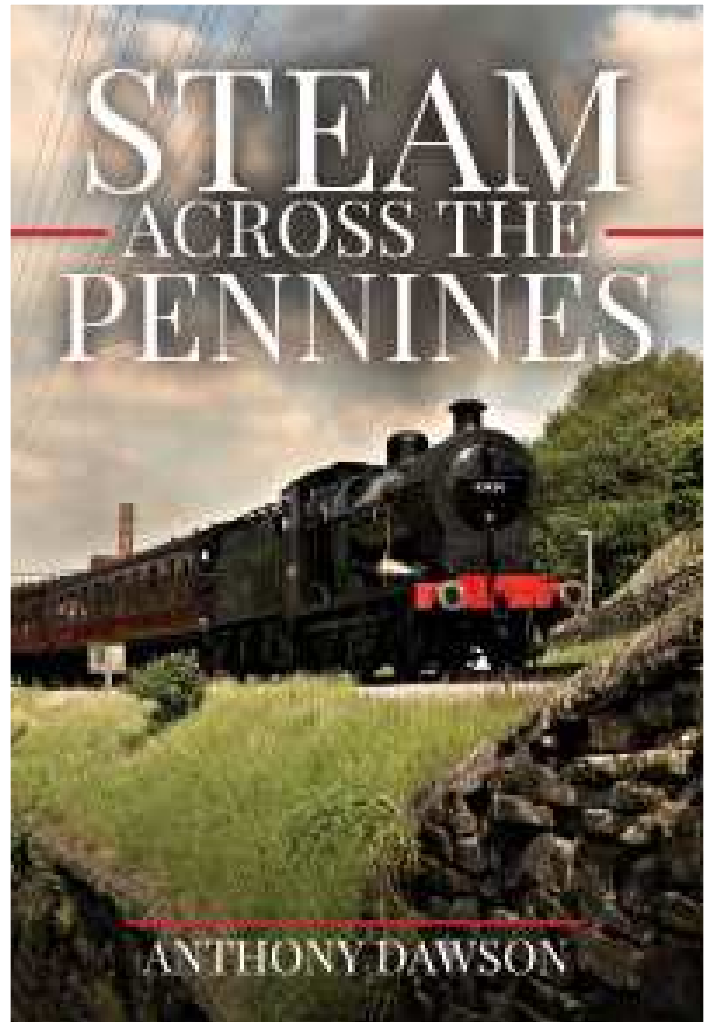
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



This book falls into the category of a photographic record, rather than a typical book. The content is wide and varied across the book and within the geographic area of the Pennines, certainly this area was a challenge to build any railway line and the wide variety of lines are testament to the engineering prowess of our Victorian forebears.

The introduction to the book contains a compressed and interesting history of the lines across the Pennines and their builders. The photographs in this book appear to be loosely organised in date order and as such the opening photos are an excellent collection of early glass plate photographs.

The only down side I can really see in this book is that the historic photos are few and as such the book moves very quickly into the preserved steam era and the final years of steam on the British railway network.

All things considered a good book and I'm sure it will be a good inspiration for the steam modellers, a good solid 4 out of 5 (just missing out on a 5).

Quote from Amberley website:

“The Pennine ridge – ‘England’s backbone’ – has provided a dramatic backdrop to the steam locomotive for nearly 180 years. Armies of navvies, commanded by engineers such as George Stephenson, Charles Vignoles and Joseph Locke, battled against nature to drive the first lines from Lancashire to Yorkshire: Summit, Standedge and the Woodhead Tunnels are lasting monuments to their grit and determination.

All this came to an end in 1968 when the last regular steam-hauled passenger service, 'The Fifteen Guinea Special', pulled into Manchester Victoria at seven o'clock on 11 August. But this was not the end of steam across the Pennines, as bands of enthusiasts rallied to save steam. The lifting of British Rail's steam ban in 1971 has meant that, once again, the Pennines reverberate to the sound of steam working hard across rugged northern terrain. This book follows preserved lines and steam specials and revisits iconic locations in the history of steam across the Pennines."



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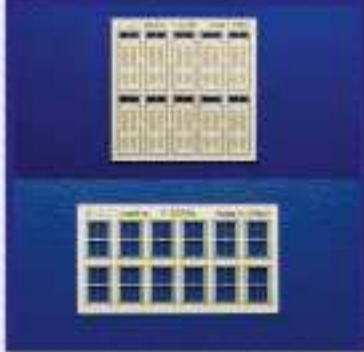
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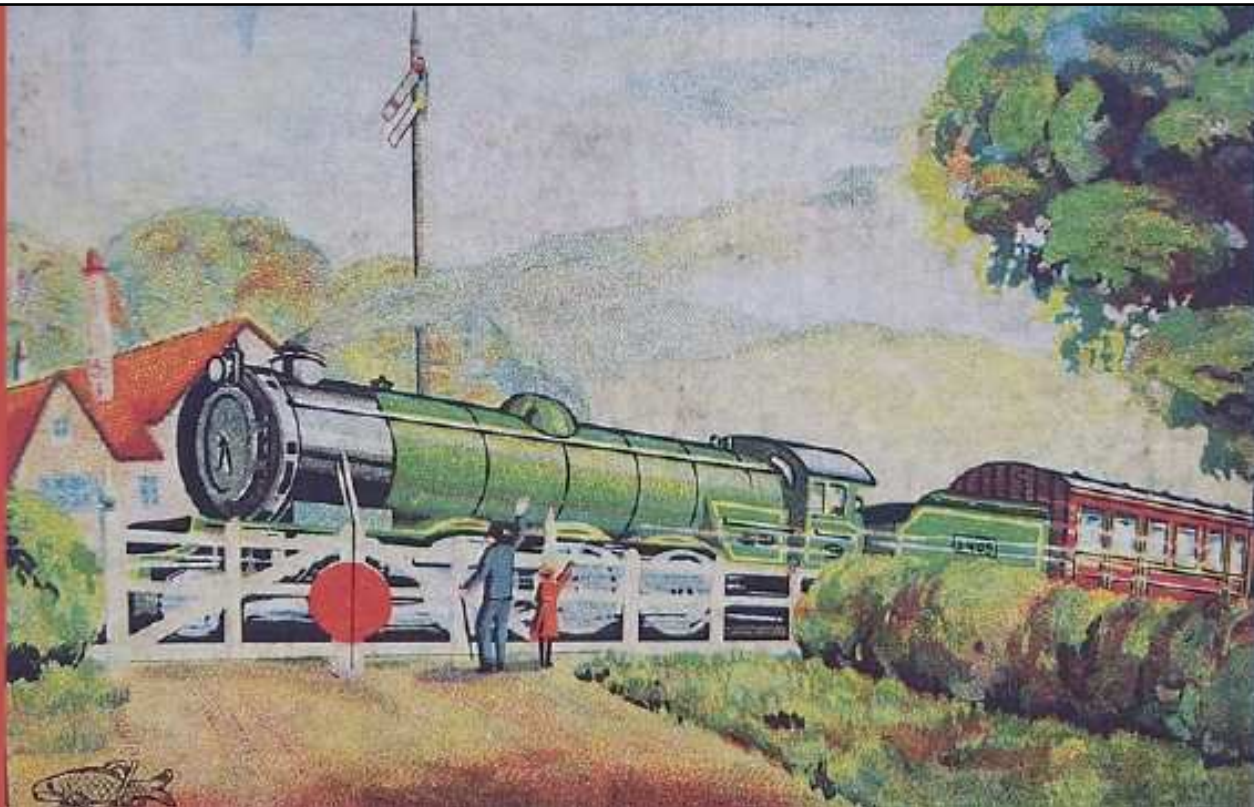
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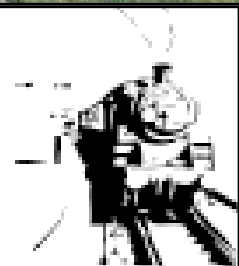
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## **My Granddaughter's Little Layout.**



By: Iris Brown

I have been mad about steam trains since I was about 5 years old and my Father took me to the front of the train to see the locomotive, probably a Black 5, on our trip to the seaside. So, as I am female, I never thought of trains as only boys' toys.

A few years ago, Christmas was coming and I was out of ideas for Holly's present. She had loads of dolls and their fairy castles etc and all her toys were "girly". My friend Alan agreed to help me make her a little layout.

The board itself is only 1m x 650mm plus handles each end for ease of putting it away when not in use. It's not too big to sit on the dining table to play with.

I agree with a previous comment in the magazine that small hands have difficulty with small locomotives such as N gauge so OO was decided on. All the track is Hornby except for the Peco curved level crossing and it's all glued onto cork. To fit onto the board, flexitrack was tortured into 9 inch (about 230mm) radius curves and fixed with small screws against the outside rails to make sure it couldn't unbend itself.

The rest of the track was glued down with extra fixings where necessary. There is no added ballast. We thought it might come off and scatter making a mess. For interest, there is a level crossing, a loop by the station, platform, sidings, ticket office, a newspaper stand, a workers' hut, a goods shed, lorries and a field with horses and cows and, of course, people! There is no electric wiring except for 2 wires that plug in from the controller. The points are worked by the big hand in the sky.

The little 0-4-0 tank engines, the 4 wheel coaches and wagons are all Hornby and have no problem with the tight turns.



We have never made any kind of layout before and we know it's not perfect but we did our best! This is not a "serious" layout and no rivets were counted - it's just a child's toy. The photos show a view from above empty and a view from the side "in action".

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## **Review:**

# **The Great Way West – London to Cornwall by Rail**

Author:

Jeremy De Souza

Reviewed by:

Alexander Croft

ISBN: 9781445683065

Type: Paperback

Pages: 96

Images: 180

Publisher:

Amberley Publishing

RRP: £14.99

Dimensions: 234 X 165 mm

The Great Western mainline has had many names over the years: 'the great way round', 'Brunel's Billiard Table' and who could forget 'Gods Wonderful Railway'. All of these names perseverance over the years shows how loved the Great Western mainline has been over the years.

This book has been neatly broken up into chapters covering different sections of the route (making it much easier to find what you are looking for).



The majority of photos have been taken in the last 50 years, however there are some excellent steam era Black and White photographs in the book adding a sense of history to this book.

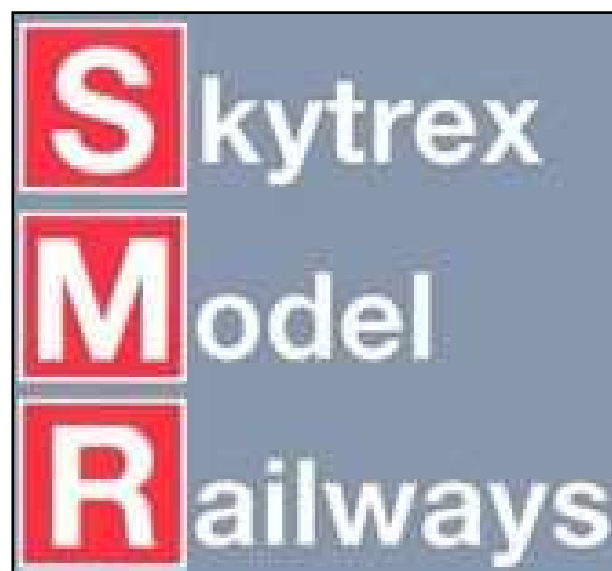
The variety of traction featured in this book is incredible and does not avoid the latest developments with the class 800 units in their new GWR livery looking as modern as they are. The variety of liveries and rolling stock seen on the west coast mainline is impressive and although this book mainly features more recent photos, there are a few steam era images to enjoy.

So what is my verdict on this book? I am certain that the images included will enable a modeller to re-create some fantastic scenes, all things considered I give this book a solid 4 out of 5.

Quoting from Amberley Website:

“A pictorial journey along the famous rail route from London to the West of England, well known by thousands of travellers and holidaymakers over the years, this book will show many of the views that are so familiar, along with the branch lines that offer links to resorts such as Torquay, Looe, Newquay and St Ives.

For the railway enthusiast, the past generation has seen a remarkable transformation from the end of steam and the reign of the popular Warship and Western diesels, through the High Speed Train (HST) years, and more recently the electrification of the London to Bristol section of the line and the introduction of bi-mode diesel/electric units. The images cover the route from London's Paddington terminus, along the Thames Valley past Reading and on towards Bristol, before turning south to Taunton, Exeter, Plymouth and on into Cornwall. The Berks & Hants line through Newbury, Westbury and Castle Cary is also included."

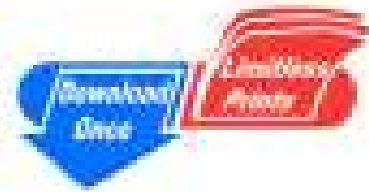






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## **Rising to the Challenge! – Part 3**

By Alexander Croft

This article is my last on this topic before the Talk of the same name at the Model Railway Club on the 14<sup>th</sup> of February. The Great Model Railway Challenge has proven to be a great thing for the model railway hobby in the short time since it went to air, certainly the number of new enquiries in the hobby facebook groups is a pleasing sight. With season 2 of the Great Model Railway Challenge confirmed I look forward to seeing the next group of competitors in action. Certainly one of my key concerns for the future of the hobby is being put more at ease.

Thursday 14 February 2019  
at 7.30 pm

# RIISING TO THE CHALLENGE!

## Alexander Croft



A look at the challenges facing the model railway hobby and industry in 2018/19, and at how a new generation can be encouraged to enter the hobby – as well as find a bargain if they know where to look. The talk will feature behind-the-scenes photos from the recent TV show 'The Great Model Railway Challenge' and a look behind the scenes of 'The Biggest Little Railway in the World'.

Alexander Croft is a third generation modeller and Sheffield Hallam University graduate. He established Online Models Ltd while at university, acquired the popular Eckon and Berko Colour Light Signal ranges and added a new range of yard lamps. In 2016 Online Models acquired the Railway Films DVD range with Alexander becoming producer and editor. In summer 2017 he was one of 54 volunteers who took part in the epic TV show 'The Biggest Little Railway in the World'. As editor of the online model railway magazine Model Railway Express, he aims to help the hobby reach a new generation. In 2018 he captained 'Team Sci-fi' in 'The Great Model Railway Challenge' TV show.

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Please note that Keen House has steps or stairs to all areas

 The Model Railway Club  [themodelrailwayclub](https://www.instagram.com/themodelrailwayclub)  [@ModelRailClub](https://twitter.com/ModelRailClub)



The Biggest Little Railway in the World changed my life and I know (thanks in part to that), that my friends in the hobby will help carry me forward through the good times and the bad. It was these great friends (and the chance of another adventure) that drew me into the Great Model Railway Challenge.

The story behind team sci-fi is definitely not all smooth sailing, the day the team request hit Facebook a group of the BLR friends began forming a team for the challenge. The biggest problem we faced then was how to form a team over such a distance? Many tried and most failed (we learned that much from social media), but little did we know that one team would become 2! And what were the odds that we would face each other in the same challenge? Apparently very high.





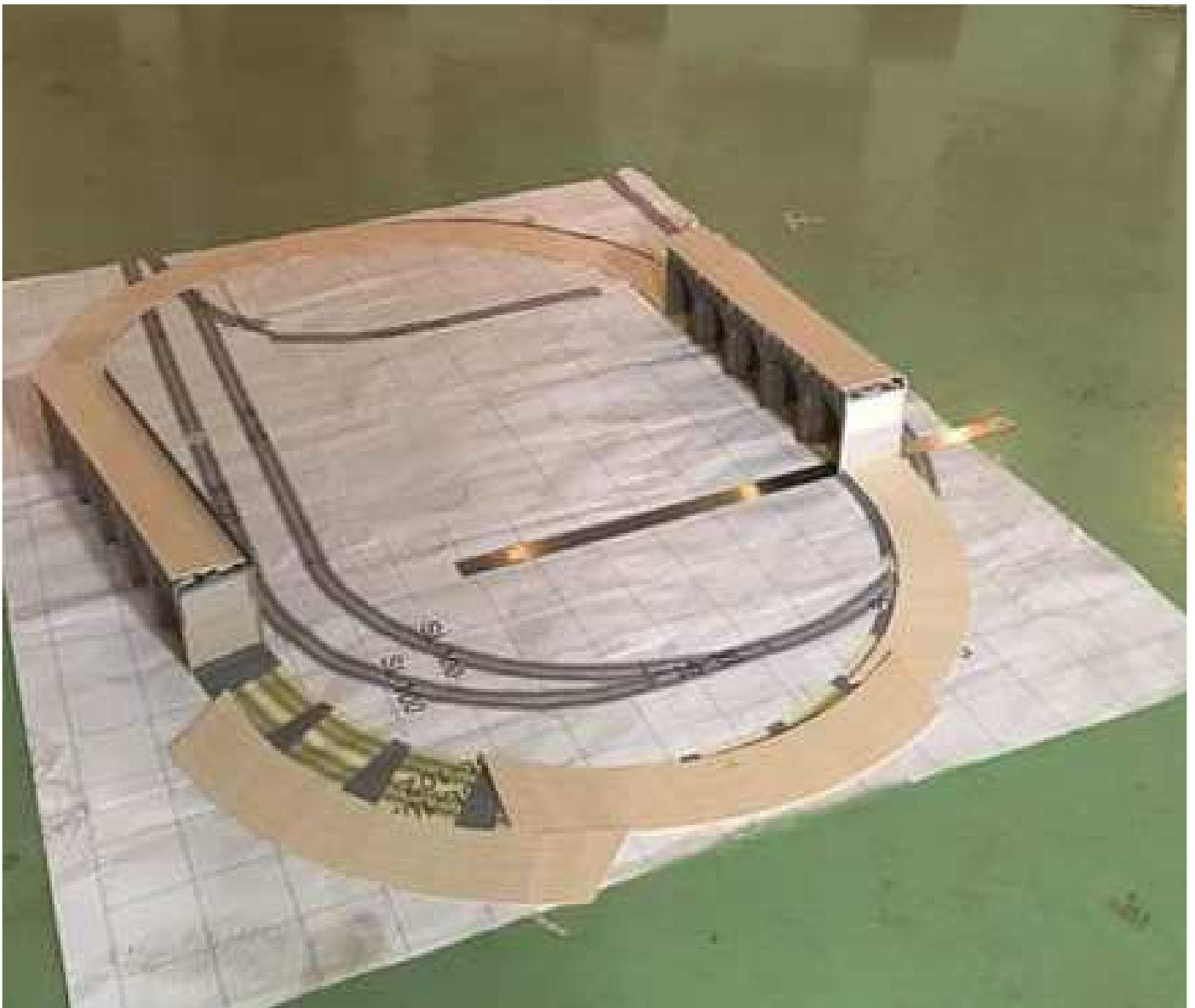
Team Sci-fi first took shape under the captaincy of YouTube sensation and occasional author for MRE Mag: Jenny Kirk. With Jenny as captain the team began to form, but unfortunately also began to lose members as varying issues meant members had to drop out.

We were a very diverse team and had plenty of connections to ask for help with the project, so finding replacements didn't seem to be a problem. The bigger problem then was the ever evolving rule book, as anyone who has ever worked in tv can tell you "TV formats are constantly evolving right up to the filming (and sometimes beyond)".

Fast forward a few weeks and Jenny decides that she needs to pull out as captain, she dutifully informed the team via email and explained her decision and apologised and wished those of us remaining luck in the rapidly approaching filming of the challenge. Within an hour of Jenny's resignation three of my team mates had called me asking what we should do? So I slipped into the role of team captain and the craziest month of my life began.

The team was almost exactly as it appeared on the TV by this point with one notable exception. In the closing days of Jenny's captaincy we had been joined by a loose acquaintance we will call 'Mike' (not his real name). Mike had strong ideas about what the team should do and which of his products we should use etc...I would dread checking my emails in the morning, mostly as team members would contribute and build around my quickly forming ideas except for Mike. Mike would send out 3 (on average) long emails a night, which on closer examination would bear no relation to each other (or even the rest of the team's emails). So, after a few days I had set the loose plan which became the sci-fi doctor who layout (a theme Jenny had chosen), everyone in the team was focused on building this idea up (except Mike).

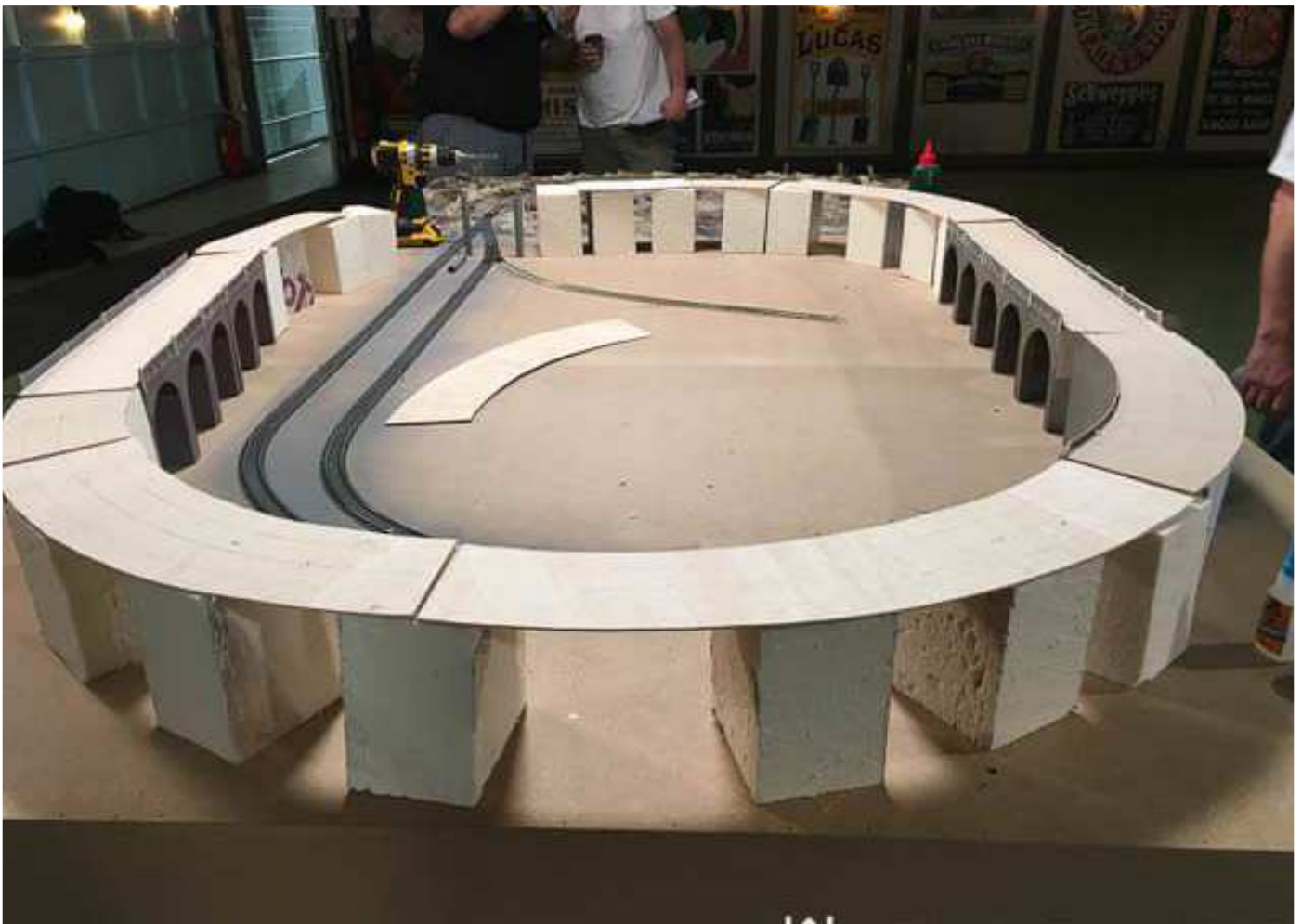
The continuing issues with Mike had team mates talking (and not in a good way), so after another wrong email pushing more of his products I appointed my 2<sup>nd</sup> in command and he agreed to send an email confirming the plan to the team. Like dynamite Mike exploded, complaining about the lack of compatibility with his products. The writing was on the wall and after a final confirmation email about the spirit of the competition and the setting of my plans as the way forward. Mike officially resigned from the team (much to the relief of those remaining in the team).



So in less than a week I had to roughly:

- Design the layout
- Find a replacement team member (thank you Keith for stepping in)
- Find a suitable central location to build the layout as a team

The last of those points was the hardest to finalise (believe it or not), the Daventry Model Railway club proved to be extremely effective as a base with 3 of us already members and 2 others joining over the construction process. This gave us a solid base to work from (and boy were we going to need every minute we could get).









The challenge was now Time itself, and to make matters more difficult the TV company wanted to film the whole team for introductory clips (which never made it into the finished show). This is just one example where the editor's art doesn't always get the time to tell the whole story.

I hope you enjoyed the assortment of team Sci-fi photographs in the article (thanks to Kathy Millat), my talk on the 14<sup>th</sup> should be interesting for those wanting a more personal touch and for those not attending...in the next issue we will continue the adventure of team Sci-fi and talk about the filming process of our episode of the Great Model Railway Challenge.

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## **Review: Pre – war steam**

Author: Richard Denny

Reviewed by: Jim Seltzer

ISBN: 9781445683997

Type: Paperback

Pages: 96

Images: 180

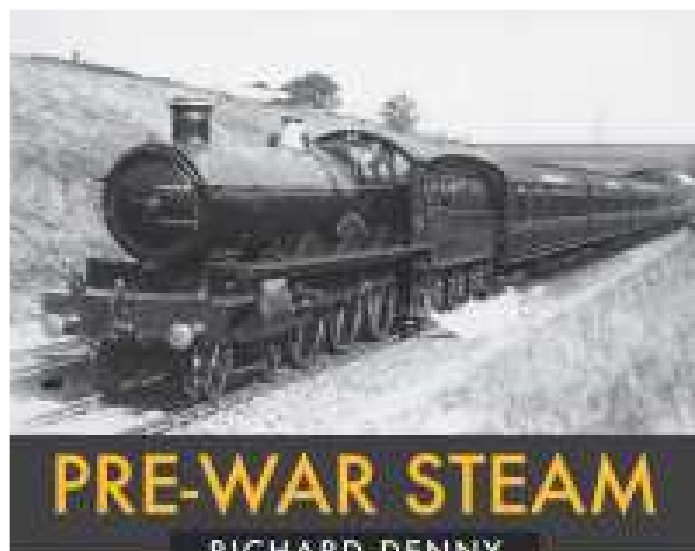
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



This book contains a wide range of locomotives of all types, from freight to express engines in a variety of settings from sheds, stations and on the mainline. There are trains ranging from light engines through goods work to top link expresses. As is often the case with a pictorial record such as this, the background and settings are often almost as interesting as the Locomotives themselves. This is a unique record of steam power from an epoch which has faded into history. Photographs of gleaming examples feature in this book as well the more usual work begrimed motive power, amid the ash and detritus of a pre-war shed.

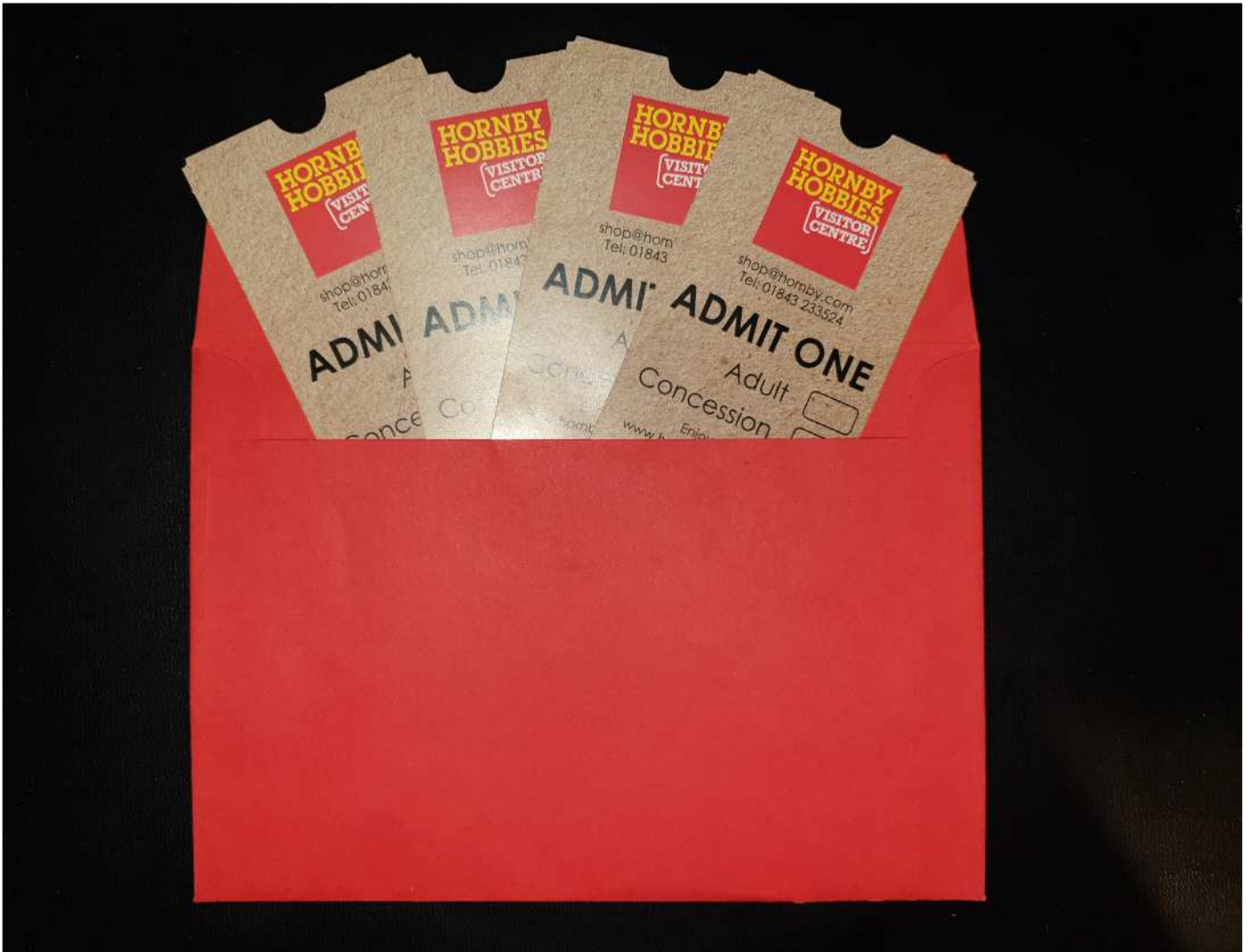
An interesting record of the time, with many atmospheric images of a long -vanished age when steam was king.

Quote from Amberley website:

“Though personally remembered by very few people, the interwar period was a fascinating time for railway enthusiasts, with the colourful liveries of the pre-Grouping companies allowing for a wide variety of interesting markings in the run-up to Grouping in 1923. This marked the beginning of the era of the Big Four, with the 1930s being a decade of innovation as, among other things, the LNER and LMS vied for supremacy over streamlining and a desire for speed. This glamorous period was, unfortunately, cut short by the Second World War. With a fascinating array of historic images, Richard Denny offers a wonderfully evocative window into a unique and exciting time in Britain’s railway history.”



# Competition Time!



We Have 2 Chances to win a pair of Tickets to the Hornby Visitor Centre in Margate

Competition number 1:

For a chance to win our first pair of Hornby Visitor Centre Tickets, all you need to do is write us a few hundred words about your favourite Hornby locomotive or set (past or present) and include a photo if you can.

The top entries will be published in MRE Mag and the entry our editor judges to be number 1 will receive the 2-ticket prize 1.

Terms and conditions apply:

- The closing date for entries is the 15<sup>th</sup> of March 2019
- Entries should be submitted to: [competition@mremag.com](mailto:competition@mremag.com) in an attached Word document or written in the email along with attached photo(s)
- The winner will be notified by email and will be required to provide a postal address for the tickets to be sent to
- If a response to our email is not received within 30 days MRE reserves the right to select a new winner for the pair of tickets instead
- This competition is limited to the mainland United Kingdom

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## Competition number 2:

For the chance to win our second pair of Hornby Visitor Centre Tickets all you need to do is like our Facebook page, then Like and Share our competition post on Facebook.

Terms and Conditions apply:

- The closing date for this competition is the 25<sup>th</sup> of March 2019
- A winner will be chosen at random by our Editor and will be contacted via Facebook messenger
- If no response is received by the MRE Facebook team after 30 days, MRE reserves the right to select a new winner.
- We will require a postal address to send the tickets out to the winner, if you are not comfortable with this and are selected as the winner you can request that we select another winner.
- Due to the postal nature of this competition, the competition is only open to Mainland United Kingdom addresses.

Thank you for taking part in our competitions and good luck!

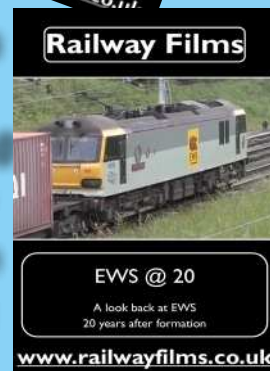




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# **Review: The Kyle of Lochalsh and far north lines**

Author: David Price

Reviewed by: Jim Seltzer

ISBN: 9781445683041

Type: Paperback

Pages: 96

Images: 180

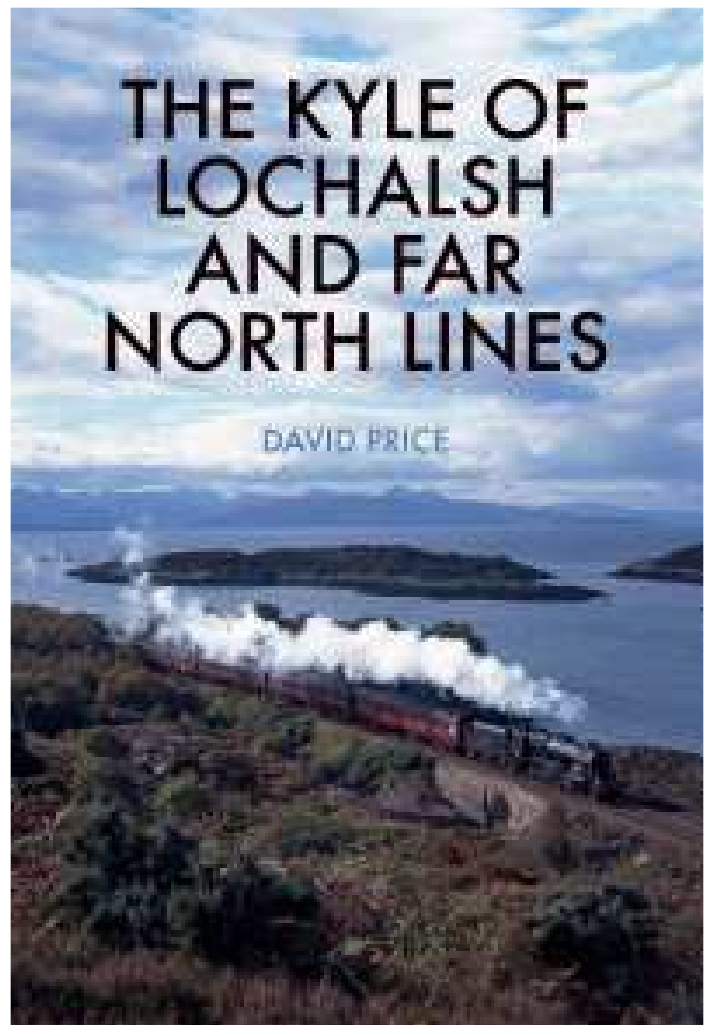
Publisher:

Amberley Publishing

RRP: £14.99

Dimensions:

234 X 165 mm



This book is a high-quality photographic record of the railway system to the North and west of Inverness. It contains a plethora of views of the varied topography of this picturesque area with a wide range of traction and rolling stock. Many stations and bridges are featured between Inverness and Kyle. There is a short informative history of the development of the railway in this region, which puts the colour photographs record into a clear geographical context.

Although the majority of trains featured are from the 1980's onwards and many feature preserved rolling stock and motive power, there are also many pictures of regular BR services, as well as some nostalgic detailed shots of the Kyle of Lochalsh in the 1970's.

An interesting record for anyone with a keen interest in the line over the last four decades.

Quote from Amberley website:

“The railway system to the north and west of Inverness passes through some remote and beautiful parts of Scotland and there is a varied mix of scenery to enjoy from the train, including farmland, mountains, lochs, moorland and spectacular coastal stretches. Both the Kyle and Far North lines were built as single track with passing places by companies which became part of the Highland Railway. Thurso is the most northerly terminus in Scotland and Kyle station has a stunning location across from the Isle of Skye.

When the Kyle line was threatened with closure in the 1970s, David Price travelled the line, and by the 1980s he was able to make several visits to photograph the Class 37s then employed beyond Inverness. Here, David presents a wonderful selection of steam and diesel photographs from the last four decades of one of the most picturesque routes in Britain.”



## **Coming Soon: Building Re-United Biscuits**

By Michael Baish

Readers of issue 13 will re-call Michael's fantastic article about track laying, I for one learned a few new tricks for my next layout. In this new article Michael talks about the build process for his exhibition layout Re-United Biscuits.

This layout is a superb example and as I hope these sample photographs show, the article is sure to be an excellent read filled with great tips and advice.



If you are interested in seeing this layout in person, it will be attending the Daventry Model Railway Club Exhibition this October as well as 4 other shows this year and 5 more next year!



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## **Movie Time**

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

Today's Film is: the London Festival of Railway Modeling 2018 by YouTuber Timsvideochannel I. with LFORM 2019 fast approaching it can be interesting to see what last year's show was like.

I hope you enjoy and can come and see the Team Sci-fi Dr Who layout at LFORM this year!



# 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



# 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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Class H1 & H2 Atlantic 4-4-2	<a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a>	from £161.46	Mar 2013							
Mk2F coaches + DBSO	<a href="http://hattons.co.uk/mk2f">hattons.co.uk/mk2f</a>	from £42.46	Mar 2013							
Class 90	<a href="http://hattons.co.uk/c90">hattons.co.uk/c90</a>	from £152.96	Jul 2014							
Class J72 0-6-0T	<a href="http://hattons.co.uk/J72">hattons.co.uk/J72</a>	£106.21	Mar 2015							
Class 117 DMU	<a href="http://hattons.co.uk/c117">hattons.co.uk/c117</a>	£254.96	Sep 2015							


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LSWR Class B4 0-4-0T	<a href="http://hattons.co.uk/b4">hattons.co.uk/b4</a>	from £93.50	Apr 2014							
N Gauge Class 142	<a href="http://hattons.co.uk/c142">hattons.co.uk/c142</a>	from £115.18	Jan 2011							
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GWR 'Large Prairie' 2-6-2T	<a href="http://hattons.co.uk/dapolprairie">hattons.co.uk/dapolprairie</a>	from £115.56	Dec 2017							

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

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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O Gauge Class 37/4	<a href="http://hattons.co.uk/hel374">hattons.co.uk/hel374</a>	£560	Nov 2017							
Class 25/3	<a href="http://hattons.co.uk/253">hattons.co.uk/253</a>	£129 (EST)	July 2018							
GWR AEC Railcar	<a href="http://hattons.co.uk/gwraec">hattons.co.uk/gwraec</a>	£115 (EST)	Sep 2018							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
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Class 87	<a href="http://hattons.co.uk/hornby87">hattons.co.uk/hornby87</a>	from £144	Nov 2016							
SR 'Lord Nelson' 4-6-0	<a href="http://hattons.co.uk/lordnelson">hattons.co.uk/lordnelson</a>	from £136	Jan 2018							
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
5 Plank Open Wagon	<a href="http://hattons.co.uk/ox5p">hattons.co.uk/ox5p</a>	£10	Jan 2016							
GER/LNER Class N7 0-6-2T	<a href="http://hattons.co.uk/oxN7">hattons.co.uk/oxN7</a>	from £87	Jan 2017							
BL 18" Howitzer Railgun	<a href="http://hattons.co.uk/railgun">hattons.co.uk/railgun</a>	from £42.50	Jan 2018							

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

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

Information correct at the time of going to press on 17/09/18.