

Chapter 1 : Railway Modeller - May

raylevingston May 14th, i want to run two circle tracks on same layout (no crossovers) from one dcc booster. is that realistic. Reply; Rich May 14th, Thinking about getting my first train set.

Full Cab Detail Due in Stock: The clocks will have been turned forward an hour and we shall be well and truly into the confusing period of early British Summer time where the temperature slowly increases but there is still the occasional mention of snow on the weather forecast. For many of us who enjoy model railways we are faced with the twin dilemma of trying to once again tame the garden while at the same time still keenly attempting to enjoy the delights of our hobby. Since stepping back from the day to day involvement connected with the operation of MRE I have become increasingly keen to see what editorial features are to be included in each of the new MRE e-magazines, however in this issue my interest has been keenly sharpened as there are several articles that I have found particularly fascinating. Another article that not only attracted my attention but had me reaching for my modelling tool kit was the piece on building a camera wagon. For me such a thing on a demonstration layout is always a scene stealer, especially where youngsters are concerned and this article will show you how to construct such a vehicle and it really does seem quite straightforward. There are book reviews galore and a preview of chapter 1 of the new British Railways Stories Book: And there is much, much more which I trust will make this issue one that should prove difficult to put down. However, if I am not right in my assumption please do contact the editor and let him know what you would like to see and read about in MRE. The e-magazine is for you so either do please put pen to paper or fingers to the keyboard and let us know. Finally, this eMagazine does rely on advertising revenue so if there are any potential advertisers reading this then please do get in touch. There is no better way to talk directly to your customers. The only exception to this is perhaps the current scene, where there is a good range of RTR models available, albeit running on 00 [In 4mm scale, the gauge should be 21mm and Slaters do a broad gauge loco axle [So, in current times, where seemingly everything on the British scene is available RTR, perhaps the Irish scene is ideal for those who prefer a bit more of a challenge? Opened in , the SLNCR remained independent right up to closure in , largely because it straddled the border created by Irish independence in There were three versions, each a bit bigger than the last, but in addition the railway was an early pioneer of railbuses for passenger traffic. Remarkably, a very good 7mm scale kit is available for the earliest of the Ts, together with card kits [from Alphagraphix] of one of the railbuses, together with pretty much all of the SLNCR coaches and wagons. It was this that led to me choosing the SLNCR to model, though my history of the Arigna Town branch assumes it was built as a joint line with the Midland Great Western, as a number of loco kits are also on the market for this company. Track is code , flatbottomed rail, soldered to copperclad sleepers, supplied by Marcway of Sheffield. The track plan is very simple, but does incorporate a loco turntable, as these are an essential in pretty much every Irish branch terminus. Mine is a much adapted Dapol kit â€” very cheap and cheerful! There is no sign of the mineral line to the coal mines, this is assumed to trail in just beyond the layout, but means that loaded coal trains must come into the station to run round. Needless to say, all the buildings are scratchbuilt, though Alphagraphix card kits were first bought and used as colour drawings, adapted to suit the space available on the layout. Though both are sold for 4mm scale, they seem fine to my eye in 7mm scale too. Being only mm deep, a backscene is also essential, as there is little room for much beyond the railway fence. Mine is only mm high [to enable the layout to fit in my car for transport] and integral to each baseboard. Much thought has gone into hiding the right angle corners at each end and the two baseboard joins. The backscene was painted by me, using a mixture of emulsion and acrylic paint, plus pencil crayons and felt pens. Well worth a visit. So, to the trains. At present, there are six steam outline locos [5 etched brass kits, one scratchbuilt], plus a railbus and a railcar â€” both scratchbuilt â€” and most recently a Deutz 4 wheel diesel shunter [Worsley works etches]. Very long in chimney and somewhat archaic in appearance, they have a charm all of their own. When I bought them, they were the last two available, but recently have been released again under the 15Studio Scale Models label. The artwork behind them is stunning, with over half etched rivets on each engine [rivet press an essential here] and easy to follow instructions. There are three Tyrconnel

kits [found in the Alphagraphix catalogue]. Tyrconnel kits are fairly basic, but easy to build, with cast whitmetal fittings. The chassis is always a fold up unit, which so far has turned out well every time, though they are designed for 32mm gauge for some reason. Broad gauge is achieved by soldering the wheel bearings back to front, a ruse that is hard to see when viewed side on and avoids the need to make new frame spacers. Mashima motors and Branchlines These feature a steel, flanged rail tyre outside of the pneumatic road one, to improve the ride. A simple nickel silver chassis [rear wheel drive] goes under a plastikard body. The 4 wheel luggage trailer helps provide extra pickups. Only driven from one end, the ensemble must visit the turntable on each trip and likewise be turned [via its own cassette] in the fiddle yard. Essentially a broad gauge version of the ones used by the County Donegal and West Clare Railways, it is an diesel tractor unit with an articulated trailer for the passengers. The bodywork was much more of a challenge, given the complex shapes involved. It is mostly made from plastic sheet and filler, though I cast the 59 seats in resin from my own masters. Built around a set of Worsley etches, it has 4 wheel drive, via Delrin chain gears and doubles up on the coal trains. For the British scene, building carriages and wagons is supported not just by a wide range of kits, but also a similar breadth of books and plans. The Irish scene is much less well supported. To the best of my knowledge, there is just one book [by Desmond Coakham] devoted to standard gauge coaches and nothing at all on wagons. Think on that the next time your reach for your favoured specialist tome. So, it was back to the Alphagraphix catalogue again, as they do card kits of many of the SLNCR coaches and wagons [plus several other examples], which I have used a starting point for scratchbuilding my models. It is built a la Jenkinson, on cut down Slaters bogies. Inevitably, there has to be a rake of cattle vans [these have home made animals inside], while as per Irish practice, vans outnumber open wagons. As per early BR practice, fitted wagons are bauxite and unfitted grey. Screw or three link couplings are used throughout. On the layout, things are kept simple. Extra variation comes from the fact that locos [and the railbus] visit the turntable each time they appear. Just the [very] lightweight mine engine, Lark, is allowed on the mineral branch. Overall, this has been a very enjoyable and satisfying layout to build and operate. Hopefully, this article also shows that, in 7mm scale at least, modelling the Irish scene, to the correct There are just enough materials available to get you started and, as antidote to the sameness of RTR modelling, it can offer a refreshing change. The model will feature a detailed interior, and is assembled into two main units. The two parts sliding together, trapping the glazing, and thus making painting easier. This has gone for test building. We operate a World Wide mail order service, usually dispatched on the same working day. Order via our web site, or by phone or letter. That said, the text is concise and gives the reader just the right amount of information to put each photo into context. This photo essay book opens with an introduction and the first photo, rather aptly is that of the last steam hauled passenger service down the former GCR mainline at Marylebone. It is a sad reflection that the last mainline to be built was the first to fall under the British Railways regime. It is also a sad reflection that HS2 will follow much of the former route, what hindsight could have saved in investment costs. The book continues with the surviving steam now more tightly grouped at several steam depots, even going so far as to depict the steam shunters now in the scrap line with the diesels intended to replace them also in the background awaiting scrapping. In some ways it is satisfying to see these diesel in the scrap line, but in other ways it is a shame that the investment in these new diesels was wasted. The book continues with photos of many different trains steam hauled in the final years, the occasional passenger train and increasingly more and more freight. The book moves towards a finish with a selection of steam movements out of Carnforth, famous as steam town and the only shed to remain intact after the end of steam. The book ends with an assortment of steam specials marking the end and rather poignantly, the final photo is that of Oliver Cromwell the last steam engine to move on the network under British Railways ownership. So, what is my verdict on this book? I think it is an excellent record of the period, backed up by background information on each photo. This book will make an excellent companion to any modeller wishing to re-create the final years of steam, this book will definitely make it onto my book shelf. Even now a few locomotives struggle on at collieries and other industrial premises, but this is likely to end very soon as boiler overhauls are almost impossible to obtain at an economical price. The book has a brief informative introduction with a map of China showing the different locations where photographs have been taken. It covers narrow gauge and standard gauge railways. Available

To Order Today At: However I have found that some of the specifications can leave a little to be desired, and really they are just too inflexible to be more than a novelty. Cameras built to be small and ultra tough have been on the market for some time now. Primarily aimed at the extreme sports market, they have become small enough to be of value to the model hobbyist. Unlike some of the dedicated camera wagons, these cameras often offer the ability for a user to view the footage from the camera in real time on a device such as a smart phone. This makes taking footage a lot easier because you are able to see exactly what the camera is videoing and make adjustments as necessary. There are other equally good cameras available on the market, but I chose this one because it was a lot less expensive than the well-known GoPro cameras. It also offers full HD video recorded to a micro SD card. When paired via a dedicated wi-fi link with a suitable smart phone this makes for a powerful tool. The camera itself is tubular in shape, and is designed for ease of attachment to a helmet to allow it to be used to video bike rides, rock climbing or other recreational activities. I have even easily used this camera as an effective dash camera in my car, recording hours of footage on long car journeys in a resolution that is high enough to pick out details including vehicle registration plates. It is easier to justify the financial outlay for a camera that can be put to a variety of uses. The idea was to build the cradle to be able to sit on the bed of a flat wagon and grip the camera through friction alone so that it can easily be push fitted in place and taken out again at the end of the recording session. Because of the cylindrical shape of the camera, this cradle is necessary to stop the camera from rolling from side to side. The important thing is to create a box that sits securely on the wagon with an open top and front so that the camera can be inserted and the lens has a clear view out the front.

Chapter 2 : Model Rail May - Model Rail - RMweb

An excellent issue loaded with practical tips, advice and projects, all of which helps to get people to have a go and do some modelling. My only reservation concerns the Heljan class 20 'O' gauge loco up for a review with revised front end from the original models of

All I can say is what a beautiful piece of model railroading engineering and manufacturing. For anyone who has followed the development of a suitable Canadian version of the SW, designated by the trailing letters RS, there has been on-going controversy for some time as both Rapido and True Line Trains announced intentions to build this model. It was actually an interesting story as it developed, as Rapido announced their intentions and showed production samples, while TLT announced their version and showed a photo of an OMI model as their unit. As its dieselization progressed, CNR needed a compact, lightweight locomotive to replace steam power on branch lines and other over-the-road assignments freight and passenger not requiring a full-fledged mainline road switcher. First impressions out of the box Rapido just continues to produce detailed, quality products which get better each model produced. Starting off it is very well packaged and the model rides snugly in its plastic cocoon. A detailed instruction manual more on that to come is included and one of the first things you see after opening the box. Sound is very good and matches what I have seen with my RDC unit. Engine noises are very throaty and nice chugging sound on acceleration. Lots and lots of detail included on the model. My other concern is that the motor seems to have a slight whiny sound when the sound is off and you can hear the engine running alone. Hopefully both of these problems will continue to work themselves out of the unit. The instruction manual is a typical Rapido manual. Too much frivolity and joking for my tastes. For example I searched and could not find if there is anyway to turn off the side lights on the trucks but I did find the oblique reference to Quantum Physics while dancing the Watusi. Nice to know but my question remains unanswered. I am quite please with the unit after running it on the layout. Now comes the hard part, how much weathering should be done to give it that proper industrial locomotive feel versus how it currently looks. I choose to loosely model the using the , which was used at the Abitibi-Consolidated mill in Iroquois Falls, Ontario. Abitibi acquired the in January ex CN and a photo taken in clearly shows that the CN noodle is long faded away and the CN red is heavily faded.

Chapter 3 : Model Train Show & Sale

Hanns, welcome to the forums. I will send you a private message via your contact with a link to one blog that one of my friends is doing. It deals with remotoring mantua locomotives and other things as well.

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Chapter 5 : Model Railway Exhibitions and Events on the UK Model Shop Directory

Model Rail is Britain's brightest and most informative magazine for model railway fans. Every issue is packed with the country's finest home and club layouts, stunning photography, unbiased and in-depth product reviews, expert tips, layout plans, inspirational real railway subjects and step-by-step articles that really show you how.

Chapter 6 : Model Rail - May Free PDF Magazine Download

On a sunny bank holiday weekend we ventured to Aylesbury for the Railex Model Railway Exhibition. A very large exhibition with lots of layouts and traders - well worth a visit if you have.

Chapter 7 : Model Train Shows Calendar

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expoEM Spring run by The E. M. Gauge Society - Bracknell - 19th and 20th May 1st time we have been to an EM Exhibition, very impressive with lots of amazing layouts and detail hence.

Chapter 9 : DERBY ROUNDHOUSE 12th & 13th May - Exhibitions - RMweb

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