

Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 11

FEBRUARY 2005

Bachmann 9F locos top release plans for 2005

BACHMANN looks set to tackle its rivals head-on in 2005, with the launch of its own Standard 9F, a Class 108 'heritage' DMU and the arrival of previously promised Class 57/0 and 66 diesels.

Two locos ideal for youngsters

YOUNG modellers are not overlooked in the 2005 range.

Two locos aimed at youngsters have been included, priced at £24.95 each.

The Junior 0-6-0 carries an attractive red livery, while the companion Junior 0-4-0 has green livery. Both are analogue control.

The new range also features Fairburn 2-6-4 tank engines in LMS and early/late BR liveries, and a revamped 'Blue Riband' version of the popular 57XX tank engine.

This year's limited edition locomotive will be Jubilee Class 45682 'Trafalgar' in celebration of Nelson's great victory two hundred years ago.

Another old favourite, the Southern Nelson 4-6-0 class, makes a return to the catalogue in the shape of 'Lord Nelson' in BR green with early emblem.

Coaching stock is



Jubilee Class locomotive 45682—Trafalgar—is this year's limited edition loco from Bachmann.

not neglected and a totally new range of Blue Riband BR Mk 2 coaches is introduced in a limited number of liveries, including blue/grey and Inter City.

Also joining the coaching fleet are five Mk 1 Pullman vehicles,

each with lighting.

Bachmann is maintaining its output of both Blue Riband and Branchline wagons and many appear in fresh liveries, including a number originally posted as newcomers in the 2004 catalogue.

Inside this issue...

THERE'S news of the 2005 releases from Bachmann (opposite and page 4), while Model News on page 3 has details of the remainder of Hornby's releases.

Check out pages 5-7 for this month's featured layout, **Gorcott**, which again benefits from an additional page of photographs.

Formal opening planned for study centre



The new study centre.

THE Historical Model Railway Society's Museum and Study Centre will be formally opened at Swanwick, Derbyshire, on March 19.

The centre, which is based within the Midland Railway Butterley, houses the HMRS Archives, together with the George Dow Library.

The building also contains a Research and Study Centre, Information and Sales point, and an Exhibition and Education area.

The Lord Lieutenant

of Derbyshire, J. K. Bather, will perform the ceremony.

George Dow

A number of civic and other guests will be attending.

During the course of the proceedings the study centre on the first floor of the building will be named in memory of George Dow.

Although not a normal operating day at the preserved line, one engine is expected to be in steam.

This will be catering for enthusiasts taking part in a footplate experience day.

A number of model railway layouts are expected to be operating on the ground floor.

Heljan's latest Class 52 'Western' model and the 08 from Bachmann are reviewed on pages 8 and 9.

This month our two-page 'Prototype Profile' takes a look at the Class 47.

Book reviews can be found on pages 10 and 11, while Clubscene is on pages 12 and 13.

News briefs...

A CLUB hut in a field may not seem the best place to enjoy a full four-course Christmas dinner, but that is exactly what Soar Valley MRC members did.

The meal, however, presented more than a few problems.

The club room has no kitchens and there is no running water or gas.

However, modellers—and their partners—are inventive folk and food was cooked off site, transported in thermal bags and kept warm in the club's pie warmers!

The event proved a huge success and looks set to be repeated this year.

DETAILS are being finalised on the Class 40 Preservation Society's first Bachmann 'OO' scale Class 40 model.

This will be 40145 in as near as possible her current guise.

The society hopes this will be the first in a series of special edition models, which will be available on a preferential basis, initially offered to members only.

THE winner of Hornby's November website competition John Cobb, from Abergavenny, Wales, received an Anglia Railways Bo-Bo Electric Class 86 'The Round Tabler'.

He correctly answered the question "When was the Class 86 electric locomotive introduced?" (1965)

The December competition winner was Andy Alexander, from Redhill, Surrey.

Andy received a BR 0-6-0ST Class J52 for correctly answering the question "Who designed the Class J52?" (Henry A Ivatt).

Society stalwart dies after a fall

ONE of the founder members of the Canadian Platelayers Society, which specialises in modelling British railways, has died.

Charles Mather, who with his wife, Vera, went to live in Canada about 50 years ago, died on January 10 following a fall.

Club secretary Tony Ross said Charles would long be remembered as a good friend and a 'fountain of information' about his favourite railway, the GWR.

"When I first met him he was working on inspection and quality control for the Orenda jet engine and lived in Caledon," said Tony.

"Following retirement he moved to Fonthill where he had an extensive garden and where he built a layout to run his large collection of Great Western locomotives.

Fellowship

"The society held meetings at his home, where we were always greeted with warmth and fellowship.

"He was a gentleman, quiet but effective and will be remembered for his gift to The Platelayers of the 'Mather Trophy' to

be given for the best layout at the Great British Train Show.

"We shall miss him."

• The Platelayers Society is a group of railway enthusiasts, living in Southern Ontario, Canada.

Their interests are primarily in the railways of Britain, either as modellers or as armchair enthusiasts.

Members meet monthly in various local venues and membership is open to anyone who shares their interests.

Bid for charity status on hold

THE London-based Model Railway Club has decided, for the time being, against seeking charitable status.

Committee member Tom Cunnington told members at the annual meeting in December that the committee had decided to postpone any further action.

He explained this was because the government was in the process of changing the laws governing charities.

In particular it was thought that the test of public interest, which must be passed to become a charity, might become a test applied at regular intervals and may be retrospective.

It was also felt that at present the club might struggle to cope with the extra administration required by being a charity.

There were concerns, too, that the MRC would cease to be a private club and the Disability Discrimination Act, might apply more rigorously to the club and consequently involve considerable expense.

Glasgow show looks set to top the record

ORGANISERS of this year's Scottish National Exhibition—the Association of model Railway Societies in Scotland—are hoping that attendance at the Glasgow event will top that achieved at last year's show.

The exhibition (Modelrail Scotland 2005), which is held at the Scottish Exhibition and Conference Centre (SECC), is the annual showcase for Scottish railway modellers and runs from February 25-27.

A wide range of layouts will be featured, including a number of popular

guest exhibits from south of the border.

Chessington (Chalk Lane), New Mills and Stoke Summit are among the 4mm/ft layouts making the journey north.

An historic section and a special children's area will also be included at the AMRSS event

Going digital

BARRY and Penarth Model Railway Club is considering moving into Digital Command Control (DCC) and member Gwynne Chivers has written a discussion document to inform the debate. It can be found on the club's web site: <http://mrc.murky.net/>.

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MODEL NEWS



Hornby train packs, buildings, add extra options for modellers

TRAIN sets and packs are often overlooked by modellers, but can be a useful way of adding to a collection.

Live steam locos added to range

LIVE steam has proved to be more than a novelty and Hornby's range of locomotives continues to grow.

The company are promising continual development advances during the year and two new locomotives will join the existing A4 range.

Both A1 class Flying Scotsman and A3 class Papyrus will be available as solo locomotives, while the A3 version of Flying Scotsman will be available in a Live Steam set.

An unusual addition to Hornby's 2005 catalogue is the SERCO Railtest train pack (pictured top of page), which consists of an ex-RES Class 47, two Mk2a coaches and a VDA utility in corporate livery.

Eastern Region fans will no doubt welcome the 'Northumbrian'.

This pack contains A4 Andrew K McCosh and three BR liveried

corridor coaches, though it is unclear whether these are old or new style Gresley vehicles.

A third train pack, the 'Pines Express' will also be available. This comprises West Country pacific Combe Martin and three BR Mk1 coaches.

Additional coach packs are available for both the Northumbrian and Pines expresses.



Skaledale building collections given a fresh look for 2005

HORNBY, no doubt hoping to build on the success of its hand decorated poly-resin range of Skaledale buildings, is adding to both its 'Raiside' and 'Farm' collections in 2005.

The Raiside Collection benefits from the introduction of additional platforms packs, a loading stage, a double road engine shed, goods shed (above) and level crossing signal box.

The Farm collection includes the new 'Home Farm', with a farm house, barn, cattle shed and stable.

An oast house and Dutch barn are also added to the range and should prove suitable for any farm scene.

The village of 'Skaledale' continues to grow with the introduction to the catalogue of a model shop, chemists, garage, public house, church, with

church gate and gravestones and a windmill with operating sails.

A range of wagon loads, for four, five and six-plank wagons, completes the poly-resin offerings for the year.

Modellers intending to add new operating features to their layouts might find something of interest in Hornby's new range of operating accessories.

These include a conveyor, tipper set, and gravel tipper, while the addition of a timber yard and timber depot will open up new scenic opportunities for industry.

Editor's space...

WELL the shortest month is upon us and as expected the major manufacturers have completed their announcements for 2005.

Of course, there were a few surprises, the biggest coming from Bachmann, with its plans for a Standard 9F.

True, the Hornby model leaves something to be desired, even in its 'super detailed' incarnation, but the sceptre of duplication raises its head once again.

Still, as modellers we should be grateful for the wide range of locos, coaches and wagons that are available to us and I am sure that the new 9F will look great.

When it will appear, however, is a matter of conjecture.

Each year we are promised three or four new locos, and then resign ourselves to waiting a further year or 18 months for them to arrive.

How many years ago was it that Bachmann added the Jinty to its catalogue? It is here now and looks fine, but how much faith can we put into a manufacturer's published production dates?

Not a lot I suspect!

THE news that the HMRS is formally opening its purpose built museum and study centre should be welcomed by all railway enthusiasts. I will try to make a visit soon and report on its facilities.

REGULAR visitors to model railway shows will know that they are great places for making contacts and passing on information.

It's my intention to put a 'Trains On-line' poster design on the web site for those readers who are willing to download it and print off a few.

These could be displayed either at your workplace, your local MRC, or passed on at model railway exhibitions.

If you are interested in helping expand our readership, check out the web site later this month for details.

New from Bachmann...



The new Mk 1 Pullman coaches from Bachmann—a Pullman First (FP) is pictured above—are likely to create a lot of interest among modellers as they offer an alternative to Hornby's new range. Equipped with lighting they will also be available as a Kitchen (FK), Kitchen Second (SK), Parlour Second (SP) and Bar Second (BSP). The recommended retail price is £25.95.

Also new for 2005 is the 12 ton Southern plywood side ventilated van with small insignia (right), which will be available in BR liveries too.



Right: Returning to the catalogue for 2005 is the former Southern Railway Maunsell 4-6-0, this time as 'Lord Nelson' with early BR 'Lion on a bicycle' insignia. It will retail at £79.95.



A Southern region miniature buffet car (RMB) joins this year's MK1 coach range (below), while the MEA 45 tonne EWS open box wagon gets the weathered treatment (right).



Layout of the month – GORCOTT



Above: Peak Class D193 is held in Gorcott station by an adverse signal—note the buffer beam detail and crew.

Below: A Britannia Class Pacific gets a clear road as it rushes it express towards Gorcott station.

Settle and Carlisle is the inspiration for this 'spotters' layout

Picture the scene. A group of train spotters wait at the lineside for the next train to pass. It is the mid-sixties and they are witnessing the end of one era and the birth of another.

The location...Gorcott Station on the Settle and Carlisle line in that twilight period before the route lost its named express services and much of its through traffic.

Gorcott is a station (imaginary of course) close to Staniforth and situated between Settle Junction and Horton in Ribblesdale and is, understandably, based on Midland Railway design.

As with all 'spotting' layouts, Gorcott is large, measuring some

18 feet by 9 feet, is conventionally operated from a central well.

Built to 4mm scale, this Redditch Model Railway Club layout, uses 00 gauge track, has scenery on three of its four sides and features scratch-built structures typical of the area.

The skilful use of prototype-inspired buildings and the clever incorporation of photographic and print images into its backscene give the line a feel of the Dales.

The buildings, so important to the 'authentic feel' of the layout were mainly constructed from thick card. These were then faced with Plastikard to reproduce a stone, or brick built, finish.

All the structures have been painted, and suitably weathered, to represent prototypes from the area.

Show layouts of this size attract crowds

Continued Page 6...



Layout of the month – GORCOTT



Unaware of the camera, a group of hikers discuss the route they should be taking.

and an extensive timetable is required at exhibitions. To cope with this the fiddle yard was recently doubled in size.

The resulting 16-roads ensure a wide range of stock and locomotives can be used, with around 24 separate trains normally found in action.

These may be hauled by either steam or diesel power, and include a mixture of Jubilees, Royal Scots, BR Standards and Type 2 and Type 4 diesels.

Ready to run models benefit from added detail, and, where necessary, repainting, weathering, and renumbering.

But there is much more to this layout than a regular diet

of passing trains, interesting though these are.

Those looking beyond the trains will be rewarded with a range of cameo scenes dotted around the layout.

Hikers can be found in deep conversation discussing their route; anglers pass their time by the riverside; a gardener tends his lawn, while sheep and flowers (hand made) can be found almost everywhere.

The layout is widely travelled and in 2004 appeared at both the Wolverhampton and Warley shows. It has been provisionally booked to appear at Wakefield in November this year.

More pictures Page 7...



Above: A Class 20 with ballast wagons in tow approaches Gorcott.



Above: There is a great deal of interest in this scene. Note the ramblers, sheep and the lineside details. Below: The skilful use of real images, blended with models makes this panoramic view very effective.



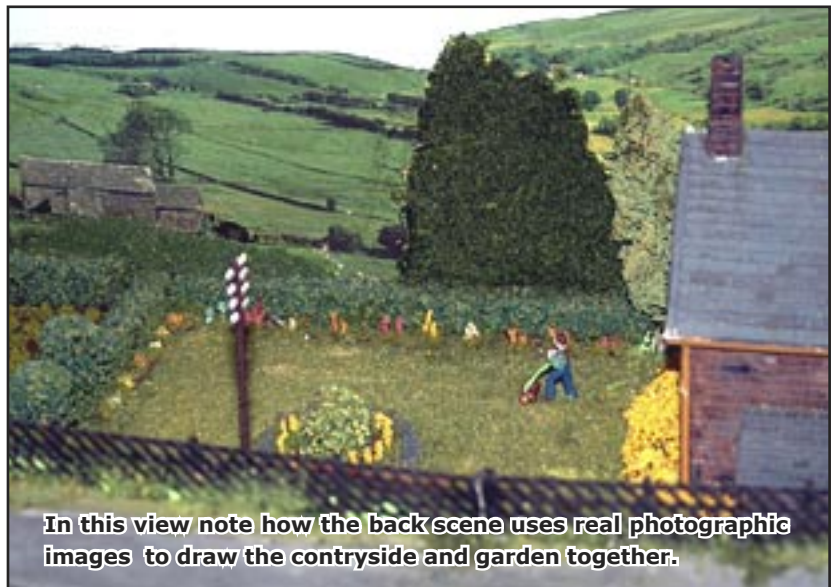
Layout of the month – GORCOTT



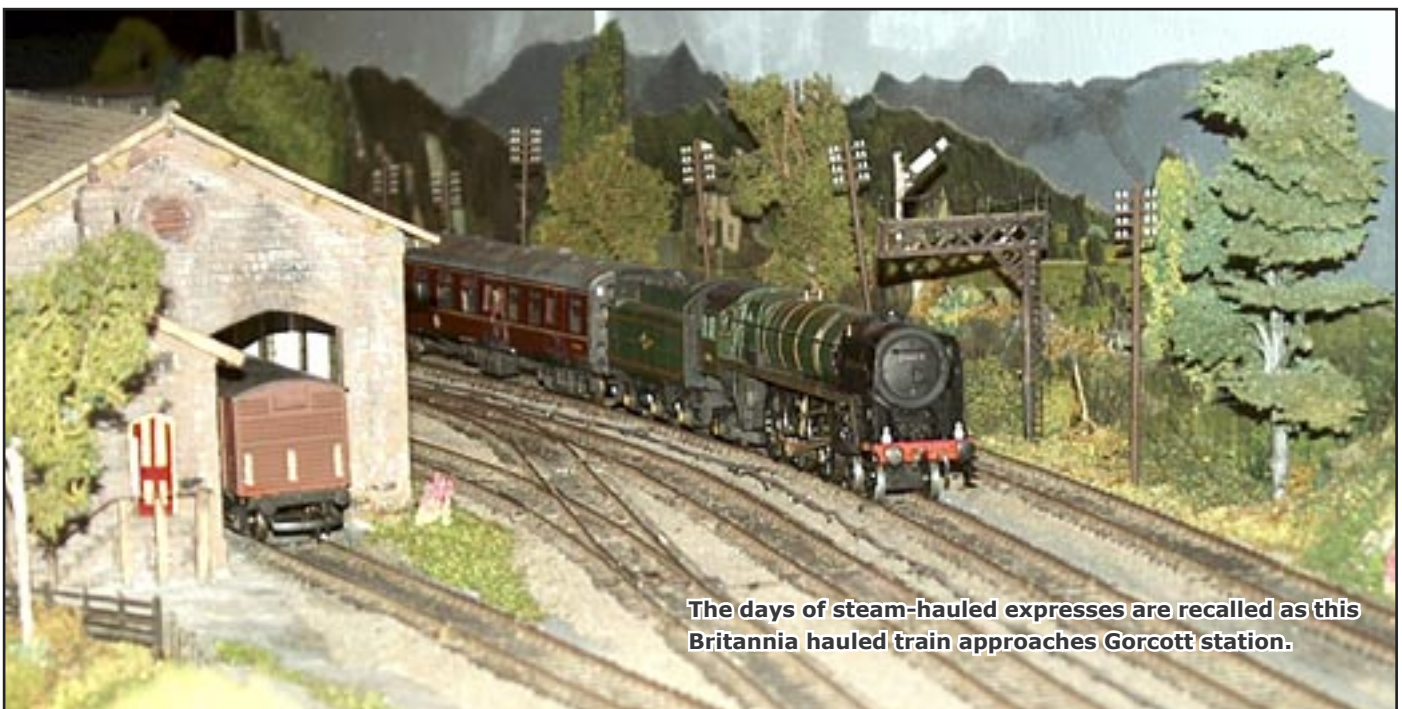
There is much worthy of study in this street scene (above), while waiting passengers at the station (below) have sheep as neighbours.



A meeting of the old and the 'new' as a Class 20 and an 0-6-0 cross Gorcott station bridge.



In this view note how the back scene uses real photographic images to draw the countryside and garden together.



The days of steam-hauled expresses are recalled as this Britannia hauled train approaches Gorcott station.



This selection of photographs show the amount of detail found on this very attractive model. Two packs of additional detailing parts accompanying the model include etched lamp irons, front skirt mounting and buffer beam detail.

Western Talisman met a tragic end...

LET'S hope this model has a better life expectation than the original Western Talisman, which ended its relatively short BR service in tragic circumstances.

D1007 derailed between Ealing Broadway and West Ealing on

December 19, 1973, when hauling a Paddington to Oxford service, blocking all four roads and ending up on its side.

The loco remained intact but three coaches concertinaed killing 10 passengers and injuring 50 others.

Heavy, well built Class 52 from Heljan

HELJAN describes its Western locomotive as a 'highly detailed working replica' and it has a ruggedness of build that accurately reflects the style of the original Class 52s.

However, the first thing that strikes you when you extract Western Talisman (D1007) from the protective foam insert is not its looks, but its weight.

This is a heavy model, and thanks to its die-cast chassis and powerful 5-pole motor, is likely to be a sure footed one.

Heljan say it will run on curved track down to a minimum radius of 15 inches, though with its fine scale wheel profiles it will probably be happier on track formations with a (much) larger radius.

Unlike earlier attempts from Hornby and Lima, the bogies are not attached to the buffer beam. This makes for a prototypical front end, though the etched metal steps should only be attached if generous curves are to be used.

The front skirt is not fixed in place in 'out of the box' condition and must be attached by the user (unattached in accompanying pictures), though it is a straightforward exercise.

Once done, full detailing of the buffer beam—and bogies—is possible using the enclosed sprues of parts.

As is expected these days, the model can be easily adapted for DCC operation and instructions are included.

The finish on the model is of a very high order and a range of route codes are included for insertion into the indicator panels. The name and number plates, however, are printed and are best replaced with etched brass ones.

Venerable shunter looks fine in early BR livery...

THE Class 08 diesel locomotives have become synonymous with British Rail and have enjoyed a long and productive life on shunting, pilot duties and trip workings across the breadth of the UK.

Although the class remained in production throughout the Fifties and Sixties, its ancestry can be traced back to the prototype LMS shunters of 1932.

Many 08s are still at work, though given the editor's interest in the BR steam period, an all black early version seemed a natural candidate for review.

Moreover, 13029 was Western Region loco based at Tyseley, so fits in well with his proposed West Midlands layout.

The Bachmann 'Blue Riband' model is based on the first batch produced and appears correct in most respects compared to photographs of other members of the batch (though a picture of 13029 itself has so far eluded the reviewer).

However, the arrangement of the cabling to the rear indicator lights is not correct for this batch.

On all the pictures examined the cable run is continuous and rises from the outside of the third lamp (right) in a series of right angle bends and not vertically from a point between the centre and outside lamps (as on the model). This is a small, but nonetheless,

disappointing error (see cab picture below right).

Body detail is clearly defined and rivet detail is not over done. There are some nice touches, including windscreen wipers and wire door handles on the many engine access panels.

The cab steps are separate and must be fitted by the modeller, though this is a simple task.

Basic

The livery, though basic, is surprisingly attractive when compared to some schemes since applied to these venerable locomotives.

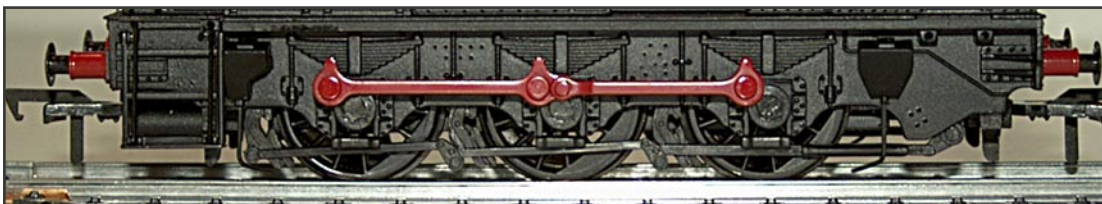
The matt black appearance (there's just a subtle hint of shine) would be typical of a recently constructed loco, though this is one class that seems to be perpetually grimed when working!

On first looks the number appears a little over large, but examination of photographs shows it to be spot on—and the first number really did reach the edge of the cab panel!

Overall, this is a neat little model and it will be interesting to see how well it will stand comparison with Hornby's recently announced 08.



These two views (above and below) illustrate how attractive these diesel locomotives were when first introduced, though few enthusiasts at the time would have agreed. Bachmann makes a creditable job of recreating the workmanlike design of these shunters.



A close look at the underparts of the model shows the brake rodding and front steps—the cab steps have yet to be added.

OWW rail journey ends in Wolverhampton (LL)

THE Oxford, Worcester and Wolverhampton Railway (OWWR), long known by its detractors as the 'Old Worse and Worse', linked London with the West Midlands by a rather circuitous route.

The Oxford to Worcester section's story was told in Part One (regular readers will recall that it was reviewed last year) and author **Bob Pixton** picks up the narrative at Worcester and takes the reader on the remaining 33 miles of the journey to Wolverhampton.

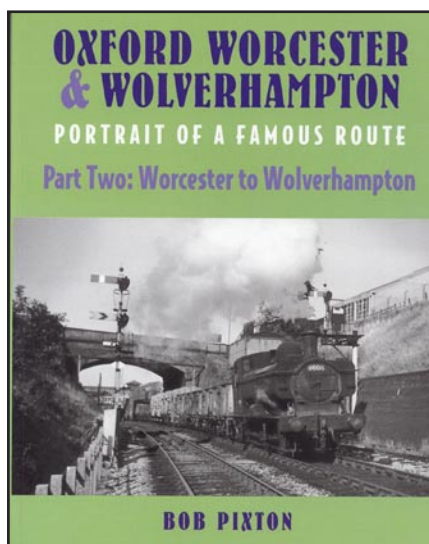
There the GWR and OWW shared a station (Low Level—opened 1854) with the Shrewsbury and Birmingham Railway, the latter having amalgamated with the GWR in 1854.

The OWW (as the West Midland Railway) was itself amalgamated with the GWR in August 1863.

As in the earlier volume, the story is told through pictures, many of which are in sharp contrast to those in part one, for the line passes through the heavily industrialised areas of the Black Country.

The first section covered, from Worcester to Hagley remains relatively rural, but once Kidderminster station, with its distinctive mock timber framing, is passed the journey to Stourbridge takes on a distinctly urban feel.

Stourbridge has an industrial history



that predates the railways and the junction station was at the tip of the most densely developed urban area in the country.

The steam shed there remained busy right up to its closure in 1966, providing both locos for local passenger services and the freight trains that serviced the Black Country's many foundries and steel works.

Beyond Stourbridge the OWW made its way north through Dudley's joint

station (shared with the LMS), past the steelworks at Bilston West and joined the GWR main line at Priestfield.

Wolverhampton Low Level station was but a short haul from there and was approached through a short tunnel.

The pictures themselves cover a wide range of subjects and periods, many taken during the 1950s. They include not only early OWW and GWR locomotives, but also GWR owned 'omnibuses', diesel railcars of 1930s vintage and pictures of proudly posed staff.

Little remains now of the closed section between Wolverhampton and Dudley, though traffic still uses the sections to the south, and Priestfield sees regular trams (on the ex-GWR main line) on their way from Wolverhampton Town centre to Birmingham Snow Hill.

Fortunately, much of the infrastructure remains in place from Dudley to Stourbridge and the line from Stourbridge remains busy.

If you have the first volume of this pictorial history you will definitely want the follow-up, though Part Two stands on its own.

Strongly recommended for both modellers and rail enthusiasts.

Oxford, Worcester and Wolverhampton—Portrait of a Famous Route. Part Two: Worcester to Wolverhampton, Runpast Publishing, ISBN1-870754-60-3.

Blackpool Central gave way to a sea of cars...

ONE of the most recent books in the series, this nostalgic and comparative look at railways in the North-West has clearly defined sections: Southport and West Lancashire, East Lancashire, The Fylde, around Lancaster, and Furness.

Authors **John Hillmer** and **Paul Shannon**, categorise the railways of area as West Coast Main Line (WCML), secondary inter-urban routes and rural branches.

Using more than 220 black and white images, they show the different fates each has been meted out.

The WCML modernised and upgraded, though losing most of its passing stations (Preston and Lancaster remain), is largely intact; the inter-urban routes while simplified, still serve towns such as Blackpool, Blackburn and Southport, though the rural network is virtually extinct.

To the east the network has been heavily

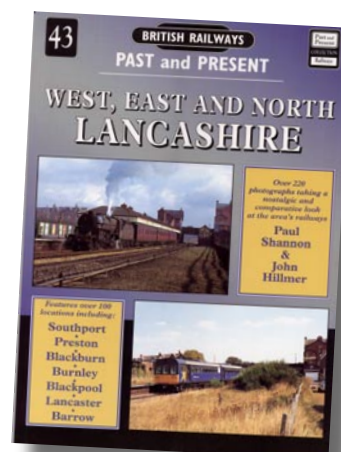
pruned, though the principal artery (Preston to Colne) remains, albeit with its stations largely downgraded to unstaffed halts.

Each of the sections is prefaced by a brief history and the illustrations range right through the early days of steam and electric to the present day.

A number of pictures are of special interest.

One shows a 'coppernob type' 0-6-0 tender engine at Clitheroe in the mid 1800s, another features an elderly Midland 2-4-0 on shed at Carnforth, while the before and after views of Blackpool Central (taken from the nearby Tower) reveal a totally changed scene—where excursion trains once stood is a sea of cars!

This is one of the better books in this series and contains much of interest for the modeller. *Past and Present: West, East and North Lancashire (43), Past and Present Publishing, ISBN: 1-85895-237-9.*



Southern scenes feature some vintage locos...

THE south east corner of Britain has always been blessed with a high density of railway lines, the bulk of them lying in Kent and East Sussex in a triangle that has at its extremities Margate, Chiselhurst and Brighton.

These two books Kent and East Sussex (Volume 20, 1994, 2004, £16.99) and Kent (Volume 46, £15.99) make excellent companions and though there is some duplication of locations covered, it is of little consequence.

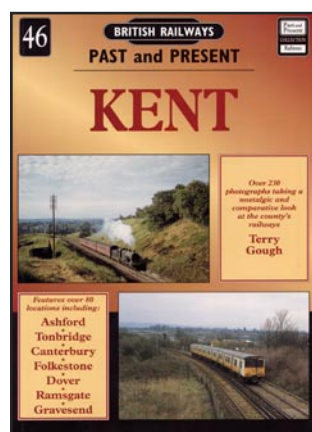
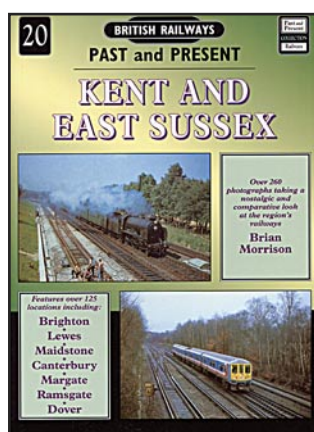
The earlier volume by authors **Brian Morrison** and **Brian Beer** features more than 260 photographs covering some 125 locations, including the major centres of population—Brighton, Lewes, Maidstone, Canterbury, Margate, Ramsgate and Dover.

As might be expected of a region that held on to steam until almost its end on BR there is an excellent selection of begrimed locos at work.

These images include examples of some truly venerable types including Wainwright D Class 4-4-0s, a Billinton E5 0-6-2 in post-war Southern livery (pictured in 1950), C and O1 Class 0-6-0s and H Class 0-4-4Ts.

More modern steam is to be found, too, in the shape of Bullied Pacifics, the odd Britannia Pacific, Schools and Q1s, and Standard 5s.

Some of the 'now' pictures have acquired historic status in themselves, with the demise of the SR diesel



classes (24, 33) and electro-diesels (73); many of the then new multiple units have also become extinct.

The detail in the station and shed scenes is particularly revealing for modellers; the overview of Brighton shed (75A) on page 115 is well worth lingering over.

Terry Gough stays faithful to the pattern set in the earlier volume, but concentrates on the county of Kent itself in the latest volume in the series.

More than 80 locations are covered using 230, or so, photographs.

Steam power dominates the 'before' shots, the balance being made up of extinct diesel classes, 4-CEP/CAP, 2-HAP and other early first

generation BR multiple units.

The present scenes, however, sees the appearance of diesel Classes 59/66/67 and the arrival of new multiple units such as Classes 365/375 and the Eurostars.

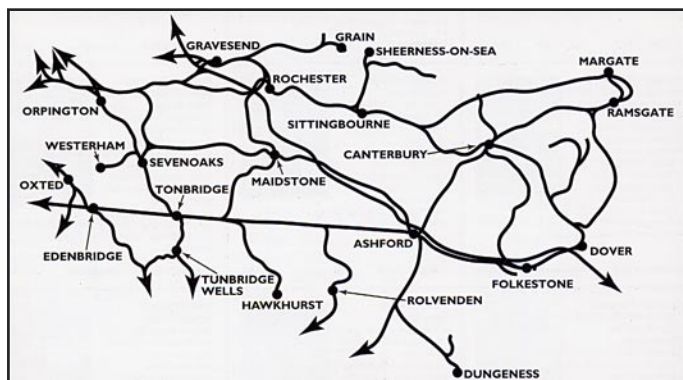
While many of the original North-South lines, such as Whitstable-Folkestone, have been subjected to a degree of rationalisation, the main lines between the coast and London remain intact and have flourished with the addition of the Channel Tunnel lines.

Among the lines featured are Tonbridge to Edenbridge, Ashford-Ramsgate, Faversham to Dover and the branches to Allhallows, Sheerness, Hawkhurst and Westerham.

Either of these books would be worth buying on its own, but together they make a fascinating pictorial record of one of Britain's busiest railway corners.

British Railway Past and Present: Kent and East Sussex (20), Past and Present Publishing. ISBN: 1-85895-044-9.

British Railway Past and Present: Kent (46), Past and Present Publishing. ISBN: 1-85895-238-7.



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Club Scene

THERE will be a 'hint of silver' about **Tonbridge** on February 12, for the local model railway club is celebrating 25 years activity.

Their annual show—number 24—is being held that day at the Angel Centre, Tonbridge and will feature around 20 layouts, many new to the south east.

HEYWOOD Model Railway Group has been forced to cancel its planned March exhibition at Holy Cross College.

The cancellation follows news from the college that the hall they were to use is to undergo massive alterations beginning in the next few weeks.

The group has not abandoned plans for an exhibition this year and attempts are being made to find an alternative venue.

Details of time and place will be announced later if the search is successful.

LIVERPOOL Model Railway Society's annual exhibition will be held over the three days of the Spring Bank Holiday, April 30, May 1 and 2, at the Archbishop Blanch Secondary School, Mount Vernon Road, Liverpool.

VISITORS to Modrail 2005 will be paying 'inflation proofed' entrance fees, thanks to organisers **Swindon Model Railway Club**, which has opted to keep prices the same as in 2004.

The event will be staged over the weekend of November 19/20.

WORTHING MRC has a new venue for its 2005 show. It will be held at Boundstone Community College, Sompting on September 17/18.

The club's new exhibition manager, Mike Edwards, can be contacted on 10903 764294.

MODELLERS in the south east will have an opportunity to see local layouts on display at **Sussex Model Rail 2005**, which is being held over the weekend of March 5/6.

More than 20 layouts from member clubs of the **Sussex Association of Model Railway Clubs** will be on show, along with guest layouts from outside the area.

The event is being held at **Crawley Leisure Centre**, Haslett Avenue East, Crawley, West Sussex.

Redditch club to run extra show in 2005

REDDITCH Model Railway Club is to stage an additional exhibition this year in Birmingham.

The club has wanted to move its Redditch Show—currently held in Redditch Town Hall—to a larger venue to increase space for additional stands.

Unfortunately, they were unable to find a suitable alternative venue in the town and looked as far afield as Worcester, Bromsgrove and South Birmingham, before settling on Cocks Moors Woods Leisure Centre, Birmingham.

The new exhibition, which will take place over the weekend of September 17/18, will

be held in a single 10,000 square foot hall within the leisure centre complex.

Stressed

Layouts booked to appear include Arrowmouth (4mm), Bachdale and Dibley Level (4mm narrow gauge) and Hallbury (4mm/EM).

A spokesman for the club said it was not intended to cut across other shows promoted in the area and was designed to complement them.

He added that it

was hoped the new show would become an annual event and stressed the Redditch show itself would continue as normal.

This year's show, being held at Redditch Town Hall on May 7/8, will include Kinwardine Wharf (featured in the December 2004 issue), Maidens Dale (featured in December 2003) and Paradise Green.

The event will also be the last public showing of Packwood, the popular 4mm branch line terminus set in the 1950s/60s.

Chester base for new S4 group

A NEW Scalefour Society offshoot—the Barrowmore Model Railway Group—has been set up in the Chester area.

The BMRG is home to a number of layouts including Mostyn in P4.

Its aim is to build and operate exhibition-quality layouts and to encourage more people to enjoy our hobby.

Based at the Barrowmore Enterprise Estate in Great Barrow, near Chester, the club boasts a newly re-decorated 1,150 sq ft clubroom,

and meets on Wednesdays and Fridays.

Current activities and plans include a major extension to Johnstown Road (O gauge, 1908, Cambrian Railways), plus new layouts in N, HO and O gauges.

Anyone seeking more information about can contact BRMG via e-mail (Richardoldfield@btinternet.com).

Attention all club secretaries

Trains On-line Magazine needs your news, views and details of forthcoming events.

It remains our aim to expand our coverage of events/shows and general society activities.

If you would like your club or society (including those whose primary interests are railway history) and its activities to be featured in the magazine please contact us via the web site contact form, or e-mail the editor direct at the following address:

editor@trainsonlinemagazine.co.uk



Wolverhampton MRC's well travelled layout Stoke Summit (above) makes a journey north of the border later this month to Glasgow, where it will be on display at Model Rail Scotland. See separate story on page 2.

Norwich set to stage its first two-day exhibition

NORWICH Model Railway Club is to run its first two-day exhibition this year in the Wherry Hall, Norwich Sport Village.

Group is
'too busy'
for agm

WEYMOUTH Model Railway Association's annual meeting is to take place a little later this year.

This is because of the group's involvement with the County Museum's Easter Exhibition and the exhibiting of its Pen Mill layout at Yeovil.

The meeting will now be held on Monday April 18.

The date for the association's annual exhibition has also been put back because of extensive modernisation work taking place at the usual venue, Wey Valley School hall and stage.

On the advice of the head they have switched the date from September 18/19 to the weekend of October 29/30.

The club is hoping that the trial event, which is being held over the weekend of March 19/20, will be a success and the first of many.

The Sports Village has a number of facilities catering for families and the club is hoping this will add to the events attractions.

Last year's March

Eurotrack event to feature 25 layouts

MORE than 25 layouts are booked to appear at this year's Eurotrack event, representing a wide variety of both British and continental European prototypes.

The event, which has been staged in Eastleigh since 2002 when it moved from Southampton, is organised by the Solent Model Railway Group.

Among the 4mm British layouts attending will be Rushmore (OO), Williton (OO), Otterbridge (EM) and Kentside (EM).

A variety of demonstrations, including architectural modelling and stock

exhibition, which was the first the club had held at the venue, attracted 2,000 visitors.

New exhibitors—layouts, traders and demonstrations—are being sought for the event.

Anyone interested in taking part should contact the club via e-mail (norhams@uk2.net).

weathering, will feature at the February 26/27 show.

Venue switched

SUNDERLAND and District MRS has switched its 2005 exhibition to a new venue in the town centre.

The event, which is being staged on September 3/4 at the Crowtree Leisure Centre, Sunderland, has full facilities for the disabled.

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PROTOTYPE PROFILES ... 5



Class 47s at work...

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Above: A suitably begrimed Class 47 with an oil train passes the remains of the once substantial Stewarts and Lloyds steel works in the West Midlands in spring 1984.

Below: Another blue liveried member of the class on 'Merry Go Round' duties at the rear of Ratcliffe on Soar power station in the East Midlands in the summer of 1984.

Brush Type 4 proved to be a real winner...

WHEN the British Transport Commission sought a design for a second generation Type 4 locomotive several prototypes took to the rails, including, in 1962, the Birmingham Railway and Carriage Work's 'Lion' (D0260).

Unfortunately for BRCW, contracts for 20 new standard Type 4 diesels were awarded to Brush in 1961 and their speculative venture was consigned to history—and the scrapheap—in 1963.

The Class 47s, however, were destined to become one of the country's most successful diesel designs and before the first, D1500, was delivered Brush already had orders for a further 30!

Construction continued without a break until early 1967, by which time a total of 512 had been built.

Power was provided by a Sulzer 12LDA28C engine producing 2,750 hp, though this was later derated to 2,580

hp to improve reliability and extend servicing schedules.

Brush electrical gear (unsurprisingly!) was used, the first 20 sets actually coming from a batch originally intended for (cancelled) Class 46 locomotives.

A number of locomotives were also built by BR at Crewe using 'kits' supplied by Brush when its workshops were full.

Five members (D1702-1706) were fitted with an experimental Sulzer 12LVA24 engine and were classified Class 48, though these were subsequently re-engined with standard power plants and reverted to Class 47.

The overall appearance



PROTOTYPE PROFILES ... 5



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of the bulk of the 47s has remained virtually unchanged (though the roof grilles on the original batch and later batches differ), but there have been a number of cab end treatments, and several sub-classes created.

These include 47/7: electrically heated, push-pull fitted (1979); 47/0: standard, steam heated; 47/3: no train heating and 47/4: electrical or dual-heat fitted.

In the early 1970s a standard loco was rebuilt as a test bed for Class 56 equipment and

renumbered 47601—the sole 47/6. Subsequently used as a test bed for Class 58 equipment, it became a 47/9 (47901).

With wide route availability they have been found on a range of duties over the years, hauling both freight and passenger trains with ease across much of the UK.

The class began life in standard BR 'two-tone' green livery, but from the late 1960s they began appearing in the corporate blue livery. Privatisation has added many more liveries, some proving

more suitable than others.

The class remained virtually intact until the mid-1980s, many members having previously had heavy overhauls, but life-expired and damaged examples have been steadily pruned and less than half now survive.

Those still operating can be found in the service of freight firms EWS and Freightliner (in the main), some main line passenger operators and a handful of newer, smaller, private companies, such as Fragonset.

Above: An east bound aggregates train passes through Melton Mowbray station in the summer of 1984.

Below: A rather grubby green 47 gets the road in this summer 1971 view in the West Country.



White roofed members of the class will always be associated with the Eastern Region. This example (47440 ?) was pictured at Peterborough on a summer's evening in the late 1970s.

YOUR GUIDE TO 2005 EXHIBITIONS

ALL DATES FOR THIS MONTH CAN BE FOUND ON THE WEB SITE

MARCH

5 (Sat)

South Hants Model Railway Club exhibition, Admiral Nelson School, Portsmouth.

Chesham MRC Exhibition, Elgiva Theatre, St Marys Way, Chesham, Bucks. Contact: John Handy Tel: 01494728336.

Northampton MRS exhibition, Moulton School, Pound Lane, Moulton, Northants.

Glastonbury & Street Lions Club MRS Exhibition, Walton Village Hall, Walton, Somerset.

5 & 6 (Sat & Sun)

Sussex Model Rail 2005, Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex. Web site: www.samrc.co.uk

Kendal MRC MRE. Leisure Centre, Burton Road, Kendal, Cumbria. 1000-1700. Martin Elson 01539 731738 (home), 01539 773044 (work) or Ian Conway 01539 733844 (eve).

12-14 (Fri, Sat & Sun)

Australian Model Railway Association Exhibition Victorian Branch Inc, Aqualink Box Hill (formerly the Whitehorse Aquatic & Leisure Centre), Surrey Drive, Surrey Park, Box Hill 3128. Contact: John J Harry, 68 Lahona Avenue, Bentleigh East, Victoria 3165, Australia. Tel: +61 39570 4406. E-mail: Amra.exhibition@opusnet.com.au

12 & 13 (Sat & Sun)

Wyre Forest MRC exhibition, Kidderminster.

St Neots MRC, East Anglian Model Railway Exhibition, St Neots Community College.

Model Engineering and Hobbies Exhibition, Michael Herbert Hall, South Street, Wilton.

19 (Sat)

Woodmansterne Model Railway Exhibition (North Downs Model Railway Circle), St Peters Church Hall, Chipstead Way, Woodmansterne, Surrey. Further details Tel: 0208 394 1474 or visit www.ndmrc.com

Barking and District Model Railway Society exhibition, Sydney Russell School, Parsloes Avenue, Barking.

Epsom & Ewell MRC annual exhibition, North East Surrey College of Technology, Ewell, Surrey.

19 & 20 (Sat & Sun)

Nottingham (Bulwell) MRS, East Midlands Model Railway Exhibition. Web site: www.nbmrfs.freeserve.co.uk.

Epsom and Ewell Model Railway Club exhibition, North East Surrey College of Technology (NESCOT) Reigate Road, Ewell, Surrey. KT17 3DS.

Keighley MRC exhibition, Victoria Hall, Victoria Park, Keighley, Yorks, BD21 3JN. Tel: 0153 632257/212047.

Norwich Model Railway Club Exhibition, The Wherry Hall, Norwich Sports Village, Norwich.

25, 26 & 27 (Fri, Sat & Sun)

Furness MRC Exhibition, Forum, 28 Duke Street, Barrow-in-Furness, Cumbria. Contact Ian Edwards Tel: 01229 583595.

26, 27 & 28 (Sat, Sun & Mon)

York Model Railway Show, The Knavesmere Stand, York Racecourse. Contact: 01653 694319. Email:

mikecook@supanet.com

APRIL

2 & 3 (Sat & Sun)

Crawley Model Railway Society exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, West Sussex. RH12 1SR. Web site: www.crawleymrs.org.uk

Wimborne Railway Society's bi-annual exhibition, Queen Elizabeth's School, Wimborne.

8, 9 & 10 (Fri, Sat & Sun)

TrainWest, Olympiad Leisure Centre, Chippenham, Wilts. Web site: www.trainwest.org.uk

16 (Sat)

West Bromwich Rail exhibition, St James Church Hall, Hill Top, West Bromwich, West Midlands.

16 & 17 (Sat & Sun)

Nailsea and District MRC show, Princes Hall, Clevedon. Tel: 01934 838444.

23 & 24 (Sat & Sun)

East Grinstead MRC exhibition, Sackville Community College, Lewes Road, East Grinstead.

St. John's (Mickleover) Model Railway Group Exhibition, Assembly Rooms Market Place, Derby, DE1 3AH

Sutton Coldfield Railway Society, Model Railway Exhibition, Bishop Walsh School, Wyde Green Road, Sutton Coldfield, West Midlands, B76 1QT

29, 30 & May 1 (Fri, Sat & Sun)

Bristol Model Railway Exhibition, Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol. www.bristolmodrail.co.uk

30 (Sat)

Craven Arms and District Model Railway Circle exhibition, Methodist Hall, Craven Arms.

30, May 1 & 2 (Sat, Sun & Mon)

Liverpool Model Railway Society Exhibition, Archbishop Blanch Secondary School, Mount Vernon Road, Liverpool. L7 8UD.

MAY

7 & 8 (Sat & Sun)

Stockport & District Railway Modellers Exhibition, Stockport Grammar School, Buxton Road, Stockport, Cheshire.

14 (Sat)

EuroRail 2005, Overton Grange School, Stanley Road, Sutton, Surrey.

14 & 15 (Sat & Sun)

expoEM 2005, Bletchley Leisure Centre, Princes Way, Bletchley, Milton Keynes.

27 & 28 (Fri & Sat)

First Bangor MRC Model Railway and Hobbies Show, The Guild Hall, First Bangor Presbyterian Church, Main Street, Bangor, Co. Down, N. Ireland.

28 & 29 (Sat & Sun)

Railx, Stoke Mandeville Stadium, Harve Road, Aylesbury, Buckinghamshire. HP21 9PP. Web site : www.rdmrc.nildram.co.uk