

The BULLETIN



The bi-monthly newsletter of The Model Railway Club (www.themodelrailwayclub.org)

Number 454 © May/June 2010

Platform

We have now ended the Exhibition in our Centenary Year and it was extremely successful. We had all four of the Clubs layouts at the Show plus five layouts belonging to Members. Two of these layouts were on the Club Stand. They were Tom Cunnington's Minorities in EM gauge and New Sherwood which was produced by Leslie Bevis-Smith and Charles Vier specially for this exhibition. It is a coarse scale 0 gauge clockwork layout. It was built to remember the late Norman Eagles famous layout Sherwood, which played an important part in the Club's history. In addition David Burleigh, Ian Lamb and Nigel MacMillan had their layouts on show elsewhere in the exhibition. Many thanks to them especially to Ian and Nigel who had travelled all the way from Scotland. Several former members also had layouts on show.

The Club's four layouts were all in one block and I was impressed how well they were all presented and operated. I think it was a fine tribute to the Club.

I would like to thank all members and friends who helped both during the set up days and also during the show and the break down. Many people worked extremely hard. This includes those that loaded and unloaded lorries on Thursday 25th, those who loaded and unloaded more barriers on the Friday and all those who erected these barriers.

During the show thanks must go to all the stewards and those organising them. I think this year the organisation went more smoothly than any other. We thank those members from other clubs who provided stewards, including the Folkstone Club, the Crawley MRC, Mid Essex MRC, and the Mill Hill Club, plus several friends of members.

Thanks also to the MRC demonstrators and those manning the Club information stand.

Congratulations to the Club Shop which did particularly well despite

the recession.

Particular congratulations to all the layout leaders and their teams for their efforts in getting their layouts ready, setting them up and operating them. Happisburgh had one operator (Steve Nuttall) fly in from Hong Kong, though they assured me he will not be claiming expenses.

In the lead up to the show I was pleased to see how many members were working on the layouts – with some helping out on different layouts from which they are associated and I am sure this will continue. As in any club or organisation there is some leg pulling, constructive criticism and perhaps a degree of competition between teams and individuals which is very healthy. However we are a club and it is vital that this does not go too far, which is always the possibility when people are a bit stressed trying to prepare for an exhibition. How such comments are received is more relevant than how they were intended.

The MRC has flourished for 100 years on the basis that members respect and acknowledge each others efforts and work, and help each other strive to build all the Club's layouts to high standards. Long may it continue.

Lastly but not least special thanks to my team of exhibition organisers who arranged layouts, demonstrators, visiting societies, stewards, hotels and transport.

Our two main activities for the Centenary Celebrations that are still to come are a visit to the Great Cockcrow Railway, Chertsey on Sunday 11th July and the Centenary Dinner on Friday 3rd December. Details of the dinner were included in the last Bulletin and information about the Cockcrow trip can be found on page 16 of this issue, so please read them and book early.

Peter Mann Chairman



The MRC and railway modelling may well be one hundred years old but this scene shows just how up to date you can make your layout. See Ian Lamb's article on the East Kent Javelin's on page 8. Photo: Courtesy of Hornby.

The Model Railway Club Founded 1910

The club meets on Thursday evenings throughout the year, excepting Christmas. Lectures are held on the second Thursday of the month except over summer and in March.

Members are invited to lend a hand during working evenings. These vary with each layout (see details below).

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The Library

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The Library is open on Thursday's (unless there is a lecture) from 7.00 – 9.00pm. During opening hours Members may browse at will, and borrow for study at home after having the loan recorded by the librarian in charge. Loans are for a period of four weeks. Books must not be returned to a librarian on lecture nights. Overdue return incurs a penalty. Members are responsible for the safe keeping of Library stock whilst on loan.

MRC Layout Groups

Copenhagen Fields: LNER 2mm scale

Layout leaders: **Mike Randall and Tim Watson**

Working night: Thursday

Happisburgh: BR(E) 7mm scale

Layout leaders: **Bob Smith and Bill Waters**

Working nights: Most Mondays and Thursday's

Centenary Park Road (*Formerly Keengate*): 4mm scale

Layout leader: **Manus Bonner**

Working night: Various. Contact Manus

Putnam: American HO

Layout Leaders: **Ted Tomiak and Joe Witkowski**

Working days: 1st and 3rd Sundays of every month

Along the line...

A warm welcome to all our new members who have joined us this year, in particular to any who signed up at the London Festival of Model Railways, as this will be your first Bulletin.

Mainly for the benefit of these new members who don't already know, we print the Bulletin in black and white to keep our costs down, but the original artwork is produced in colour and can be seen on the Club's website: www.themodelrailwayclub.org together with many previous issues.

I'm always on the lookout for interesting material to put into the Bulletin, so if you have any comments or better still some modelling articles you'd like to send in then simply email me at dave@coasby.com

As I'm sure you will all know 2010 is the Club's Centenary and a lot of the content for the Bulletin during this year will be given over to historic articles concerning the Club's history. In particular we are starting Clive White's epic 'History of the Model Railway Club' in this edition and it will continue over several issues, alongside other articles about some of the classic layouts built by the MRC at Keen House.

A popular feature within the Bulletin is the Members Profile (see Ian King's details on page 11). I have had a back log of these for quite some time, just waiting for space to become available to publish them. However, this back log is now seriously diminished, so don't be shy and let me have YOUR details. All you have to do is use the same standard questions, simply answer them, then drop me an email with a portrait of yourself as a JPG attachment. If you're still in the steam age and don't possess a computer write or type your details onto a piece of paper and send to me via Keen House, with a photographic print of yourself, which I will return once I've scanned it into my system. If this is your chosen method of communication with me then a SAE is a most welcome item.

The forthcoming Great Cockcrow Railway visit on Sunday 11th July looks like being a good fun day out and at a bargain price too. See details on the back page. If you book early it's even cheaper!

Finally don't forget to book up for the Club's Grand Centenary Dinner on Friday 5th December. Details on the back page or seek out Dick Reidy at the Club. This will definitely be an historic night to remember.

David Coasby *Editor*

Please note that any views expressed in the Bulletin are those of the writer and do not necessarily reflect those of the Editor or The Model Railway Club.

Your next Bulletin

The **VERY LATEST** copy deadline for the next Bulletin is **1st June**. Please contact the Editor on dave@coasby.com

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Tel: 020 7837 2542 (Thursday evenings only please) www.themodelrailwayclub.org
Printed by RJB, St Albans. Tel: 01727 845077

Mailtrain

Malcolm Parker

Like many, I was quite shocked to hear about Malcolm Parker and appreciated the obituary in the Bulletin. I'm sure John won't mind if I add one personal memory. One evening in the Upper Hall many years ago Malcolm was showing me one of his exquisite London, Chatham & Dover locomotives. He was showing me the fine details and as I was scrutinising the model was explaining how he'd produced some of them. Whether personally or at the demo bench, Malcolm's teaching ability and professionalism showed; he could explain things extensively in detail but simply, in easy-to-grasp terms and without 'talking down'. I marvelled at the fact that he'd taken the trouble to form some complicated parts as they would have been on the prototype rather than cheating and taking the easier way out (which, I'll guess, most of us would!) His answer was typically quiet and unassuming and obviously he'd already realised that he probably had the most comprehensive collection of information on the LC&DR and appreciated that in the future people were likely to turn to him or his work for assistance. He explained he was lucky in that he had the ability to build things properly and wanted to make certain that the work in his models followed prototype practice exactly because then if future students turned to them they could study his models to see precisely how the prototype would have been built. It is marvellous to think that even after his passing, Malcolm will selflessly be able to continue to teach, educate and demonstrate to others for many years.

David Burleigh

I remember Malcolm well, because in my impecunious student days I once rashly commissioned a GNR locomotive from him, which he built to an extremely high standard. Not only did he make the model, he also made scale drawings and researched the class. I felt that I could not afford the asking price of twenty pounds, so it

was sold to another club member. It was a good lesson for me, because I could have scraped up the cash but decided not to for the usual sensible reasons and regretted it afterwards.

Tadeusz Opyrchal

Correct sources

I was pleased to see that my article had generated some copy for the Bulletin. However, some of David Woodcock's details are incorrect. Having checked with my fellow

reprobate Dick Reidy I found that Peter Elmslie's address was 114/116 Sutherland Avenue, this is where all reprobates were wont to forgather on a Tuesday evening. It had always been Peter's intention to have his Hornby Dublo Duchess renamed 'Duchess of Sutherland'. As to the 'portable hills' these were the product of Bill Gardener's endeavour, who had gained the experience in glass fibre work, repairing of the many little accidents his style of driving caused to his extensive range of motor vehicles.

Jim Penny

Revd. Peter Bond Denny 1917 – 2009

Some 63 years ago a young man walked into the MRC's meeting room under the arches at Waterloo station carrying a packing case. Opened, the case disgorged part of a 4mm scale model railway. That young man was Peter Denny, the model was, of course part of the Buckingham branch line.

The significance of Peter Denny's work in the model railway field can hardly be ignored. The Buckingham branch was one of the earliest layouts to operate at the MRC show, appearing in 1948, 1950, 1951 and 1952, the last as a static exhibit as orthodoxy meant that operation from the front after a backscene were installed was frowned upon! His establishment of workable standards for EM gauge was a counterpoint to other modellers who were trying to work to P4 standards before those were really viable.

Most people know his modelling from his writing over many years, which have covered almost every modelling subject. He is most associated with *The Railway Modeller*, due to his personal friendship with Cyril Freezer, who'd admired his work from that first appearance of Buckingham at the MRC.

Peter's parishes were in Cornwall, to where he moved in 1952 and where Buckingham took shape in its developed form. It was there that our families' friendship met that I was able to see developments at first hand and was given the chance to run Grandborough Junction by myself at the age of 13. I can also vividly remember watching Leighton Buzzard at the MRJ show at Central Hall in 1990, and was impressed how well that station stood up against the latest models of their time.

Peter's faith was evident in his works and actions. After retirement from his parish, he took on the role of looking after retired clergy in the diocese. He is survived by his three sons and his modelling.

Nick Freezer



For some time now the DAVA layout has developed a tradition whereby the Chairman of the host exhibition is invited to locate the event plaque on the side of the layout. On behalf of The MRC, Peter Mann faithfully carries out the honours, whilst others – including great DAVA supporter Ron Walker – looks on.



Appreciating the time and effort gone in to preparing this section of the DAVA layout for his Duke of Edinburgh's Award Skills project, Stewart Burr listens attentively to Assessor Nick Freezer as he gives words of wisdom to the lad for his ongoing modelling progress. Photos: Ian Lamb.

The Model Railway Club 'First 100'

By Clive White

AD 1910. Early in a new century. The inventive Victorian era was over, the King had died and a new Georgian era began. The miracle of railways, the telephone and mechanical development had transformed an agricultural society, where everyone was concerned with the practicalities of life, to one of increasing affluence of an urban society with time on their hands to indulge in hobbies and pastimes.

Books and periodicals were published to advise on the skills required, from those who had already begun to indulge in arts that hitherto had been the preserve of the professional. Models and toys were not new, but were now desired by many more of the population. However the price was prohibitive to all but the rich so if a person was to acquire any they were obliged to make them themselves.

During the 1890's the 'Railway Magazine' was founded (1897) and the Society of Model and Experimental Engineers (1898), the latter being, as far as we know, the first organised body for model making in this country. In 1903 Bassett-Lowke was formed and in 1909 Percival Marshall & Co started up.

Enter the publications of Henry Greenly and others who made their knowledge available to others in periodicals like 'Model Railways and Locomotives' first published in 1909. This periodical inspired many men of the time to begin to construct loco stock and railways of their own. Some were professional engineers who took their work into their hobby. But many came from diverse walks of life such as the military, the law and professions who simply could not be idle when the day's work was over.

Bassett-Lowke Ltd, or possibly Henry Greenly, developed the 'Gauge System' for the hobby whereby the scale of the model was identified by the gauge (the distance between the tracks). This made gauge the dominating factor in the proportion the model bore to the full sized item but was with hindsight regrettable as it was not entirely accurate and bedevils the hobby to the present day.

If any one person instigated The Model Railway Club as we know it, then it has to be the writer of a letter to the editor of Model Railways and Locomotives - a Mr W R S Smart.

His letter was prompted by the editorial stating that the Society of Model and Experimental Engineers was very strong and comprised many men whose tastes had a distinctly locomotive and railway flavour and they should be asked if they could do anything to attract the builders of model railways. Further, that the publication would be pleased to support the SME in any scheme to this end they may inaugurate.

Mr Smart's letter followed later in the publication of September 1910 and is worth quoting in full (*see below*).

In a footnote the editors invited further suggestions on the subject. The October issue published letters from two readers. Mr E W Thompson thought, "*It would be a good thing to start a model railway society*" and "*What a jolly idea*" wrote Mr G. M. Saunders of Sidcup.

In November, the editor Greenly invited interested readers to send their names and a sixpenny postal order to defray initial expenses. Smart had promised to assist in the formation of the club.

In January 1911 it was reported that a meeting of readers was held at the Bun House, High Holborn (next door to Bassett-Lowke's then premises; half right opposite to the side exit to Holborn Underground station) on 3rd December 1910, about twenty people attending. The first business of the meeting was to elect a provisional committee and officers, and to discuss name and objects of the society.

Dear Sirs

People whose hobby is model yacht and steamboat sailing have their model yachting clubs, and the Society of MODEL engineers exists for model engineers in general, and seeing that model railways have the last few years been taken up extensively, it would be interesting if, by the medium of Model Railways and Locomotives, views of model railwayists could be taken by means of a post-card vote as to the desire of forming a Model Railway Society. I myself think - apart from a social point of view - that it would be helpful, as members would be brought together personally, and valuable hints and advice exchanged at the meetings, to the benefit of all present; no doubt, too, the Editors would also be good enough to publish accounts of meetings, and even belong to the society. If such a project should be thought worthy of taking up, I should be pleased to render my humble assistance to help it being a success.

Yours very faithfully,

W. R. S. Smart
16 Lanhill Road,
Maida Hill, W.

There must be many members out there with their own memories of the Club - even from more recent times. Please send them in to the Editor for us all to enjoy and add yet more to the history of the MRC.

The Model Railway Club was born

The objects of the Club to be:-

- The bringing together of those interested in model locomotives, steam engines, electrical apparatus, tools, etc, employed in the construction and working of model railways.
- For the exhibition and trials of models.
- And to arrange visits to places of interest.

Greenly was elected Chairman, Cecil M Sanders of Sidcup, Vice Chairman, Smart became the first Secretary & Treasurer. The provisional committee was T W Pitt, J T Gardiner, H G Potter, Edward Hobbs, K Rayment and Osland Jones, and one junior member B Crewe.

The Committee first met on 5th January 1911 and organised, on 25th January (by coincidence, Burns Night), what current members would recognize as a Track Night, although they called it an exhibition. A regular meeting place had been secured at 2 Elizabeth Street, Pimlico for 2/6d (12.5p) per meeting plus 2/- (10p) for the caretaker. Although referred to as Pimlico, it is in fact nearer Victoria Station, part of the site of the current Victoria Coach Station.

Subscriptions were 7/6d (37.5p) for members; 5/- (25p) for juniors and a capital fund was created from an entrance fee of 2/6d (12.5p), which was not charged to the first 50 members – a figure that was achieved by March.

Amongst the models on display at the January meeting was a 3 1/4 inch gauge locomotive chassis and a steam powered, electrically controlled Atlantic, a huge technological achievement considering that Marconi's experimental trans-Atlantic radio transmission was only made in 1902. Clockwork (by Smart) and electrically controlled clockwork (by Greenly) locomotives were also present, together with a complete 2 inch gauge railway with rolling stock and points and signals operated from signal boxes.

During the summer a club visit was organised to Mr Perrier's workshop and Gauge One model railway at South Norwood, and the photo shows some of the members who attended.



Members of the Model Railway Club at Mr Perrier's workshop and gauge one model railway at South Norwood in July 1911. Seated third from the left is Mr W R S Smart the Club's founder.

The October 1910 issue of Model Railways and Locomotives included details of a test track of six frames each six feet long and allowing seven different gauges from 1 1/2 inch to 4 1/2 inch.

The first AGM was held in February 1912. In spite of expenditure on materials for the club track there was a balance of £3/4/3 1/2d but more importantly a basic set of rules had been adopted setting the framework of the Club which, with some updating, can still be recognised today. There were also proposals for a library, a collection of lantern slides of members' layouts and a further test track for competitions. Meetings

were to be held monthly on the second Wednesday.

During the summer of 1913 the Club paid a visit to the Great Central Railway locomotive depot at Neasden and during the winter a visit to Mr Rene Bulls' studio and this was considered the most interesting visit since the club was formed.

By now the club had established annual conversaciones and exhibitions of work - the third being held in St Phillips Hall in Pimlico. During the summer of 1914 a visit was organised to Old Oak Common, where the 'Great Bear' was in for light repair, followed by the works of Messrs Baldwin and Wills at Watford. They



A slightly later meeting in March 1914. The person seated front centre appears to be Mr John Neville Maskelyne, later Editor of the Model Railway News.

adjourned to Greenly's residence for tea on the lawn.

By October 1914 the members were discussing the effects of the war on the model trade. What troubled members most was the supply of clockwork mechanisms as all the clockwork motors and locos at that time hailed from the 'fatherland'.

During this time a new circle of track had been ordered from Baldwin and Wills in Watford and this was to be fourteen feet in diameter and accommodate gauges 0, 1, 2 and 3.

At the AGM on January 13th 1915 it was decided that the annual subs be reduced to 5/-, and Mr T J Crawford was elected chairman. It was also decided to increase the number of meetings, and rules for locomotive competitions were drawn up.

In October 1915 the Club had moved to more commodious rooms at St Andrews Church House in Wells Street just north west of Oxford Circus where it had use of a room 65' long and 20' wide. The first meeting, at which 42 members were present, saw both the test tracks in use but was cut short at 9.30pm due to a Zeppelin raid in the vicinity.

All these early meetings consisted of demonstrations of members' models and presentation of papers (lectures) by various members on topics as diverse as:-

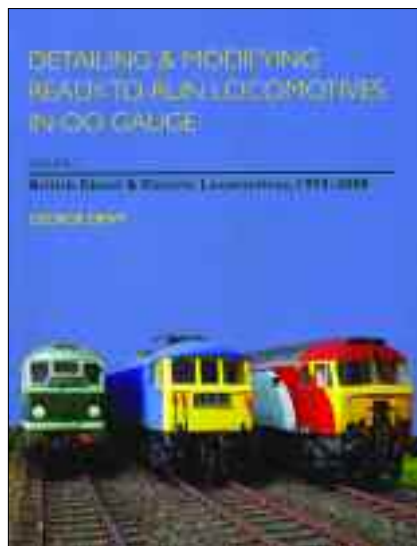
- electrical switches
- signalling a model and the permanent way
- slide shows
- how to build a clockwork loco
- electric traction as applicable to model railways
- a demonstration of casting using lead as it could be melted over the fire!!!

Clive's epic article took hundred's of hours of research and extends to over 9,000 words... It will be continued in the next issue of the Bulletin – Ed

Book review

Detailing and Modifying Ready-To-Run Locomotives in 00 Gauge
Volume 1: British Diesel and Electric locomotives from 1955 to 2008
Volume 2: British Steam Locomotives 1948 to 1968

By George Dent



As a young modeller I used to look forward to my father handing me the latest copy of Railway Modeller. Of particular interest were the articles which concerned modifications to ready-to-run products. I loved following these step by step guides to individualising and improving upon such products as the Triang-Hornby Hall and Class 47 diesel. In fact I still have both models, showing clear signs of teenage industry and workmanship...

Such subjects are still a mainstay of the model press and have progressed in leaps and bounds with close-up colour photos of each stage and details of the ease of use of many modern products.

George Dent's two splendid new books act as an encyclopedic handbook of these articles.

Being a born again 7mm modeller I wouldn't have thought that there was much room for improvement of the superb models now produced by the leading 4mm manufacturers but George shows that there's plenty to do to produce a top-notch customised creation all your own.

As the two books share some content I'll review them together. Volume 1 concerns British Diesel and Electric locomotives from 1955 to 2008 whilst the 2nd book takes British Steam Locomotives 1948 to 1968 as its main focus.

Mr Dent has not taken the easy way out and repeated verbatim chunks of information in each book, even his introductions are different and directly address his memories and interests in the prototypes and models discussed. Again, photographs illustrating similar areas are different. For instance, the author's suspiciously, yet admirably tidy work bench, shows his extra-curricular activities changing from the study of religious iconography and scantily clad ladies in the diesel book to donkeys and fluffy kittens in that concerning steam. A general reflection on the difference between the two types of enthusiasts perhaps?

There are some excellent detail photos of prototype locomotives, some with Mr. Dent in close proximity. Many of these photos give worthy descriptions and labels of the working parts, a boon to those, like me, who have taken a long time to tell his smoke-box from his fire-box. Some details are rather obscured by the labels or the subject of the caption lurks in such shadow that you can't always see it.

The captions themselves can be a little repetitive, some being almost a

complete duplicate of the main text and I would have preferred a few more before and after photos of the models.

Each book is divided into a number of different chapters. They move from easier projects to more complex modifications. Both have information on the importance of prototype research, the necessary tools and materials, painting, weathering, transfers and varnishing, different sorts of couplings, working lights and improving the performance of models. More specialist electro-mechanical areas such as DCC or compensation are not touched on.

The books differ in response to the particular needs of steam or diesel/electric models. There are chapters on grills, bogies, under-frames and the details of electric loco's roof equipment and a focus on a number of different classes of loco in the diesel book. I particularly enjoyed the revamp of an elderly Hornby class 37.

The steam volume looks at, amongst others, adding brake gear, methods of close coupling engine and tender, detailing cab interiors and glazing. There is a chapter following the step by step production of a charming model of an 0-6-0T Terrier.

Both volumes have excellent introductions to head-codes and lamps and a commendable encouragement to scratch-build small components. There are such brilliant tips as using a 9v battery to turn steam locos' wheels when spray painting and throughout is the constant underlying ethos of ease and economy.

One criticism I have, which may be just a personal

foible, is that while George properly fills his loco cabs with the appropriate crews, the figures he chooses jar horribly. The beautiful results of his modifications, which in some cases seem nearly indistinguishable from the real thing, are apparently manned by extras from the 'Lord of the Rings'.

He does tell you how to paint them though.

For the committed armchair modeller these books are a jolly good read. If you're toying with the idea of a little customisation of an R-T-R loco they will be your inspiration to start. The more experienced will find them a valuable resource. And for me, as a 7mm scratch-builder, they are full of new ideas and information.

Mr Dent is a consummate, professional modeller and an excellent writer. He's not scared to air the odd, strong opinion either, which all adds to the charm and interest of his style.

There is a comprehensive index in each volume giving details of all the products used, helpful addresses and further reading

The layout and design of the books is clear and all photos are in colour. The covers are particularly striking.

At just under £20 each, they only cost as much as a few issues of your favourite magazine and you don't have to hunt through a pile of the things to find the article you want. So if you just buy the one that is closest to your modelling interest make sure you borrow the other.

Simon Bolton

The 4 Club layouts at Alexandra Palace 2010 by **Stephen Black** (more on P.15)



Ian Lamb, our intrepid traveller and fellow MRC member travelled from his home in the Highlands of Scotland in December last year to give the Club a presentation on the railways of Morayshire before travelling onto Margate... where he mixed with some very important people!

The East Kent Javelins



14/12/09 Prime Minister Gordon Brown welcomes Charles Horton, SouthEastern Trains MD (left), Dame Kelly Holmes and Lord Adonis as they arrive at St Pancras off the 0707 'Javelin' train from Rochester, prior to Dame Kelly naming the first set 395 001 (as modelled by Hornby) after herself. Photo: Courtesy of SouthEastern Trains.

The Channel Tunnel Rail Link (CTRL) was never going to be just a high speed railway carrying international passenger trains. Its early planning included two further objectives: speeding domestic passengers from Kent into Central London, and to stimulate regeneration in East London, the Thames Gateway and East Kent. They have been designed to run on Network Rail lines in Kent, and use the Channel Tunnel Rail Link for the high-speed run into London.

In December 2009, domestic services began operating on High Speed 1 (HS1), linking Kent to London St Pancras with much short journey times than previously. Class 395 'Olympic Javelin' trains were produced in Hitachi's Kasado and Mito works in Japan for this service.

Not only has there been the biggest timetable change in Kent for forty years, but the introduction of high speed services to the UK commuter market for the first time was quite an achievement. 140mph high-speed trains now give faster journey times to and from London, whilst encouraging growth and regeneration in Kent.

The Javelin name is the property of the London Organising Committee for the 2012 Olympic games (LOCOG);

though the trains are known more prosaically as the Class 395s. They will carry people to the Olympics via Stratford International station on a seven-minute 'shuttle' service. The pessimists of the 'Javelin' progress might argue that the China Olympics 'Harmony Trains' ran at 217mph between Beijing and Tianjin, a distance of 80 miles in half an hour!

Although the six weeks of the Olympics has caught the headlines for these trains, Stratford City is for life. Development plans existed well before the London Olympics were considered for the site. The robustness of the masterplan has certainly been tested by the proposals for the Olympic Games. When the Games start, domestic services will have been running on the highspeed line

for about three years, and by then operations should be stable and trouble-free.

The basic pattern during a standard hour of the Olympic Games services will run between St Pancras and Stratford. However, some of these services will go on to turn back at Ebbsfleet International's high-level platforms, and others would operate on a similar pattern at Ashford International using the high speed domestic platforms there. International trains will interleave between the 'Javelin' services. Others are likely to turn back at Ebbsfleet International where passengers would be able to change onto the highspeed domestic trains. Services during the peaks in the morning and evening would be specially designed to take more of these trains.

In order to achieve the turn-back times at Stratford International, a driver in each of the leading and trailing cabs may be required to avoid the time taken for staff having to walk through the train.

Such is the size of the 'Stratford Box' (as the structure which contains the station is known) that it is as long as Tottenham Court Road, and large enough to act as a dry dock for three 'Queen Mary' liners at one time! The depth of the structure – 18 metres at the ends – is dictated by the need for the tunnels at each end to pass under the Central (underground) Line and the River Lea plus other physical features. All of this had to be achieved on the ruling gradients of the high-speed line.

Passengers from Kent can now enjoy journey times of 37 minutes from Ashford to London on the CTRL, whilst congestion is eased on other routes. This high speed line has been built with the potential to carry freight trains as well. With regard to the safety standard of the new Class 395's, Japan's Shinkansen high speed train has had no injuries in over forty years of operation. Though manufactured in Japan, these trains have European components such as bogies from Spain and seats from Germany. There will be 29 six-car units in total. London firm 'Atlantic Design' was



11/12/09 Looking just as sleek and attractive as its better known Eurostar 'country cousins' in the adjacent platform; set 395 010 at platform 13 pauses between duties, prior to forming a service to Ebbsfleet International. Photo: Ian Lamb.

brought in at an early stage to help on the Class 395 'Javelin' project.

They were responsible for the full interior design, industrial design and engineering development. A principal aim was to have wide aisles in the train. This has been achieved by careful positioning of the heater which has allowed the seats to be placed close to the bodyside.

While most trains tend to pack wheelchair users into a space next to the toilet for the disabled, on the javelins the required space is in the main part of the saloon – thus integrating the mobility-impaired with able-bodied passengers.

One part of the train receiving particularly careful thought was the driver's cab. 'Atlantic Design' brought

in the Motor Industry Research Association to assist with development of the design. The cab features French TVM430 signalling equipment for use of High Speed 1. There are two CCTV monitors split into six, allowing the drivers to see all twelve doors on the train.

High density polythene foam of a type used in the automotive industry is used around the driver's desk to absorb knee and head impact in the event of a collision. Charles Greenway, Managing Director of 'Atlantic Design' commented, "What we were trying to do was marry the strong tradition of advanced, yet reliable, products that Japan possesses with an aesthetic that would appeal to UK passengers".



At the other end of the train Driver Craig Mitchell of Ramsgate Depot prepares to take out an Ebbsfleet 'shuttle' from St Pancras Station.. Photo: Ian Lamb.

'Modern Railways' magazine suggests that "a new timetable across the entire network will give huge time savings through the high speed services on HSI, and make the train a very real alternative to the car. This will be accompanied by new depot facilities to become a confident new brand. The concept may be likened to a jigsaw consisting of a series of six interlocking pieces, labelled respectively timetable, customer service, fares, stations, trains and infrastructure."

The Class 395 depot at Ashford has been built on the site which was used for stabling and servicing the Electrostar fleet. In addition to Ashford, Ramsgate depot has undergone a major redevelopment to bring its facilities up to a modern standard suited to current train designs. It will also provide additional stabling and servicing facilities for the Hitachi trains. Together, the two new facilities will provide new trains and existing ones with the sort of maintenance and servicing capability that all trains need to achieve the improvement in reliability that is needed across the whole network.

Ebbsfleet International – between Dartford and Gravesend – will provide a connection to Network Rail's North Kent line. Close to the M2 and M25 motorways, the station will offer parking spaces for up to 9,000 vehicles. Consequently the site can be used as a park-and-ride facility for people who want to go to London or Europe.

Whilst the London Olympics (well over budget) was the catalyst for the 'Javelin' project, it is nevertheless worth noting that two major rail projects in their own right – London St Pancras and Edinburgh Waverley – were completed on time and in budget. Hopefully the 'Javelin' service will be one of the highlights of people's experience of the Olympic and Paralympic Games.

Meanwhile – and perhaps more importantly – this new high-speed domestic service between London and Kent should revolutionise the lives of these local residents now and well into the future long after the Olympic Games have past and probably been forgotten!



A true 'Javelin'; Hornby's 'Class 395 Train Pack' really captures the sleek and slim lines of the original train. Photo: Courtesy of Hornby.



13/12/09 Sharing that special moment when model and original came together at Margate (in a cold wind after a recent fall of rain) are the South Eastern train staff team joined by Hornby's Simon Kohler and Emma Brett. Photo: Ian Lamb.

Appreciating that Hornby's link to this exciting new project was in the production of their 395 'Javelin' models the opportunity was taken the day before the official launch of the South Eastern Trains service to take a run on one of the first scheduled trains between St Pancras and Margate.

A biting cold wind blew through St Pancras International Station as the chosen train to Margate was being prepared on Platform 12. The reasonably blue sky was peppered with intermittent cloud that gave a false 'lie' to the wet stormy weather that lay ahead around Ashford. Well on time, the train eventually entered the recently renovated former South Eastern Railway station at Margate, to be greeted with a bright sun that sharply outlined and reflected the white breakers far out at sea.

It was intended to record the journey, but somehow – being a 'local' commuter service - there just did not

seem any point in doing so. What I can say, however, is that the journey was faultless with more than enough time to spare at each station. On this occasion, with such a lightly loaded train the long halts were a bit frustrating, but one can understand the need for this when considering that at most times these trains are well occupied, as was borne out on the launch day morning when it was necessary to have a twelve car dual set to meet demand on one of the journeys!

Transport Secretary, Lord Adonis likened the launch of the 'Javelins' to be as great a part of railway history as that of the first Manchester/Liverpool train of the 1830s. He particularly gave high praise for the Hornby model, but on returning to the 'real thing' enthusiastically pointed out, that "These fantastic new services, made possible by the Government's investment in this £5.8 million high speed new line, are changing the transport map of

Kent. This shows the potential of high speed rail, and we now must consider what it can do for the rest of the country".

Hornby's Models

The Margate based company has been working closely with South Eastern Trains and the Japanese manufacturer Hitachi to ensure the Hornby models when they became available were up to the usual high standard that we have come to expect. I emphasise 'models' because there are two very specific ones on the market which can be very confusing, namely the three vehicle train set 'Blue Rapier' [R1139] and the more familiar four-vehicle pack (as shown above) 'Hitachi Class 395 EMU' [R2821], but there is a considerable cost difference between the two models.

Hornby has captured the blue and black livery perfectly. Additional 'Railroad' coaches [R4438] are available to extend the 'Rapier' train to the normal 6-Car set, whilst 'Motor Second' vehicles [R4382/3] complete the 'Class 395' set.

Undoubtedly, the Class 395 pack is of very high standard and well detailed. Ben Jones (Editor 'MODEL RAIL' magazine) says that "the model captures the dynamic shape of Hitachi's design. Like the 'Pendolino' before it, the '395' is aimed at the train set market, but has enough fine detail to please more experienced modellers". In particular, the cab has a beautifully decorated control desk.



No less impressive is Hornby's 3 Car 'Rapier' train set which undoubtedly will start off many a 'modern image' rail enthusiast, particularly in the Southern electrified lines area where it is not essential to have overhead catenary. Photos: Courtesy of Hornby.





However, it should be remembered that the 'Railroad' concept primarily exists to encourage entry into our hobby at a very economical price. The power cars (only one drives the model, the other is a 'dummy') have lights which illuminate in the direction of travel, providing a very exciting spectacle when the train traverses

the track. The pantographs are for display only and do not operate from any overhead catenary system.

Additionally, later in the year, a specially prepared limited edition 'London 2012' 4-Car train pack [R2961] or train set [R1148] will be available with the coaches in a striking white livery complemented with iconic

pictogram designs representing the 55 various sports and disciplines of the Games.

There have been many reviews about the 'Class 395', but not the 'Rapier', so if any members have acquired this set, perhaps they can inform us of its performance on their layout.

MRC Member Profile: No.15

Ian King

At what age did you first become a 'railway modeller'?

At about the the age of 14. I was introduced to the Harrow Society of Model Engineers which I joined as a junior member. They opened my eyes to the distinction between toy trains and model railways.

Which railway company and period are you most interested in and why?

I am fascinated by the pre-grouping period, specifically the decade leading up to the first world war, when individual companies took such a pride in themselves and their turnout. I could have chosen any one of a dozen but settled eventually on the Great Northern circa 1913 because I knew it well (in LNER days) and liked so many of its distinctive features.

What influences did you have that inspired you?

Initially I was inspired by the books of Edward Beal and John Aherne and by the articles in the Model Railway News, and of course by the wonders of the MRCs Easter show in the Central Hall days. Later, as a member of the MRC, I was powerfully influenced in favour of of 'O' scale by such as Geoff Bigmore, Bill Banwell, Freddy Bush and Geoff Pember.

When did you join the MRC?

Damned if I can remember! Some time between demob in 1946 and marriage in 1949. Probably 1947.



Have you always modelled in one scale or have you changed over the years?

No, I started in '00' scale with a layout in my Father's garage but only ever built one loco – an Adams T1 0-4-4T in that scale. Useful experience which I don't regret but by 1958 I had come to prefer the bulk of 'O' scale models. Because at that time so little was available from the trade 'O' scale I settled into the long haul of making almost everything myself. I still think 'O' is the smallest scale which conveys the mass of the real thing and the largest scale in which scenic modelling looks convincing.

What is your proudest achievement in modelling?

It was the creation of my mythical 'Grinling Junction' a modest sized garden railway built between 1954 and 1974 and still giving much pleasure.

What are you currently modelling?

'Immingham' one of Robinson's 4-6-0 engines for the GCR. I know – it's not GN – but I wanted to have a 4-6-0 with a Belpaire firebox and the GN never had any, so I have granted the GCR running powers through Grinling Junction!

What is your favourite model that you own, and did you build it yourself?

I am tempted to say, the next one. Probably my Ivatt (small boilered) Atlantic, and yes, I did build it myself.

Do you have any unfulfilled 'pipedreams'?

Yes, dozens. Inspired by my years in the USA and friendship with the late John Armstrong I would love to build the F H and W Railroad (Freeman, Hardy and Willis, also known affectionately as 'The Shoe Line'). Next time round perhaps?

What advice would you offer to anyone entering the hobby?

I am reminded of Gordon Heywoods encounter as a young aspiring modeller with Alex Jackson (inventor of the coupling). "So you are thinking of taking up railway modelling?" said the great man. "Don't! It gets you knowwhere!"

My advice would be don't rush in. Join a club if you can. Visit model railway exhibitions, talk to other modellers and – most important this – study the real thing. You can't make a convincing model railway unless you know quite a lot about railways. Don't worry about lack of skills, they can easily be acquired.

David Burleigh continues the story from the last issue of the first O gauge layout built at Keen House

MRC classic layouts: **Bishops Hemingway**



Bishops Hemingway seen in the lower hall at Keen House in 1985 with the 'new' station building which was later to become the nucleus for Happisburgh. Photo: MRC Archive.

BH's first show under my leadership was at Southampton, an engagement which had come about as a direct result of our appearance at Central Hall. Other invitations followed although not so many that we couldn't cope and I think this was one factor which made it always enjoyable to do the shows.

Over the years, BH was operated on numerous occasions at Keen House and Tom was delighted to see the layout continue; he remained happy to loan his rolling stock on the proviso that it was looked after by Ross Alderman and me, who were also given permission to adjust, maintain and repair the stock if necessary. Any who knew Tom will realise that this was indeed a show of trust! Tom and his wife Doris later moved from London down to Zeals in Wiltshire but he was still happy to loan stock so long as it was cared for. In preparation for exhibitions, Ross and I would drive

down to Zeals on the preceding Wednesday evening, arriving at about six, where Doris would have a marvellous dinner waiting. We would then relax and chat for a while before collecting the stock which Tom had packed during the afternoon, departing at about eight and arriving home some time after ten. Unpacking at the exhibitions was always a bit like Christmas as we discovered what delights Tom had put in! Were our favourites there? Was there a rare visitor among the 'regulars'? Tom would always leave extra space in the suitcases just in case we didn't re-pack them in quite the same way. The Wednesday after the exhibition, we'd repeat the journey to return the stock, with Tom and Doris always being welcoming and entertaining hosts.

Because we were never certain what stock we would be getting and whether it would fit in with Guy's sequence, we gradually dispensed

with the sequence and ran trains according to the whim of the signalman. The telephone headsets became essential because he could request types of train from the fiddle yard (although an alert fiddle operator could correctly anticipate what would happen next anyway). With this method of running the layout, it was very necessary for the goods shunter to appreciate exactly how many wagons could be fitted into the fiddle yard without causing problems with the sector plate. He could then send down 'one over the top' and watch as the fiddle operator had to hurriedly uncouple it before he could move the plate! Conversely it was also important for the fiddle yard operator to know where in the train was the most convenient position to couple a horse-box or parcels van for ease of shunting it at the station. He could then couple it into the worst possible place at a time when he

could plainly see that the station and yard were pretty well bunged up and then watch the hapless signalman and driver trying to get rid of it under the relentless gaze of the public!!

Another cruel trick when the station was already fairly full was to assemble the longest train possible in the Fiddle Yard, with the loco just inside the tunnel mouth and the back of the train hard up against the end of the traverser; it was also possible to slip yet another vehicle onto the rear as these long trains departed! Such a train would be too long for running round in the loop and as it was unlikely there would be a loco in a suitable position to take half the train off once it had arrived, the whole ensemble would usually have to be reversed into one (or both) of the carriage sidings – always a ticklish job at the best of times, let alone with a heavy train! Under such circumstances the headsets were very useful as the ensuing profanities, insults and threats of dire retribution couldn't be overheard by the public!! However, the perpetrator (or should that be 'traitor'?) of that last trick could come severely unstuck because with a full station, the gamble was that if the Signalman had a train ready first he'd bell it through and there would be a mild panic in the Fiddle Yard as the train would have to be speedily removed from the main line before it could be accepted! As you might correctly infer from these somewhat detailed accounts of such tricks, your scribe was quite practised in their origination and, yes, I have had at least one occasion of panic in the Fiddle Yard with an extra-long train to remove! These tricks could happen at any time but if someone was about to knock off duty it was always wise to keep one's wits about and eyes open!

Guy's sequence had dictated all movements but operation without this nonetheless applied the same rules. Passenger trains always ran in sets and were occasionally supplemented with parcels vans or horse-boxes which had to be attached or removed. Goods trains had to be made up with either all fitted/piped or unfitted vehicles and with appropriate locos and brake vans. The fid-

dle yard operator needed to release a loco as soon as possible after arrival to get it to the spur at the other end and usually had as many trains as possible made up ready to leave. He also had to uncouple every vehicle of an arriving train, empty the loads from open wagons and exchange the wagons and loads for others and/or alter their positions; that way every train consisted of a unique set of vehicles and loads.

Most of the shows and their anecdotes were written up for the Bulletin. Some of the more memorable events still stay in mind. Now it can be revealed that one of our number produced a large modern Lima tanker with three separate compartments which was completely out of context with the layout; however, it had one redeeming feature. It was the 'bar-car' and the three compartments usually held whisky, vodka and lemonade and on arrival in the goods yard the three operators in the station would produce straws to partake their choice of refreshment through the filler caps on the top. Luckily this vehicle wasn't in service during the show at the Methodist Central Hall! There was also the 'afternoon refreshment special', whereby at about three o'clock a train of open wagons would roll down the line laden with a choice of chocolate bars! Operators were forbidden to touch them until it had been shunted into the goods dock, whereupon we could take our pick! This, like the 'bar car', always provided amusement for the visitors.

Before the 'play-pen' was built around the fiddle yard for security, the whole layout was a very snug fit in a Transit van. On our way down to Southampton in 1981 we were travelling at 70mph in the middle lane when a car pulled out in front of us doing all of 45. In the outside lane was a Porsche passing at about 90 so Ross had little choice but to hit the brakes. There was a sinister rumbling from the back of the Transit followed by a crunch as everything hit the seat backs. When we opened the doors on arrival we found an extra foot or so of space in the back which we'd never seen before; we did, however, decide not to employ that method of making

extra space in the future!

Our trip to the (old) Warley show, also in 1981, was a super weekend. The layout ran well, Tom took a trip across country to visit Guy Hemingway and we had an excellent group meal in a good hotel restaurant in Dudley. To cap it all, afterwards we got the entire layout down and into the Transit in 25 minutes! I recall us discussing operations on the Saturday night in the guest house bar until after the proprietor went to bed asking us to put our glasses back on the bar and switch off the lights when we finally decided to turn in! I remember that the fire escape route for our floor was through the room we were in! We were instructed that under no circumstances were we to lock the door at night!

The 1985 exhibition at Sandown Park was memorable for one thing. The exhaust on the Luton Transit fell apart and we went through the Stockbroker Belt of south London at eight on the Sunday morning making more noise than a race meeting at Brooklands!

Our trip to the Southwark show in 1984 was special. Instead of the usual vehicle we 'borrowed' a preserved London Transport railway breakdown lorry, 832J, which had started life in 1933 as an STL bus. In London it wasn't disadvantaged at all; its performance fitted in perfectly with the Friday evening traffic and the acceleration had no trouble competing with modern vehicles! We never once reached its top speed of 32mph.

Unfortunately in Acton it was hit by a fire engine on a shout and this damaged the panels and ash framing on the cab. The show itself went well. Dave, Hazel and Stuart Brewer were there with their 009 Snailbeach layout so on the Friday evening after they'd left I hung the name 'Snailrail' on the barrier. Dave wasn't daft. By the time we arrived on the Saturday morning our layout had been renamed 'Bishop's Haemorrhoid'! Also appearing was the Epsom & Ewell's superb layout 'Ruxley' so with their bell codes, our bell-codes plus the song 'Riding on Top of the Tram' playing over the loudspeakers at regular intervals we could hear nothing but bells for days afterwards!



The goods yard on Bishops Hemingway. Photo: Andy Rush.

The 1985 Folkstone exhibition was good fun as well. For a start, we couldn't decide whether the morning beverage in the guest house was tea or coffee so it was christened teafee. Our hosts did the exhibitors proud and on the Saturday evening provided a buffet for us all to wind down, relax and let off a bit of steam. We'd already spent the day bantering with the Folkstone MRC 009 layout crew and during the buffet Ross picked up a peanut, aimed carefully and landed it squarely into the beer mug of one of their number on the other side of the room. Retaliation was quick and several peanut salvos between the 'O' Gauge and 009 factions and a fun few minutes followed! Tom sat watching and grinning, his pipe clenched between his teeth in typical fashion! The buffet was garnished with bunches of parsley. I liberated some at the end of the evening and on the Sunday Ian Hopkins and I conspired to distract Jack Kine and smuggle a bunch onto his scenery trade stand, suitably labelled 'new line'! Despite the fact that Jack made regular circuits of his stand to inspect the display it was several hours before he spotted the intruder! He enjoyed the prank and the parsley appeared on his stand at several shows before it finally wore out!

1985 also marked Bishops Hemingway's second IMREX show, this time at the Conference Centre in Wembley. This was the Club's 75th year and an effort was made to get as many Club layouts in the show as possible. We weren't too far from Jim and Linda Hewlett's Blaen-y-Cwm and the food and drink prices in the hall were so expensive that we imposed a sort

of UDI and spent the show constantly preparing food, teas and coffees! Any official enquiries about suspicious emissions of steam were quickly quashed with comments such as "well, it's a steam layout with real steam trains!" We also discovered that Cadbury's chocolate fingers made excellently-sized loads for Tom's wagons although the moratorium on access to the confectioneries was ignored and the wagons would be raided as soon as they appeared and especially if the train was held at the inner home! Due to the heat in the hall it was necessary to remove and consume them as soon as they arrived otherwise they would stick together in one large lump!

During the 1980's some people had started to make comments about how it was a shame BH was 'Universal' standard trackwork with stud contact and not Finescale 2-rail which, coupled with the fact that the layout had no backscene, was starting to make the railway look dated. Ian Hopkins offered to build a proper Great Eastern Station and settled on Hertford East because, in his words, it had "lots of interesting twiddle bits". He got the plans and we made a site visit to study and photograph the station; all the while he wandered around the station whimpering "it's big, isn't it?" An idea of how it looked in the late 1950's was also gained by studying the opening and closing sequences of the 1960 film "School For Scoundrels" in which the station was used as part of the narrative. Actually, with Ian Carmichael, Alastair Sim and Terry Thomas it's a classic piece of English comedy and worth watching anyway but I digress...

With a magnificent new building rising on the most visible corner of Bishops Hemingway, people started to say that we really ought to have a finescale layout to complement the station. Also, we couldn't overlook the sad fact that one day we would no longer be able to borrow Tom's stud contact rolling stock. The small, still voice to blame actually was Ian Hopkins who quietly mentioned a number of times that the Club really ought to have a layout which was more in keeping with the model he was building. I was daft enough to raise this in Committee and it was suggested that I should come up with something suitable. Thus it was that under my leadership a new and exciting layout was proposed to the Committee, accepted and then announced to the Club, with Ian's pen and ink 'artist's impression' of Happisburgh being printed across both front and back covers of the May 1986 Bulletin. Sadly the following issue carried my obituary to Guy Hemingway. Our last exhibition with BH was at St Albans in 1987, by which time detailed design work was under way on Happisburgh. To save the old layout from the bonfire, Alan West generously accommodated it in a spare room in his house at Stevenage for a while and eventually it was sold to the Romford Club who operated it until more recent tenanting problems meant that it had to go. Bishops Hemingway however refuses to die – I believe it now resides at Bletchley Park, in the model railway building there!

Crew members changed over the years but the general attitude of having fun and operating the railway in a good social atmosphere remained and more than anything else, Bishops Hemingway WAS FUN! It was great to operate, never boring and it was challenging enough to keep you interested and alert. Because it came from an earlier era, one with better values than today I insisted that operators should show an air of professionalism by wearing collar and tie at all times when on duty; it just seemed 'right' somehow. In fact, with 'O' Gauge modellers such as Tom Wilson, Frank Briggs and John Anning in the Club,

there was a time when I wondered if you could be a proper 'O' Gauge modeller if you didn't wear a tie and smoke a pipe! I always carried a spare tie in case anyone forgot theirs although I drew the line at taking up pipe-smoking! One drawback of wearing a tie was that due to the lack of a backscene, if you were leaning over to deal with a train on the passenger platforms, there was a very real danger of the yard shunter running over your tie as it draped onto the goods yard tracks! This did add to the entertainment value for the pub-

lic and at least one regulator operator would imitate a loco whistle as a warning! Unlike many exhibitors both then and now, we did actually look as though we were enjoying ourselves rather than being serious, straight-laced and boringly miserable! The layout always had great camaraderie and a friendly atmosphere; I can honestly say that I've never found one which has been more interesting or enjoyable to operate. In fact if I were to consider building a 4mm standard gauge layout then I would seriously consider the BH track plan.


Tom passed away some years ago. I'm delighted to say I learnt purely by chance that some of his locos were with the 'O' Gauge Guild's sales officer; I was able to secure one, a Great Northern C12 No. 1009 which, although not a regular performer like the N2 which I dearly would have liked, had certainly seen service on Bishops Hemingway and which now sits in my cabinet, resplendent in its lined and panelled two-tone Great Northern livery as a reminder of happy times operating that marvellous layout.

More images of Alexandra Palace 2010 by Stephen Black



Forthcoming MRC events

The second Thursday of the month from September to May is generally a talk or presentation on an aspect of modelling or prototype railways. These events are organised by Andrew Jones, who is always pleased to hear of any future ideas members may have. Please check our website www.themodelrailwayclub.org for details of our programme. On non-event Thursday's our extensive library is open for browsing and research (until 9pm) and our test tracks are available for most popular gauges. Visitors are welcome between 7 and 10pm. Most events take place at Keen House, 4 Calshot Street, London N1 9DA and refreshments are usually available.

 Please note that Keen House is not fully accessible as there are steps to all rooms. All events listed are subject to change for reasons beyond the MRC's control. If you are making a special or long trip please telephone the Thursday evening before. The MRC cannot be held responsible for circumstances beyond its control.

Sunday 16th May Skills Transfer Day – Painting and weathering techniques.

Sunday 11th July Centenary Outing to The Great Cockcrow Railway (see below).

Thursday 9th September The Corris Railway presented by John Scott-Morgan.

Thursday 14th October The London extension of the Midland Railway from the photographic collection of the Resident Engineer who built the line in the 19th century. Presented by Francis Dobson.

Thursday 11th November Roger Aves of the A1 Locomotive Trust (Tornado) gives an illustrated presentation.

Friday 3rd December Grand Centenary Dinner to be held at The Imperial Hotel, Russell Square, London WC1B 5BB. Further information and reservations available from Dick Reidy at the Club or email: rdkr.survey@btinternet.com

Thursday 9th December Annual General Meeting. Club members only please.

MRC Centenary Summer Outing Sunday 11th July

As part of the Club's Centenary Celebrations we are having an outing to the Great Cockcrow Railway near Chertsey (see www.cockcrow.co.uk). This is a 7 1/4" gauge model railway in its own extensive grounds that gives rides to adults and children alike. The price includes a vintage bus ride to and from Chertsey station (courtesy of Tom Cunnington), a look round the railway, a model train ride and a buffet lunch with tea and cakes. **All the family and friends are welcome – the more the merrier!** This is a wonderful opportunity to meet up with old friends in the modelling world – so invite some along! **The all inclusive price is a bargain £12.** if you contact Nick Simpson on secretary_mrc@live.com you can book in advance and have the tickets for **just £10 each**. For those that do not wish to travel by train, there is plenty of parking.

(PS: We are looking for a few sponsors for the vintage bus at £50 per sponsor – please contact Nick Simpson).



CF's Ivatt Single



This 'new' Stirling/Ivatt 7' single engine for Copenhagen Fields was started by Mike Randall about 20 years ago and subsequently rebuilt last summer to work in tandem with my Stirling single on the heavy ECJS type clerestories. Singles working alone are something of a liability on CF because if they start to spin with a heavy load they lose momentum and stall.

It was recently delivered from Ian Rathbone's paint shop. I have subsequently fitted wire droppers from engine to tender, coaled and crewed it and weathered the boiler to reduce the prominence of the lining. It works in perfect harmony with the Stirling 8' single so they should look magnificent storming through the layout with the Leeds dining car express (need some more clerestories...)

Tim Watson *President*

National Railway Museum catalogue loaded

The NRM have announced that the holdings of Search Engine, the National Railway Museum's library and archive centre, have been added to Copac.

The library and archive collections at the NRM form one of the largest resources of railway and transport history in the world. The library collection is international in scope and covers all time periods, and holdings include over 20,000 books and 800 journal titles, as well as official publications, technical records, and many photographs and posters.

These resources will be of great value to researchers.

Copac is a free service accessible at: <http://copac.ac.uk>

For information or advice email the helpdesk: copac@mimas.ac.uk

Ted Tomiak