

# MODEL RAILWAY

# EXPRESS

eMAGAZINE



**Issue twenty:  
March - April 2020**

*For the enthusiast by the enthusiast*

# EDM Models new website

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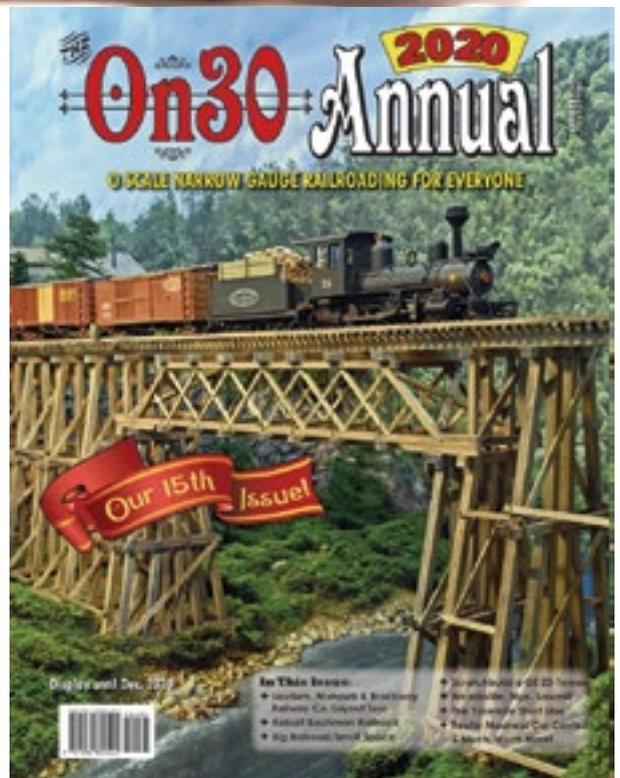
The 2020 On30 Annual is announced and available for pre-order with a pre-order offer good to the end of March 2020.

~~£22.50~~ £19.50

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*Fleet lane 00 gauge at the Erith show January 2020*

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<p><b>LCUT CREATIVE</b></p>  <p>Modular laser cut kits Available in O gauge</p>	<p><b>LCUT CREATIVE</b></p>  <p>Modular laser cut kits Available in OO gauge</p>
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## Welcome to Issue 20

Although it seems a while ago, all of us at MRE Mag hope you all had a wonderful Christmas and wish all our readers a Happy New Year.



The big news on the MRE Mag front is we have a new arrangement with Pilentum Television - an online Model Railway TV Station ([www.pilentum.de/index.htm](http://www.pilentum.de/index.htm)). All the back issues of MRE Mag will be available to download as pdfs from Pilentum's website and there will be a link to the current issue on their home page (this will be updated with each new issue).

Pilentum receive over a million visitors a year worldwide so we hope more people will find and enjoy reading MRE Mag. This is a great opportunity for MRE Mag (and its advertisers) as this gives MRE Mag a truly International exposure and seriously large audience!

Other news is that we have reviewed our publication dates with our advertisers and we will be reverting to publication dates on the 1st of alternate months. For 2020 these will be:-

- Issue 21 (May/June) - 1st May Issue
  - Issue 22 (July/August) - 1st July
  - Issue 23 (September/October) - 1st September
  - Issue 24 (November/December) - 1st November,
- Deadlines for articles and adverts will be 15th of the preceding month (or just email [editor@MREmag.com](mailto:editor@MREmag.com)).

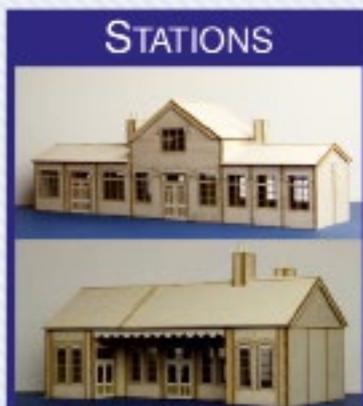
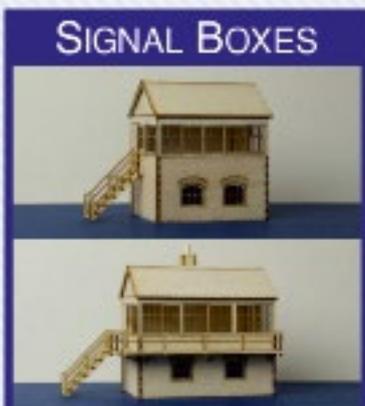
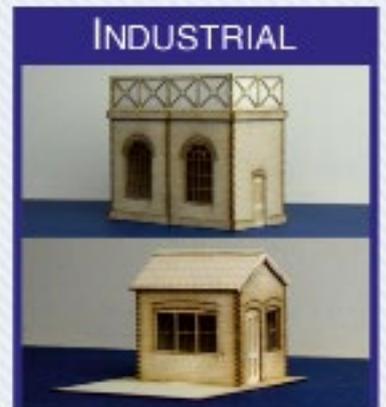
As ever, we hope you enjoy this issue.

*The MRE team*



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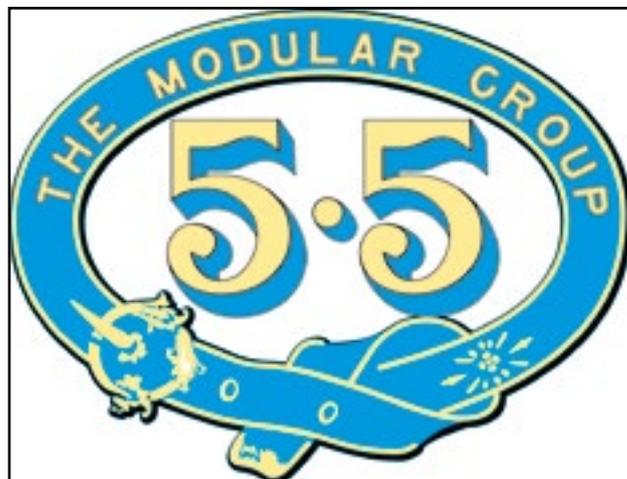


PRODUCTS SHOWN ARE IN 4MM SCALE. FOR 7MM SCALE VISIT OUR WEBSITE

# Carters' Bridge

By Bob Hughes

Carters Bridge came about after I saw the 5.5mm scale modular group's display at Narrow Gauge North in 2019.



The baseboard is a standard Grainge and Hodder product as used by the group but I designed the track plan as a self contained micro-layout with optional connections for the modular main line. This way the yard can be operated independently with trains passing through on the main line unimpeded by shunting operations.

The yard receives empty wagons and exchanges them via an incline with a mine higher on the hillside. Loaded wagons are lowered down the incline and shunted ready for collection.



*(photo David Hennessy)*

The regular shunt loco is a Bachmann On30 model with the cab cut down, mineral wagons are adapted from OO to make them wider as befits narrow gauge in a larger scale.



(photo David Hennessy)

When using the incline wagons are attached to the haulage cable with small magnets.



(photo David Hennessy)

The small halt (previous page, bottom) on the main line was made by up-scaling a Hornby platform shelter and carries a name board to identify the module. Figures are 1:48 scale models cut down to size by shortening the legs and body then gluing them back together again. Fiddly but not difficult once you get the hang of it.



# Renewing Britain's Railways: Scotland

Author: Gordon D. Webster

Price: £13.49

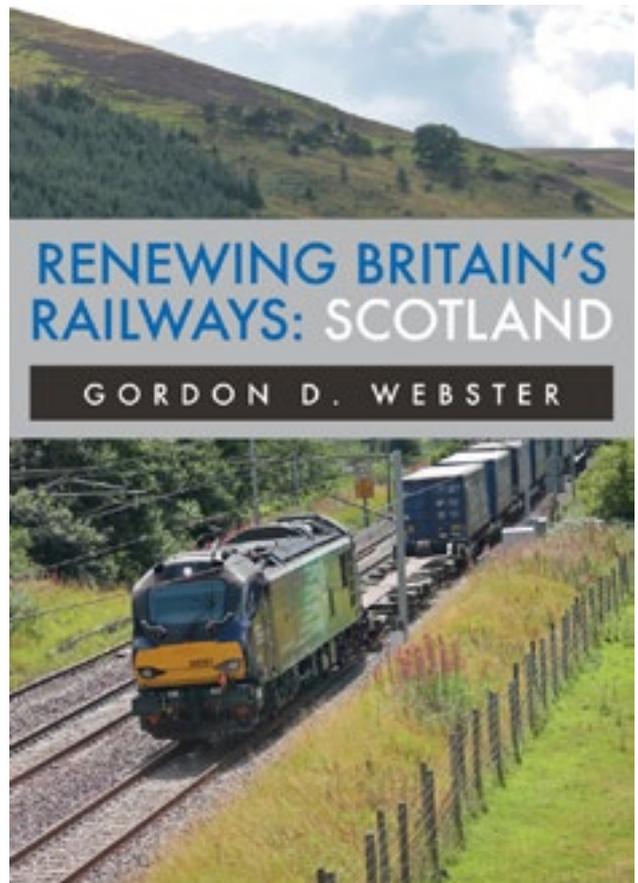
ISBN: 9781445689210

Binding: paperback

Illustrations: 150

Published by: Amberley Publishing

Review by M. D. Hooson



Renewing Britain's Railways: Scotland pays homage to a variety of mainly passenger classes set within some of the most scenic aspects of Scottish countryside has to offer. Yet it cannot be forgotten that the birth of railways came about as a response to the need to transport bulk products from one place to another quickly. Sadly, and not unsurprisingly, the decline in demand for these products and the resultant drop in freight revenues led to massive re-evaluations of the rail network across the whole of Britain.

In a chapter entitled: 'The end of Scottish Coal' G. Webster has probably posed the answer in the title and

illustrated it with several images of long loco-hauled coal trains with class 66s in charge. Other classes of locomotive are pictured hauling various commodities too and as Webster notes, these are one hope of salvation against a burgeoning road transport network. Proactive political will and increased and improved infrastructure can allow a rich railway heritage to continue and ultimately free up road capacity for growing numbers of tourists...not that rail travel would preclude enjoyment of the scenery covered in the book.

Indeed the images in this book are an admirable promotion of Scotland's scenic routes in that they showcase the Scottish countryside in all its magnificence and ruggedness. Webster capitalises on this by covering aspects of train travel that will appeal to potential tourists. For instance travellers can take the Caledonian Sleeper operated by Serco, shown being hauled by various classes of locomotive: 67s, 90s and even the odd class 47. The book goes on to offer an advert for 'day trippers' making for an attractive day out...or two. Other offers are also noted.

Indeed images of DMUs abound and there is a picture of an 'interloper' from Glasgow underground having been converted. Farewell is bid to the oldest traction in Scotland – the EMU class 314. These are to be replaced by 385s built by BREL, York.

In essence this book is, as its title suggests, a report on the progress and an update of the Scottish railways, including electrification programmes including those for Edinburgh and Glasgow. Yet it is much more than that, because it portrays station vistas, port scenes, signal boxes, MPDs and, not least, a wide array of traction serving passenger operations. For the enthusiast it is the stars – the motive power backed up with technical detail which will make for interesting reading. In addition it may well evoke happy memories of locations visited.

The book finishes on a positive note with details of the re-opened Waverley route.

*It's an exciting time on Scotland's railways, with new trains meaning faster journey times. The popular 'InterCity' brand has been revived and electrification has spread across the Central Belt. The rural routes have changed little, but are now marketed by ScotRail as 'Great Scenic Railways'.*

*Older traction is being withdrawn or cascaded elsewhere, but this is proving less than straightforward. Electric Multiple Units have had to be transferred north from London to cover stock shortages, while loco haulage survives in Fife to alleviate rush-hour overcrowding. Freight locomotives have appeared on passenger workings. The train operating companies have also turned to veteran tried-and-test-*

*ed designs such as HSTs and Class 73s to move forward. This book studies the recent rail developments north of the border, as we journey from the cities to some of the most beautifully scenic lines in Britain, showcasing the colourful liveries on display on both freight and passenger trains. (Amberley Publishing)*

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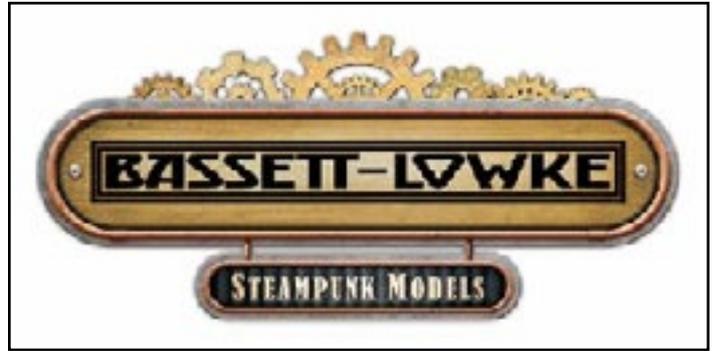
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# Something Different... The Steampunk World of Bassett-Lowke



It's awesome, unique, quirky, stunning and unusually fascinating. SteamPunk is a subgenre of science fiction where a world of fantasy meets science, incorporated by the technology of steam-powered machinery and combined with the 19th century British Victorian era. So, what's the background...

So this is the new world; a world of mad science, Eco warriors beneath the waves and empiric wars. The three mast clippers are now too slow to get their precious cargo past the devastating submersibles of those that despise empires, whilst the horse and cart falls constant prey to the hungry lizards that slip through the streams. The tea must get through though, the world demands it.

Wenman Joseph Bassett-Lowke is one of those concerned; a seasoned maker of steam boilers, industrial brewing equipment and proud owner of some of the finest aromatic tea plantations across the world. That precious crop had to be delivered; he needed a fast, reliable solution and when you know a thing or two about steam power you know just the mavericks for

the job. Foreman, Cornelius Chuddery rounds up his team of skilled train jockeys - they have the nerve and they have the engines. With lucrative bounties on the line for getting the goods in first, the task of getting the tea across the new world is back on. The clippers had been good for their time but now the world needs trains and fast ones!

Boston Grey is the sort of man who knows how to inspire the lords and ladies; with a rakish smile and top hat to match, he and his bright young things would make a party of getting the tea through. Fuelled with lashing of aristocratic madness their tea party could win every race and have fun being bounders as they sabotage the efforts of their rivals. They call themselves 'The Hatters'.

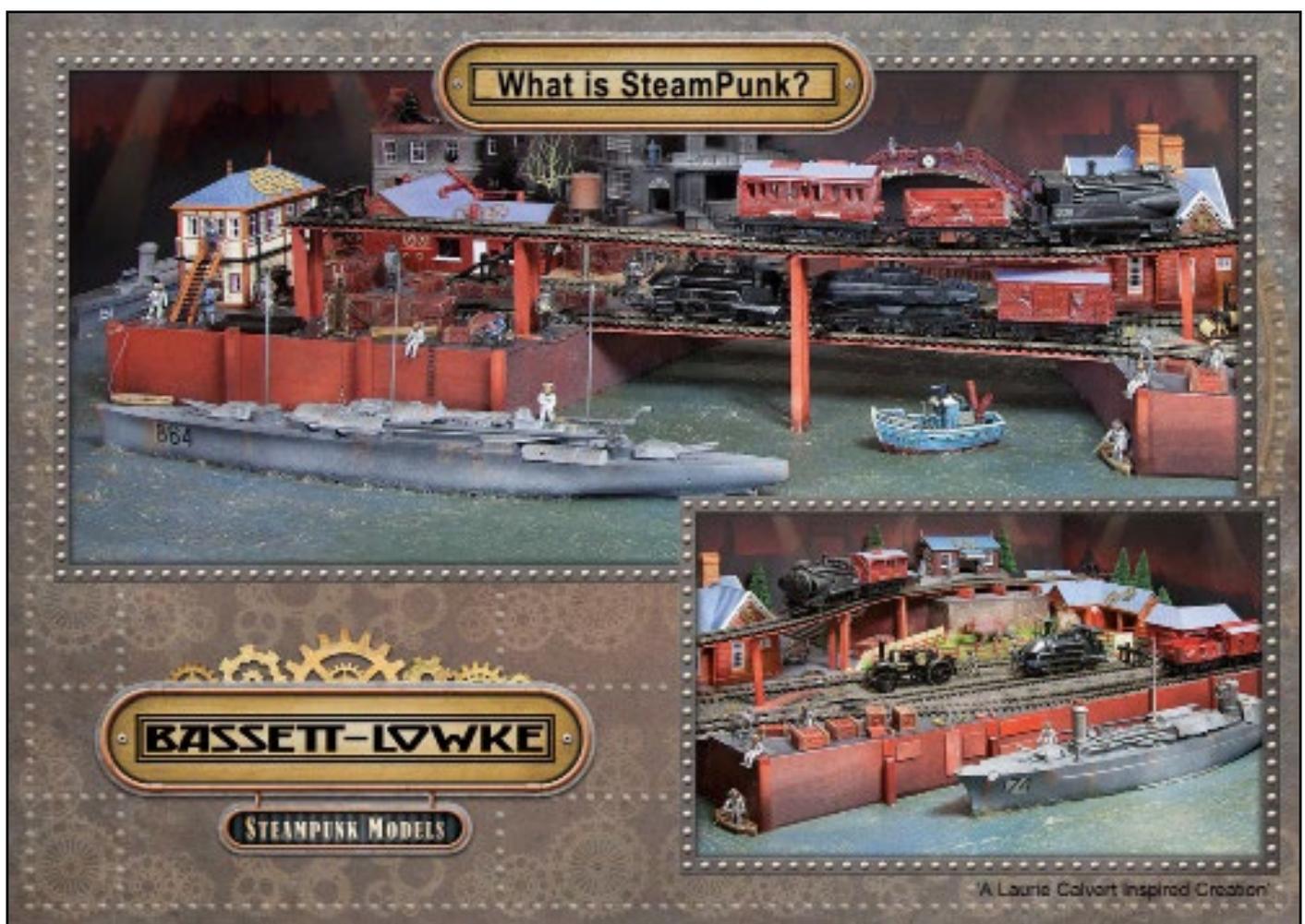
Rosie Rivette is a wartime factory foreman, stood proudly alongside her sisterhood; they are embracing change and are damsels in distress no more. By re-purposing the great diesel machines, they had silently built, run and maintained (as the men folk fought in the many wars) they will prove the not so fairer sex were the gals for the job. Emblazoning their engines with the art of empowered women they took to the rails as the 'Diesel Dames'.

Adder Stone has a keen sense of adventure and he knows across the back yards of the empire the true

heroes labour in their outbuildings. The real inventors, with a make do and mend attitude if anyone deserves the rich bounties for getting the tea through, it is the unsung back yard grafters. Salvaging all they can from wherever they can; they built engines from their hordes of scrap and stitched them together with blood and spit to become the 'Coop Commandoes'.

Build an imaginative world of innovative trains as they race the precious cargoes of Wenman Joseph Bassett-Lowke across a perilous SteamPunk landscape.

Who will win the race?



All details, including the complete 2020 product range can be found at [www.hornby.com/bassetlowke](http://www.hornby.com/bassetlowke)

Want to know more about the Steampunk world of Bassett-Lowke? Click below for more details.

[https://www.youtube.com/watch?v=i\\_WbUqbEUMk](https://www.youtube.com/watch?v=i_WbUqbEUMk)

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# Paul's Page - On30 weathering

# On30

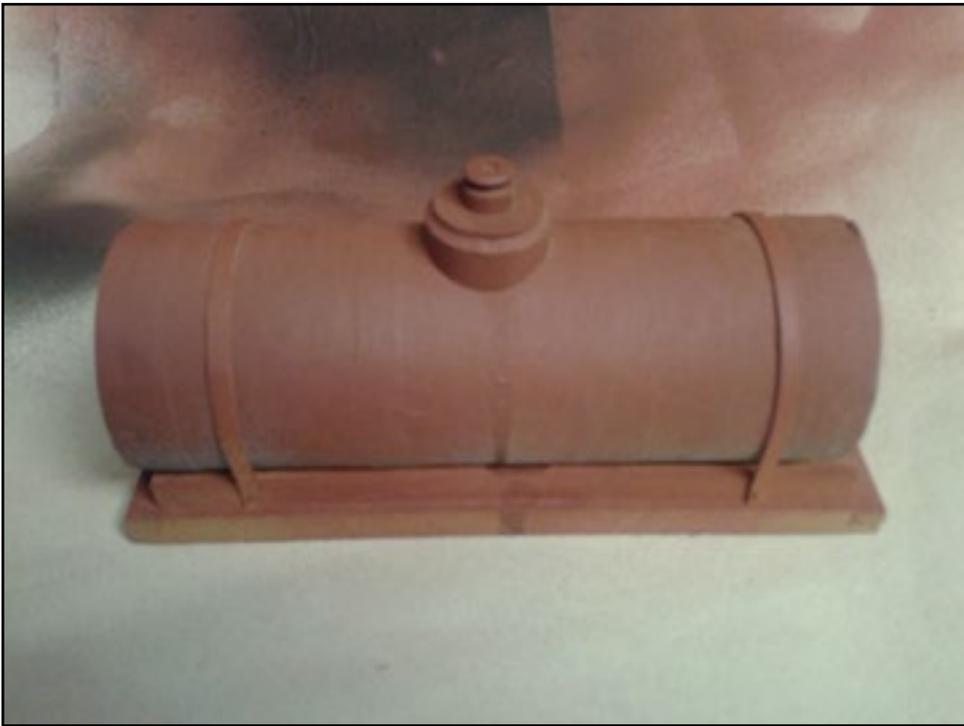
By Paul Davis

Happy new year to you all. I must apologise that this article is a bit shorter than usual but due to the festive season my modelling has had to take a bit of a back seat! I have still had a few minutes to do a bit of weathering, so here goes with some easy and cheap ways to make your stock look like it's been used either well over many years or been looked after but still used. Weathering is sometimes considered to be a bit of a dark art -its not- a bit of knowledge and confidence is all that's needed. I would suggest that to get the confidence by try out first on odd cuts of cardboard or plastic card, Personally I usually pick up second hand car bodies cheap at toy fairs and use them to practice on.

## **SALTING;**

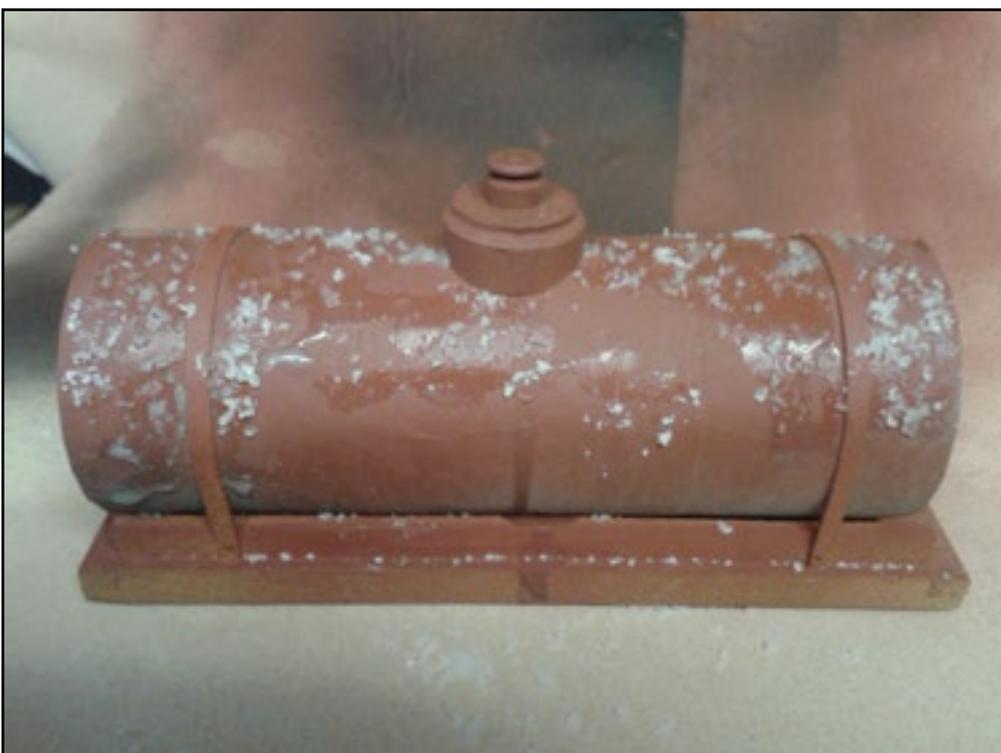
This is probably the quickest and easiest way to get some weathering on your stock with out spending a fortune.

Take your car minus trucks and using a rattle-can of red oxide (car primer) spray the car, leave to dry (couple of hours should be fine).

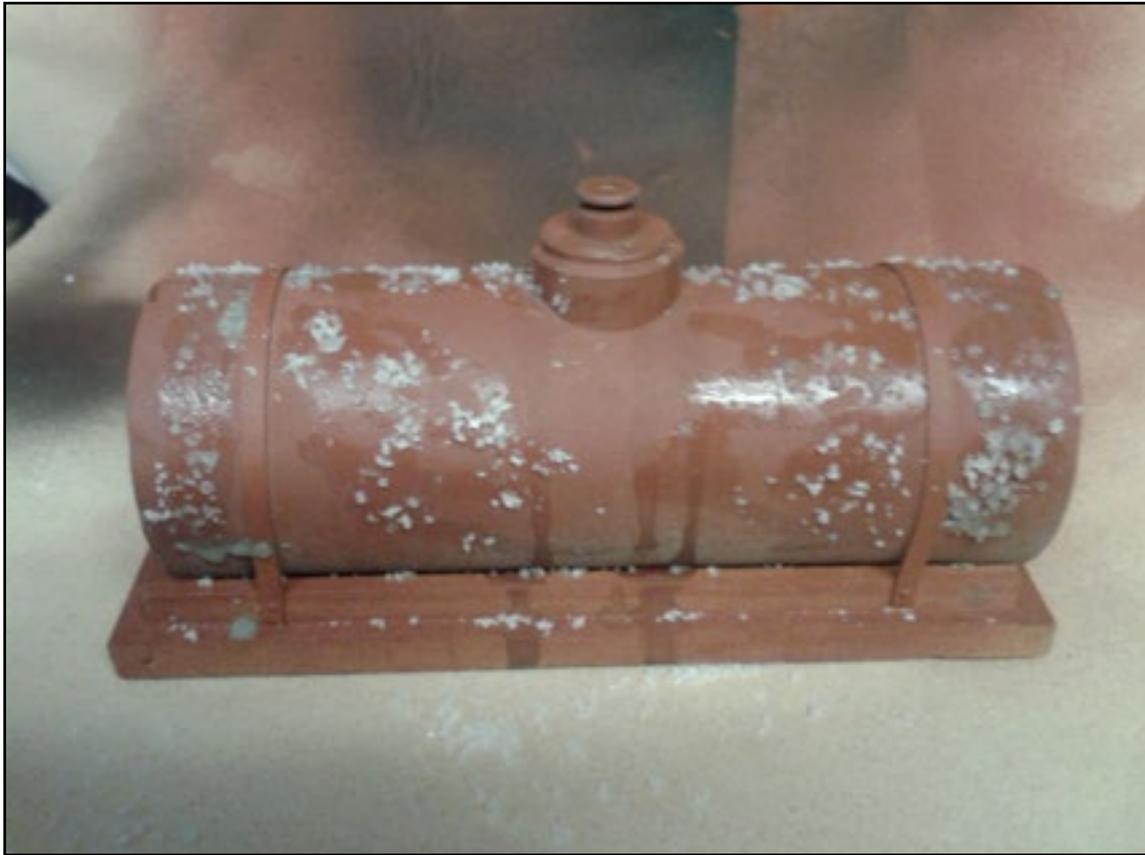


*Car Primed*

Once it's completely dry, using a small flat brush randomly paint on some clean water-do small areas at a time-then sprinkle on some table salt.



*Water added  
then the salt*



*Again water and salt added*

Do this all over the car until you have as much or as little as you want. Leave to dry. I usually leave it overnight, if you have not got the time then use a hair drier. Again, once dry use a rattle can or airbrush spray on the top colour, leave to dry again or use the hair dryer. Once completely dry take a stiff brush and rub off the salt, you will be left with the red primer coming through the top coat, a little bit of light red/dark orange weathering powder dabbed on with a small sponge ( I use make up sponges from Poundland) around the edge of the areas left by removing the salt and you should have a well weathered car.



*Spry top colour, then with stiff brush rub off the salt*

The above is basic you can add more paint or powder to get to where you want to be.

## **MUD/THICKENING PAINT.**

To add a thick mud to either road vehicles or to add detail to cow catchers, edge of underframes etc, I use a brown acrylic artist paint well mixed with Talcum powder, put on using a dabbing motion, once completely dry, dry brush it with a light grey.

For Livestock cars to add a bit of detail to the interior use a little thickened “mud” mixed PVA and plumber’s hemp or whatever is your usual substance for straw is. Use the paint/PVA to glue the “straw” to the floor

of the car. Don't overdo it these cars were kept fairly clean and remember by law after 28 hours the stock had to be unloaded watered, fed before being reloaded during this time the cars would have a tersely brush out. Again, use a practice piece its not difficult and you don't have to be too careful. There you go short and sweet promise to do better next time -Enjoy



Add a little pigment and black paint, then blend with a makeup sponge

Apologies to our American readers if I have used unfamiliar terms, like “Talcum Powder” and “plumbers Hemp” I think the first is call “baby powder” on your side of the pond, the second I am sorry I don't know, PVA is wood glue.



# TONYS TRAINS

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## 2020 0n30 Annual & Port Wynnstay

From EDM Models

First produced in 2006 the 0n30 annual has become a much-anticipated staple for the 0n30 modeller. The 2020 edition has just been announced for pre-ordering.

As usual EDM Models will be the UK agent for these with a pre-order offers similar to the US offer. The offer is £19.50 instead of £22.50 plus postage.

It's the equivalent of offering it post free and the offer is good until the 31<sup>st</sup> March 2020.

The annual gets printed in April and then travels on a slow boat to the UK so, typically, it gets to UK customers in the second half of May.

Folklore has people asking for it from Christmas as its firmly fixed in their minds it comes out before Christmas. Just once this has happened in its 15 editions! It now shares the calendar with the H0n3 Annual (which does come out before Christmas)

## Port Wynnstay Returns

The reintroduction of the Port Wynnstay Models range of resin cast narrow gauge kits to the web is imminent. They probably won't be online as MRE is published but it'll happen in the lifetime of this issue.

After around three years absence due to family illness and a subsequent relocation to North Wales Port Wynnstay Models are back in production and have been for direct sales for a little while. Having got caught up with back orders and built up some stock EDM Models through our website at [www.ngtrains.com](http://www.ngtrains.com) will once again be representing them for web sales.

More news on this in the next MRE (out 1<sup>st</sup> May 2020)

---



## Hornby Celebrates 100<sup>th</sup> Anniversary!

This year Hornby reaches a major milestone in its 100 year centenary and there is plenty in store to celebrate its last 100 years.



The well known and distinguished model railway brand which has been producing model locomotives since 1920 is set and ready to celebrate the 100 year anniversary with a bang! A marvellous range of anniversary products have been produced to celebrate each decade over the last century. The products will be supplied in bespoke packaging to reflect how they appeared within that era and each will be a limited edition. From tinsplate locomotives, to diecast vehicles, complete train sets to gold plated locomotives, there is something that will appeal to all model railway enthusiasts.

Alongside the range of products there will also be a whole host of exciting marketing activities, including a golden ticket campaign, a Hornby 'Memories' vlog, including interviews with some of Hornby's dedicated customers, as well as a 'Trip Down Memory Lane' with some of Hornby's most long-standing staff members.

The excitement does not end there. Pulling the anniversary together and framing the 100 years campaign is the 'Lifetime's Journey'; a short film, showing the life of an enthusiast with a passion for Hornby trains. The video can be viewed via the Hornby Youtube channel here: <https://www.youtube.com/user/hornbyhobbiesltd>

All details, including the complete 2020 product range can be found at [www.hornby.com](http://www.hornby.com)



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## **MIDLANDS GARDEN RAIL SHOW**

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IT**

**SATURDAY 14<sup>th</sup> & SUNDAY 15<sup>th</sup> March 2020  
WARWICKSHIRE EVENT CENTRE**

2020 marks the 19<sup>th</sup> year of The Midlands Garden Rail Show, which continues to go from strength to strength and is regarded as one of the leading garden rail exhibitions in the UK.

The exhibition, which will take place at the Warwickshire Event Centre near Leamington Spa, attracts over 2,000 enthusiasts from all over the UK and Europe. Organisers are looking forward to presenting another inspiring exhibition showcasing exciting railway layouts covering the larger gauges and scales.

This exhibition is well supported and organisers are expecting over 30 leading suppliers and 15 layouts and displays covering many gauges. Visitors will see live steam model locomotives hauling coaches and wagons - the real thing in miniature.

*Confirmed layouts include;*

16mm Association Modular Layout

Ballygornal Junction

Buckinghamshire Garden Railway Society "Whiteleaf Light Railway"

G Scale Society Publicity Layout

Gauge 1 Vintage Tinsplate Trains Group

Hambleton Valley Railway OR Pen-Y-Bont

Hampton End

Lough Motive Power Depot

Mendip Vale

Roche Junction

Stanley Midland

The exhibition is well supported by local and visiting clubs this year we the following will also be joining us; National 2 1/2" Gauge Association, Gauge 1 Miscellany, Coventry Model Engineering Society and Bromsgrove Society of Model Engineers.

***Confirmed specialist suppliers include;***

Accucraft UK Ltd

Airframed Glass Display Cases

All Components

Anything Narrow Gauge

Aster Hobbies

Barrett Steam Models

Blackcat Bridges

Bole Laser Craft

Bowande Live Steam UK

Brunel Models

Chalk Garden Rail

Chuffed 2 Bits

Coach & Wagon Works

FineScaleBrass (UK)

Garden Railways Specialists

G S Model Supplies

Hafix Industrial Products

IP Engineering

John Sutton Books and Models

Just the Ticket

Loco Boxes  
Malcs Models  
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Modeltown  
Sandringham Garden Crafts  
SMTF Model Shop  
The Sparesman  
Steve Currinn Books  
Tony Green Steam Models  
Vale of Rheidol Railway

There will be more specialist suppliers to confirm their attendance in the new year, for all the latest information see [www.midlandsgardenrailshow.co.uk](http://www.midlandsgardenrailshow.co.uk)

[info@meridienneexhibitions.co.uk](mailto:info@meridienneexhibitions.co.uk)

**Venue:** Warwickshire Event Centre, Nr  
Leamington Spa  
On the Junction of the A425/B4455

**Opening Times:** 10am – 4pm Daily (last admission one hour before closing)

**Admission Prices:**

	On Line*	Full Price**
Adult	£8.00	£9.00
Senior Citizen	£7.50	£8.50
Child (5-14)	£3.50	£4.50

\*On Line- Tickets are available via our website at discounted prices until midnight Tuesday 10<sup>th</sup> March.

\*\*Full Price - Tickets are available on the day from the ticket office.





## Our Narrow Gauge Products

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

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

#### Features

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

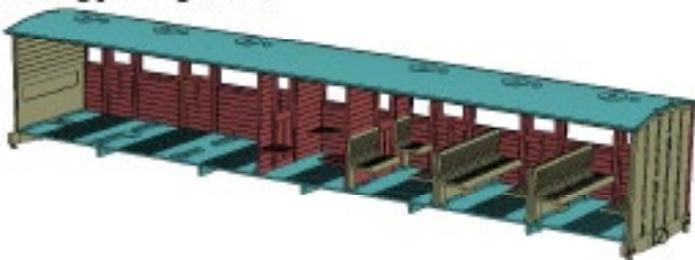
This kit does require the wheel sets.

Priced at £8.15 Inc VAT.



### 7mm Lynton & Barnstaple

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



### 7mm Lynton & Barnstaple Wagon Kits

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# From tanks to trains – the SVR welcomes a new General Manager in Jubilee year



## From The Severn Valley Railway

The Severn Valley Railway is delighted to announce it is starting its Jubilee year with a new General Manager at the helm.

Helen Smith – who is the first woman to hold the role - has taken over from Nick Ralls, who left to join the Ironbridge Gorge Museums Trust as Chief Executive.

Helen brings with her a wealth of experience within the visitor attraction sector – her most recent role being Deputy Director at the Tank Museum, Bovington in Dorset, a £30m Heritage Fund project with over 300 vehicles and a £4.6m tank rebuild and restoration workshop with an active apprenticeship scheme.

Previously, she has held roles as General Manager at The Fusilier Museum in Bury and Operations Director at the Magna Science Adventure Centre in Rotherham.

Helen joins the SVR in a landmark year, as it celebrates the 50<sup>th</sup> anniversary of its official opening in preservation and she says she intends to make it a memorable one for the railway and the thousands of visitors it is set to welcome on board.

“The SVR is an incredibly important attraction for the region and I am thoroughly looking forward to building

on the great work that has already been achieved by the team here,” she explained.

“Taking on the role in this very special year for the railway has even more resonance for me and I can’t wait to lead it into a very bright future, ensuring that it is a fabulous place to work, visit and volunteer.”

Nick Paul CBE, Chair, SVR (Holdings) Board, said: “I am delighted that Helen has agreed to join us. The decision to appoint her was a unanimous one involving the Boards of both the Holdings and Guarantee Company.

“We are confident that she will build on the strong foundations laid by her predecessor Nick Ralls, and lead us forward on our journey.”

Yorkshire-born and bred, Helen relocated to the area from Dorset before Christmas to enable her to experience the Railway during the festive season - its busiest time of year.

Her first full year as General Manager is set to be a busy one, as the Railway prepares to mark 50 years since its very first passenger services. Saturday 23<sup>rd</sup> May 1970 saw the official opening of the Severn Valley Railway in preservation, with the first public trains running between Bridgnorth and Hampton Loade.

A weekend of jubilee celebrations is planned for May 23<sup>rd</sup> – 25<sup>th</sup>. More details will be announced in the coming weeks. The celebrations are part of a jam-packed events calendar on offer to visitors, which includes the return of the A Very British Summer school holiday season and the enhancement of the sell-out Steam in Lights services, which launched at Christmas.

For more information about the SVR, its events and timetables, see [www.svr.co.uk](http://www.svr.co.uk) or call 01562 757900 and for the latest news, see the Severn Valley Railway Official Site and Families pages on Facebook.



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Clip Art courtesy of

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# GWR Foot Bridge for Chew Magna

Review L-Cut Creative  
B 70-22 O gauge GWR  
style platform footbridge

By Terry Rowe

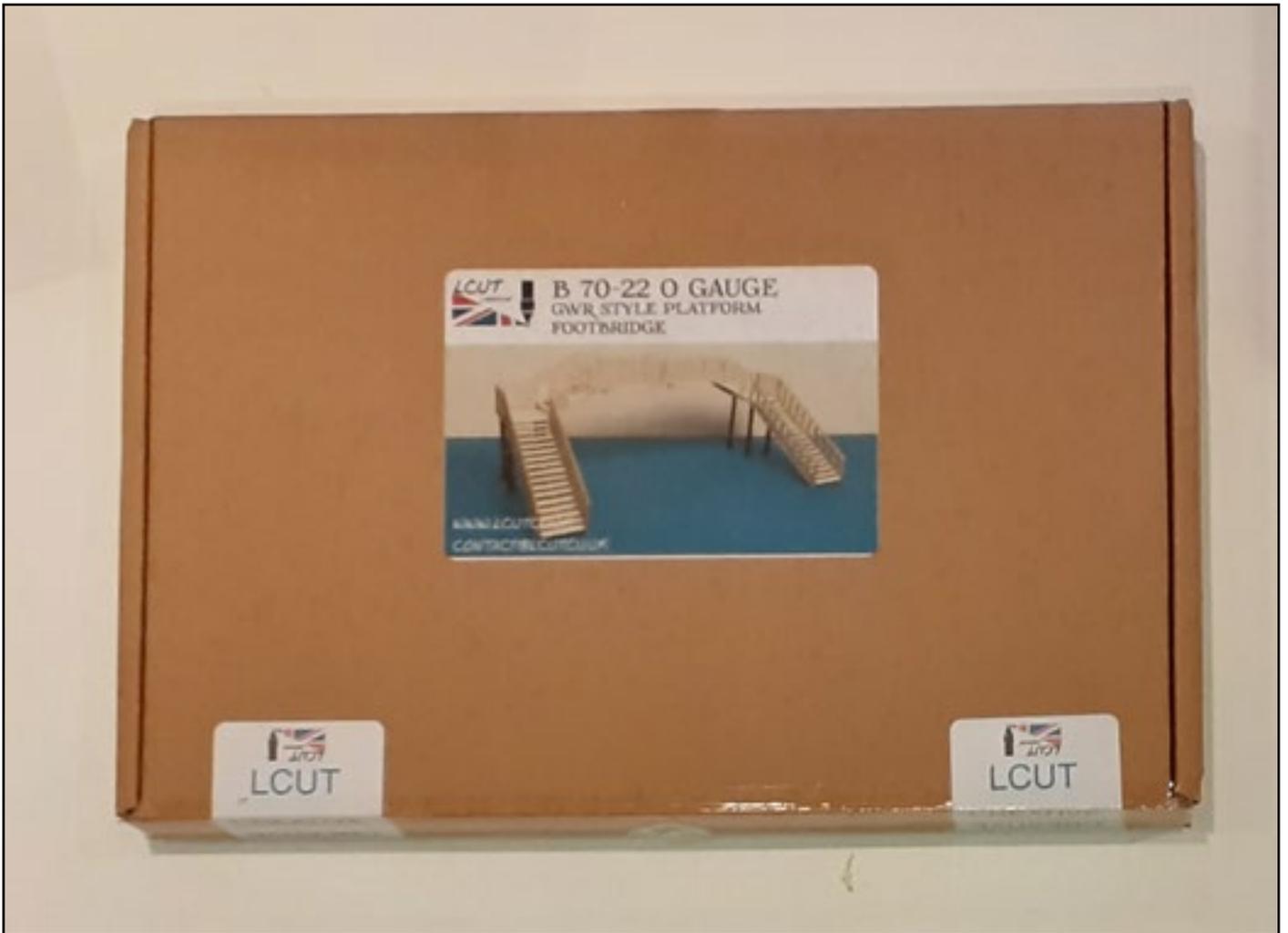


Price £24.99 + postage  
and packaging

Going forward with Chew Magna we will need a foot bridge for the station platform.

We could either scratch build or look at seeing what is available and adapt it to suit. We chose the latter and decided on the GWR Platform Footbridge from L-Cut Creative.

<http://lcut.co.uk/index.php?product=B%2070-22&title=B%2070-22>



The foot bridge at our chosen 'prototype' (Maiden Newton) on which we are basing our Chew Magna station on is very similar, although there is an adaptation we will have to do on the station building side where it comes in between the station building and the bay platform (but we will cover that at a later date).



This is a quality laser cut lattice foot bridge kit. The instructions are clear and basic. The only tools needed are a sharp modeler cutting blade/knife, a small file or sandpaper and glue (in this case I used Gorilla Wood Glue applying it with a fine paint brush).



I followed the instructions and only cut out the parts as and when I needed them. I first built the stairs and allowed the glue to dry before continuing with the build. Once the stairs are built the rest of the kit is very simple and goes together quickly. I made sure all piece where properly cut and sanded before use.



Once the kit was assembled, I sprayed with grey under coat making it ready for its adaption for Chew Magna. This is a kit I would recommend for most levels of modellers.

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# The Extraordinary Daddy-Long-Legs Railway of Brighton

Author: Martin Easdown

Price: £13.49

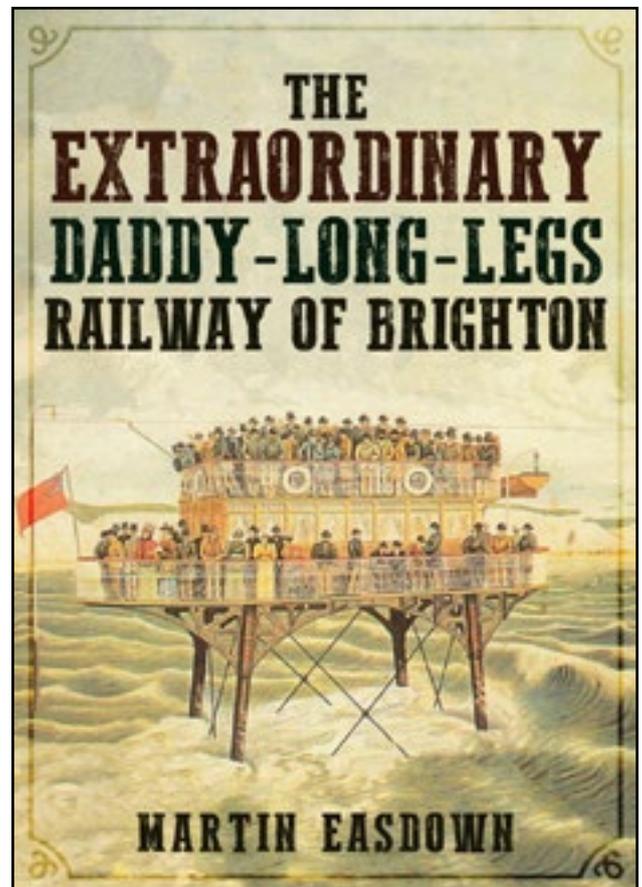
ISBN: 9781445689357

Binding: paperback

Illustrations: 180

Published by: Amberley Publishing

Review by M. D. Hooson



Every now and again you think you have seen every type of railway and then one appears that is almost beyond belief. Even the title of Martin Easdown's book suggests that the reader is in for a surprise. Despite the railways and vehicle concerned, the latter being perched high above four legs, one might have expected to see it walking through the sea at Brighton. No doubt the enthusiasm of Victorians would have been exercised and that of no less than three British monarchs.

Documented through various postcards, the popularity

of this sea going car which acquired the name of 'Spider Car' but more familiarly as the 'Daddy-Long-Legs' was given notoriety far beyond the seaside of Brighton. Perhaps it is not so unusual that the Daddy-Long-Legs should have aroused so much curiosity and interest as it did since seaside resorts have usually been associated with oddities and most tourists send postcards to family and friends.

This passenger car was the brain-child of Magnus Volk who was of German parentage (his father was a clock-maker) and perhaps his father's profession sowed the seeds of his son's ambitions. His pioneering electric railway was not without its setbacks. Bankruptcy and the destruction of the landing station were two of the issues dogging Volk's project. Weather conditions made operation of the railway a rather precarious affair and quite expensive to run.

Despite this, people flocked to take a journey in this curiosity. It was not without a sense of luxury and, as illustrated in the many postcards making up the images in Easdown's book, people travelled in their 'Sunday best'. Single journeys were priced at 6d (old pence) and return journeys at 1/- (one shilling). The book's post-script bemoans the fact that most people will never have had the chance to see the Daddy-Long-Legs, but perhaps enterprising model railway enthusiasts might

rise to the challenge of building a working model.

Priced at £13.49 this unusual history can still be a talking point as was the Daddy-Long-Legs in the 1890s.

*The unique, but sadly short-lived, Brighton & Rottingdean Seashore Electric Railway must have presented quite an amazing spectacle, even during those late Victorian days of engineering excellence. Affectionately known as the 'Daddy-Long-Legs', 'spider car' or 'sea car', the railway resembled a piece of seaside pier that had broken away and was moving by itself through the sea. Although closed over a hundred years ago, interest in the Daddy-Long-Legs Railway remains strong and it has become a Brighton icon.*

*The book details the history of the Daddy-Long-Legs and features the best collection of photographs of it so far assembled, along with plans, timetables and posters and associated features such as Volk's Electric Railway and the piers assembled as a landing stage for the Daddy-Long-Legs. This will be the first book to concentrate solely on this unique and fascinating piece of British seaside history. (Amberley Publishing)*

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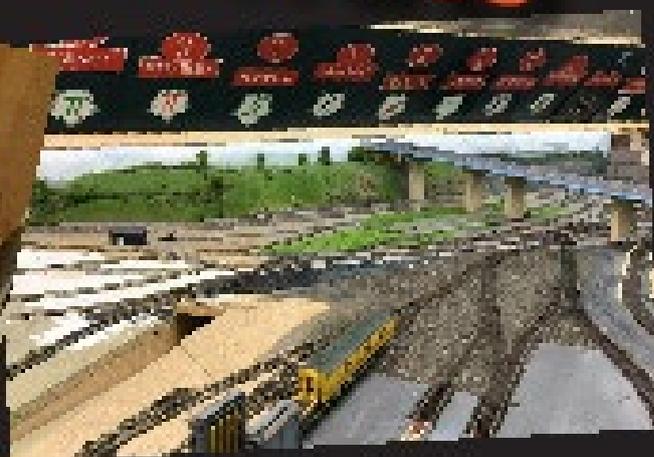
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## Figure Painting Vice – product review

By Terry Rowe



I came across this handy product at the Erith Model Railway Society's Exhibition. Sphere Products produce this high-quality laser cut MDF with metal fixings. It come boxed as a kit to assemble, which is relatively easy. I did have to sand some of the edges of for the parts to slid into each other, the pictorial instruction diagram is very self-explanatory. Product size 130mm wide x 156mm high.

The concept is easy to see, after drill a small hole into feet of most the figure one wants to paint then inserting a metal pin so it can be gripped in the vice jaws, like an extra set of hands.

Spring loaded jaws can be pushed apart to insert the part and then tightened using the thumbwheels. Built-in three legged base allows work to put down safely.

Supplied with long and short handle options.



[www.sphereproducts.co.uk/#!/Figure-Painting-Vice/p/60272442/category=16709074](http://www.sphereproducts.co.uk/#!/Figure-Painting-Vice/p/60272442/category=16709074)



## **SVR achieves record locomotive availability levels**



From The Severn Valley Railway

Years of hard work behind the scenes is paying-off at The Severn Valley Railway, which has just announced its highest service reliability levels.

Weekly average figures just in from 2019 show that more than 99% of the Railway's timetabled steam services were indeed hauled by a steam locomotive – a rise from 96% in 2016.

Moreover, services hauled by the exact locomotive named on the SVR website at the start of each running week has rocketed from 78% in 2016 to 96.7% in 2019 – its highest figure to date.

Neil Taylor, the SVR's Head of Engineering Services, who started at the Railway in 2016, said: "These are pretty good figures for any heritage railway - in fact, if you compare us with the mainline, we're coming out more favourably. Considering we've worked with locomotives that are over 100 years old, that's a pretty impressive achievement.

"Reliability is key if we want to remain a leading visitor attraction – just one disappointing visit can put peo-

ple off for life. I have seen for myself the looks of utter disappointment on the faces of visitors when a steam locomotive fails, and while that can't be avoided completely, we're doing everything we can to ensure that we can deliver the experience that we promise



*(Photo A Corfield)*

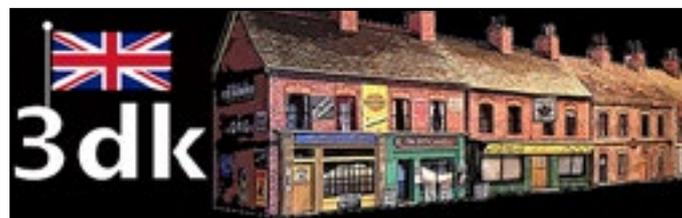
He put the latest figures down to a great deal of hard work behind the scenes and said some changes had been made since 2016, including having separate maintenance and overhaul teams.

“We now have separate teams, which has resulted in an effective maintenance regime, keeping the locomotives in good condition.”

The figures come at the start of an important year for the Railway, as it celebrates 50 years since its official opening in preservation. A day of jubilee celebrations is planned for 23<sup>rd</sup> May – half a century to the day since the first SVR public passenger trains ran.

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

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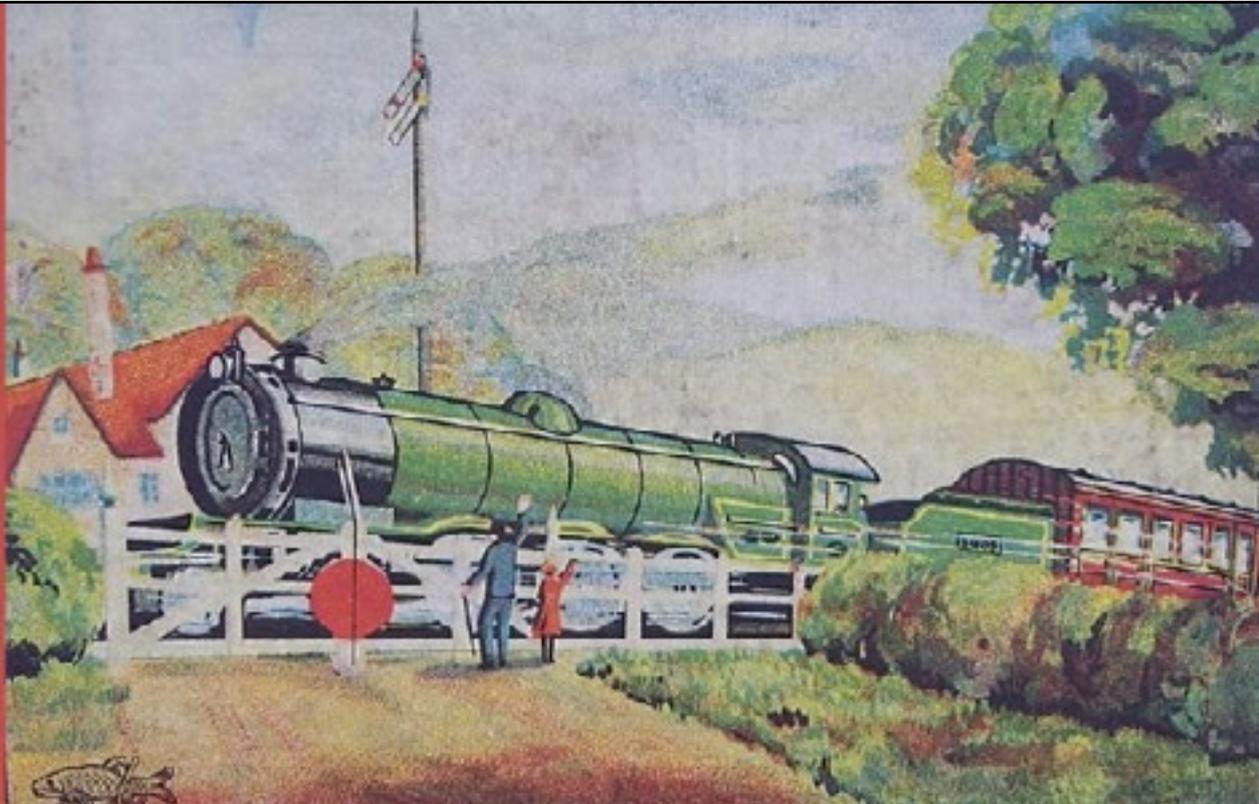


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# Measuring Loco Stall Current

By Rob Bradford

When deciding on fitting a DCC decoder, DCC ready or otherwise, it is essential to fit a suitable decoder, or at some point in you may well be looking at doing it all again to fit a replacement. Apart from the obvious things like connection type (6-pin, 8-pin, 21-pin, next18, wired, etc), and that the decoder has enough function outputs to do what you want and is of a physical size to fit into the locomotive, the most important are the decoders current ratings! This is the one that if you get it wrong will cause the dreaded puff of smoke and the cost of a replacement decoder. There are generally two current ratings for a decoder, the continuous and peak current ratings.

- **Continuous Current Rating** - This is the maximum continuous current the decoder can under ideal conditions support without overheating or damaging itself.
- **Peak Current Rating** - This is the maximum “peak” current the decoder can withstand for a very short time without blowing one of its motor drive transistors and releasing the dreaded smoke.

Motors also have two current ratings which pretty well match those for decoders. The wheel slip and stall currents:

- **Wheel Slip Current** - This is the maximum current the motor will draw when spinning its wheels while sitting on the track with its own weight on the rails. This is the normal operating condition that draws maximum power from the decoder.
- **Stall Current** - This is a motor is stalled (not spinning but has power), sometimes called “locked rotor condition”, in this state an abnormally high current will be drawn from the decoder.

This means there is a direct relationship between the two decoder ratings and the two motor operating conditions.

- **Wheel Slip Current = Continuous Current Rating**
- **Stall Current = Peak Current Rating**

Although a decoder can generally withstand short current briefly, the length of time sort of depends on the current being drawn, sort of  $CURRENT^2 * TIME = HEAT!$  Not an actual formula, but pretty close to what happens.

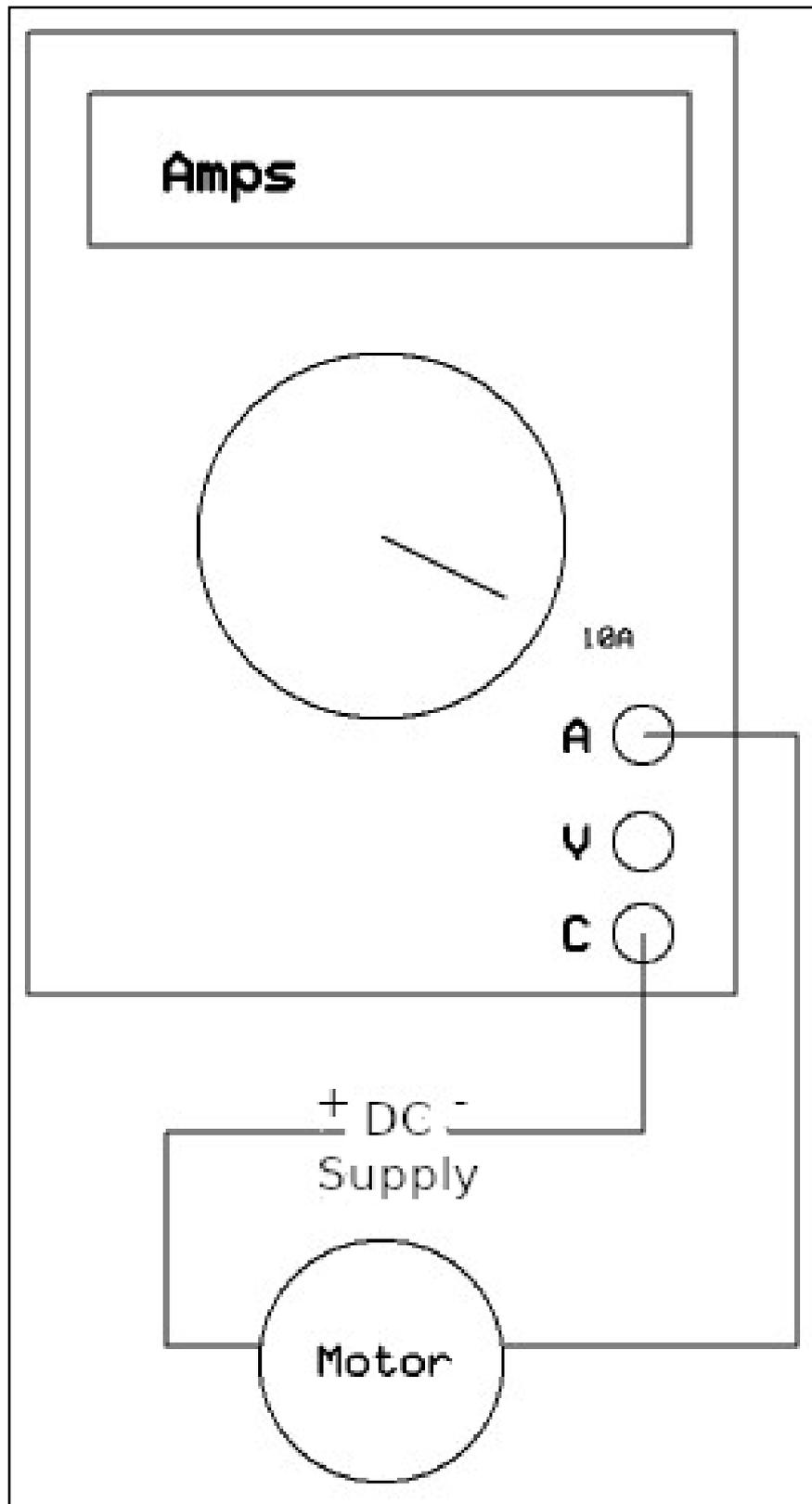
So how to measure these currents, firstly this ideally needs to be done before the DCC conversion with a DC power pack. Using a multimeter, or a dedicated Ammeter if you have one, connect it in series with the loco on test. By this, I mean between the test track and one of the power leads from the power pack, as shown in the diagram so that power has to flow through the meter to reach the track. If using a multi-meter set it to a suitable DC range. I usually go for the 10A. setting.

To test the loco apply power to the loco under test and set the output voltage from the power pack to the maximum intended for its operation. Now gently apply downward pressure on the loco until the wheels start to slip against the rails but continue to rotate. Note the value on the meter as this is the Wheel Slip Current for the loco under test.

Continue to gently apply further downward pressure until the wheels stop turning and note the value on the meter, try and do this quickly as the longer you maintain this state the hotter the motor will get! This value is the loco's Stall Current.

I generally do these tests two or three times on each loco, and take a sort of average, if in the repeat tests reading vary wildly between tests then that's a pretty good indication that something needs sorting out before fitting the decoder. When you are happy with the

values choose a decoder what at least matches, preferably exceeds the recorded values and all should go well.



## Lady of Legend heads to SVR Spring Gala



From the Severn Valley Railway

The Severn Valley Railway is delighted to announce the debut appearance of GWR Class No. 2999 *Lady of Legend* at its season-opening Spring Steam Gala.

First confirmed Spring Steam Gala visitor, *Lady of Legend* will be in action during the extended, four-day event, from April 16<sup>th</sup>-19<sup>th</sup>.

The SVR will be the first heritage railway to welcome the much-anticipated 'new-re-build' locomotive following its completion last year at Didcot Railway Centre.

Dubbed the '78<sup>th</sup> Saint', *Lady of Legend* is the first new example of George Jackson Churchward's Edwardian Saint class 4-6-0 to be built since 1913.

Churchward's iconic design included many revolutionary advances which influenced almost all subsequent British steam locomotive development, yet the class became extinct following the scrapping of *Saint David* in 1953.

Seventeen years on, a project was launched by the Great Western Society to re-create a 'Saint'. As none

were saved for preservation, No. 4942 *Maindy Hall* was purchased to be used as a base for one. Last year, No. 2999 *Lady of Legend* was completed.

SVR Gala Chairman Brian Malyon, said: “We are absolutely thrilled to be bringing *Lady of Legend* to the SVR and are sure that it will really draw the crowds, just as ‘new’ locomotive Tornado has done during its very popular visits to the Railway.

“It is a very fitting gala visitor during the SVR’s 50<sup>th</sup> year in preservation, reflecting a celebration of our past heritage as well as the skills, dedication and technologies of today which are helping us to look firmly to the future.”



The SVR's Spring Steam Gala will run for four days this year in its new April slot, and will feature up to four visiting locomotives in action alongside its home-fleet. An intensive timetable including double-headed full-line services, goods trains and local services will be in operation, with services running into the evenings on the Friday and Saturday. Some more surprises are planned, to be announced shortly.

To find out more, see the special events page on [www.svr.co.uk](http://www.svr.co.uk) call 01562 757900 or visit the Severn Valley Railway Official Site or Families pages on Facebook.

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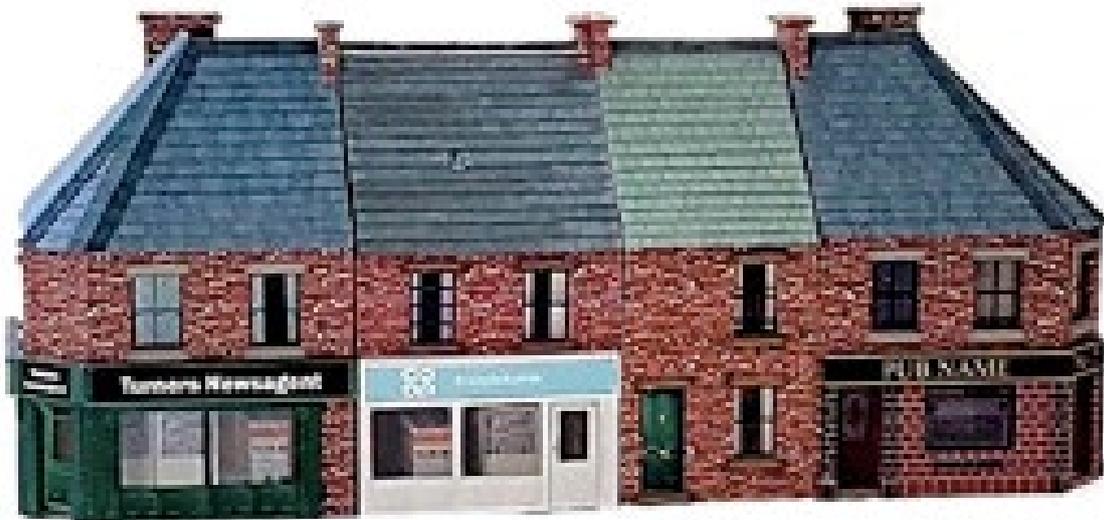


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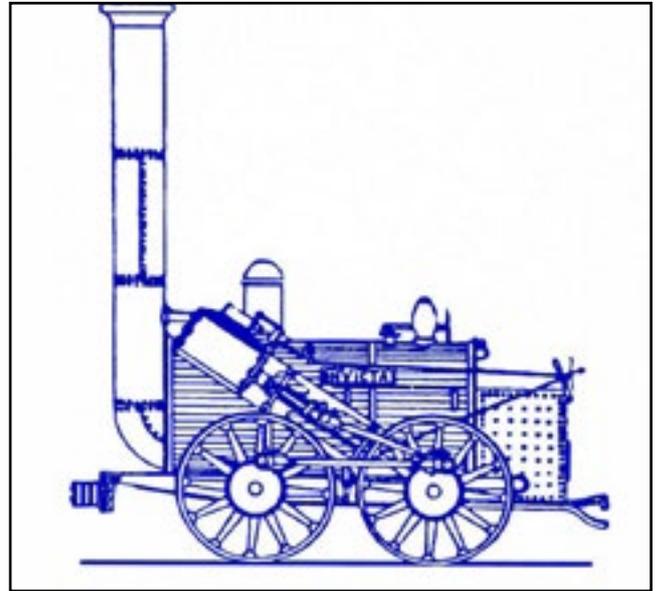
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# Erith Model Railway Society-Exhibition 2020 Longfield Kent

Review by Terry Rowe

The exhibition was held on the 25<sup>th</sup> and 26<sup>th</sup> January 2020 and once again Paul Plummer and his team from the Erith Model Railway Society put on another outstanding exhibition.



There were around 42 layouts, 38 traders and 15 societies attending and there was something for everyone. The exhibition must be the largest 2-day show in the South-East. Once again it was held at the Longfield

Academy which had plenty of parking and was only a short walk from Longfield Station. Paul tells me that he is in negotiations with the Academy for more space so the show could be getting even bigger.



The exhibition was very successful again this year with visitor numbers up by around 10% on the previous year (on both days). This year there was a shuttle bus service to the station, which proved to be a huge success and will be repeated next year.

There was also a fantastic canteen open during the show providing hot and cold food on both days. The food was both of a very high standard and great value

for money. The canteen staff were friendly and helpful serving bacon and sausage butties at show opening and keeping the hot teas and coffees going to keep the exhibitors and traders happy.



This year the ‘Bill Murphy Memorial Shield’ (judged best in show) was awarded to – Ambleton Vale, the layout belonging to Ray and Anna Taylor set somewhere in central England around 1965.

The ‘John Muskett Memorial Shield’ (voted for by the visitors) was awarded to Cato Pass. This futuristic layout belongs to Laurie Calvert. You might remember seeing Laurie in the 2<sup>nd</sup> series of The Great Model Railway Challenge. This is the only known railway on the moon of Saturn!

Next year's Exhibition dates are 30<sup>th</sup> and 31<sup>st</sup> January 2021 and the show is already looking bigger and, if Paul and his team have anything to do with it, even better. This is definitely one for the 2021 diary!





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# Chew Magna - A workshop day

By Terry Rowe

With Chew Magna being too long for our club room and having planned to add an additional 6 feet we needed to find a place we could set it up, add the new six-foot by two-foot module lay track on it, make sure the electrics worked and iron out any glitches before the layout goes out on the exhibition circuit.





We have made the layout available for the Erith Model Railway Society Exhibition next year on the 30/31<sup>st</sup> January at the Academy in Longfield so we have something to aim for now.

One of the team, David, lives in Preston Capes and was able to organize the use of the village hall there for us on Sunday 23 February. This meant loading up the van on Saturday, getting the layout over to the hall and unpacked and an early start on the Sunday to set up and basically get the work underway.





The layout with all its modular boards measures 34 feet in length. We were able to run a section while Dale was also laying track on the new module. This kept us, our club and local visitors entertained.





I cut out the exit under the road bridge on the branch line which will mean the Auto-coach set will run into its own mini-fiddle yard.





We achieved our aim for the day and the track was laid on the new module (although it still needs to be wired up). We also decided that the clips on the modular boards all need to be identical so new clips have been ordered. And we also decided that the modular inter connectors for the power from modular board to modular

board need to be upgraded. so whilst we didn't finish everything we made some good decisions.

Being able to set up the layout and see it complete meant we were able to visualize what the layout will look like at an exhibition and what we need to do to get it 'exhibition ready'.

It was a really useful exercise and we are planning to repeat this every two months which will give us a chance to see the progress of the layout and keep us on track to be ready for the Erith outing in January next year.





Having done this I would recommend the value of such a day to anyone venturing down a similar road. We had great fun, we were able to show off to a number of local folk who would not normally come to a model railway event or club and we made real progress with the layout by being able to set it all up in one place. Modular layouts are great but sometimes you just need it all together in one place!

Two of the Preston Capes families who came along up had just bought model railways as Christmas presents for their children so it was a fantastic opportunity to see what a real working layout could look like (and maybe for us to tempt some new members to come along to the club!).

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# Simple Lighting Stay-Alive Circuit

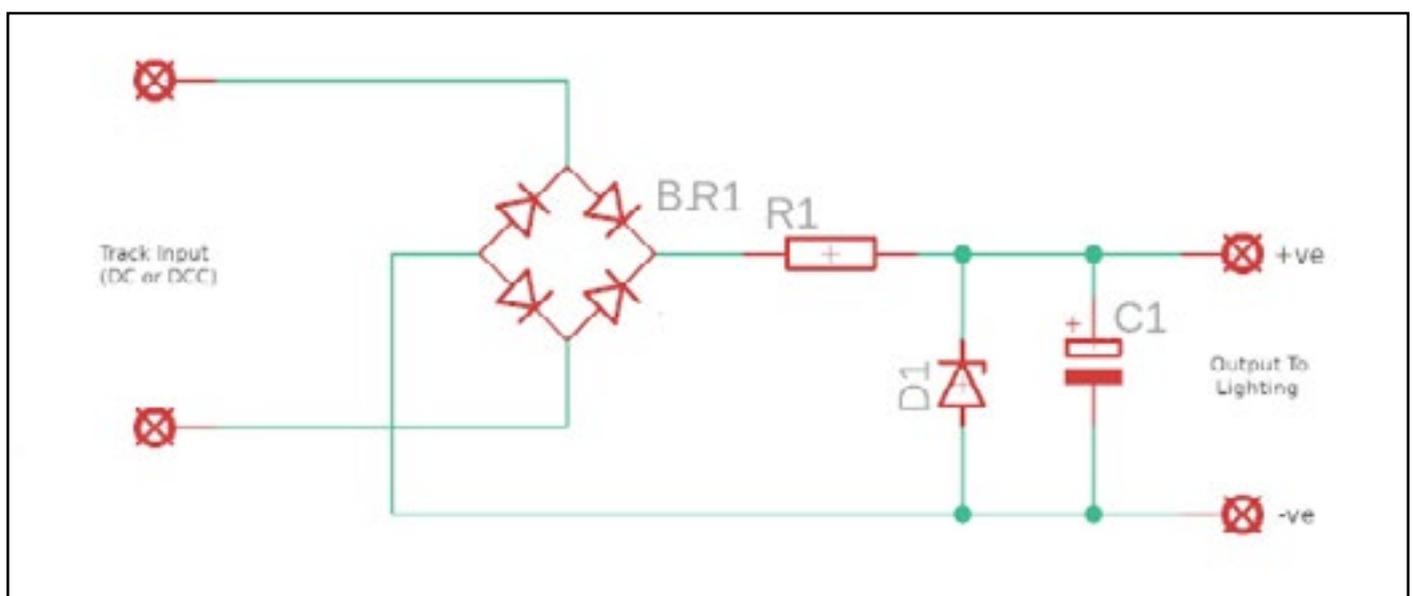
By Rob Bradford

This circuit uses a single super-capacitor (I sourced mine from China via eBay) and a handful of other components to provide stay-alive functionality for coach lighting on either DC or DCC controlled layouts.

Power either DC or DCC is fed from track pick-ups into the Bridge Rectifier BR1, then out through a current limiting resistor R1 to a Zenner diode D1 that clamps the voltage after resistor R1 to its value and limits the voltage fed to the supercapacitor C1. The supercapacitor I used was rated at 5.0v I used a 4.7 v Zenner diode to stay on the safe side. Normal electrolytic capacitors can make quite a mess if they go pop due to overcharging, so I guess these supercapacitors would do the same, but to be honest I don't want to find out!

The resistor R1 is there to prevent the Zenner diode from being overloaded when power is first applied if the supercapacitor is fully discharged as there can be quite a surge. Increasing the value of this resistor further limits the initial current is drawn but extends the charging time so that any LED's connected to come up to brightness over a few seconds. With the values

are shown these circuits can keep lighting in a GWR Autocoach (4 LED's) at a reasonable brightness for a couple of minutes, and one example fitted into a GWR horsebox (1 LED) stays alight for near ten minutes. Over time I have made many of these, all a bit different in layout but electrically the same, the size and shape are dictated by the space available for fitting. It should be possible to fit a variable resistor in parallel with R1, but do not replace R1 with it, as if turned fully down (0 Ohms - short circuit) you will probably end up replacing the Zenner diode, and possibly the supercapacitor. Some form of current limiting is essential for this circuit to operate safely. Note also that any LED lighting attached will still require it's own current limiting resistors, but you may need to play around with different values to get the desired brightness out of the LED being supplied.



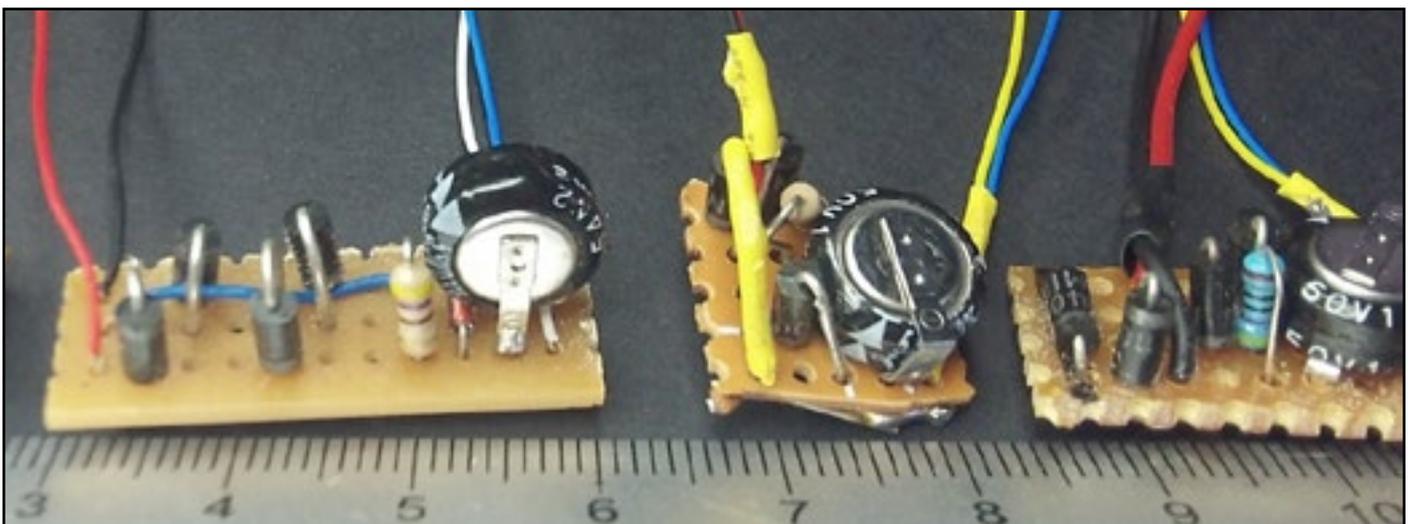
## Components Used

BRI 1A Bridge rectifier or 4 suitable rectifier diodes (e.g. IN4001)

RI 470 Ohm 0.25w Resistor

DI 4.7v Zener Diode (e.g. IN4732)

CI Super Capacitor (in my circuits 0.33F 5.0V although other suitable values are available, eBay)



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## Railway Refreshments: Hassop station café

By Cath Locke



We regularly (well, annually) attend an event ‘up north’ and as said appointment is usually around 1pm this usually necessitates a stressful race up the M1 against the clock while frantically praying this isn’t the day there is some sort of hold up. And every year I promise myself that next year we will go at least half way there the day before allowing for both a pleasant trip to say, the Peak District, and also a more relaxed journey to the annual ‘do’.

And this year I managed it and booked a stopover in Hathersage and also checked out another Railway Refreshment venue to boot!

Hassop station is now a busy café and I noted an emphasis on local produce, vegetarian/vegan and gluten free options. I can personally vouch for the almond and blueberry croissants and (being not only a tea snob but a tea-bag snob too) I was delighted to find they served Twinings Earl Grey (other brands are, of course available). My research assistant was also pleased with his

choice of walnut and pecan cake (which was apparently every bit as good as it looked) and coffee.

Having munched our elevenses we perused the shop and then had a good mooch about outside.

The old station building can be discerned from the later (and very well done) extensions which are now occupied by said shop and also a bike hire business.



You can clearly see where the platform canopy has been removed from the front of the building and the station master's house is visible opposite although nothing of either platform edge exists now.



The track itself is now part of the 8  $\frac{1}{2}$  mile Monsal Trail – a national walking and cycling route.



Further exploration in the staff car park also revealed evidence of the sidings that once existed (although this is now a short bay being used to store a rubbish skip).

Hassop station was opened on 1<sup>st</sup> August 1862 on the Midland Railway's line from Ambergate to Manchester. Initially a terminus the line was completed through to Buxton in 1863 and Hassop became a through station and eventually (through co-operation between the MR and the Manchester, Sheffield & Lincolnshire Railway) part of a main line stretching from London to Manchester (although long distance trains never stopped here and traffic was only local).

Located just outside the village of Hassop, the station had its own access road to the southbound platform (with the main station building), goods yard and sidings which extended behind the station building.

There was a stone goods shed to the south of the station although we couldn't find any evidence of that now nor of the signal box (also to the south of the station) that controlled access to the sidings.

Hassop had an extensive range of facilities for such an isolated, rural location including a first class waiting room. This was because the Midland Railway hoped that the proximity to Chatsworth would mean the Dukes of Devonshire would use the station. Sadly for Hassop they preferred Rowsley station further south.



*Hassop station around 1910 looking north and showing the station master's house. Photos were often taken and shift changeover time giving the impression that there were more staff on duty at this small rural station than was actually the case. A member of the Permanent Way staff can be seen too. The PW team at Hassop were known for their topiary skills with 15 hawthorn bushes trimmed into the shapes of animals. This practice started in the 1880s and continued right up until the station closed. (Photo courtesy of <http://www.rowsleyassociation.org.uk>)*

Traffic was good until the early 1890s when the number of services declined and the Chatsworth omnibus stopped meeting trains at Hassop and met them at Rowsley instead. The rural location meant that goods traffic remained high even after the line became part of the London Midland Scottish (LMS) Railway in 1923 which meant it then had two routes between London

& Manchester (the other being the former LNWR route).

During the first World War Hassop was an important transfer point for convalescing soldiers and also took delivery of large consignments of ammunition.

LMS closed the station to passengers in August 1942 and partly demolished the platforms thereby ending any hope of passenger services ever re-starting.



*A southbound goods train approaching Hassop in 1948 showing the canopy and platform edge already removed. Photo courtesy of <http://www.disused-stations.org.uk/h/hassop/>)*

In 1948 Hassop became part of the nationalised British Railways and the goods yard remained busy with local produce needing a route to market. The line was

even considered for electrification in the early 1960s. A few short years later, though, the remaining stations between Matlock & Chinley fell victim to the Beeching Report (Hassop already being closed to passengers by then).



*A class 4F 0-6-0 44090 hauls a coal train in 1951. The goods shed can be seen beyond the signal box (photo courtesy of <http://www.disused-stations.org.uk/h/hassop/>)*

The station closed completely in 1964 and the station master's house was sold. Goods services ended by 1968 and track lifting commenced in 1969.



*Looking south in 1960. Clearly showing the station master's house, signal box, goods shed and sidings heading off behind the main station building. (photo by H Townley from Stan Robert's collection/Peak Rail courtesy of <http://www.disused-stations.org.uk/h/hassop/>)*

In 1982 the Peak District National Park established the Monsal Trail which uses many miles of the former MR route to provide access for the public to this beautiful part of the country.



(above) 1976, 7 years after the track had been lifted and now partly hidden by a new stone wall. (photo courtesy of <http://www.disused-stations.org.uk/h/has-sop/>)





Sadly even after a good mooch around I was still full after the croissant and unable to sample the ice-cream sold in the café which came in some very interesting flavours including pomegranate ripple and whisky & ginger!



# First generation Scottish DMUs

Author: Colin J Howat

Price: £13.49

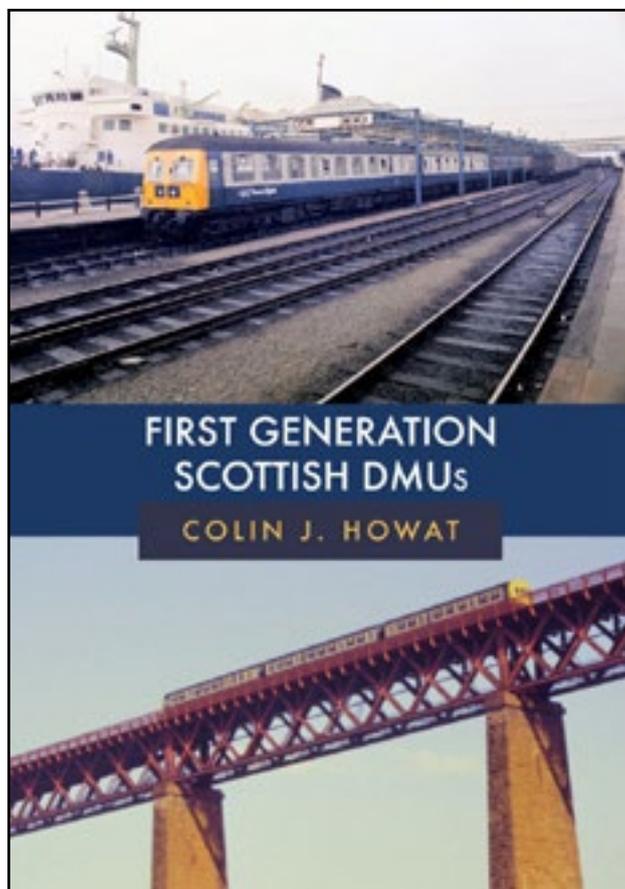
ISBN: 9781445691879

Binding: paperback

Illustrations: 180

Published by: Amberley Publishing

Review by M. D. Hooson



DMUs were never universally accepted as the last word in rail travel. Nevertheless their introduction managed to stave off some of the swingeing cuts made to many branch lines under Dr. Beeching. In this respect this book is part acknowledgement to that. The first generation DMUs kept 'things alive' a little while longer and all the major classes are represented in a way that seems to pay homage to them.

A brief history of the DMU family prefaces the book and tabulations of allocated vehicles record their distribution throughout Scotland. The ubiquitous boat train is replaced by a six-car DMU (class 126) awaiting

passengers from Stranraer ferry, its engines probably idling – an example of the use these early DMUs were put to. There are images within termini and mainline Scottish stations and it's not hard to be able to cast one's mind back to when DMU engines roared into life, shaking their units, rattling glass roof panels and sending clag racing upwards.

Although many classes began life in green livery, there is a predominance of blue, mainly with BR logos, filling the pages. Class 101s with their rounded features and triple-fronted windows present a more pleasing aesthetic than perhaps some other classes. Class 120, 126 and 107s make an interesting array as they motor through the Scottish countryside and over track arrangements now lost to track nationalisation. Indeed, track in and en-route to Glasgow show little sign of having been butchered.

However, the same could not be said for other locations where track was just lifted and sidings sold off. It is only to be expected that electrification would bring with it the demise of the DMU classes, and yet shortages often have a habit of re-invention. Perhaps the annoying defects became an occupational hazard.

The images in this book represent a flavour of Scotland, from north to south and readers, especially former drivers and engineers, will find something to bring

back memories in the pages. Undoubtedly C. J. Howat has provided an interesting snapshot of railway transition and possibly the detractors of those first generation DMUs may have mellowed in their views.

*From the mid-1950s diesel multiple units began to appear in Scotland, firstly on the main line between Edinburgh and Glasgow Queen Street and later on many secondary lines. More DMU units began to appear from the early 1960s with the gradual withdrawal of steam locomotives. Possibly the ultimate in the DMU development was the InterCity DMU, later numbered as Class 126. With the expanding motorway network, many branch lines could not be saved and the Beeching axe fell on many of them. The first generation of Scottish DMU fleets never established the huge following and interest that the diesel and electric locos did.*

*Here, Colin J. Howat covers virtually the whole of Scotland and encompasses locations from Arbroath in the north to just south of the border in Carlisle. This book covers diesel multiple units from Metro-Cammell Class 101s up to and including Swindon InterCity Class 126s. (Amberley Publishing)*

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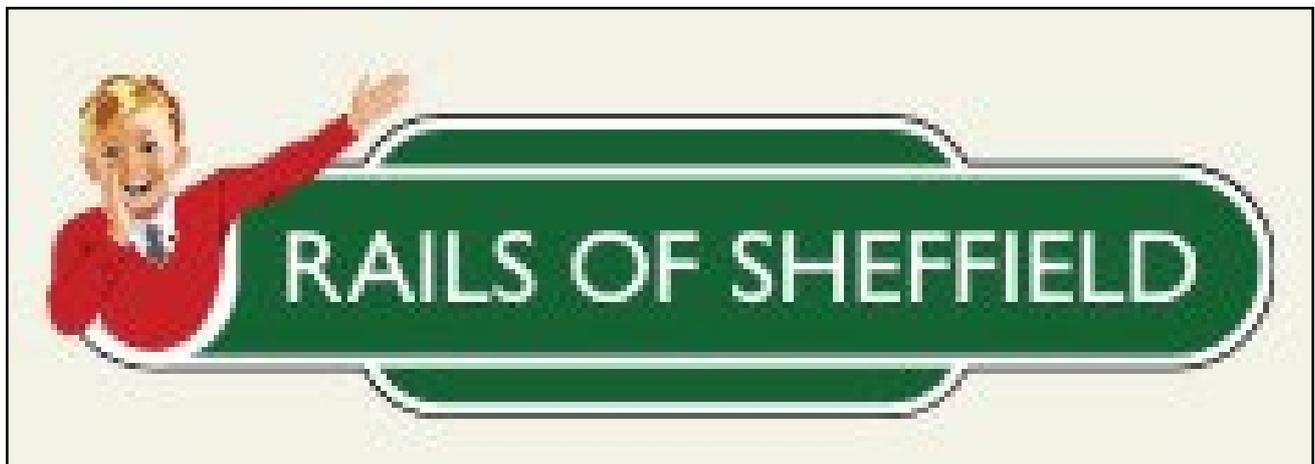




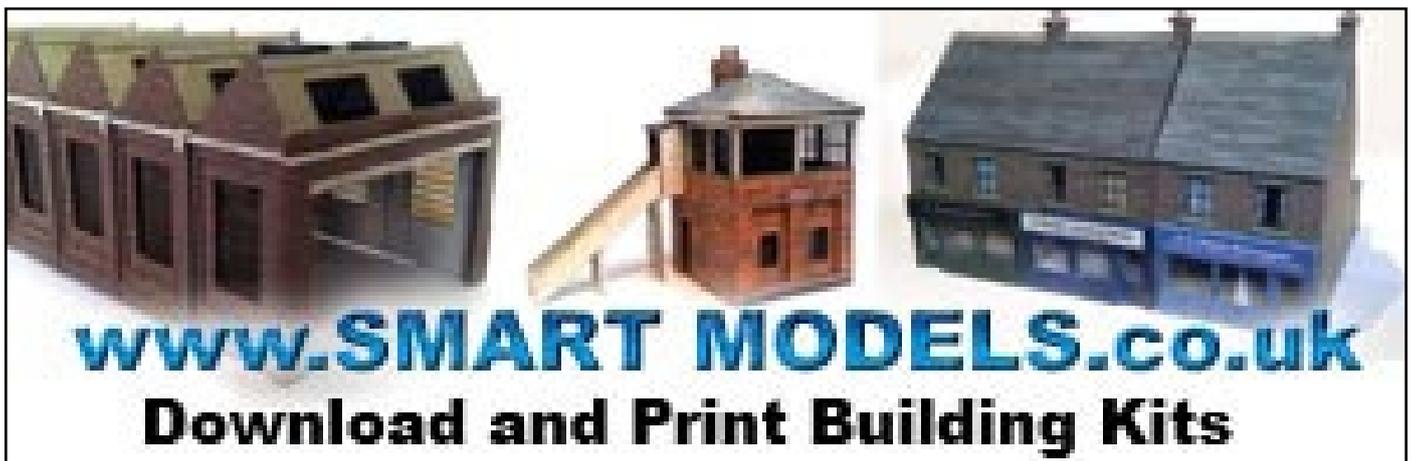
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