

# Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 2

December 2003

## National show looks set to wow crowds...



**Wolverhampton MRC's popular Stoke Summit (above) will be appearing in diesel guise at this years Wigan show.**

### Wigan autumn event to feature 28 layouts

WIGAN Model Railway Exhibition looks sets to reinforce its reputation as one of the North West's most popular events.

The event, which is being held December 13/14 at the town's Robin Park Arena and Sports Centre, will feature 28 layouts and 38 trade stands.

Among the 4mm/ft layouts booked to appear are Wolverhampton MRC's Stoke Summit, Compton Park (LNER, EM gauge), Mostyn (BR 70's/P4), Crawford Bridge (BR 50's/OO), Tebay (BR 60's/OO) and Hudson Road (NER/OO).

The show will also feature two OO9 narrow gauge layouts, three new O-gauge layouts and a quartet of N-gauge layouts.

Modelling demonstrations and displays include contributions from the Historical Model Railway Society (HMRS), EM Gauge Society, and Diesel and Electric Modellers United (DEMU).

**THIS year's Warley National Model Railway Exhibition, which is being held at the National Exhibition Centre (NEC), Birmingham, over the weekend December 6-7 promises to be one of the best the Warley Model Railway Club exhibitions' arm has staged.**

With ticket prices pegged at last year's rates, Warley Model Railway Exhibitions Ltd is once again expecting a capacity crowd on both days.

And, because of the sheer size of the event—which includes layouts in a wide range of gauges and styles—visitors are being urged to allow sufficient time to see it all.

#### Top quality

There are more than 20 layouts in 4mm scale alone, with 18.83 mm, 18.2 mm, 16.5 mm, and narrow gauge variants all vying for the visitor's attention.

Several of the layouts, including Wolverhampton MRC's latest creation, the GCR inspired Charwelton, will be appearing at the NEC show for the first time.

Among the top quality offerings on display are: Dartley (18.83), Askrigg Bank (16.5), Chillcompton (16.5), Wainthorpe Bridge (18.2), Sutton (16.5) and Port Foxdale (narrow gauge).

As might be expected at such a major event, there will be a range of 'show you how'

demonstrations ranging from basic model making for beginners, to the more complex techniques required for coach construction, card modelling and soldering.

In addition, many model making, and specialist societies will be represented at the show, including the Historical Model Railway Society (HMRS), Pendon Museum Trust and the Double 'O' Gauge Association.

The organisation of the event is handled by the club's wholly

owned limited company Warley MRC Exhibitions Ltd., with members and friends providing the support and staff for the event, without whose efforts the exhibition could not take place.

*Visitors planning to travel by rail are advised that a number of Virgin Trains services in the Birmingham area are likely to be affected by engineering work over the weekend and that they should check the web site for details (<http://www.warley-mrc.org.uk/>).*

### Inside this issue...

**Bachman 45xx Prairies—a first look at these new locos...p.10**

**Maidens Dale—our December layout of the month...p.5-7**

**Archives boost for HMRS...p.2**

**Society plans its first show for four years...p.15**

**Book of the month, plus three pages of book reviews...p.12-14**

**Plus two pages of stock and loco reviews, two pages of club news and much, much, more.....**

# Alstom 'gifts' Met-Cam archives to the HMRS

**ALSTOM Transport has given the Metropolitan-Cammell company archives—some 10,000 original drawings—to the Historical Model Railway Society (HMRS).**

Alstom donated the archives to the HMRS knowing of the group's charity status and the planned opening of its museum and study centre at Swanick within the Midland Railway, Butterly, Derbyshire.

This purpose built headquarters building will house the HMRS Archives together with the George Dow Library, plus a Research & Study Centre, an Information and Sales point, and an Exhibition and Education area.

The society's publicity offer, Paul Phillips, told *Trains On-line Magazine*: "The HMRS will have the capacity to store the original drawings in museum



conditions and allow access for bona-fide research".

He added work was well advanced on creating a computerised catalogue and the "HMRS intends, in due course, to digitise the drawings and offer them for sale as part of their Drawings Service".

The Met-Cam drawings originate from companies such as Joseph Wright (1823),

which became the Metropolitan Railway Carriage & Wagon Co (1862), Charles Cammell (1837) which became Cammell Laird & Co (1903) and Midland Railway Carriage and Wagon Company (1877).

These, with others, amalgamated to become Metropolitan-Cammell Carriage, Wagon & Finance Company (1929). Metropolitan Cammell Ltd further amalgamated with GEC & Alcatel Alsthom in 1989.

Further details are available from HMRS Membership, 11 Gorse Avenue, Mansfield, Notts, NG18 3NS. or at [www.hmrs.org.uk](http://www.hmrs.org.uk).



**Inspiration for Hornby's new model Q1.**

## Hornby's Q1 looks set for debut at Warley NEC show

**VISITORS to the Warley Exhibition at the NEC may well be the first modellers to see Hornby's new Q1 locomotive.**

The company's Roadshow is visiting the show once again and staff will be demonstrating a number of new releases, including the Fowler, Q1 and Class 50, along with the new steam locomotive Mallard.

There will also be the opportunity to fill in a Roadshow Questionnaire and win a new Hornby locomotive. Hornby say these questionnaires have already brought modellers the Class 50 and Q1, as well as a host of new coaches and wagons.

The Q1 will appear at first in three liveries—BR black (early 1950s

livery); BR black weathered (1964) and Southern Railway black with the running number C8.

The Q1 Class was born from a need to replace the ageing Maunsell Q Class, and was first introduced to service in the early 1940s.

Designed for the Southern by O.V. Bulleid, these locomotives were the same weight as their predecessors but were more powerful and were quite at home on freight duties.

The loco features cab detail, brake rods and is powered by a 'DCC ready' five-pole skew wound motor.

## Winner nets a Hornby loco

**The winner of the November Hornby website competition is Brian Stanford from Scone, near Perth, Scotland.**

Brian was one of the 1,037 people who entered the competition, and wins an R2331 Rail Express Class 86.

## Historic collection is 'digitised'

**The HMRS has released a new catalogue to accompany the digitisation of its current collection of 5,000 drawings.**

**The Drawings Catalogue is available to the public on CD-Rom in several formats, or as a printed list of 97 pages.**

**The collection is now available to the public in a range of sizes and prices, ranging from A2 (£6.50) to A0 size drawings (special order only, £18.00). HMRS members receive discount on all products.**

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## Comet adds two to its Centenary set...

WITH the release of its latest GWR Centenary Stock coach '00' gauge kits, Comet Models has almost completed the set—only the seventh and final coach, the corridor composite to Diagram E149 remains.

This month's additions represent the Left Hand (W72, above) and Right Hand (W73, below) Corridor Third Brakes to Diagram D120.

These coaches retail at £36 each, though you will need to allow extra for the recommended wheelsets and bearings.

As is usual, Comet is also making the sides available separately to convert existing ready-to-run coaches, or for scratchbuilders. The cost of these is £8.50.

Comet has already released the Restaurant Open Third (Dia. H44), Restaurant First (Dia. H43), Corridor Brake Composite (Dia. E150) and Corridor Third (Dia. C69). All retail at £36.

The remaining coach kit is expected to enter the range in early 2004. The price has not been announced.



## Heljan Hymeks are on their way to UK shops

HELJAN'S latest 4mm scale OO gauge British outline model, the Western Region Hymek, should be reaching the shops soon.

The loco follows on from the company's acclaimed Class 47s, which are now available in a number of livery styles and class variations.

Heljan's new standard features, such as illuminated headcodes and tail lights, finescale RP25 wheels and a highly detailed body shell, have



**The real thing (above) pictured on the West Somerset Railway at Minehead in the 1970s.**

been incorporated into the model, which is carried on a heavy die-cast alloy chassis.

Powered by five-pole centrally mounted motor driving all axles via twin flywheels, the

model is DCC ready and has a fully wired NEM 652 eight-pin plug as standard.

In addition, a number of consumer applied parts will enable the model's buffer beam to be further detailed.

## Editor's space...

THE past month has seen a series of new arrivals from the main model manufacturers and we have included news and reviews of some of these in this month's magazine.

However, the late arrival of some items has had a knock-on effect and the magazine itself has been delayed.

I am sorry for this, but I am sure you will agree this month's issue is a big improvement on our first, and worth the extra couple of day's wait.

THE two big events this month—the National and the Wigan shows—will no doubt attract many thousands of visitors.

But don't forget the many other smaller shows that take place in the immediate run-up to Christmas and those in the period immediately following it.

Most modellers will have seasonal cash to spend and the traders that attend these shows will be more than happy to relieve you of it!

I shall certainly be on the look out for the odd bargain and these smaller shows are often the best place to find one.

A seasonal THANK YOU is in order to those clubs that have been in touch either offering links to us from their own web sites, or sending in details of their forthcoming shows.

Contributions from clubs are very welcome at Trains On-line Magazine, so keep sending in your news and diary dates.

If your club or society hasn't yet contacted the Editor, why not make it one of your New Year's resolutions to ensure that either you do or your club secretary does.

BY way of an end-note readers might like to know that I am starting work in the New Year on my own 'big' layout having commanded a bedroom for it.

It will be urban, based on the West Midlands, where I spend my formative years, and will measure roughly 10ft x 9ft.

Progress will be reported regularly in future issues of the magazine.

# Modellers are 'too fussy by far..'

"MODELLERS", said the salesman, "are just too fussy for their own good. We spend tens of thousands on developing a new model and then they moan that it's the wrong colour, or there are bits missing".

The shopkeeper, taken aback by the outburst, stepped in to defend his modelling clientele, stressing that they weren't being fussy; they just wanted things to be RIGHT.

The story is fantasy, of course, but it has a point.

Are modellers becoming too critical of the latest offerings from the main players?

Have moulding techniques reached their limits or are we right to expect detail to continue to improve for ever?

As an independent observer, I am inclined to think there is still room for improvement, though exactly where the limit lies I haven't a clue.

What concerns me more, is the degree of attention lavished on locos, while the rolling stock—coaches in particular—seem to be largely ignored.

True there are excellent Mk Is available from Bachmann and we have Hornby's highly regarded new Pullman coaches, but in general there have been no major advances in RTR coaching stock for some time.

Most of the pre-BR stock has been in the catalogue in one livery or another for years—and not always the correct livery! Where are all those lovely LNER teak coach designs, Stanier's LMS coaches, GWR Toplights or Maunsell coaches?

I dare say that one day there will be sufficient demand—or commercial necessity—for one of the main manufacturers to introduce new coaching stock to their range, but until then I suppose we will have to either carry on constructing kits or scratch building the stock that we want.

Perhaps 2004 has a surprise or two in store for us...we can but hope.



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## 247 Developments

LMS etched brass coach underframes now available for 50' and 57' coaches. Development is well underway on 60' 62' 65' 68' and 69' underframes, these are projected to be available before Christmas 2003. Name and numberplate news!! New items are being added to our range continually. Mail vans/TPOs for LMS, GWR, SOUTHERN, LNWR, MIDLAND and HIGHLAND Railways various diagrams.

Exhibition Diary WAKEFIELD 28/29/30 Nov, WARLEY NATIONAL MODEL RAILWAY EXHIBITION, NEC B'HAM 6/7 Dec, WIGAN 13/14 Dec.

Our 44 PAGE CATALOGUE lists approx 2000 items (plus update list) available from 18 Glyn Close, Barwell, Leicester, LE9 8GL (Price £2.00 inc postage) Tel: 01455 843212



# LAYOUT OF THE MONTH

## Maidens Dale



**ABOVE:** A general view looking over the station, goods yard and engine shed emphasises how well integrated the various structures are into the railway scene. Despite the comparatively small size of the layout, it avoids the 'shoe-horned' look that can so easily mar the more 'compact' exhibition effort.



**ABOVE:** The view down the steep hill on Shaun Robson's Maidens Dale. This particular incline would certainly be a challenge for the white van's brakes, though if they failed the driver might just be able to turn the vehicle into the goods yard entrance at the bottom of the hill. The street itself is flanked by two rows of Victorian terraced houses.



**LEFT:** Steam shed scenes are always evocative of a past era, but this view of Maidens Dale's two road engine shed contains a visitor with a past—the legendary (or some might say notorious) Fell Engine. Alongside is a more regular Midland line loco, a Jinty tank engine in late BR livery, looking somewhat cleaner than many enthusiasts recall them. Detailing around the shed includes the hand coaling stage, typical water crane and fire devil and gas lamps.





The farmer prepares his tractor for the days work, while his cattle graze contentedly on the hillside—this is a nice rural cameo that draws the viewer in with its subtle detail and well executed

# Cameos with just a touch of humour...

**GOOD exhibition layouts are always unique. There's always something about them that sets them apart, be it location, scenery or operation.**

Maidens Dale is one such layout and is filled with cameos that are both humorous and well thought out.

Owner Shaun Robson thinks modellers can be too serious and makes sure his efforts show more than just a simple railway scene. His 'jokes' provide a talking point for visitors and a diversion for him.

"You have to have a laugh and a bit of joke, especially when you are standing all weekend behind the layout", he said.

Maidens Dale began life as a seaside layout complete with quayside and beach. The beach has gone and the quayside has become a canal that nestles up against the edge of the layout.

Inspiration for it came in 1986 when a 15-year-old Shaun visited a Nottingham exhibition. He determined then that he wanted to exhibit a layout himself

The baseboards were built with help from his dad, but the scenery,

## MAIDENS DALE

buildings and wiring were all his own work.

The original seaside layout was subsequently abandoned and was never exhibited.

However, after a break, and with renewed interest, Shaun converted it to the 'tail-chaser' layout of today.

This is based on a fictional location on the Midland Region, set in the 1960s and using ready-to-run stock, augmented by Ilkeston Woodside MRC members stock (including the Fell loco).

Measuring 11ft by 6ft 3in on six linked boards, it uses Peco code 100 rail with electric pencil point operation. Scenery is carved polystyrene with strips of glued paper and chicken wire over the tunnels.

Based on a relatively simple layout it is 'user-friendly' and 'anyone can use it' says Shaun.

The majority of the buildings are scratch

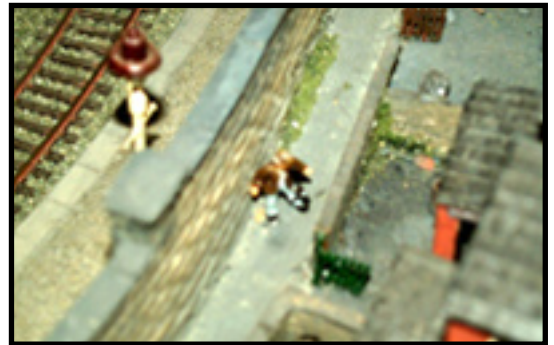
built and based on existing structures. The white public house is actually in Sheffield, the hillside pub was inspired by one in Belper, the original signal box was at Basford and the station building is a close copy of Adlington, near Stockport.

## MAIDENS DALE

"No two buildings are the same in real life, they are different colours and shapes," said Shaun, "and some layouts are spoiled because the same kits are used by everyone. Building your own avoids this and makes it more interesting."

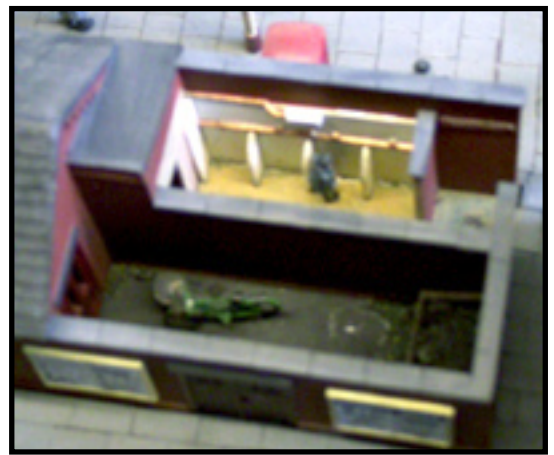
That is something that obviously impresses. Since the layout began its exhibition career in November 2000 it has won a number of awards, including Best in Show (Buxton 2002) and the Tim Warden Cup (Loughborough 2003).

Although Shaun now has another exhibition contender in *Heanor South* (to be featured in these pages in the New Year), he has no



**FROM TOP: A man in the jitty behind the houses struggles to shake off a dog that has firmly attached itself to his leg; a caravan occupier answers a call of nature (he is out of focus to preserve his modesty!); A man in a blue (!) Mackintosh chases (flashes) the farmer's sheep.**

**BELOW: Gents toilets often feature on model railway layouts, but this roofless version is clearly well used!**



intention of 'retiring' Maidens Dale, far from it, for he is still improving it!

The original eight road fiddle yard has

been doubled in size to provide greater variety at shows, a new wiring ring is being installed and he is promising to finish the signal box!



## Your views ... 1

I was interested to read in your first issue the article about the 'gauge wars' and wondered if it would be possible to devote some space to the respective societies and the question of gauge and scale.

As someone who is comparatively new to the hobby I am confused by the various standards in use.

**P Faulkner, Shrewsbury.**

*We will take a look at the issues you raise in a future edition of Trains On-Line Magazine. As a beginner it is probably best you stick to 'OO' as this is well supported by manufacturers. Ed.*

Am I the only modeller that was mystified by Hornby's recent steam loco system.

It seem to me that the cost of a 'set' will deter all but the most affluent modellers, and there will undoubtedly be long term problems...corrosion for one!

Please Hornby, concentrate on what you are good at and let's have a wider range of R.T.R. models.

The 4-4-0 arrangement was a classic one and all of the major pre-grouping companies, especially North of the Border, used them.

How about a GNoSR, GER or GWR example?

**Puffing Billy (alias), Gateshead.**

*Now that would be an interesting venture for either Hornby, or Bachmann. Ed.*

I note with some sadness that Midland Mainline have killed off 'Bambi'!

No doubt this will eventually lead to a new batch of stock in MM's new livery...and pressure on model manufacturers to follow suit.

I know that many modellers revel in the multitude of liveries in which they can run their stock, but spare a thought for those who cannot afford to keep up with the changes.

By the way, just when does 'modern' modelling cease to be modern? Twelve months after a change, two years, 10 or even 20 ? It is all becoming a bit of a fuzzy area isn't it?

**J. Martin, Gloucester.**



ABOVE: A class 45 takes the curve as it gets the 'off' from the Maidens Dale starter signal.

BELOW: A DMU waits for passengers in Maidens Dale station.



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# All change for club's Christmas show

**THIS year's Ashford Model Railway Club's annual Christmas show has a new venue and a new date. The event, which is being held on Saturday December 13, is being staged at the Centrepiece, Bank Street, Ashford the club's home.**

The club's latest projects and layouts will be on display.

These include a new dual 00/009 gauge layout, *Penstone Harbour* and the award winning layouts *Grove Ferry & Upstreet* and *Swaleby*, owned by Terry and Mark Whiting respectively.

There will also be an opportunity to explore the club's own premises, with more layouts and demonstrations being shown.

For more information on the event, telephone 07900 263620 or email [info@ashfordmrc.co.uk](mailto:info@ashfordmrc.co.uk)

Planning is already under way for the club's next annual model railway exhibition in 2004.

Following the success of their 2003 show (with more than 45

## WEB WATCH —stories from the W.W.W.

stands and more than 800 visitors) the 2004 event promises to be bigger, better, and even more value for money!

UCKFIELD Model RC is holding it's 2004 Annual Exhibition at the same venue as this year—the Uckfield Civic Centre.

The decision is based on the success of their 2003 event.

The club says it will be featuring a selection of some of the best quality layouts around.

There will be full trade support as well as demonstration and engineering stands. It is hoped to have about

20 layouts, including standard and narrow gauge in a wide range of scales.

SOUTHWARK railway modellers appear to have a major problem.

The Southwark MRC's web site carries the sad news that the club is temporarily closed and its layouts are in storage.

Members are looking for new premises in the Southwark, Greenwich or Lewisham areas of London.

COBDOWN MC has details of its Top Secret project on its site—a replacement for its ageing exhibition layout *Wouldham Town*, which has been on the circuit for nearly 20 years.

The details are sketchy but worth a look!

## Your views ... 2

**Does anyone know where I can find information about carriage formations in use during the period 1923-1947?**

**I am interested in all the Big Four, but particular those workings that involved more than one company, such as the LMS/Southern, GWR/LNER and Southern/GWR.**

**EJF, Loughborough**

*Ed. Would anyone who thinks they can help with information, e-mail us at [Trains On-line Magazine:](mailto:Trains@trainsonlinemagazine.co.uk)*

*[information@trainsonlinemagazine.co.uk](mailto:information@trainsonlinemagazine.co.uk)*

**Why is it that so many people ignore urban layouts when building a model railway?**

**Is it because they involve modelling too many buildings, or because they somehow see them as untidy.**

**Surely, railways grew up to serve the needs of the urban community and its industries, in the main moving materials from rural areas of low population/need to those areas of greater population/need.**

**True, I haven't seen many successful urban layouts on the exhibition circuit, but the scope they provide for innovative modelling must surely challenge some of our 'top gun' modellers.**

**GJC, Swindon.**

*Ed. Check out Iain Rice's book on *Designs for Urban Layouts*, reviewed on page 13 of this issue.*

**Does anyone know what is happening to Lima and its range of UK models?**

**I have tried their website, but that is in Italian and I can't make head nor tale of it—plus there are signs saying it is under construction (ironic or what!).**

**There are some photographs of their current continental range on the site, but I cannot find any UK locos.**

**Can it be that this beleaguered company is actually ceasing production or will it phoenix like rise from the ashes once more?**

**No doubt time will tell.**

**IKB (alias), Bristol.**

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**ABOVE:** A close up view of the business end of 4566, showing the finely detailed valve gear, rivetting on the tank sides and the well executed lining.

**BELOW:** The attractive lines of Churchward's small prairie design are captured in Bachmann's latest GWR/BR offering.



**CHURCHWARD** designed 2-6-2T 4566 spent most of its working life in the West Country, ending its days working on the St Erth - St Ives branch, and subsequently spending eight years in Barry scrap yard before being rescued by the Severn Valley Railway. It was restored to working order in 1975.

One of 20 small prairie tanks built at Swindon in 1924 it was first shedded at Newton Abbott, but moved to Taunton in July 1927 for use on the Minehead branch.

Moves to Swindon, Westbury (early 1930s), and Bristol (Bath Road—1935), were followed in February 1938 by a return to Swindon and work in, and around, Andover and Chippenham.

There followed another brief spell at Bristol during the later years of WW2 and then a move in November 1946 to Penzance, which technically remained its 'home' shed until its move in September 1961 to Plymouth (Laira). It was condemned seven months later.

## Biography of prairie 4566

During its spell on Penzance shed's books it could regularly be seen traversing the many branches that crisscrossed the peninsular and was actually shedded at St. Ives for some of the period 1953-1962, though it is likely that all of the 'locals' spent some time berthed at the terminus's single road shed.

There is photographic evidence to show the loco working the St. Ives branch throughout the 1950s/60s, along with classmates 4500, 4525, 4537, 4540, 4545, 4548, 4563, 4564, 4570, 4571, 4574.

• *Further information on the workings on the St. Ives branch can be found in Great Western Railway Journal (Special Cornish Issue) late summer 1992 and also winter 1993.*

# Bachmann's baby arrives for Christmas

**WESTERN branch line modellers will be beaming this Christmas— thanks to the latest steam offering from Bachmann Branchline.**

After months of waiting the first batch of Churchward small prairies has arrived.

And, was the wait worth it? **You bet!**

This little beauty has to be one of the nicest models to arrive on these shores from China.

There are three versions currently on sale and we will be reviewing all of them in due course (our BR black and GWR liveried

versions have been delayed in the post!).

First thing that strikes you about 4566 is the feel of the loco...it is heavy and obviously well constructed.

Second thing, it looks absolutely gorgeous, with its BR lining perfectly executed and with so much detail it is more like a quality scratch built model than a ready to run one.

There is even plenty of detail inside the cab, though you need a torch to see it and you might have difficulty fitting a crew on to the footplate.

One slight niggle is the number plate transfer, which appears to be a tad oversized and sits across a row of rivets—this might cause a few problems if you want to change it for a brass one—still it is a minor blemish.

The loco appears to be pretty accurate when compared to diagrams in J.H. Russell's classic reference work *A Pictorial Record of Great Western Engines*.

The loco arrived too late for it to be tested, but if it is typical of Bachmann's Blue Riband series it should run smoothly straight out of the box.



# Oxley's 0-6-2 tank joins the GWR goods fleet...

**OFTEN** thought of as exclusive to the Welsh Valleys, the Collett 56XX class eventually found its way across the GWR network and by the company's demise most of the major sheds had a couple on their stock list.

The latest variation on the 56XX theme from Bachmann is a case in point, being shedded at Wolverhampton's Oxley in 1947.

Apt then, that it sports the GWR livery of that period, though I doubt the shed staff would have burnished up its brass safety valve cover.

Once a feature of the former Mainline catalogue, the loco has been much improved by Bachmann.

Like its smaller relative reviewed on page 13, this loco has a solid feel and captures the rather chunky, unbalanced look of the prototype.

The copper-capped chimney has the correct profile and the body

is well detailed, if not quite up to the standard of more recent Blue Riband additions.

Although this particular example arrived too late to test run, previous examples have proven themselves to be confident handlers of prototypical loads (the editor has several in his stud).

In common with other late batch locomotives, 6600 is fitted with steam heating equipment (its neatly moulded along the left hand running plate).

Equally at home on freight and passenger trains this class of loco was not confined to Wales—though they are most often associated with the area.

They were, for exam-



**ABOVE and LEFT:** Side views of Bachmann's latest version of the Collett 0-6-2 tank engine in late GWR livery—all that is needed now is a version with the 'Shirtbutton' logo.

ple, regularly used on Stourbridge Junction-Birmingham Snow Hill trains in the BR era, (check out *Marsden Rail videos 8 and 21* to see them in action in the

West Midlands).

If you are GWR modeller, then it should not be too hard to find an excuse (reason) to add an example of this modestly priced loco to

your collection.

• 6600 left the West Midlands in the early 1950s—for a new career shedded it at Cardiff!

## ...with a few new wagons for good measure



Three new wagons have been released by Bachmann.

A GWR Toad brake van in BR grey livery (top left), an LMS ventilated van (below left) and a GWR PARTO ventilated van (below right).

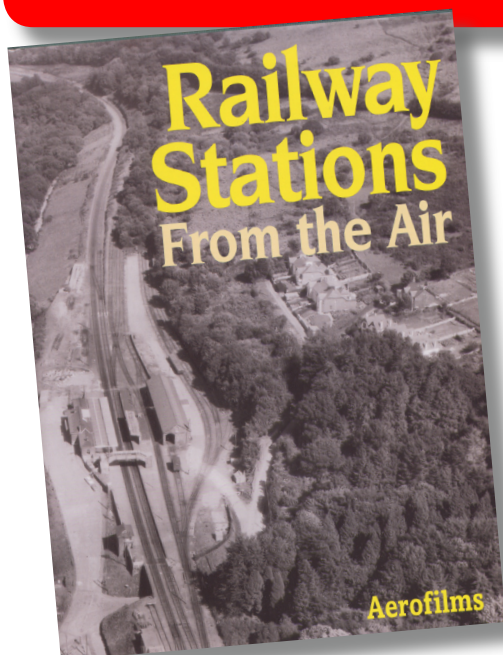
The planking and lettering detail is of a high order.

Also, new to the Dapol catalogue (top right), is a five-plank coal wagon in the livery of H. Preston, Coal Merchant, Worcester.

It comes complete with moulded coal load!



# REVIEWS...books...REVIEWS...books...REVIEWS



## Railway Stations From the Air

THE third, in what looks to be a developing series of aerial views from the extensive Aerofilms collections, concentrates on stations and excludes any photographs reproduced in the earlier volumes.

This book was obviously conceived with railway modellers in mind with photographs selected on the basis of those that would most likely form the basis of a layout. As a result there is a bias towards branch line termini and smaller country stations, though the selection is unusual and covers the whole of the British Isles.

Each station occupies a double page spread and is supported by both an OS map extract and ground level views.

Among the more unusual locations are: Cowes, Hadleigh, Kirkcudbright, Lanark, and Wigan (GCR). There are also views of more popular stations, including Lambourn, Calne, Tenterden and Kidderminster.

This book is a useful addition to the modellers library, even allowing for the variable quality of some of the early photographs, dating from more than 60 years ago.

*Railway Stations From the Air, Ian Allan Publishing Ltd. ISBN: 0 7110 2980 6. £35*

## Modellers' Guide to the Great Western Railway

FIRST published in 1990, this book rapidly became a classic and much sought after. This new version, updated and re-illustrated, brings the story up to date, while remaining essential true to the text of the original.

A brief history of the company is followed by a description of locomotives, rolling stock, liveries and detailing hints. There are also chapters on buildings and structures, signalling and the permanent way, and road vehicles.

The final chapter offers some general advice on modelling the Great Western and includes a selection of typical plans for

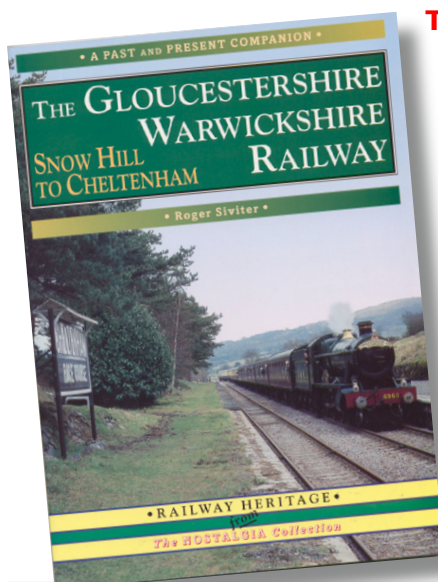
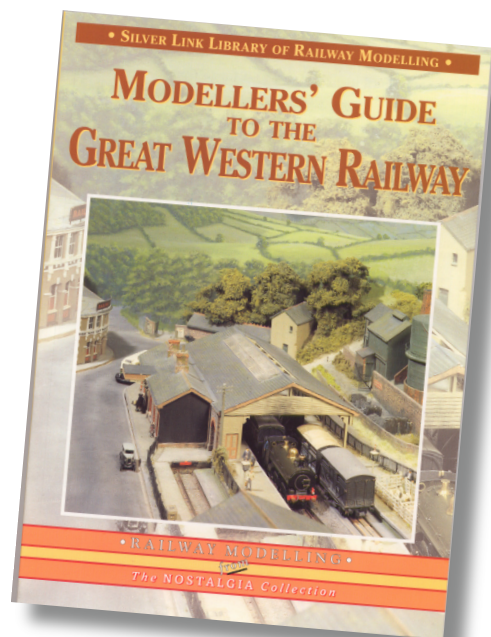
terminus and passing stations.

The book is generously illustrated with both models and prototypes, and includes a number of line drawings of typical GWR structures.

The chapter on locomotive and coach liveries ought to be essential reading for all manufacturers of ready to run models, as they might then avoid some of the more obvious errors still seen on r2r stock.

Despite its slightly dated look this guide still has much to commend it, especially to those contemplating a GWR layout for the first time.

*Modellers' Guide to the Great Western Railway. Silver Link Publishing Ltd. ISBN: 1 85794 204 3. £17.99*



## The Gloucestershire Warwickshire Railway—Snow Hill to Cheltenham

PAST and Present books have a growing audience and the introduction of the 'companion' series, to complement the existing, and surely near complete original series, is a natural extension of the concept.

This book from **Roger Siviter**, features the line from Birmingham Moor Street/ Snow Hill via Stratford on Avon and Honeybourne to Cheltenham (St James), with an integral look at the preserved section operated by the Gloucestershire Warwickshire Railway.

Most of the 'past' pictures feature steam or diesel pictures from the mid-50s to mid-60s, with a couple of pre-nationalisation shots included for good measure. All are acceptably well reproduced.

If you are planning to model the North Warwickshire line and want some general reference pictures of GWR structures then you will find plenty here, but there may be too many shots of DMUs (old and new) and preserved steam for some tastes.

*Past and Present Companion: The Gloucestershire Warwickshire Railway—Snow Hill to Cheltenham. Past & Present Publishing. ISBN: 1 85895 208 5. £15.99*



# REVIEWS...books...REVIEWS...books...REVIEWS

## Designs for Urban Layouts

EASILY the best book to come our way this month, **Iain Rice's** exposition on urban layouts is at once inspiring and challenging...and a convincing argument for devoting more time to modelling the 'town railway scene', warts and all.

Setting out to capture that special atmosphere of the cluttered, heavily built-up area, the author provides the reader with a range of solutions encompassing both the small (the Mini-MPD) and the grandiose (Bankdam Mills, L&Y).

There is even an updated version of the Cyril J Freezer's legendary Minorities—*Harestone*—which has a more suburban air, though retaining a similar sized site to the original (6ft 6in long by approximately 1ft 3in wide). This draws its inspiration from Caterham, terminus of the short ex-SER branch from Purley.

Each design is drawn out in typical Rice style with both sketch representations and track layout. Some of the designs are obviously

meant for home construction, though most can easily be adapted for exhibition use.

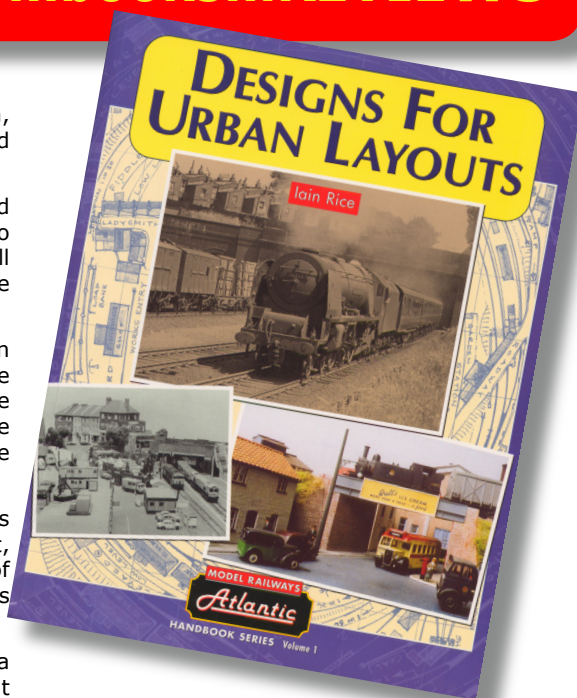
The writing style is light and informative—'towns and railways go together like pie and gravy'—and will undoubtedly entertain and educate at the same time.

The author begins his exposition with a look at what elements make a landscape urban, considers some of the practical aspects of scale and gauge, and then some of the solutions available to the modeller.

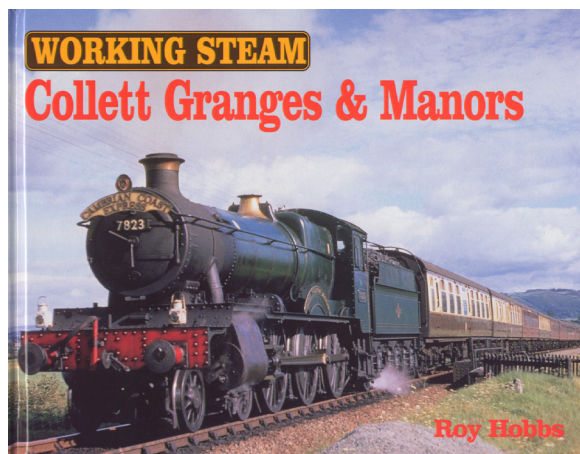
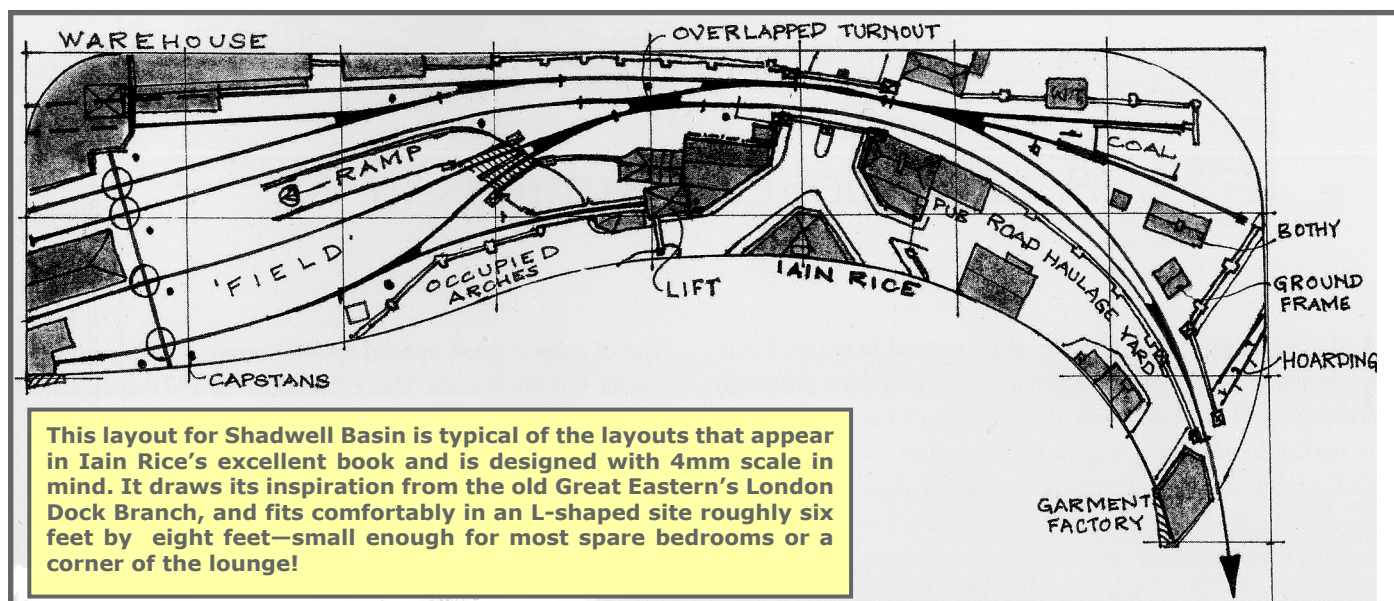
*Designs for Urban Layouts* is excellently illustrated throughout, with just the right balance of prototype photographs, sketches and diagrams.

It is hard not to be inspired by a book like this and at only £14.99 it is a snip. Get it on your Christmas books list before it is too late!

*Designs for Urban Layouts*, Atlantic Publishers. ISBN: 1 902877 08 2. £14.99.



**Book of the Month**



## Working Steam: Collett Granges and Manors

I HAD forgotten just how handsome Collett's Grange class of locomotives were, particularly when wearing fully lined out BR late livery. **Roy Hobbs'** book gives the reader plenty of opportunity to enjoy such visions of Granges, either in ex-works condition or lightly grimed from their labours.

My favourite shot is on page 62 and features 6858 Woolston Grange easing its way out of Stratford on a Class H freight for Honeybourne in 1961. Looking at this picture it's hard to understand why they were never as loved as the bigger wheeled Halls, or the lighter Manors, which share the title and pages with them. It is a shame none survived the cutter's torch.

The book pictures Granges and Manors in a range of locations—urban, rural, on shed and goods yards—and all the photographs are well reproduced, as you would expect of this series.

If the rumoured Hornby Grange materialises, this book will prove indispensable to those who enjoy detailing their latest purchases.

*Working Steam: Collett Granges & Manors*. Ian Allan Publishing. ISBN: 0 7110 2973 3. £14.99



# REVIEWS...books...REVIEWS...books...REVIEWS

## Great Western Lines and Landscapes

If your interest in railways is limited to moving trains, or pictures of same, then this book is not for you. However, if you are after a greater understanding of what is needed to ensure that railways attract business and how railways—the GWR in this case—promote themselves then you will not be disappointed.

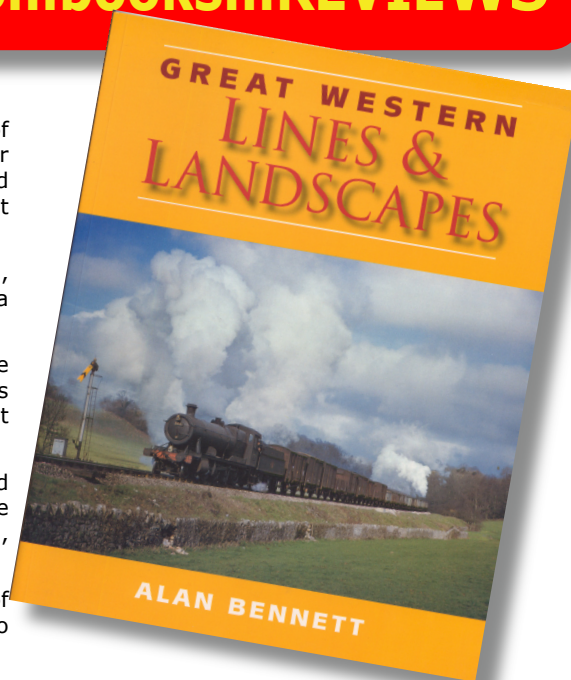
Rather academic in tone, but filled with the results of considerable research, **Alan Bennett's** book attempts to set the GWR's promotional works into a contemporary context—social, economic political and cultural.

Not a book, perhaps, for the casual reader, but one which delves into the way the company saw itself and the way it hoped others would see it. It looks at the marketing tools used by the company, not just to promote itself, but also the nation to the 'English speaking peoples of the world'.

How successful the company was in that you must judge for yourself, and the author concentrates on six principal areas: Imagery and Enterprise; The Ocean Coast; Selling to America; Western Wonderlands; Industrial Interests, and the Holiday Line—Post War Perspectives.

Book illustration takes a back seat to the text, but there are a number of posters (some in full colour), leaflets and black and white photographs to brighten things up.

*Great Western Lines & Landscape: Business, Pleasure, Heritage and Landscape*, Runpast Publishing. £14.99



## West Country Branch Lines: A Colour Portfolio

FANS of West Country branch lines will find much to interest them in this latest collection of photographs from **Peter W. Gray**, which this time begins a little farther to the east in Gloucestershire before travelling through Somerset to Devon and Cornwall.

The photographer began recording the railway scene on colour slides in 1957 and it is through these images that the last great flowering of steam railways in the west can be enjoyed.

There's a huge range of locations among the 80, or so, pictures—station and landscape scenes predominate, covering many of the branch lines so popular with modeller.

These include the Looe, Sutton Harbour, Fowey, Kingswear and

Kingsbridge branches.

Coverage is not limited to the former GWR branches and there are also pictures of ex-Southern Railway locations, Plymouth Friary, Exmouth and Padstow.

However, the penultimate shot in the book has a particular relevance, for it features the 10.55am St Ives to St Erth local hauled by ex-GWR small prairie 4566—one of the BR liveried locos Bachmann has modelled. (See review page 13).

This book is a must for West Country modellers—put it on your Christmas shopping list.

*West Country Branch Lines: A Colour Portfolio*, Ian Allan Publishing Ltd. ISBN 0 7110 2950 4. £14.99

2003

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# Club Scene

**Sutton Coldfield Railway Society** has been forced to change the venue of its annual show next year because of reported structural difficulties at its regular venue, Bishop Walsh School.

Instead, and for 2004 only, the show will be moving to Bishop Vesey's Grammar School in the town.

The event, which is being held over the weekend of April 24/25 (Saturday and Sunday), will feature more than a dozen layouts in a variety of scales and locations, including Hasland Sheds (4mm) and *Trains On-line Magazine's* featured layout, Ashbourne Midland (4mm/EM).

THE **Alton Model Railway Group** will be taking the opportunity to show off its own modelling efforts at its annual exhibition in February 2004.

The event, which takes place on 7th and 8th of the month (Saturday and Sunday), will once again be held at Amery Hill School in Alton.

The exhibition is a general purpose railway modellers event, providing a friendly atmosphere for visitors to see the modeller's art in its many forms by combining the best layouts and trade in the South of England in a wide variety of scales.

Layouts so far confirmed include SE28 (1960s Southern Region 00-gauge), *Penhallick* (00 Fine Gauge), *Corrinford* (1930s West of England in 00) and *Tarrant Valley* (009).

THE **Tonbridge Model Railway Club's** one-day Exhibition is being held on 21 February, 2004 at the Angel Centre, Tonbridge.

The organisers hope to have 20 layouts on display, along with a selection of trade stands.

## Erith MRS in bid to better 2003 show

**NEXT year's Dartford Model Railway Exhibition will be even larger than 2003's show, say its organisers, the Erith Model Railway Society.**

The show, which is being held at its usual location of Temple Hill Primary School, St Edmunds Road, Temple Hill, Dartford, Kent, takes place over the weekend of January 24/25.

It will feature up to 25 quality layouts including Abergolwyn (GWR/O), Bude (SR/OO), Stapleforth (N), Swaleby (OO) and many others.

In addition, there will also be a number of modelling demonstrations, loco repair services and static model displays.

A spokesman for the group said the venue now boasts full disabled access to all parts of the enlarged exhibition.

He added that along with the increase in layout numbers, additional 'specialist' trade stands have been added to those who regularly attend,

### Wide range

The stands now offer a wide range of products including transport books, rolling stock and spares, tools and components, scenic products and accessories.

Further layouts and exhibitors are still being added all the time, he said.

Further details can now be obtained from the group's website, which has the full listing—[www.erithmrs.org.uk](http://www.erithmrs.org.uk)

## Looking to the future

**MOST clubs have enough problems getting a show together that's 12 months away, but looking two years ahead is a bold move.**

The Norbury and South London Transport Club is planning to celebrate its 70th anniversary with a bumper show.

Its Model Railway and Transport Exhibition is being held at the Fairfield Halls, Croydon, Surrey on October 22/23, 2005.

Exhibition details on their web site: [www.fircroft.clara.net](http://www.fircroft.clara.net)

## Society plans its first show after a four year's gap...

**THE Western Model Railway Society has announced details of its first exhibition for a number of years.**

The event, which is being held at the Greenford Hall, Ruislip Road, Greenford, Middlesex on Saturday 6th and Sunday 7th March, follows a four year absence from the exhibition scene.

The group say they are returning to this easily accessed venue in West London, for their first exhibition since the March 2000 event at the same venue.

There will be a full range of layouts covering all scales from Z to O gauge.

The centrepiece will be the first appearance at a London exhibition of the WMRS' latest layout—*Grunfurter Strasse*. This has replaced the critically

acclaimed *Akton Vowinkel*, which completed its exhibition life at the 2000 show.

The new layout has been built to enable the use of the Digital Circuit Control (DCC), a new and exciting way of controlling layouts.

Other layouts cover all aspects of the hobby, both British and foreign outline and also cover standard and narrow gauge.

They include *Chelfam* (009) and *Central* (00).

Further details can be obtained from John Tanner, the Publicity and Sponsorship Manager: Telephone number 07791-097726.

# 009 small, but perfectly formed

IF you like your models a wee bit on the small side, then you might like to consider joining the 009 Society, the world's largest 009 narrow gauge modelling group.

The group caters for all aspects of small scale narrow gauge modelling and welcomes new members irrespective of their skill levels.

A spokesman for the group told **Trains On-line Magazine** that they welcomed new members whether they were active or armchair modellers, beginners or experienced scratch builders.

The majority of the club's members worked in OO and OH scales and by using a track gauge of 9mm they were able, he said, to model NG railways with prototype track gauges of 1ft 10in to

2ft 6in (the imperial equivalent of 570mm and 760mm).

Many members opt to model the British NG, which encompasses a wide range of track gauges and subjects, from industrial to passenger carrying, such as the Lynton and Barnstaple.

The group has its own newsletter, published once every two months, which includes news, views, hints, tips, and drawings covering all aspects of the hobby.

There is an annual membership fee and membership is valid for 12 months from the date of joining. Further details on membership can be obtained from the group's web site: [www.009Society.com](http://www.009Society.com)

## GUIDE TO 2004 EXHIBITIONS...

### 2004

#### JANUARY

24 (Sat)

Egham and Staines Model Railway Society exhibition, Manorcroft School, Egham, Surrey.

January 31-February 1

Stafford Railway Circle Annual Exhibition, Staffordshire County Showground.

#### FEBRUARY

7 & 8

Alton Model Railway Group's annual exhibition, Amery Hill School, Alton.

21 (Sat)

Tonbridge Model Railway Exhibition, The Angel Centre, Tonbridge.

21 & 22 (Sat & Sun)

Syston Model Railway Society show, Sileby Community Centre, High Street. Sileby, Leicestershire.

22 (Sun)

Ilkeston Woodside MRC show, Trowell Parish Hall, nr. Ilkeston, Derbys.

27,28 & 29 (Frid, Sat & Sun)

Modelrail Scotland, SECC, Glasgow.

#### MARCH

6 & 7 (Sat & Sun)

Western Model Railway Society Exhibition, Greenford Hall, Ruislip Road, Greenford, Middlesex.

20 & 21 (Sat & Sun)

East Midlands Model Railway Exhibition. Harvey Hadden Sports Centre, Nottingham.

#### JUNE

12 & 13 (Sat & Sun)

Wingfield Railway Group Model Railway Exhibition, Agricultural Business Centre, Bakewell, Derbys

#### OCTOBER

16 & 17

Uckfield MRC annual exhibition, Uckfield Civic Centre, Bell Farm Lane, Uckfield, East Sussex.