

# MODEL RAILWAY

# EXPRESS

eMAGAZINE



**Issue seventeen:  
August / October 2019**

*For the enthusiast by the enthusiast*

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### Cover photo

*The award winning St George’s Dock by Alan Gray. Photo by Cath Locke at the Daventry Model Railway Club’s exhibition October 2018*

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## Welcome to Issue 17

Welcome to Issue 17 of MRE Mag. Who can believe we've reached August already?

We've taken a good look at the magazine recently

and we hope you notice some changes in this issue.

There are still the regular features like 'Railway Refreshments' and book reviews but we have also reinstated the popular 'Day in the Life of..' which this issue features a Severn Valley station volunteer.

We will now be structuring the magazine around 4 key areas of interest; British modelling, worldwide modelling, narrow gauge modelling and finally articles of generic interest (such as product reviews common to all of these areas).

There will be feature articles, layouts, product and book reviews and days out in each category. There may be some cross-over with articles fitting say, worldwide and narrow gauge.

Please bear with us while we build the content in all of these areas but we thought this discipline might help you find the articles of particular interest to you



(although we hope you'll look at articles in the other categories too).

And if you fancy contributing we'd love to hear from you too. Send articles and photos (ensuring you have the necessary permissions if they aren't yours) to [editor@drmepublishing.com](mailto:editor@drmepublishing.com)

We're a bit top heavy on book reviews this issue as we catch up with Amberley's latest offerings. Do have a look as there are some real treasures.

And finally, we'd like to make it clear that there are no plans to charge for MRE Mag. The team here are committed to keeping it free to readers and funded by advertising revenue. So please do click on the adverts and see what our advertisers have to offer.

Enjoy Issue 17!

*The MRE team*

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The advertisement is a composite image. The top-left corner features the logo for 'THE INTERNATIONAL N GAUGE SHOW' in white text on an orange background, with the tagline 'THE SHOW FOR THE RAILWAY MODELLER' below it. The top-right section shows a blue and yellow model train engine pulling a brown passenger car on a track. The bottom-left section is a photograph of a busy exhibition hall with many people. The bottom-right section is an orange banner with white text that reads 'SATURDAY 14<sup>TH</sup> & SUNDAY 15<sup>TH</sup> SEPTEMBER 2019', 'WARWICKSHIRE EVENT CENTRE', and the website 'www.ngaugeshow.co.uk'.



## Our Narrow Gauge Products

### 4mm NER/LNER 20TON HOPPER WAGON

We have now re-launched our  
4mm Scale NER/LNER 20 TON HOPPER WAGON kit.

#### Features

- A finely detailed Plastic Wagon Kit.
- Waterslide transfers.

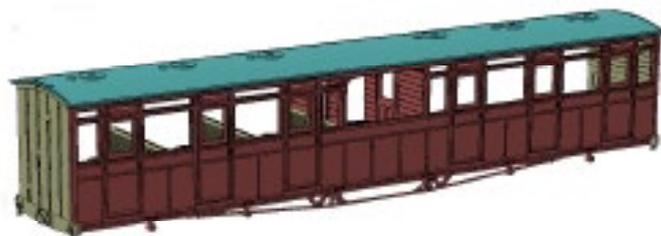
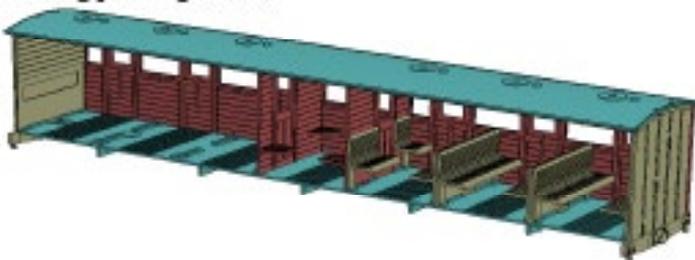
This kit does require the wheel sets.

Priced at £8.15 Inc VAT.



### 7mm Lynton & Barnstaple

We are now test building our Lynton & Barnstaple  
Railway coach No 7 in 7mm scale. This model features  
a detailed interior, and is assembled into two main units. The  
two parts sliding together, trapping the glazing, and thus  
making painting easier.



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# A Day In The Life Of – Volunteer Station Staff at Kiddermin- ster

By James Humphreys

Richard Cresswell was a member of Severn Valley Railway (SVR) until retirement in 2012. It had been on his wish list to become a working volunteer after retirement so

he duly attended an Introduction Day hosted by Barry Morton the Volunteer Liaison Officer, during which he was shown around all the different aspects of Severn Valley Railway. On the trip back down the line Richard and another prospective working volunteer were asked what roles they would like.

Initially Richard opted for Station Staff but on hearing the preference of the other volunteer he opted to split his time between Station Staff and Maintenance. This provides interest and variation and fits in well with the flexibility needed by SVR.



Richard volunteers usually for Tuesdays and Thursdays and spends one day in each role though this can vary depending upon priorities and staffing each week. Additionally there are a number of “specials” such as gala weekends, ‘40’s events and of course Santa Specials.

The amount and type of training varies between different roles but after orientation, administration and basic safety instruction Richard took an exam covering the procedure and safety issues in overseeing trains arrive and depart at a platform and took a Personal Track Safety Test that authorizes him to operate on or alongside the track.

Now, as Richard put it “Basically I’m a porter, meeting and greeting parties, making sure passengers know how to get to their destinations and giving general help and advice. An often overlooked point is that the platforms at stations on the line are different lengths so it is helpful to brief passengers as to the appropriate coaches for them to enable them to alight safely. Basically I help people to get the most out of their visit and a large part is assisting parents with buggies and people with disabilities which is particularly important as the rolling stock and stations were designed and built before disabled access became a concern.”



A typical day starts an hour before the first train departs (usually at 10.00 a.m.) with the shift lasting a maximum of 12 hours though they can be much shorter. The first action of the day is to sign in to ensure an accurate record of who is on site is kept in case of emergency. Over a cup of tea the notices will be read. These are a list of all the events planned for the day for example party bookings and any special requirements for groups of individual visitors for example that assistance is needed. After putting up the timetable boards at the appropriate platform, a trip to the booking office confirms any changes to the events list. Before parties arrive, they will have been

allocated seating so they can travel together so it is off to the train to check that the seats have been reserved and they are in the correct carriage for the station they will alight at. Then it is meet and greet the parties as they arrive. It doesn't sound terribly important but it helps visitors to get the most out of the day, so a quick orientation showing facilities and layout and confirmation of where they need to get onto the train, which carriage they will be in etc.

It is a host of small things that can leave a good or bad memory of an event in people's minds. So an eye is kept out for families struggling with pushchairs and assistance given to stow them in the Guard's Van. A smile and a reassuring comment to someone anxious that they will miss a departure whilst walking them to the train removes worries for anyone who is not perhaps as sprightly as they once were but, who does not want to appear as anything other than "Grandma/Grandpa the Marvellous" to relatives. Proper, old fashioned customer service then!

A Station Staff Working Volunteer will check that all doors are secure prior to departure, check the signal allows departure and that the Guard's lamp is correctly positioned and present at the back. Usually two (one at the front and one at the back of the train) are required but, if required one will be at the

front whilst the Travelling Ticket Inspector checks the rear. Once certain that there are no doors open and nobody is running onto the platform a signal is given to the Guard and/or Driver that the train is clear to leave. When a train enters the station the signalman gives a signal confirming the platform the train will arrive at so information boards must be moved as appropriate in good time.

Usually the day ends after the final departure but, if an arrival is later than this the volunteer helps with locking the train up after first ensuring that nobody is asleep (or worse!!) on it.

There are Santa Specials on each of the four weekends in December as well as on Christmas Eve. Anyone with children can imagine the excited bedlam. This coming Christmas for the first time trains will depart from both Bridge North and Kidderminster so a day will consist of 13 trains at 30 minute intervals. It is advised to book early as these trips are always filled to the gunnels.

For those of a more genteel disposition, there are a number of options for a leisurely Sunday lunch in a style I think we would all like to become accustomed to.



But what of the odd things Richard has found himself doing? One promotion which is still on) is for holiday specials. You can still see in the main station area at Kidderminster a huge deckchair about four times the normal size. Richard just popped over to help put it up. Of course there was then a need for someone to test it out and just as greater need for someone to be photographed in it. It was all of a few seconds before the video was up on You Tube!

The calm enthusiasm with which Richard described what he does was infectious; he clearly thoroughly enjoys “doing his bit”. But, what does he get out of it all? Well, “There is the friendship with a load of people I otherwise would not have met. The banter (Note: I can attest to the frequency and quality of this) gives something to look forward to and to talk about with my wife. Constantly having to react to questions and problems keeps the mind sharp and, having stopped work, it gives me a reason to get up in the mornings.”



Youtube Link:  
<https://youtu.be/ocHfSgxY8PY>

**Railway Films  
Collection**



**A Busy Day At:  
Bristol Temple Meads  
& Bristol Parkway**  
Filmed in: 2003

[www.railwayfilms.co.uk](http://www.railwayfilms.co.uk)

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**Barnetby, Melton Ross &  
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# EDM Models



By Paul Martin

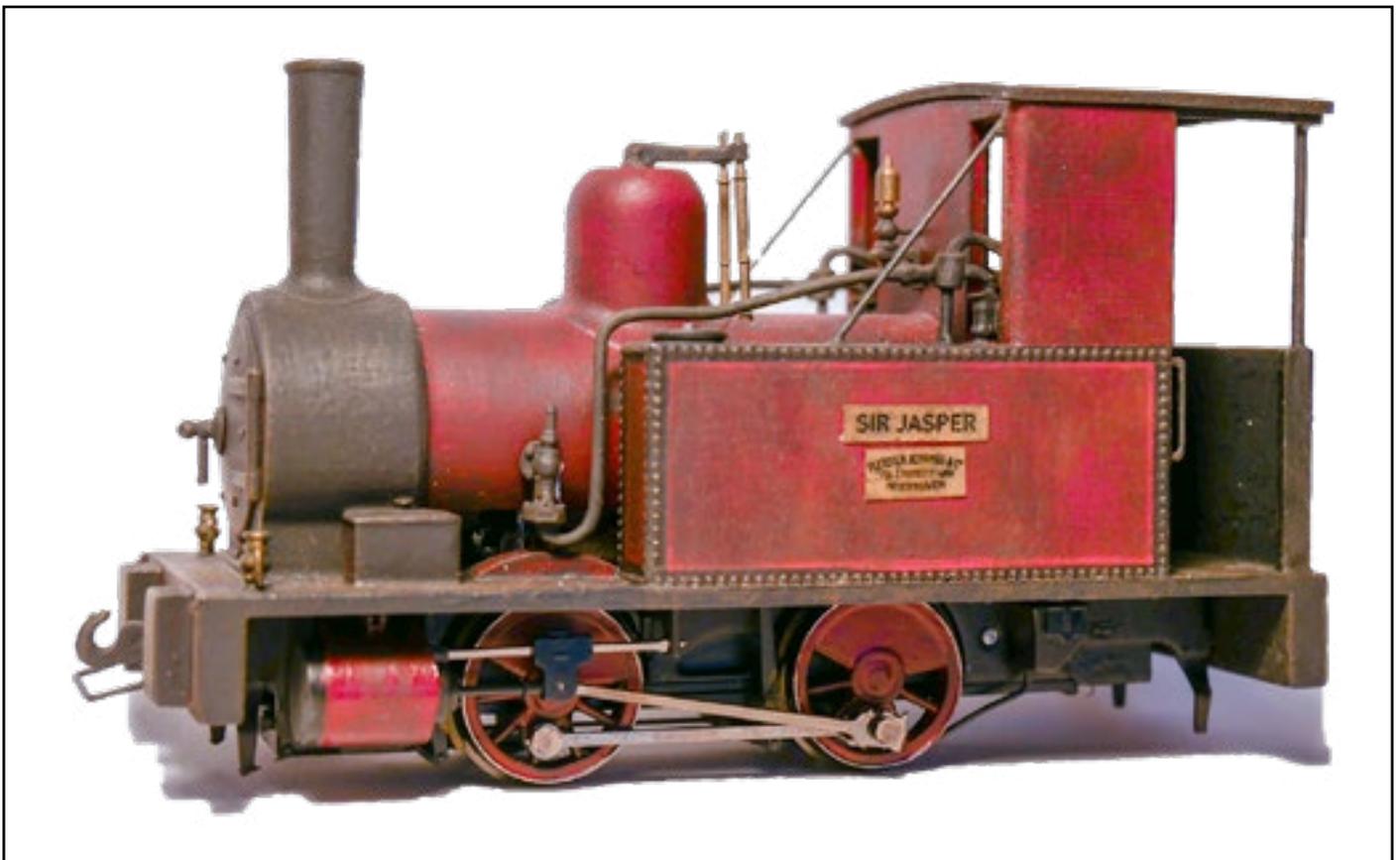
EDM Models' long overdue new website is now live. Its predecessor was started in a web editor called Frontpage before that became Frontpage 2000. It's up and running now but with lots of products still to be added including some that never made it on to the old site and were only available at shows. There are also quite a few items that will be new to all. The immediate advantage of the new site is that it shows live stock levels, allows pre-orders and will notify when items come back in stock.

The bit the customer doesn't see, but which should make things all work together in the long run is that it will be the same system being using at shows, so again, connected to the stock levels plus it also has a level of integration with the accounts so the tedious book keeping is also simplified.

It does produce one slight anomaly with the level integration. The level of integration is such that even if I physically have a left handed widget on my desk I can't really sell it until it in the system. That's a bit of a nuisance right now and gets less as products are added. Adding products is continuous and it's a bit of a

priority to get the items we take to shows added before Guildex on the 31<sup>st</sup> August & 1<sup>st</sup> September. My aim is to add products every day so do check the site regularly.

With the website working my next priorities are to get our Townsend Hook body kit shipped which ought to be happening by the time this is appears. Townsend Hook is a 3D printed body kit with cast brass and other details in 7mm scale and is designed to use the Dapol 00 B4 chassis. There may be a few smaller surprises, but the next big item will be our Lynton & Barnstaple Manning War



*EDM's new loco body kit*

# The Architecture and Infrastructure of Britain's Railways; West Midlands, Wales and the West

Author Patrick Bennett

Special Price £13.49

ISBN 9781445681535

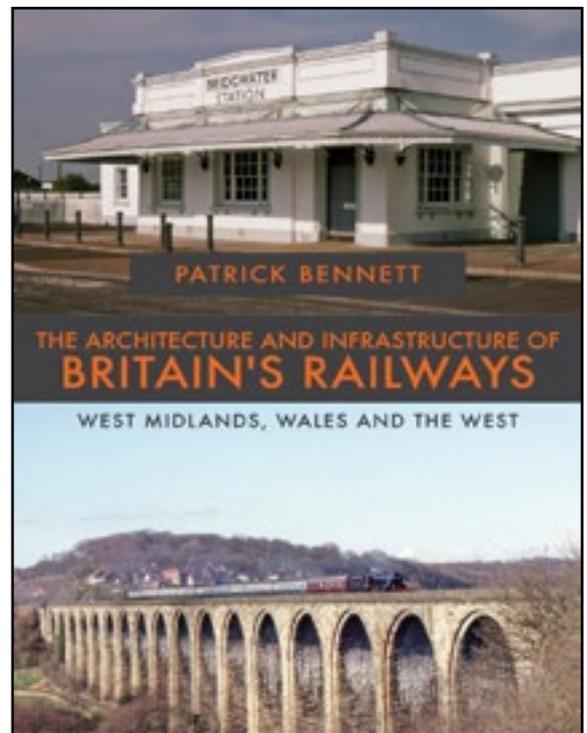
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberly Publishing

Review by Cath Locke



This is one of a number of books from Amberley reviewed in this issue that have really ‘lit my fire’. Having a general and non-specific interest in industrial archaeology and also being fairly well-travelled on Britain’s railways both for work and pleasure this is a fabulous book of what to see along the journey (albeit some of the structures have since been lost forever).

The book is well structured into chapters on ‘Stations’, ‘Delivering the Goods’, ‘Signalling and Signals’ and a nice ‘catch-all’ chapter on ‘Other Buildings and Structures’.

With my other hat as writer of 'Railway Refreshments' for MRE Mag it was lovely to see such a collection of images of, in some cases, absolutely beautiful and classic nineteenth century station buildings (which today might house a small hostelry such as Albrighton which has previously been reviewed wearing the other hat).

Whilst images such as those of Atherstone, Stoke-on-Trent and the fan window of Buxton stations are at one end of the scale, stations such as Frome are not so graceful even if the 'shed' is the last surviving wooden GWR station with an overall roof (and Grade II listed to boot). Also in this section are photographs of ornate ironwork, columns and other station embellishments.

The chapter on goods shed has an equally diverse range of size and style of building including local stone, brick, corrugated iron and wooden structures and including weighbridges and some frankly quite unattractive Coal Concentration Depots.

The chapter on signalling was a real eye opener for me (although maybe I've just been ignorant) but I didn't realise there was a formal classification system of signal boxes as defined by the Signalling Study Group. So now I understand why I've seen such a range of signal boxes on my travels. It's such a shame that so many have already gone and more will be lost as we 'prog-

ress' towards a signaling utopia of a few major signaling centres controlling the whole network.

And finally....water towers, carriage sheds, offices and accommodation, viaducts and level crossings.

This really is one of Amberley's books that I've enjoyed the most so far,

*The range and variety of British railway stations is truly astonishing: from the tiny wayside halt made of corrugated iron to the magnificent stone-built city centre terminus. No less remarkable in their variety are the buildings devoted to the transport of goods, and indeed for most years of their existence this traffic was by far the most important to the railway companies. Subjects also covered are signal boxes and signalling, locomotive depots, bridges and viaducts and much else besides; in fact, just about every aspect of the British railway scene.*

*This book, focusing on the West Midlands, Wales and the South West, covers principally the areas of the London & North Western, the Great Western, the London & South Western railways and the various Welsh railway companies. Illustrated throughout with the author's original colour photographs, many of which are now historic, this book is sure to appeal as much to the general reader as to the railway modeller. (Amberley Publishing)*

# MODEL RAILWAY

# EXPRESS

eMAGAZINE



**Model Railways  
By Enthusiats  
For Enthusiats**



[WWW.MRE-MAG.COM](http://WWW.MRE-MAG.COM)

# The LCut J 00-00 Industrial Weighbridge With Lorry Scale

Review by James Humphreys

A great idea from LCut, a building kit specifically for the novice or young modeller to have a go with but, to achieve a credit-

able end result.

The kit is an 00 scale industrial weighbridge with lorry scale. It is similar to the general purpose building except that it does not have a chimney and has a bottom with the weighbridge on it.

Created by CAD CAM (Computer Aided Design and Computer Aided Manufacturing) it is laser cut and engraved. This means that the brickwork for example has a 3D effect. It comes pre-coloured. The material is conservation grade wood fibre board so care must be taken with slow drying water based glues and paints.

The kit arrives well packaged with the pieces in a sealed plastic bag, wrapped in bubble wrap inside a “crush proof” cardboard box in a waterproof wrap-



ping. It should survive the closest attentions of Royal Mail's "Submerge, stamp and crush" department.

LCut state that all their kits are made in Britain so Brexit should not affect them! Dispatch is within 2 working days of the payment reaching their account. The kit retails at a modest £3.99 with postage & packing of £1.50 for the UK. Note: LCut will dispatch to other countries, check their website for details ([www.lcut.co.uk](http://www.lcut.co.uk))

The kit took a novice 90 minutes to build including a bit of weathering despite it coming pre-coloured. Even excited children with thumbs like "Garth" due to gaming should manage to fit the windows and door without damaging anything. All in all the end result was not bad considering it was deliberately rushed to simulate a young person building it.

See the article "Young Modeller" later in this issue for a step by step with loads of pictures description of how to make it that is written for 9 to 13 year olds.

Likes: The instruction sheet is simple and clear to understand with lots of pictures. It engenders confidence. All the pieces fitted together exactly first time so loads of filing and fiddling and breakages were avoided.

Dislikes: I don't know what a weighbridge looks like (and I'll bet a lot of young people don't either so, a quick explanation of what to do with the weighing part (painting) would have been nice.

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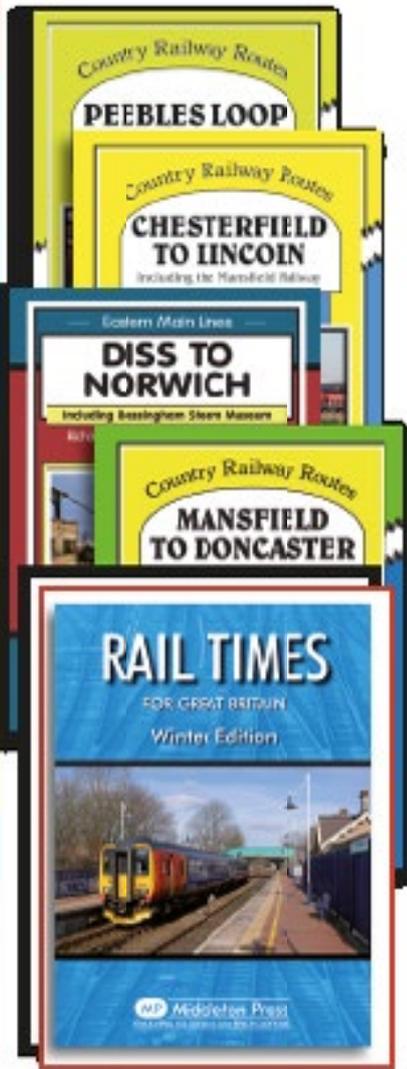
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# Model Railway

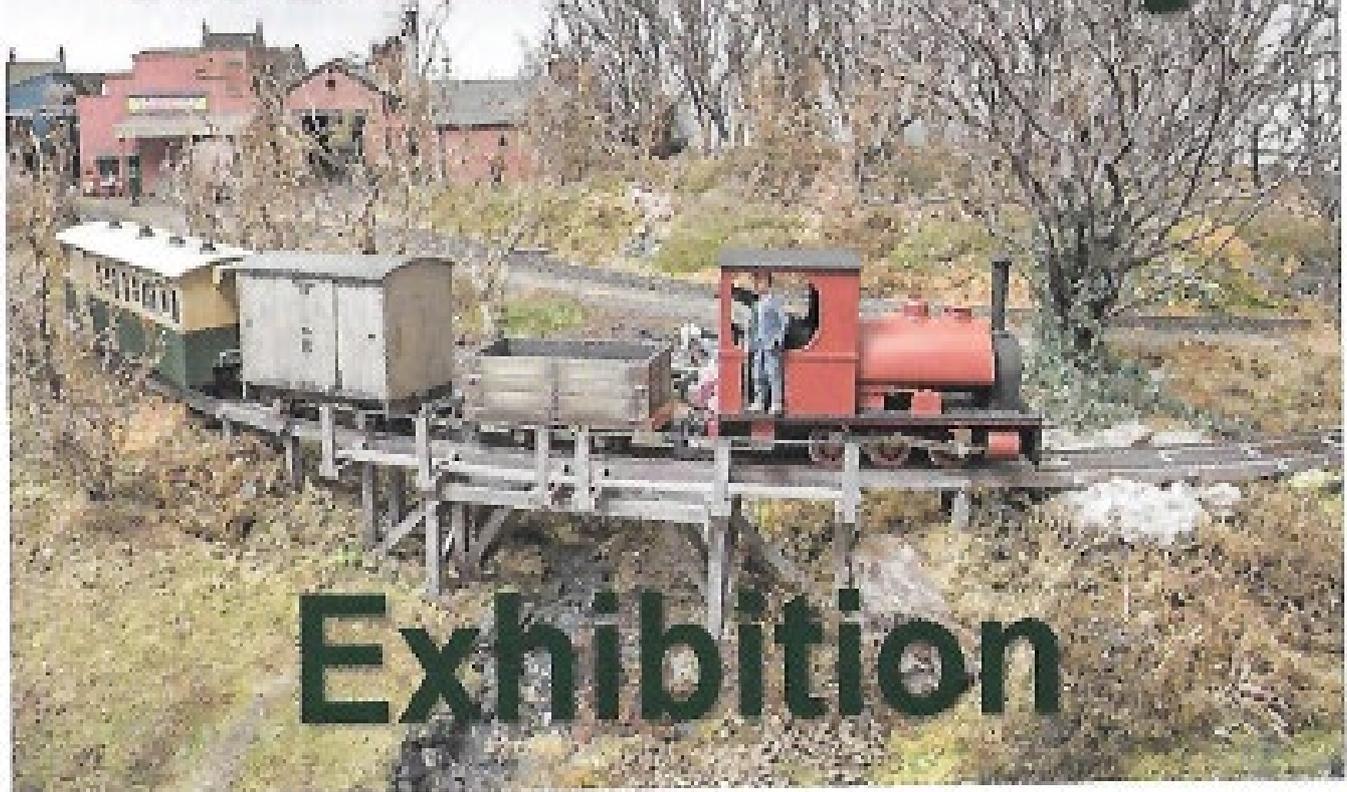


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# Union Pacific Railroad

Author Richard Billingsley

Price Special Price: £13.49

ISBN 9781445685434

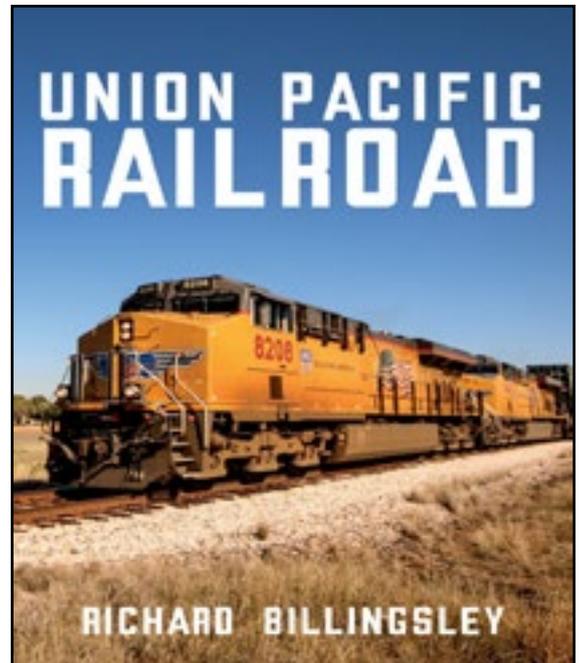
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberly Publishing

Reviewed by James Humphreys



Richard Billingsley begins with a condensed history of the Union Pacific Railroad followed by a quick explanation of the Diesel Electric design of the locomotives found on the railroad today.

The book has 180 colour photographs of the typical big locomotives and big trains running through big country. The photographs are accompanied by text explaining the content of the photographs.

This is book will be very useful in the hands of someone who is interested in big railroad motive power or for the model railroad enthusiast looking for prototype inspiration.

*One of the giants of American railroading, the Union Pacific Railroad serves a huge swathe of the Mid and Western United States, from the Great Lakes and the Deep South to the Pacific coast. The vast array of locomotives – over 8,000 – and diversity of loads combined with ever-changing scenery make for fascinating viewing and photography. One minute you can be watching as a fast hotshot double-stack intermodal train carrying as many as 300 containers flies by at over 70 miles an hour; moments later and the local goods is in view, dropping a wagon or two into the local factory complex.*

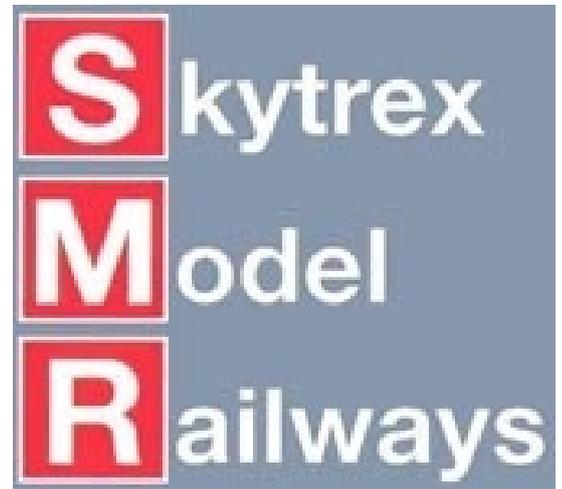
*This collection of photographs, mainly from the south-western states, was taken through the lens of a UK-based photographer and attempts to show the reader just a small selection of the scenes and variety that the Union Pacific has to offer. (Amberley Publishing)*

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SMR38K Lowmac Wagon  
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Price £27.50 plus

Slaters Wheels and 3 Link  
Couplings- £15.25

Review by Dale Heys

B.R. built a batch of 38 wagons with vacuum brakes which found various uses in later years - including being able to work to the continent.

These wagons were a variation of similar types already in use built by the Big Four prior to Nationalisation.

This is a follow up of Skytrex's RTR model of this wagon and is now available in kit form. It is not part of their standard offering so if you want one you need to email [sales@ogauge.com](mailto:sales@ogauge.com)

You will also need Slaters 3 Link Coupling set <https://slatersplastikard.com/others/7mmParts/wagonParts/gOwagonFittings.php#Section3> and Standard Wagon Wheels 2'8 1/2 " Disc lowmac <https://slatersplastikard.com/wheels/7mmScale/7mmCandV.php> needed.



After washing the components and preparing all the parts by cleaning any excess bits off with a file, I found the kit went together very well.

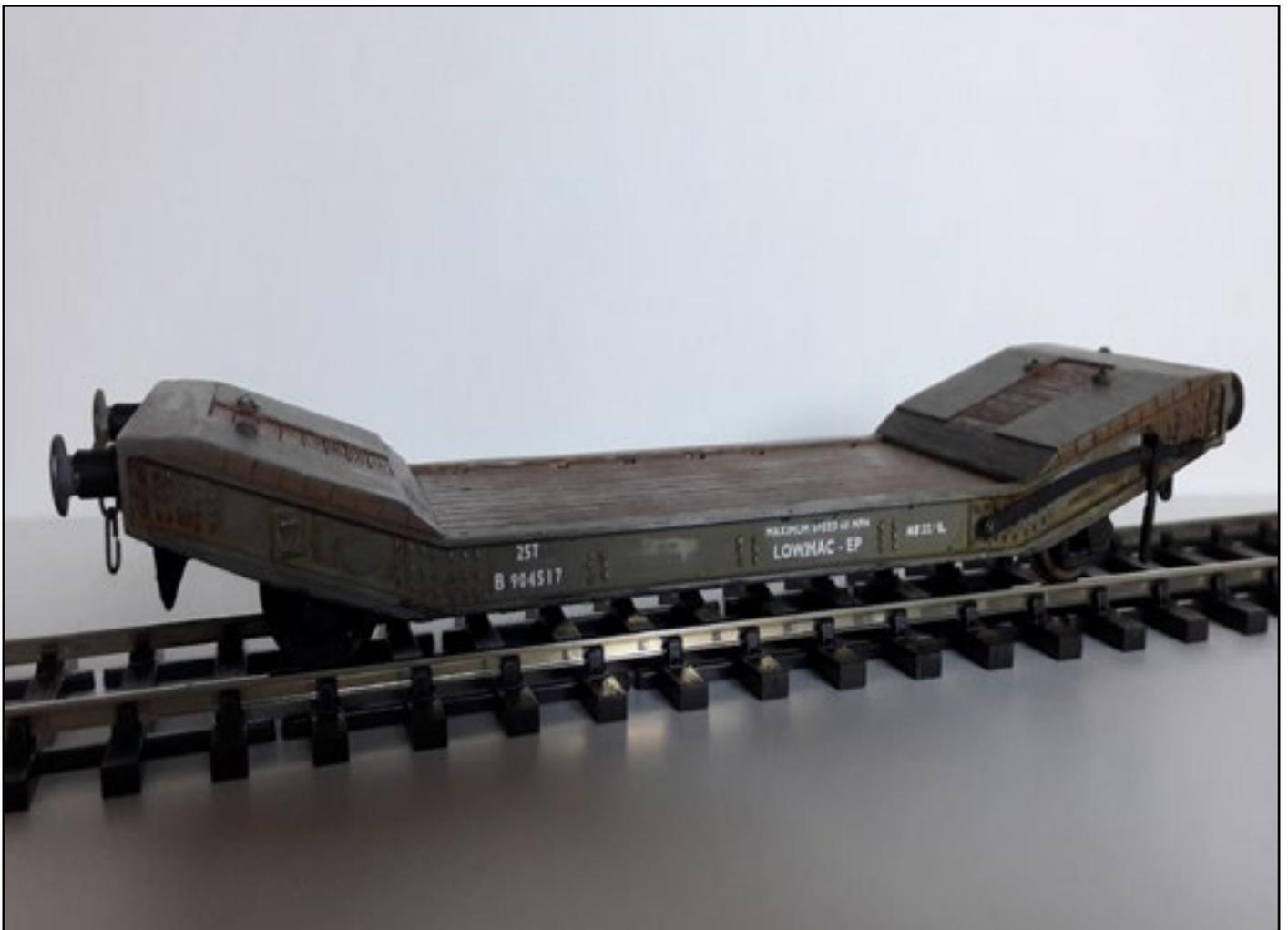




The wagon could do with sprung buffers, it has been suggested that Parkside Models PS81 Sprung SR Brake Van Buffers (Pk4) O Gauge (price £7.25) would be suitable because of the space available and I have ordered a set but for this example I have not fitted them.

There are many of photographs available online of this wagon to help the modeller when coming to paint and detail the model.

This is an easy and fun kit to build and I would definitely recommend it as a starter kit.



I was able to build it in one modelling session (apart from the painting). The wagon would find a space on most B.R. layouts. Now to find a suitable load !



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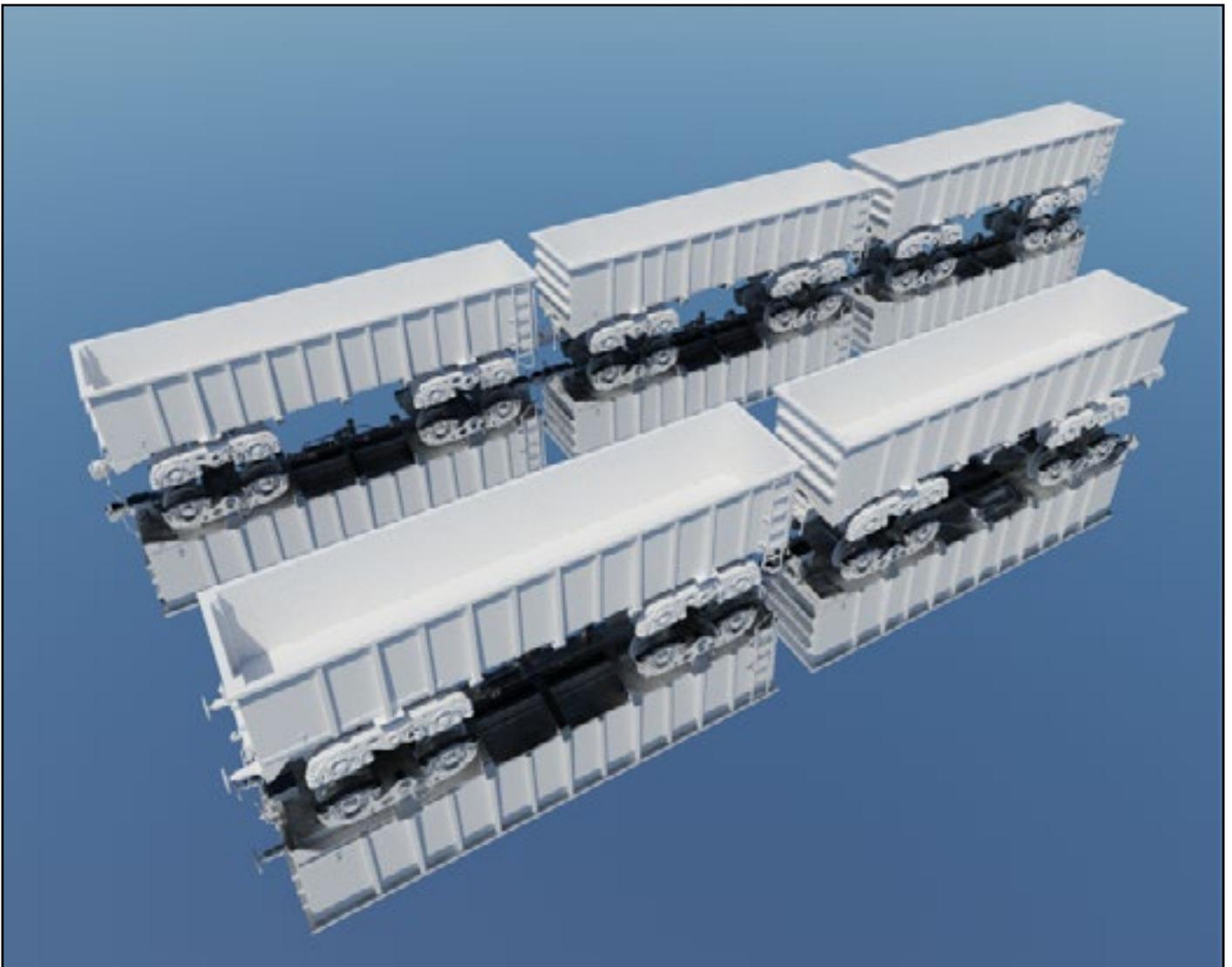
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## **Accurascale Announces the PTA/JTA/JUA Tippler Wagon in OO Gauge!**

It's time to announce our next wagon in 4mm scale; the iconic Redpath Dorman Long built PTA/JTA/JUA bogie iron-ore/stone tippler wagons.

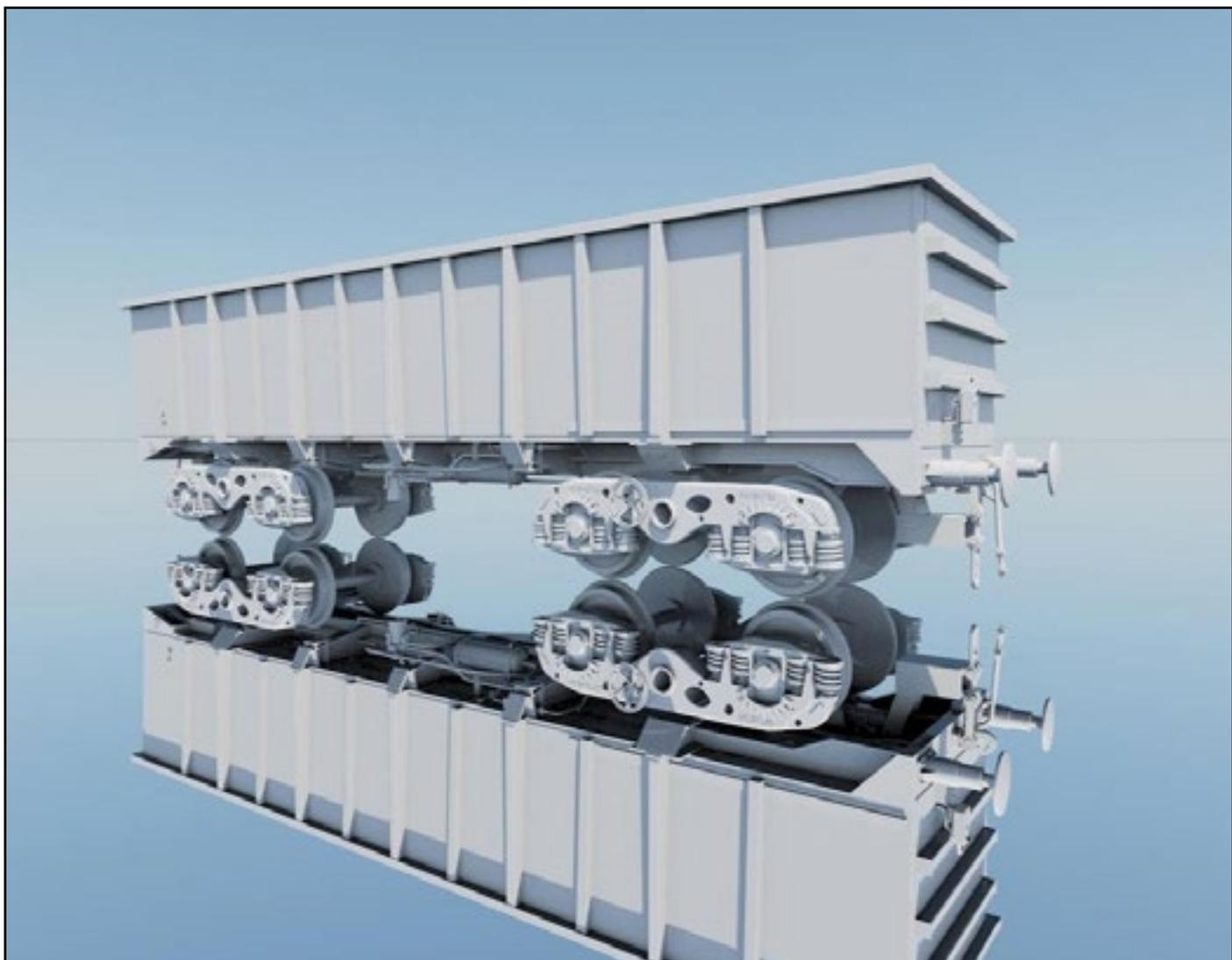


These characterful wagons were built in three batches by the British Steel subsidiary Redpath Dorman Long from 1972 for transporting iron ore to Consett, Llanwern, and Ravenscraig.



The tough looking tippers stood out further with attractive liveries and rode on distinctive BSC 'Axle Motion' bogies soon became a favourite of the enthusiast as they became synonymous with the heaviest trains on the British Rail network. The Port Talbot to Llanwern trains saw 27 British Steel PTA tippers tri-

ple headed by Class 37s, before the introduction of pairs of the then new Class 56 on 30 wagon trains.



Following the closure of Consett in 1980, a batch of PTAs became temporarily redundant before being snapped up by Procor. These soon found work on Mendip stone trains, going both to Foster Yeoman and ARC. Their use was in block formations from quarries at Merehead, Whatley and Tytherington to depots in London and the home counties.



Once again, the PTAs found fame as wagons in the heaviest regular freight trains in the UK, with 43 wagons being hauled by a pair of class-56 locomotives from Merehead to Acton for Foster Yeoman.

The wagons would be painted in distinctive house liveries of Yeoman grey and ARC mustard, and see service behind the then new Class 59, as well as a wide range of BR locos, much like their British Steel counterparts which were enjoying electric traction haulage on the WCML with pairs of Class 86 and Class 87 locomotives.



The PTAs continued to provide sterling service for British Steel across Britain as well as Yeoman, ARC and its successor Mendip Rail into the 2000s when age began to catch up on them.

Wagon leasing company VTG took on rakes of JTA/JUAs in the mid-2000s and they were used on spoil trains as well as sand and sea dredged aggregates until withdrawal.

These long lived and widely travelled wagons are the subject of the fifth new 4mm wagon model from us here at Accurascale. like all our previous wagon announcements, this pattern of PTA/JTA/JUA is a wagon never done in RTR format in 4mm scale before.

**accurascale** PTA/JTA/JUA Bogie Iron Ore/Aggregate Tippler formations 1974-present



CAD for the wagons is complete and is now in China with tooling underway. As with all Accurascale models, a high specification model laden with separately applied detail will be produced with the following specification:

- OO Gauge / 1:76.2 Scale Models
- NEM Standard Coupler Pockets in 'kinematic' Fittings
- NEM Narrow Tension Lock Couplers Provided on outer wagons, with knuckle couplers on inner wagons as per prototype
- Sprung Buffers
- BSC Axle Motion bogies
- Designed for easy conversion to EM and P4 gauges
- Etched metal factory fitted detailing
- Extra fine factory fitted detail plastic parts
- Extra fine factory fitted Pipework
- Individual lettering, logos and codes from real wagons for authenticity
- Flashing tail-light on one outer wagon per pack

A whole host of liveries will be catered for in the first run, including British Steel, Yeoman, ARC and VTG.

The wagons will be sold in 'book' sets of 5, with both outer and inner wagons. There will be additional book sets of 5 inner wagons in both Yeoman and ARC liveries to boost rakes to prototypical lengths.

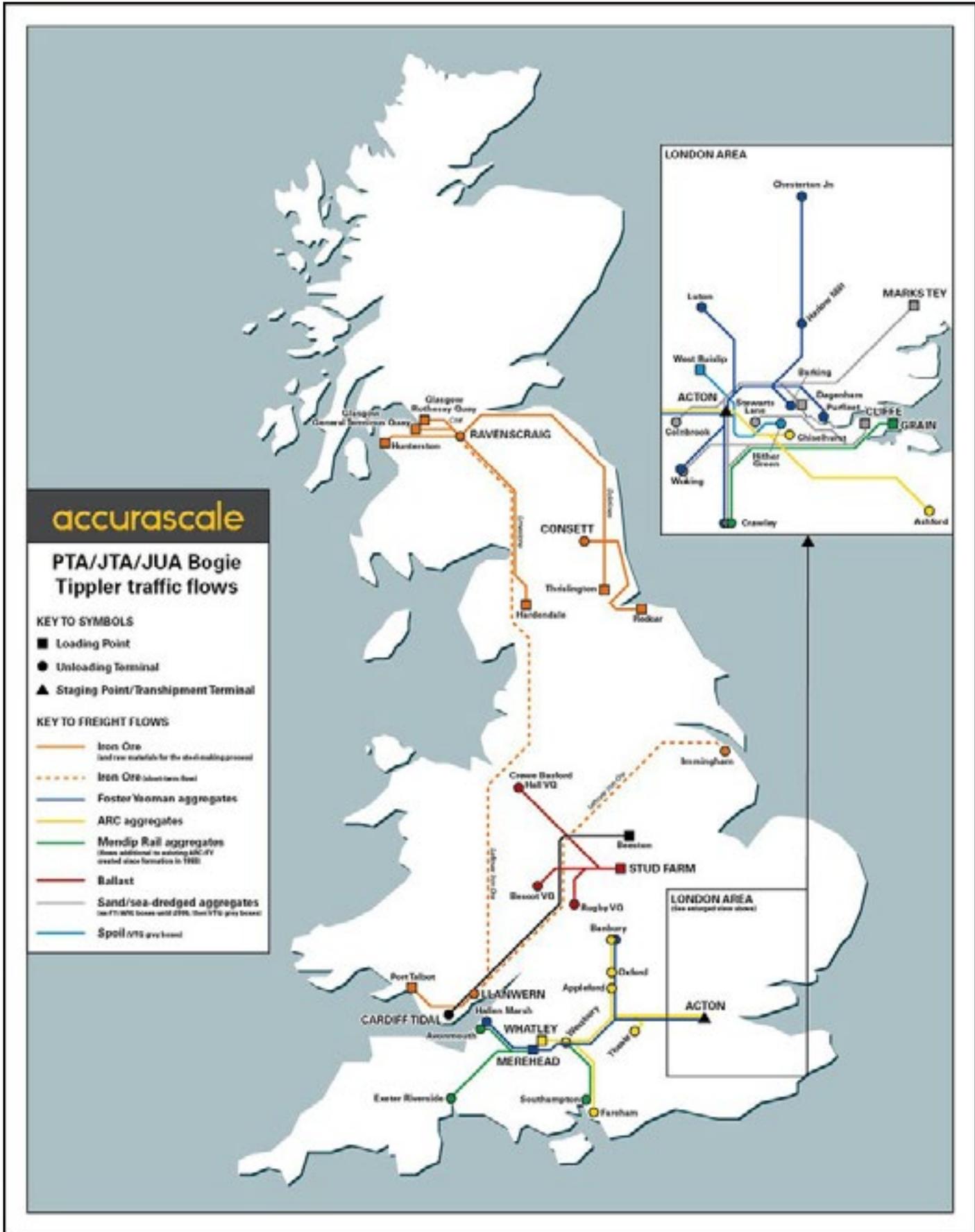
The price of each book set is £149.95, with a 10% discount if you buy both the outer and inner sets of the yeoman or ARC wagons. Delivery is expected in January 2020. You can place your order now.

<https://accurascale.co.uk/collections/pta-jta-jua-bogie-tippler-wagons>





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# **Railway and Tramway Bodies Another Life**

Author Royston Morris

Price Special Price: £13.49

ISBN 97814456-6812-3

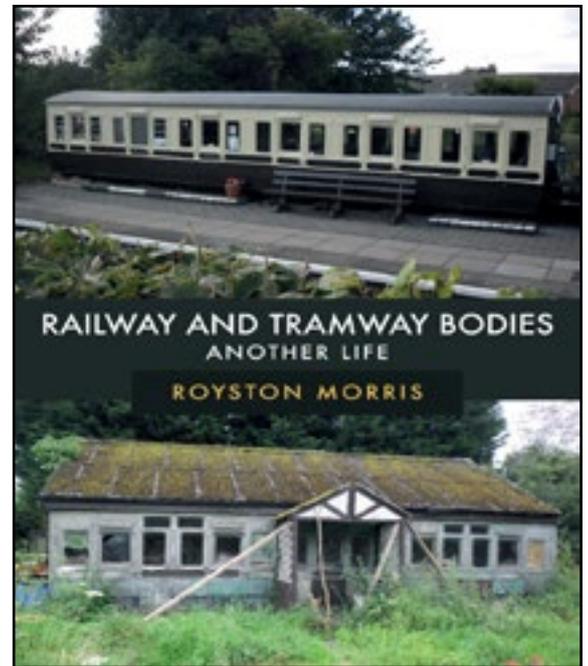
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberly Publishing

Review by James Humphreys



Royston Morris has captured railway recycling at its best. The book has a wonderful set of photographs of wagon, tram and coach bodies in a second life. The photos are supported by very informative text.

The last Chapter is called Rescued, Recoved and Restored highlighting some of the coach bodies that have been returned to their best.

This book is wonderful inspiration for the railway modeler wishing to add something extra to their layout.

Following the First World War, some railway and tramway companies began selling the bodies of their railway carriages and tramcars, with many finding new uses as houses or bungalows, workshops, chicken houses, bus shelters or animal shelters.

During the late 1960s, in the wake of the Beeching Report, railway companies once again found themselves with a surplus of stock and began to put bodies up for sale. This continued into the mid-1970s and saw the stock put to a number of new uses all around the UK. Some eventually found their way into preservation and restoration circles.

With a range of fascinating photography, Royston Morris documents the second lives of some of these carriages and tramcars. (Amberley Publishing)

**B** **f**

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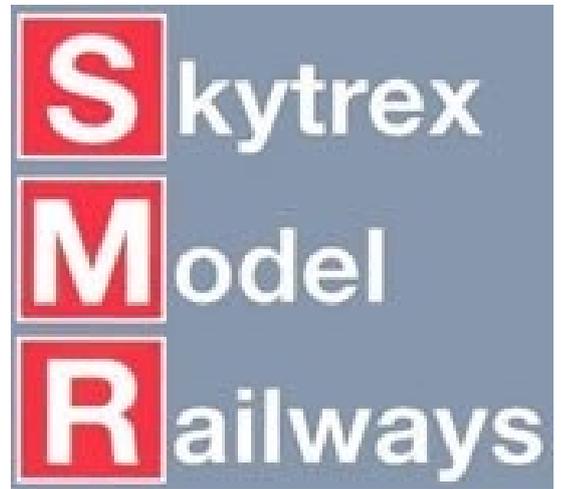
# Skytrex 7/06 GWR Corrugated pagoda building

Scale - O Gauge

Size (145mm x 65mm x 95mm high)

Price £30

Review by Dale Heys



Corrugated pagoda halt Buildings were first erected across the Great Western Railway Network from 1907. They were very standard and very durable. Many have fortunately lasted into the preservation scene.





This Skytrex kit is resin casting for the building roof and walls and the guttering and down pipes are white metal cast.

This is a great kit to build and very easy to put together.

Before starting I washed all the parts in warm water and dish washing detergent to get the 'release agent' from the casting process. Doing this helped to glue it together and paint it later.

I used Gorilla Super Glue -Precise Gel to fix the model together. and then sprayed with grey under coat ready for authentic GWR painting.



If you have never built a kit before here is one, I would recommend it as a starter kit.

<https://www.ogauge.co.uk/buildings/320-7-06-gwr-corrugated-pagoda-building.html>

<p>O gauge resin and white metal kits</p>  <p>O gauge low-relief building facades. Picture shows SMRS3B 3-storey north-light facades with added details.</p>	<p><b>Skytrex Model Railways</b></p> <p>Unit 11 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>Free subscription to newsletters! Details on website</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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- BNH2 Signal Head (R/G 2 aspect)
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- BN41L Left Standard Offset (R/G 2 aspect)
- BN41R Right Standard Offset (R/G 2 aspect)
- BN62J T Junction Twin (R/G 2 aspect)
- BN77 Dwarf Ground (R/G 2 aspect)

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# Railway Refreshments: The Sidings Hotel and Restaurant

By Dave Scott

Planning a trip to York and looking for somewhere unusual to stay ? If you are a railway enthusiast then the Sidings Hotel, Restaurant and Bar could be the place for you. It is situated alongside the East Coast Main Line a few miles North of York in the village of Shipton by Beningbrough. The station itself was situated a few hundred yards further along the line.



The Hotel and Restaurant was founded in 1985 by an ex-railwayman with a passion and enthusiasm for all things railway related. The hotel is based on 5 Mk1 carriages that are attached to the main building.



The main building is a delight as on entering the bar area is full of railway artefacts that will keep the average enthusiast entertained for hours just looking over the collection.



Behind the Bar is the Conservatory Restaurant. Here you can enjoy the delights of the excellent food on offer and while away your stay watching the trains go by on the East Coast Main line, which is four tracks here, so up and down slow and fast to watch. As well as the Conservatory you can also dine in the Pullman style restaurant car also with views of the main lines



You can also sit outside on the Veranda or in the Gardens to enjoy watching the trains going by. In this respect don't forget your camera. You

will be as close to the tracks as you would want to be and can get some excellent pictures, especially in the mornings.





The accommodation is adequate for a few nights stay. However, as might be expected being in converted Mk1 stock, it is a little on the cramped side. You soon get used to the many Freight Trains that rumble pass during the night.

The Sidings is ideally placed for a visit to York, easy to find, within a short distance of the A19. I would recommend that if travelling by car then you should use the Park and Ride, which is only a five minute drive away with frequent reasonably priced buses to the City Centre, which for your convenience stop outside the National Railway Museum, also the car parking is free.

This venue was a great place to stay, for the food, views and conversation with fellow enthusiasts who also visit. If you get your planning right and are more a fan of Heritage Steam than the Modern image traction on offer you may also get to see Steam at “full” speed on the very straight section of the East Coast Main line North of York passing by your window.

For further details of events and availability contact the Sidings at :- [www.thesidingshotel.co.uk](http://www.thesidingshotel.co.uk) or simply give them a call on 01904 470221 or email : [info@sidingshotel.co.uk](mailto:info@sidingshotel.co.uk)





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## Big Steam, Narrow Steam and Shiny Nails

By; Martin Ford, Mike Ford, Mike Hewitt & Gerry Howard



*The four rogues outside the Alamo Rental desk in SeaTac, Seattle WA (Niall Padden)*

All of a sudden the day of our departure had arrived, months of planning, meetings, discussions were all in the past - if the arrangements were wrong it was going to be difficult to make major changes to the planned itinerary. There was some built-in flexibility in the 'plan' but it wouldn't cope with any major changes. A lot depended on people we didn't know who were based a long way from us, specifically the members of the Union Pacific (UP) steam crew, and their partners and sub-contractors, who were trying to return a very large steam engine to life in time for the 150<sup>th</sup> anniversary of the Golden Spike - the joining of eastbound and westbound lines to mark the completion of construction of 1,776 miles of track linking Omaha (Nebraska) with Sacramento (California). The aims/priorities of the trip were simple - see a Big Boy in steam, participate in the Golden Spike celebrations,

do train watching including those on display (stuffed and mounted so to speak), narrow gauge, muscle cars, and anything else that we could fit in. Each member of the team had their own priorities but all shared the same primary goal - see #4014 in steam - after that everything else was a bonus.

Many people were planning to see #4014 for all sorts of reasons - we believed for two of our group the reasons were stronger than most. Firstly, in 2004 Martin and Mike had made the pilgrimage to Los Angeles County Showgrounds in Pomona to see the then static #4014. During the trip, they were given a personal tour of the whole facility by a member of the California Chapter of the Railroad Historical Society. They covered every inch of the locomotive including an excursion into the firebox - this was a popular event for school parties at the time, prompting well-worn use of the phrase - "I counted them all out and I counted them all back". The love affair with the locomotive started then. In addition, fast forward to 2013 when the announcement of the planned return to steam provided additional impetus to Mike to get over hospitalisation following illness due to the big 'C' and add seeing the engine again to his bucket list - hopefully at such a time that both would be in a better state of health.

**1<sup>st</sup> May** - The first leg of the journey, from Manchester took us to Dublin, this enabled us to go through US Immigration in the airport and ultimately save time once we landed in the states. Stopping in Dublin enabled the consumption of real Guinness! We gained time on the outward flight, arriving before we had set off - purely because of time difference. In Seattle WA we met up briefly with Niall (Mike's brother-in-law, and Martin's uncle). We then collected our Nissan Ultima from the Alamo rental desk and headed south to Lakewood WA. The intent was to clear the city and get us on our way south thereby assisting in the following day's journey. We checked into the motel. A 32hour day!

**2<sup>nd</sup> May** - The original plan was to visit the Mount Rainier Logging Museum and Railway but we discovered late that this would not open until 25<sup>th</sup> May (the weekend preceding Memorial Day). Having travelled light we did some shopping for basics - toothpaste, sun cream etc. We became attuned to the sound of diesel horns, following up wherever possible. We came across some Tacoma Rail EMD GP40s, #2200 & 2201 (710 eco rebuilds), working the tracks a couple of streets away. After clearing it with a local business to park in their lot, we managed to watch the units back their train out onto the mainline, before highballing it across in front

of us to their next stop. Further south in Centralia WA we stopped for more provisions. We were using the sat nav, lent to us by Steve Dennison of Black Diamonds, to search out railroad trackage and possible viewing sites. We saw cars in the distance, and went hunting - there were lots of stored cars on irregular used track and spurs.

We stumbled on Blakeslee Junction with UP road power, 4 units - 70Ace's, a 70M Flare and a Gevo, seemingly

abandoned under a fly-over.



*Mike F in front of UP SD70ACe #8680 at Blakeslee Junction WA (Martin Ford)*



*Tacoma Rail GP40 rebuilds backing to the main line in Lakewood WA (Martin Ford)*

The units were cycling through their start-up sequences, no doubt to keep them warm and the air tanks charged up. We assumed they were locked but did not venture to find out in case we were challenged.

After a spot of lunch we headed south towards Springfield/Eugene OR, the traffic was bad around Portland OR - a combination of time of day and roadworks. Having checked in to our motel we set out to do some train chasing, unfortunately roadside access to the UP yard was limited with little legal space to park.



*UP consist under a flyover at Blakeslee Junction WA (Mike Ford)*

We saw some Genesee & Wyoming units in the distance but couldn't get a closer look. Whilst parked up we saw guys working on classic American cars in a nearby lock-up, the Chevy Impala Wagon with nice patina outside gave them away - inside they were working on a '58 Chevy Bel Air and '67 Pontiac GTO.

**3<sup>rd</sup> May** - Following check-out and breakfast we set off to do some more train watching. We found a great spot by the back of a steel plant but unfortunately no trains! En route to the next location, we came across a wooden trestle bridge above the main road. Stopping to take pictures of said bridge (for future module ideas) we heard diesel horns in the distance. Then ensuing

mixed UP manifest had 10 units on the point. Driving through the town we spotted an old depot and coach - in trying to get back we came across a small yard/ passing siding by a trail. We watched a local led by a pair of UP GP60's then found our way back to depot - it turned out to be the original Springfield depot, now in a new location with a Southern Pacific (SP) RPO car parked on a length of track alongside. The depot was now home to the local Chamber of Commerce. We came across the GP60's again at a road crossing while switching local industries and saw our first crummie at the next location. Generally speaking Springfield



*Relocated SP Springfield Depot in Springfield OR  
(Mike Ford)*

offered good access/opportunities all round.

We went off to Graveyard Carz for 10 am, unfortunately no tours while work and filming happens, but got to meet the main man and get some all-important T-shirts. We drooled though the window at the current crop of Mopars being brought back to the roads. (Graveyard Carz do high end OE restorations of classic Mopars. OE stands for Original Equipment and basically means restoration to how it left the factory originally. Mopar is the performance arm of Chrysler/Dodge as it was known but included Plymouth and others. The “Golden Age” of American Muscle was mid 60’s to early 70s and consequently those are the year’s most desirable and most worthy of restoration. Most people will have heard of the Dodge Charger, star of the silver screen in *Bullet* and *The General Lee* in *The Dukes of Hazard*. Also, out of the Dodge Mopar stable was the Challenger, featured in cult film *Vanishing Point*. I’m sure a lot of you will have seen pictures from NASCAR of the day and note the cars with the huge wings on the rear and pointy noses, they are Charger Daytona’s and were the first production-based cars to break 200mph!

In the hands of Richard Petty and contemporaries they racked up a plethora of wins. Plymouth also had winged cars known as Superbird’s, based upon the Roadrunners. Other noted Plymouths are the GTX’s

and Barracuda's (Cuda's for short). The biggest item synonymous with Mopar is what is known as the Elephant... the Hemi motor, in the days of cast flat combustion chambers, Mopar revolutionised engine design by creating hemispherical chambers in the heads, hence where the name Hemi came from, in turn providing better combustion and being able to make more horsepower per cubic inch. We headed off for Portland, the traffic hadn't got any better, but we found Oregon Rail Heritage without too much trouble.



*SP GS4 #4449 inside Oregon Rail Heritage, Portland OR  
(Mike Ford)*

There was a nice survivor Chevelle in the car park. We went in, entry is free but donations gratefully received, started looking at the exhibits – Oregon Railroad & Navigation Co (OR&N) 4-6-2 pacific #197 which they are hoping to have operational in 3 years and Nickel Plate Road (NKP) PA #190 salvaged from a deadline in Mexico as nothing more than a frame and shell. A former Santa Fe (ATSF) loco now being rebuilt by the owner to resemble a loco his father used to drive; the Alco 244 was long gone but a newer 251 from a British Columbia (BC) unit now sits in its place. Currently being rewired to pass regulation and again will be operational for excursions. No sooner had we got inside than there was the sound of train horns, heading outside we saw a light move of two UP loco's between the servicing facility and the main yard. The trackage passes really close by as Oregon Rail Heritage is located in the old Portland roundhouse. Back to looking at #190, SP #4449, we were disturbed by more train horns - this time it was Amtrak's Coast Starlight, with two GE Genesis P42's on the point and a rake of Superliners in tow. We returned to looking at SP #4449 and Spokane. Portland & Seattle (SP&S) #300, more horns and this time it was a pair of UP SD40-2s with a stacker followed shortly by a couple of BNSF GE ACs leading a covered hopper block. Whilst outside we looked at UP EMD SW10 #96 and SP power car

“Little Boy”. Whilst watching more passing trains we got chatting to a visitor from Germany, unfortunately never got his name!



*The four intrepid travellers in front of UP #96, an EMD SW10, outside Oregon Rail Heritage Portland OR (Unnamed German Visitor)*

It turned out he was over for Golden Spike too, he was staying with family in Salt Lake City which was to be our base in the coming days so opportunity to meet up again - it didn't happen. One of the volunteers opened up the UP caboose for us to have a look inside - really well preserved/restored. Whilst at the check-out in

the souvenir shop we got a heads up from one of the museum officials that #4014 had sneaked out for a test run the day before. He showed us some footage that had been posted on the web. We then headed off to our motel, grabbed a bite to eat and called it a night as we had an early start for a morning flight.

**4<sup>th</sup> May** - We took an internal flight to Salt Lake City (SLC) and on arrival headed for the Alamo rental desk to pick up our hire car. We upgraded to a GMC Acadia SUV - a better vehicle for the second leg of our journey. The nice man behind the desk rolled in additional drivers for free along with the collision damage waiver cover. Okay the vehicle was white and had ski racks, but it was going to be more practical for us than a sedan and the 3.6 litre V6 would devour the miles we were planning to cover. We managed a couple of hours of train chasing before calling it a night.

**5<sup>th</sup> May** – We headed out to Promontory Point, the original site of the 1869 meeting between the Central Pacific (CP) and the UP. We were there just in time for the re-enactment of the meeting of the two locomotives - Jupiter and #119. This re-enactment occurs 10.30 hrs most days and in the glorious sunshine it was a good start to the second leg of the trip. The whole proceedings were managed by National Park Rangers who provided informed commentary as to the history

behind the original event. On more formal occasions re-enactors in period costumes, swelled by co-opted members of the audiences, play out the 1869 ceremony. On the day of our visit the honour of inserting the shiny nail fell to Martin, who happened to be standing nearest to the Park Ranger when it became time to hand out the jobs.



*Martin placing the golden spike at Promontory UT  
(Mike Hewitt)*

We planned to find/check out some possible sites for photographing #4014 on her run into Evanston from her overnight at Rock Springs. Heading out on our reconnaissance, we came across a wagon train returning to an encampment just off the road to Promontory. Obviously, some re-enactors returning to base - the wagons looked really good with all participants in period costume. We pulled in to give them a clear road - they all acknowledged/waved as they passed us.



*Mike H, Mike F & Martin at the entrance to Golden Spike National Historical Park, Promontory UT (Gerry Howard)*

The sat nav in the Acadia was really good, it showed both railway lines and some of the more out of the way tracks. We started in Granger WY, looked in on Fort Bridger WY and Leroy WY as well as one or two other more out of the way places. Some of the more remote tracks just petered out before we got to trackage so were discounted. In the end we settled for Leroy which offered multiple opportunities. We headed back to SLC for a bite to eat and an early night. Tomorrow would be another early start.

**6<sup>th</sup> May** - It was a 04.00 hrs start to get to Leroy to secure a good spot. The weather was fine - the anticipation high. However, we were not the first to arrive! We selected our spot at the grade crossing, staked our claim and settled in for the wait. Based on the published schedule #4014 was due about 07.15 hrs but we knew from conversations with others who were waiting that she had been behind schedule at most of the earlier stops. We were fortunate that there was access to a scanner amongst our ever expanding group so we had regular updates on where #4014 was. There were delays at Granger where the stop was not only late but had also been extended. We understood it was still due to problems with the front engine. Given that we had ventured off the highway on a dirt road to get to our vantage point we were surprised to see

a coach coming down the track, one of the executive types with double rear wheels! It was the Trains Magazine fan trip coach.

Soon white smoke appeared in the distance, and rounding the bend appeared #4014, followed by Northern #844 and EMD SD70ACe diesel #8937. #4014 was clearly struggling and just coasting, with serious water leaks from the front engine. #844 was doing the majority of the work with #8937 providing the breaking effort.



*4014 leads the special through Leroy WY (Martin Ford)*

The track speed after the crossing was limited to 10 mph due to clearance concerns between the steamers and a helper engine parked in a siding. This was fine from a photography point of view but not good if you wanted to see the engines working hard. Having cleared the helper, Ed Dickens engineer on #4014 (and the man leading the team that restored #4014) threw some more oil on the fire and #4014 exhausted black smoke as the train picked up speed. By this time we had been joined by some UP track maintenance crew who had come up for a break not realising that #4014 was due to come through. As #4014 headed for Evanston, the assembled crowd dispersed leaving only a few of us in the now quiet surroundings of the grade crossing at Leroy. We didn't see any point in rushing away, thinking we might catch some of the modern generation trains that had been held for the Steam Special. Shortly we caught a stack train, but in the absence of further traffic we set off back to Evanston.

Upon entering town, we noticed a few hardy railfans on the bridge waiting for the following diesels. When we parked up adjacent to the main line, we were surprised to see large gatherings of people, clearly #4014 had not arrived yet and people were gathering to see her come into town. This was an absolute bonus as we got to see the locomotive again as she entered the

yard. Local law enforcement was evident as were UP personnel, but the whole thing was a rather laid-back affair. No harsh enforcement tactics and keeping everybody back 50' from the train. Just don't cross the main line! This was surprising considering the relatively recent fatality following a collision between one of #844's cylinders and a woman photographer. Hunger was setting in and to let the crowd thin out and for convenience we headed to Wendy's for a quick bite to eat. We followed police guidance by using an underpass and came up the other side of the train which was now being secured for the rest of the day. Steam programme crew were about and gave freely of both time and information. We learnt that Challenger #3985 was to be retired, ostensibly because of the scavenging of parts to restore #4014, but in reality probably a bean counter decision based on having the 'largest steam engine in the world' active, then what is the point in keeping a smaller version on the roster. This tied in with rumours of redundancies within the steam crew, also mass storing/offloading of early EMD SD70M's (UP have over a thousand on the roster) which are not suitable for DPU work. New policy to run less, but longer, trains requiring more DPUs. There was a brief hail storm which didn't dampen spirits - we had had sun, rain and hail but nobody seemed bothered.



*4014 at rest in Evanston WY (Martin Ford)*

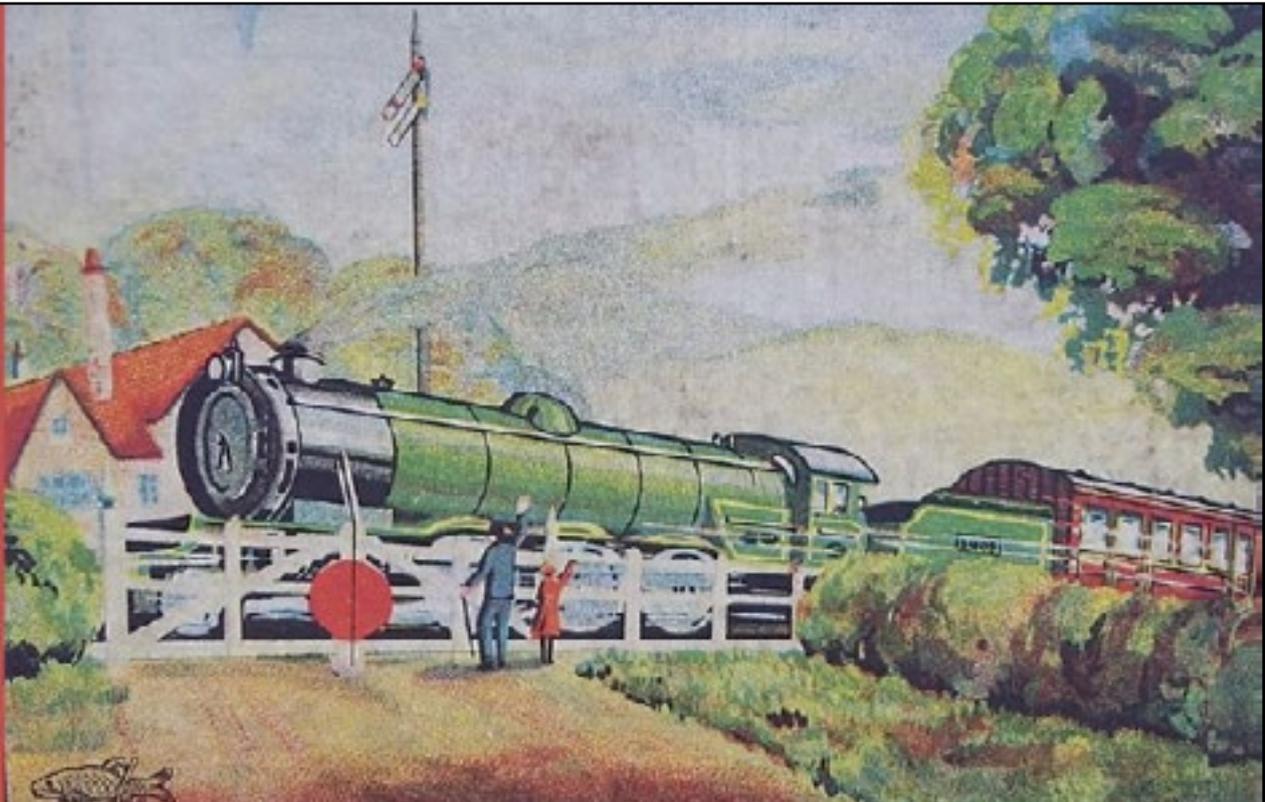
Heading back to the car park Martin engaged in conversation with the owner of a 1942 Ford COE - it turns out there was very little of the original COE left, however, the custom work was excellent. The original single cab had been extended by cutting the back off just behind the door jams and infilling with sheet metal, not to mention custom window frames. The modified cab now sat on a strengthened 1 ton bread van chassis and the original slant six under the cab had been ditched for a mid-mounted 454. Under the wooden crate in case you were wondering. On the rear bed stood a

1942 Harley Davidson Knucklehead, originally a military bike sent abroad in olive drab green, after many years sat unloved it was imported back into the US and restored to civilian spec. It turned out that Rick (the driver) was involved with a preservation group working on the Evanston roundhouse and suggested we make the effort to visit if time allowed. Based on Rick's earlier advice we returned to the site of the old roundhouse. There was another party of 'tourists' being shown around so we tagged onto them, then broke away to go play on the turntable - even being allowed turn's at driving it to practise track alignment skills. Based on our performance there might have been one or two engines in the pit!

There was a local tank car refurbishment facility just off the main so we headed out to investigate but the only motive power we could see was a trackmobile! We were in need of a cup of tea, and seeing a McDonald's thought a drive through for a quick cuppa would help us on our way. Unfortunately the 'quick' aspect came undone again as the McD's staff failed to grasp the concept of 'hot' tea - we gave up in the end. Making the most of available time we scouted Echo Canyon old road for #4014's run into Ogden UT on the 8<sup>th</sup>. We caught up with a stack train in Morgan UT, attracting the attention of the local law enforcement, who pulled

over to have a chat. He was not concerned about our parking - we had endeavoured throughout not to attract this sort of attention by parking irresponsibly, but the officer was more interested in whether we had seen a Ford Fusion which apparently contained undesirables who had been seen blatantly trespassing and crossing the tracks. We were unable to offer any relevant information, but before departing the officer recommended an alternative viewing location at Taggart UT which would offer opportunities for safe viewing. We followed up on the advice and indeed Taggart would be excellent. Problem was that everyone else would know about it and it would fill up early and quickly. We headed off back to our SLC base for a meal and to reflect on the day.

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# Turkish Steam Railways

Author Mick Pope

Price Special Price: £13.49

ISBN 9781445687827

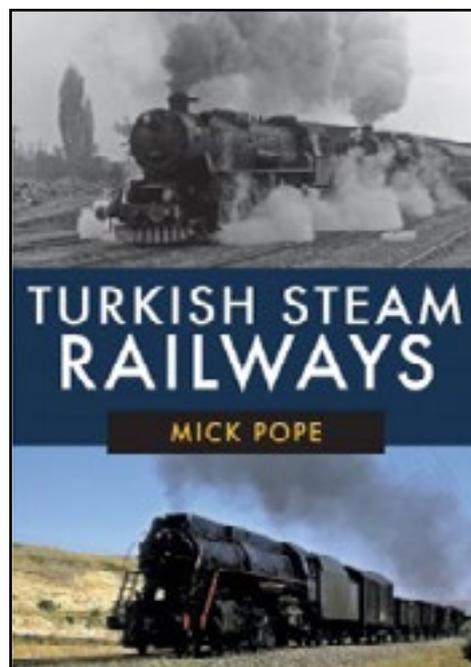
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by M.D Hooson



It has often been said that a picture can say more than a thousand words. In his book: 'Turkish Steam Railways' Mick Pope provides an interesting insight into the post WWII steam railways in Turkey. The ending of that war provided Turkey with an array of powerful, if not the most attractive looking, locomotives. The German influence on design is evident throughout the book though several US Skyliners are also recorded. However, if the British WD 2-8-0's were to fail any beauty contest, one might consider the collection of photographs depicting an ex-USATC S160 at Kayseri. Even so, fashion is not the main criterion for attracting the attention of the real railway or transport history

enthusiast. The fascination lies more in the construction and performance of particular locomotives. The fascination lies more in the construction and performance of particular locomotives. There can be no doubting the strength and endurance of these steam beasts which were still operating as late as 1984, and probably beyond. Britain's Stanier Class 8's (nicknamed 'Churchills') hold their own among the Henschel's, G8s and various Kriegloks recorded in the book. Of course, one might forgive the apparent oversight of any steam motive power in the two major cities of Istanbul and Ankara until reading the restrictive laws surrounding the photography of national infrastructure. The freedoms enjoyed by many a train-spotter in the UK for generations are not always available in other countries. Complementing M. Pope's photographic collection, he provides general technical specifications as well as routes information and Turkish topography. All the pictures (175 in all) carry an observation or information and in places, a gentle humor as locals ensure their own place in railway literature. The image of a lone woman picking up coal left behind by locos is not so dissimilar to UK fireman lobbing the odd chunk into the back yard of their own homes while their locos went by. The number of steam hauled passenger trains balances out those freight hauled and despite the appar-

ent aged rolling stock trundling through scenic vistas could offer readers a potential rail holiday with a difference. If Mick Pope's experience of rugged truck travel is to be avoided the train would be less bumpy ride and provide an exciting photo-shoot opportunity.

*Turkey, the country that straddles Europe and Asia, reflects this in the mix of cultures from both continents to be found there. The western and southern coastal areas are the most familiar to Western holidaymakers but the interior, Black Sea coast and east of the country are less visited. As Western railway enthusiasts found less and less to attract them in Europe they discovered that Turkey had steam locomotives aplenty, reflecting the fact that this was a country that had embraced Western industrialisation and modernisation ahead of most other Middle Eastern countries. This, and the shifting alliances Turkey had embraced, was also reflected in the variety of countries that had built the steam locomotives. Examples could be found from builders in Germany, Sweden, France, the United States and the United Kingdom. These varied from ancient specimens of Prussian State railway design to modern ten coupled designs built after the Second World War. Finding and photographing trains presented certain problems. Train services in this large country could be sparse, timekeeping notoriously unreliable and the roads, very often of dirt, hazardous. However, if these prob-*

lems could be endured the landscape offered fantastic photographic opportunities. Amberley Publishing)

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# Modelling South African Railways Two Foot Gauge in 1/43 or 7mm Scale

Part One-Introduction

By the English Wildebeest



My interest in SAR-NG, two-foot gauge or 'two footers' as they are more commonly referred to goes back to the early 1980's. I had the privilege of growing up in Cape Town. After leaving school I completed an apprenticeship and then worked as a mechanical fitter on the South African Railways in Salt River Works followed by a stint in the Electrical Running Sheds.



*Berg River station*

At the time I started to get interested in modeling SAR-NG after reading articles in '*Continental Modeller*' and the short-lived '*South African Modelling Scene*' magazines. I did not have the skill at the time or know where to start on the venture of modelling SAR-NG in any scale let alone modelling in 7mm scale.



*Berg River goods yard*

It wasn't until I came to the UK some years later that I acquired a copy of Sydney Moir's '*24 Inches Apart*', then shortly afterwards I added '*Namib Narrow-Gauge and Early Railways at the Cape*'. I already had a copy of '*Locomotives of the South African Railways*'. Armed with these books and the original article from the previously mentioned

publications and some guidance from Bruce Green and Peter Blackham I started planning what to model. Being from Cape Town and a lover of the West Coast it did not take long to decide on the Hopefield Branch which had been built by the Cape Government Railway.



*Hopefield station CGR*

The Hopefield Branch came about in 1901 after an Act was passed in the Cape Colony Parliament as part of the plan to open the rich agricultural lands of the area. The line was built as a two-foot gauge railway from Kalabas Kraal where there was an interchange with

the mainline Cape Government Railway. From Kalabas Kraal it ran on to Hopefield via Darling. The line was extended to Hoetjies Bay, today known as Saladana Bay.



*Darling Station  
after 1908 as there  
are Scouts on the  
platform*

As a two-gauge line it lasted until 1926 when it was re gauge to 3' 6" gauge, or Cape Gauge as it is referred to, and is still in place today but only for freight.

In 1910 South Africa became a Union and thus the South African Railways were born. At the same time as this line was being built, the line in the Eastern Cape was also laid down from Port Elizabeth to Avontuur again as two-foot gauge.

The line started out with three Baldwin locomotives in 1902, identified on the CGR as NG 22, 23 and 24 with 25 being added in 1911. They were 2-6-0 tender Moguls. Other SAR-NG locomotives found their way to the line but the Moguls remained the motive power mainstay until the line was re-gauged in 1926 and they were withdrawn.

Over the next few issues of MRE Mag I will go into the line

in more depth, the locomotives and rolling stock both the prototypes and the models I have built, along with some of the buildings. My plan is to build an end-to-end layout based on Hopefield Station and will be named De Hoopveld. I will be sharing this progress of this layout too.



*2-6-0 Baldwin Mogul, makers photo of the class*



*20 Foot CGR Cattle Van*



*Small goods shed at Hopefield*



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# TCS UNIVERSAL WIFI THROTTLE RELEASING FALL 2019

Blooming Glen, Pennsylvania, USA - Longtime decoder manufacturer Train Control Systems (TCS) is introducing a new player in the DCC handheld throttle space this fall - the Universal WiFi Throttle.

Engineered to work with many of the existing DCC systems and solutions that modelers are contending with on their current DCC layouts, this throttle relies on the universal standard of WiFi communication and departs from proprietary protocols.

To put it simply, this throttle “plays nice with others.” The UWT will also integrate flawlessly with the upcoming DCC/LCC command station from TCS, which will be the first commercially available, stand-alone LCC command station.

In the meantime, the Universal WiFi throttle is



compatible with many existing systems via WiFi module or JMRI WiThrottle server.

Poised to make WiFi control for DCC a staple for every modeler, the Universal WiFi Throttle brings a new level of convenience and comfort to handheld controls. Ergonomic design and an intuitive interface allow the modeler to focus on the important things - controlling and programming locomotives - instead of learning how to interpret their throttle and manual.

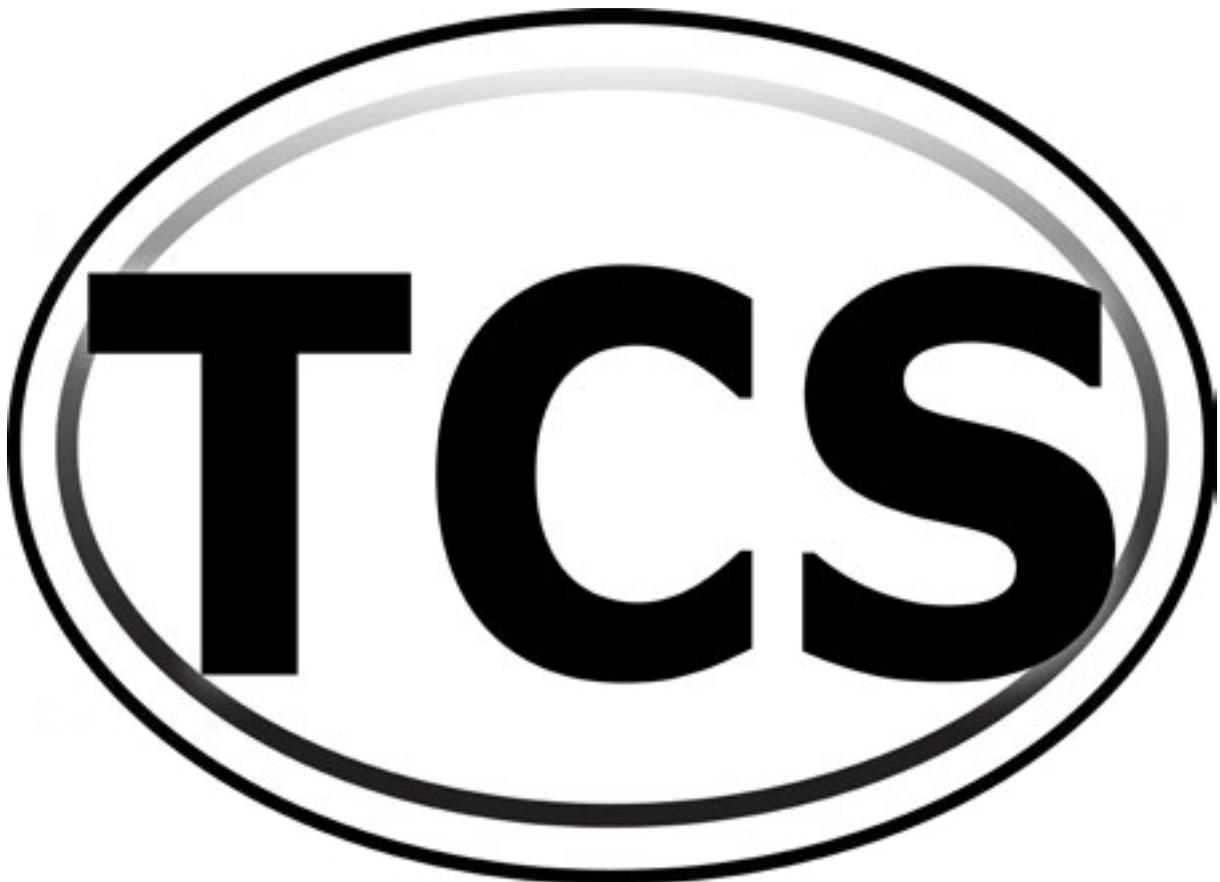
The throttle is built for both operators and programmers, with easy-to-understand on-screen prompts, and innovative programming displays that make modifying CVs and manipulating bits a quick and simple process. Something this good should last the test of time, and we've made sure that the UWT is updatable. Users can update their throttles with the latest software and tools and in just seconds (not minutes!), guaranteeing that their investment will not become obsolete in a few short years. It's our hope that the TCS Universal WiFi Throttle is the last throttle you ever need to purchase for your layout.

The Universal WiFi Throttle is currently available for pre-orders at [tcsdcc.com](http://tcsdcc.com). Units will ship beginning in October, and will be available directly from Train Control Systems as well as from select dealers.

Throttles are priced at \$299.95 USD each.

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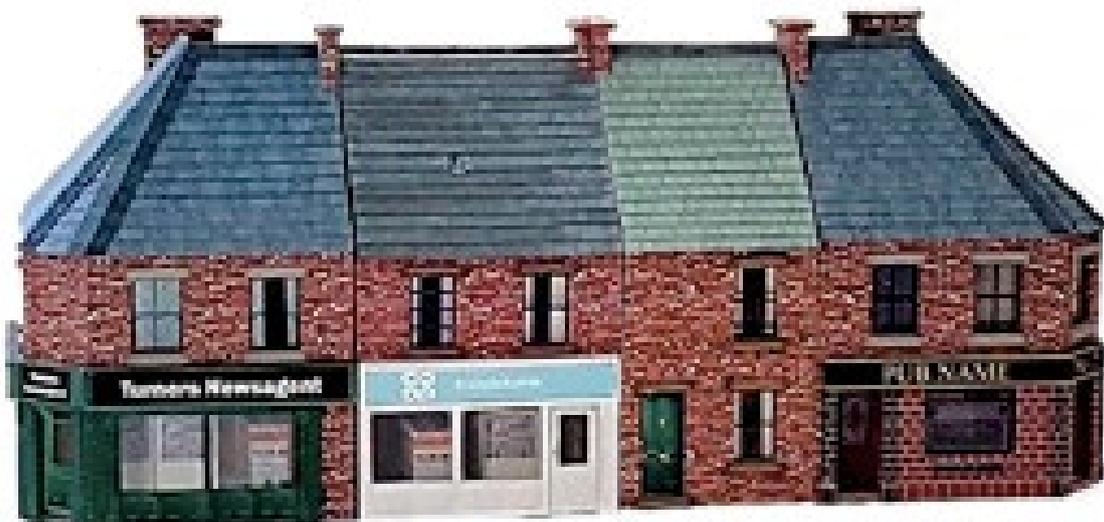
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# Iberian Railways

Author George Woods

Price Special Price: £13.49

ISBN 9781445684437

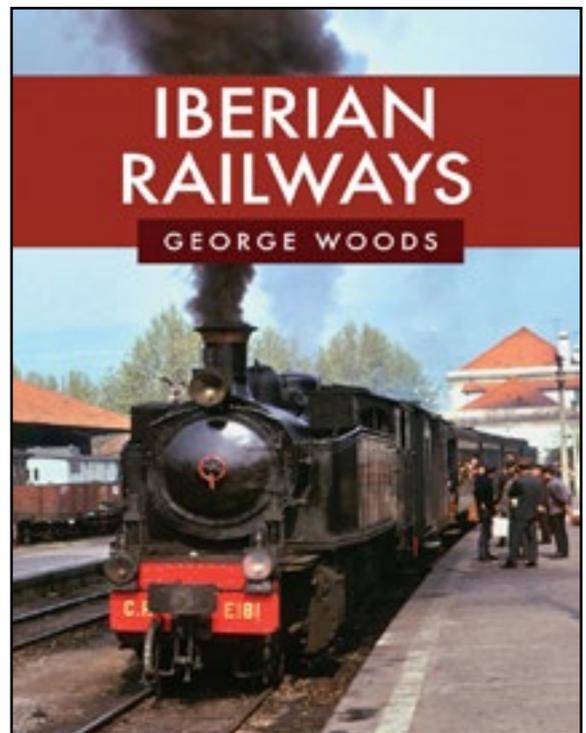
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by Cath Locke



This book by George Woods is window into the days of steam mainly on the Portuguese and Spanish Railway systems that ran on 'meter gauge' and what is called the 'Iberian Gauge' at 5 feet 5. 5/8<sup>th</sup> gauge.

The book is loaded with atmospheric photos and explanatory text and is a must for anyone interested in the Iberian Railways.

*The railways of Spain and Portugal saw steam locomotives working on the main lines until the late 1970s, although in Spain several mining companies still employed steam into the 1980s.*

*Iberian railways were unusual in that they used a wider gauge of 5 ft 3 in. for their main lines, which was rare in Europe, and this book shows some of the last Spanish main line steam-operated services, both passenger and freight, around Salamanca in 1974, and the coal lines from Andorra to Escatron, plus the narrow-gauge lines of the Ponferrada to Villablino coal system.*

*Also included are some of the last steam-operated trains on the broad-gauge Douro Valley line from Porto to Regua and Pocinho, and the narrow-gauge lines which branched off of this line through beautiful scenery in the Port wine-producing area of Portugal, using ancient locos and rolling stock.*

*From his collection, George Woods presents a selection of previously unpublished colour photographs, taken in an area which does not often appear in print. (Amberley Publishing)*



## 5.5mm Scale Modular Group

by Peter Blackham

Modelling narrow gauge railways in 5.5mm scale first came to prominence in 1963, when GEM produced kits for locomotives and rolling stock from Festiniog and Talylyn railways using 12 mm gauge track, which was the smallest

commercially available gauge at the time. Following the development of N gauge, using 9 mm gauge track, the popularity of 5.5 mm scale declined as modellers adopted OO9. However, 5.5mm scale remained in use and, while some modellers still use 12 mm gauge, modelling in 5.5mm scale using 16.5mm track has become increasingly popular.

The mathematically inclined will already have worked out that 16.5mm gauge in 5.5mm scale works out at exactly three foot, a gauge that was used extensively in the British Isles and throughout the world and, with a bit of application of the rubber ruler, it can be



extended to cover metre gauge prototypes as well. Using 16.5mm gauge means that readily available commercial chassis can be utilised (while taking up a bit less space than 0-16.5) and the wargaming scale of 28mm offers an extensive range of figures and other accessories.



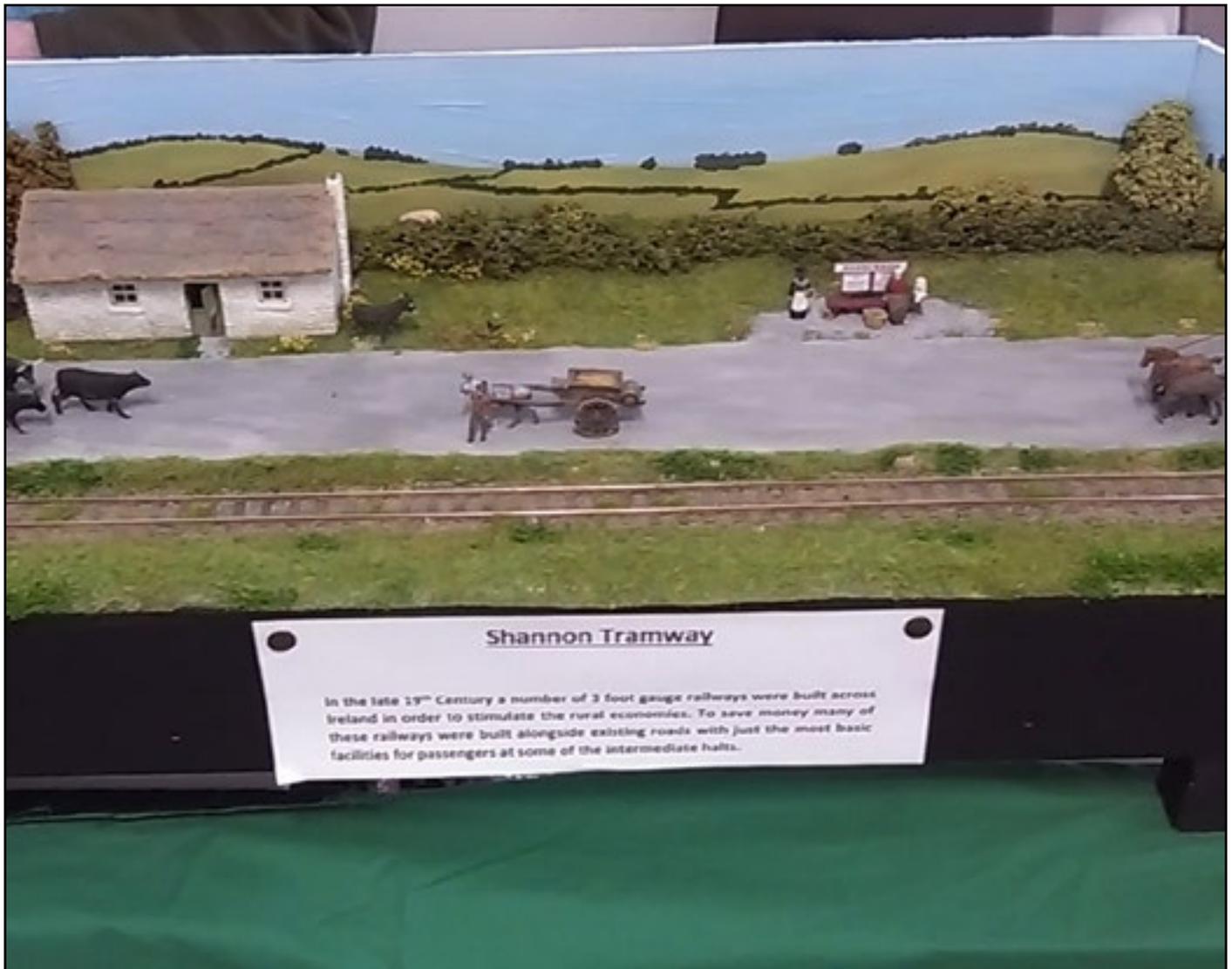
*Three Foot Gauge rolling stock*

Modular railway layouts are very popular in Europe and the USA but have never really caught on in the UK. I am not sure why that is. Maybe it is because in those other places modelers are spread over a wider area whereas in the UK those who wish to participate in a collaborative layout can normally find a model railway club not far away. It may also be that everyone has different ideas about what they would like to model or perhaps it is the exhaustive list of standards that everyone must adhere to for the modules to come together.

However, in 5.5mm scale the first of those reasons doesn't apply. As 5.5 modelers are few in number it is inevitable that we will be spread fairly thinly on the ground and, certainly, we are unlikely to find a 5.5mm scale layout to join in with at our local club! So we thought a modular approach could work for our scale, particularly if we concentrated on 16.5mm gauge for the reasons set out above and so that is why we formed the 5.5mm Scale Modular Group

Resolving the second of the problems, the one about what to model, is easy. We took the approach that our modules are 'Linked Dioramas'. So each member can model exactly what they want to and, when linked together, we fully expect to see a train running along a length of Irish tramway before crossing the

South African veld and then arriving at Southwold station! We also believe we have solved the big problem of common standards by making use of connecting boards.



## *Shannon*

We have settled on Grainge & Hodder 900mm x 400mm baseboards as the common board we ask members to use and we would expect that most modules will use two or three of these boards. We

have then designed a special Connecting Board that will link to these boards. Connecting Boards will be supplied to new members (at a modest cost) wired up and with track in place. Members then just need to ensure that the track at each end of their module boards lines up with the track on the Connecting Boards. All Connecting Boards will be identical so connecting to one will allow members to connect to all. We have also designed these boards so that they can be attached at various heights, allowing modules to incorporate embankments, bridges, quaysides, etc,



The Group was formed in January 2019 and we now have 4 single-board modules completed with another half dozen or so in various stages of construction, including a double sided module.

*Connecting Board*



## *Carter's Bridge*

We have exhibited at three shows so far this year and have another 9 or 10 dates in the diary. We are also in the process of developing a traverser board which will make operation at exhibitions more efficient. The idea has really taken off and, if anyone is interested in getting involved you can find out more on our Facebook page : 5.5mm Scale Modular Group.



*Modules At Burton Show*



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**Thinking out of the box - how to model in a (very) small space**

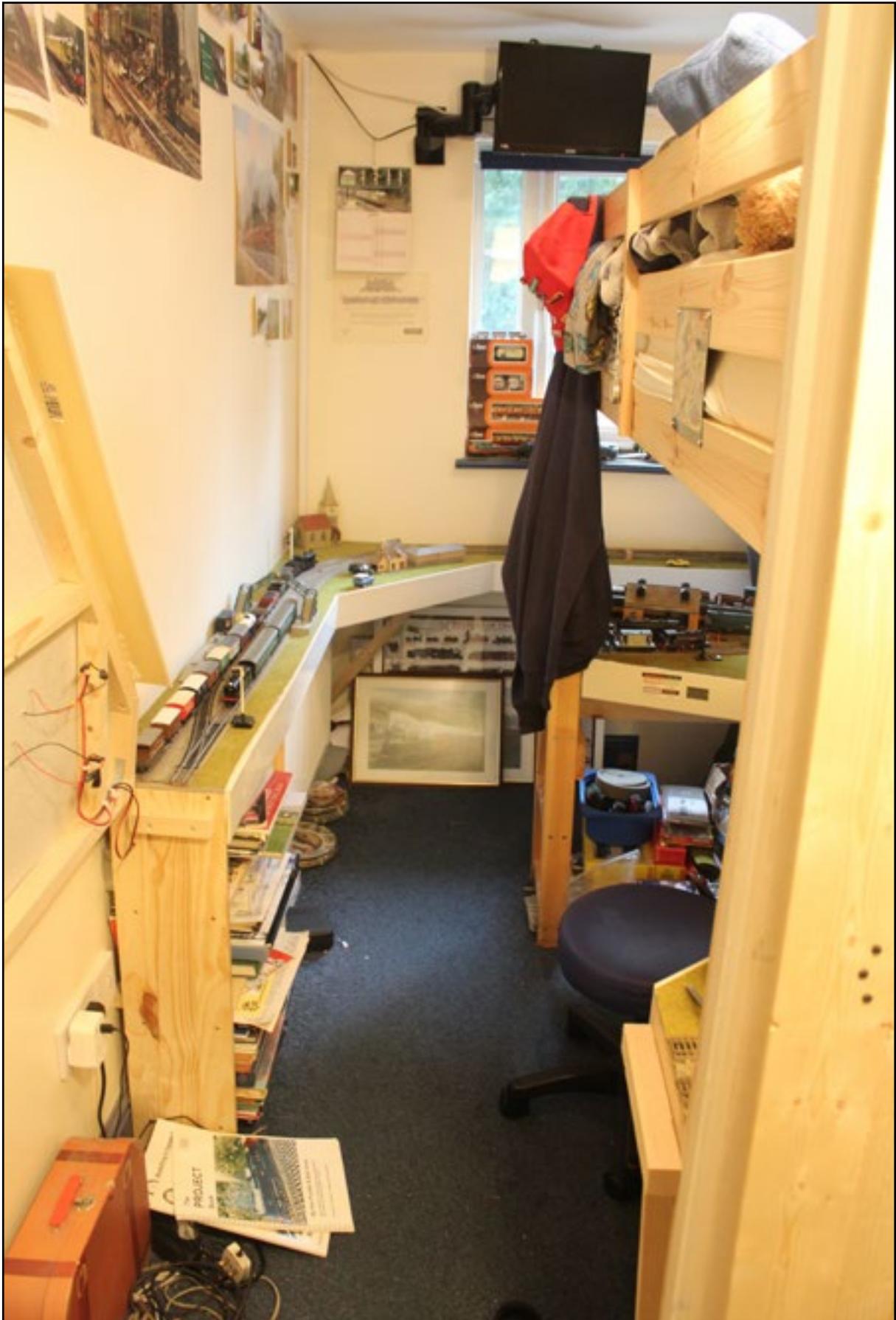
By Sam and Heather Hayward



Sam Hayward is 13 years old and lives with his parents and three siblings in Ashford, Kent. Sam has been a rail enthusiast since being just a few months old, and this is the second 00 gauge layout that he has had in this room - the first being a board which folded out of the wall and covered his bed. This became impractical as he got taller and wanted to spend more time modelling with his railway and became frustrated as he had to pack it away when it was time to sleep!!



His bedroom is a tiny 5ft 7in wide by 9ft long. It has a small alcove which houses a clothes rail to hang his school uniform.



The key changes we made to his room to accommodate his layout were as follows:-

- we replaced the standard bedroom door to a sliding door to use up less space in his room. The sign on his bedroom door was specially made for him by a local craftperson.
- we bought Sam a loft bed (below) so that he could build his railway under the bed. The large space under his bed houses sidings and goods yards.



- we wall mounted a tv so he can watch railway related YouTube videos from his bed!
- we built a half height wardrobe into his alcove, enabling the trains to run underneath his clothes which hang above.
- As the power switches are inaccessible under the train board, the whole layout is powered on and off via Alexa voice control.
- Finally, a lift up draw bridge section completed the twin track loop





Like all railways, it's not finished yet and he is constantly adding to it! Despite it not being complete, he is already planning his next railway layout - a dual G & O gauge garden railway...and that will be a story for another issue!

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**GREAT EASTERN MODELS**



## Henry Greenly :The true father of railway modelling

By James Humphreys

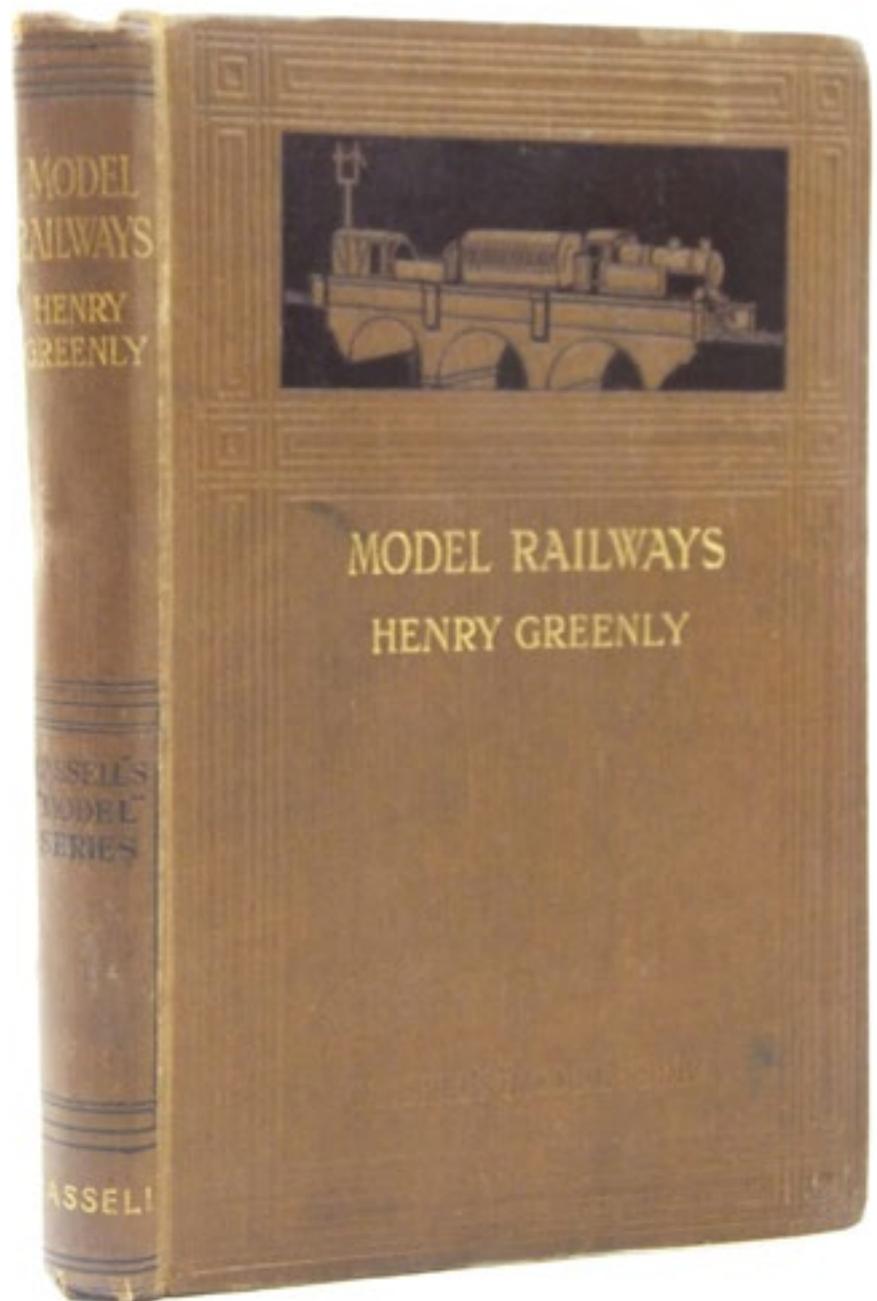
Henry Greenly was born in Birkenhead on 6th March 1876 and died in Heston, Middlesex on 4th March 1947.

His family moved to London in 18887 where he attended Beethoven Street School until the age of 14. After a short spell at a jewellers he won a scholarship to Kenmont Garden Science School which he attended from 1874 to 1897. He then became a draughtsman on the Metropolitan Railway and served on a committee in the mid 1890's to establish a National Railway Museum. In 1906 he became a consulting engineer to W.J. Bassette Lowke designing locomotives for miniature railways in Britain and abroad. He designed locomotives for both the Ravenglass & Eskdale Railway and the Romney, Hythe & Dymchurch Railway. He was involved in the latter from its inception in 1926 until its completion in 1930, where he was responsible for all civil engineering, the design of locomotives and the rolling stock.



It is his link with Bassette Lowke that gave him the title of 'The True Father of Model Railways'. Many see Henry Greenly as the business driver of Bassett Lowke ; he was the ideas man and the marketing and branding man He was designer, engineer and the man who made Bassette Lowke's idea possible. During his time with there he started a monthly magazine devoted mainly to model railways and which he produced until 1916.

Henry Greenly wrote and published a number of books on the subject of miniature and model engineering. The two books he wrote that I feel contributed the most to what we now call Model Railways are; 'Model Railways, Their Design, Details and Practical Construction'



and 'Model Electric Locomotives and Railways, Their Details and Practical Construction'.

Although he outlines standards for gauge I and O gauge mainly many of his standards and ideas are very evident in what we still do today in the hobby. He was writing in the days when modellers built most things themselves with companies like Bassette Lowke making the first 'scale models' ready to run.

Also, in those days O gauge was the small scale. Both of these books I mentioned are worth a read if you can lay your hands on a copy. They are full of drawings and photographs, plus ideas and advice from the early pioneers of our hobby.

His model magazine must have been one of the first to regularly deal with model railways thus helping to promote the hobby.

He must have been quite a man and from this brief introduction and tribute to him you can see that I feel he really is 'The True Father of Model Railways'

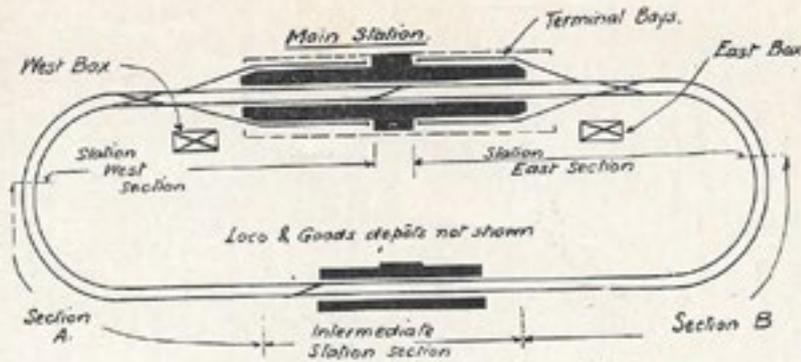


Fig. 25.—Plan for a Line with a Single Large Station

throughout the circle. On the up line the points at each end of the No. 2 station may be of a very flat angle, so that the maximum speed allowable will be very little less than that on the down. The goods routes at No. 1 are approached by backing in. This arrangement does not "trap" engines which are arriving with "pick up" or "set down" goods trains. At No. 2, arriving goods trains on the down line can run round the train to perform shunting operations in the goods yard. Possibly the entrance crossover to the goods yard would be better placed at point A (see dotted lines, Fig. 26). Fig. 27 shows a modified lay-out for this station, in which the space G, at which a goods train arriving



Fig. 27.—Alternative Details for Plan shown by Fig. 26

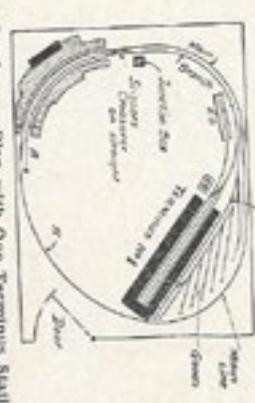


Fig. 28.—Continuous Plan with One Terminus Station

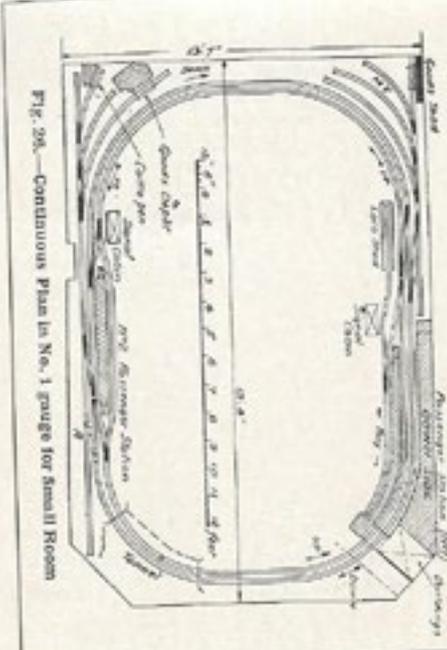


Fig. 29.—Continuous Plan in No. 1 gauge for Small Room

## Henry Greenly's books

- The Model Locomotive. Percival Marshall & Co.
- Model Electric Locomotives. Percival Marshall & Co.
- Model Steam Engines. Percival Marshall & Co.
- Flying Machines, Past Present and Future. Percival Marshall & Co.
- Model Railway Handbook. Bassett-Lowke Ltd.
- Model Engineering, a Guide to Model Workshop Practice. Cassell & Co. Ltd.
- Model Railways, Their Design, Details and Practical Construction. Cassell & Co. Ltd.
- Model Electric Locomotives and Railways, Their Details and Practical Construction. Cassell & Co. Ltd.
- Ravenglass & Eskdale Railway (Guide). Ravenglass & Eskdale Railway Ltd.
- 
- Model Steam Locomotive Construction. Cassell & Co. Ltd.
- Model Electric Railway Construction. Cassell & Co. Ltd.
- Model Railway Construction. Cassell & Co. Ltd.
- Locomotive Engineering (Series). Geo. Newnes Ltd.

- The Vacuum Brake (Series). Geo. Newnes Ltd.
- Walschaerts' Valve Gear. Model & Allied Publications/ Argus Books.
- Signals and Signalling. Percival Marshall & Co.
- Planning and Layout. Percival Marshall & Co.
- Permanent Way Manual. Trix Ltd.
- Greenly's Model Steam Locomotive Designs and Specifications. Camden Miniature Steam Services.



# Steam in the British coalfields

Author Mick Pope

Special Price £13.49

ISBN 9781445683485

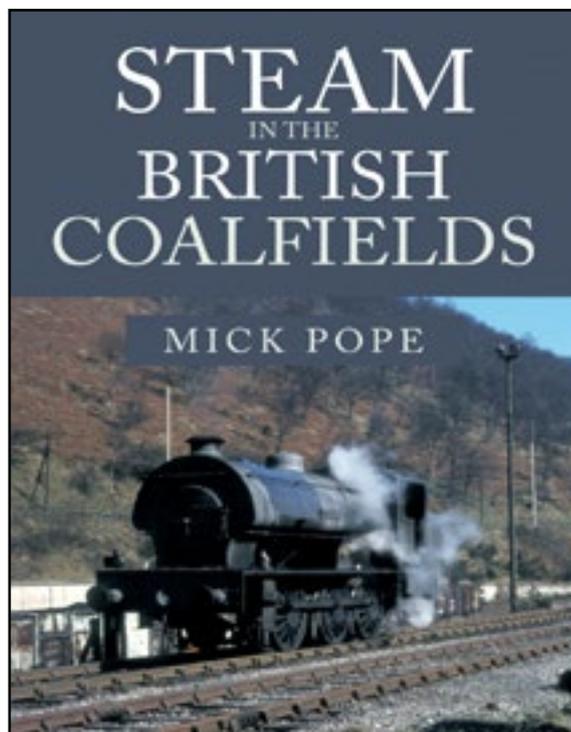
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberly Publishing

Review by Cath Locke



The author discovered steam in the British Coalfields in an idle moment looking out of a library window. With his brother and guided by the Industrial Railway Society's handbooks he set out to explore this world of working steam when it had largely disappeared from the mainlines.

Although geographically limited by the youthful authors means there are nevertheless sections on the Lancashire & Cumbrian coalfields, North & South Wales coalfields and Somerset, East Midlands and North East coalfields.

Interesting pictures include cliff top railways and a Peckett that looks like it's in a thicket. In actual fact it's clearing a route for the National Coal Board to inspect a slag heap in the aftermath of the Aberfan disaster.

*Being a lover of steam locomotives is a bit like chasing a setting sun - with the real diehards searching out survivors further and further from their home territory. Many enthusiasts would mark August 1968 as the end of 'proper' steam locomotives in the United Kingdom, the date when British Rail withdrew their final examples. However, for those in the know, steam continued to contribute to the British economy in industrial settings for nearly a further two decades. In the coal and ironstone mining industry, in power generation, in chemical factories, steelworks and foundries, small, rugged locomotives continued to toil away on a daily basis. Some were lovingly cared for, while others were worked into the ground.*

*The author discovered colliery steam by accident and often explored this world while accompanied by his younger, equally enthusiastic, brother. This led them to some of the more obscure and less traditionally scenic parts of the country, but some of these industrial settings had a haunting beauty of their own. The photographs featured here give a taste of this particular setting for steam workhorses. (Amberley Publishing)*

# Chew Magna

Daventry Model Railway Club (DMRC)– O Gauge Syndicate

A work in progress  
-Part One Introduction

## History

The real Chew Magna is in in the Parish District

of ‘The Hundred of Chew’ in North East Somerset, on the edge of the Mendip Hills. It is the largest village in the district and sits between Bristol, Bath and the City of Wells.

The village dates back to before Saxon times but in the real world in never had a railway station or link. But in our world, a place where history can be corrected and rewritten, it does have that station and rail link.

This came about through a railway benefactor of note, Sir Les Pace of Northamptonshire, who gifted the railway to the area. A group of local dignitaries, Squire Dale Heys, Rt Hon. Terry Rowe and Professor Keith Johnson got behind Sir Les’s gift and helped develop the station and goods yard along with the branch to Pensford following the River Chew. This work has en-



thused others to join the project.

Chew Magna is on the line from the City of Wells to Bath and the station boasts an up and down line, with a bay platform to Pensford. There is a goods shed, and an engine shed for the station pilot. Although built by the Great Western Railway, it was a Joint venture with the Somerset and Dorset Joint Railway.

## Reality

Les Pace of the Northampton Model Railway Club gifted to DMRC a 12 foot by 18 inches layout with two small fiddle yards at each end. This provided the impetus for the O Gauge Syndicate\* to get started within the club. After displaying it at the club's exhibition it was felt

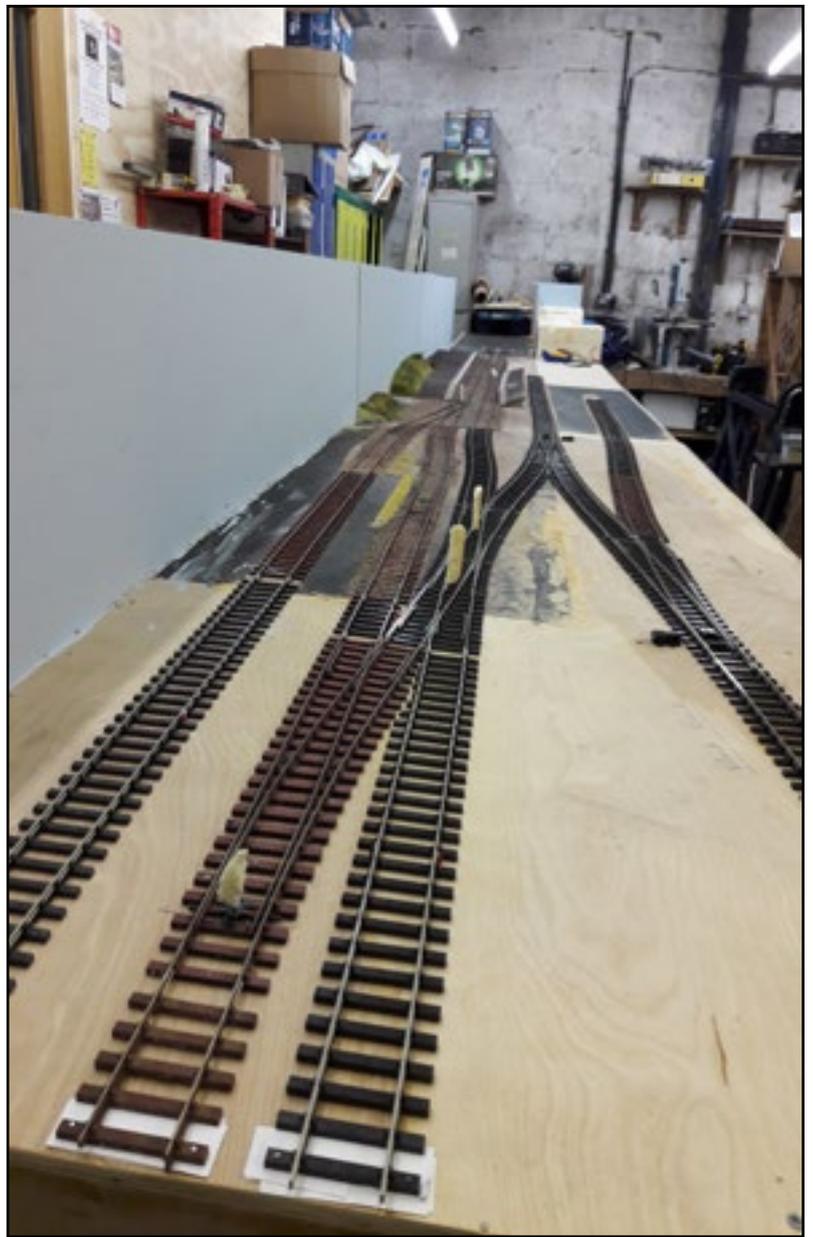
that it was in need of an upgrade.



*The layout as it first was when Les Pace gave it to the club.*

The layout now stands at 26-foot-long with two 6-foot fiddle yard incorporated at each end.

The station is a double line through station with a bay platform that leads to the branch line. There is to be an extra 6-foot section to be added thus making the goods shed a though shed on a goods loop, thereby extending the layout to 32 foot long. The layout is 2 foot 6 inches wide and can be exhibited either as a 26 foot or 32-foot layout.



*The layout in club room undergoing refit*

The station building is based on the one at Maiden Newton, the goods shed is to be based on the Dunster Shed and the engine shed is the shed at Pontriles. The station at Drew Halt on the Pensford Branch has a standard corrugated iron GWR pagoda and a road level crossing.



*At the GCR Exhibition after under going it's refit - a work in progress*



The layout has a fiddle yard at each end both of which have a front section to hide the fiddle yard from direct view. At the Bath end is Drew Halt and at the Wells end is the village of Chew Magna.

The track entrance to the two fiddle yards is hidden by scenic breaks. At the Wells end an aqueduct bisects the board - this is to be based on the Pontcysyllte aqueduct near Llangollen.

The village on our Chew Magna layout bears no resemblance to the real Chew Magna but one might recognize the pub as this is based on the Bottle and Glass from the Black Country museum but has been renamed after the pub in the film 'Titfield Thunderbolt'.



*Also at the GCR exhibition after re-fit but also showing 'Drew Halt' station*



*The Glass and  
Bottle*



*The shops*

In future articles we will explore the building of the station, goods shed, engine shed and the aqueduct and other features and items of interest on the layout.

### \*DMRC Syndicates

The DMRC runs a number of layout syndicates within the club. They are member initiated and layouts are owned by that syndicate until the syndicate is dissolved. Each syndicate is self-funding but is able to access financial support from the club for the construction of layouts.

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# Tring & District Model Railway Club

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# Hungarian Railways

Author Dave Smith & Steve Madden

Price Special Price: £13.49

ISBN 9781445687704

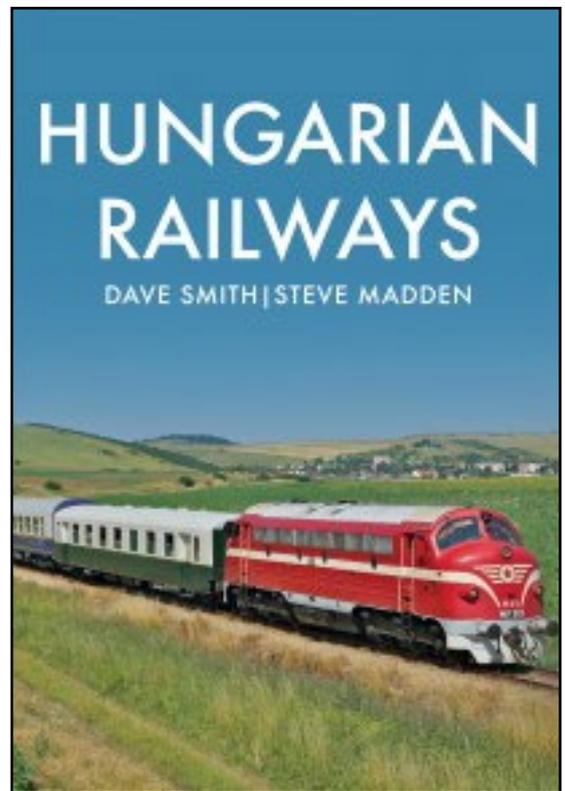
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by M.D Hooson



Written by two self-confessed career railway men this is a book that will interest the serious rail enthusiasts, containing as it does a wide range of diesel and electro motive power. From the photographic collection it would seem that it is not only children's clothes that are hand-me-downs but locos too. UK Class 47's, 56's and 86's are among a number of locomotives given an extended new life and livery. Vintage Santa-Fa hauls passenger trains through the Hungarian countryside primed in very clean red livery carried out by MAV Nostalgia volunteers. These trains seem

to be used for enthusiast special rail tours.

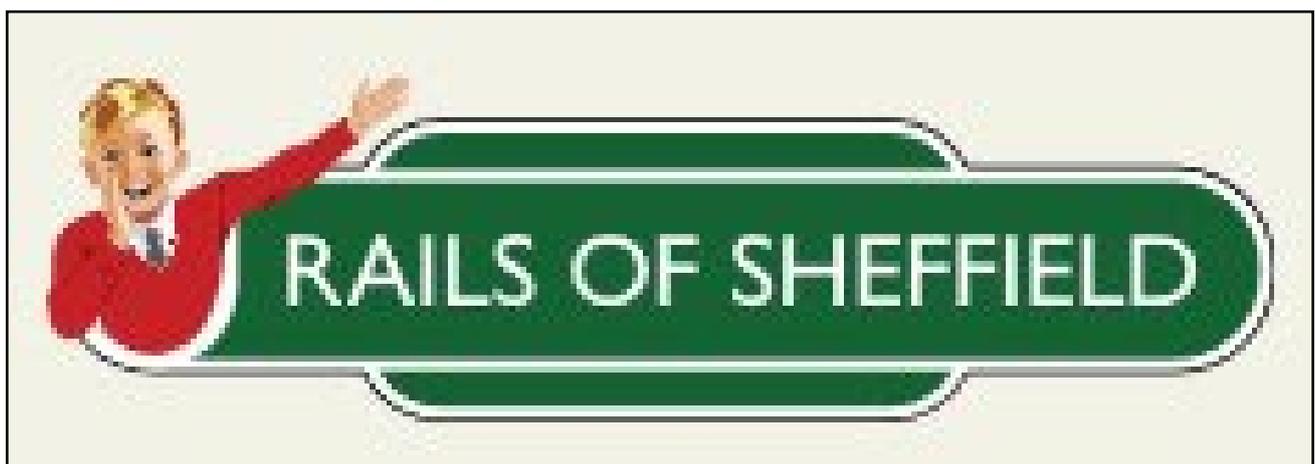
M Class locomotives are pictured on various duties: shunting, hauling freight wagons and passenger stock, with a few on shed receiving maintenance. A small number of views are particularly atmospheric and complement a comprehensive record of Hungary's motive power from 2009 through to 2018.

A wide selection of larger locomotives are shown throughout the book displaying a synergy of design not too dissimilar to what was built for the Austrian railways and the Bundesbahn. This is certainly true of the coaching stock. An eye-catching design in the AWT diesels from Czech Republic is reminiscent of something in science fiction.

Smith and Madden have put together their compilation and augmented it with detailed technical nomenclature leaving readers in no doubt as to what it is they are looking at as well as timetable destination information. Their scenes are set in good Hungarian weather and are an enticement, if one was needed, for enthusiasts to follow in their 'tracks'. Anyone unfamiliar with the Hungarian scene might be persuaded by this book to go along and Hungarian railways for themselves.

*Hungary offers the railway photographer a wealth of different trains to document; alongside the state railway operator MAV there are a number of private companies operating all over the country, such as GYSEV, Floyd and AWT. There are also a number of locomotives from the seven countries that border Hungary that work deep into the country. Floyd is a company well known to British railway enthusiasts because of the former British Rail Class 86s and Class 56s that it operates. The Class 86s were built in the 1960s and still operate freight trains for Freightliner UK. The 1970s-built BR Type 5s also still operate in Britain for Colas and DCR spot hire. In Hungary these locomotives are used for mainly transporting grain and fuel trains.*

*Dave Smith and Steve Madden offer an overview of the diversity of the Hungarian railway scene over the past decade, from the 1960s-built Class M40 diesel locomotives to the recently introduced Class 471 Vectron electric locomotives. (Amberley Publishing)*





# **Northampton & District Model Railway Club**

## **Northampton & District Model Railway Club**

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# Britain's Railways in the 1970s

**Author** David Haynes

**Special Price** £13.49

**ISBN** 9781445685571

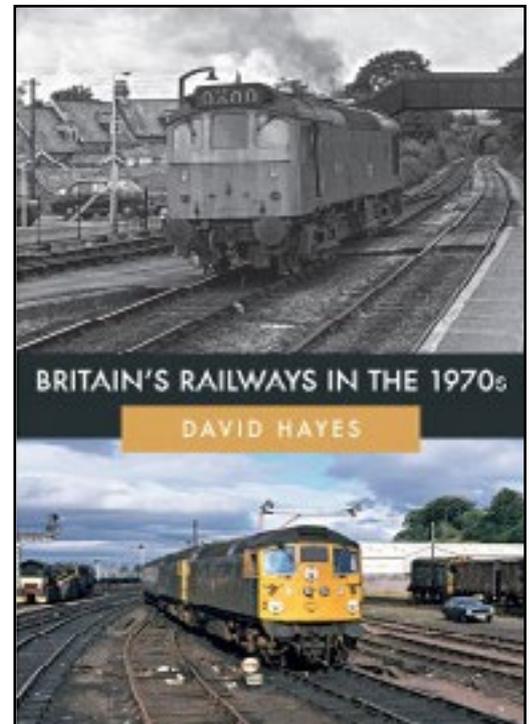
**Size** 234 x 165 mm

**Binding** Paperback

**Illustrations** 180

**Published by** Amberly Publishing

Review by Jim Selzer



This book is an absolute must for anyone with an interest in British rail in the corporate Blue period of the 1970's. The photographs, compiled, as the author states, in no particular order, contain an absolute wealth of additional detail including stations, signal boxes, panoramic sweeps and a wide variety of other locations, many of which are now sadly altered beyond all recognition or entirely swept away by the passage of time. As such this book is a valuable and evocative memory of this now bygone era.

There are shots of a wide variety of motive power, featuring almost all types of Diesel, Hydraulic and Elec-

tric locomotive found on B.R., from class 20's through to Deltics, an HST or two carrying out duties from light engine to express passenger haulage. The photographs provide a unique record of workings stretching from the North of Scotland through the north and Midlands and down to the South west of England.

The grubby appearance of the locos, coupled with the background cars, buildings and occasional shots of passengers capture the period perfectly. All that is needed to complete the spell would be the noise, sound and smell. One envies the photographer stood watching this cavalcade of motive power, in collecting the images used in this book. This book is a real gem and I would highly recommend it to anyone with an interest in recent railway history, as well as those seeking finer details to inform model building.

*The 1970s was a unique period for Britain's railways. Steam had not long been replaced by diesel traction, the West Coast Main Line electrification was well underway with new and more powerful locomotives, and the colourful 'rail blue' livery projected an image of a new and altogether cleaner railway – there was plenty to be optimistic about.*

*It was also a good time for the railway photographer – much of the railway infrastructure and complex track layouts of*

*the steam era remained intact, freight traffic was plentiful and invariably passed through marshalling yards for sorting, and there were plenty of locomotive classes of various shapes and sizes, often regionally based, to pique the interest.*

*As well as this, though, the seeds were being sown for an altogether different railway – one where locomotive standardisation was being pursued as a means of lowering fleet maintenance costs, where the freight focus was a migration to block trains travelling from supplier directly to customer, avoiding the inevitable delay and expense of the marshalling yards, and one where track layouts were being simplified and streamlined to increase speed and reduce permanent way maintenance.*

*The photographs in this book capture a flavour of the railways during this fascinating transition period. (Amberley Publishing)*

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## Model Locomotive Database – An appeal for help from the “MREmag” Management Team

As anyone who has accessed the “MREmag” website (<http://mremag.com>) knows, we have a “Model Locomotive Database” which lists all iterations (where known) of models of locomotives that have been produced for sale either as a “ready to run” by one of the major manufacturers (“Hornby”, “Bachmann”, “Dapol”, “Heljan” etc.) or as a kit by smaller independent company (“K’s”, Scorpio etc) or by a skilled enthusiast.

This database was originally created through the efforts of Dennis Lovett, who compiled all the data during his working life and Robert Bradford our website and database “guru” who designed the database structure, loaded it with the data provided by Dennis and then added it to the “MREmag” website.

Unfortunately, Dennis has now retired (we wish him a long and happy retirement!) and no longer has access to the current data therefore the “MREmag” management team are issuing a request to our loyal readers, which means you!

As “MREmag” is a eMagazine published by “enthusiasts for enthusiasts” and therefore in keeping with

our ethos, we would like to ask you to join the effort to keep the database up to date by sending in any updates with details of new models or kits produced (by any manufacturer in any scale) that you know of to the editor of “MREmag” via the email address [database@mre-mag.com](mailto:database@mre-mag.com).

(Of course, the above email address can also be used to send in any corrections or omissions in current database entries that you may spot!)

For now, to see the type of the information required in a new update please access the database and look at one of the current locomotive entries!

In future a template will be developed that can be used to send in database updates and the availability of that template will be announced on the “MREmag” website therefore please check the website regularly.

Any updates received will be validated for duplication etc., authenticated, and then added to the database.

The “MREmag” management team hope you will become involved and help keep what we think is a valuable resource up to date and current and we look forward to receiving any updates you send in.

Thank you!

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# Model Railway



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# Railways around Worcestershire

Author Steve Burdett

Special Price £13.49

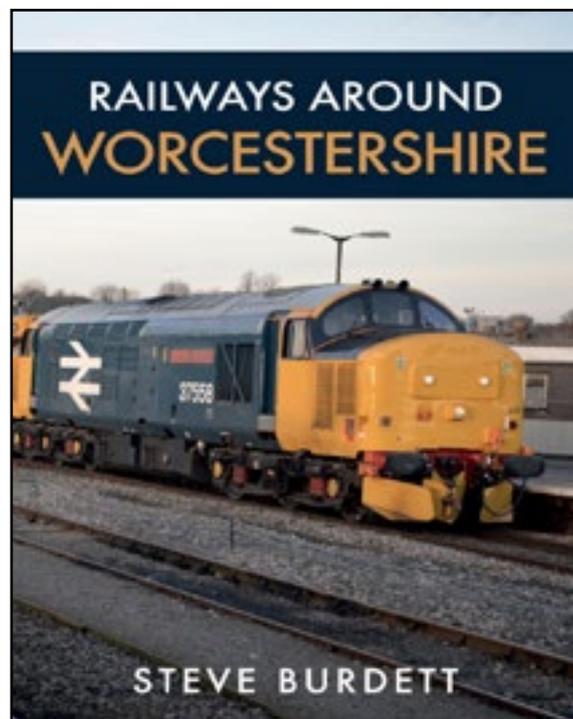
ISBN 9781445684017

Size 234 x 165 mm

Binding Paperback

Illustrations 180

Review by Cath Locke



Having a reasonable knowledge of the area myself I enjoyed this geographic portrait of this beautiful county at the heart of the country.

It's another compilation of the author's own photos and chart the changing rolling stock and railway infrastructure over a period.

Chapters cover key towns and stations as well as features such as tunnels, viaducts and signals. This is a well structured book with a map near the beginning and a narrative description of each town/station/feature.

Of particular interest was the chapter on Hartlebury where I learned that the Bishop of Worcester once

lived at Hartlebury Castle, a second World War factory house aeroplane spare and perhaps most interestingly, that a new a new brewery and brewery tap have been established in the original station building (watch out for a piece in MRE Mag's 'Railway Refreshments'!)

*Railways Around Worcestershire is one man's view of a range of railway operations in the beautiful heart of England over a period spanning nearly half a century. The early 1970s was an era neglected by many photographers following the end of steam - however, it is now quite apparent how the intervening generations have seen even greater changes.*

*Ranging from the Malvern Hills through the beautiful cathedral city of Worcester to the Cotswolds, the railways are once again going through a transitional period where traditional semaphore signalling controls operations at Worcester while a new Parkway station is being built on the city outskirts.*

*A wide range of motive power is featured at a range of locations - Worcester, Great Malvern, Evesham, Droitwich Spa, Kidderminster and more. (Amberley Publishing)*

## Big Steam, Narrow Steam and Shiny Nails - continued

**7<sup>th</sup> May** – After breakfast we set off to Ogden. The first port of call was the Utah State Railroad Museum, outside but under cover is UP Turbine #26, DD40X #6916, DRGW Tunnel Motor #5371, UP FEF #833, SP SD45 #7457 and a host of other stuff from switchers to cabooses to one of the SLC Olympic cars. Unfortunately some of the exhibits are looking a little worse for wear. Some effort had been made to cosmetically enhance (paint) them but it looked a bit hap-hazard, we suspect it was the usual case of too much to do and not enough money to fund the work. With all due respect to volunteers sometimes a more professional approach is required. We took the opportunity to visit the UP-Experience Train which was parked in the depot, looking at the history and becoming interactive as necessary to check for broken wheels and suspect springs as images of freight car trucks flashed by on screen.

We headed off inside to visit the Browning gun muse-



um - it was interesting to understand the background to the development of the business. Also how some guns that were designed over 100 years ago are still in production to this day. Whilst we were looking around, we met up with Steve Quick, a fellow member of Black Diamonds. After a chat and exchange of information we headed off for the Car Museum, and subsequently the Western History Museums - access to all museums is through Ogden Station and it is a single admission fee. Really good value for money.



*Experience the Union Pacific train in Ogden Union Station, Ogden UT (Martin Ford)*

Whilst browsing in the picture Gallery we bumped into Eric Belshaw, yet another member of Black Diamonds and NMRA librarian (UK Division). We selected some commemorative T-shirts from a stall set up outside the depot/station before setting off to do some train watching. The man (fully certified Gunsmith) from the gun museum had recommended an eatery just a few blocks away so we headed off to 'Roosters' where the food was good and the tea palatable. Time to do a bit of shopping, so off to the Wonderful World of Trains hobby store.



*Mike F & Mike H in front of UP 26, one of only 2 remaining, mighty Big Blow turbine in Utah State RR Museum, Ogden UT (Martin Ford)*

Not too much damage to the credit cards so we finished the day doing some train watching on the appropriately named Pacific Avenue, before heading back to Salt Lake City.

**8<sup>th</sup> May** - It was an early start for Echo Canyon to secure a good viewing location of #4014 on her run into Ogden. As expected traffic was heavy, but efficient local organisation had earmarked car parks for those not too keen to get off the beaten track. We ignored those and having passed through Morgan headed off up the old (canyon) road. We passed our original scouted locations and went further up the canyon securing an even better trackside location with safe parking and good viewing. The crowds had thinned out at these locations so no problems with other watchers in the line of sight! For all there were warning signs on the overhead matrix on the parallel interstate the arrival of #4014 was accompanying by a stream of traffic hugging the road as motorists slowed to pace the engine. With plenty of red and blue flashing lights highway patrol and county sheriff vehicles kept the rubber-neckers moving. We were fine - we had a good view - #4014 seemed to be running better than when we had seen her previously.



*4014 and pacers coming down Echo Canyon UT  
(Martin Ford)*

For a change of subject matter we headed off to Hill Aerospace Museum. Gerry's into his aircraft so as part of the balancing of activities we spent some time looking at planes new and old. For the aircraft fan there's plenty to see with extensive exhibits both outside and inside. (Hill Airforce Museum is situated just south of Ogden Utah; it is next to the active airbase of the same name. The museum comprises of a static outside park for larger aircraft including transports and bombers - notable transports are the Globemaster I and the C130 Hercules and various others marques. The bombers are represented by a B29, B47, B52 and a B1 Lancer. The inside area comprises 2 Halls; Hall I is

World War 2 aircraft and early jet fighters, the collection includes a B17 Flying Fortress, Mustang, Thunderbolt, Mitchell and a Dakota amongst many more. Moving through into Hall 2, this houses “modern” aircraft such as SR71, F15 Eagle, F16 Fighting Falcon, F111, an A10 Warthog and many more, too many to list. (This museum is a must for the aviation enthusiast.) With free admission this is certainly a worthwhile visit.) We headed off back to SLC to do some hobby shopping at The Train Shoppe - again the credit cards did not suffer unduly.



*4014 back on her old stomping ground in Echo Canyon UT (Mike Hewitt)*

**9<sup>th</sup> May** - Because of the expectation that Ogden would be busy and parking would be an issue (having heard all car parks within 10 blocks would be cordoned off) we decided to use public transport for the journey to Ogden. The tram station (UTA Trax) was only a couple of blocks away from the hotel so we headed off. As seemed to be case throughout the trip our timing was good, we arrived with sufficient time to purchase the through tickets all the way to Ogden and back. Not bad for \$16.50 for all the three seniors amongst us, Martin had to pay the full \$11.00(!). The journey was over in three stops and we transferred to the UTA Frontrunner rapid transit service for the northbound journey to Ogden. The journey was pleasant, comfortable with good visibility from the carriages. It was a pleasant change to view the landscape without needing to concentrate on avoiding other road users. The station in Ogden was adjacent to the old station and we followed the signs for the commemorative event. A lot of the surrounding streets had been closed to vehicles so getting about was easy - the city had made the whole event into a giant street party with stalls and other attractions now well established in what would normally be automobile territory. We passed through security gates, bag checks etc before we were able to gain access to the event site proper. #844 was simmering outside the depot, the access rail tracks were

cordoned off and a stage had been erected on open ground in front of the designated spot where the two engines would meet to recreate the GS ceremony.

There was a bit of licence here as we were about 25 miles from Promontory Point which had been disconnected from the main line many years ago, additionally the track curvature was wrong for the engines involved in the day's proceedings but it was the spirit that mattered and we were there and not watching it on YouTube or some other media channel! There was a bit of a breeze blowing so we donned rainwear to stop the breeze reaching parts it didn't need to reach and found a vantage point where we could sit. The area in front of the stage slowly filled up. There was frequent stack talk between #844 and #4014, which was parked in the yard not too far away. There were SWAT team members on the roof of an adjacent building - we assumed this to be precautionary. At 10.30 hrs the event got under way, there was the local governor, CEO of UP and other assorted hangers-on. Also a descendant of one of the Chinese labourers who worked on the original track laying gangs, and a descendant of UP's chief mechanical engineer at the time of the original Golden Spike. There was much back slapping and self-praise, typical political rhetoric.

An interesting story was shared following a chance

meeting the day before between one of the UP men and a family, also from the UK. The family were there to carry out the wishes of a deceased member who was a big fan of the Big Boys and never thought he'd see one run, unfortunately he lost his battle with cancer last year but they had brought his ashes with them. Whose idea it was or how it got to be mentioned we aren't sure but UP had agreed to feed his ashes into 4014's firebox on 10th. Not sure whether this will become a regular undertaking (sorry) for UP.

Anyway, back to the ceremony, eventually the UP bloke got on the radio and asked Ed Dickens to bring #4014 to the ceremony. After a few minutes the big loco arrived to go 'pilot-to-pilot' with #844. More rhetoric. And a ceremonial recreating of driving in the spike - probably the most effort any of the attendees had put into anything! And that was it - no cheerleaders, ticker tape, fireworks or bunting. In a way, a bit of damp squib. We appreciated that the more formal ceremonial would be at Promontory Point the following day, but with limited parking and tickets sold out 12 months ago we had elected not to do that trip.

We had in actual fact seen the re-enactment days previously and we had seen the big steam engine and thoroughly enjoyed it, so we were in front. Everything else was a bonus. As the crowds dispersed we made our



*4014 & Living Legend 844 pilot to pilot at the ceremony  
in Ogden UT (Mike Ford)*

way to the front of the cordon to take photographs, it was our first real opportunity to see #844, previously she had been shielded by big yellow water tenders making photography difficult. I know it's difficult to understand feeling sorry for something that is mechanical but #844 just seemed to have played a supporting role. She had provided the back-up muscle necessary with the teething problems encountered by #4014, even at the ceremony she had been static (albeit in steam) - it wasn't a case of bringing the two engines together from different start points - she had not moved. Hopefully at

the next notable celebration (Bicentennial!) some lessons can be learned from the events of May 2019. Not expecting to see #4014 again this visit, we said farewell and set off for Roosters (see 7<sup>th</sup> May) and something to eat. Suitably refreshed we meandered through the stalls on our way back to the Frontrunner station. The return journey was equally comfortable and we took the opportunity for a relaxing evening.

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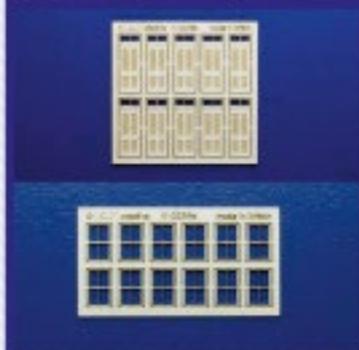
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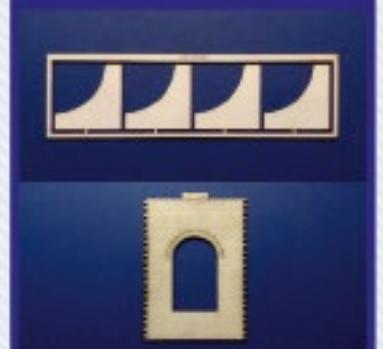
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# The Midland & South Western Junction Railway through time

Author Steph Gillett

Price Special Price: £13.49

ISBN 9781445663364

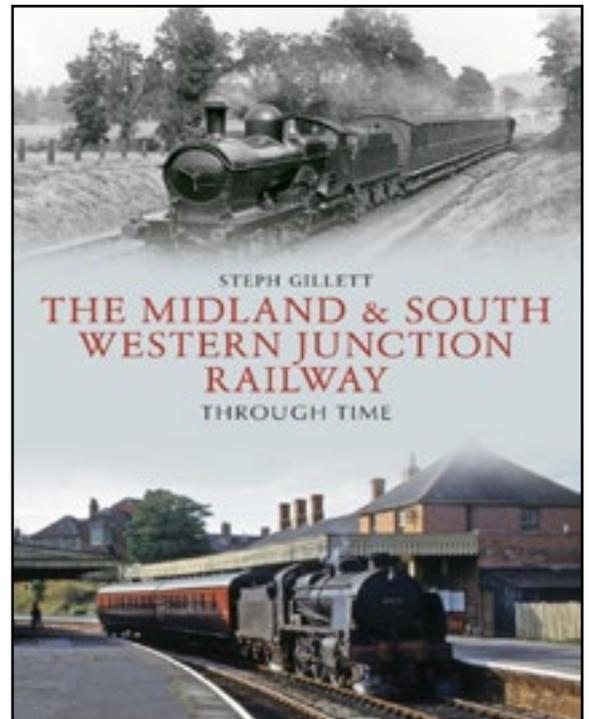
Size 234 x 165 mm

Binding Paperback

Illustrations 161

Published by Amberly Publishing

Review by Cath Locke



With a well-researched introduction this book tells the tale of the very mixed fortunes of the M&SWJR which is clearly dear to the author.

Having been involved in some canal restoration in my time I can empathise with the author's efforts in recovering platform edging from the site of an old station (in my case it was coping stones from a lock side ).

The photos are a mix of library images, the author's own early colour shots and more up to date pictures.

Of particular interest to me was the use of the line for

military purposes during both World Wars and as late as 2017 when an armoured fighting vehicle was loaded at Luggershall Depot for transport through the Channel Tunnel. And also the picture of the Marquess of Ailesbury's private waiting room in neglected surroundings (it had been a requirement in exchange for renting the land to the Marlborough & Grafton Railway)

*The Midland & South Western Junction Railway was formed in 1884 by amalgamation of the Swindon, Marlborough & Andover and the Swindon & Cheltenham Extension railways. It provided a north–south link between the Midland and the London & South Western railways through the heartland of the Great Western Railway. It also served several military establishments in Wiltshire. It joined the Banbury & Cheltenham Direct Railway at Andoversford with running rights to Cheltenham; its junction with the L&SWR was at Andover.*

*Passing west of the GWR station at Swindon, it is sometimes referred to as 'Swindon's Other Railway' but was absorbed by the GWR in 1923. The line was closed by British Railways in 1961, apart from a few freight sections that had gone by 1970. The Swindon & Cricklade heritage railway is recreating some of the line from its base at Blunsdon. Several sections of the trackbed have been converted to pleasant walking and cycling routes. (Amberley Publishing)*

# Young Modeller - The LCut OO Gauge Weighbridge

A 'how to' guide for young modellers by novice modeller James Humphreys



This is an exciting but simple building kit designed for anybody who has not modelled before that can take pride of place in your layout.

This is a step by step guide to how to make the kit. If in doubt ask an adult for help. It is assumed that a suitable place to build the model and the equipment is available. **Only use model knives when an adult is with you.**

## What Is The Model?

The model is a non-fiddly pre-coloured simple building that is ideal for a first attempt. The end result should be something that you can be proud of. It arrived the day after ordering (LCut's website promises posting within two days after receipt of the money) and in a sturdy waterproof plastic wrapping. It is laser cut with e.g. brickwork creating a 3D effect rather than being flat card. The kit is made from wood fibre

board so if it gets wet it will take in water and swell up.

## What's In The Box?

A decent impact absorbing cardboard box with two seals that should be cut through. Inside is a roll of bubble wrap. In this is a plastic sleeve containing the kit and an instruction sheet.

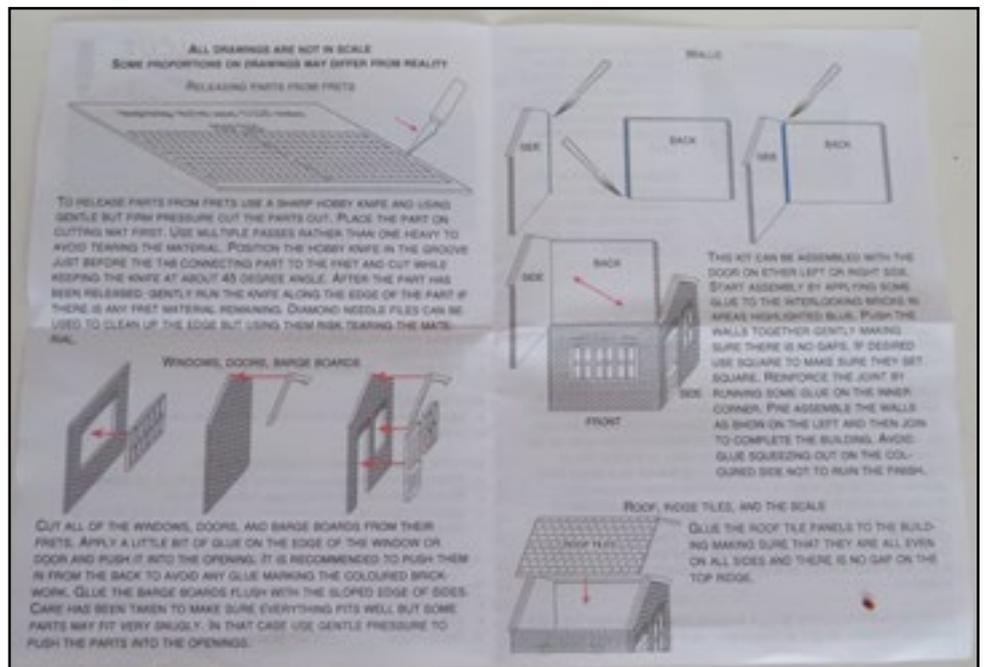


**Before you open the plastic sleeve wash and dry your hands thoroughly.** Your hands have oils, sweat and moisture on them that can react with the kit causing it to warp (bend) or the colour to smudge or come off.

Open the bag and lay out the pieces. Check them off against the parts list (bottom of the front page of the instructions). **Now read the instructions.**



The instructions are an excellent guide to how to build the kit with loads of pictures so you can see exactly what you have to do.



Now lay out the equipment you will be using. You do not need any expensive or specialist kit.



The equipment I used was:-:

1. A modelling knife with a straight edge. A curved edge is good for other things but is less precise.
2. A small paint brush.
3. A bit of black thin cardboard and a small piece of stiff clear plastic. This is for the windows. You do not need to do this and you can use the plastic from the sleeve the kit is in.
4. Two modelling paints. A grey to cover roof edges and a weathering “brown” to make the roof look dirty.

5. Glue. I used Gorilla Glue. It dries quickly and produces a strong bond so a light smear of glue will stick but not ooze out of joins. **You do not have to use this.** The kit could react to water based glues a little bit and make building it a little trickier. Ask an adult for advice.

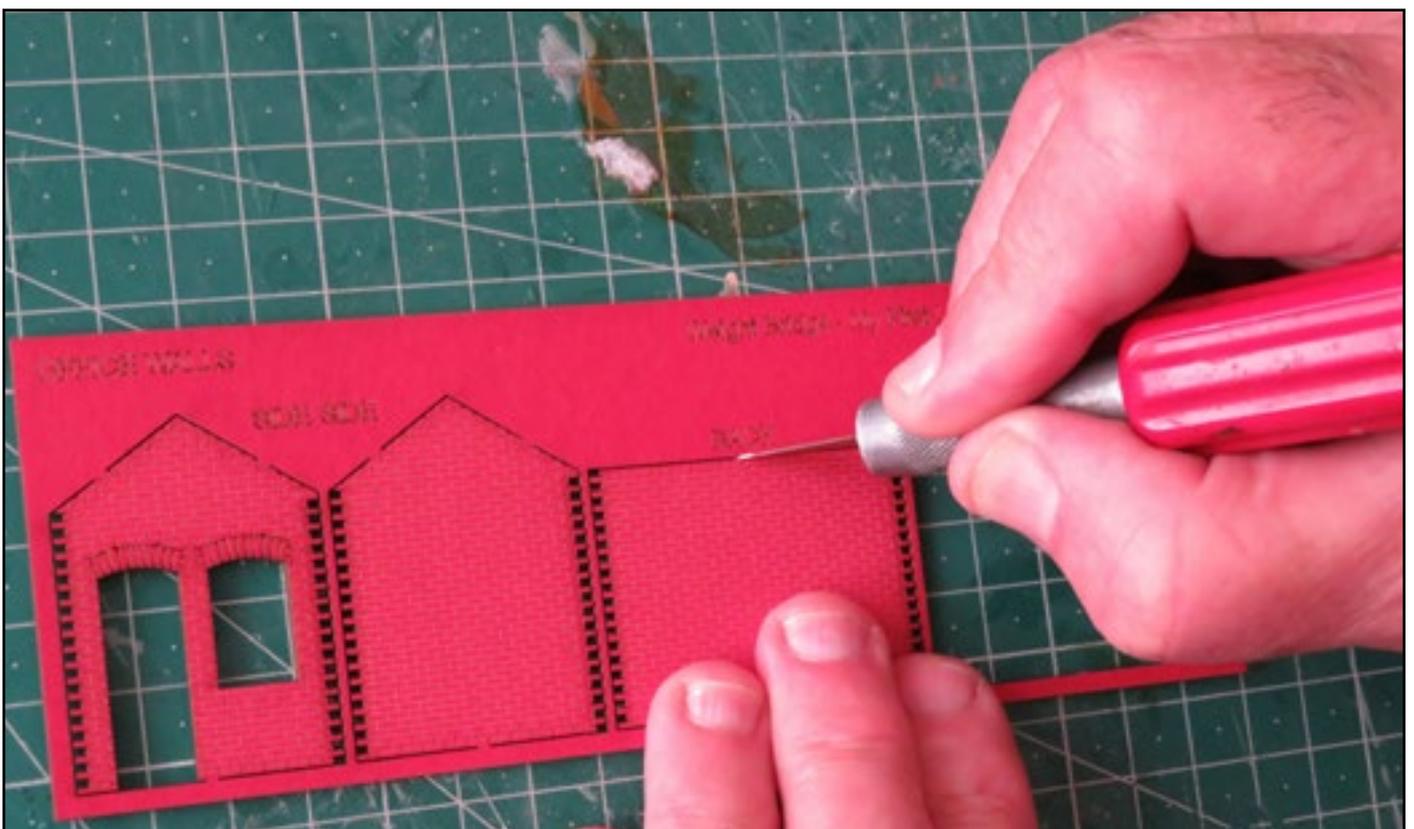
6. A small fine file. You could use very fine sandpaper instead.

7. A pair of scissors.

8. Some kitchen paper towel sheets.

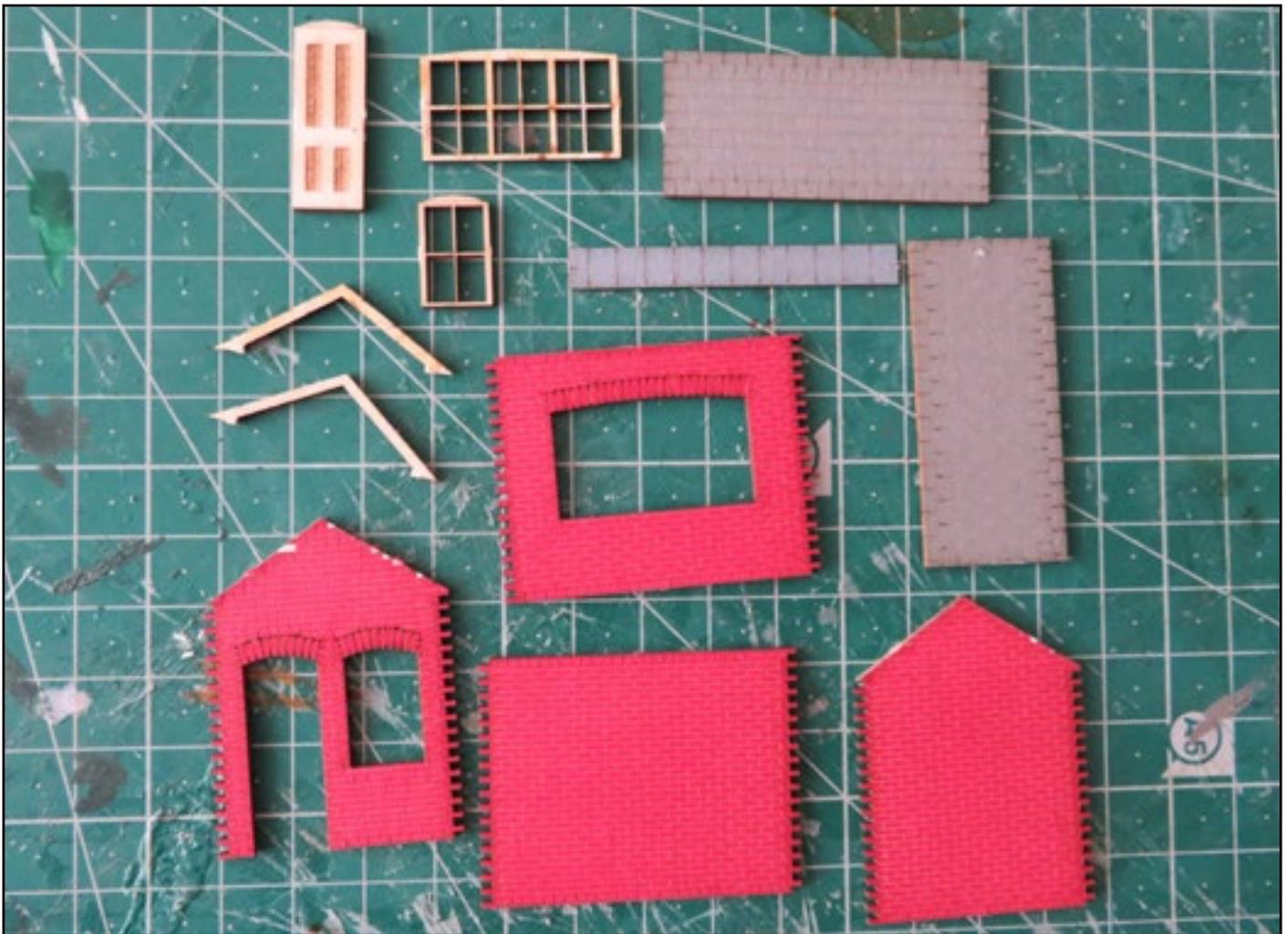
## Building The Kit

On a protective sheet (a modelling mat, a piece of hardboard or a clean bread board), carefully cut the tags that hold the pieces into the protective fret.



Note: a fret is the name for the left over pieces from which the kit parts were laser cut.

Lay the pieces out in one place to the side of your work area. They are then in one place and you are less likely to lose or damage a piece.



File or sand the tag locations (where the piece was attached to the fret). Do this gently and smoothly. Do not rub really hard or jerkily. The aim is to make sure nothing is sticking out that will get in the way of sticking other pieces on later. The finished edges do not have to be perfect.



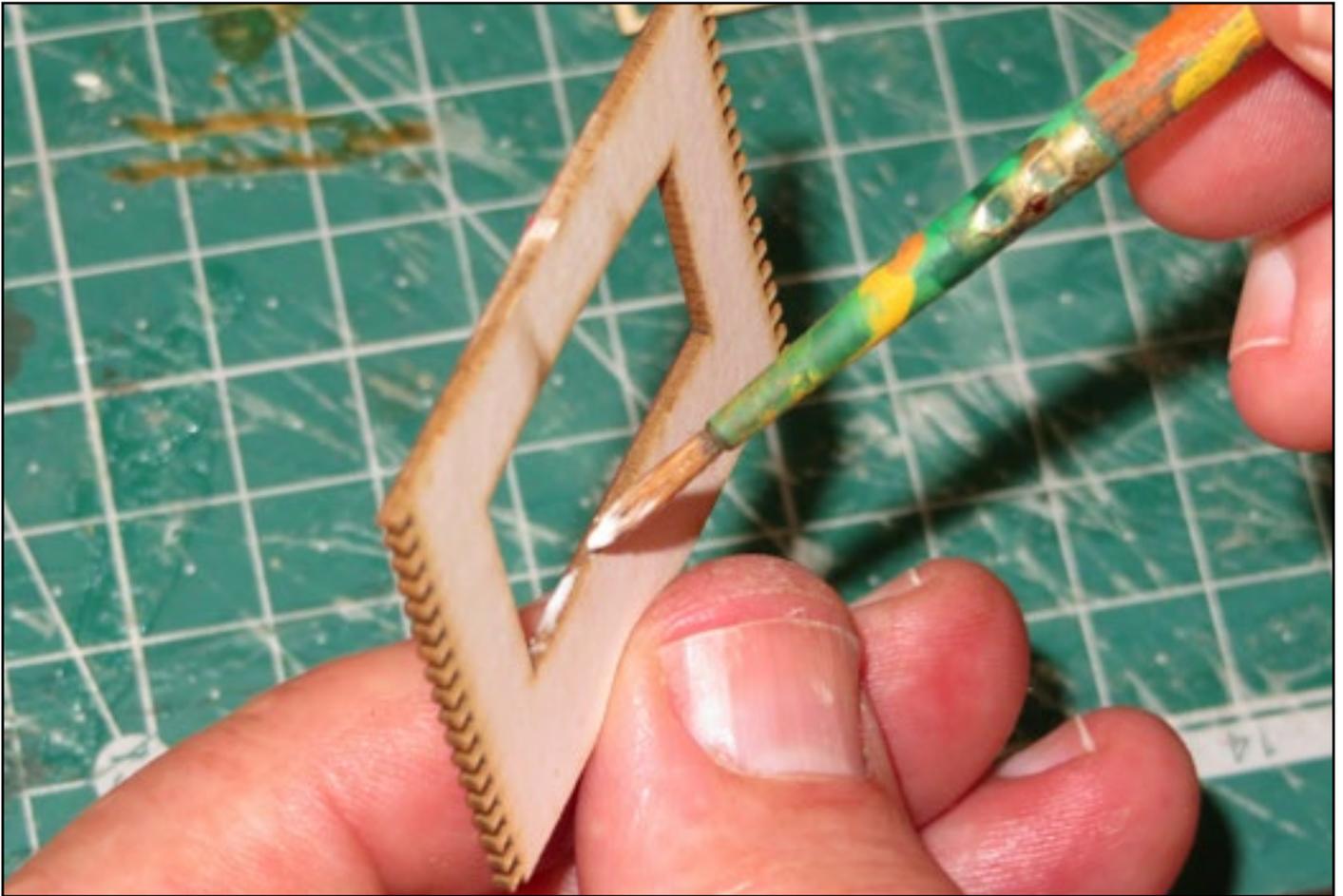
**Tip:** File or sand gently from the coloured side to the plain side. This will avoid coloured bits flaking off.

For the picture the piece was held as shown. Try not to hold pieces on coloured surfaces as you could damage them. Try to hold pieces on the edges if you can. **Tip:** If holding the edges is too fiddly hold the piece as shown in the picture but with a small piece of clean kitchen paper towel between your fingers and coloured surfaces to protect them.

## **Windows**

The windows are fiddly and delicate. Care is needed to avoid breaking them. **Paint glue onto the edges of the piece the window will fit into, not the window piece.** A thin layer is best. Try to avoid blobs of glue if you can. Lay the piece down coloured side up. Make sure the window or door is the correct way

up and, gently press it into the space making sure it is properly in.



Using the paper kitchen towel, gently wipe any glue on the top surface off. Pick up the piece and check for glue on the underside. Keep the pieces upright whilst the glue dries in case you have missed wiping off any to avoid the piece sticking to your work surface. **Tip:** You can use the box the kit came in to lean pieces against.

The pieces in the picture are laid out as you will fit them. Note: The “dirty” looking side of the window frame is the top or outside and should face up.

Note: I made a simple mistake. When I filed the tags I was not careful enough and bits of colour came off. Do

not worry, this is NOT a disaster and can be fixed or hidden later.

## The Walls

Make two “L” shaped pieces as shown below.



Using a brush paint on the glue to the inside of a wall. You want a thin layer on the bricks that stick out as the edge of the other wall will fit onto this bit.

If you have one now place the “L” shape against a “Square” (also called a setsquare). This is an “L” shape, usually metal but also wood or plastic that has a 90 degree angle on the inside edge. Once the sides of

the model match the shape, paint a layer of glue on the inside join of the two walls (as shown in the next picture) and move the setsquare away from the model. **Tip:** Move the setsquare not the model because the model will remain at 90 degrees. If you move the model away from the setsquare you could accidentally change the 90 degree angle.

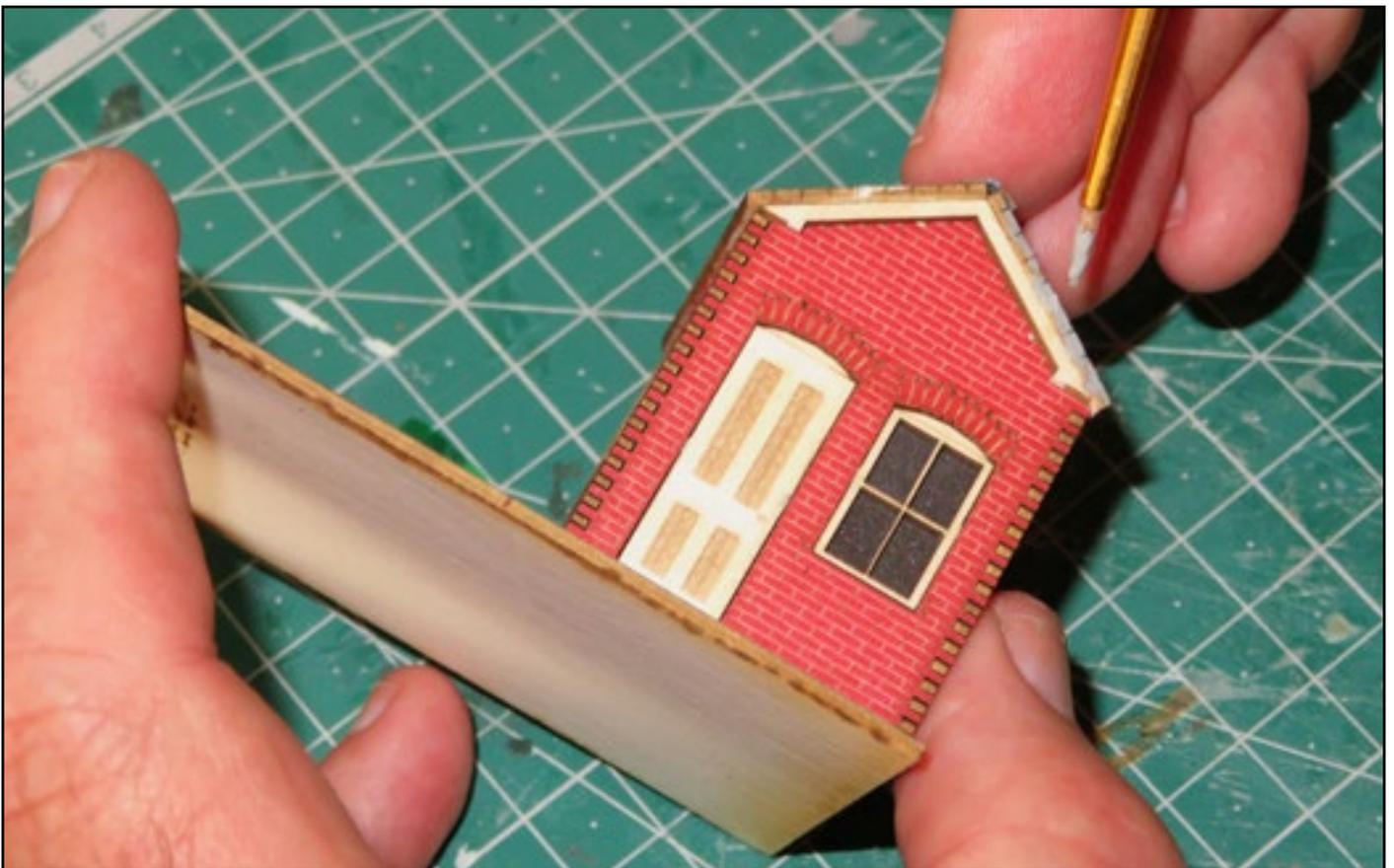
Once both of your “L” shaped walls are dry repeat the process. Glue along both of the remaining joins, gently join the two parts together then paint a line of glue along the joins and leave to dry. **Tip:** When gluing along the inside edge after the parts have been put together, do not put glue right to the bottom of the walls as you could accidentally glue the model to the table!



## Not Following The Instructions

Always follow the instructions. I had a few “great ideas”. They worked but could have gone badly wrong.

**Idea 1.** Rather than wait for the walls to dry, I wanted to glue the building onto the base so it would be “stronger” for the rest of the build and the guidelines cut into the base could be used to make sure the building was square. I also wanted to use the base rather than coloured parts to hold the model by. You can do this but it is better to **follow the instructions!**



**Idea 2.** Rather than wait I wanted to make the roof and then fit it onto the building. It is NOT advised that you do this. A lot could go wrong, it probably won't fit

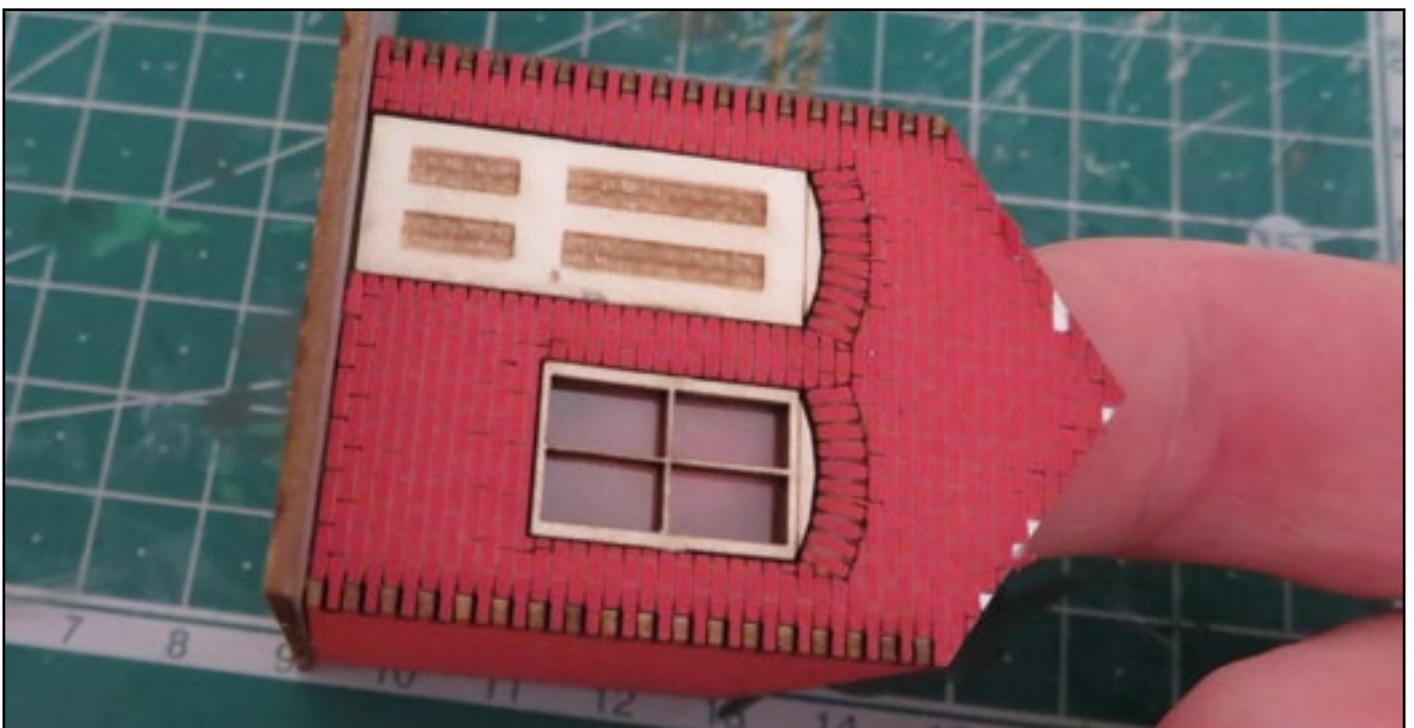
on correctly. You would glue the barge boards onto the gable ends of the building. **Follow the instructions.**

## Windows

It was decided to use some small sheets of plastic to replicate window panes and to back these with black card so that the inside of the building is not visible.

**Tip:** Cut the plastic and cardboard pieces so they are long and thin. They should be wide enough to overlap the sides of the window but be half a centimetre longer than the height of the window. This is so that when you put glue on the inside of the building you can stay well away from the windows themselves and avoid glue smearing into the windows.

Place the “window pane” onto your finger and once in position press it against the glue above and below the window. Try not to slide the plastic (and later) card-



board into place.

## The Roof

Glue the bargeboards to the outside of the gable ends of the building and allow them to dry. **Tip:** Make sure the edges are flush with the gable edges of the building. I would use a straight edge (e.g. a ruler) to make sure they are flush. If in doubt. Place the barge board onto the gable edge and gently slide down the wall rather than up it.

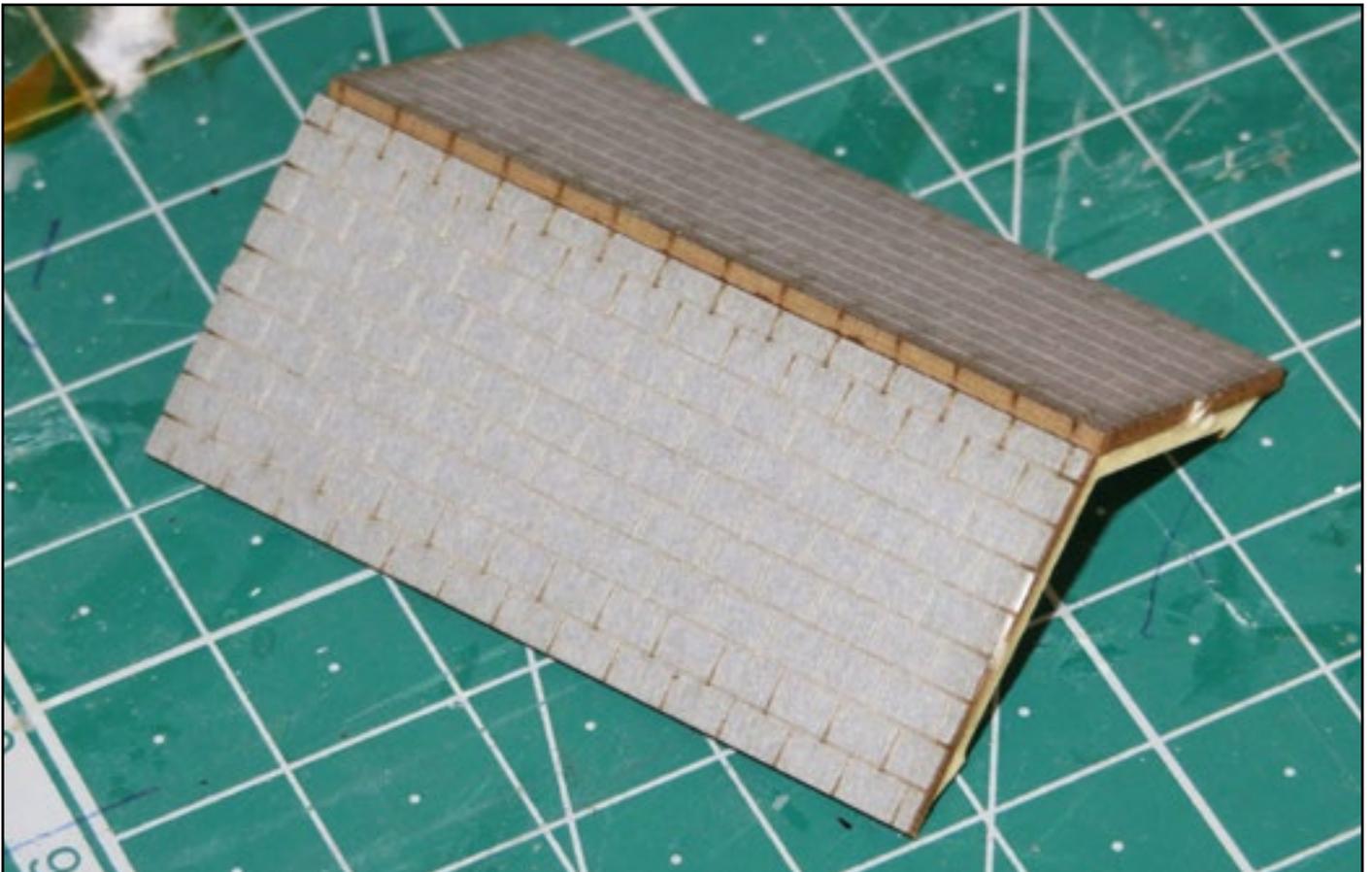
Once the bargeboards are dry, glue along the top edges of the bargeboard and fix the roof parts on. The tops of the roof pieces should just touch. Make sure the roof pieces are on squarely.

The ridge line is fiddly. You need to gently bend it to match the angle of the roof. Gently bend along the centre line a little at a time to avoid tearing. Do not cut



the centre line as it is easy to cut too deeply.

Glue along the underside of the ridge line and place to cover the gap between the two roof sheets. Press gently. **Tip:** Don't worry if the angle of the ridge line does not exactly match the angle of the roof. If it sticks up a little bit that is normal and when you have finished the model, this small gap will cast a small shadow increasing the realism of the model!



## **Why You Should Follow The Instructions**

I made the roof separately but wanted to check that it would fit before the glue had dried fully so parts could be moved slightly if necessary. The roof was taken off ready to have glue put on it. This is the damage that

was done



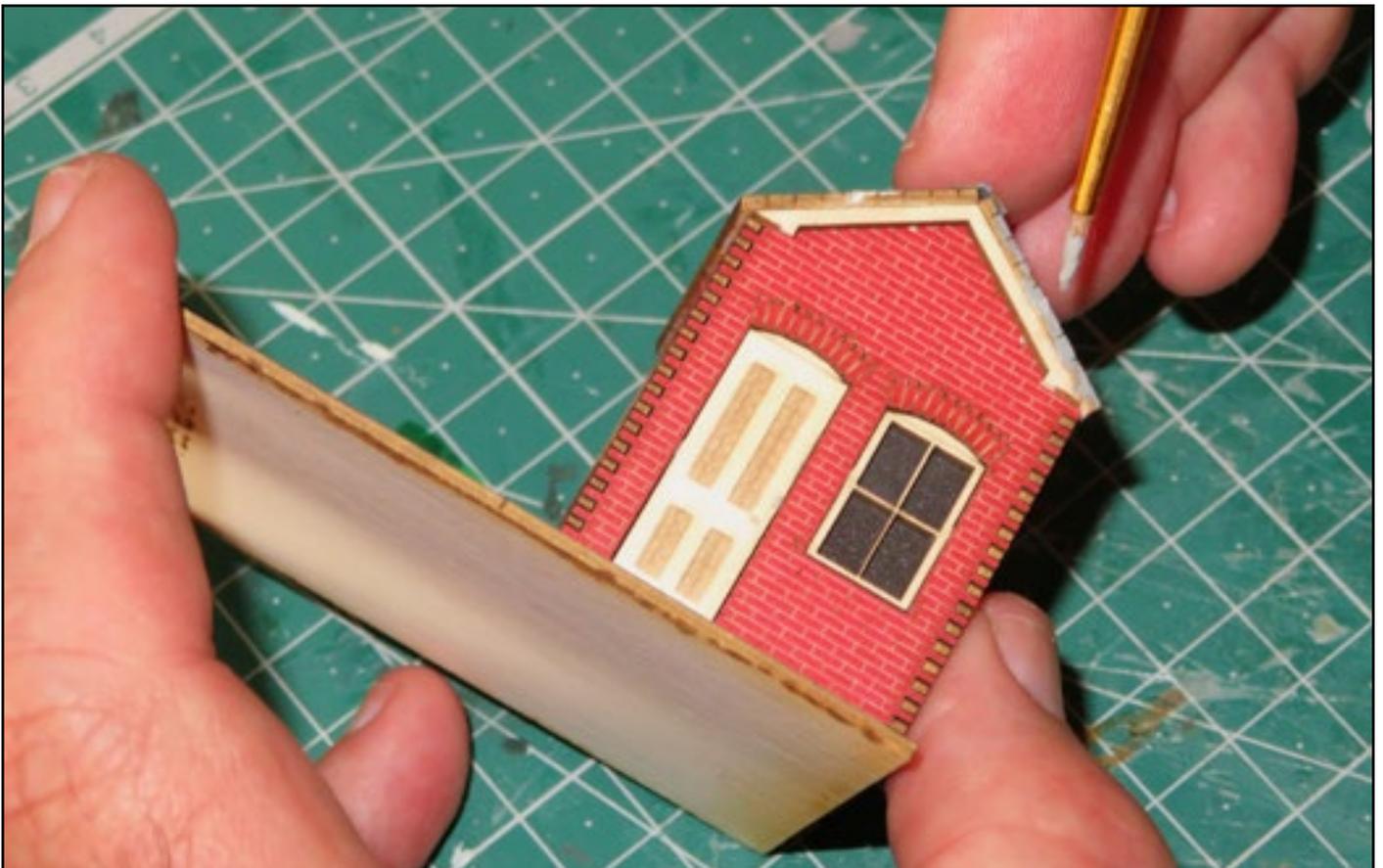
Luckily the damage is hidden once the roof was glued into place. I didn't follow the instructions and was very lucky not to ruin the model.



The kit is pre-coloured so there is no need to paint it. If you are not going to paint the model then this is what you will have now you have finished building it. I think it looks rather good for a first attempt, but I learned a lot and will do better next time.

## Painting

It was decided to do a bit of painting. The roof edges were painted grey. Note how the hand controlling the brush is steadied against the roof of the model. This gives more control.



You can see from the picture below that the colour match is quite good. However this is a mistake.



Do not bother matching the edges to the original roof colour if you are going to weather the roof. The edges would not be “clean” they would be dirty as well.



There are many different weathering paints and effects that are possible. You can spray, use "water" washes or use the method shown here.



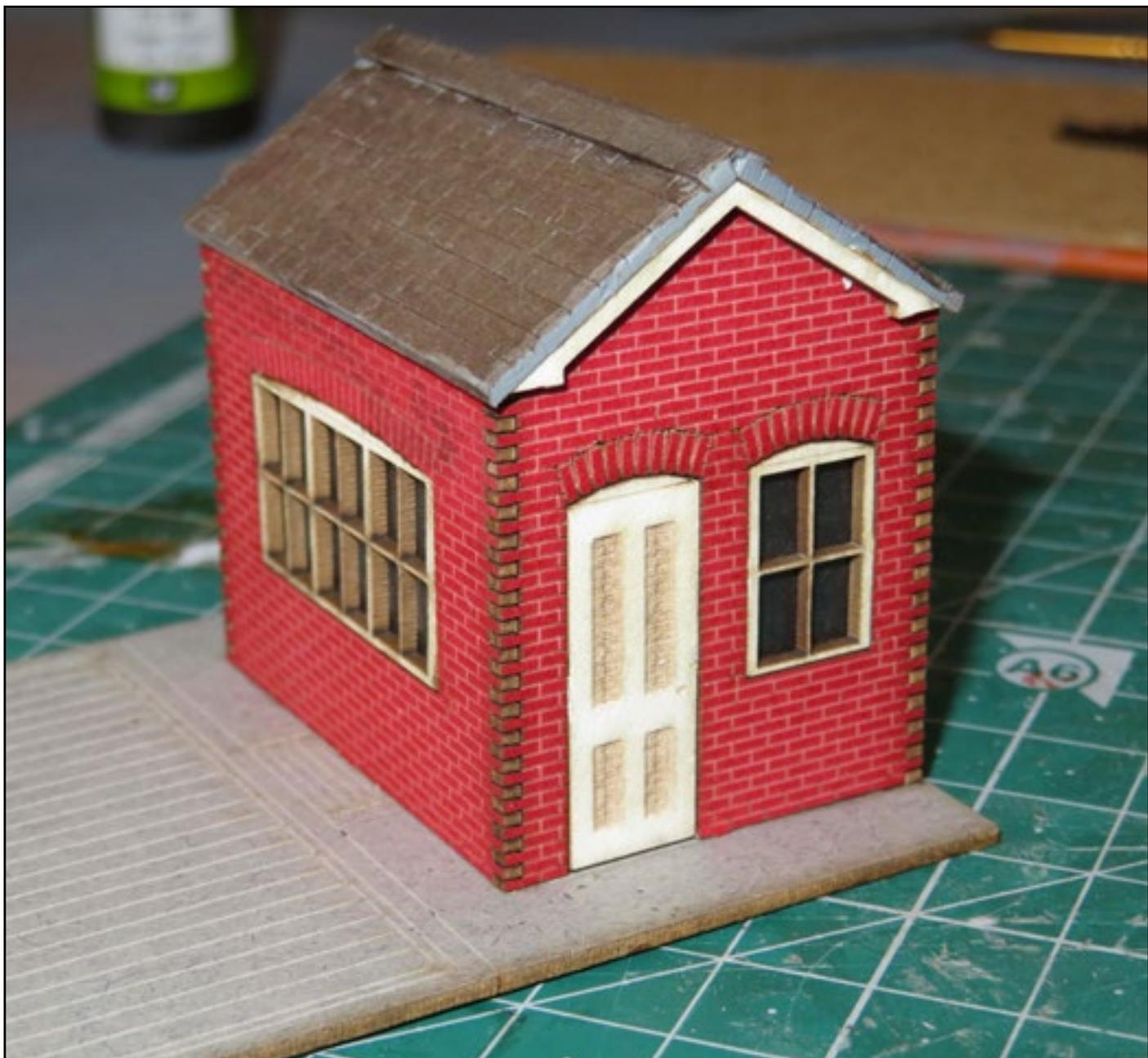
Paint on the weathering paint. You do not want a thick layer. Thin and even a bit patchy is great.

Then using a cloth (this was a bit of kitchen paper towel) gently rub the painted surface to remove excess paint to leave a thin matt coating that will dry to look very realistic.



## **The Finished Model (see opposite)**

You can see that the model looks pretty good. The laser cutting enables a realistic 3D effect. This is a close up so you can see ALL of the detail AND my mistakes so that you can do better than me!



Next time I make a model I will:

- Make sure the weathering gets into the gap between the roof and the ridge line.
- Weather the roof ends.
- Put a weathering effect on the door before gluing it in place.
- Dirty the barge boards.

- Instead of plain black card behind the windows perhaps try a dark brown or grey.
- I like the “fancy” brickwork on the corners but I would look at painting the edges so the brickwork is plainer.

Above all, I will follow the instructions as this build nearly went wrong because I thought that I knew better!

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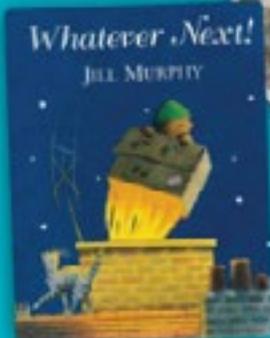
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# Press Release



## **A Very British Summer at the SVR!**

Bring out the bunting! There's a wealth of good, old-fashioned fun to be had at the Severn Valley Railway this summer holidays.

From deckchairs to candyfloss, visitors can immerse themselves in fond memories of summer holidays by the seaside, while youngsters can enjoy all the fun of a Very British Summer, with lots to do and see all along the line from July 20<sup>th</sup> – September 1<sup>st</sup>.

There's also a great value deal to be had – any family purchasing a £49 Family Freedom of the Line ticket (valid for two adults and up to four children) can come back to enjoy another great day out for just £19.70 until the end of the summer holidays.

The SVR's much-loved locomotives will be in full-steam, taking passengers for trips back in time to the heyday of steam travel, when thousands boarded trains to the coast for their annual summer holiday.

Children can pick up a free goody bucket and complete the retro Eye-Spy booklet on board their train, while each of the SVR's bunting-adorned stations will

offer a range of activities, including children's treasure hunts and giant games.

Visitors can enjoy a picnic in the stunning grounds of Arley Station, enjoy garden games and play Poohsticks from the river bridge.

Morning Campers! The Engine House at Highley will host Yellow Jacket Summer Camp themed shows every Monday and Friday, and golfing fans can aim for a hole in one on the nine-hole crazy golf course every Wednesday. Giant games and a retro cinema showing classic children's TV shows will keep the kids entertained and visitors can relax on a deckchair overlooking the river with an ice-cream in-hand.

It's all-aboard for vintage double-decker bus rides at Bridgnorth every Monday and for those who prefer to explore on foot, history tours of the town will reveal some surprising and intriguing facts every Thursday morning.

At the other end of the line, passengers can partake in Pimms and pic 'n' mix at Kidderminster, while enjoying one of the Seaside Shows every Tuesday, from Punch and Judy to mesmerising magic. There'll be plenty of selfie opportunities on the giant deckchair and there's all the fun of the fair to be had with an array of traditional games every Thursday – can you beat the buzzer or hook a duck?

Hampton Loade is the perfect place for a picnic, while the Walking Train horrible history tour of Bewdley will reveal the town's amazing secrets.

For more information, see [www.svr.co.uk](http://www.svr.co.uk) call 01562 757900 or visit the Severn Valley Railway Official Site or Families pages on Facebook.

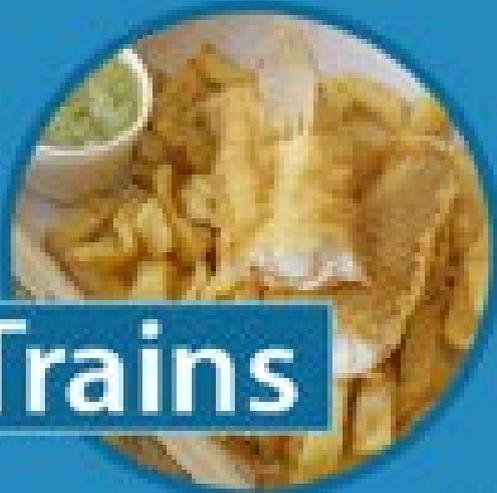
For more information, contact Lindsay Kendrick or Sue Bown at Severn Communications on 01905 795999 or email them on: [lindsay.kendrick@severn-com.com](mailto:lindsay.kendrick@severn-com.com) or [sue.bown@severncom.com](mailto:sue.bown@severncom.com)





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# Survivors of Beeching

Author John Jackson

Special Price £13.49

ISBN 9781445676562

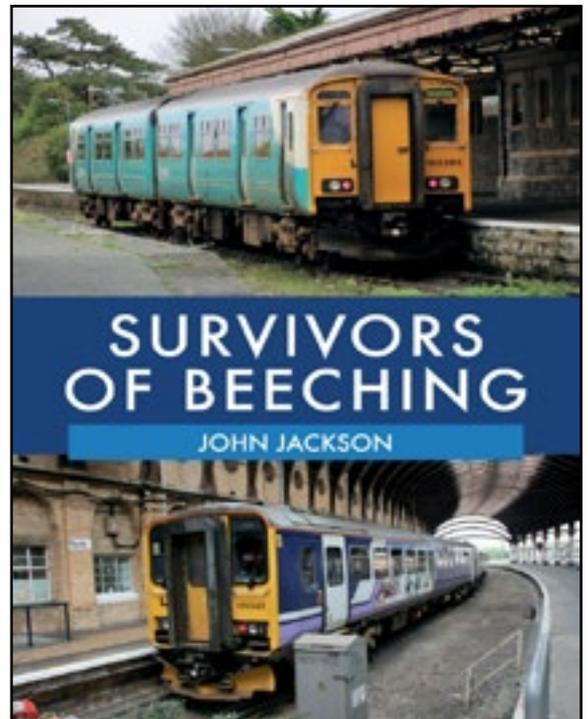
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberly Publishing

Review by Cath Locke



John Jackson's photographic tour of lines NOT closed by the dreaded 'villain' of the 1960s begins by setting Beeching's axe against the context of an already changing railway system. Changes driven by modernization (from steam to diesel) and nationalization had seen reductions in rolling stock, workforce and track mileage in the decade before Beeching took his place at the head of the new British Railways Board.

Born under a Conservative government Beeching's first report was driven by the need to stem losses being incurred across the network and took no account of its potential impact. His second report (a

few months into a new Labour government (elected on a pledge to halt the closures) focused on the duplication of services created by multiple separate railway companies having developed their own services so that under nationalization more than one line now served the same two locations.

By 1965 Beeching was back where he came from, ICI having had a massive impact on the rail network in a few short years.

This is a well set out book looking at lines that escaped Beeching, those that have since been re-opened (at least partially) and individual stations that have been re-opened.

Perhaps rather obviously, many of the photos show railway lines and stations against the backdrop of beautiful scenery and many ornate stations (such as Harrogate, Bridlington and Buxton). In fact, there are some ideas for days out in the book.

*Dr Beeching's infamous 1963 report recommending cuts to a number of Britain's railways has long been etched into the consciousness of the British public, but a look at the rail map of Britain today reveals some survivors. These survivors avoided the chop for various reasons - and their future today is probably as secure as could ever have been hoped for.*

*The original plans included the closure of lines that many today would find surprising - Leicester to Peterborough; Derbyshire's Hope Valley and Buxton lines; and the world-famous Settle to Carlisle line. Towns as contrasting as Ilkley and Skegness would have been removed from the rail map altogether. Lines such as Kettering to Corby, Nuneaton to Coventry and Nottinghamshire's Robin Hood line linking Nottingham to Mansfield and Worksop were closed and subsequently reopened. Indeed, at one time Mansfield had the dubious distinction of being the largest town in England with no rail connection. But not so today.*

*This book takes a look at some of these survivors, from the Island Line on the Isle of Wight to the branches of Devon and Cornwall, the Far North line in the Scottish Highlands and many more in between. (Amberley Publishing).*

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<p>O gauge redn and white metal kitc</p>  <p>O gauge low-relief building facades. Picture shows SMR538 3-storey north-light facades with added details.</p>	<h2 style="text-align: center;">Skytrex Model Railways</h2> <p style="text-align: center;">Unit 1 Charmwood Business Park North Road Loughborough Leicestershire LE11 1LE</p> <p style="text-align: center;"><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 redn and white metal kitc</p>  <p>OO gauge modular building systems. Picture shows 4/041 north-light warehouse kit</p>
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## **EXHIBITION**

<b><u>DATE</u></b>	Saturday 5 <sup>th</sup> October 2019
<b><u>VENUE</u></b>	Daventry Methodist Church Hall Golding Close DAVENTRY NN11 4FB
<b><u>PARKING</u></b>	Free parking opposite hall in Council car park including Blue Badge parking available. Limited Blue Badge parking in Church car park
<b><u>TIME</u></b>	10.00 am – 4.30 pm
<b><u>ADMISSION</u></b>	£3.00p per adult Children under 15 years old free

### **LAYOUTS**

“N” – Brixtown  
“00” United Biscuits Ltd  
“00” - Overbrook - Inglenook Puzzle  
“00” - Daventry Station - In Progress  
“0”- Chew Magna  
“5.5mm” - Modular Group  
“0”- Happisburgh Goods  
“009” - Tanybwich and Penrhyn  
“00” - Harry’s Heritage  
“00” - The Great Minion Railway  
“00” – Northampton Castle Station

### **TRADERS**

Wrenn Specialist & Collectors  
Kevin’s Trains  
Malc’s Models  
Online Models

**REFRESHMENTS** Light refreshments will also be available

# Great Eastern Models and the Brexit layout

By Cath Locke



Great Eastern Models in Norwich first opened its doors in 1986. After a long and, at times, stressful career in haulage (and having been a modeller from a young age) John Hockey wanted nothing more than to open the model railway shop he had always dreamed of. He chose his location carefully, opening in a three-story building (with a car park) but away from the hustle and bustle of the city centre so that the shop would become a destination for modellers who (he hoped) would make the trip to his modelling emporium.

His children (Anne, Helen & Rob) were indoctrinated into models and modelling at relatively early ages; helping in the shop and at events until they all eventually progressed into the business with their father full-time.

After almost 20 years running the shop sadly John

passed away in 2005. However, Anne, Rob, Helen and Mark (Helen's partner) had all been well 'trained' (ge-dit?) by Dad.

Since 2005 the shop has gone from strength to strength and (in a sign of the times, perhaps) is now the only specialist shop in the region. It has gone from being a generic model shop stocking brands such as Airfix and Scalextric as well as model railways to solely specialising in railway modelling. They stock N, OO, O, OO9 & G scales and stock all the major brands for rolling stock and accessories and also make baseboards to order. In addition they also now deal in pre-owned items, which customers can either trade in or simply sell.

In a further enhancement of the business since John's tenure they now also run regular events at the shop such as scenery days, weathering workshops and digital days which are free to attend (although some require tickets as places may be limited).

The team attend all the events in East Anglia with their trade stand and enjoy welcoming friends made at these events to the shop. Customers are primarily made up of a solid base of local (and regional) modellers and tourists who need a fix of their hobby while on holiday (who doesn't – we've found all sorts of interesting outlets by Googling 'model rail-

way shops near me' while away from home).

The shop is also well known for their window displays which have become attractions in their own right. Helen is the artistic one setting out one window of goodies while Rob looks after keeping up a changing rotation of eye-catching layouts in the other window.



The current layout was prompted by a customer's comment that the window displays kept 'hitting the buffers' as the rails heat up in the window's sun.

Thus nudged in the direction of a theme about coming and going and not getting anywhere the team had great fun creating the current layout. Rob spent several weeks creating it in the centre of the shop with curious customers asking what it was going to be.









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# The Chester & Holyhead Railway – the modern scene

Author Richard Billingsley

Special Price £13.49

ISBN 9781445685250

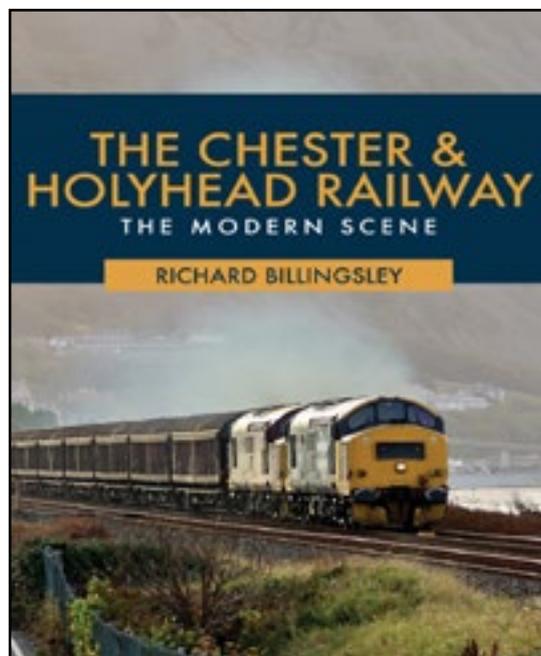
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberly Publishing

Review by Cath Locke



Having been born of the need to deliver the post to Ireland (via the shorter crossing from Holyhead rather than the Great Junction Railway and Liverpool) the Chester & Holyhead Railway has had an interesting history.

From mail to Victorian tourists seeking the coastal towns of Rhyl, Prestatyn and Llandudno. From trains full of holiday makers heading to the ferries for Ireland to flasks of spent nuclear fuel rods from Anglesey the line remains busy today.

Although the mail now flies from London in around

an hour and budget airlines have taken the ferry traffic, passenger services have boomed with connections through to and from London, Manchester, Birmingham, Liverpool and Cardiff.

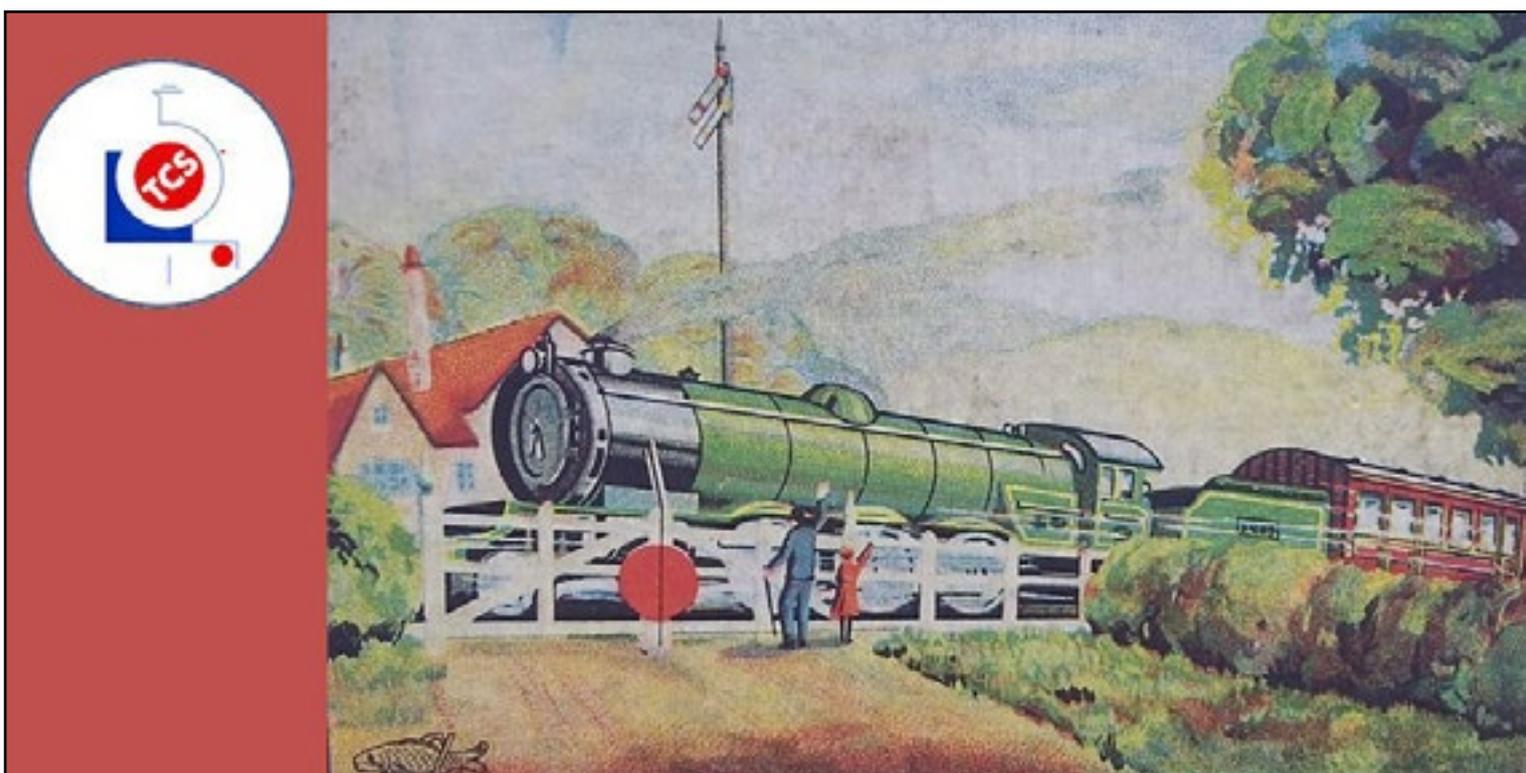
Freight has largely gone and the decommissioning of the Wylfa power station on Anglesey's north of coast is due for completion later this year meaning that traffic will cease too. However the North Wales coastal and mountain scenery mean the area is a draw for charter trains which visit most months, sometimes even by steam.

This collection of the author's own photographs include some lovely images showing off the picturesque scenery the area has to offer, as well as a variety of rolling stock.

*Although perhaps overshadowed by the fame of the Great Western Railway's sea wall section of railway west of Exeter, the Chester & Holyhead Railway, opened in full by 1850, has much to offer as it wends its way west. Passing the mudflats of the Dee Estuary and onto the coast of the Irish Sea for much of the 40 miles from Mostyn to Bangor, the line bisects huge holiday parks, cuts through a walled town and medieval castle and runs the entire length of an island separate from the mainland before terminating at the famous port.*

*Here, author Richard Billingsley shows the reader and possible visitors to the North Wales Coast Main Line what the modern railway scene has to offer, and the scenery that it takes place in. (Amberley Publishing)*

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# Saltley depot from the 1960s to closure

Author Andrew Cole

Price Special Price: £13.49

ISBN 9781445680477

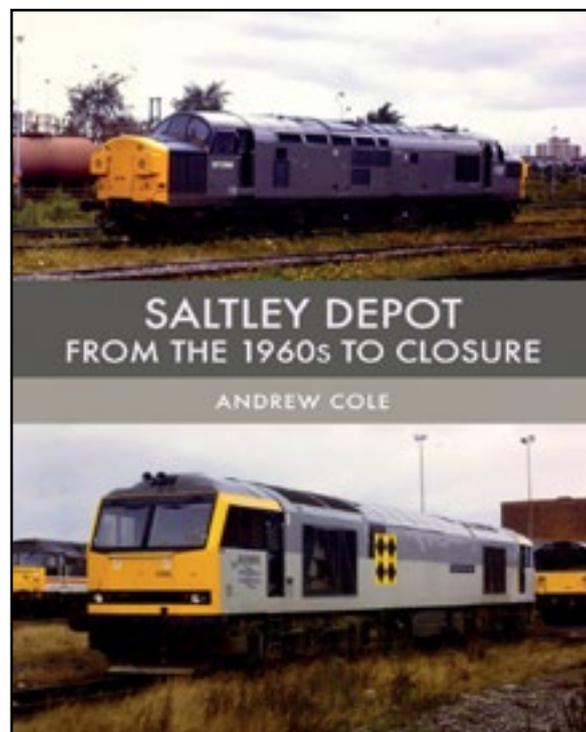
Size 234 x 165 mm

Binding Paperback

Illustrations 180

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Review by Cath Locke



With an introduction charting the creation and changes to Saltley over time this is another fascinating photo collection from Amberley.

The central location of the depot meant that the crews based there had extensive route knowledge (who knew they were known as Saltley Seagulls in recognition of distances travelled?) and also that a wide range of traction could be seen there.

The depot served both freight and passenger locomotives but saw a downturn in traffic from 1999 as modernisation meant that fewer of the older locomotives needed to visit. The loss of the Rover traffic from

Longbridge and also the Royal Mail contract were nails in its coffin with closure finally coming in 2005.

*The very first depot at Saltley was opened by the Midland Railway in 1854. Due to the fast-growing levels of traffic, the depot was to prove inadequate, and it was relocated near to Lawley Street, where it remained until closure. With three massive roundhouses, Saltley was one of the largest depots in the West Midlands, servicing freight and passenger locomotives around Birmingham.*

*With the end of steam in the late 1960s, the depot was no longer fit for purpose, and the majority of it was demolished to make way for a three-road diesel shed, with the depot now becoming a locomotive inspection point. As in the steam days, the depot proved to be an extremely busy and well-used location in diesel times, with locomotives visiting from all parts of the country.*

*This book aims to show the many different types of locomotives that found their way to the depot, from the 1960s until its final closure in the mid-2000s. (Amberley Publishing)*

# Trains around Peterborough

Author John Jackson

Price Special Price: £13.49

ISBN 9781445675985

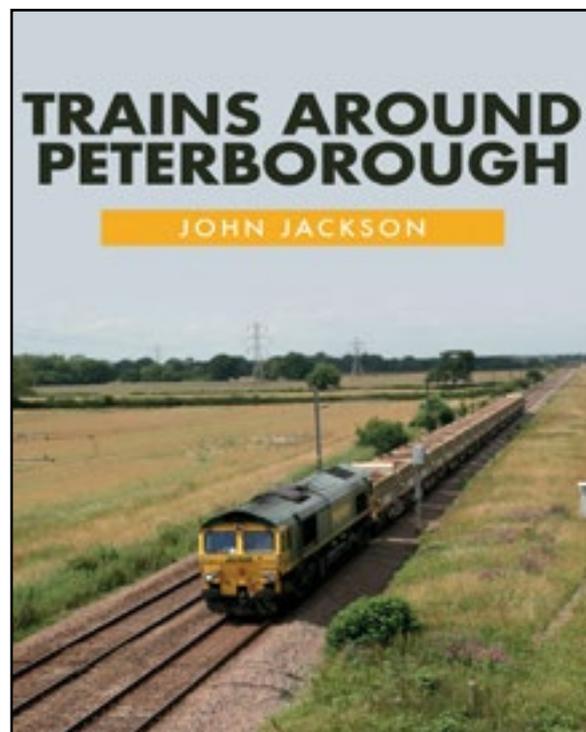
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberly Publishing

Review by Cath Locke



Peterborough is roughly equidistant between London, Birmingham, Norwich and Doncaster and is an important railway crossroads.

The author's trusty railway notebooks record the last days of steam including two A4s on the same day in 1960 (*Dominion of Canada* and *Dwight D Eisenhower*), and of course Mallard's famous speed record was set only a short distance away in 1968.

Sadly there are no photos from the age of steam around Peterborough but the city's position on multiple routes as well as being a gateway to the growing port of Felixstowe mean that a wide variety of pas-

senger and freight can be seen.

Concentrating on the town and its immediate surroundings the author has captured a wide range of traction.

Of particular interest to me were pictures of various locos carrying the Flying Scotsman name, *For the Fallen* which was decorated to commemorate the lives lost by regiments from along the East Coast Main Line and a loco described a 'uniquely liveried' (which looked a bit like it was the work of the local graffiti artist).

Other interesting images were HST power cars bearing celebratory logos such as 40 years of the National Railway Museum, *The Journey Shrinker* (40 years of inter-city services) and *Spirit of Sunderland* in 2016 celebrating the a year since the inaugural service from Sunderland to Kings Cross.

*The city of Peterborough stands about 75 miles north of London on the East Coast Main Line (ECML). It is one of the railway's most important interchanges for both passenger and freight traffic; the services north and south are complemented by one of the most important east-to-west links, taking a variety of workings from Leicester and Nottingham to the cities and ports of East Anglia. It is a location where rail enthusiasts can be entertained by a variety*



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# Accurascale Class 92 In Tooling



Accurascale have announced that CAD design on its second OO gauge locomotive, the Class 92 electric, is now complete and tooling is now under way in China.

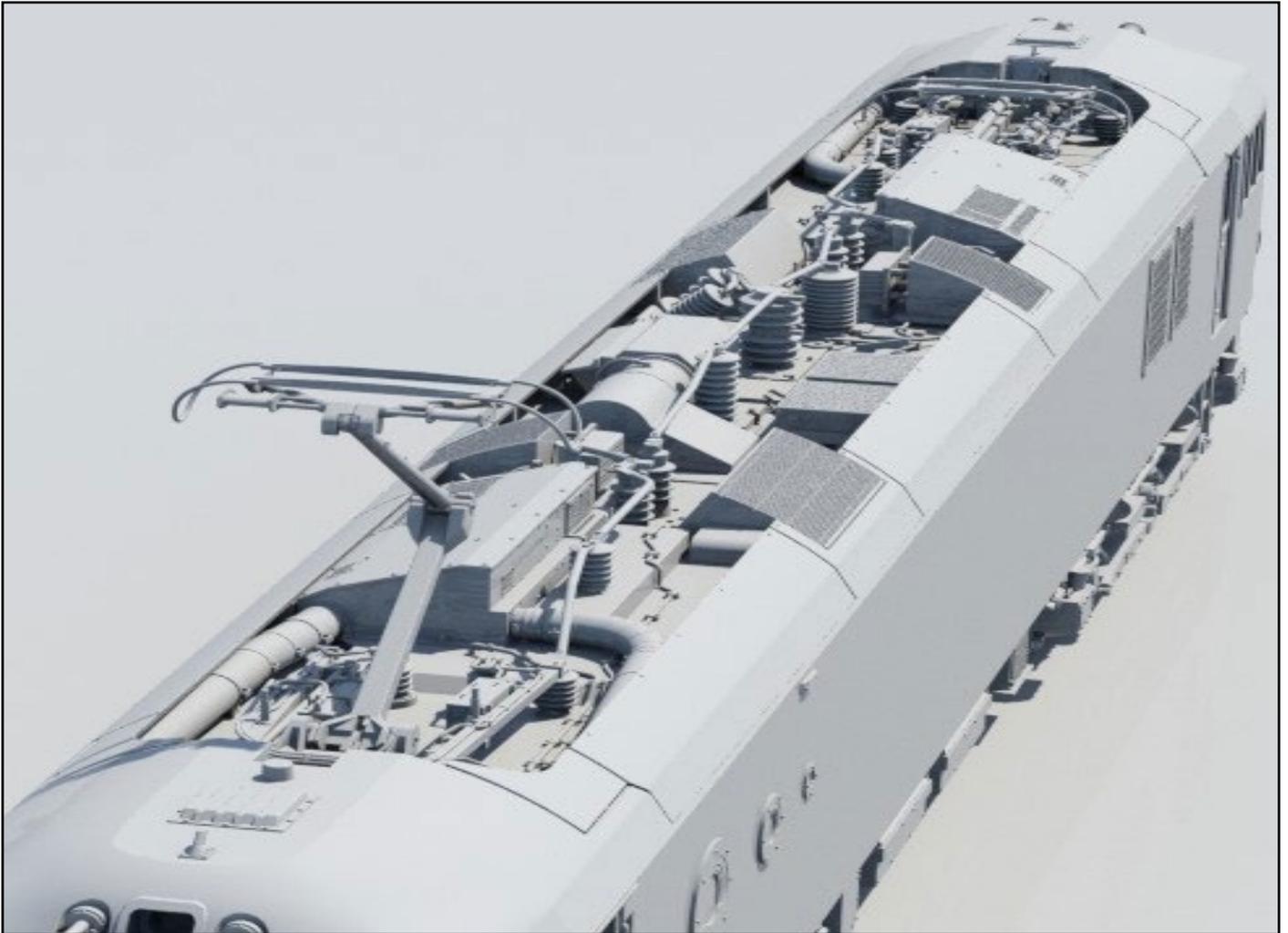




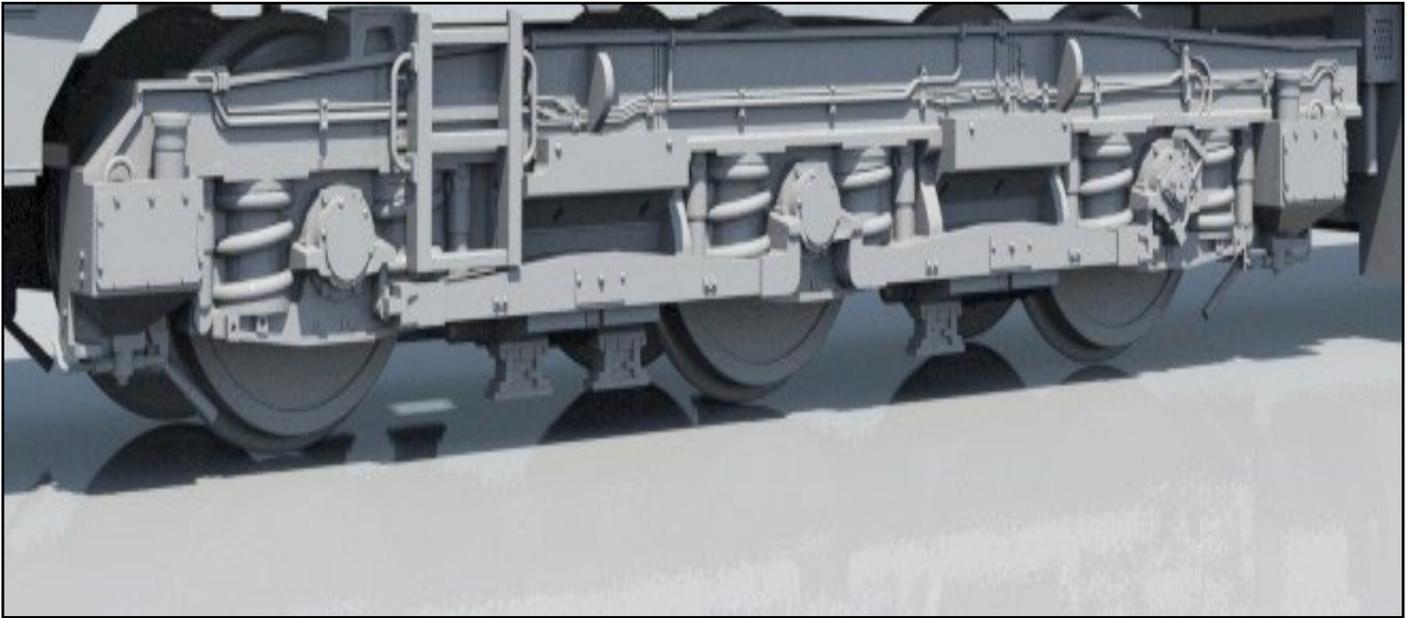
Intensive research and surveys at Brush Loughborough and Crewe EMD allowed Accurascale to compile extensive measurements of all aspects of these complex locomotives to ensure a highly detailed and accurate model could be designed.

The Class 92 was announced by Accurascale at Model Rail Scotland in February, and is an essential counterpart for their forthcoming Mark 5 sleeper coaches, as well as filling a gap in the UK outline market for a top quality model of these interesting locomotives.

One of the most interesting areas of the Class 92 is the roof, with a wealth of detail and equipment across the length of the locomotive. Accurascale has gone to extensive lengths to get this area correct as can be seen from the CAD renders.



Class differences have also been catered for, with the modified Dellner coupling and buffer beam arrangements implemented by GBRf catered for to match the Mark 5s. These will be present on the current Class 92s which carry them in service.



Prices for the Class 92 being at £160 for the DCC ready version, with £250 for the ESU Loksound 5 fitted locomotives with a multiple speaker set up. Delivery is on course for Q1 2020 and modellers can order their locomotives for just a £30 deposit per loco only on the Accurascale website. [www.accurascale.co.uk](http://www.accurascale.co.uk)



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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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