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Cover photo

'Yes Sir, our sandwiches are much better than British Rail's!'

Vince's snack bar from Happisburgh Goods o gauge layout photographed at Daventry Model Railway's open day April 2019 (photo by Dave Chamberlain)

2019

PREMIUM

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Welcome to Issue 18

Well, here we are at Issue 18 already. And scarily the summer's gone and the dreaded 'C' word approaches.



We hope you enjoyed the tweaked and tidied up issue 17 and we are continuing to build the magazine based around the 4 topics of British modelling, Worldwide modelling, Narrow-gauge modelling and Generic modelling.

By 'modelling' we include prototypes so each area is quite wide and might include layouts, event reports or announcements, product reviews, book reviews and days out and places to go and see things. Some things might fit more than one of the topics (such as a narrow gauge layout set somewhere other than the UK) but we hope this arrangement helps you find what is of most interest to you from the contents page of another bumper issue.

If you'd like to write something to share with our readers we'd be delighted to hear from you. Articles should be in Microsoft Word with photos sent separately. Please number each photo and send a an-

other Word document setting out the caption for each photo. Photos should either be your own or you should have permission to send them to us. If you would like anyone else to be credited as photographer please include the name with the caption and we'll ensure the right person is credited.

Please send articles to editor@mre-mag.com

Issue 19 will be published on 15th December and it's already filling up so please get in touch soon.

Enjoy Issue 18!

The MRE team

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Class 26, 27 and 33 Locomotives

Author: Andrew Cole

Price Special Price: £13.49

ISBN 9781445685892

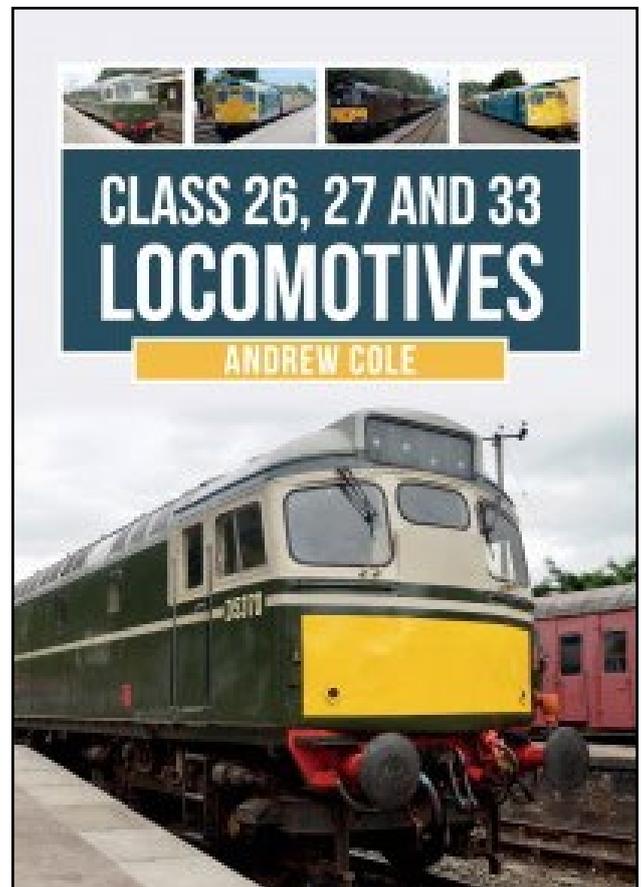
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by Jim Seltzer



This book will appeal to the serious student of this specific local type, as it consists mainly of close ups, often in sheds, or in preservation or undergoing restoration work. There are very few shots of the locos actually working, apart from on preserved lines. For the modeller interested in reproducing an exact replica of one of these types, the book would be very useful. If however, the reader was expecting detailed working locos in workaday locations and trains with interesting backgrounds as is the case of many of the Amberley press publications, then you may be a little disappoint-

ed. Definitely a book for the single-minded railway historian.

The 1955 British Rail Modernisation Plan identified a need for small, lightweight diesel locomotives and the Birmingham Railway Carriage & Wagon Company, based in Smethwick in the West Midlands, was awarded the contract to build the Class 26, Class 27 and Class 33 locomotives.

All were built with Sulzer engines, and the Class 26 and 27 locomotives were split between the Scottish, Eastern and Midland regions, before being concentrated north of the border. The Class 33 locomotives were built for the Southern Region. All three classes were comfortable on freight as well as passenger turns. The locomotives were built to last, with the Class 27s the first to be completely withdrawn in 1987 and the last Class 26 taken out of service in 1993. Some Class 33 locomotives remain active on the main line.

This book shows the three different classes at work and on shed, and also covers the classes into preservation. (Amberley Publishing)



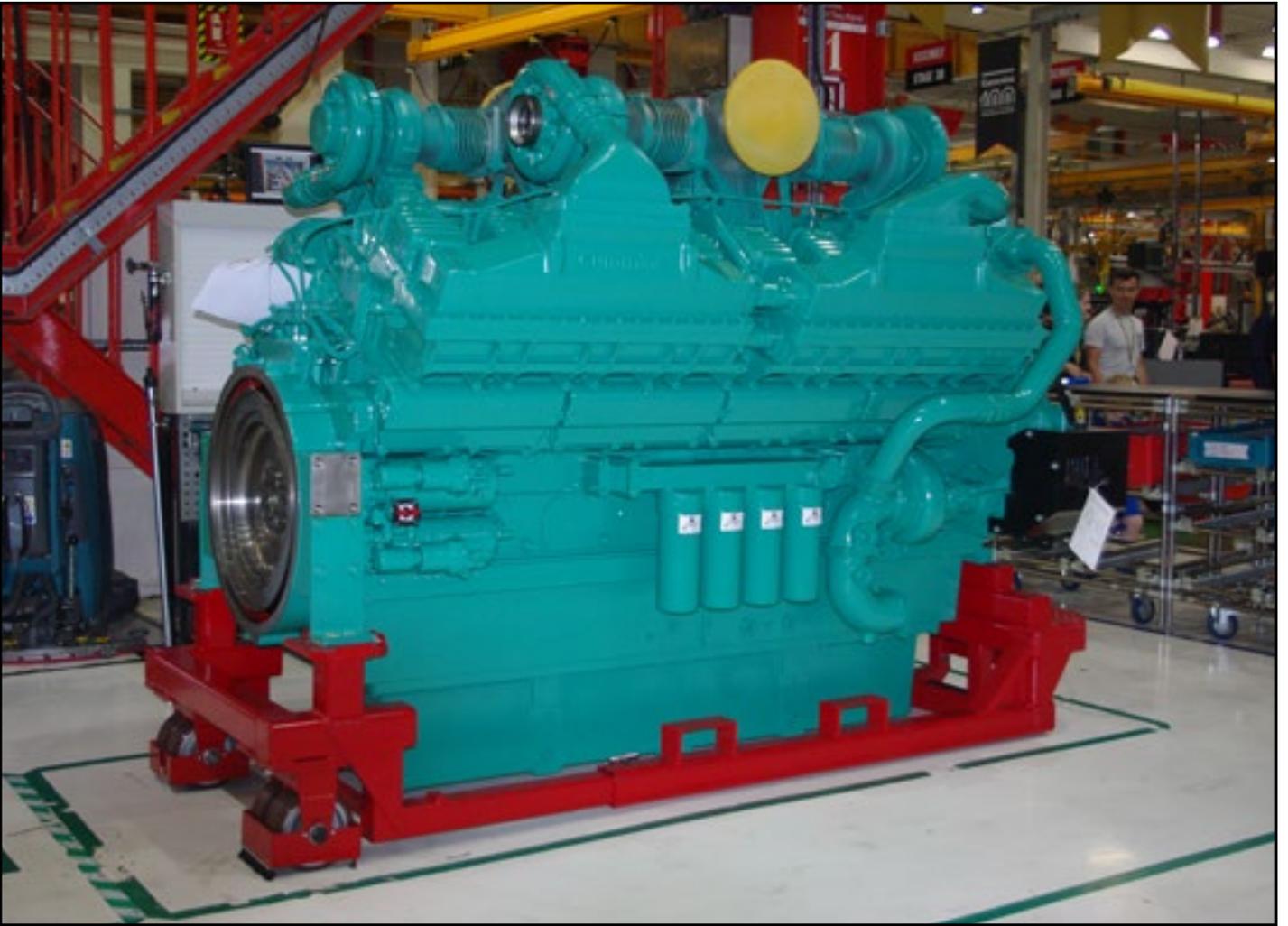
Cummins open day 2019

By Cath Locke

From small roots in Midwestern USA agriculture Cummins has grown to be the largest independent engine manufacturer in the world.

The Daventry site has been in operation for 45 years and on 28th July held an open day to celebrate Cummins 100th anniversary.





Who knew that Cummins employed Imperial Storm Troopers as guides for open days?

As well as engines (which power ships, mining equipment, the oil & gas industries as well as rail) Cummins in Daventry now also assemble generator sets.

We were lucky enough to get tickets and the plant tour took us through all the various stages of engine building. From the block assembly to painting and awaiting shipment to worldwide destinations.

And finally, outside, there was a funfair (including steam powered gallopers) and a vintage transport display.

If you get chance to see 'behind the scenes' at somewhere like this don't pass up the opportunity!



I don't think that's going to fit anything on his
00 layout!



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Norwich station

By Cath Locke

The current Norwich station is the eastern terminus of The Great Eastern Main Line, 114 miles from London Liverpool Street. It's also the end of the line for a number of local services (all survivors of Beeching's axe) including to and from the Norfolk coast.





Originally one of three stations in the city Norwich Thorpe, as it was originally known is the sole survivor after Norwich Victoria was closed to passengers in 1916 (but retained some freight services until eventual demolition) and Norwich City was closed to passengers in 1959 (and to goods ten years later). The latter was badly bombed in the Baedeker Raids of 1942 when the main building was largely destroyed and later suffered further damage (along with nearby St Philips church) when a badly damaged USAF B24 Liberator bomber was deliberately crashed there to avoid greater loss of life elsewhere in the city.



The first railway to reach the city in 1844 and start the railway era in East Anglia had been the Yarmouth & Norwich Railway built by Robert Stephenson (in a year) which terminated at the original Norwich station (on almost the same site as the current station before it was renamed Norwich Thorpe). Then in 1845 the Eastern Counties Railway arrived via Cambridge and finally the Eastern Union Railway arrived (with the aid of a financial boost from Norwich Union) via Ipswich with its terminus at Norwich Victoria station (when the current station was renamed Norwich Thorpe). And finally in 1882 the Lynn & Fakenham Railway arrived to make the new Norwich City station its southern terminus.

In 1862 the financial trouble being experienced by many of Norfolk's railways was alleviated with the amalgamation of them into the Great Eastern Railway (GER). With expanding services it became clear that a new station would be required for the city. This was built just north of the original Norwich station (at this point named Norwich Thorpe) and the existing station retained as a part of an expanded goods facility.

Opened in 1866 the station has a central clock tower with two-storey wings on each side. There is a central booking hall with high ceiling and the roof extended part way down the platforms which were then canopied.



On 1st January 1923 the creation of 'the Big Four' saw the GER subsumed into the London & North Eastern Railway.

Twenty five years later, on 1st January 1948 station operation passed to British Railways and with the closure of Norwich City station under Beeching it was decided that the Norwich Thorpe would revert to its original name of simply 'Norwich' which took place on 5th May 1969.

Under privatisation various companies have held the east Anglian franchise and this is now operated by Greater Anglia.

The station building remains much as built by the GER and is featured in Simon Jenkins' Britain's 100 best railway stations is Norwich. He calls the architecture of the city's Thorpe Railway Station "a spectacular shotgun marriage of French nobleman to Russian princess, part Loire, part Hermitage," with a ticket hall which "hints at a Versailles ballroom." He is equally thrilled at the grand concourse and goes as far as to say "To buy a ticket here is a privilege."



On the day we were in Norwich (on another errand) we heard that Mayflower was due to call with a charter that afternoon. So all thoughts of other plans were ditched and we managed to make it both in time, and (thanks to a kindly ticket barrier guard) onto the platform to enjoy some real steam.



Eastern Region in the 1970's and 1980's

Author: Andy Gibbs

Price Special Price: £13.49

ISBN 9781445681856

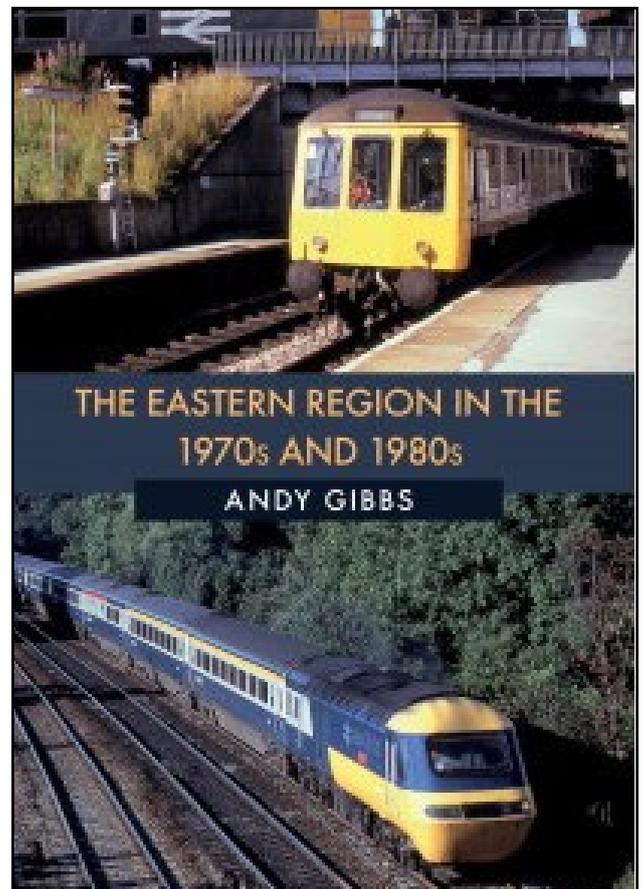
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Illustrations 180

Published by Amberley Publishing

Review by Jim Seltzer



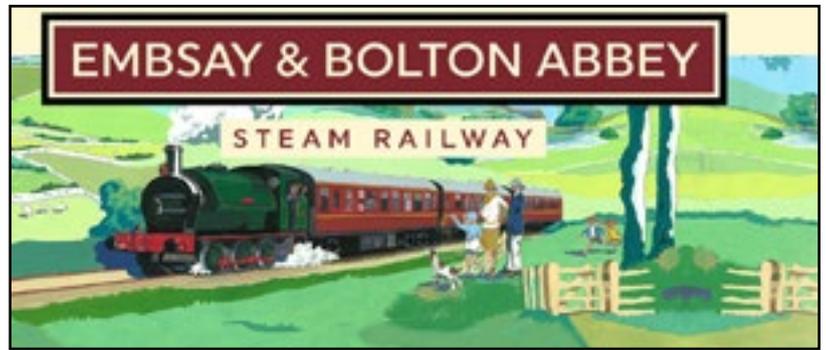
This book is a photographic record from the camera of Andy Gibbs, who gathered this material single handedly during decades which are now fading into the past. As always , there is a wide variety of motive power, from those early diesels from the 50's and 60's which were nearing the end of their service, through to a more modern electric unit and HST's on the east coast main line. As always, when viewing a collection of railway related pictures from this era, there are locations which would not look out of place today, whilst others have , perhaps sadly, altered beyond all recognition.

There are images from stations and line side shots, all featuring Locos which range from relatively clean to downright grimy, all useful information for the historian or modeller who is keen to copy fine detail. There are additionally some 1970's vehicles in the background for the more observant reader. Another pleasing collection of locomotives working in a variety of locations and across the seasons.

Travelling around the Eastern Region in the 1970s and 1980s meant Deltics and then HSTs on the East Coast Main Line; long and slow freight trains crawling across an industrial landscape; rattling DMUs running between large grey cities or picturesque villages. It meant locomotives and stations alike covered in a layer of brake dust and grime. For author Andy Gibbs, travel on the Eastern Region at first involved trips to London's Liverpool Street and King's Cross stations; a Student Railcard allowed trips to Peterborough; British Rail staff tickets and passes meant travel even further afield—York, Doncaster and Leeds, among many other places. With a range of evocative and previously unpublished photographs taken during the 1970s and 1980s, Andy Gibbs offers a portrait of the Eastern Region during this time, allowing the reader to enjoy this interesting period in British railway history in all its grubbiness. (Amberley Publishing)

Emsay & Bolton Steam Railway

By Cath Locke



The Emsay & Bolton Railway opened in 1981 and is part of the former Midland Railway from Skipton to Ilkley which was closed in 1965 and abandoned.



Emsay station

The 4 mile heritage railway runs between the stations of Emsay and Bolton Abbey - from (where you can walk to Bolton Priory) with Holywell Halt en route.

We visited after a walk up nearby Emsay Crag from where we spotted the steam on a Sunday morning and decided further investigation was required. Arriving literally as the 13:30 from Emsay was about to depart the station staff kindly rushed out and had the train held while we bought our (first class) tickets.

En route were passed by Queen Victoria's Golden Jubilee saloon and could only look on enviously as the cream teas and prosecco went in the other direction.



Queen Victoria's saloon

Sadly the Box Van Bar wasn't open the day we visited either (check the website for dates) nevertheless, the café at Bolton station provided adequate sustenance and we grabbed a sandwich and drinks and boarded the Directors' Saloon for the return to Emsay. This was built in 1906 and has been superbly restored to enable modern day tourists to 'inspect the line' just like the Victorian Directors.



Directors' saloon

We didn't see the restored autocar and coach either but then we didn't exactly plan our trip having simply spied steam in the valley below us and decided to investigate (and just catching the last return trip we could have caught and still got home at sensible o'clock that evening).



*Autocar
(photos
courtesy of the
Emsay
& Bolton
website)*

This is a lovely little 4 mile line set in the beautiful Yorkshire Dales. Whether you tack this onto something else in the area like we did or make it your destination for a day out it's well worth a visit.

On the day we went there was a vintage car meeting at Emsay station too (lots of bonnets up and oily rags around!).



Engine sheds at Emsay

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EMBSAY & BOLTON ABBEY

STEAM RAILWAY

Britain's Railways in Transition 1976-90

Author: John Evans

Price Special Price: £13.49

ISBN 9781445682679

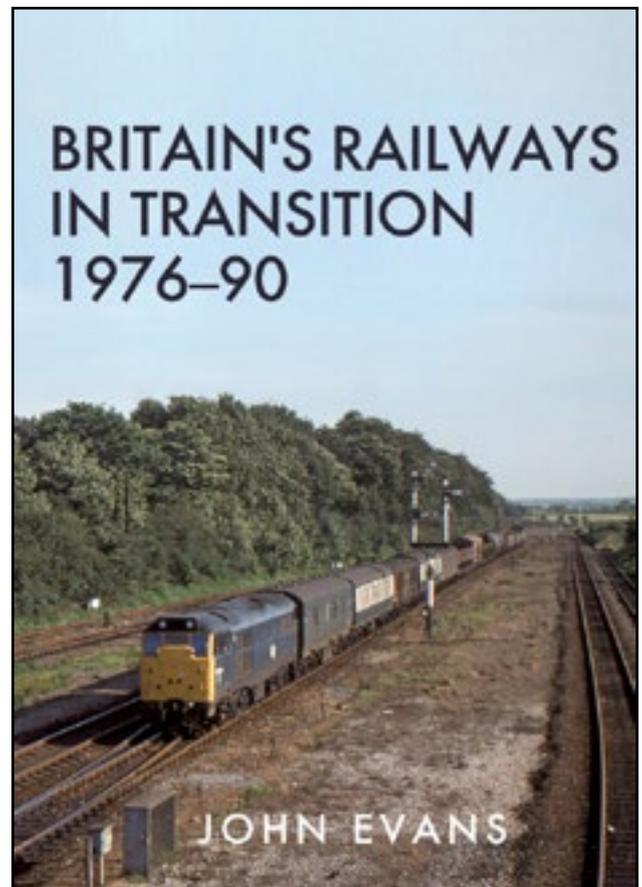
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Review by M. D. Hooson



For some the resurgence of the railways has been long overdue and at the expense of designs that realise the attraction that previous generations might have felt able to claim. Yet change prompted by fiscal considerations was always going to happen. However dramatic the changes, long cherished loyalties would be forced into history. This in itself would produce mixed emotions, especially over the arrival of diesel multiple units. DMUs never seemed to court a following anyway as near comparable to that of steam trains.

Britain seemed to acquire a homogenous cohort of

DMUs and EMUs: Metro Camels and Derby built units, class 107s, 110s, 121s and 310s. Each provided the travelling public with their own unique character (usually a brash engine sound and swaying motion during travel) as portrayed within this book. While some units were arguably more photogenic than others there was one star among their number – at least for rail users across the Pennines. The Trans-Pennine units from Liverpool/Manchester/Leeds/Hull were held in some considerable affection despite one or two technical issues from time to time. To a certain extent they epitomised a kind of Pullman-like experience (you could get a meal on board in the early days). The Class 123s did not rectify that experience.

As John Evans records, even these units have succumbed to the challenging realities of fiscal management. With this in mind enter the motorized corridor coach sets that could be lengthened or shortened as required. Several examples appear in this book.

The book covers most areas of Britain and the main locomotive models that supplanted the old steam engines. A particularly poignant image of two Merchant Navy Pacifics at Barry will no doubt evoke feelings of what might have been. Class 37s, 40s, 45s and 86s abound as do a plethora of other diesel types, not forgetting the Brush types and various EMUs. Pictures of titans

such as Mallard making light work of hauling long trains through the countryside and a couple of Woodhead veterans awaiting their final journey mingle with shunters, freight trains and named electric locos to create a good balance of images and provide the reader with a comprehensive look at changing and challenging times for the railways, Another iconic loco to grace Britain's rails was the Deltic and J. Evans not only includes these specimens in his book but presents 55007 Pinza standing proud and defiant.

Prefaced by tabulations covering locomotive withdrawals and commentaries on individual decades, this is a book that delivers on its title. The photography is superb and J. Evans rightly applauds the savious of many an engine and diesel – Dai Woodham. Doubtless this will be a book oft visited, not so much for encyclopedic qualities as a continuing rekindling of transport memories that led the world.

The late 1970s and 1980s will be remembered as a time of turmoil in Britain. But against a background of economic and cultural instability, the railways saw revived demand and started to rise from the ashes of the contraction of the 1960s. A legion of rail fans who never knew the exit of steam watched with the same melancholy eyes as the last Western and Deltic diesels were retired in favour of the HSTs and Class 47s.

From Weymouth to Aberdeen and from Yarmouth to Aberystwyth, John Evans tells the story in colour of the decline of the old goods train, the advent of bold new liveries and the domination of the HST units. He also examines the growing importance of heritage lines and the end of many familiar diesel types, such as the Peaks, Westerns and Deltics.

Following his previous volume looking at the years from 1965 to 1975, John Evans records the way in which Britain's railways moved from the post-steam era to the foundations of the railway system we know today. (Amberley Publishing)



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Santa Specials return to Bridgnorth for first time in 40 years!



All change! This year, the Severn Valley Railway has completely refreshed its famous Santa experiences, re-introducing departures from Bridgnorth for the first time in four decades.

Santa services have not run from Bridgnorth since 1979, but this year, the SVR is bringing its much-loved northern end of the line in on its hugely-popular Christmas festivities.

Tickets are now on sale for the ALL NEW Premium Santa Special - a magical steam train ride through the Severn Valley from Bridgnorth to Highley and back - with Santa on board.

The brand new service will see passengers settling into their reserved seats on board one of the SVR's decorated heritage carriages for a ride out into the countryside with Father Christmas. Passengers will have time to chat with the big man himself as he visits every family on the train, handing out exciting gifts to each child and posing for festive photos.

Everyone on board will receive a drink and a seasonal sweet treat to enjoy as they steam through the Severn Valley, as well as a special gift to take home for the Christmas tree.

Passengers can purchase a private compartment (maximum of 6 people) or a table in an open carriage (maximum of 4 people) for the whole journey.

Services steam in every weekend from November 30th to December 22nd, plus December 23rd and 24th.

Lewis Maddox, the SVR's events co-ordinator, said: "For many years, the southern end of the line has been the main focus of our Christmas festivities, so this year, we're delighted to be bringing Bridgnorth and the northern end of the line back in on our seasonal celebrations.

"Passengers can expect to see this historic station proudly decked in fairy lights and its platforms buzzing with excited Santa Specials ticket-holders for the first time in four decades."

The ALL-NEW Premium Santa Specials depart from Bridgnorth at 10.15am, 12.15pm, 2.25pm and 4.25pm, the journey lasting approximately 75 minutes. People can purchase a table of four from £110 or a private compartment for up to six from £175. *Does not operate on December 24th.

For those who prefer not to reserve a table or compartment, ALL-NEW Standard Santa Specials will run from Kidderminster, featuring a steam train ride out to Highley with Santa on board. These services do not include complimentary refreshments on the train or a gift for the Christmas tree.

Tickets are now available to book online at www.svr.co.uk/santa

For more information, see www.svr.co.uk/santa call 01562 757900 or visit the Severn Valley Railway Official Site or Families pages on Facebook.

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Locomotives of the Victorian Railway

The Early Days of Steam

Author: Anthony Dawson

Price Special Price: £13.49

ISBN 9781445677613

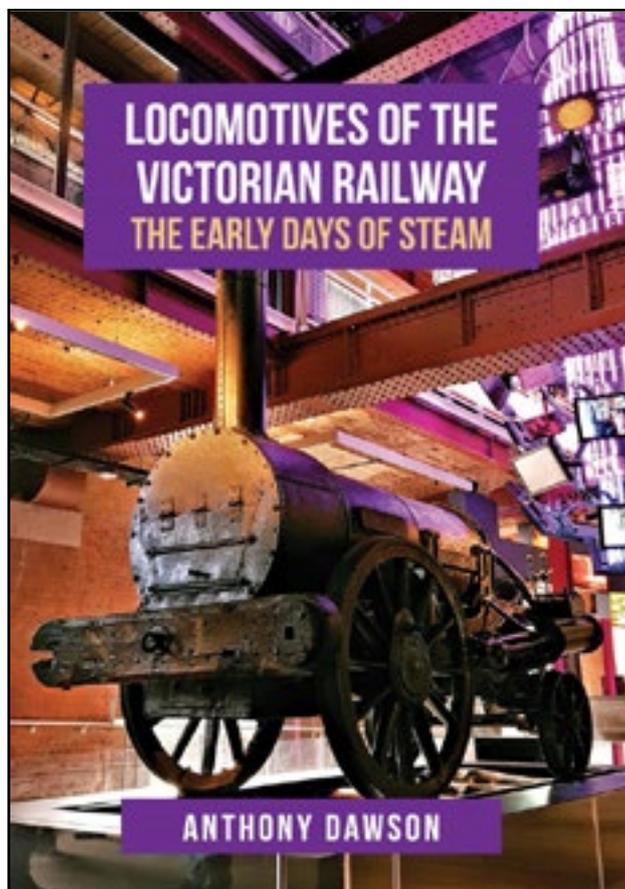
Size 234 x 165 mm

Binding Paperback

Illustrations 100

Published by Amberley Publishing

Review by M. D. Hooson



For those wishing to augment their knowledge of the birth of the railways in a country that undoubtedly led the world until relatively recent times, this book offers an interesting and informative overview of events, main personalities and locomotive design in Victorian England. While locomotives were caricatured as satanic monsters by some, gobbling up land and those who stood in their way, particularly wealthy landowners keen to keep their privacy, it became clear that railways were the future for a growing industrial economy.

Although a mere 96 pages this book can be classed as a source book for enthusiasts and social historians, subtitled within regular chapters as it is. Anthony Dawson's research covers the inaugural Rocket and its anatomy as well as the development of engines following on such as Northumbria, and Planet. Colour plates and black and white line drawings accompany explanatory text. The development of locomotives in the aftermath of Rocket's performance at the Rainhill trials produced various improvements and modifications. Northumbria and Planet's structures are described in detail. Diagrams and photographs of components allow the reader to get a clear understanding of these evolutionary machines. Upon reading about them it becomes clear that much trial and error was experienced.

However, to the 'scientific' Victorians any problems were not meant to be insurmountable. Material problems such as the brittle nature of cast iron were dealt with and the author explains locomotive improvements citing those of a foreman repairing shops, Mr John Melling, namely studs in connecting rods, steam jets and footplate levers and gear valves. The increase of engine sizes and network proved challenging but were overcome also.

As well as describing particular engines such as Lion and Tiger A. Dawson has a chapter on broad gauge and

other famous historical motive power:- dreadnought, Th'owd Coppernob and Liverpool, to name a few.

Interestingly he provides details of where replicas of Victorian railway engines and passenger rolling stock can be seen throughout the book and a useful bibliography for further reading material. Valuable technical detail and some anecdotal comment make this book an informative read and a good addition to the enthusiast's library.

In the quarter of a century between 1830 and 1855, the railway locomotive developed from the small sisters of Rocket to the broad gauge monsters of Daniel Gooch, with a boiler pressure nearly three times that of Rocket and weighing in at nearly 40 tons (eight times the weight of Rocket). There was a marked increase in loads, speeds and reliability as the railways spread across the country from their cradle in the North West, with several thousands of miles of track being laid.

In this book, Anthony Dawson charts the rise and development of the steam locomotive in this crucial period in the development of the railways. Drawing on first-hand accounts, and using case studies based on specific classes of locomotive and their working replicas, he charts the development of the locomotive from Rocket, through the Planet and Patentee classes of Robert Stephenson, Edward Bury's 'coppernobs' and finally Firefly and Iron Duke on Brunel's

broad gauge. This is a fascinating and well-illustrated insight into a period of engineering ingenuity and genius. (Amberley Publishing).

Severn ≈ Models



Valve gear upgrade for Backwoods minia- tures 0-16.5 NGGI6 Garratt

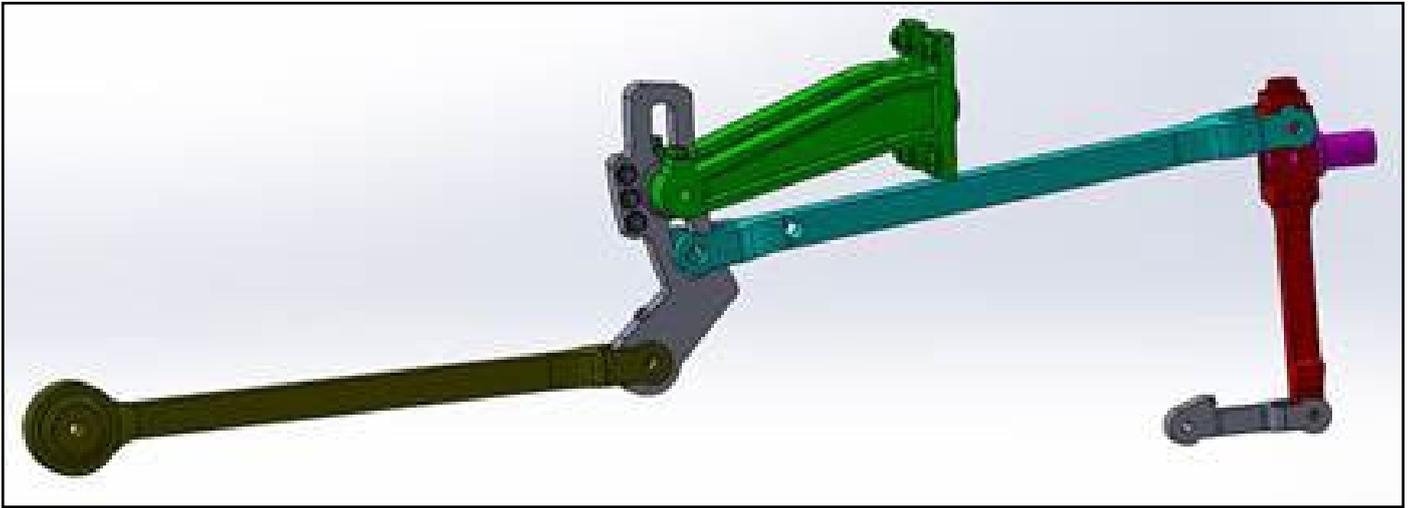


From EDM Models



If you follow any of the various forums such as RM Web or Western Thunder you may well have seen the fantastic workbench topic by Nick Dunhill heavily customising a Backwoods Miniatures 7mm Narrow Gauge NGGI6 Garratt.

The build featured 3D printed and then cast in brass valve gear parts produced by EDM Models.



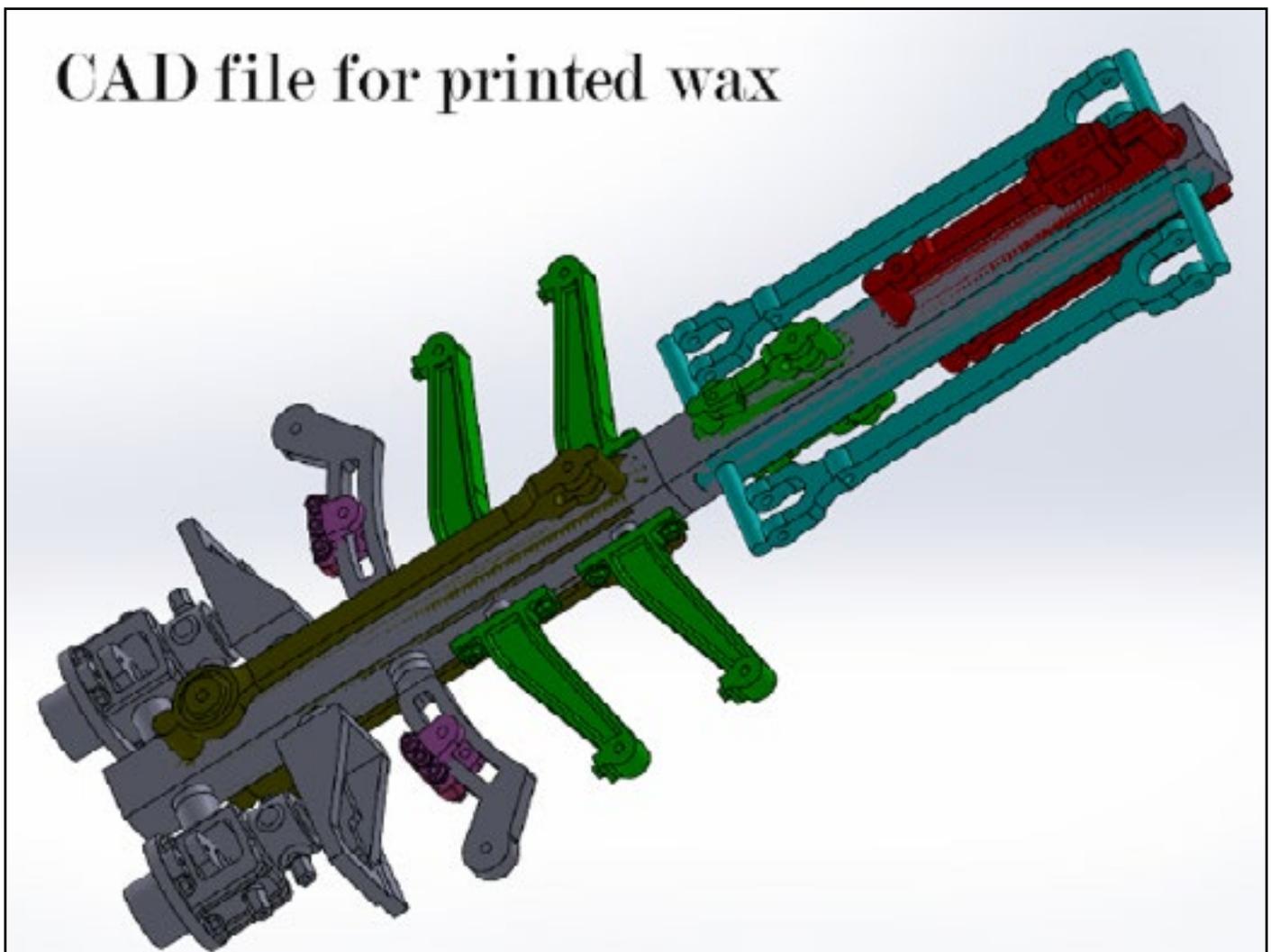
Originally intended as a one off for a project we were doing Nick used our spare set to great impact on the completed model.

As a result of the write ups EDM Models will be doing a limited production run of sets of these valve gear parts.

We will only be producing pre-ordered sets and at the moment only plan on doing this once so its important to order now if you want a set.



The valve gear parts were designed as a one off and make use of the fine detail that can be done with direct printing of castable wax masters.



This does mean there is a print per part making them quite expensive. A set for one NGG16 is £150 plus postage

Full Details of what is on offer: <https://www.ngtrains.com/blog/tools-and-tips/instructions/ngg16-valve-gear-parts/>

Ordering: <https://ngtrains.com/shop/product/ngg16-valve-gear-parts/>

EDM Models new website

WWW.NGTRAINS.COM

is now live

Specialising in Narrow Gauge, mostly 7mm/ft but including other scales and useful products for all

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London Model Engineering Exhibition 2020

ALEXANDRA PALACE, LONDON

FRIDAY 17TH – SUNDAY 19TH JANUARY 2020

The South's Largest Model Engineering & Modelling Exhibition returns in January from the 17th – 19th 2020. This exhibition is regarded as one of the leading model shows in the UK and attracts over 14,000 visitors annually.

Come along and see the full spectrum of modelling from traditional model engineering, steam locomotives and traction engines through to the more modern gadgets including trucks, boats, aeroplanes, helicopters and robots.

Visitors can travel between the show's different zones, trying the activities and watching fascinating and technical demonstrations. Over 50 clubs and societies will be present displaying their members work and competing to win the prestigious Society Shield. In total, nearly 2,000 models will be on display.

Organisers expect to welcome the return of the British Model Flying Association, Tamiya Trucking Group, Brickish, The Imagineering Foundation and the Polly Owners Group who provide passenger rides behind the 5" gauge steam locomotives within the Great Hall.

All of the leading suppliers will also be present showcasing new products and special promotions and giving hobbyists an excellent opportunity to see and compare products under one roof. You will be able to purchase virtually anything you need for your next model or project or to get you started in a hobby.

If you are an active model engineer this is a key event in the calendar to meet other hobbyists and see the leading suppliers. This is a great day out for all the family, one the children will love with all the working models. If you are interested in modelling yourself or want to rekindle your childhood memories, you will find something amongst the many diverse types of modelling on display to admire. If you are not already a modeller hopefully the exhibition will fire your imagination to build some-

thing yourself and enjoy one of these satisfying hobbies.

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Open 10am – 5pm Friday and Saturday and 10am -
4.30pm Sunday.

Last entry is 4.00pm Friday and Saturday and 3.00pm
Sunday.

Model Active Zone closes at 3.30pm on the Sunday
Cash Box opens at 9.00am each morning before the
event opens at 10.00am



The banner features the LME logo (a red gear with 'LME' in a blue bar) on the left. To its right is the text 'LONDON MODEL ENGINEERING EXHIBITION'. In the center is a photograph of a man and a child with a model train. To the right of the photo is the text 'FRIDAY 17th to SUNDAY 19th JANUARY 2020'. Further right is a photograph of a large exhibition hall filled with people and model displays. On the far right, a red box contains the text 'Alexandra Palace London'. At the bottom left, it says 'Featuring the Past, Present and Future of Modelling' and at the bottom right, the website 'www.londonmodelengineering.co.uk'.

Admission:

Ticket	On Line Tickets	Full Price Tickets
	Discounted tickets via website	On the Door
Adult	£11.50	£12.50
Senior Citizen/Student	£11.00	£12.00
Child (5-14)	£4.00	£4.50

To book tickets go to www.londonmodelengineering.co.uk.

Discounted tickets available until midnight Tuesday 14th January 2020.

If you would like to order by phone please call SEE Tickets 0115 8960154.

Meridienne Exhibition cannot process any telephone orders for tickets.

If you have general enquiries regarding the exhibition other than to book tickets please call 01926 614101.

For groups of ten or more discounts are also available. Please quote GRPI0.

Railway Refreshments - The Harrogate Tap

By Cath Locke

Harrogate station has the impressive claim of being the first building in the town to be built of brick.



Opening in 1862 perhaps the building wasn't that well built as a chimney stack fell through the roof in a storm in 1866 causing considerable damage. And in 1868 thieves managed to drill through the station window

to steal some cash. During Victorian times the exclusive nature of some of Harrogate's visitors apparently allowed the station master to sport a silk top hat.



Largely re-built in the mid-1960s (as part of a tower block development) the current station is smaller than the original (less platforms but it does have a car park now).

The Harrogate Tap is part of the chain that also owns the York and Sheffield Taps (featured in previous issues of MRE Mag) and has been equally sympathetically developed.

Set in the original station building and with access either from the road at the front or the platform it opened in 2013 after significant work to re-instate the original frontage, repair the roof and restore the fabulous ceilings inside.



With ales from its own Tapped Brew Co and also around the world this is another comfortable, historic setting to enjoy an ale or something from the impressive selection of gins (including local gins). Although not serving food, as such, snacks such as pork pies are available.





Class 67 and 68 Locomotives

Author: Andrew Cole

Price Special Price: £13.49

ISBN 9781445661742

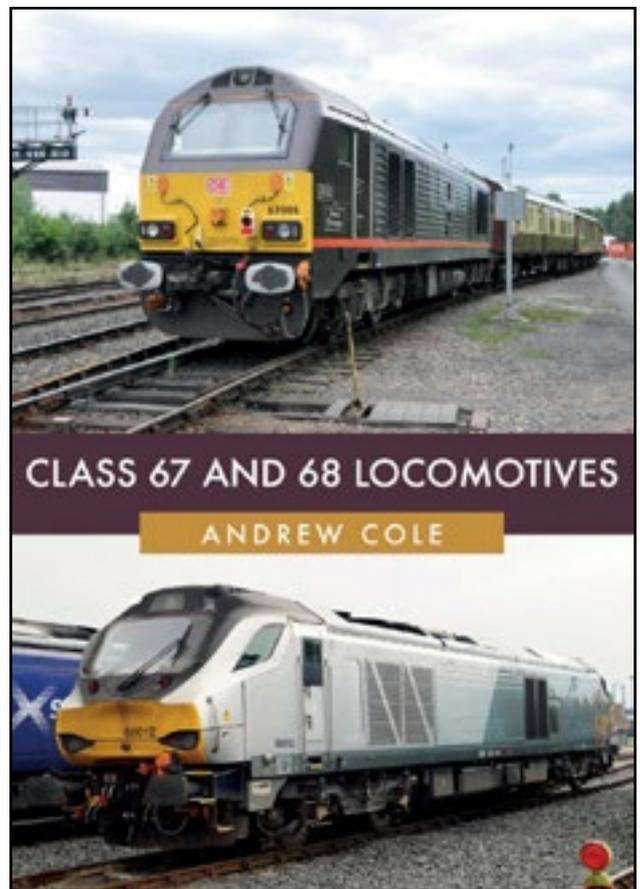
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by M. D. Hooson



Although both classes share similarities the later class 68s appear more 'futuristic' and are presented towards the end of A. Cole's book. There is a synergy between the two locomotive classes (both are Spanish built) and their trains. Indeed they were embraced by the train operating companies including Deutsche Bahn and EWS.

The photography in the book is excellent and sharp. Depending on the camera angle, the shots of these two classes tend to look very 'box-like' instead of a more sleek, aerodynamic shape.

The 67s were brought in to take over from the Class 47s and were employed on passenger and freight duties throughout the UK. Hence the photographs depict this. Having been in service for about ten years they were joined by the newer class 68s. These too were to be used on passenger and freight duties. This being so, one might expect to see them at nearby intermediate stations – perhaps Huddersfield or bursting out of Standedge tunnel (the locals might think aliens have arrived).

In many ways the author has offered readers a good selection of both the 67s and the 68s at work are re-sented in thought provoking deigns and colours –perhaps a vision of even newer things to come.

Thirty Class 67 locomotives were ordered by EWS for use on parcels traffic to help replace the Class 47s that they had inherited. They were built in Spain, by Alstom at their Valencia factory, with the first locomotive appearing in the UK in 1999. These locos performed faultlessly on the parcels work until the contract was lost. This allowed the class to spread further, and they have found a good use on hire to passenger operators, and also on charter traffic. All are still in use, most with DB Cargo and two having been sold to Colas. (Amberley Publishing).

Also built in Spain, the Class 68 locomotives were ordered by Direct Rail Services in 2012, with the first loco arriving in 2014. Thirty-four have so far been ordered so far, and are used on a variety of freight and also passenger workings, finding regular use with ScotRail and Chiltern. They will also soon be used by TransPennine Express.

*This book shows the diversity of these two mainline classes.
(Amberley Publishing)*

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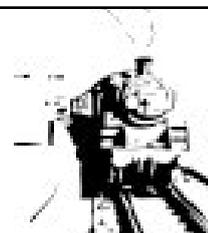
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Chew Magna Part 2 Progress

By Terry Rowe

Well I am sure most of you will understand that herding cats is easier than keeping model railway club members focused on the task in hand!



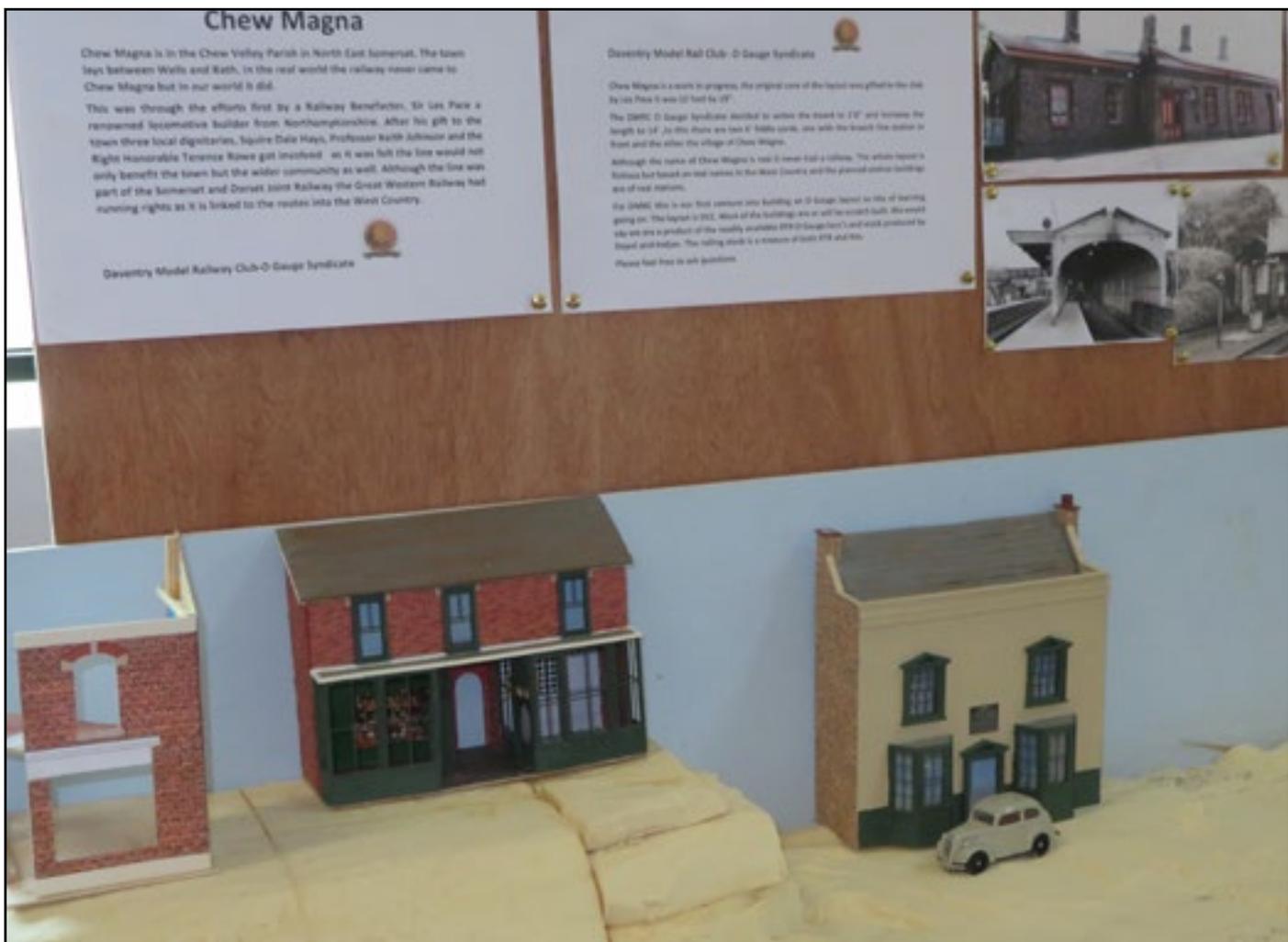
Progress on the layout has happened but very slowly.





Two real positives, though, are that we exhibited the layout 'as a work in progress' at the Great Central Railway exhibition back in July and at the same show also gained a new club member (along with his teenaged daughter who has an interest in model railways) and they have joined the Chew Magna syndicate. Yesssss!

We are now ballasting of the track or should I say Tony (our new member) and Lauren (his daughter) are ballasting the track. Although this is great progress it is giving us headaches with the smooth running of the layout, albeit this is only because we are exhibiting the layout while trying to develop it at the same time.



The 'work in progress' state of the layout has prompted quite a lot of interest and discussion at the three exhibitions we have attended in the last 6 months. We get asked about our plans, the technique we are using for ballasting, the topography modeling and materials used and modeling the buildings we have on the layout (and plan to have on the layout).

Although Chew Magna is fictitious as a railway the buildings found on the layout are based on prototypes. Most of the rolling stock is from the manufacturers that are producing RTR, this then brings about interesting comments as quite often we are running locos and rolling stock that in the prototype did not run together.

One comment we had was that a loco never ran with a particular set of coaches (auto-coaches). Given that Chew Magna is fictitious we found that quite amusing!

The station building is based on Maiden Newton and Keith John-



son has worked tirelessly on this first drawing up scale plans, reworking them to suit our layout then cutting the building outline out of wood. He has created textured flint stone out of printing on wallpaper.

The station pilot Engine Shed has also progressed with the wooden frame walls built and clad with 'pie-dish' corrugated iron. The roof is being constructed now too.

The side office building is soon to be added and the Skytrex GWR conical water tower is built and just waiting to be painted in the correct colours.

The branch line halt, Drew Halt, has been assembled from the Skytrex resin cast model of the platform and

the pagoda building just needs painting. The surrounding area still needs a lot of work, though, on scenery and track ballasting.

Dale Heys has become technical guru as we go forward and we are ironing teething problems with wiring and putting a DCC control system in place for a layout of this size.

There are a number of other elements of the layout that need either changing or developing. Hopefully we will remain focused and produce a fine and convincing layout. What's most important, though, is that we have fun building and running it.

Over the next few issues we will keep sharing the progress.





Modelling South African Railways Two Foot Gauge in 1/43 or 7mm Scale (aka the Hopefield Branch) Part Two-Rollingstock



By the English Wildebeest

As this is the second part to my series of articles I will start getting into the locomotives and rolling stock first ordered and that ran on the Branch.

Locomotives

The Cape Government Railway (CGR) ordered 3 Mogul Locomotives - that is the 2-6-0 wheel arrangement. They were supplied by the Baldwin Locomotive Works of Philadelphia and were numbered 1, 2 and 3 (they did not get a locomotive class distinction within the CGR).

It is thought they were painted in CGR green, but they could have also just been painted locomotive black. The locomotives were shedded at Kalabas Kraal and were in the charge of a fitter.

In 1911 a four locomotive was ordered to assist with the increased traffic. All were withdrawn in 1926 when the line was re-gauged to 3'6".



CGR 2-6-0 Baldwin number 2, is a converted Bachman On30 locomotive using Grandt Line outside frame resin casting.

Passenger Coaches

With 3 up and 3 down passenger trains a week, two first class, four compartment coaches, two third class five-compartment coaches and five first class brake van composites were acquired for the line. The brake vans were used on all freight trains as well running as mixed goods trains.



CGR 3rd Class Coach and CGR 1st Class Brake Van.

These two coaches, are a 7mm Scale built Coach using the Worley Works scratch builders aids in etched brass

http://www.worsleyworks.co.uk/NG/NG_7mm_South_African.htm



Freight Wagons

The line started off with twenty low-side wagons of 12-ton capacity plus four six-ton flats all running on four wheels. There were fifteen bogie and seventeen four-wheeled cattle vans along with three pairs of timber flats. A hand operated six-ton capacity crane wagon running on four wheels was also ordered.



CGR 20' Cattle Wagon - scratch built and still under construction

Over this series I will be looking at the models I am building to represent the locomotives coaches and rolling stock.

Most of the information for this article was sourced from Sydney Moir's book '24 Inches Apart' along with 'Locomotives of the South African Railways' by Leith Paxton and David Bourne.

To get a feel of the early CGR Narrow Gauge Railways there is a great online study by Les Pivnic and Charlie Lewis on the SAR called 'The Soul of a Railway' <https://sites.google.com/site/soulorailway/home/system-3-1/system-3> This covers the Narrow Gauge in Pot Elizabeth but will give a feel to the early narrow gauge.



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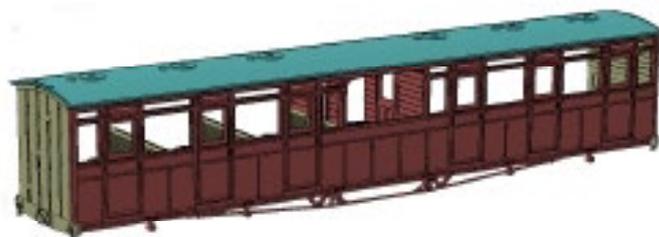
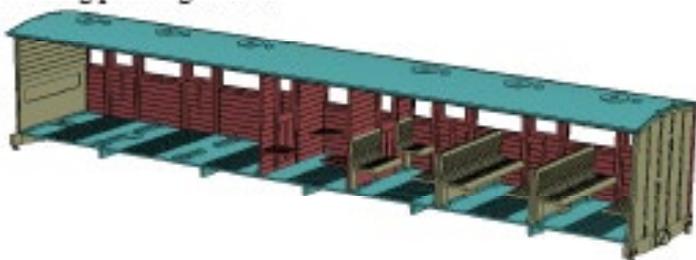
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Shed Bashing in the 1970s and 1980s

Author: Colin Alexander

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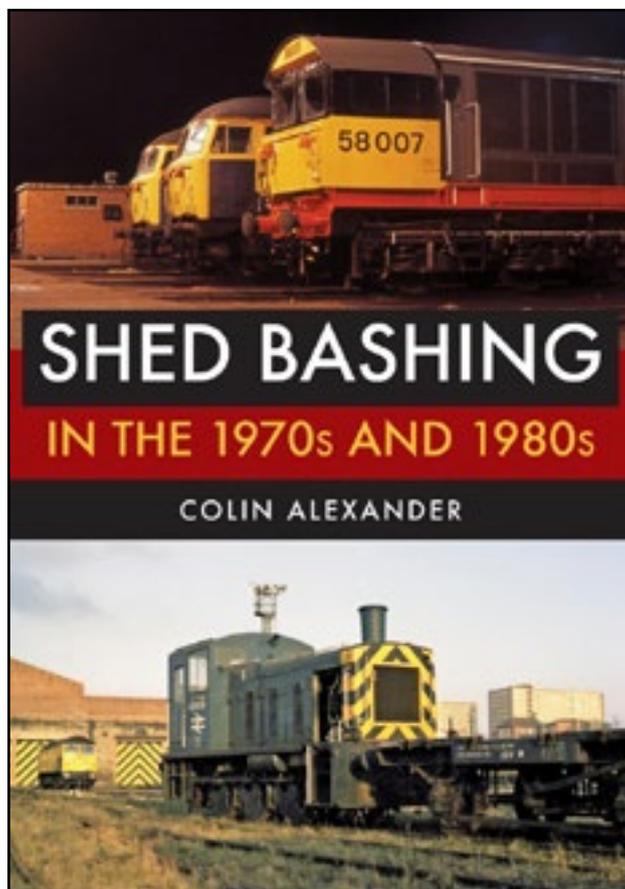
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by M. D. Hooson



Those lucky enough to live near enough to an engine shed will understand how fascinating such places were and no doubt will find the content of this book a great source of interest. Given that enthusiasts were more likely to have 'run the gauntlet' in avoiding the stern eyes of strict shed managers this did little to repress their ardour. Of course sheds and yards, however interesting, were dangerous places and one can understand the reluctance of depot managers to have the marauding public wandering around.

Colin Alexander is fortunate to have been granted access as evident in this book. He provides a wealth of information (particularly visually) on the maintenance and, in some cases, the ultimate demise, of a rich range of locomotive classes. One particular photograph in his collection has a class 24 lying on its side at Toton lending itself to the wit of some wag.

Various shunters wearing the battle scars of age appear at rest throughout the book, probably redundant, though hitherto an essential element of the 'manoeuvrings' around their respective yards and sidings. It is unlikely the like of these will ever be seen again. Were it not for the cameras and attention to composition by C. Alexander and his associates the atmosphere and scenes captured in their work would become distant memories of what might now be seen as virtual reality. With the nation's historical heritage being rubbed out, it is to books such as 'Shed Bashing' that people will have to return.

A mix of black and white and colour photographs highlight the environment in which Britain's locomotive power was stabled, the sheds just as much in need of repair as some of the locos. Apart from a few pictures of 1500 DC examples, the bulk of the traction is diesel powered with the sheds and yards covered by the book's 96 pages representing the whole of Brit-

ain. Moreover, the range of motive power depicted is one of rich diversity and C. Alexander has given those who have never had the opportunity to visit sheds and yards a share in his own experiences as well a splentry of historical interest.

Ask anyone who was a teenage railway enthusiast in the 1980s and they will regale you with tales of 'bunking' engine sheds or locomotive works. While many depot foremen would happily allow youngsters to wander their shed buildings and yards to admire the locomotives stabled there, others would take great pleasure in chasing us away. This meant that some depots could only be accessed by clambering through holes in fences or thick clumps of brambles, while constantly keeping a lookout for shed staff.

We travelled the country visiting sheds from Inverness to Plymouth and were always ultra-cautious, keeping off running lines; all we were interested in was loco numbers and taking photographs. Occasional shed open days meant interesting motive power from other regions, and the most memorable events were probably when the larger BR Engineering works such as Swindon or Doncaster threw open their doors.

This book shows all aspects of such visits from our youth. (Amberley Publishing)

Model Railway

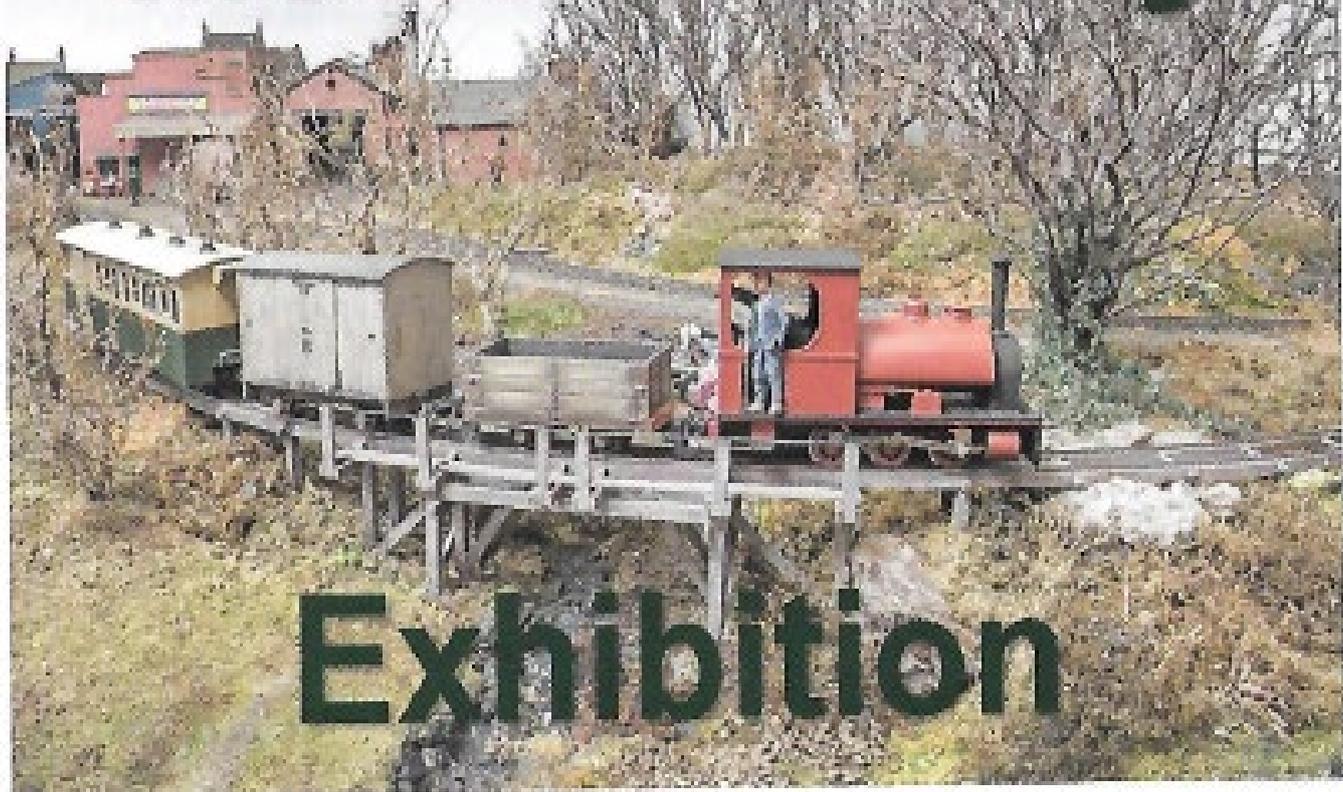


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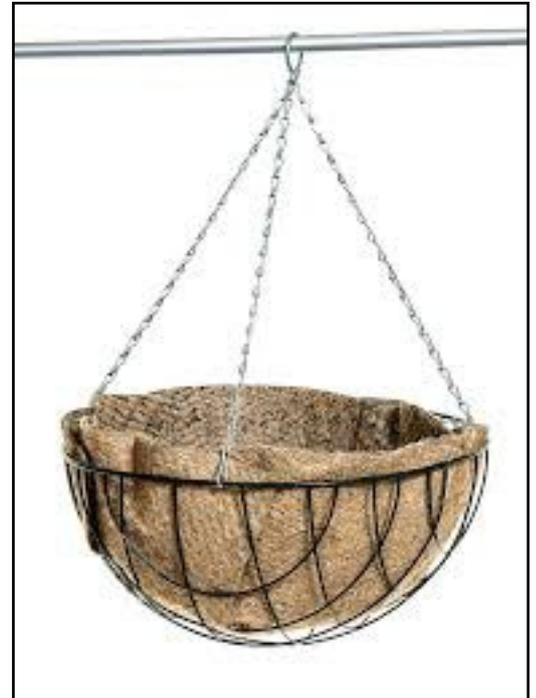
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Bankside vegetation

by Jim Seltzer

There are many ways of producing bankside vegetation on a model railway, I would like to share mine.



I use jute hanging basket liner, I bought mine for the princely sum of one pound, from The Range (other suppliers are, of course available) and it will probably cover an area of about 18 inches square, although I haven't measured this.

The method I use is simple and I think looks pretty effective, although it is dependent, of course, on the finish you require. I went for the undergrowth/ bramble, unkempt look, but I am sure it could be presented in various ways to show different vegetation in a variety of situations.

The liner I used has two sides, one has an almost striped appearance, with dark green lines running through it.

The other side is much hairier looking and is a washed out pale green with odd spots of a darker shade.



Glue this side down

This side should be face up

I glue the liner down hairy side down, using PVA. I use Gorilla wood glue, but any decent PVA would work.

After around twenty four hours (I like to make sure its well stuck and needs to be permanently fixed to ensure a decent finish), I tear off the liner from the striped side, leaving the hairy bits sticking up.

These can obviously be trimmed or left, as you decide.

Then, using spray mount, or a light brushing of PVA, I put adhesive on the top surfaces, or in the case of spray



mount, wherever it falls. After this, I use scatters to achieve the appearance I want, I tend to use the granular types from I think Jarvis, but any will do, obviously. For additional detail adhesive can be lightly applied and different coloured scatters used to represent flowers, weeds, etc.

It is very simple, very quick, cheap and I think looks very good.



You get a great result with very little work.

Happy modelling!



Big Steam, Narrow Steam and Shiny Nails - Part 2

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



10th May – We checked out of the hotel (this was to be our longest stay in one place throughout the trip and had provided us with a good working base for all our activities in and around Salt Lake City). Time to up the ante, we set off for a local shooting range. For all we understand that the right to bear arms is enshrined in the American constitution, sometimes the scale of the gun culture takes you by surprise, as part of the shooting range facility there was a gun shop and in all honesty their stock appeared sufficient to equip the army of a small country. We assume that the tanks and ICBM's were 'special order' items. As always the greetings were warm and friendly - we explained what we wanted to do and having filled out the necessary paperwork were asked what we wanted to shoot, Glock 17, Glock 19, Smith and Weston, Desert Eagle etc? It was only slightly more involved than how do you want your eggs for



A pair of GEs entering Green River yard with a Soda Ash unit train, Green River WY (Mike Hewitt)

breakfast - over easy, over medium, sunny side up etc? While all this was going on, what was at first going to be a packed range, seemed to empty, maybe the locals felt safer coming back later! In the end we stuck to 9 mm handguns, a Gloch 17 & 19, a FNJ, a PPK and Martin tried a couple of hammer action pistols; a Sig Sauer P226 and USP HK. Due to one party struggling to hit the targets and two struggling with their arms, we passed up on any of the larger firepower. By the time we had finished there were no other punters there - only staff and a whole arsenal. Time to hit the road.



*The archetypal rock profile standing over the town,
Green River WY (Mike Ford)*

We set off east on the I80 towards Green River WY, Laramie and points east. Today was time for some serious driving. We made good time to Green River, seeing plenty of trains on the parallel mains, we even managed to see some of those trains entering Green River yard. As seems customary, a large personnel bridge spans the yard to aid local's access to the other side of town, it's also handy to take pictures of the roof top detail of some GE's sat awaiting fuelling. The wind was whistling but we toughed it out for a bit. Eventually, retreating to a local hostelry for a warm drink and some nosh. Once



UP #6434 leading an intermodal entering Green River Yard, Green River WY (Mike Hewitt)

suitably refuelled we began on our way to Laramie, we knew we wouldn't make it that night but bedded down at the Sunset Inn at Wamsutter WY. The motel wasn't in our guide book but we were tired so as long as it had beds it would do. The somewhat derelict outward appearance belied a far more hospitable offering.

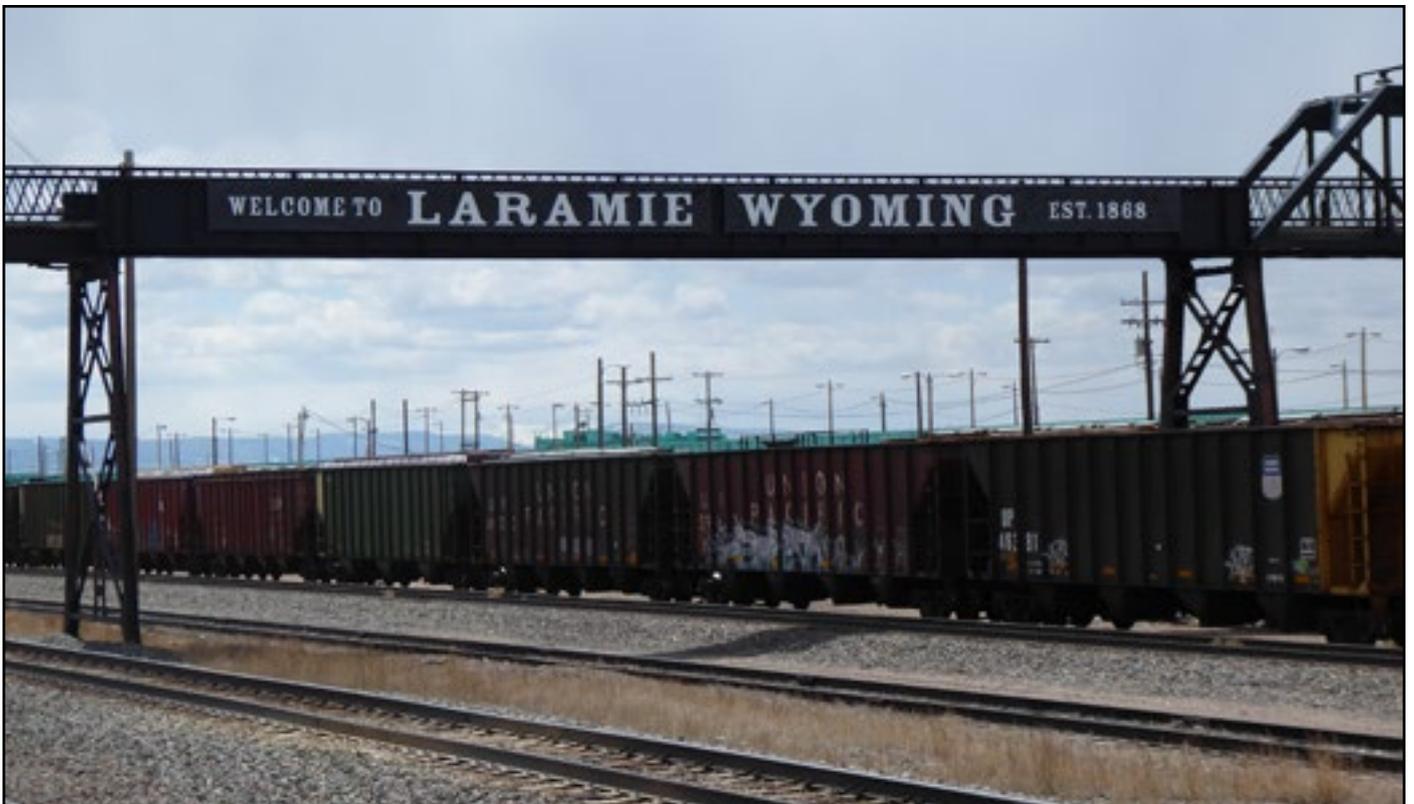
11th May - The motel didn't do breakfast so we grabbed a bite to eat at a local truck stop, then we made our way into Laramie WY. The challenge then was to find the local model shop - Train Service Junction - we



*A UP manifest rolling through on the main heading west,
Laramie WY (Mike Ford)*

read the note on the door (normally opens Tues and Thurs only) and this was Saturday! Bad planning - not really, this was an opportunist visit. The owner turned up as we were stood outside so kindly opened up for us. A bit of a weird one this - the shop is fronted by like a 'greenhouse', you have to walk through rows of plants and stuff to get to the train shop at the back. It was worthwhile for the owner - in the end he was better off by at least \$350. A very knowledgeable and helpful owner although he did try to talk himself out of business on a couple of occasions. The shop had a really good selection of books. We loaded our purchases into the Acadia and headed off to Depot Park where there was a 2-8-0 on display (UP #535). Then to the depot museum which was unfortunately closed

to visitors as there was a fund raising function in progress - we did some more train watching although the wind was not conducive to extended exposure on the footbridge over the yard. We headed off for Cheyenne WY but our arrival time did not allow enough time to visit the depot museum before it closed, so we set off to see the Sherman Hill Model Railroad Club layout operating in Frontier Mall. (We couldn't envisage a model railroad club in the UK being able to afford to operate in Meadowhall (Sheffield) or other equivalent shopping complex in the UK!) Then to Hobby Town to search for HO scale modern image vehicles. Finally, a trip to Walmart to case (excuse the pun), options for



The landmark Laramie footbridge over the yard, Laramie WY (Mike Ford)

purchasing additional return carrying capacity for the journey home.



UP #535 a 2-8-0 consolidation in Depot Park, Laramie WY (Mike Ford)

12th May - After a bite to eat we headed off, having taken time to photograph the iconic Colorado & Southern (C&S) bridge over the end of Cheyenne yard, to Lions Park to see UP #1242, the last coal burning 4-6-0 retired by UP in Wyoming in 1955. Then on to Holliday Park to take a look at another 'Big Boy' #4004 nicely preserved and protected by local squirrels that were keen to investigate any photographers/intruders from a hideaway in the firebox. We met up with an Austra-

lian visitor and after exchanging views on the credibility of documentaries on Australian railways, we headed off for the depot museum in Cheyenne.

We managed to do a bit of photography of the main line and yard before the museum opened at 11.00 (Sunday hours). There was some really interesting stuff in the museum, showing the history of UP and the development of big power to deal with the grades of the Wahsatch - big boys, turbines, centennials thru to the SD70's and AC4400's of today.



UP #1242, the last coal burning 4-6-0, on display in Lions Park, Cheyenne WY (Martin Ford)



UP #4004 and one of her guard squirrels sunning themselves on the running board (Martin Ford)

On the 2nd floor of the museum is Harry Brunk's amazing HO_{n3} UCNRR recreation of the Clear Creek branch of the C&S. This layout was constructed over a period of 30 years in a trailer next to Harry's house, then donated to the museum and transhipped in the trailer before being dismantled and re-erected in the building. Unfortunately, on the day of our visit there was no one available to run the layout, but this did not detract too much. It is the amazing detail, cameos, scenery and beautifully constructed and detailed buildings that grab the attention. The townships capture the atmosphere

of a time long gone, but not forgotten thanks to modellers like Harry and many others of course. For those that have followed Harry's exploits over the years building the UCNRR via his articles in Narrow Gauge and Shortline Gazette, the photographs do not do justice to the real layout. It has to be seen in the flesh so to speak, to really appreciate the craftsmanship that has gone into the construction of this amazing layout. Whether you are a narrow gauge fan/modeller or not, a visit to this layout is an absolute must and will inspire all who see it.



UP #4004, another of the eight surviving Big Boy locomotives, on display after recent cosmetic restoration in Holiday Park, Cheyenne WY (Mike Ford)

We grabbed more food and did some train watching, then headed east towards North Platte NE. We missed the line across the interstate when we crossed from mountain time to central time, in the same way we missed the welcome to Nebraska signs - maybe they had been taken down especially to greet us? Having found accommodation in North Platte without too much trouble then set off to scout out Cody Park and Golden Spike tower ready for the following day. Access to the UP exhibits in the Park, Challenger #3877 in grey with elephant ears, (the only other surviving challenger) and Centennial #6922 was not possible, because the compound was locked. We were too late, but we wouldn't be the following day. We scouted out the yard at North Platte again for photo opportunities and watched some radio-controlled mother/slug units in action. Heading back to the hotel, we stopped by the grain elevators on the main (well-used in UP media shots) to watch a constant procession of stack, manifest and coal trains. Tomorrow looked promising!

13th May – The day started off at Iron Horse Park, just opposite the motel. It was still easier and safer to drive to it than try crossing the road on foot! There was UP caboose #25543 on display next to the park, in memory of military veterans. We then returned to opposite the Cargill elevator to do some more train



Golden Spike Tower, Bailey Yard viewing platform, North Platte NE (Mike Ford)

watching. There was a manifest parked up on the main, the UP crew explained that they had just tied in a DPU 177 cars back (the train length was 256 cars total!). As part of the lead set there was a Canadian National (CN) unit too. There was a constant procession of trains in both directions. We then headed off back to Cody Park, we were early and the caretaker was late (about 5 minutes in each case). There was access to the cab of both Challenger #3977 and Centennial #6922, also to the internals of a Rail Post Office car, baggage car and cabooses (all UP stock). There was an insulated box car on the track behind #6922. Sitting on the engineer's seat in #3977 it is quite a view



UP #480 in Memorial Park, North Platte NE (Mike Ford)

along the boiler, but there was better visibility in the corresponding seat in the Centennial. The internals of the RPO/baggage/caboose have been fitted out as they would have been in service. The UP depot had been relocated from Hershey and Cody Park is well worth the visit and support, the exhibits are well maintained and exude history.

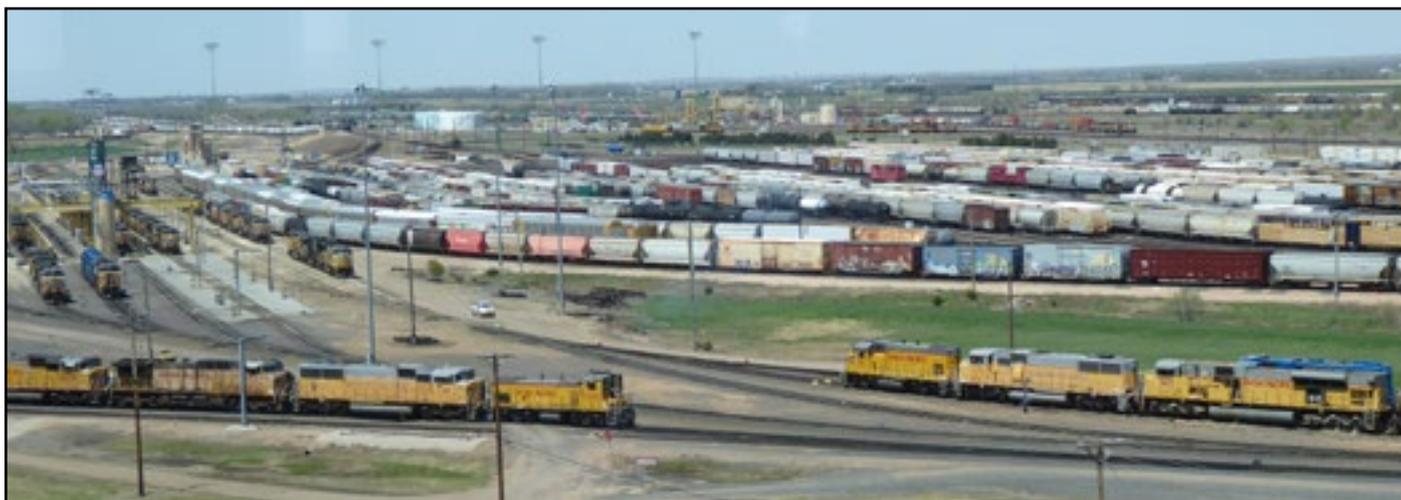
Next stop was Bailey Yard, allegedly the largest yard in the world. The open air viewing platform is level 7 at 85', the enclosed is level 8 at 93', it was so exciting that at least three of the party nodded off during the

visit. We called in at a recommended diner for a bite to eat, then headed for Memorial Park and UP #480, a 2-8-0 on static display. Afterwards we set off for Denver CO and points south west, ultimately Salida CO. The sat nav took us over the mountains and whilst the views were awesome there were limited accommodation opportunities (even less at sensible prices) and even fewer gas stations. We caught sight of coal trains heading south, with Burlington Northern Santa Fe (BNSF) power leading including an executive scheme SD80MAC. We made better progress than intended,



UP #3977, the only other surviving Challenger locomotive, in Cody Park, North Platte NE (Mike Ford)

but it was a good job we had been able to share the driving - it is quite a haul from North Platte to Salida in half a day. North Platte is a must go for anyone into trains - particularly UP, modern and preserved. There is good viewing, good vantage points, and good food options.



View of Bailey Yard from the enclosed viewing platform atop Golden Spike Tower, North Platte NE (Mike Ford)

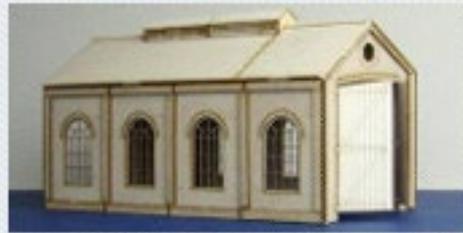
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If you are thinking about starting Digital, or would just like to learn a little more about this

exciting concept, then put Friday 6th of December in your diaries.

In association with Train Tech and Coastal DCC, Great Eastern Model Railways of 199 Plumstead road, Norwich, Norfolk will be hosting a digital taster day.

This free of charge event will be hosted in our Norwich store between 10am and 3pm with experts on hand throughout the day to showcase the benefits of a digital layout.

Refreshments will be served at this drop in event, and various workshops and demonstration will be running throughout the day. Places are free, but please register your interest via email gemodels199@gmail.com or phone 01603 431457.

Bristol Traction

Author: Hugh Llewelyn

Price Special Price: £13.49

ISBN 9781445678054

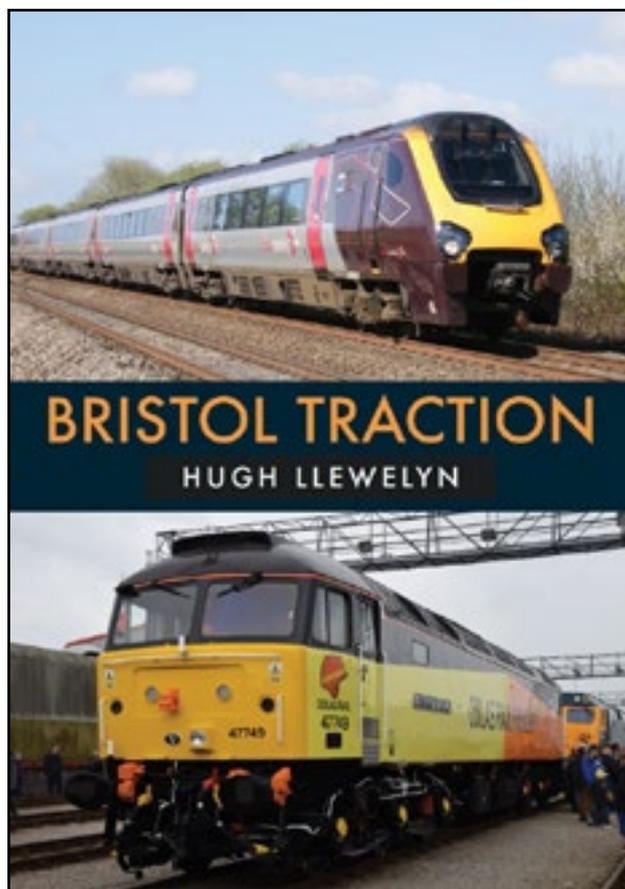
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by M. D. Hooson



H. Llewelyn has produced a book of worthy of specimens in Bristol Traction. He has not sought to provide a comprehensive collection, but a selection of photographs representative of his career.

He has systematically organized the motive power in his book according to class type. By doing this he has facilitated the enthusiast's study of each. For the most part his photographs are of motive power in almost pristine condition – an unusual event on Britain's railways (the washing roads must have been kept very busy!).

The side-decoration adorning some locomotives is reminiscent of a trend in taking advertisement space on the exterior of buses. Complemented by a variety of landscapes liveries are not as restrained as in the earlier years of the 'Big Four' or under British Railways (and later British Rail). However, no-one need feel shocked since no example looks out of place in its setting. In fact, it makes for an attractive representation of a modern railway in operation.

H. Llewelyn provides a useful glossary of abbreviations, useful for those readers unfamiliar with the Bristol, North Somerset and South Gloucestershire part of the country.

This book makes an interesting addition to one's railway portfolio.

Bristol is fortunate in having a particularly photogenic main-line station in Brunel's magnificent Temple Meads, with a great variety of traction available both there and in the adjacent Bath Road diesel depot, now long gone. Liveries from the Rail Blue, Sectorisation and Privatisation eras are all illustrated in this book as well as preserved traction in historic liveries. From Peaks to Warships to Class 66s, and from slam-door DMUs to Sprinters and Voyagers, much of interest lies within.

Hugh Llewelyn has lived in Bristol, North Somerset and South Gloucestershire since the mid-1970s and has been taking railway photographs in the area during that period. This book is a collection of mainly colour, but with some black and white, photographs of modern and classic diesel traction that has been seen over the years on the railways in the urban and rural areas in and around Bristol and Bath (Amberley Publishing).



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O gauge low-relief building facades. Picture shows SMRS3B 3-storey north-light facades with added details.

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

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Ugandan Railways - Kampala Station

By Terry Rowe

About two years ago my brother Andrew visited Kampala on business but as a good brother he looks out for railways for me.

This time he came across Kampala Station and was able to take a number of photographs and was given access to the railway's workshops. He was able to view up close engineering staff at work in clean and tidy workshops.





I don't know much about the railways of Uganda and what is happen with their regeneration plan. Looking online there seem to be a number of scandals with regard to the projects to get the railways working again.



I found a link that gives some information, https://www.railjournal.com/in_depth/ugandan-capital-embarks-on-light-rail-project

It looks like a real attempt to get things running and, although using what looks like reconditioned rolling stock, for the local people these projects are essential.

If any of our readers have more information why not send it in to us and we will publish it?

A link to the history of the Ugandan Railways

https://en.wikipedia.org/wiki/Uganda_Railway

All photos by Andrew Rowe





Ghost, ghouls, wands and wizards at the SVR this October half-term



There'll be ghostly goings-on and wizarding workshops at the Severn Valley Railway this October half-term.

The Railway will be welcoming back two hugely-popular services – its Ghost Trains and Wizard Express, which will be steaming in to offer some eerie entertainment and madcap magical fun.

Following its hugely-successful debut last summer, the Wizard Express will return from October 26th to November 3rd, taking young witches and wizards for magical Journey to Wizard School.

Families can collect their wax-sealed Wizard School invitation at Kidderminster or Bridgnorth before boarding their steam train to Wizard School - enjoying tasty treats and spell-binding entertainment from magicians along the way.

On arrival at Highley, Professor Grindle and his scholars await, ready to lead three magical workshops: Butterscotch Witches Brew, Spell Casting and Team Games with the Lost Sock Pixies.

Passengers can also use their ticket to travel up and

down the line during the day. Tickets must be booked in advance. Wizard Express services depart from Kidderminster at 10am and 2pm or from Bridgnorth at 11.50am. Tickets are £60 for a table of two, £120 for a table of four or £180 for a compartment of six.

For those who dare to be scared, the SVR's much-loved Ghost Trains will be steaming into Kidderminster on October 26th, 30th and 31st. Passengers can arrive early to enjoy spooky face-painting and a ghoulish disco before their Ghost Train arrives to take them for a thrilling ride out into the dark, through the SVR's haunted stations to Arley – and hopefully back again. But beware – things that go bump in the night are not just outside the carriage windows...

Services depart at 6.20pm, 7.10pm and 8pm. Tickets are £14 per person and must be booked in advance.

Lewis Maddox, the SVR's events co-ordinator, said: "We've got a really action-packed October half-term in store and are preparing ourselves to welcome an influx of ghosts, ghouls, witches and wizards who are heading along to enjoy an unforgettable experience along the line."

For Wizard Express information and bookings see www.svr.co.uk/wizardexpress or for Ghost Trains, see www.svr.co.uk/ghosttrains

Class 87 Locomotives

Author: Andrew Cole

Price Special Price: £13.49

ISBN 9781445666921

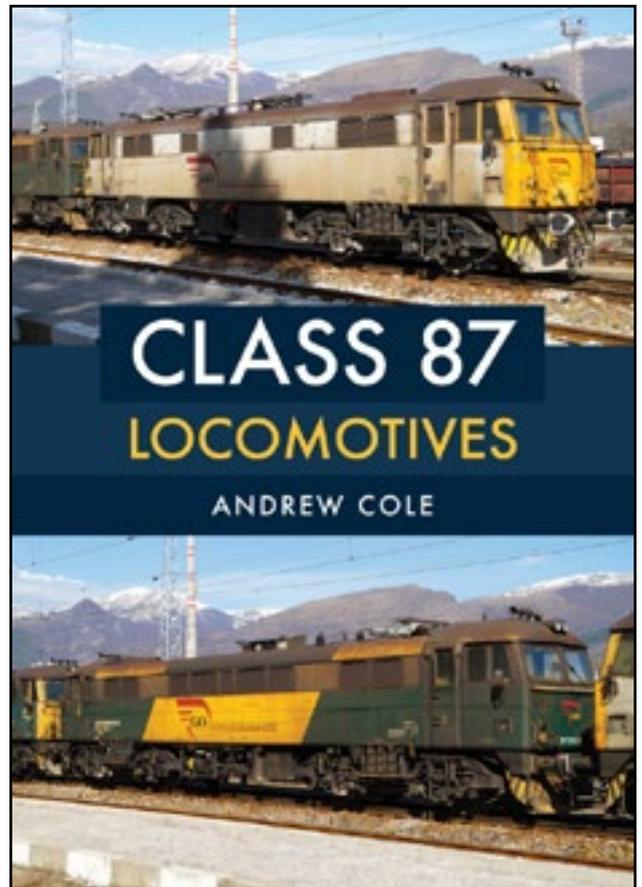
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by M. D. Hooson



Andrew Cole might well have titled his book; 'An Understated British Classic' and his collection of photographs gives evidence to a loco that met the expectations of those who commissioned it. Here is one that complemented the era of electrified railways in a positive and enduring way.

This is not a book crammed with technical detail nor was it ever intended to be. Instead it is more a 'homage' to a successful and popular example of traction, the main beneficiary of which was the West Coast Mainline. The Class 87 was given name plates and the images of many are included in Andrew Cole's collec-

tion:- Kenilworth and Hal O the Wynd - just two of a prestigious club. Who could fail to be impressed at the sight of such named locos waiting to take their trains away? Many other famous names adorn the pages of this book and are an indication of how well loved this generation of traction became.

Sporting a variety of liveries, the Class has seen BR blue, grey/black and red-branded. With matching coaching stock and a few living out the rest of their days on Bulgarian metals these locos are eye-catching as one journeys through the book. IC Swallow and latterly the Virgin logo take an increased prominence over the inverted arrow lines that were used to advertise 'the age of the train' giving the readers a sense of historical setting. All the 87s shown are in service on British metals apart from the few pictured enjoying extended life in Bulgaria.

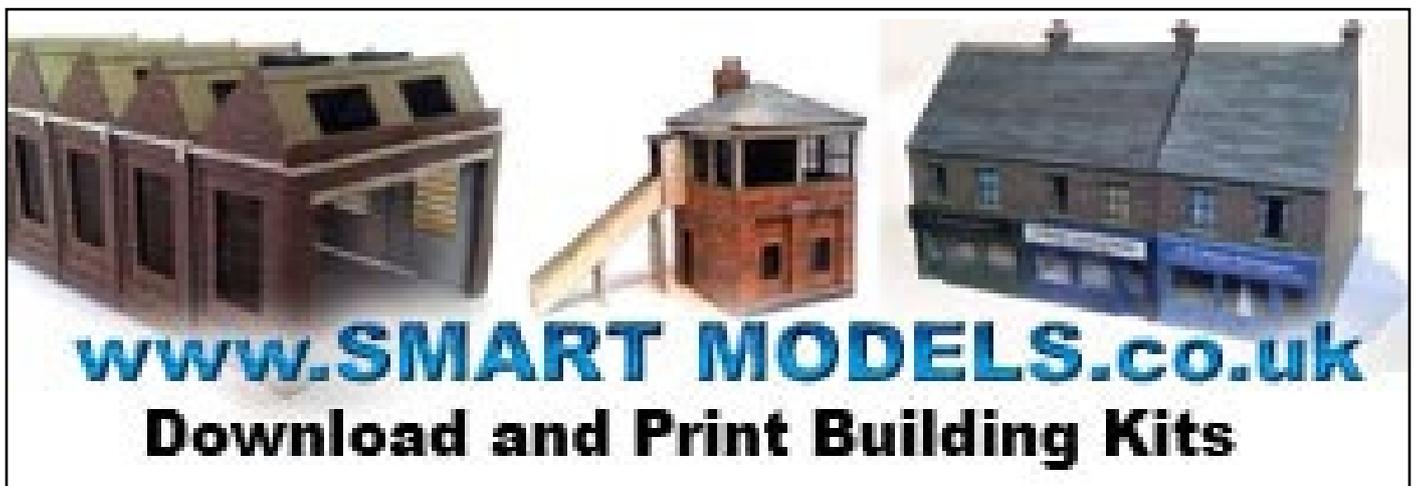
This collection of Class 87s in action is an attractive visual presentation.

When British Rail decided to electrify the West Coast Main Line north of Crewe towards Scotland, a new class of electric locomotive was needed to work these services. Thirty-six members of Class 87 were built at Crewe Works from 1973 onwards and were an instant success. The first thirty-five members were standard locomotives; however, the final member was fitted with an experimental thyris-

tor control system and was reclassified as Class 87/1. All thirty-six members of the class received names and were a regular sight on the West Coast for decades.

All were initially used on passenger work, but they could also be found on freight workings, being fitted with multiple working equipment from new. The whole class stayed on West Coast workings throughout the BR era and into privatisation, with all members, except for No. 87101, passing to Virgin Trains. The sole Class 87/1 passed to the Railfreight sector of BR and would eventually find its way into EWS ownership; it was scrapped in 2002.

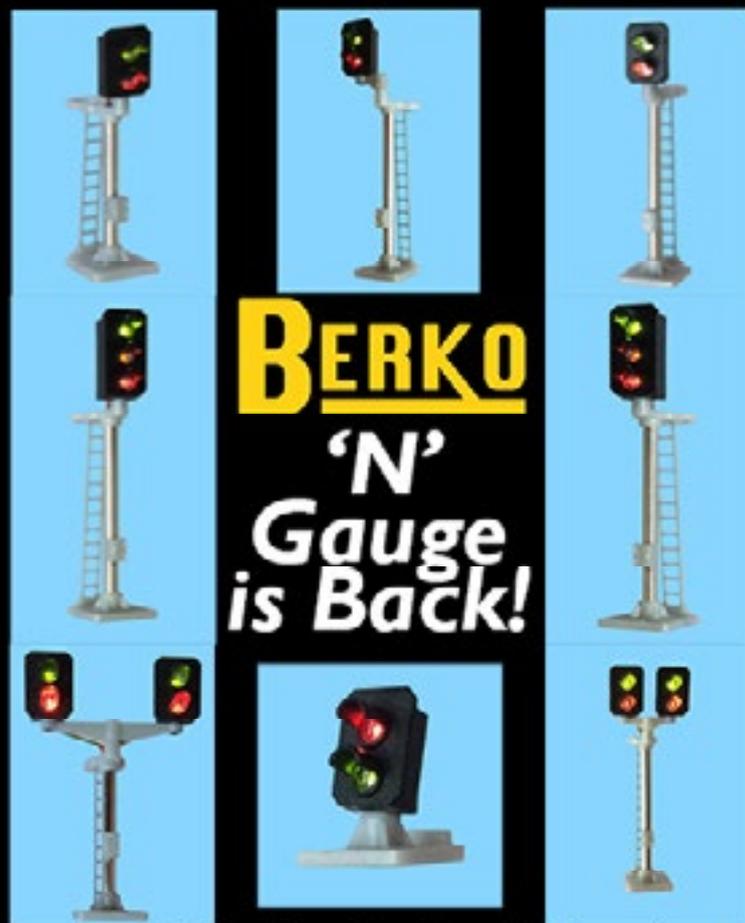
When their work on the West Coast was at an end, twenty-one members of the class found further use in Bulgaria and three would be preserved, with the remainder being scrapped. (Amberley Publishing).



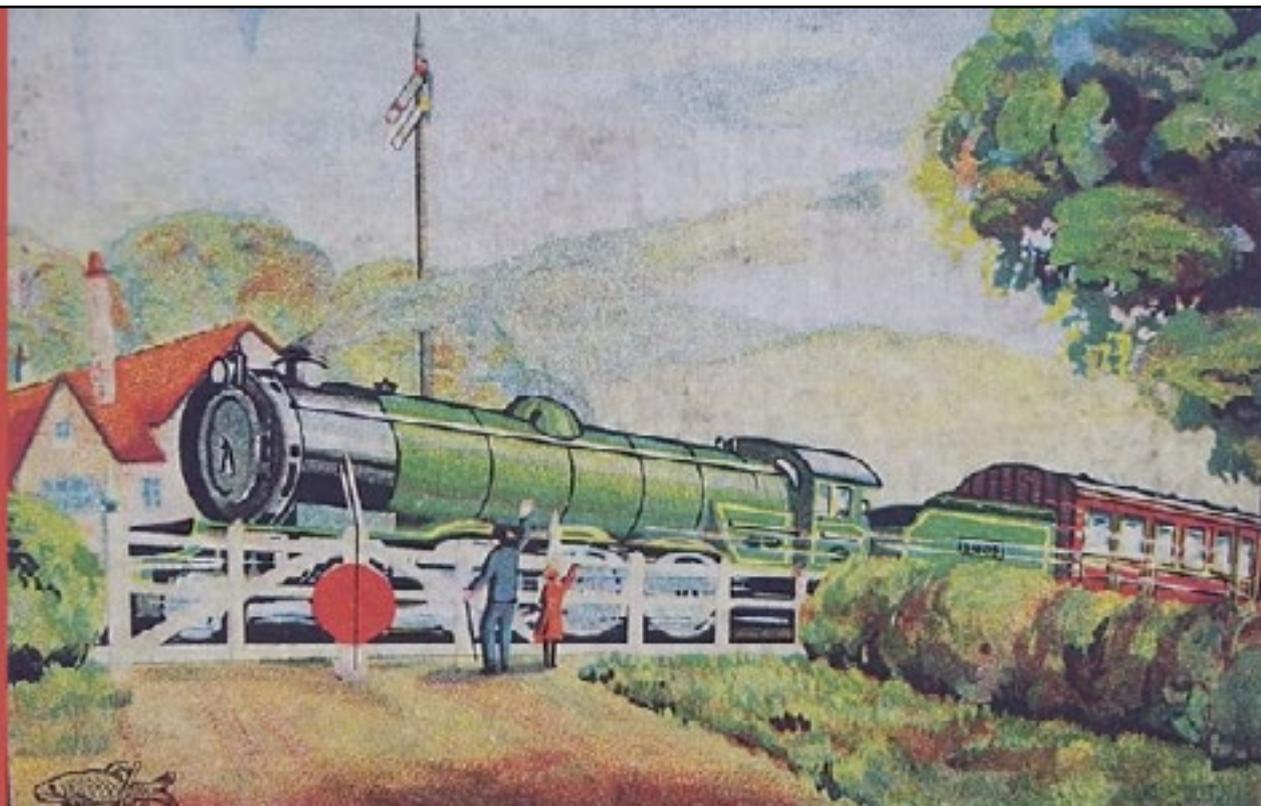
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Modelling 3 Ft Gauge Railways in 5.5mm Scale

By Steve Jones



Building narrow gauge railways to 3 foot gauge became very popular from the 1870's onwards. The Festiniog Railway had shown the advantages of using narrow gauge railways to open up rural areas, particularly following the introduction of the Fairlie locomotives, but many people felt that the 2 foot gauge of the Festiniog was a bit too restricting and that having the benefits of narrow gauge, while maximising passenger and freight capacity, could best be achieved by using the larger 3 foot gauge.

3 foot gauge wasn't actually used widely for passenger railways in Great Britain with only three principal lines using that gauge – the Southwold, the original Ravenglass and Eskdale and the Rye & Camber. However it was used much more widely for industrial lines, most notably for the Ironstone railways of the East Midlands which had an extensive network at their peak.

In the rest of the British Isles though it was a different matter. 3 foot gauge was the 'standard gauge' for the Isle of Man and a network of 3 foot gauge lines covered all corners of Ireland. Further afield, three foot gauge was used extensively, most notably in North, South & Central America with three foot being the most popular narrow gauge in the USA.



Irish Narrow Gauge station modelled in 5.5mm Scale

5.5mm scale first came to prominence in the 1960's and the mathematically inclined will already have worked out that 16.5mm gauge in 5.5mm scale works out at exactly three foot and, with a bit of application of the rubber ruler, it can be extended to cover metre gauge prototypes as well which opens up a whole further range

of possibilities. Using 16.5mm gauge means that readily available commercial track and chassis can be utilised and the equivalent wargaming scale of 28mm offers an extensive range of figures and other accessories.



0-16.5 track with oversize sleepers disguised with ballast

While it is possible to make your own track, using Peco 0-16.5 track is a viable alternative. This track is, of course, 7mm scale but the fact it is based on the lighter rail used on the smaller Welsh narrow gauge railways means it doesn't look out of place representing the heavier rail often used for three foot gauge. The sleepers are a bit oversize but this can be disguised by ballasting well up to rail height.



*Original Ravenglass & Eskdale loco and train.
Loco is built on Jouef/ Electrotren 0-6-0 chassis
(David Hennessy).*

OO scale and even On30 scale models can provide chassis that can be utilized by the 5.5mm modeler. For steam engines the Hornby 'Smokey Joe' is an obvious starting point though, personally, I'm not a fan. I prefer the Bachmann Spectrum On30 0-4-0 and 0-4-2, the Bachmann HO 0-6-0 Side Tank Porter, the HO Jouef/ Electrotren 0-6-0, the Bachmann UK OO Prairie 2-6-2 and the Bachmann On30 2-6-0. If your pockets are deep enough the Hattons Barclay 0-4-0 is also a lovely chassis. These are just a few suggestions and then, for diesels, a large range of motor bogies are available. There is an ever-growing range of 5.5mm scale 3D printed bodies designed to run on these chassis, the original OO/On30

bodies can be modified or you can just scratchbuild your own bodies.



Trallee & Dingle Kerr Stuart 2-6-0 built on Bachmann On30 chassis



*Freelance 0-6-0T built on Bachmann H0 side tank
Porter chassis*

With regards to passenger rolling stock, an ever increasing range of 3D printed models are now available. There are also some 3D printed wagons now available or it is possible to adapt some 0-16.5 kits or 00 scale products. As mentioned previously, many 0-16.5 models are based on smaller Welsh two foot gauge prototypes. These small 7mm scale models can thus work representing the generally larger 3 foot gauge prototypes in 5.5mm scale.



*Irish saddle tank loco built on Bachmann On30 0-4-2 Porter chassis with two repainted Dapol OO wagons
(David Hennessy)*

OO wagons can also be used with a bit of adapting, as standard gauge wagons are usually much larger than narrow gauge, though they can sometimes look a bit narrow.

28mm scale, which is the equivalent of 5.5mm scale, is one of the most popular wargaming scales with an ever-growing range of products coming available. The standard of war gaming figures is improving all the times with them now looking much less badly proportioned than they sometimes used to. There is also now a large



Hornby OO coke wagon converted into a livestock wagon

range of laser-cut buildings being offered at very reasonable prices. These buildings do sometimes lack the fine details that railway modellers expect but these can be easily added.

Finally, for vehicles, Corgi do a wide range of models in 1:50 scale as do others such as Lledo. A particularly useful model is the Lledo Draywagon as it is suitable for almost any setting in any period and it only really needs repainting to get rid of the shiny paintwork.

5.5mm scale has always been a scratchbuilders scale but, with the growth of new technologies such as 3D printing and laser cutting the amount of commercial products available is steadily increasing, so the availability of 16.5 mm products and the larger size make it an ideal scale for tackling the extensive options offered by 3 foot gauge.



*Converted 00 Hattons Barclay with 00 wagons
and repainted Lledo Draywagon in the foreground
(David Hennessy)*

To learn more, and maybe find some inspiration, why not visit our Facebook page : 5.5mm Scale Modular Group. <https://www.facebook.com/groups/404659510015454/>



*US diesel loco and mine cars
(Frances Stapleton)*



Bachmann On30 0-4-2 Porter (Peter Blackham)



If this appeals to you, join our Facebook group - [5.5mm Scale Modular Group](#) or come and see us and our modular layout at an exhibition.

Email steve.cuisine@gmail.com for details of our forthcoming exhibitions



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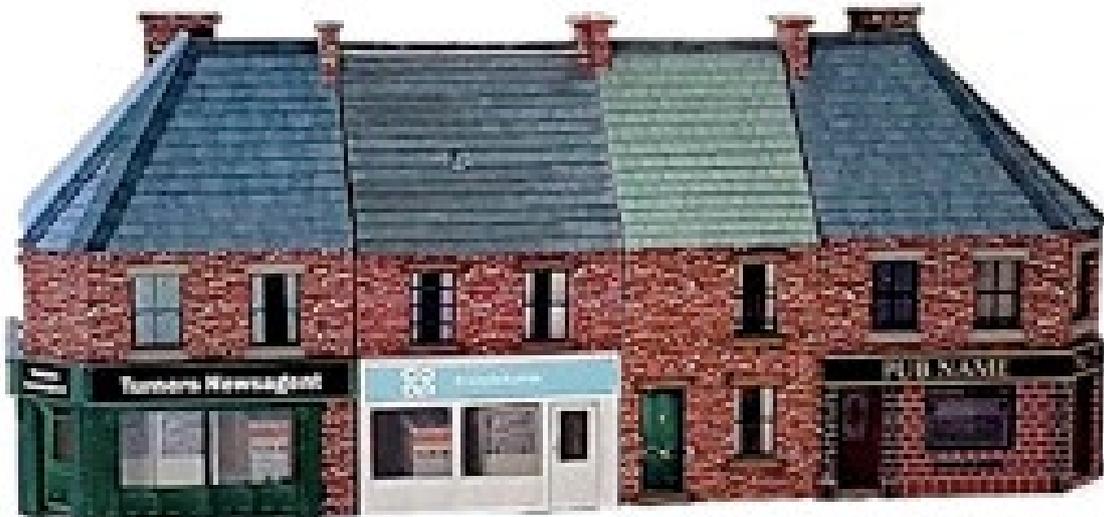
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Railways of the Western region in the 1970s and 1980s

Author: Kevin Redwood

Price Special Price: £13.49

ISBN 9781445684314

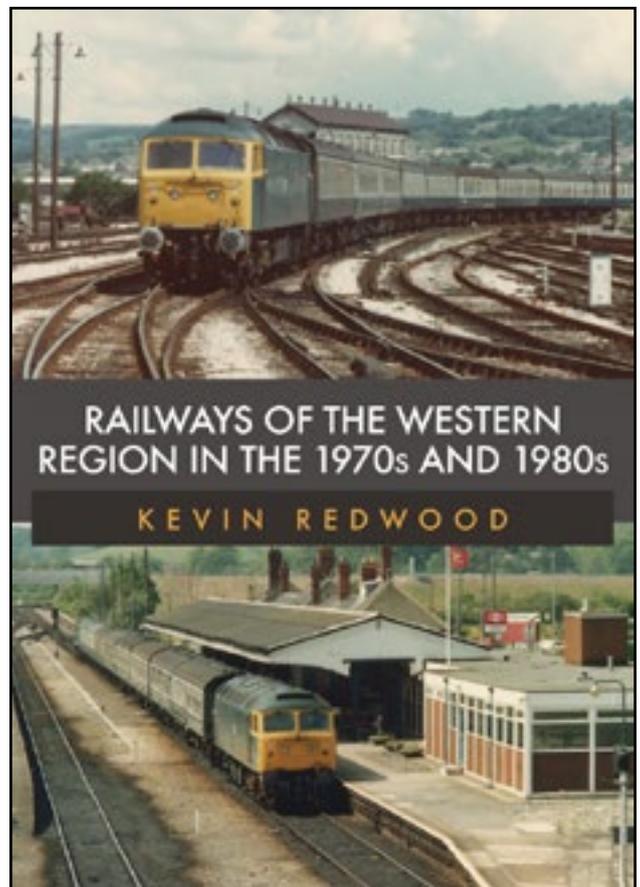
Size 234 x 165 mm

Binding Paperback

Illustrations 180

Published by Amberley Publishing

Review by M. D. Hooson



Some of the more picturesque settings for railways as well as industrial landscapes comprise the pages of Kevin Redwood's book. Yet who could forget the dramatic devastation wreaked when the sea tore down the sea wall at Teignmouth leaving tracks suspended in mid-air? However, the photographs in K. Redwood's collection paint more favourable conditions and happier times.

What has been captured in the book's 96 pages is a fully operational railway, albeit some photographs sug-

gesting elements of decline are in progress. One can see things are 'a-changing'; signals given colours in the form of electric lights and away from the traditional semaphores. Interestingly one of the pictures depicting two such signals on top of a gantry could be mistaken for a pair of ducks!

Humour aside, freight trains of considerable length servicing the coal pits and British Steel can be seen hauled by Class 37s while shunters drag wagons out of yards. Several pictures depict locos showing their age though for many enthusiasts such images may add an air of poignancy – especially if the demands of railway modelers for 'weathered' models is anything to go by. Pristine looking trains are not what they remember!

A number of HSTs, which made their debut in the late 70s, are photographed snaking their way elegantly around curves or are sitting imperiously alongside station platforms. There is a good mix of freight and passenger trains to look at as well as DMUs doing their thing.

This fine photographic collection deserves extended observation.

During the 1970s and 1980s, the Western Region was undergoing change in both trains and equipment. On passenger services High Speed Trains worked alongside loco-hauled passenger trains and first generation DMUs, while in the

world of freight the last of the traditional vacuum-braked wagon load trains lingered into the 1980s to be replaced by the newly introduced Speedlink services. Semaphore signals were being replaced in Devon by new colour light signals.

There was also a contrast between the three divisions, with each having its own character. The London Division was busy with express and commuter traffic to and from Paddington and inter-regional freight traffic. The South Wales Division witnessed a procession of freight trains through Cardiff and Newport while DMUs and coal trains headed up and down the Valleys. The West of England Division experienced heavy aggregate trains from the Mendip quarries, sleepy West Country branch lines and the intensive timetable of summer Saturday trains full of holidaymakers.

With a wealth of rare and previously unpublished images, Kevin Redwood documents this fascinating period in Britain's railway history. (Amberley Publishing)

The logo for Barby Model Rail, featuring the text "BARBY MODEL RAIL" in white, bold, sans-serif capital letters centered within a dark red, rounded rectangular background with a white border.

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www.midlandsmodelengineering.co.uk

Midlands Model Engineering Exhibition

THURSDAY 17th - SUNDAY 20th OCTOBER 2019
WARWICKSHIRE EVENT CENTRE

The countdown has begun for the annual Midlands Model Engineering Exhibition. Taking place from Thursday 17th through to Sunday 20th October at the Warwickshire Event Centre, this is THE show for Model Engineers.

This leading exhibition showcases nearly 100 trade and club exhibitors in one place, alongside over 1000 models on display for visitor's enjoyment. For those who wish to hone their skills as a modeller there shall also be a full range of workshops and lectures to enjoy.

And don't forget to stop by our special displays which includes;

- A range of models to celebrate the 85th Anniversary of The Flying Scotsman reaching 100mph
- A display from the Rugby Model Engineering Society to commemorate their 70th Anniversary
- A display of models to celebrate 20 years of owner-

ship by Andy Clarke of Polly Model Engineering.

- The 00 Live Steam Club Layout and Speed Challenge
- Meccano celebrating the 130th Anniversary of the Eiffel Tower
- A unique display of seven identical 5” Gauge Pullman Cars

The exhibition remains focussed on core model engineers who have a real passion for what they do - whether they are new to the hobby, or experienced and acknowledged modellers.

BOOK YOUR TICKETS NOW– Advance tickets close on Tuesday 15th October.

Why not be part of the show and enter your work? There are 32 classes of which 16 are competition and 16 are display. These classes include: Locomotives, Rolling Stock, Stationary and Internal Combustion Engines. Models still under construction can also be entered into the display classes. It's free to compete and a commemorative plaque and exhibitor's certificate will be presented to every entrant, with trophies and cash prizes awarded to winners.

See www.midlandsmodelengineering.co.uk or call **01926 614101** for all the details, competition entry form and to book tickets in advance at discounted prices.

Thursday 17th – Sunday 20th October 2019
Warwickshire Event Centre, Nr Leamington Spa
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Online tickets at discounted prices are available via the website until midnight Tuesday 15th October. Full price tickets are available on the day from the ticket office.

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Big Steam, Narrow Steam and Shiny Nails - part 2 (continued)

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



14th May - We visited Salida Roundhouse (model shop)

on recommendation of others within Black Diamonds group – our credit cards are still recovering! The owner Wayne turns up on telephone request to open up - it is not a full time operation. Based on our spend he doesn't need to open too many times a month, let alone a week. The shop is stocked with brass, HOn3 stuff, and all those hard to come by items that you always need but can never find. We had planned to visit the old narrow gauge depot and a caboose but were advised that the depot had long gone and the caboose was in a sorry state and we decided to cancel our visit. We spent nearly 2½ hours in the shop before heading off for Durango CO, grabbing a bite to eat on route. Having made Durango early evening and after finding suitable accommodation (anyone planning a similar visit please be warned that room rates are quite high compared with elsewhere), we headed out to the

depot to evaluate travel options for the following day. The depot was closing, but we managed to obtain a timetable and information on options from staff. Following a review over a burger, what else! - we decided that the journey was neither cost nor time effective, given what else we were trying to accomplish in our itinerary. The consensus was not to ride the train, as it would have put time pressures on journey plans the following day. A quick visit to Walmart for a large suitcase for bringing back the Salida purchases completed the day.



D&S #1 switching passenger cars ready for tomorrow's excursion in Durango CO (Mike Hewitt)

15th May - After an early breakfast we set off to catch, for photography purposes, the first train out of Durango. As we had arrived at the depot before 8.00 hrs there was no need to feed the meter, although interpretation of the timings displayed on the meter caused a few heated words. We headed off down to the depot and saw the first train (pulled by K-28 #476) depart which afforded some good photographic opportunities. After the train had departed it was time to feed the meter, then into the depot/roundhouse museum for a look round (inside was K-28 #478 and RGS #42, outside was

Goose #5) before back to photograph the second departure (pulled by K-36 #480), this time from the station.

*D&RGW K-28
#476 sets
off with her
early morn-
ing train from
Durango CO
(Mike Ford)*





D&RGW K-36 #480 departs Durango CO with the second train of the day (Mike Hewitt)

We decided to make an early start for Chama NM and have an easy journey, compared with some of the previous journey's. Once in Chama, we grabbed a bite to eat at a local eatery (High Country Restaurant & Saloon) - just a few hundred yards from the depot, then had a look at some stockyards under restoration on one leg of the wye. There was more work needed, but it gave a flavour of how the railway loaded stock, cattle and sheep for transport to market. It's really laid back at the Cumbres & Toltec Scenic Railroad and provided you don't do anything stupid, they are happy for you

to roam within reason, taking pictures and looking at the equipment and infrastructure. Our journey coincided with the last opportunities to get motive power and stock ready before the start of the tourist season in 10 days' time. There was one locomotive smoking away, coaches were being cleaned and there was a general air of preparation. We spent a couple of hours in the yard/depot before following the track up into the mountains reaching the summit at Cumbres Pass, 10,022 ft elevation. A lot of snow had been shifted, but in some places the tracks were still covered. For all there was plenty of snow it was quite mild and not unpleasant for exploring. We then decided on an early finish to the day as there was still a lot planned for the remaining few days.



*Cumbres Pass
Summit CO
(Martin Ford)*

May 16th - Another early morning check-out, breakfast in the Box Car restaurant opposite C&TSRR's Chama depot, then report in to the office to make our presence known to Lenora Valdez. She was the Reservations Officer who had kindly arranged for a shop tour with Mr Avery, the Shop Manager. She took us over to the shop where we were handed over to Avery, a native American, who was in charge of everything to do with the motive power.



K-27 #463 & K-36 #484 on the ready tracks outside Chama enginehouse (Mike Ford)

We were given a full shop tour with an explanation of all that was going on, K36 #484 was being readied for the coming season, all the other motive power had already been prepared. Work was being carried out to

set the safeties so we stayed within the roundhouse while this was being done. K36 #487 currently had all driving wheels out as they were in the process of re-tiring her. We had unfettered access to the roundhouse and the machine shop, while in the roundhouse the shop cat made an appearance. We were unsure whether said cat was originally coal ash grey, or if years of being the Chama shop cat had naturally turned her that colour!



C-18 #315 on loan to C&TSRR in the yard at Chama NM (Martin Ford)

There was a problem with #484 so we left Avery to deal with the problem and with thanks politely excused ourselves. He allowed us full access to the facility and we covered a fair amount of ground in the next couple of hours looking at stock and structures. Another employee in the loco shop also gave us a contact at C&T's Antonito shop where work was ongoing to return D&RGW T12 #168 to steam. Whilst in the yard we met up with Brad Lounsbury aka Santa Claus, the Safety Officer, who would have been quite happy to set us to work rubbing down and painting some of the coaching stock.

We also had a long discussion with Bob Ross, Chairman of the 'Friends of the C&TSRR' the volunteer group who help with the railroad, about events in 2020 - the 50th Anniversary of the C&TSRR. There is lots in the planning stage so keep watching the website (<https://cumbrestoltec.com>). Visiting the souvenir shop which was being stocked for the coming season and not officially open, we purchased the obligatory T-shirts and departed.

A quick lunch, time to recover from all the walking, then off to Antonito CO - the other end of the line. We caught up with Efstathio 'Stathi' Pappas their Assistant General Manager & Operations Superintendent, in the Antonito shop and he explained the work going on

to the #168. Access was a bit more restricted because of shop space and the work going on, but after photographs and discussion he pointed us in the direction of the 'Heritage Coach' shop. Here we met Zell Olsen, a Master Carpenter and C&TSRR's Historic Passenger Car Restorer who along with three colleagues are restoring a full consist of period cars to be used in some of the special trains to celebrate the upcoming 50th Anniversary. Also, in the shop was the new cab for #168, an absolute work-of-art. It's just a pity that the workmanship will be covered up by coats of black paint.



#168's new cab in the Heritage Coach Shop at Alamosa CO (Mike Ford)

Zell has worked in heritage railroad carpentry for almost 20 years and other examples of his work are dotted around the US railroads (including B&O RR museum). Once again we offered many thanks and bade our farewells.



*Rotary snowplow OY in Chama Yard, Chama NM
(Martin Ford)*

It does appear that C&TS prefer to use K-37s as yard ornaments, rather than use them as road power. #492 looks heavily stripped outside the roundhouse in Chama, #497 loco was in the roundhouse and the tender elsewhere in the yard and both #494 & #495 are static on isolated tracks at Antonito.

We headed North to Alamosa CO, passing massive amounts of stored freight cars on a local shortline, in the hope of finding out about the Rio Grande Scenic. Unfortunately, the depot and facilities presented a gloomier picture with no signs of activity, no indication of a timetable, or even whether the place was open. It looked like we were going to give this one a miss. While driving around we noticed an unusual amount of Corvair's the ones "unsafe at any speed", seemed to populate in Alamosa. It turned out there was a massive Corvair show on at the coming weekend.



Mike F, Avery, Martin & Mike H in front of K-36 #489 in the Chama Enginehouse, Chama NM (Gerry Howard)

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WWW.MRE-MAG.COM

7/127A GWR standard water tank with conical top and fire devil-O Gauge

Review by Terry Rowe

This is a very rewarding and relatively easy kit to build.



The parts are resin and white metal and need a good wash in soapy water and being drying before assembly.

It comes comes with basic but adequate instructions. A file, fine sandpaper, sharp modelling knife are all that are really needed for building this kit.

Once the excess resin and white metal are filed and cleaned off the model is ready for assembly. The top of the tank and the conical tank cover need quite a bit of sanding to get them to a level suitable for being joined together.



I made a wood base to assemble the model on as it has an extended casting to the column, it also has a number of castings like the fire devil and water waste drain covers and having a base allows these to be placed in the corrected position while building the kit and making it ready for placing on a layout.

I used 'Gorilla super glue' for assembly of the kit. Once finished I sprayed it with grey under coat ready for painting in GWR colours.

The model still needs the fine detailing of the bracing on the water crane and needs the chains for the water release and the chain for the waterspout. adding too.



At a cost of £35 I highly recommend this model which will be part of our club layout; Chew Magna.



<https://www.ogauge.co.uk/water-cranes-tanks-and-towers/362-7-127a-gwr-standard-water-tank-with-conical-top-fire-devil.html>

BNSF Railway

Author: Richard Billingsley

Price: £13.49

ISBN No.: ISBN 978 1 4456
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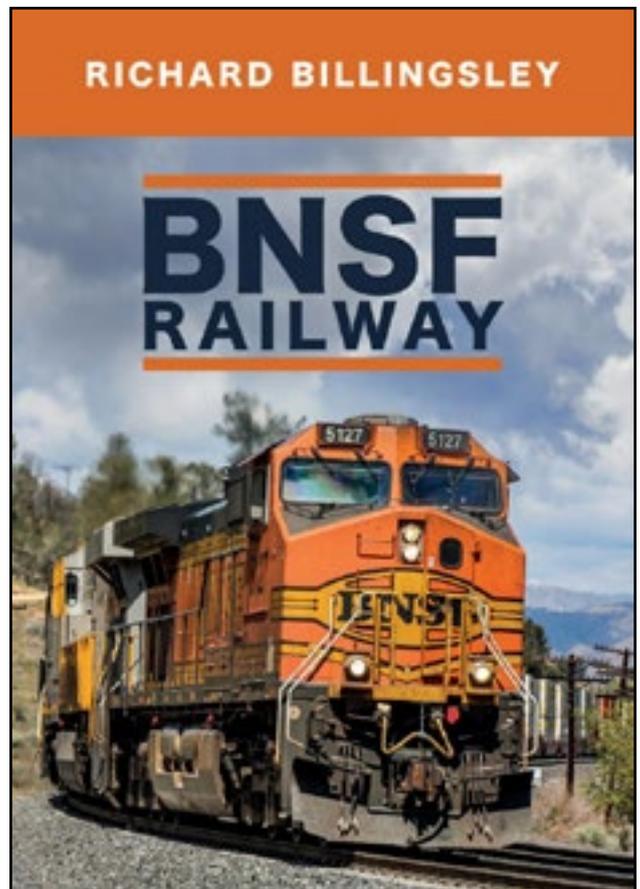
Size: 234 x 165 mm

Binding: Paperback

Illustrations: 178

Published by Amberley Pub-
lishing

Review by Dale A. Heys



This book is a pictorial record of the Locomotives, Loads and Scenery that the Burlington Northern & Santa Fe Railroad operates in the United States.

There are 178 illustrations (read photos) as stated above and they detail various combinations of locomotive, load and scenery.

The book would be of interest to and railway modeller that models US Standard Gauge locomotives as it supplies information that would allow modellers to put together realistic looking trains.

I found the plates displayed interesting to look through however, as a British outline modeller I found them to be of interest rather than of help.

With tracks and trackage rights that cover more than half of the states in the union, the Burlington Northern & Santa Fe is one of the true giants not just of the United States, but of the entire global rail scene. From the vast mileages of the Trans-Con routes through the deserts to the dense networks of the great cities, the BNSF Railway's 8,000 orange locomotives are an everyday part of life for much of America. With multiple locomotives pulling mile-and-a-half-long freight trains, not to mention the odd venture onto passenger trains, the variety of workings and traffic will capture the interest of rail fans the world over. Seen through the lens of a UK-based photographer, this book shows not just the motive power but also the loads, the places they go to and the places they pass through.

(Amberley Publishing)



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On30 on the cheap!

By Paul Davis

On30

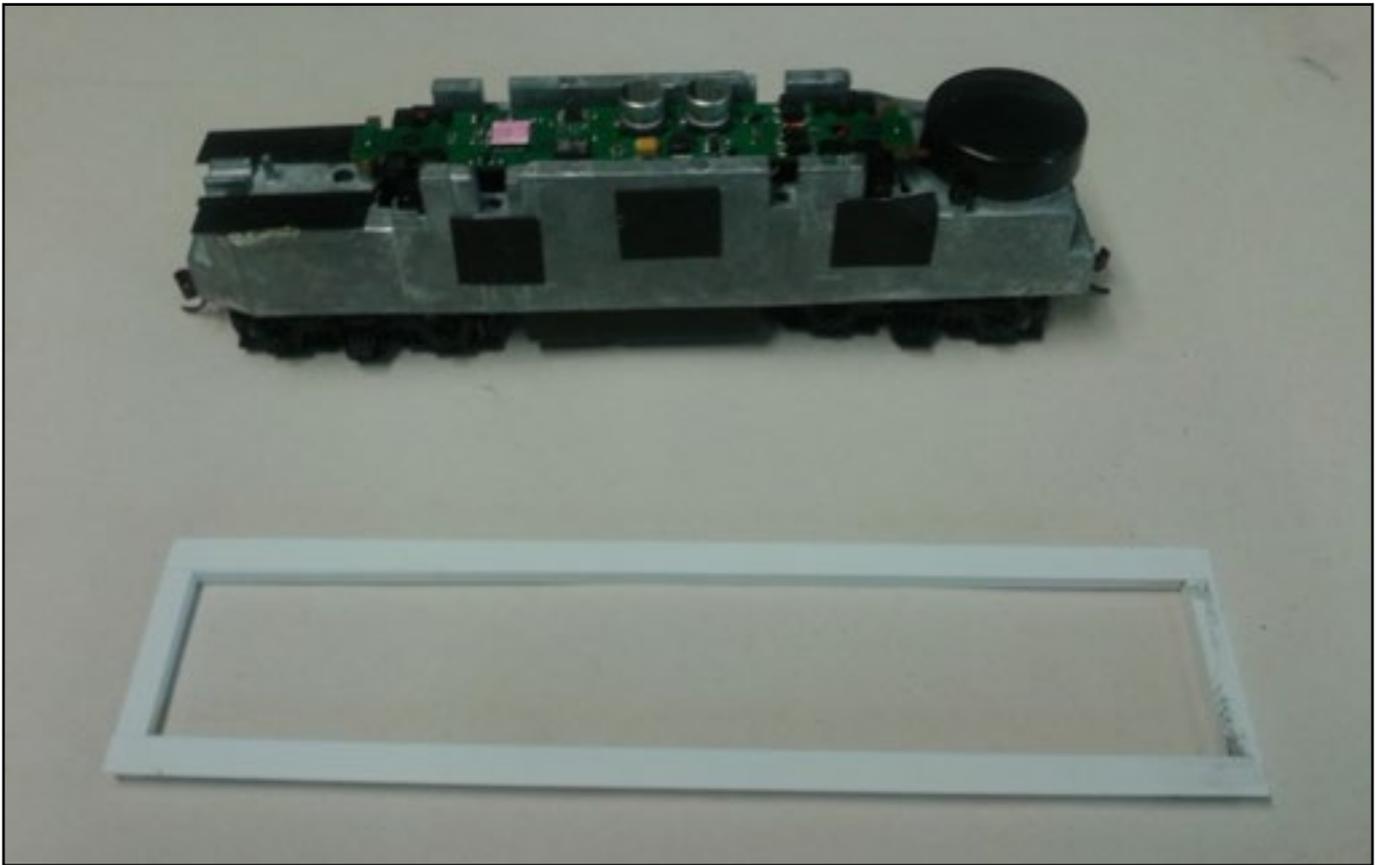
These days On30 locos can be a quite expensive and even the second-hand market is shall we say “buoyant”! But there is help on the horizon, and a lot of fun to boot,

First if like me chassis building is a dark science then we need to source a chassis, as HO/OO will do the job and on the whole plentiful and, can, through toy fairs, E-bay, railway shows be picked up very reasonably, Although this article is about a diesel the same applies to steam, and can be either a simple conversion to On30 using the original body or like this one a complete build from scratch.

I am using a chassis from I think an Athern “FI” unit, mine did not come with a body so I cannot swear to its providence, anyway it was a lovely chassis, excellent runner and sound too! All for £30!!

What else is needed? Some plastic card, evergreen plastic strip, fine mesh (mine came from a pencil case bought in a pound shop), plastic tube, thin brass/copper sheet and finally clear plastic for glazing. Plus, all the usual suspects, glue both liquid poly of your choice and

contact adhesive, paint -details later, and for this one I needed some longer couplings, and lastly some clear glass jewels. All the measurements are for this chassis and thus only for guidance, yours could be different.



Chassis with the frame

I started by making a frame around the chassis made from 5 x3 mm plastic strip topped with 0.4mm x 6,3mm this just widens the footplate a little and gives you something to glue the cab underframe to. next the body, this I cut from plastic sheet (1mm or there about). I needed two 3.5cm x 13 cm and one 2,8cm x 13 cm this last one is the bonnet roof. To give the bonnet a nice rounded edge I uses quarter round plas-

tic strip on the top edge this was strengthened by a piece of 3 x 2 mm strip. Once the two sides and roof was glued together I made the front-same way- Then I created the radiator this was a small piece of the fine mesh and using evergreen strip made a surround, once the glue was dry using a emery board I smoothed the edges and generally rounded everything off.



The bonnet

Once dry and strong I cut the thin copper sheet and bent it to shape to create a hood over the front of the bonnet, Next I made the doors or inspection hatches, cut 4 piece of plastic card 3 x 2cm and 2 more 1.5 x2cm round off the corners and glue them to the sides of the bonnet -see photo- then I cut a cotton bud plastic tube into small slices then cut them length

ways to make half rounds these I glued two to each of the doors -these act as hinges, then a small square and a micro strip was added on the opposite side to the hinge to act as a lock.

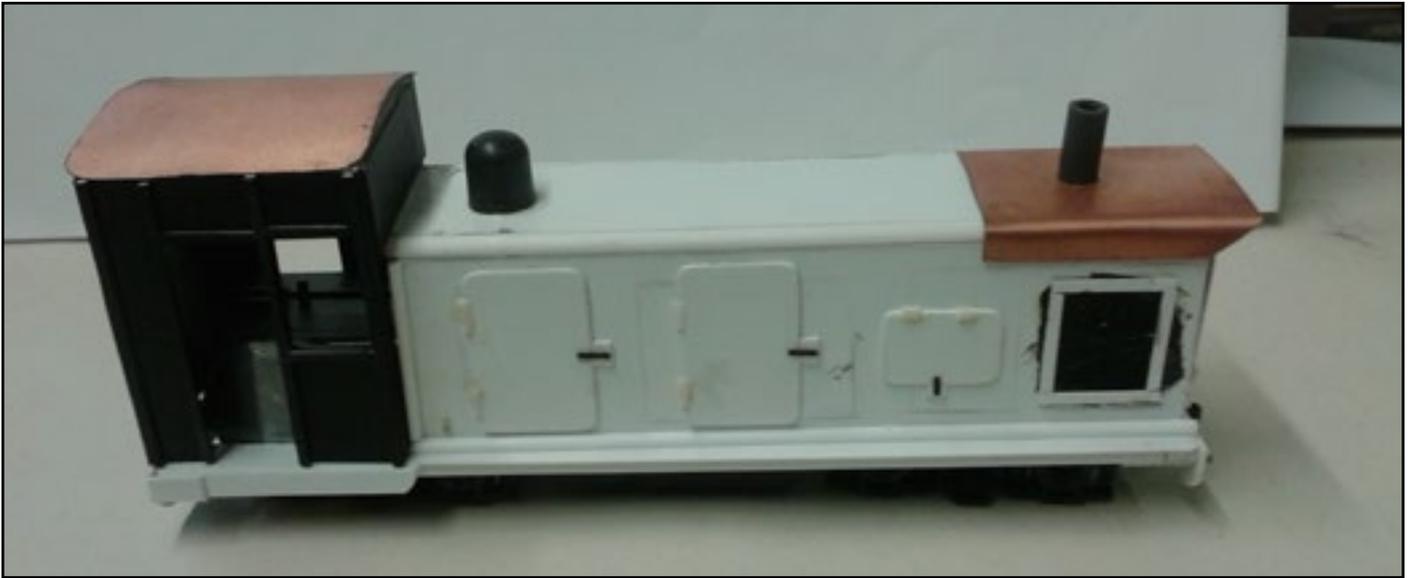
I then turned to the cab, using the same plastic card as the bonnet, I cut the two sides and back, the two sides then had the doors and window cut into them and two windows were cut into the back. Using plastic strip, I then added edging to the door and windows. The front was then married up to the bonnet and the distance between it and the edge of the cab measured, these measurements were transferred to plastic card and cut out, glued to the front of the cab, the top of the front and back panels were then cut into an arc to give the roof a nice rounded appearance, to finish the front I drilled two 4mm holes as windows. All the bits of the cab were then glued together and lastly the roof was cut from the copper sheet made into an arc by rolling it on a soft surface with a heavy tube this was then glued in position. Lastly, I spray painted the cab, both inside and out the paint I use is "chaos black" from games workshop. I use this for all my locos as it gives an excellent finish its not matt more a subtle egg-shell. Once paint was dry I used masking tape to cover the roof, this gives it some texture, I then added some brass wire as a window frame for the two small round

windows in the front of the cab which I then glazed with PVA. Finally, I glazed the rest of the windows with clear plastic.



The bonnet and hood added to the frame

Next the bonnet was glued to the frame to add strength I again used quarter round strip between the bonnet and the frame. While this was drying, I cut and shaped the front and back bumpers. Now was time to add the detail, first a couple of small tubes was glued to the bonnet, add wire as piping from the tubes into the bonnet. Next was the lights, you might be able to add working lights I don't have that skill, so I used some small bits of tub the front one I gave a hood made from copper sheet. Once painted I will add the small glass jewels as lenses. Lastly, I cut and shaped the cab under frame and glued it into position under the frame.



Cab, dome and exhaust

I then spray painted the bonnet and frame chaos Black; the whole thing was left over night to dry. Finally, I glued the cab to the frame. While the above was drying I changed the coupling for ones with longer shanks. Paint dry the bell (from the spares box-think it was off a Climax) was added with its pull rope same with the steam whistle.



Front radiator grill

The complete body was then dry brushed with mid grey when dry I took the air brush to it to add weathering. Lastly, I drilled the holes for the handrails -I used HO/OO- threaded through the wire, I added a couple more by the brake cylinders on the top of the bonnet. That's about it, the last thing was to fit the body to the chassis which I had made a tight fit so could be picked up without the body coming away from the chassis That's it a nice cheap superb runner for less than £40!



Painted and weathered showing the rear 'jewel' light



Front showing finished 'jewel' light



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A Day In The Life Of – A SVR Signalman

“A good day is when it has been boring and nothing exciting has happened!”

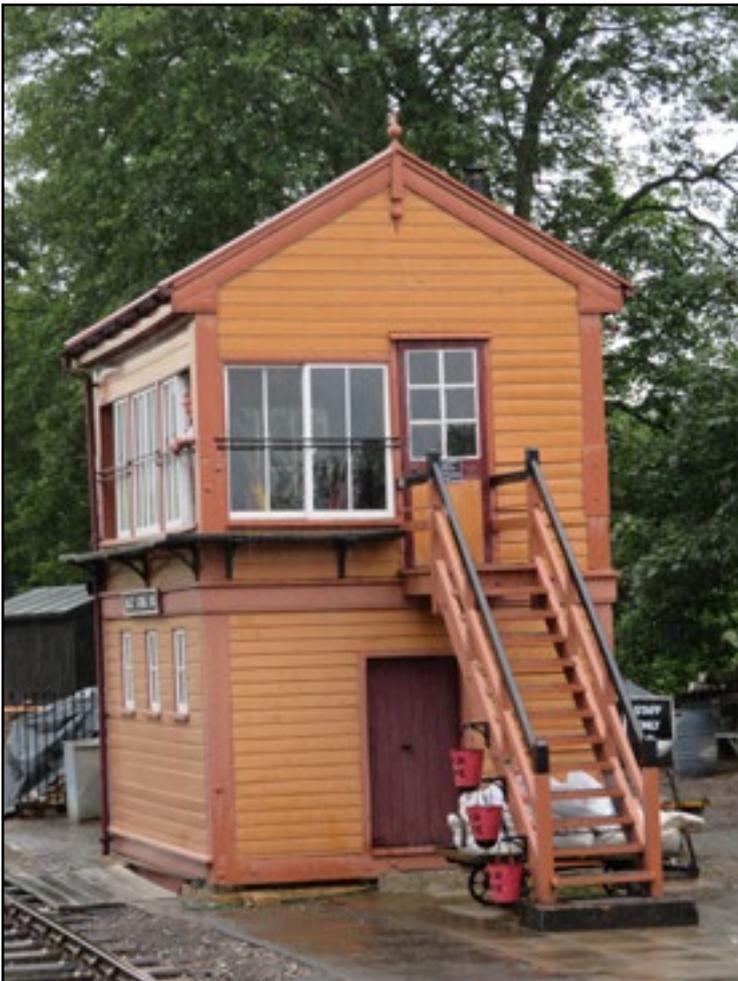
By James Humphreys



On a rather drizzly typically English Summer day an opportunity to visit a signal box on the Severn Valley Railway came up. It looked like a very ordinary old fashioned signal box that one could perhaps pass and note

absentmindedly before the fields and towns pass by again unless you are on a Heritage Railway when somehow these things take on more importance.

Quaint on the outside, Spartan and functional on the inside it does what it is supposed to do, but is surprisingly complex to a layman. There is a



bit more to it than making mechanical signals move. Procedures, safety, fall back plans, safety and a variety of methods of precise communication are integral to operating a Signal Box.



Nigel Kimberlin

Nigel Kimberlin was a fount of knowledge and a delight to learn from. Disciplined, lightly built and with a humorous disposition he happily explained life as a signalman.

“I had no railway background but had a general interest in railways. My wife bought me a footplate experience as a present and then I decided to volunteer, originally with the intention of becoming a driver and in 1995 passed a course to become a cleaner. However there was a long wait for a firebox course so I thought I’d take a signal course whilst I waited. Then I got bitten by the bug!”

“The course lasted for most of 1998 comprising about one day a weekend in bursts and in 1999 I qualified on my first box. Now I am qualified for all 7 boxes on the line using 4 different signalling systems.”

“Since retirement I do two days a week one turn as a signaller and the other as a guard. A typical day is hard to quantify as it all depends upon which box I am in. Some boxes are “country”, simple and basically trains just go one way or the other. Complex boxes tend to cover places where shunting happens so there are far more signals and there are also lines going through. (Note: This is over simplified for ease of understanding). These boxes also tend to control the areas where the trains are kept overnight so they have to be manned early to enable the train to get to their first departure station, and late to enable the train to return after the working day. Typically a box on the line the train is in service on will have later starts and earlier finishes.”

“Today (a country box) I arrived at 10.15 in order to start at 10.45 and will leave around 1730 after I have handed on the last train of the day. In other boxes it could be 0850 to 1900”.

“The first task of the day is to switch the box in.” This is basically taking control of all the levers that control points and signals. It also involves logging in to the Train Register. This is a large book into which all the actions and the time at which they occurred are entered. It is a legal document. Think of it as the log book on a ship or a military signals log. If there is an accident it would be evidence as to what had happened, and by comparing

to the registers from the other boxes on the line will show whether procedures had been followed correctly. Theoretically at least, if the procedures have been followed an accident is not possible.



“The second task is to check the detonators”. (Note: I won’t give details of how many there are or exactly how they are used). “Basically they are a small charge that goes bang rather than having any explosive power. They are small discs with lead straps to secure them to the rails. If it is a very foggy day or there is a blockage on the line a signal could be set to stop. I would place a charge on the line ahead of the signal or blockage. A train going over it causes a loud noise that does no

damage but alerts the driver to stop. Luckily I've never had to use one in anger.”

“Then I might get a chance to have a cup of tea but I usually avoid drinking much during a turn as the toilets are a long way away on the station!”

“On arrival in the morning the box is in switched out mode. The switch out lever takes the signal box in or out of operation. Whilst in switched out mode the signals and points cannot be operated. Then I check all the correct tokens are in the electronic token machines (one for up line and one for down line). After switching in I send a signal using a bell code to show the neighbouring boxes that the box is now ‘in’.”

Note: There are four separate signalling systems on the line. Each system has its own operating methodology. Communication comprises a mix of telegraphic bells and telephone systems one of which is a private network connecting the key elements of the system. One box will communicate with the boxes either side of it. A signal is sent and then acknowledged by repeating it back to prevent errors.

“The first train is preceded by a bell signal from the direction the train is coming from to tell me that it is ready to leave the station, and the day is off. This signal offers the train to me. When I am ready to accept the train I acknowledge. By holding down on the last part of the signal, I allow the signalman in the handing over

box to remove a token from his electronic token machine. When the train is about to leave my section of track I offer the train to the next box down the line. When he accepts he holds down the last ring and this enables me to remove a token from my box. I have two boxes one for trains going up the line and one for trains going down.”



Caption The up and down line electronic token boxes

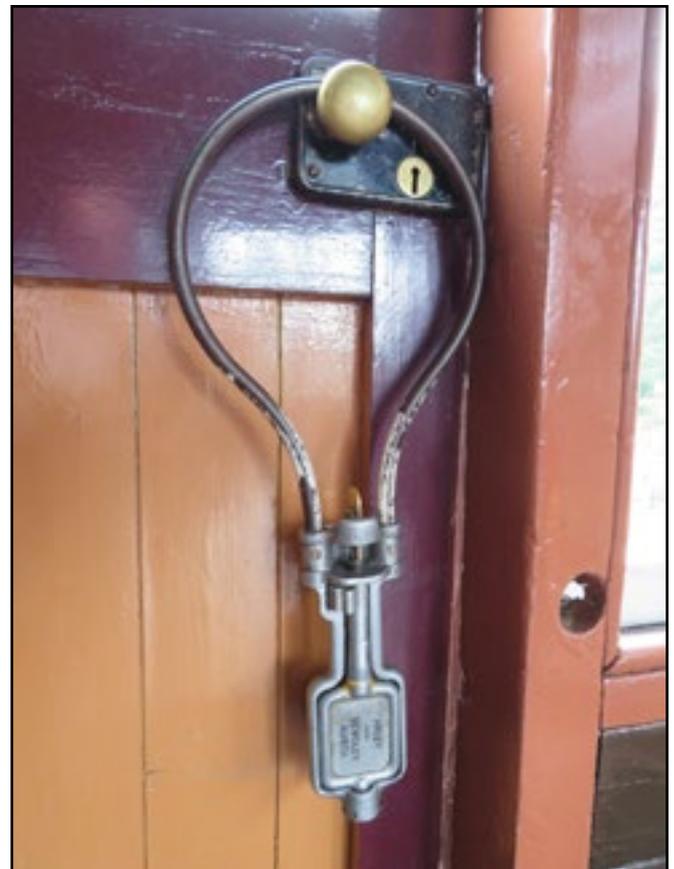
“When a train has arrived at my station, I go down to it and the driver hands me the token given to him by the last signal box. This is the token that my long ring allowed the last box to remove from the machine.”



Removing a token

“When I am happy that the train can depart I hand the driver my token, return to the box, signal the next box that the train is ready to leave and put the token I received in the down track token box. As each train goes through the station I receive a token which I put back in the correct electronic box and hand

my token to the driver who will in turn pass it to the next box. I put the signals back behind the train, and one train is through.”



Token on its holder waiting to be taken to the driver



Nigel handing token to the driver

It is a brilliantly simple system. The driver can only move the train if he has a valid token for that stretch of line. No token, and the train may not move. Each token denotes the stretch of track it authorizes the driver to use. At no time should a driver have two tokens. The system is crystal clear in pointing out where

a problem has occurred as every action is recorded in the train log and the tokens are collected in the electronic token machines. But, being mischievous I wanted to know how can a train keep running when inevitably something goes wrong?

At this point we were interrupted by a strident bell and Nigel commenced pulling levers and writing in The Train Log. I was delighted to hear a mechanical squeaking and the shriek of metal on metal as levers were pulled to align the points and signals correctly to accept a train.

There are some short levers and the expected array of long levers all with gleaming brass plates denoting exactly what their function is. Above is a map showing exactly what the numbers correspond to. Nigel might have a wiry build but by gosh is he fit. The shrieking of metal was not down to poor maintenance but rather the levers tauten or relax steel cables that lead to the signals (points at least in this box are electrically operated). However, Lever 25 operates a signal 1,000 yards away and out of sight around a bend. Just the weight of the wire would be a job to move but the wire goes around pulleys to enable it to turn around the bend and it also has to move the signal itself.



Lever 25 for the 1,000 yard pull



Nigel heaving on Lever 25

The picture (slightly blurred even with a very fast shutter speed) shows Nigel heaving using his whole body to physically change this signal.

The number of levers varies from box to box depending upon how many bits of line the box controls, so one e.g. Nigel's box that day, has 27 whilst the Kidderminster box where a fair amount of shunt-

ing goes on has 62. Luckily all the levers are numbered and correspond to a map above them!

After this excitement Nigel replied without even panting "Issues can happen. Perhaps you can-



not get a token out of the machine. Without a token the train cannot move so we go to 'Pilotman Working'. A Pilotman is a human who acts as a token who has to travel with the train to the station at the next signal box. However, sometimes no one is available so we then resort to Signaller's Ticket Work. On the authority of the duty officer the signaller issues a ticket to the driver. The signaller who will accept the train gives a special authorization number for me to put on the ticket. This is his agreement to accept the train. I then pass the ticket to the driver and authorize the driver to pass the signal set at danger. It is set at danger because the token would not come out of the machine so the signal cannot clear."

So, in addition to the tokens there is another automatic safety feature. And this is considered a simple system. No wonder train travel is so safe!

"There are further levels but I have never seen them actually used" Nigel concluded.

How did you qualify?

"As I said, the signaller course took most of '98. It was mainly theory culminating in a written exam in early 1999 and then allotment to a simple "country" box. I had six training "turns" under a signaller who was

also a qualified trainer and then took The Box Exam. This involved working the box under an Inspector who signed me off on that box. After passing me he walked off leaving me signalling for the rest of the day. It was a bit of a surprise. It wouldn't happen now but once they are satisfied that you are competent it is certainly memorable to be trusted and to get on with it".

"It took 12 months to qualify on all three "country" boxes. It takes longer these days but does depend upon how much time you can put in and the availability of trainers and Inspectors. Then I moved on to complex token boxes with track circuiting etc., then a two day course for Absolute Block and Acceptance Lever Regulations. There are three different types to learn. Now I am qualified on all 7 boxes on the SVR line."

Asked what is left to do Nigel replied "I could qualify as an Inspector but I have no ambition to do that. I enjoy working the boxes."

Are there any odd things about Signalling?

"Yes, we change the points but nobody would really notice that. We change the signals which everybody should see especially the driver. But, that is only a tiny visible part of what a Signal man does. Even a driver would not see all the systems behind why a signal

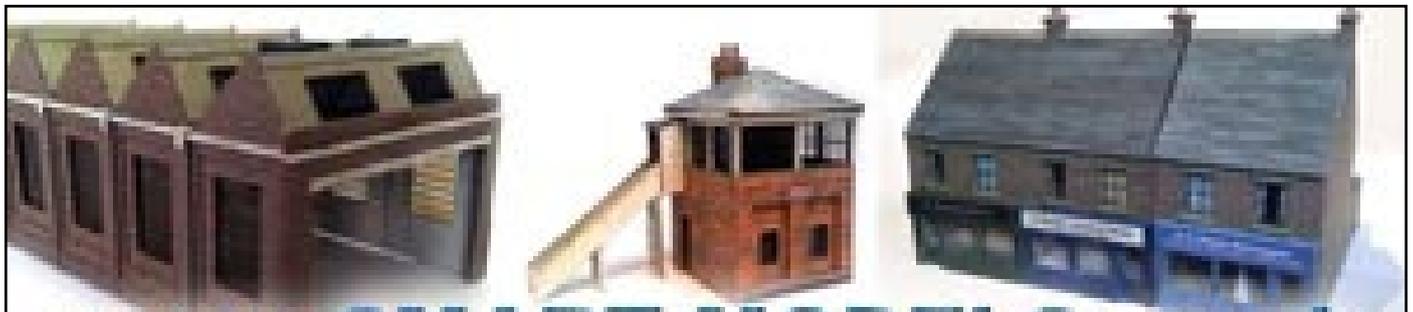
changes. They don't need to know as it isn't relevant to them. Also we are lucky on this line as we also have coloured light signals where the Heritage Railway meets the Network Rail mainline. Otherwise all the signals are mechanical.”

How could a new person get into signalling?

“The first step would be to contact the volunteer liaison officer at Bewdley. The signalling instructor would then invite them to a day in a signal box so they can see what the job entails and whether it really is for them. After that some learning is involved to pass the theory test. The rest is pretty much as I described how I did it.”

Unfortunately my train was now approaching and we had to bring the visit to an end. Visiting the box was fascinating and an introduction to a hidden side of railways. I want to thank Nigel very much for giving so freely of his time and explaining everything to a layman. Thank you also Severn Valley Railway for making the visit possible and being so hospitable. If you get an opportunity to visit a signal box and have how it works explained “Jump at the chance!”

(Please note that any errors in explanation are mine alone-James)



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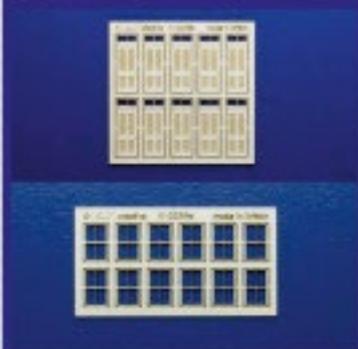
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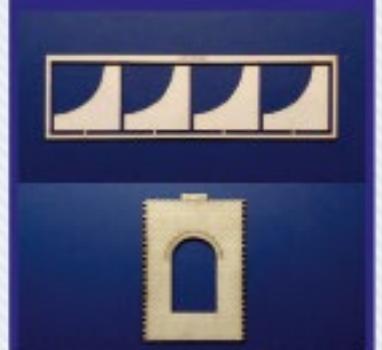
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