

Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 7

OCTOBER 2004

Rectory trains look set to hit the buffers in 2005...



THE Cadeby Light Railway and its associated model railway museum looks set to close in the New Year unless an enthusiast buyer can be found.

The Leicestershire railway was founded by the late Rev. Teddy Boston in the grounds of the village Rectory in 1963.

Following Teddy's death in 1986, the house and grounds were purchased by his wife, Audrey, who has continued to operate the line using the 2ft gauge Bagnall 0-4-OST locomotive, Pixie.

Collection

However, Audrey has now purchased a new home and has put the Rectory, railway museum and equipment—including Pixie—on the market.

The award winning museum houses the 'Boston Collection'—an extensive range of 00 gauge model railway items, including many locomotives, and general railway memorabilia.

There is also a large 00 gauge model railway depicting the GWR in its heyday, an agricultural steam engine named Fiery Elias, a five-inch

HELJAN OPTS FOR 57

Having dropped its plans for a Class 66, Heljan is now planning to release a Class 57, probably in time for Christmas.

passenger carrying miniature railway and a number of other exhibits.

Although volunteers own some of the equipment, they are unable to purchase the site, and Audrey is hoping a way can be found to retain it within the railway movement.

A special two-day event is being organised for May 2005, when it is hoped to send the railway off 'with a bang', said Audrey.

The model railway layout is operated on the last Friday of each month (sessions begin at 19.30—details 01455-290462).

THE Copse Crossing team—members of Bingham Model Railway Club—pose proudly with the Bill Hardy Trophy at the Soar Valley MRC September show held at Garendon School, Loughborough. The trophy is awarded for the layout voted most entertaining in show by the public. (See Soar Valley MRC show picture special on pages 17 and 18)

Double booking hits show

WIRRAL Finescale Railway Modellers were forced to abandon their September 2004 exhibition thanks to an 'administrative error'.

The group had planned a show for the weekend of September 17-19, but were obliged to cancel after it became clear the venue was double booked.

The event will now be staged in the New Year, but no details were available as we went to press.

A spokesman for the group said that as soon as a suitable date was

arranged they would announce it.

He added: "It appears that due to an administrative error on our behalf, our venue, Pacific Road Arts and Exhibition Centre, double booked the weekend with 'Meet the Author - Andy McNab' on the Friday evening and 'Battle of the Bands' on the Saturday and Sunday.

"For now, all we can do is apologise for any inconvenience caused and thank everyone for their support".

●Also see cancellations—Page 15

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Hornby axes Grange, A1, from 2004 model line-up

HORNBY has abandoned plans to launch its Grange and A1/3 steam locomotives and Class 31 diesel locomotive models this year—due, it says, to 'unforeseen tragic circumstances'.

Aylesbury show to feature more than 20 layouts

RAILEX 2004, organised by the Risborough and District Model Railway Club—this year being staged on Saturday October 23—will feature at least nine 4mm scale layouts.

The event, which is being held at the Civic Centre in Aylesbury, covers three large halls and boasts more than 20 layouts and a wide selection of trade stands from around the country.

Among the exhibits will be Peter George's Lee-on-the-Solent (LSWR/SR, 1923, P4), Ray Earl's Waterley Cross (LMS, 1920s, EM), Peter Johnson's Canada Road (BR, 1960/70s, EM), and Rob Cooper's New Mills (BR, 1990s, OO).

A number of demonstrations are planned.

These are by Roy Hickman covering tree buildings and other scenic structures, Ted Coughlan and Tony Wilkins from the North London Group (buildings and track building), and the DEMU Society modelling today's

railways using RTR and scratch-built items.

The club is also staging a 'Hornby Day' at the Community Centre, Princess Risborough, on Saturday November 20.

Collectors

This is a day when the club get together with members of the Hornby Railway Collectors' Association and have the use of the whole of the Community Centre. Hornby Railway Collectors' Association members will have 10 layouts on show, in both O and OO gauge (two and three-rail), including two layouts newly completed this year.

Leading members of the Association will be on hand all day to give expert advice on any aspect of the collection, restoration and operation of these old trains.

The news is sure to disappoint the many thousands of GWR and BR steam modelers who were planning to add a Grange to their collection this Christmas.

It now appears that the Granges will not now be available until March 2005, while the new Gresley Pacific locos are scheduled for June next year.

Diesel fans will not have to wait quite so long for the Brush locomotives as these should be arriving in the UK in February.

All is not doom and gloom, however, as the new LNER and BR A4 locomotives, together with the matching LNER teak and BR crimson/cream coaches are on schedule for release this month (September).

A press release from the company said: "At the beginning of this

year, no different to other years, Hornby laid out its release plans for new products scheduled for 2004.

Tragic

"Amongst these new releases were three locomotives - Class A1/A3, Class 31 and the Grange.

"At the time the catalogue was produced it was hoped, although no prices had been finalised, that all three locomotives would be available in time for Christmas 2004.

"Due to tragic circumstances it is regretted that the release dates for these locomotives will now have to be revised."



Diesel fans will have to wait until early next year before they can get their hands on Hornby's now delayed Class 31 locomotive.

NEWS IN BRIEF

TUTOR Martin Bloxson's latest ten-week railway history course is entitled 'How the railway was run—The Great Central Extension 1899-1966'.

The course covers the operation of the line and includes details of traffic carried, locomotives and train formations.

It is being held at Wygston's House, 12 Applegate, Leicester and begins on October 12 and costs £45..

Details can be obtained from the WEA, Vaughan College, St. Nicholas Circle, Leicester, LE1 4LB or by telephoning 0116-251-9740.

MARKET Deeping MRC has opened new club rooms housed in a former grain store. The work was in part funded by the E. Midlands Awards for All Scheme.

THE Midlands Model Engineering Exhibition—the 'show for all model engineers'—returns to the International Exhibition Centre at Donington Park, Castle Donington (near M1/J23) this month.

About 1,000 scale models, including model railways, boats and aircraft, will be on display at the event on October 16-21. Late night opening on the 20th.

Roadshow visitors see new models

VISITORS to the Folkestone, Hythe and District Model Railway Club's Exhibition at the weekend (October 2-3) were among the first to see some of Hornby's latest releases.

Eager enthusiasts visiting the Hornby Roadshow were able to see final production models of the superbly detailed new 61ft 6in Gresley coaches in LNER varnished teak and BR

crimson and cream. Also on show were three new A4 locomotives.

During the weekend, the company's Marketing Manager, Simon Kohler, was named as Honorary Vice-President of the club.

The award was in recognition of the many years support given to the exhibition by Simon, the Roadshow staff and Hornby.

HMRS etched plates range bites the dust

THE Historical Model Railway Society (HMRS) has axed its range of etched loco plates due to a lack of demand.

According to society publicity manager Paul Phillips all attempts to market the range have failed because the plates are 'single etched' and require the purchaser to actually cut them out, while the more popular 'double etched' plates are already cut out.

"When the society purchased the PC Transfers range," he said, "it was obliged to take the 4mm number/nameplate range as part of the deal."

"However, it appears that the negatives cannot be converted to 'double etched'."

"In any event, the range duplicates what is currently available 'double etched' from other sources and we cannot compete."

He added the society had decided to discontinue the



range and, after an unsuccessful bid to sell it to a trader, dispose of the stock.

The process had in fact started some years ago when the GWR part of the range was sold to the GWR Society.

"We intend to try to sell, through our exhibition managers some of the BR stock at give-away prices—25p for a smoke box number plate and £1 for a set of name/number plates, negotiable, no reasonable offer refused—though initial response has been very poor.

"The pre-grouping companies range, a small part of the overall stock, has been passed to line societies for a nominal charge as a gesture of goodwill.

"The industrial nameplates have, likewise, been sold to the Industrial Railway Society and are in the possession of their Modelling Officer.

"There does not appear to be any call for the limited grouping companies range, but despite this our Secretary will hold the stock".

He said that although the published catalogue was now defunct, the artwork, all of which was authentically hand drawn and an illustrated history of loco numbers and nameplates, would go into store, whilst the etching negatives would be destroyed.

Editor's space...

HOW time flies. ...

It is five months since the last issue and I hope all our problems are behind us.

Visitors to the web site will no doubt have seen the note about our being hit by 'techno-gremlins', who not only devoured the completed May edition, but destroyed many of the key files used to produce both the magazine and the web site.

These included club web site lists, e-mail addresses and details of advertisers.

Ironically, disaster struck as I was preparing for a major monthly back-up of the system!

It has taken many months to get the show up and running again, though the web site still contains dated news items. That will be addressed shortly.

Needless to say, there is now much backing up of material and a second 'brand new' design workstation to complement the more basic PC.

There has been a steady stream of enquiries over the past few months about the magazine and I have tried to answer them all, though I have twice put back the publishing date for the magazine.

I hope you will agree that the time has not been wasted, as this is our first TWENTY page edition and it is packed with news, pictures and reviews.

Also, during the break, work has been progressing on a brand new web site, trainsonlinearchive.co.uk, which will contain material not used on the magazine site, plus archived material from the site and magazine.

But that's not all...

It is my aim to make a range of modelling resources available.

These will include book and source listings, and photo galleries. Additional reviews and all of the magazines published so far will also be available on the Archive site.

It is 'live' and operating in a very limited form at present, but will be added to over the coming months.

I am hoping it will prove popular with both modellers and rail enthusiasts alike.

Check it out...comments welcomed!

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MODEL NEWS

METCALFE Models has introduced a set of **Island Platform buildings (£8.50)** to complement its existing range of station structures.

They are designed to stand with the mainline station buildings PO230/231.

The kit comes with a small length of platform that matches the stone platform kit.

....

Latest addition to **Comet Models** excellent range of 4mm coach is a kit (KW54) for the GWR Super Saloon, Diagrams G60 and G61, which retails at £36 (wheels and bearings extra).

Sides for conversions (£8.50), which have been in the catalogue for some time, continue to be available.

....

Bachmann items to have recently reached the shops include Class 159 3-Car DMU 'Southwest Trains', Class 20 Diesel (BR Green Indicator Discs) D8000/D8134, Standard Class 5MT 73110 'The Red Knight' (BR Black, Lined L/Crest, BR1F Tender and Class 221 Virgin Super Voyager 2201101 5-Car Tilt

'Louis Bleriot',.

Also likely to be on sale are Class 40 Diesel D325 (Split Head Code, Green), plus a selection of China Clay wagons and a 12T Fruit Wagon.

Arrivals expected this month include three train sets, two EZ Command Digital starter sets, two further Class 40s and three tank locos.

....

Four wagons recently added to the **Dapol** range are: 12T Tanker United Molasses (B590, £7.40), Arenig Granite, Bala 5 plank (B591, £7.30), 21T Hopper NE Grey (B592, £7.40) and Ore Wagon, BISC (B593, £7.89).

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The latest edition of the **PECO** catalogue was published this month (October 2004).

Fully illustrated, it's packed full of detailed information on the entire range of products produced by PECO, and is a valuable source of reference to the railway modeller.

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Layout of the month — Merthyr Riverside



EX-LNWR 'Super D' 0-8-0 locomotives were no strangers to Welsh lines and here 8952 makes a slow entrance to the yard at Merthyr Riverside with a mixed freight train as, a few sheep graze under the watchful eye of the driver.

Welsh valleys model is winning venture in EM



AN open cabbed GWR pannier tank leaves the yard complete with shunter's truck.

THERE is something grey and sombre about Merthyr Riverside. But that's no bad thing, for this branch line layout is set in the heart of the Welsh Valleys where threatening overcast skies are not all that uncommon!

It is an effect enhanced by the simple backscenes and absence of significant buildings. In fact the only structures present are essentially functional ones and include a railway workers/navies chapel on the bank overlooking the yard.

Set in the early Post-Grouping period it enables a range of liveries, locomotives and rolling stock to be run.

It is a fictional location with its origins based in reality and its buildings are closely based on remaining Brecon and Merthyr structures.

That it is so convincing is in no small measure due to the 'tone' of the surroundings in which these buildings are set.

Its operator, Black Countryman Rob Kinsey, explained that while its track plan is purely fictional it is a genuine 'might have been'.

When the Brecon and Merthyr began running services into the town in 1868 it did so by making a junction with the Merthyr branch of the Vale of Neath Railway at Rhydyar Junction, and exercising running rights over half-mile of track into Merthyr High Street station.

Once there, the B&M used the existing Vale of Neath passenger and goods facilities.

"The justification for this model assumes the B&M did not initially share the VoNR's station, but

instead built its own to the west of the River Taff, though it was accepted that a connection with the VoNR was desirable.

"The arrival of the LNWR line from Abergavenny in 1879 gave an additional incentive for this connection, so the line to Rhydyar junction was built and all passenger services diverted into the High Street station", said Rob.

He added that the 'original' B&M station was retained for use for freight traffic by both the B&M and the LNWR.

Built to 4mm/EM gauge standards using 9mm birch ply with softwood legs it features a fiddle

Continued Page 6...



yard that attaches to the main boards at an angle, thus keeping the overall length down, while affording plenty of stock storage space.

Plain track is EM Gauge Society rail on C&L track bases. Points, operated by home-made slow acting rotary motors, are constructed from EM Gauge Society sleepers and rail with C&L chairs.

Wired for cab control using two controllers (currently using Modellex and AGW units) the layout is operated as freight only from the 'main line'.

In total it measures some 14 feet in length, the main boards giving a 12 feet viewing area.

Unlike the probable prototype operation, the 'one engine in steam' principle is ignored to enable a more intensive, and no doubt, more interesting programme of activities

—for both operators and spectators.

In addition, there is no 'script'; shunting is carried out on the whim of the operators and is dictated by the rolling stock present and the siding space available.

The stock is regularly changed, but consists largely of kit-built or scratch-built items, supplemented by a few heavily modified ready to run items.

As can be seen from the accompanying photographs these, and the scenery in which they run, are of an exceptionally high standard.

• *Exhibition secretaries might like to note it requires a team of three operators and can be put up in about one hour from arrival. Details from Rob Kinsey on 0121-526-3889.*

NATURAL light streams down on to this yard shunting scene (above), giving the image a 'realistic' feel as it highlights the top of the loco tanks, the goods shed roof and wagonload of timber. While below rival LMS and GWR crews exchange greetings as the tank loco takes water and the Super D draws its train through the narrow bridge at the entrance to the yard (it is fed by a fiddle yard at an angle to the end layout board, thus increasing capacity).





THE pannier tank crew (above) were no doubt grateful for the view afforded by the open cab when it came to shunting, if not when it rained (it is Wales after all). Here they are pictured as they gently ease on to their next loaded wagon under the watchful eye of the yard foreman who is calling them on.



A general view (above) of the terminus station at Merthyr, the cattle (sheep?) dock on the right having just enough space for a couple of wagons.



HANDSOME is as handsome does...LMS 'Super D' 8952 posed in the landscape and looking very much at home in the Welsh Valleys.

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P.O. wagons make their mark



WHEN private owner wagons look as good as this trio it is hard to resist them. This lovely 5-plank wagon, branded Crook & Greenway, (left) was added to the Hornby range earlier this year and features exceptionally fine lettering (the picture just can't do it justice). The only thing to mar the overall impression is the over-sized standard Hornby coupling.

Catalogue number: R6235

ENGLAND'S Glory Matches may not now be in as great a demand as when this attractive 6-plank wagon was in service, but modellers will no doubt put this colourful model to good use carrying wither coal or similar products. The brake gear appears to be a little thicker than on the 5-plank but is, nevertheless, a welcome addition to the ever growing range of Private Owner wagons currently on the market. Like the 5-plank it is fitted with the standard Hornby coupling and is a good runner.

Catalogue number: 6237



THE lettering on this colliery agent's wagon has to be seen to be believed! Even the solebar plates are perfectly legible. According to the legend on the side of the wagon, Baldwins were 'sole agents for East Cannock Collieries Ltd', but were quite happy supplying smokeless, steam, horticultural, gas producing and other Welsh (sic) coals too. The brake gear is not too overscale and the blocks are in line with the wheels. A standard Hornby coupling is fitted.

Catalogue number: R6238

CHEMPIX

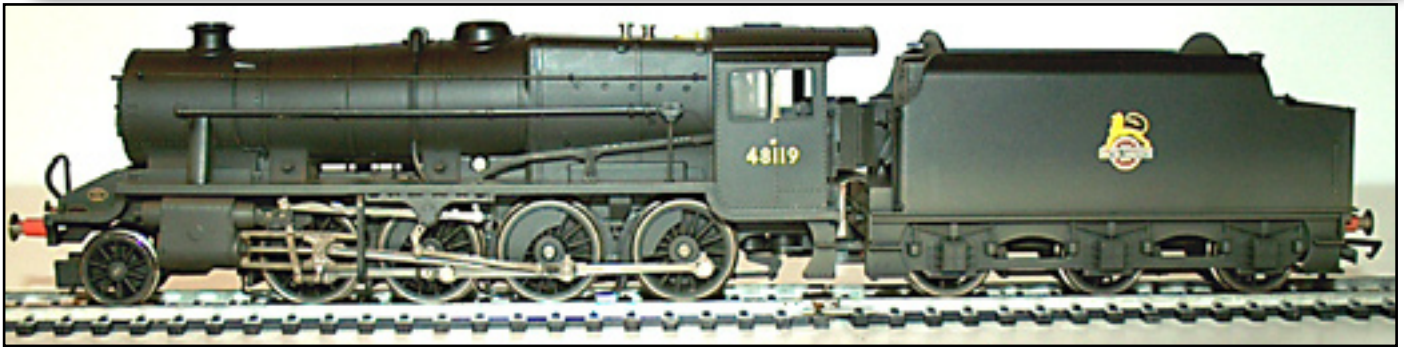
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Stanier's workhorse 8F 48119 sits well on the track and looks ready for hard day's work.

Work stained, but looking the part...

STANIER'S 8F locomotives need little introduction. They served until the very end of steam on BR and earned themselves a reputation as tough, dependable workhorses.

The last in service, 48773, was withdrawn in 1968 bringing to an end the working career of this class of 852 engines. Fortunately, the last active survivor was destined for preservation.

Hornby's model, number 48119, was one of a batch built at Crewe in 1939—a fact confirmed by the maker's plate on the locomotive and its 4,000 gallon tender.

Shedded at Toton in

the immediate post-war period, it had by 1950 moved to Mansfield where it remained until the early 60s.

Weathered

It appears here in early BR weathered livery and as our pictures show it is a work stained appearance, not the truly grimy look that most of these engines acquired in everyday use.

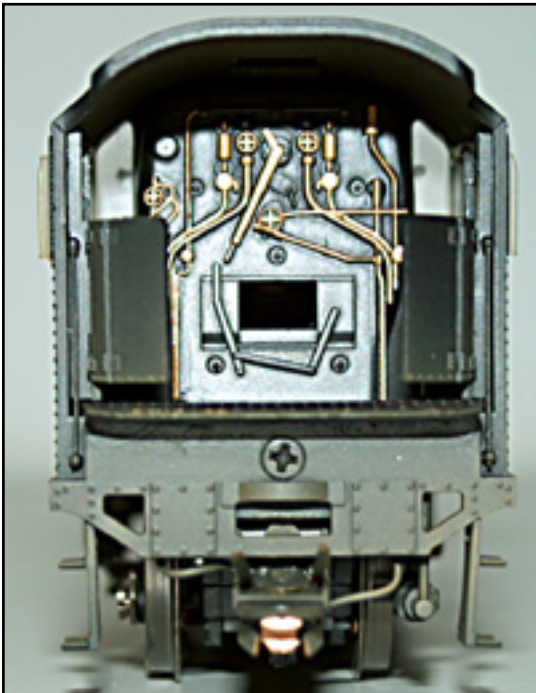
As one of Hornby's super detailed models (R 2395) it boasts a

whole range of features that would have been impossible to add only a decade ago.

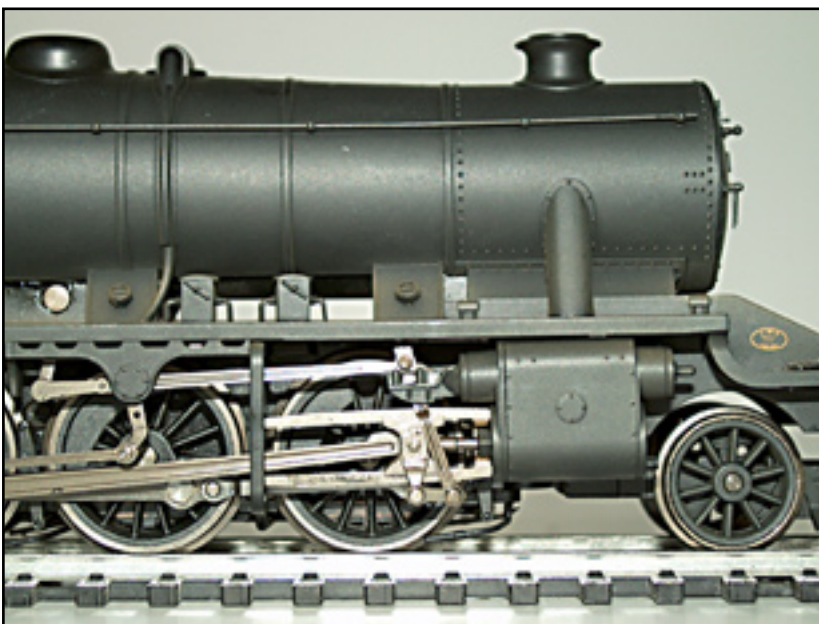
A look at the brass pipe work in the cab, the cab fall plate, or the cab doors, marks this out as a massive improvement over the version it replaced.

The valve gear is well represented, maker's plates are legible despite their small size and it sits well on the track.

In just looks the part.



Cab pipework has been carefully picked out in 'brass' paint giving the cap a prototypical look.



The 8F's valve gear has been successfully recreated in miniature by Hornby's designers. Note the maker's plate on the frames.



There's some fine rivet detail to be found on the rear of the 8F's 4,000 gallon tender.



IF you want to run Victorian/Edwardian period Great Western Railway clerestory vehicles then Hornby's bogie vehicles (above) still represent the only mass produced ready to run coaches on the market.

Long in the tooth, but clerestory coach is still looking good

HORNBY have had a clerestory coach or two in the range for a long while, though the current brake and third class vehicles should not be confused with the batch first introduced with the old Dean Single 'Lord of the Isles'.

The corridor brake/third reviewed (R 1499) here and its partner, a corridor third (R 4198) are based on Great Western Railway diagrams.

Consequently, they are fairly accurate models for length and width, though the lack of under floor detail and 'generic' bogies mar the overall effect.

This is, no doubt, a reflection of their age, though correct pattern bogies can be fitted if required...

Built around the turn of the 19th century these clerestory coach types survived well into the 20th, the last examples serving in departmental use.

Some also ended their careers as 'Camping Coaches', while others lingered on as

'grounded' bodies used as 'mess vans'.

Like most railway coaches they were slowly cascaded from main to semi-fast services and eventually local services, often in workers trains (though they were usually painted all brown).

Lined panels

The reviewed coach boasts lined panels and features some extremely fine lettering and transfers (see detail pictures).

Strictly speaking this fully panelled livery, featuring the full garter crest flanked by the coats of arms of London and Bristol (both well represented) was only applied between 1922 and 1927.

From that date a simplified livery was used and it would,

perhaps, be a good idea for Hornby to consider this for their next batch.

It would certainly extend the appeal of these fine coaches.



THE model may have a long history, but there is no denying the quality of the fine lettering and detail work on this clerestory vehicle.



Rail liveries were given a fresh look as privatisation took hold

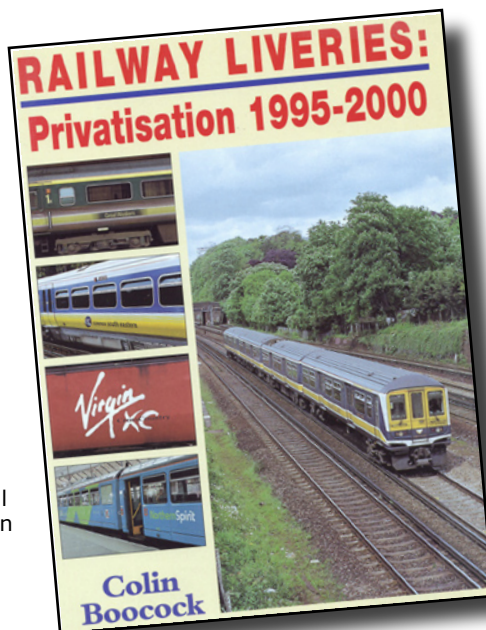
BRITAIN'S rail industry has undergone many changes over the years.

The 1990s politically inspired 'privatisation' is the latest and while many rail users have not welcomed the change, the range of new liveries it spawned has been an undoubted 'plus' for modellers.

Keeping track of the changes has, however, not been easy, so **Colin Boocock's** book *Railway Liveries: Privatisation 1995-2000* is a good starting point for anyone modelling the current era.

That is not to say the book will meet all your needs; after all the original 25 train operating companies have gradually been reduced in number, while the liveries continue to evolve.

Railway Liveries, however, is not simply a catalogue of colour pictures, but looks at the reasons for a 'brand' image, and includes a useful chapter on 'how it is done'.



There's also an interesting appendix section that covers experimental and unofficial liveries, departmental stock, advertising liveries, and

colour definitions using standard or manufacturer's paint identification codes.

All the principal main line and regional passenger operators are covered, as are the parcel and freight operators, though the most recent stock variations are obviously not included.

The author's pedigree is beyond question—he has 46 years experience in traction and rolling stock engineering—and he has written some 15 railway books to date.

He has built up an extensive collection of photographs and takes a particular interest in railway liveries.

Consequently, the book is illustrated throughout with excellent colour photographs, and supported by an authoritative text. This is a useful book for modellers though at £19.99 some may think it a little expensive.

Railway Liveries: Privatisation 1995-2000, Ian Allan Publishing Ltd. ISBN: 0 7110 2783 8.

Steam pictures dominate this P&P

This volume, covering an area centred on Manchester and the routes radiating from that it, takes in some 90 locations and features more than 250 photographs in the usual format.

A complex and extensively worked area of the network, it was once home to dozens of competing lines, a myriad of branches, and served a range of heavy industries.

The inevitable rationalisation that followed the Beeching Report (1963) saw the closure of a number of main line stations, including Manchester Central (adapted for use as the G-Mex exhibition hall) and Bolton Great Moor Street.

Despite this, rail remains a vibrant part of the local transport system and authors **Paul Shannon** and **John Hillmer's** *Manchester and South Lancashire P&P* demonstrates this well.

Many of the photographs in the book date from the 1950s when the railway

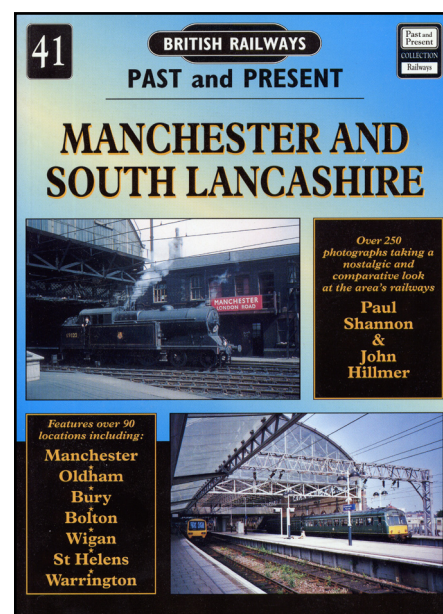
network was largely intact, though there are interesting examples from earlier periods, such as an LNER K3 (202 is clearly visible on its buffer beam) approaching Guide Bridge in September 1945.

Steam and early BR diesels dominate the motive power pictured, but examples of more modern power in the shape of Voyagers, Class 66s and Metro-Link trams can also be found.

As might be expected of an area that featured a wide range of pre-grouping companies, there is a wealth of pictorial inspiration for modellers (signal boxes, station buildings, etc.); the pictures really deserve close scrutiny.

At £15.99 it is a shade expensive for a small soft back book, but nevertheless is recommended.

British Railways Past and Present: Manchester and South Lancashire, Past & Present Publishing. ISBN: 1 85895 197 6.



Industry insight is a fascinating read for railway modellers....

GIVEN that coal not only provided the principal energy source for Britain's railways, but also a major source of freight income, it is surprising that there have been so few modelling books devoted to it.

Most modellers—especially those recreating the BR or pre-BR steam eras—will have coal wagons running on their layout, but with few exceptions (on the exhibition circuit at least) it is rare to see a coal mine as a key feature of a layout.

There may well be good reasons for this. After all, modelling a coalmine requires a lot of space doesn't it?

Having read **Rob Johnson's** new book, *Modelling Aspects of the Coal Industry* I am now not so sure, for he makes a convincing argument for including one in a corner of a layout ...and if you have to feature an industry why not a coal mine, or the pit head gear at least.

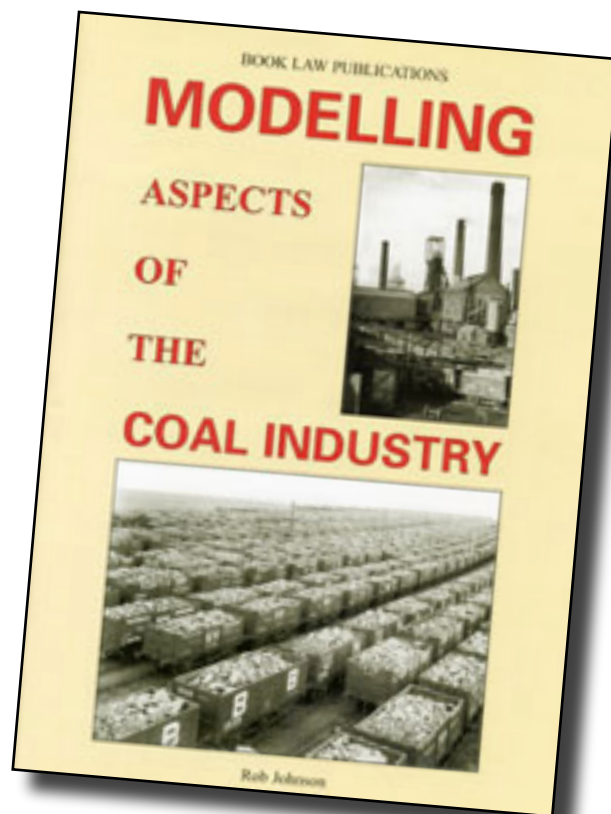
The truth is the visible parts of a coal mine varied enormously in size and in some areas, such as Somerset and Bristol and the Forest of Dean, they were often of quite modest proportions.

And, if you can't find space for the pit, why not include the customer's facilities, which ranged from huge dockside coaling plants to humble staithes catering for two or three wagons.

There are five sections—the collieries, industrial locomotives, coal traffic (trains and wagons), exporting the coal, and the customers—and all are exceptionally well illustrated, albeit in black and white.

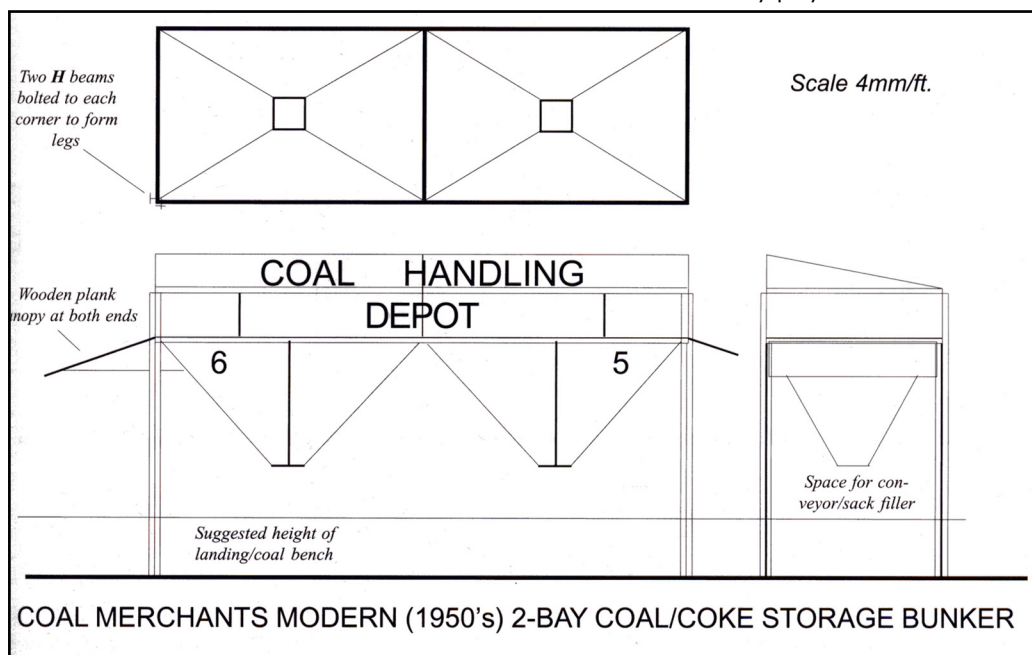
The illustrations themselves range from the late 1800s to the 1950s and 1960s, when coal was still a major, if dwindling, element of the British railway scene.

Their content is fascinating; chronicling an age and a technology that has now been largely forgotten...a time when ships not only conveyed coal but were also powered



by it, when open-cabbed locos were common in industry and wooden bodied wagons were the rule not the exception.

There are also detailed picture captions and explanations of what the principal pit structures were and the roles that they played in what used to be one of the country's biggest industries.



If that were not enough to inspire the modeller, the author has included a comprehensive modelling guide complete with 4mm/ft scale drawings of the key buildings and hints on both kit bashing and scratch building.

At a penny short of £20 this is a book that ought to be on every modeller's bookshelf. Excellent!

Modelling Aspects of the Coal Industry, Book Law Publications. ISBN: 1 899624 43 0.

The drawing opposite is typical of those to be found in the book (scale reduced).

Rich heritage is revealed here

BRITAIN is well blessed with historic buildings, examples of most styles stretching back to Saxon times can be found if you know where to look, and while railway buildings do not have such an ancient pedigree, examples exist that have their origins right at the beginnings of rail transport.

Of course, knowing where to find them is the tricky bit, but the task has been made a lot easier, thanks to the efforts of **Gordon Biddle**, author of *Britain's Historic Railway Buildings*.

This gazetteer of structures and sites examines and catalogues the railway legacy left to us by the Victorians and their predecessors...and what a rich and fascinating one it has proved to be.

Of course, 'modernisation' has swept away some important structures, such as William Parson's Classical structure for the Midland Counties Railway in Campbell Street, Leicester, replaced in 1895 by Trubshaw's London Road station.

In more recent times the 'modernisers' have turned their attention to other fine buildings and structures, such as the Doric arch at Euston and the former GWR station in Birmingham, Snow Hill.

Despite this onslaught, many buildings and structures have survived to be 'listed' or given a new lease of life, and it is these that form the core of this fascinating 'armchair' tour of Britain's railways, past and present.

The introductory pages include a section that takes a look at the nature of railway buildings; stations, bridges, viaducts, tunnels, signal boxes, houses, hotels, goods sheds, engine sheds and the materials from which they were constructed.

If you have read any of Pevsner's guides the format to this gazetteer will be familiar, with the country divided up into 11 sections and the counties within each being covered alphabetically.

Key structures—some no longer with us—are identified and

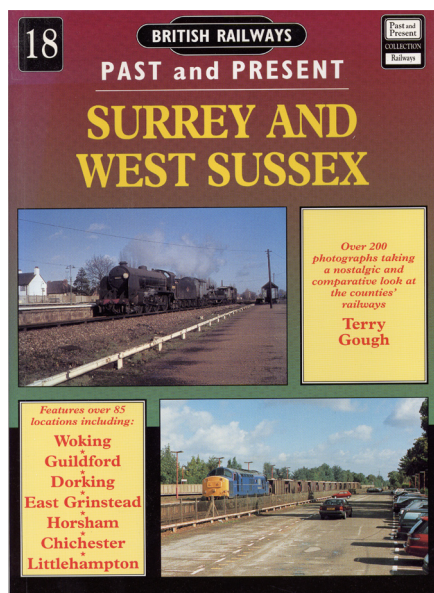


described and there are illustrations (all black and white) where appropriate.

This book lays no claims to being a modeller's book, but anyone with an interest in the general railway scene—past and present—will find this an intriguing reference work.

Britain's Historic Railway Buildings: An Oxford Gazetteer of Structures and Sites, Oxford University Press. ISBN: 1 3579108642.

Useful source book for Southern fans...



As always with this series there's a selection of pairs of photographs offering the reader a 'past and present' comparison, with the more recent pictures taken at, or near, the location of the original.

Surrey and West Sussex, compiled by **Terry Gough**, contains more than 200 photographs and covers an area that includes Woking, Guildford, Dorking, East Grinstead, Horsham, Chichester and Littlehampton.

It takes in sections of the former LSWR main line, the former LBSC main line and the South Coast line, the ex-SE&CR Guildford-Tonbridge line and a number of branch lines.

In all there are more than 85 locations, each of which is listed in a handy index at the rear of the book. Many of the 'past' scenes feature stations and their associated structures, such as

footbridges and signal boxes.

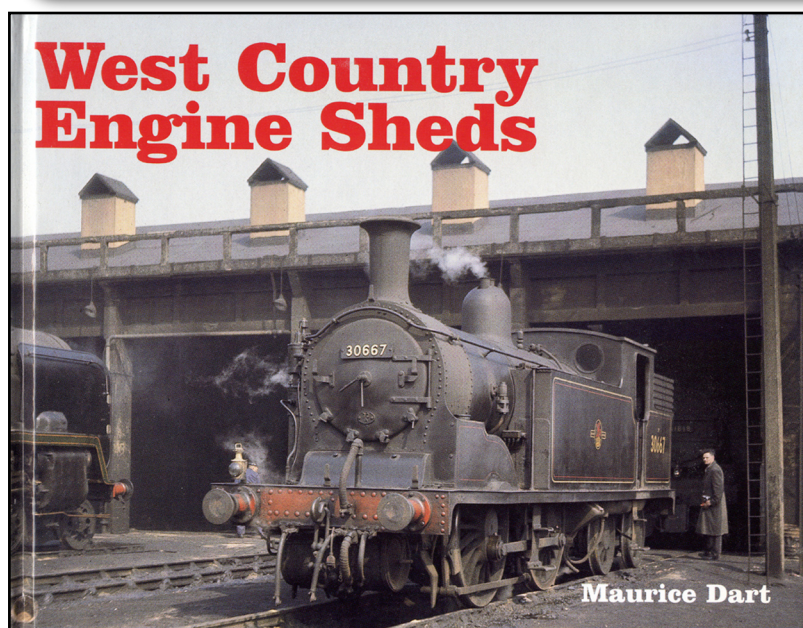
The photographs include a good selection of steam locomotives, many of pre-BR origins, such as classes E4, Q, M7, N and U1, together with a selection of third rail stock, including ex-Southern 4-COR, 2-BIL and 2-HAL EMUs.

While the core lines remain, there are some sad comparisons. Petworth station, though still standing is without trains, while the stations at Midhurst, Bramber, and Elstead have been replaced by housing, new roads and industrial development respectively.

If you model the Southern, you will undoubtedly find much here to interest you and will think the £14.99 well spent.

British Railways Past and Present: Surrey and West Sussex, Past and Present Publishing. ISBN: 1 85895 002 3.

REVIEWS...books...REVIEWS...books...REVIEWS



Shed bunker's views

MANY rail enthusiasts will be familiar with the term 'shed bunking'—the unofficial visiting of railway engine sheds—and many, no doubt succumbed to the lure of such forbidden places.

Sometimes, if they happened to have a camera with them, there would be a selection of photographs to add to their trawl of loco numbers.

Author Maurice Dart was among this band of 'adventurers' and visited and photographed many engine sheds, often with the permission denied so many of his contemporaries.

Living in the West Country he travelled widely, visiting all the engine sheds—both of Southern and GWR origin—in the area to capture scenes that have long receded into history.

Drawing on his own extensive collection and those of other photographers, such as R.C.Riley, Mike Daly, R.J.Buckley and others, he has compiled a fascinating

pictorial tribute to the sheds that once supplied the locos for the region.

Given the dominance of the Great Western, and the Western Region (BR) it is hardly surprising that the ex-Southern sheds take up only a third of the books 96 pages, though there is also a small selection of industrial shed scenes.

Each shed in the area, from 72A Exmouth to 83G Penzance, is covered along with many of the associated sub-sheds, such as Helston, Padstow, Ashburton and Kingsbridge.

Many of the photographs are in monochrome, but there are plenty of colour images and all are of excellent quality.

West Country Engine Sheds (£16.99) is a great book for rail enthusiasts and is especially useful for anyone planning to include a shed scene on their layout.

West Country Engine Sheds, Ian Allan. ISBN: 0-7110-2904-0

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Busy times for show visitors...

IT'S bonanza time for 4mm modellers this month with one of the busiest October exhibition schedules on record.

With more than 60 shows nationwide there is sure to be something happening in your area, or at least within travelling distance.

Here we present a preview of a small selection of some of the bigger shows...

Manchester 2004, the North West Model Railway exhibition, began the month with 22 working layouts and a range of static displays and modelling demonstrations, while over on the East coast the **Hackworth Model Railway Club** held its annual exhibition in Shildon.

This weekend (October 9-10) the **Quinborne and Halesowen Model Railway Club** show will feature 20 layouts, **Croydon MRS's** show hosts 15, while Taunton's **RAIL-EX 2004** has a range of high quality EM and 00 layouts to inspire visitors, including Appledore, Bishops Quay, Walford Town and Wellington.

Mid-month there are major shows at **Maidstone** (20 layouts), **Aylesbury** (RAIL-EX 2004, with 18 layouts—see story page 3) and a three-site event at **Wirksworth** that brings together

a range of scales including 12 inches to the foot!

The month is rounded off with a selection of smaller events and two major shows—**Birkenhead MRS** (29, 30, 31) with 17 layouts in a range of scales, and **Colchester and District MRS** (see story below).

NOVEMBER SHOW DATE

Bassetlaw (North Notts) Railway Society annual show will be held at Retford Town Hall on November 20-21. Layouts expected to attend include Padgate Lane (00), Market Roundham (00) and Littleton (00).

Colchester installs barriers...

SAFETY is high on the list of priorities at this year's Colchester two-day show, which is being held at the Colchester Institute over the weekend of October 30-31.

Most of the layouts will have steel barriers in front of them, which are strong enough to support a child if used carefully.

FACETS, the first aid group, will be in attendance on both days and patrolling the arena, while most senior stewards will have



radios and will be able to summon help quickly in an emergency.

The event, the group's 37th annual exhibition, features no less than 14 layouts of special interest to 4mm/ft modellers.

These include Callowland, Monks Hill and Wickham Bishop (EM/P4), Haddon Bank, Victoria Quay,

Brooklands Park and Morleigh (00), and Pyedale (009).

Demonstrations in loco, coach and wagon building have also been arranged, together with 'how-to' sessions on tree building, soldering and plastic kit construction.

The exhibition is mainly on one level and is 'disabled' friendly.

West Country shows cancelled

LAUNCESTON Model Railway Club has been forced to cancel its Autumn Exhibition 'due to circumstances beyond its control'.

It was due to be held over the weekend of October 9-10 at Launceston College.

Club members wish to express their sincere apologies to all

those who were due to attend.

Apologies are also being offered by members of the Bodmin and District MRC following the cancellation by the venue's owners of their October exhibition.

The exhibition, which was due to be held at Bodmin Community College on October 23-24, will be re-arranged for next year.

Club Scene

MEMBERS of Bassetlaw (North Notts) Railway Society celebrated the club's 30th birthday in style with a party at the club rooms.

The event, which was also attended by member's wives, included a nostalgic (and embarrassing) look at photographs taken by members throughout the past three decades.

For the first time in many years, the society's three founder members, John Kitchen, Ray Pearson and Gilbert Barnatt were in attendance at a club meeting.

Gilbert moved out of Retford many years ago and the club was happy that he made a visit to see how the club he helped launch in 1974, had prospered.

BARRY and Penarth Model Railway Club members approved a major redraft of the constitution at an extraordinary general meeting.

The original Constitution was written more than 20 years ago and most sections were updated to bring them into line with current practice.

A new section defining the role of the Chairman was introduced, as was an extended section on guests to the clubrooms.

However, the most important change related to the use which can be made of the Building Fund.

In future, the club can agree to use part of this 'nest egg' to improve and maintain the existing accommodation.

ONE of the country's leading railway photographers, Peter Gray, will open the **Somerset Modellers Club** annual show, 'RAIL-EX on October 9, and will be exhibiting a selection of his photographs.

Local railway authors Alan Hammond and Richard Derry will also be attending to autograph their latest books.

THE **P4 Society** has started an email group, P4_talk, to provide a forum where members can share their ideas on P4 modelling. The group is available to members only.

STROUD Valleys Model Railway Group is on the lookout for new members to help in the construction of a new 120 ft continuous run 00 gauge layout to complement its existing 00 and N gauge layouts.

Club Scene

EACH year **Shoeburyness MRC** hosts an Annual festival of model railways and hobbies in association with Southend-on-Sea Borough Council.

The event is held during the last full weekend in November at the Cliffs Pavilion, Westcliff on Sea, Essex and this year takes place on November 27 and 28.

THE 2005 Pontefract Model Railway Show organised by the **Normanton and Pontefract RMS** will be held at New College, Pontefract on Saturday 29th and Sunday 30th January.

Further details and directions can be obtained by visiting the exhibition page on the organiser's website (www.nprns.org) or by telephoning 01977 553855.

STAFFORD MRC is to stage its annual exhibition over the weekend of February 5/6, 2005. Featured 4mm layouts will include Code, Cresswell Junction, Mostyn, Moorcroft Junction and Vauxhall Road.

BARRY and Penarth MRC are to stage an Open Day on Saturday October 23, from 11.00am - 5.00pm, at the clubrooms in the Cadoxton Conservative Club, Vere Street, Cadoxton, Barry.

The club also supports the Rhondda Show, which is being held at the Rhondda Leisure Centre in Ystrad in the Rhondda Valley in South Wales over the weekend of January 8/9, 2005.

THE **Scalefour Society** held its annual autumn Scaleforum event at the Leatherhead Leisure Centre on September 25 and 26.

Among the layouts on show were The Beckley Tramway, Bramblewick, Clutton and Harton Gill.

In addition to the many demonstrations held at the event, there were also a number of lectures, including ones on 'Getting started in DCC' and converting ready-to-run stock to P4.

KEMPSTON and District MRS has advised that M. Couzins has retired as secretary and has been succeeded by Richard Maddison, of 4 Balmoral Avenue, Bedford, MK42 2PT.

BRELL Ewart is to give a talk this month to members of the **Nuneaton Railway Circle** on 'Living with Stanier Pacifics'. The event, which is being held at the Chilvers Coton Conservative Club, Nuneaton, takes place on October 21.

Showcase 2004 gets 20pc boost

DIESEL and Electric Modellers United (DEMU) celebrated its 10th anniversary in style with its largest ever Showcase event in Burton upon Trent Town Hall.

Attendance was up by 20 per cent on the previous year.

The event featured 13 of the highest quality modern traction layouts in a variety of scales/gauges, and a very high quality members modelling competition judged by members.

The June event was fully supported by a wide range of specialist traders and modelling demonstrations.

The society's AGM followed the show when several key changes of personnel were confirmed.

Alan Monk, chairman for 6 years, stepped down to be replaced by Steve Grantham.

Gareth Bayer, editor of the society magazine *UPDate*, stepped aside after editing 38 issues

over 10 years.

His successor is Jim Smith-Wright, who took over as editor with immediate effect. The AGM closed with the cutting of a birthday cake.

Steady growth

The society has grown steadily over the years to a current membership of approximately 600 which includes several overseas members.

The past year has seen the society's magazine—*UPDate*—grow to 40 pages per issue, the formation of seven area groups across the country and attendance of our Roadshow at more than 30 model railway exhibitions nationwide.

Plans for 2004/05 include forming more

area groups, and introducing colour pages to *UPDate* and a digest sheet service for members.

Next year's Showcase event, on Saturday 4 June 2005, will have an 'electrification' theme with several layouts already booked to attend.

Judging of the members small layout competition will also take place during the day.

SHOULD you wish to find out more about DEMU please visit the club's website www.demu.co.uk or write to David Anderson, Secretary, 5 Selbourne Close, Beaconhill Green, Cramlington, Northumberland NE23 8HL for a membership prospectus enclosing an SAE.

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

Showscene: Soar Valley MRC (1)



Above: A freight emerges from beneath a road bridge on Copse Crossing, while (below) more leisurely transport is found on Llwydd.



Narrow gauge modelling has a keen following and looking at these two scenes (above and below) on the SVMRC's excellent 009 layout, Sowter's Lane, it is easy to see why. We plan to feature this 12ft x 1ft 6in rural layout in detail in a future issue of Trains On-line magazine.



Showscene: Soar Valley MRC (2)



Above: Charles Insley's 009 narrow gauge layout, Kinwardine Wharf, featured some attractive stock, including this delightful little loco. Set in the 1920s this layout is a treasure trove of period details.

Left: Soar Valley Model Railway Club member Reg Chapman tackles a minor coupling problem on his 00 gauge branch line layout, Ingleberry End.

An aerial view (above) of Loughborough Midland Station as recreated by members of the Soar Valley MRC. This scenic venture covers the immediate station area—a taste perhaps, of what the Leicestershire-based club is planning for the future?



A Network South East liveried DMU readies to leave Melford. This modern image, 11ft x 2ft 00 finescale layout, is well known on the exhibition circuit and is now in the ownership of the brothers Careless—Anthony and Michael—who continue to develop it.

Above: This cabshot view shows the crew of LMS 'Super D' 8592 preparing to enter the station at Merthyr Riverside on this excellent award winning EM gauge layout. This layout is our featured *Layout of the Month* and proved an instant hit with both show judges and visitors, many of whom made a number of visits to check it out.

PROTOTYPE PROFILES ... 2



Class 37s
at work...

It's not often you see such a powerful combination as this (above) with no less than three 37s (513 leading), a Class 25 and a DELTIC bringing up the rear—all were working!. Note the grey livery variations.

This workhorse proved to be a real survivor...



THE original British Rail modernisation programme (1955) made no provision for locomotives of Type 3 classification, but the general run down of steam in the next decade made

it necessary to replace the rapidly declining band of Halls, Black Fives and other general purpose 4-6-0s.

While the Western Region went its own hydraulic way, English Electric began construction of what was to become one of the most versatile and numerous locos on BR.

First batch

The order for the first batch was limited to just 42, but by the time production ceased no less than 309 had been built.

The first, D6700, was delivered in November 1960 and took up residence at Stratford (East London), while the last, ironically for the Western Region, was handed over in November 1965.

The class rapidly established itself on both passenger and freight duties and, when cash was tight in the mid-

1980s, hundreds were refurbished.

This, no doubt, ensured that so many have survived into the privatised era, some even venturing abroad on contract work.

Originally outshopped in plain BR green with yellow panels, they soon gained full yellow panels and from 1967 the standard blue livery.

A range of liveries has been carried by this long-lived class, some less appealing than others, though the DRS and EWS paint schemes seem to suit them.

Standard power unit is the 1,750hp English Electric 12CSVT, though six members of the class (37/9) received two types of experimental units (Ruston and Mirrlees).

The class remains active, though much reduced in size, and several have been 'saved' by preservation groups.



Pictured at Peterborough in the late 1970s, this workstained example with original front end (see detail shot above), features basic BR blue livery with small arrows logo. Sadly, its number remains a mystery.

YOUR GUIDE TO 2004 EXHIBITIONS

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

NOVEMBER

5, 6, & 7 November (Fri, Sat & Sun)

2004 British Railway Modellers of Australia Convention. Malvern Valley Golf Club, Waverley Road, Chadston, Vic, Australia. Further details contact Brian Frary, 21 Monkhouse Drive, Endeavour Hills Vic 3802; E-mail brifrary@alphalink.com.au

6 (Sat)

Wycrail 2004, High Wycombe and District MRS exhibition, John Hampden Grammar School, Marlow Road, High Wycombe.

6-7 (Sat & Sun)

Australia Model Transport and Engineering Exhibition Clarendon House, Nile, Tasmania Tel 03 63265257 or 0363272529

Bolton and District Model Railway Show 2004, Canon Slade School, Bradshaw Brow, Bolton BL2 3BP. See: <http://www.on.to/bolton.mrc>

Barnsley MRC annual exhibition, Kingstone School, Broadway, Barnsley. Telephone: 01226 248270

13 (Sat)

Northampton & District Model Railway Club exhibition, Duston Upper School Berrywood Road Northampton. Contact: 01604 582002 for more details.

20 (Sat)

Ipswich Railway Modellers Association exhibition, Coplestone School, Ipswich.

Oxford and District MRC exhibition, Collinwood Road United Reformed Church, Oxford.

Royston and District MRC exhibition, Meridian School, Garden Walk, Royston. Herts. Contact Tony Noad 01763 848 424,

20 & 21 (Sat & Sun)

Swindon Model Railway Club exhibition, Modrail 2004, Greendown School, Grange Park Way, Grange Park, Swindon, Wilts.

21 (Sun)

Halifax MRC Open Day, The Clubrooms, 5 Deal Street, Halifax, West Yorkshire, HX1 1QX. Details: <http://pages.zoom.co.uk/hmrc/index.htm>

DECEMBER

4-5 (Sat & Sun)

Warley Model Railway Exhibition, NEC, Birmingham

2005

JANUARY

29 & 30 (Sat & Sun)

Pontefract Model Railway Show 2005 New

College Pontefract. Further details & directions visit www.nprns.org or Tel 01977 553855

FEBRUARY

12 (Sat)

East Bedfordshire MRC show, Biggleswade, Beds. Further information: <http://www.ebmrs.org.uk/1112.html>

25 to 27 (Fri to Sun)

Model Rail Scotland, Scottish Exhibition and Conference Centre, Glasgow.

MARCH

5 (Sat)

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

12 & 13 (Sat & Sun)

Wyre Forest MRC exhibition, Kidderminster.

19 & 20 (Sat & Sun)

Nottingham (Bulwell) MRS, East Midlands Model Railway Exhibition.

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

APRIL

2 & 3 (Sat & Sun)

Crawley Model Railway Society exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, West Sussex. RH12 1SR.

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

TrainWest, Olympiad Leisure Centre, Chippenham, Wilts.

SEPTEMBER

24 & 25 (Sat & Sun)

Halifax MRC Exhibition, North Bridge Leisure Centre, Halifax. Details contact Geoff Bridge on 01422 371489.

OCTOBER

22 & 23 (Sat & Sun)

Norbury & South London Transport Club, 70th Anniversary Model Railway & Transport Exhibition, Fairfield Halls, Croydon, Surrey. Details: <http://www.fircroft.clara.net> or <http://www.norbury.club.new.net>

2006

SEPTEMBER

23 & 24 (Sat & Sun)

Halifax MRC Exhibition, North Bridge Leisure Centre, Halifax. Details contact Geoff Bridge on 01422 371489.