

Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 8

NOVEMBER 2004

Hornby gets go-ahead to take-over Lima 'assets'



A shepherd herds his flock in this finely detailed scene from Sowers Lane, the Soar Valley Model Railway Club's 009 narrow gauge gem, which is profiled in this issue's Layout of the Month feature. Check out pages 5, 6, and 7 for the full story.

HORNBY has been given the go-ahead to takeover 'certain' assets, including product moulds, of the Italian model maker Lima, which was forced into liquidation in 2003.

A decision by the Court of Brescia, Italy, to allow the liquidators of Lima S.p.a to accept Hornby's offer of £5.35 million (8 million euros), paves the way for the deal, expected to be complete by the end of the year.

Lima's collapse was blamed on the high costs overhead associated with its European based manufacturing operations and recent cash flow problems.

The bulk of the company's assets are detailed product moulds; initially these will be moved to Hornby's site in Margate before dispatch to China.

Hornby has used this outsourcing strategy successfully with its own



Hornby and Scalextric brands.

Mr. Frank Martin, Hornby's chief executive, said the company was delighted that the Italian Court had recognised the merits of its offer.

"Now, subject to our due diligence, we hope to complete the acquisition before the end of the year," he said.

The Hornby Board is confident that it has the skills and experience to re-invigorate Lima's brands.

This will be achieved

by reducing production costs by outsourcing production to China and concentrating on improving sales and distribution channels to ensure a recovery in sales of Lima's key European markets. Hornby intends to maintain Lima's current product lines.

These include the Rivarossi, Jouef, Arnold (N-gauge) and Pocher model ranges.

Mr Martin added that they were excited by the potential for the Lima brands, which alongside Hornby's recently acquired Spanish operation, Electrotren, will form the platform for expansion into key European markets.

Long-term the model makers are confident that it will also increase their rate of growth in the USA.

Trix items wanted by museum

ONE of Britain's national museums is targeting model railway collectors who may have 'spare' Trix items in their collection.

The Department of Industry at the National Museums and Galleries of Wales would like to acquire some of the later plastic Trix products manufactured in Wrexham.

These will be displayed in their collections of post-war toys manufactured in Wales.

Gifts are most welcome, but if selling please state price required.

Items should be in good condition, but

working order is not essential.

If you can offer any Trix plastic locos or rolling stock, please email Steve White (steve@ttrca.co.uk) at the Trix Twin Rail Collectors' Association in the first instance.

• The TTRCA was formed in 1975 to bring together modellers who are interested in the collection and operation of Trix Twin, Trix Express, Trix 00 and H0 gauge electric model trains manufactured between 1935 and 1973.

The association currently has more than 400 members world wide.

Inside this issue ...

This month's 20-page edition of Trains On-line features seven pages of book and stock reviews and a double-page Prototype Profiles feature on 'Class 20' locomotives. Three pages are devoted to this month's star narrow gauge (009) layout, Sowers Lane. In addition, there's a special feature on running model railways to time, plus our usual mix of Club news and Model news.

NEWS IN BRIEF

THE Model Electronic Railway Group's, meeting on November 20 will be held at the **Model Railway Club's** headquarters, Keen House, London.

It will feature talks on DCC applications, Faller Roadways and loco mounted cameras.

SOAR Valley Model Railway Club held their annual bonfire social event on November 4 near their club room.

This year's bonfire was far bigger than the last, creating spectacular displays of flames leaping high into the air.

Friends — including the Editor — and families of the club members joined in the celebrations and the site was abuzz with activity all night.

THE Stowmarket Railway Club is to hold its Club Photographic competition on November 16.

Its Christmas dinner is planned for December 10.

MEMBERS of the Gloucestershire Warwickshire Railway MRC were forced to cancel their show planned for November 6, because the venue, The Flag and Thistle, Toddington was not available.

Collett Hall arriving soon near you...

Bachmann's long-expected new model Locomotive line-up looks set to get a major boost in time for the Christmas buying rush.

The company is optimistic that some of its Hall Class, J39, Jinties, K3 and Class 37/0 locomotives will make it to the shops before the end of the year.

Their arrival will, however, depend on shipping and customs.

The all new Class 37/0 models, items 32-775 to 32-778, will have a DCC ready sticker on the box, indicating they are fitted with a DCC socket.

This will enable the locos to be easily converted to DCC by the fitting of an appropriate decoder chip.

The company is also releasing a range of both traditional and digital train sets, including a 'Royal Scot' set (see picture



This manufacturer's pre-production photograph shows what an impressive model Bachmann's Collett Hall will be. Deliveries are expected before Christmas, subject to shipping and customs, and will undoubtedly be of great interest to GWR modellers—see main story.

in Model News, page 4), which features the named locomotive itself.

This will not be sold as a separate item and, say Bachmann, will only be available as part of the set.

Other sets now in the shops include the

Puffing Billy starter set (30-005), The Coaler (30-010), which comprises a Pannier tank and three wagons, and the Suburban Passenger (30-015).

The last mentioned includes an 0-6-2 tank engine and two Collett coaches in Crimson/Cream livery.

All have a circle of track and controller.

Recent locomotive arrivals include a brace of Prairie tanks, two Crab 2-6-0s and a blue and a green example of the Class 40 (32-475 BR green with indicator boxes/32-476, blue, with indicator discs).

A Rebuilt Scot, 46141 The North Staffordshire Regiment in BR early Green livery (31-228) and an Anglia Railways two-car Turbostar (32-453) are expected this month.

Also due in the UK later this month, are three versions of the 45 ton TTA wagon, and an LMS cattle wagon and its BR equivalent.



Bachmann's latest Crab 42942 boasts BR Lined Black E/Emblem and appears to be heavily Weathered (32-179) £75.95.

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Warley group gets ready for 2005 show

THE high spot of the exhibition calendar—the Warley National Model Railway Exhibition—steams into the NEC, Birmingham on Saturday 4 and Sunday 5 December.

This year's exhibition will feature the largest selection of high quality layouts since it began, in a wide range of gauges, including six from outside the UK.

The event—the 37th staged by the Warley Model Railway Club—will be officially opened by long-time railway enthusiast and club patron, Sir William McAlpine.

In all, some 76 working layouts are booked, including exhibits from Ireland, Germany, Holland and France.

Among the static models on display will be a number from the Gauge 1 collection of Peter Waterman.

Construction

Demonstrations have long been a feature of the National and this year's show continues the pattern, with a mixture of basic 'Shows You How' sessions and practical advice for the more experienced modeller.

The latter demonstrations cover such skills as soldering, painting basic liveries, Finescale loco construction, resin casting and scenics.

The experts talking part include Tony Hill, Martin Welch, Richard Syms and Barry Norman.

In addition to the 'modelling' themed groups attending, such as the Double O Gauge Society and the 009 Society, more than 20 specialist railway interest societies will also be



Asbourne Midland (Linton MRC), one of the many quality 4mm/ft layouts booked to appear at this year's NEC exhibition, was featured in the first issue of Trains On-line magazine.

represented.

Trade support, as befits such a major event, is significant with the principal UK manufacturers exhibiting.

The 4mm/ft layouts expected are listed below:

18.83mm Gauge:

Charlotte Road (Tim Rogers and Tony Sissons), Millfield Road & Seagate Wharf (S & J Wall);

18.2mm Gauge:

Ashbourne Midland (Linton MRC), Warleigh (Warley MRC), Wellington (David Amias), Wentworth (J. Frank Davis).

16.5mm Gauge:

Bibbrook (David Burnett), Castlefields (Shrewsbury Past & Present MRS—modern image), City Road (LT) (Tim Steven), Gorcott (Redditch MRC), Grimley (Normanton &

Pontefract RMS—modern image), Halston Junction (Quinborne & Halesowen ARM), Headingley Depot (Andy Ross), Hogsmede (Warley MRC Junior Modellers), Llanmarth—Pant Mawr Yard (Kevin Gallagher), North Leith Citadel (Bob and Gareth Rowlands), Rhyd y Clafdy (Phil Greaves), SE28 (BNHMRS—modern image), Stockshed (Wingfield Railway Group—modern image), Thornbury Hill (Thornbury Hill Owners Club), Warmington (Erith MRS—modern image), The Withered Arm Project (Stafford MRC).

Narrow Gauge:

Borth-y-Gest (C.P. Holmes), Kinwardine & Tree Demonstration (Charles Insley), Museum of Transport -Standard & Narrow Gauge, (Robin Brogden).

Editor's space...

WELL another month has passed and I am still counting the cost of the crash back in May.

The web site is still not functioning properly and some readers have continued to have difficulty down loading the magazine.

Needless to say, time spent in the past few weeks on rebuilding the web site from scratch has stretched out the deadline for the magazine into the second week of November.

The revised site should be up and running in its entirety shortly. I hope readers will find all the effort has been worthwhile.

Fingers crossed, everything will work smoothly from now on.

IN CASE you haven't noticed Christmas is nearly on us again and many modellers will be thinking about presents (for themselves and others!).

A quick look at some of the bargains on the web at the moment makes one wish for unlimited resources, but I dare say few of us can claim to have that.

However, train sets (no don't mock the thought) can ease the pain as I discovered recently. One web trader is currently offering a Bachmann 'train set' at less than the cost of the individual items on their site—and the track was effectively free!

Let me know if you find any other exceptional buys via the web site contact form, or e-mail me direct at editor@trainsonlinemagazine.com.

THIS year's Warley show promises to be something special and I will be making my first visit to the NEC in many years.

A glance at the list of 4mm/ft layouts opposite is surely a great inducement to those debating whether to go.

I am not sure how much work I will get done given the expected crowds, but I am sure that the camera will be working overtime collecting material for future issues.

If you happen to notice me—handing out the odd leaflet, perhaps—please introduce yourself...I am, I assure you, quite approachable really.

MODEL NEWS



Above: Latest addition to the ever growing range of Comet Models GWR coaches is this superb 'Super Saloon' to diagram G60/61, costing £36.

Right: Another variation on the 08 theme has been released by Bachmann, this time in BR green livery with 'wasp stripes'.

Just arrived (right) in time for Christmas... Bachmann's Royal Scot train set (30-020) features the Royal Scot loco, which will *only* be available in this set.



Recent additions to the Comet collection of Southern Railway stock include a Bulleid BRCW Corridor Composite (below) and BRCW Semi-open Brake Third with coupe (above).



The first of Hornby's 'new generation' Gresley teak coaches reached the shops this month, though these are in the early BR Blood and Custard livery and not the varnished teak that will undoubtedly prove very popular.

P.D.K. MODELS

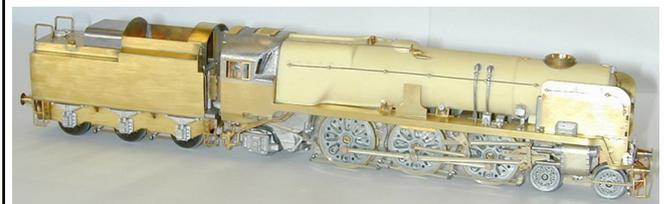
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Layout of the month — SOWTERS LANE

Rural railway can be found at the end of the lane...

YOU could be forgiven for not knowing where to find Sowters Lane, but unlike many layouts this 'fictional' world has its foundations firmly fixed in the real world.

Of course, to members of the Soar Valley Model Railway Club there isn't a problem, for Sowters Lane actually leads to their headquarters, though this particular rural byway has more in common with a farm track than a road.

This fascinating 009 layout was originally constructed by member Steve Forrester, who donated it to the club about eight years ago.

It has changed somewhat since then, and what was once a

narrow gauge terminus has been skilfully extended and steadily improved by Adrian Lambourne, Pat Hearn—the project leader—and other club members.

Although exhibited by members in its original form, it was felt that it could be made more user and exhibition 'friendly', said Adrian, and initially this was partly achieved by adding carriage sidings near the halt.

Conversion

However, its terminus origins made it difficult to operate at shows and it was felt that converting it to a 'through station' operation would not only make it easier to run, but also make it more interesting for the public.

The work took about six months to complete and involved adding an extra board at right angles to the existing run, providing space for additional stock.

In addition, the landscape was freshened up and a new backscene was installed.

The original point switching was operated via spokes from a bicycle wheel, but this has been replaced with conventional electrical operation and, at a

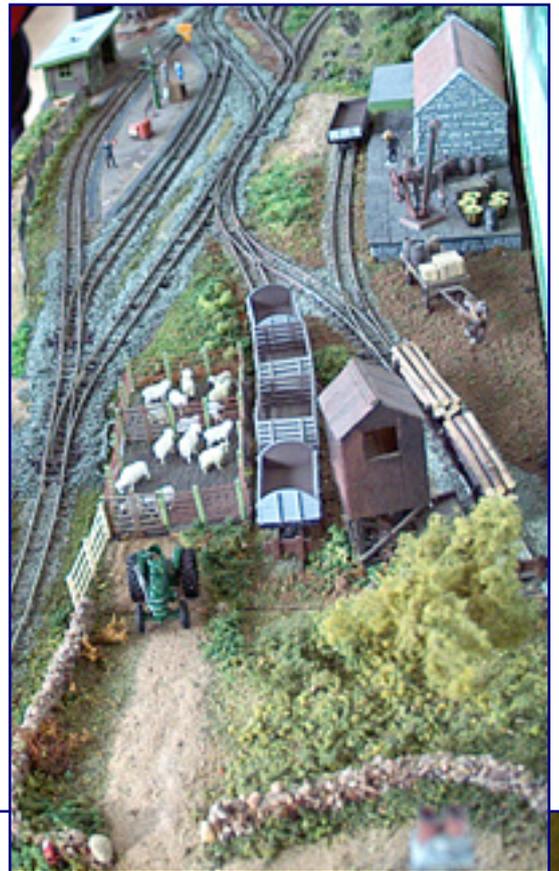


A tank engine, typical of the many that once plied Britain's narrow gauge railways, takes a breather at the Halt on Sowters Lane, though only a handful of passengers wait to join the train.



This beautifully crafted building provides a focal point at the heart of the Sowters Lane.

Continued Page 6...



Above: There's a great deal of detail in this view of the Halt and its associated structures, all a testament to the scenic magician's skills.

stroke, eliminated a source of short circuits!

Apart from general maintenance, no further changes are planned (at the moment).

"In its early days providing sufficient stock could be a problem, but these days", said Adrian, "we have so many members owning 009 models that we can stock it 10 times over."

The layout has regularly appeared on the exhibition circuit since it was given its makeover.

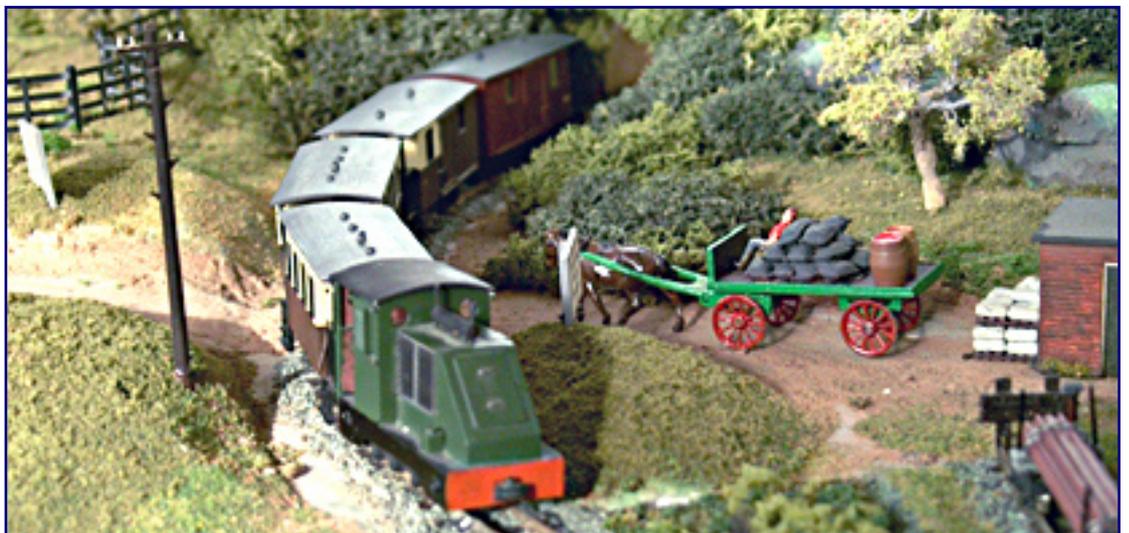
"It has a lot to commend it to exhibition managers, and we can put it up on the day of a show and have it running in less than 30 minutes," explained Adrian.

That's not to say that everything always goes smoothly.

A week before the

Sheep feature large in the traffic on the railway as can be seen in these views (top right and right).

Bottom: The carter waits for the diesel to haul its train across the crossing.





Above: The carriage sidings reveal a busy side to life at Sowers Lane.

Right: The blacksmith is seen hard at work in this delightful cameo.

Below: Every picture tells a story and this has all the right ingredients, including a courting couple and wishing well.



club's own show disaster struck and 'scenic master' Adrian found himself in a sticky spot... literally.

Whilst tidying up the scenery he accidentally knocked over a bottle of PVA adhesive, which fell on to the Halt. Unfortunately, the top came off!

"Everything was under about 1/2 inch of glue and it was a case of sponging the whole thing down very quickly," he said.

Surprisingly, the point under the 'gunk' was saved and is still in operation. The point motor was not so lucky and the useless item had to be binned!

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REAL railways operate according to a timetable, but when it comes to the model railway things are tad different. Here COLIN SNOWDON offers a solution that should help speed time's passing...

Running to time...? No problem, it's an illusion

OPERATING a model railway with some sense of reality brings with it a host of problems and many people get round this by operating to a sequence. The trains simply run in the correct pattern with no relationship to time at all.

For example an hour could be any length of time from 10 minutes to 90 minutes dependent on how difficult the shunting in the yard is.

I've found that without the rigor of operating to a clock like the real railway then some of the operating skill is lost.

With a sequence the next train is never late as it is never 8:15 until the 8:15 arrives. There is no reason to stop what you are doing to run the train in its correct time slot because time never moves until you obey the sequence.

Having gone to the trouble of writing a timetable for my son Philip's layout (Trenton) it seemed quite natural to accept the challenge of operating to a clock. However running to real time as I've already stated is not an effective option.

Time needed to be speeded up in some way. This is a problem that has been addressed by the railway modelling fraternity before so I looked through the back numbers of the specialist press. What I was looking for was an idea that was cheap and simple and able to run without attention from the operators. What I found were three methods which all fell into the following groups.

A. Interfere with the works of a mechanical clock so that it runs more quickly.

This usually involves cutting teeth from the escapement wheel so that it travels further between each tick. The sort of article that deals with this method starts "take a cheap alarm clock" and then goes through the alterations. I actually did this when years ago I changed over to a radio alarm. It isn't as easy as you might think.

For a start you need to remove the teeth evenly or the escapement jams and removing the teeth doesn't necessarily make exact multiples of time. There are other side effects, the clock gives out a pronounced tick as it operates, it needs winding frequently, the extra forces involved knock the devil out of the escapement reducing reliability and once the teeth are off you can't go back if it's too fast.



Figure 1: Clock fitted with new face

Last but not least. The cheap mechanical alarm clock of the sixties is the retro masterpiece of the new century so it isn't cheap anymore. Always assuming you can find a place that sells them who wants to go back to being blasted out of bed by the wild clanging of bells? We seem to prefer the more gentle approach of the clock radio and so the mechanical alarm has disappeared.

B. Build a clock using an electric motor, which operates at a faster speed than a normal clock.

This sort of article comes from the era when Lisle Street and the Tottenham Court Road in London were lined in shops selling military surplus electrical components.

Unfortunately the supply of redundant Lancaster bombers has run out and the shops have all gone. I did come across geared motors but these were not clock works and so I would have had to engineer a way to drive another hand to record hours.

Said motors were also not cheap and worked from a mains supply which

offended against one of my rules, I never use mains supply on a layout. This method is a possibility but it is really a project in its own right with its own engineering challenges and as such failed to meet my criteria of cheap and simple.

C. Use a computer.

This sort of article in its earliest form started "I wrote the following program in Basic for my Sinclair spectrum". They then progressed to more sophisticated computer languages before ending in reviews of software to do the job.

This area failed because not everybody has a computer and software is expensive (typically around £40 for this sort of thing).

Added to this Philip's layout lives in my workshop at the bottom of my garden which means the computer has to come in with the locos at the end of every session to avoid naughty folk smashing their way in to remove them.

So there I was back at the start with

Continued on page 9...

Continued from page 8...

time passing no quicker. A cup of tea and a review was needed. What did I want?

Easy, to speed up the recording of time. How much? Not a lot really. I'd learned from my early experiments with the cheap alarm clock that between 4 and 6 times was too fast, as shunting movements can't be speeded all that much.

If I could double the recorded speed that would mean a full day would then take 12 hours.

At this point my eye caught the clock on the wall. Battery powered, Quartz regulated hands for hours, minutes and seconds and costing less than a fiver. The face divided into 12, as is the way of clocks, but what if I divided the face into 24?

Divided

I could call each half revolution of the minute hand an hour and one complete revolution two hours.

The hour hand would need to indicate that an hour would pass in half an hour hence the face would need to be divided into 24. So when finished the clock would have 00 at the top and 12 at the bottom with 6 where 3 normally is, and 18 where 9 would be.

Things looked good, there was only one thing to do and that was to try it, so out came paper and a compass.

I drew in the centre lines and drew a circle with the compass then divided the circle into 12 equal parts. Working from the top of the circle I bisected the angle between there and the first division on the circumference this gave me the first of my 24 required divisions. These were

stepped off using the compass.

Starting at the top again I then bisected the new angle between there and the new first division this gave a point which the hour hand would show as the half-hour this distance was again stepped off on the circumference.

I repeated the process to find the quarter hours. The minute hand uses these marks to indicate the passage of 1.25 minutes for the quarter hours 2.5 minutes for the half hours and 5 minutes for each hour division.

You can tell by now that I used to work in a drawing office. Still the upshot of all this is that by dividing the clock face up in this way the works indicate that twice as much time has passed than actually has.

Once you get used to reading each half of the clock face as a separate hour then it works quite well. At this point Brian Roper, the OO Gauge Association Journal editor, enters the picture.

He'd popped over to my place to try out the timetable for the layout and had a good look at the clock. His opinion was that he could do the face on his computer and tidy the whole thing up a bit, so that if people wanted one they could download it and print it with out having to stab themselves with a compass.

His opinion was proved right and in less than a day I was able to download a clock face, which I printed onto a self-adhesive sheet. I stuck this to a piece of 6 m.m. M.D.F drilled a hole in the centre into which I fitted the works and there it was.

A clock which indicates time at twice normal speed, needed no attention

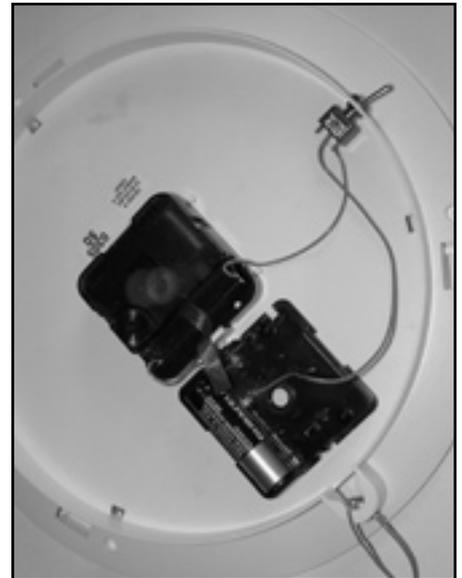


Figure 2: the clock fitted with an additional back plate/switch.

from the operators and cost around five pounds.

Addendum by Brian Roper...As Colin has mentioned, I was able to make up a clock face to Colin's specification using my computer as well as the old fashioned cut and paste method.

The result can be seen in figure 1 (see page 8). If anyone would like a copy it can be downloaded from the group's web site.

In addition, I considered that removing the battery of the clock when the running session is finished was a nuisance. So, I obtained another clock backplate that holds the battery, and fitted a small on/off switch in the circuit. See figure 2 (above).

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Dusty brake hides its age



The fine finish on this coach is clearly evident in these two pictures (above and below), with lettering and lining well executed, and a gentle weathering effect applied.

IT IS tempting to dismiss Hornby's Mk 1 offerings as lacking the detail of more recent models, but it is surprising what a decent paint job will do for an ageing model.

Take the weathered Mk 1 parcels brake (R4204), for instance.

You won't find fine wire handrails, or masses of under floor detail, but what you do get is certainly worth a closer look.

Poor detail work rarely get past the camera lens unnoticed, so it was especially rewarding to find that the lining and paint detail on this coach was exceptional.

The overall maroon finish is even, the individual door handles are picked out in brass paint and the coach side

lining (yellow/black/yellow) is exceptionally fine.

The BR crest is neatly applied and despite its small size the letters British Railways is perfectly legible (if you use a magnifying glass).

Emergency

So too is the wording on the coach sole bar—no doubt here where the emergency lighting point is located—and also that on the coach sides.

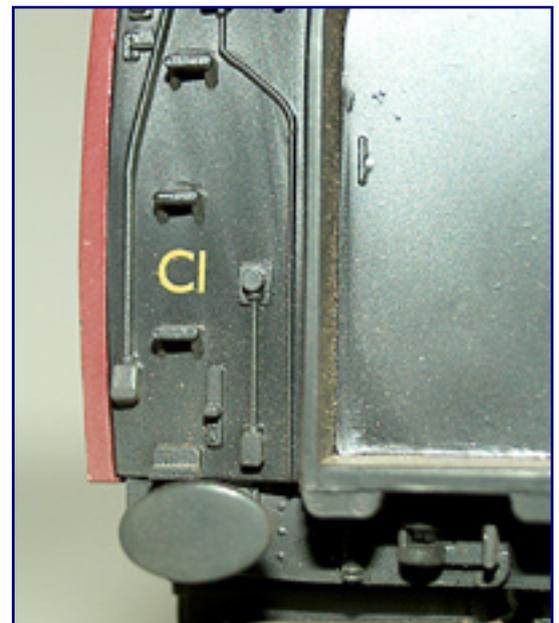
The Mk 1 bogies look the part, while the overall 'dusting' gives the coach a subtly

weathered look, though these coaches were often run in a filthy condition.

The wheels are free running, and the bogies pivot freely, though as always they are fitted with the standard large Hornby tension lock couplings.

The windows are flush glazed and bars are fitted to the inside as per prototype.

Not, perhaps the most up-to-date model, but certainly one that deserves the modeller's attention, especially if you are running a late 50s/60s layout.



The absence of separate coach end details (above) betrays the age of the model.

Bachmann's 04 diesel gets a lightly weathered look...

ONE rarely sees a shunting locomotive in ex-works condition—except on model railway layouts—so it's nice to see Bachmann redress the balance.

True, this attractive little model (31-337B) has been given only the lightest of dustings, but it is surprising the difference it makes.

There is no shortage of detail either, though the handrails at the rear of the cab are a little on the heavy side and the cab side and front steps boast a fairly 'robust' treatment.

As the photographs show, the lamp irons are nicely represented and there is even a driver in the cab, though it's doubtful if BR overalls were ever available in that particular shade of blue!

The cab side hand rails, horn and vacuum brake pipes are included for the purchaser to add themselves—all

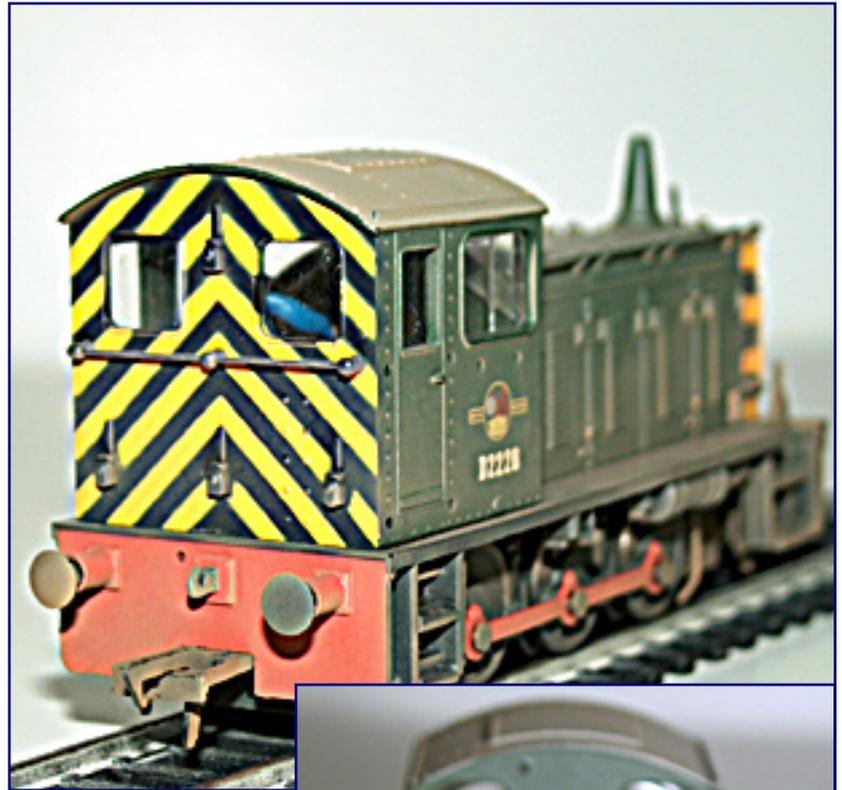
appeared to have been weathered.

The choice of BR standard green will undoubtedly appeal to those who remember the locos in 1950/60s and the paint job is nicely executed.

The class, numbered D2200-D2341, was largely confined to the Eastern, North Eastern and Southern regions and can trace its origins back to 1947 when the Drewry Company built a similar 0-6-0 demonstrator for the LNER.

The final locomotive was built in October 1961, though none survived long enough in traffic to carry the 04 prefix.

In summary: 'a nice and useful little runner'.



Heavy handrails and lamp brackets add detail (above).



Handrails have still to be added (left) to the cab side and vacuum pipes to the front (above) and rear of the locomotive.



Midland diesels captured in a time of transition...

THE Midlands has long been the focus of railway activity and was once the home to many non-BR railway equipment manufacturers, including Brush at Loughborough and the Birmingham Railway and Carriage & Wagon Company.

Former Midland Railway, LNWR, GWR, GCR, GNR and a number of other pre-grouping companies had main lines running through the area.

Suburban services around Birmingham were as complex and intensive as any anywhere and were among the first to be converted to DMU operation.

Author **Derek Huntriss** has drawn together a fascinating collection of photographs taken during the late 1950s and 1960s, using images captured on film by a number of notable photographers of the period.

These include Hugh Ballantyne, John Whiteley, M. Mensing and Gavin Morrison.

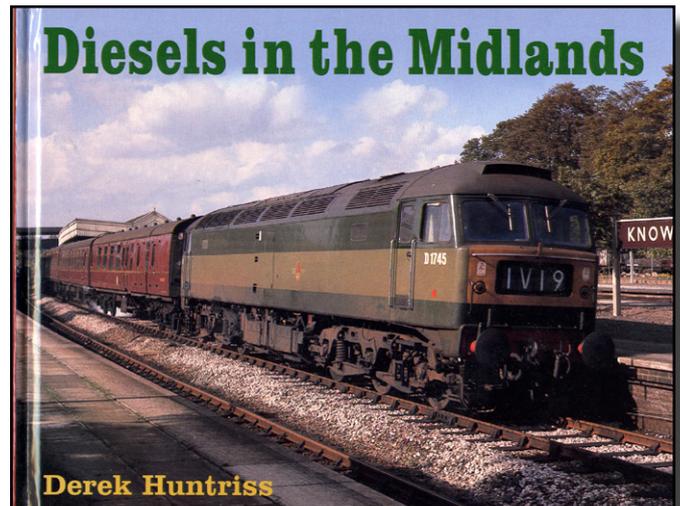
The 85, or so, colour photographs show diesel traction across the region during the period and alongside the inevitable pictures of Classes 25/31/40/45/47 are some unusual and rare images.

The Blue Pullmans, introduced on the Wolverhampton-Paddington route in 1959 are featured (pages 3/27), as is the pioneering LMS locomotive 10001, pictured at Nuneaton in May 1963.

There's also an unusual picture of former ex-GWR railcar W22W in carmine and cream livery hauling a non-corridor third at Leamington Spa in 1955.

The pictures, however, also reflect a changing scene.

A number of the routes have now disappeared, or been rationalised, while many of the locomotives themselves were

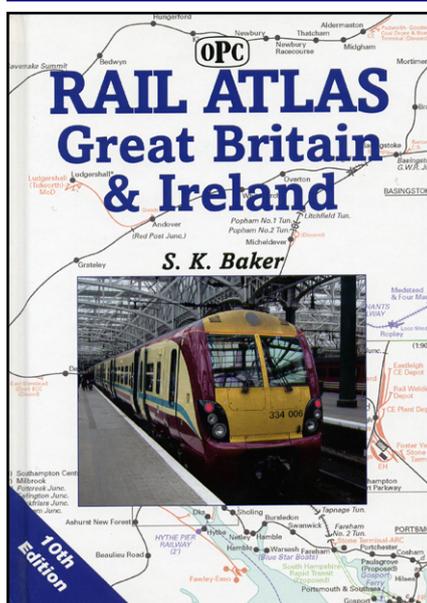


scrapped long ago. Stations and lineside buildings, too, have not escaped the march of time and a detailed look at the content of the photographs can be rewarding.

Lost stations include 'old' Snow Hill, Dudley, Nottingham Victoria, while others such as Rugby (Midland) have changed beyond recognition.

At £14.99 this collection of 'green-diesel era' photographs is worth every penny and well worth adding to the rail modeller's collection.

Diesels in the Midlands, Ian Allan Publishing. ISBN: 0-7110-3017-0.



Atlas remains a fascinating and essential reference read

THERE is something about an atlas that makes it compulsive reading and **Stuart K Baker's** Rail Atlas of Great Britain and Ireland is no exception.

This latest version (the tenth—it was first published in 1977) comes some four years after its predecessor...and what a lot has happened since then.

Recent additions to the rail network in this latest edition include the first section of the country's first purpose-built high-speed line, linking London to the Channel Tunnel and additions to the West Coast

Main line.

Newly electrified routes, such as that from Crewe to Stoke, feature, as do the virtually complete Light Rail schemes for Dublin and Nottingham.

There is an extensive index of locations, together with a list of locomotive and multiple unit stabling points, carriage depots and railways works.

Fascinating, and rightly regarded as an essential work of reference, this is a must have book and at only £14.99 is a snip.

Rail Atlas of Great Britain and Ireland, Ian Allan Publishing. ISBN: 0-86093-576-D.

Multiple units had major impact on BR scene...

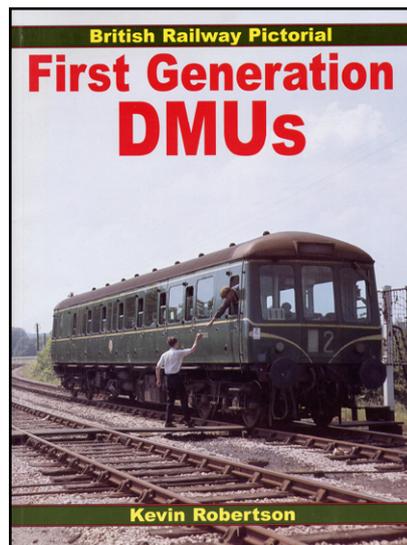
IT is hard today to appreciate the impact that diesel multiple units had on the British railway scene.

Their mass introduction in the late 1950s transformed services over urban and branch line routes, at the same time proving the nemesis of the tank locos that had for so long dominated the services.

Their impact was profound, saving passenger services in some less populated areas where the economics of steam train operation were too costly.

They rapidly proved popular with travellers (except when they broke down as they occasionally did in their early days), offering cleaner, lighter accommodation than they were used to.

The MU was not an entirely new idea; the LMS experimented with them, while the GWR had a significant number in operation from the 1930s onwards.



Author **Kevin Robertson** provides the reader with a potted history and outlines how the concept came of age under the 1955 Modernisation Plan.

Pressed for time and short of capacity, BR used outside builders as well as its own resources and a wide range of styles and types evolved over the next decade, though all possessed a family resemblance.

As the title 'First Generation DMUs' suggests, this book concentrates on the first generation of units and lists all of the classes, their manufacturers, their latter classification and their original regional allocations.

The book is well illustrated with black and white photographs and supporting captions and will no doubt be of particular interest to anyone modelling that transitional steam to diesel period.

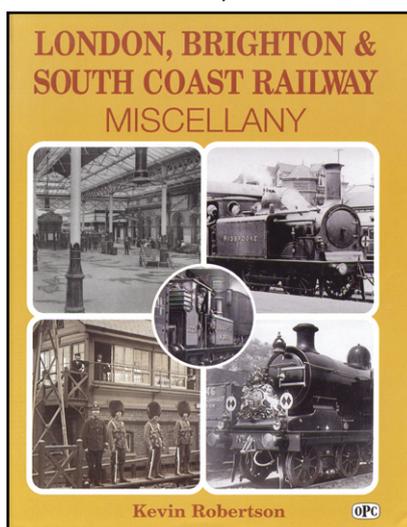
At £12.99 is not an expensive book and can be safely recommended.

British Railways Pictorial: First Generation DMUs, Ian Allan. ISBN: 0-7110-2970-9

Miscellany offers fresh insight into LB&SC

IF YOU are fan of the pre-grouping period then the books in the Miscellany series, with their wide coverage of the railway scene, have a lot to commend them.

This new book by **Kevin Robertson**



is no exception and offers the Southern enthusiast a fresh insight into the operation of this largely self-contained railway system.

That is not to say its business approach was an insular one; while running powers over the neighbouring LSWR were limited, those over the SECR were numerous. Even so, with only a handful of long-distance exceptions, the company had few services that penetrated its rivals' territories.

But, if the LBSC concentrated on its core services, it didn't mean that it was frightened to take an innovative approach when circumstances demanded.

It was, for instance, a pioneer in overhead electrification and introduced it on part of the London suburban lines in 1909 with great success.

Looking at the pictures on pages 118-119 it looks strangely neat and tidy and reminiscent of the structures later to be found on the Woodhead route.

Passenger services understandably dominated the LBSC's thinking, but it also

had substantial goods traffic, though very different to that of its industrial northern neighbours.

Using archive photographs the book examines in some detail the stations and other buildings on the railway, but locomotives—on the road, on shed and in the shops—dominate and each of the principal classes has a section to itself.

These include the handsome moguls (K class), the various tank engines (A1, D1, E1, etc) and Marsh's H Class Atlantics.

There are also sections devoted to rolling stock, signalling, accidents, steamers and staff.

If you have a specific interest in all things Southern then you will want to add this £19.99 book to your collection.

More discerning readers, however, will probably find the balance between structures, staff, environment and locos biased too much in favour of the last mentioned.

London, Brighton and South Coast Railway Miscellany, Oxford Publishing Co. ISBN: 0-86093-583-3.

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

Electrics can trace their history back to NER in 1905

YOU could be excused for thinking that BR main line electric locomotives were introduced in the 1960s, but the history of electric traction can be traced back much farther than that.

The honour of being first goes to the North Eastern Railway's North Tyneside lines...in 1904!

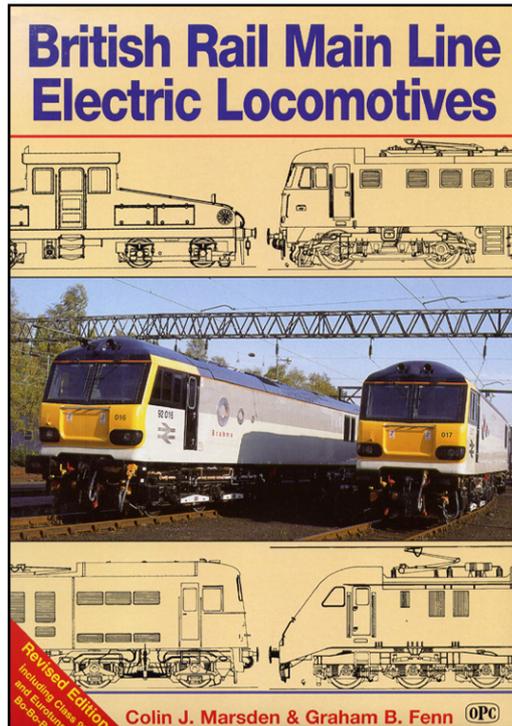
The pioneering locomotives belonged to Class ES1, built by Brush in 1905, and remained in operation until displaced by diesel locomotives in 1964.

Revised

They were joined in 1914 by additional locos to Class EB1 (built at Darlington) and in 1922 by the solitary member of class EE1.

These and the many designs that followed are detailed in **Colin Marsden** and **Graham B Fenn's** excellent book *British Rail Main Line Electric Locomotives*, which has been revised to include Class 92 and the Eurotunnel Bo-Bo-Bos.

As with the authors' companion volume



devoted to diesels, this book boasts 4mm/foot drawings—more than 130 in total—of each of the classes described, together with a brief history.

Detailed modifications are listed for each type, along with livery variations and comprehensive technical specifications.

Exceptionally well illustrated (270 photographs), and good value for its

£19.99 price tag, it is an essential reference work for those interested in the development of electric traction.

The absence of colour photographs is the book's only disappointment and it remains a seminal work. Recommended.

British Rail Main Line Electric Locomotives, Oxford Publishing Co. ISBN: 0-86093-599-0.

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Wessex story covers the switchover from steam

DIESELS in Wessex is unusual in that none of the pictures it contains has been published before. Even more unusual is the fact that they all belong to one photographer, **Tony Molyneux**.

Compiled by co-author **Kevin Robertson** they tell a story of gradual change from steam to diesel, the switch from diesel-hydraulics to diesel-electrics and the 'green era' to blue.

The Wessex area covers much of England to the south of the Thames Valley, bounded by the Great Western main line to the north and the English Channel to the south,

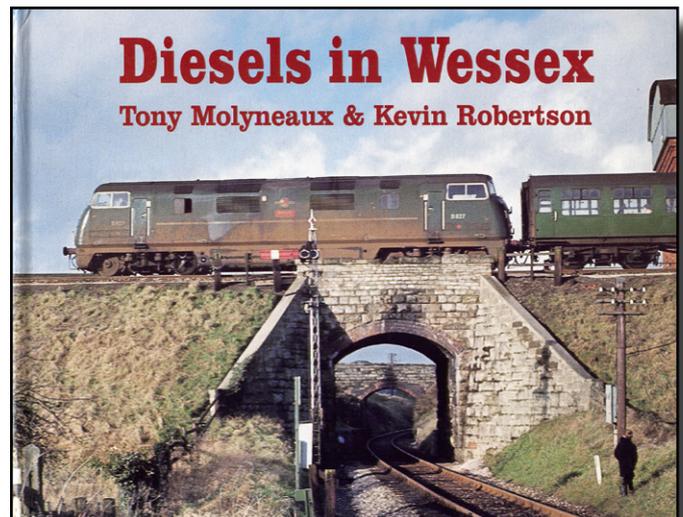
Naturally, the Great Western Railway and the London & South Western Railway, and, subsequently Western and Southern Regions of BR, dominated the area, and the pictures reflect this.

The early demise of steam on the Western led to an influx of Hymeks, Warships and Westerns, and the pictures show a variety of these in action on both passenger and goods workings, sometimes on inter-regional workings.

However, the situation on the Southern was different and steam survived until 1967 and the book contains a number of photographs showing steam and diesel double-headed.

Southern Region DEMUs feature in all-over green livery (naturally) in no less than eleven pictures, but there's a wealth of interest in all the pictures, especially if you have an interest in 'Green period' liveries.

Saddest picture of the lot, however, is ex-GWR diesel railcar

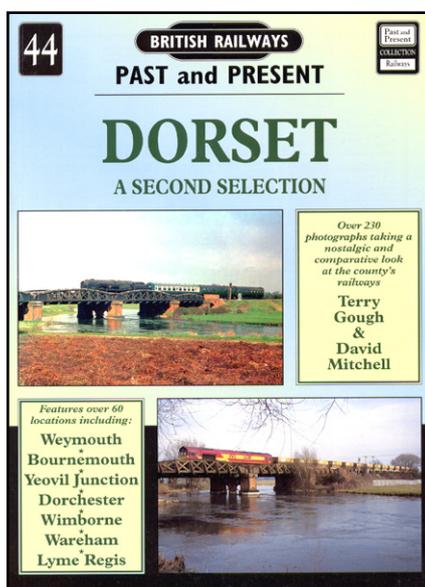


W21W awaiting the cutter's torch at Swindon in 1963, still wearing its red and carmine livery, never having been repainted in BR green.

At £14.99 it is modestly priced for a book of colour photographs and recommended.

Diesels in Wessex, Ian Allan Publishing. ISBN: 0-710-3010-3.

Dorset revisited, but at a price



IT'S eight years since authors **Terry Gough** and **David Mitchell** put together a selection of pictures for Past and Present's first Dorset volume (number 29).

This, their second volume (number 44), features more than 230 photographs, which, wherever possible, show locations not previously visited.

Inevitably, they have included some stations shown in the previous book, but with different views, and where possible reflecting the changes that have taken place since 1996.

This book, while following the same format as the rest in the series, is better balanced than some previous volumes and has a good mixture of steam and diesel locomotive hauled trains and multiple units.

The principal lines covered include

Weymouth-Dorset, Upwey-Abbotsbury, Weymouth-Christchurch, the Swanage line and the Weymouth Tramway.

As always with the P&P series, there is much in the images to interest the modeller—signal boxes, footbridges, road bridges, tunnel mouths, station buildings and signal gantries (there's a fine one at Yeovil Junction—p117).

In addition, there are a number of photographs from the early 1900s, including Abbotsbury, West Bay and Yetminster stations.

The price of this series of books continues to rise and at £15.99 they are in danger of becoming a luxury for those who are not committed to collecting the whole series. Nonetheless, recommended.

Past and Present: Dorset, a second selection. Past and Present Publishing. ISBN: 1-85895-219-0

Club Scene

THE Scalefour Society is urging modellers to make a note in their diaries of two major events being held next year, Scalefour North 2005 and Scalefour South West 2005.

The northern event is being staged over the weekend of March 12/13 at Wakefield College, Thornes Park, Wakefield W Yorks, while the southern one forms part of the Railwells show (August 13/14), which will be held at Wells Town Hall, Somerset.

THE New Forest Model Railway Society is holding its annual Club Open Day on Sunday November 28 at the Village Hall, Highwood Rd, Brockenhurst, Hants.

Club and members layouts will be on show, together with possibly one, or two, visiting layouts.

THE eighth annual Wilmington Model Railway Exhibition was held on Saturday 9 and Sunday 10 October. Supported by Hornby, the show is organised by **St Michael and All Angels' Church**, Wilmington, and all proceeds from the event go to charity.

This year's beneficiaries were the Demelza House Children's Hospice, The Railway Children's Charity and St Michael's Youth Work.

The event featured a range of demonstrations, videos, displays and sales stands along with many layouts and a large 'Titanic' model.

THE North Downs Model Railway Circle has just launched its website at <http://www.ndmrc.com>.

The site includes details of the Circle's exhibitions, layouts, where layouts can be seen, and some 'food for thought articles'.

SOUTHWARK MRC is on the lookout for a new base again!

The club has received notice to quit the garage it has been using since it lost its clubroom last year.

Now it urgently needs somewhere to store its equipment and layouts and to hold meetings. Contact Ray Blanchard on 0207 732 9675 if you can help.

THE Waveney Valley MRC layout Oulton Broad North is to appear at this year's Warley Model Railway Exhibition.

Visitor numbers 'on the up' again despite the glorious weather

SOUTHWOLD Model Railway Exhibition, organised by Waveney Valley Model Railway Club, saw attendance increase by ten percent—and, as was the case last year, on a glorious weekend!

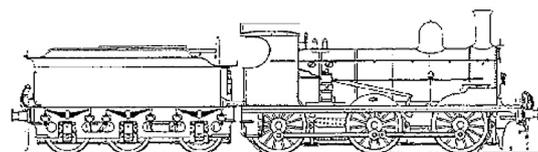
The two previous years saw seven percent (2002) and twenty-three percent (2003) increases respectively.

The club carried out a visitor survey this year, which showed that our furthest travelled visitors came from New Jersey!

"They regularly holiday in the UK," said club publicity and PR officer Jerry Hepworth, "and have visited the event each year – and they are not modellers!"

The completed forms will be studied in detail shortly and some of the comments will be acted on in order to, hopefully, improve further what we offer to our visitors.

This year's event featured 21 layouts in all the main scales and gauges (and a few others!), from around the UK and one,



Splitveld Fabriek, from the Netherlands!

The outdoor, passenger carrying, live steam railway, operated by Halesworth and District Model Engineering Society was also popular with visitors.

Most popular

The visitors' vote for most popular layout resulted in Keighley Club's 0 gauge layout, Runswick Bay receiving the award.

Richard Spendlove MBE, the club's special guest on the Saturday, chose Stump City as his favourite layout. Richard was a career railwayman before turning his hand to writing and regional

broadcasting and conceived and co-wrote the TV comedy *Oh Dr Beeching*.

Jerry added: "Our now well established venue, St Felix School, has been booked for the weekend of August 6 and 7, 2005 and plans are well in hand for another great event."

He paid tribute to members, wives, families and friends who did a 'sterling job' keeping up with the seemingly endless queues!

"We could not have put on such a successful show without the help of all those involved in all aspects of the event, especially catering," he said.

Show preview for new 'teaks'

FOLKESTONE Model Railway Exhibition, held during the first weekend in October, gave modellers their first chance to see some of the new releases from Hornby.

Visitors to the company's Roadshow were able to see final production models of the new 61ft 6in Gresley coaches in LNER varnished teak and BR crimson and cream, and the three new Class A4 locomotives - North Eastern 'Sir Charles Newton', LNER 'Mallard' and BR 'Golden Plover'.

Inside the main exhibition, which was organised by the Folkestone, Hythe & District Model Railway Club, Roadshow staff demonstrated two of the recently released Live Steam Class A4s—Dwight D Eisenhower and Silver

Link, and proved to be a great attraction.

During the weekend, Marketing Manager Simon Kohler was named as Honorary Vice President of the Folkestone Club.

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

The annual exhibition regularly attracts more than 3,500 visitors and some of the best model railway layouts in the area.

The 2005 event is already being planned for 8 and 9 October.

New Brunel wooden viaduct on display on club's Helstow layout



©Barry and Penarth MRC

This superb 4mm to the foot model Dare Valley viaduct (above) was completed by a Barry and Penarth club member and is now linked up to Helstow.

It was displayed for the first time at the Aberaeron Show on August 8.

The original was one of two wooden viaducts built by Brunel for the Vale of Neath line—one of the few such viaducts built outside Cornwall.

The Vale of Neath Railway 'invaded' the Cynon Valley from the north to take coal from under the

Dare valley viaduct built for an 'invader'

noses of the Taff Vale Railway over the hill to Swansea Docks. It became absorbed into the Great Western early on.

The viaduct was dismantled in 1947, although the stone piers still remain deep in the undergrowth of the Dare Valley Country Park.

The model accurately depicts the viaduct spanning the valley, with a short representation of the Taff Vale line

underneath.

Two curved linking pieces have been built, which allow the viaduct to extend Helstow in a variety of straight or 'L'-shaped formats.

Helstow, a portable OO gauge layout depicts an imaginary terminus in the West Country.

The name is a combination of Padstow and Helston.

Welsh club open day is a success...

WITH eleven layouts on display, this year's Barry and Penarth MRC October open day was one of its biggest.

More than 300 people enjoyed the event, which was officially opened by the Mayor and Mayoress of the Vale of Glamorgan, Councillor and Mrs Emlyn Williams.

They were impressed by the skills and enthusiasm shown by club members and were particularly pleased to meet the club's younger members.

Included among the layouts on display was Helstow, which features a model of the Dare Valley Viaduct, one of the two wooden viaducts built by Brunel for the Vale of Neath line.

This was displayed for the first time at the Aberaeron Show on

August 8.

In the afternoon, Adrian, son of former club member the late Capt. Bill Walker, arrived, having driven over from Norfolk.

Surprise

Walker's Ridge, which was created in memory of his father, was fully working this year.

A surprise visit was also made by David and Ann Baverstock, chairman and secretary of the Association of Model Railway Clubs Wales and West of England.

Barry & Penarth MRC is a long standing member of the Association and supports its Bristol Model Railway Show in May each year.

Kent show aims for 30 layouts in 2005

ERITH Model Railway Society is staging its annual Dartford exhibition over the weekend of January 29/30, 2005.

The show is once again being staged at Temple Hill Primary School, St Edmunds Road, Temple Hill, Dartford, Kent.

The venue now boasts full disabled access to all parts of the exhibition.

The event will be even larger than 2004, says exhibition manager Paul Plummer, and will feature up to 30 quality layouts including Anderson Lock (LMS - OO).

Further layouts and

exhibitors are still being added to the line-up (see www.erithmrs.org for the most up to date listing).

Specialist

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

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

Attention all club secretaries

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

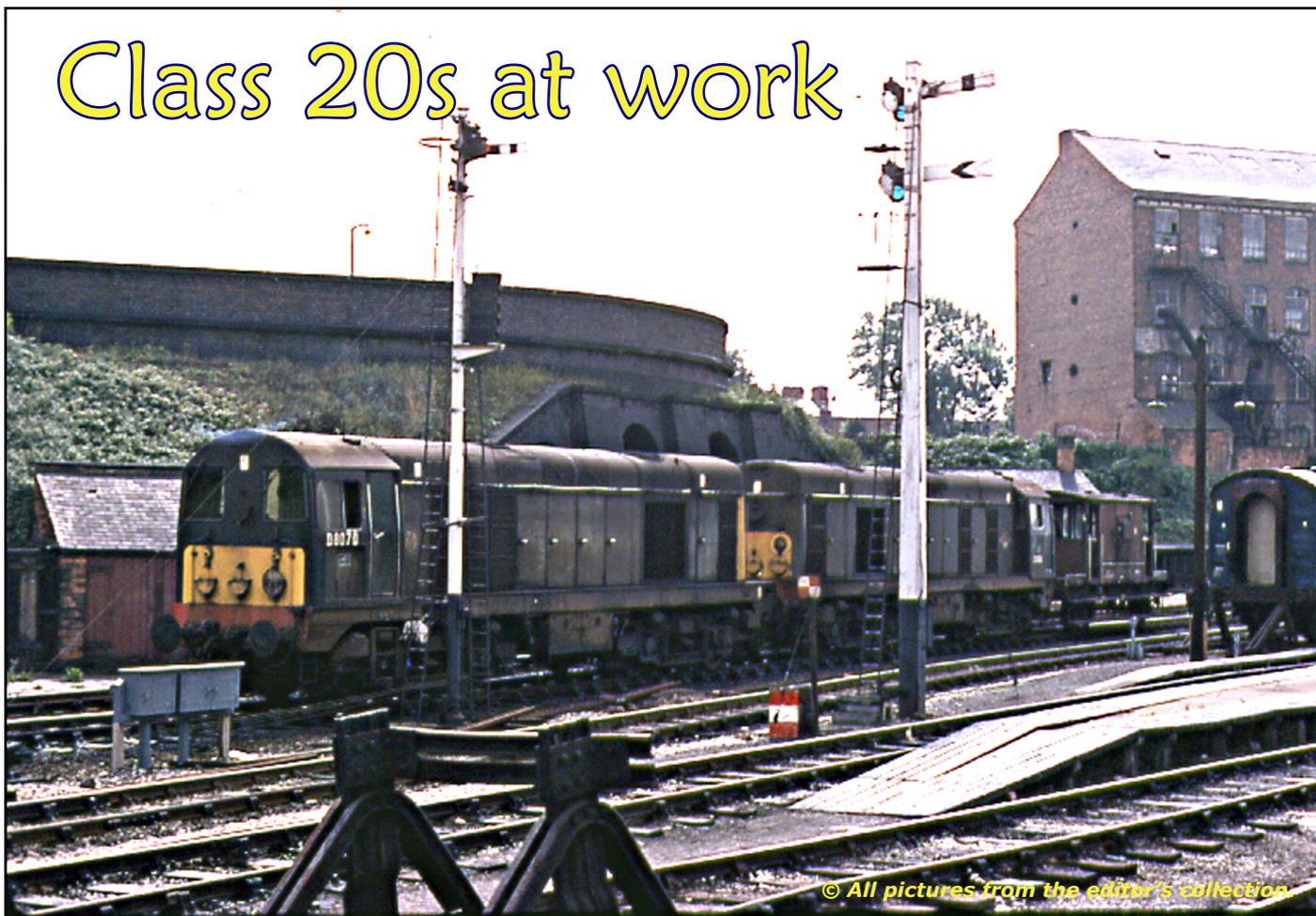
It remains our aim to expand our coverage of events/shows and general society activities.

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

PROTOTYPE PROFILES ... 3

Class 20s at work



© All pictures from the editor's collection

This 1970 scene at Leicester London Road Station would be impossible to recreate today. Both 20s are in BR green livery and neither has the full yellow cab/front end treatment. The lead loco is D8070. Also of interest are the two Midland Railway lower quadrant signal arms on a wooden post—a rare survivor from the pre-grouping era.

Waiting, then two came together...

AS time passes and the ubiquitous Class 20s edge nearer their eventual demise they will be remembered not just for their usefulness and their longevity, but for the fact that they surely rank as the most successful of BR's early diesels.

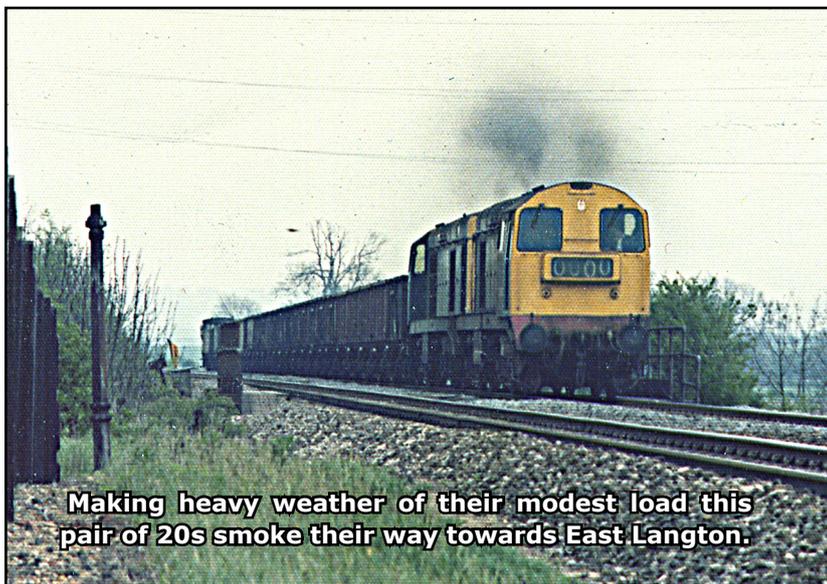
Whether operating singly or, as has been the more usual, in pairs, these Type 1 locomotives have been seen at the head of just about every type of train—passenger, freight and engineers.

And, while several have been 'rescued' for preservation they can still be found in main line service.

The first batch of 20 (D8000-D8019) were built by English Electric to an order placed in 1956 and further batches were added until by 1968 more than 200 were in service (D8000-8199 and D8300-D8327).

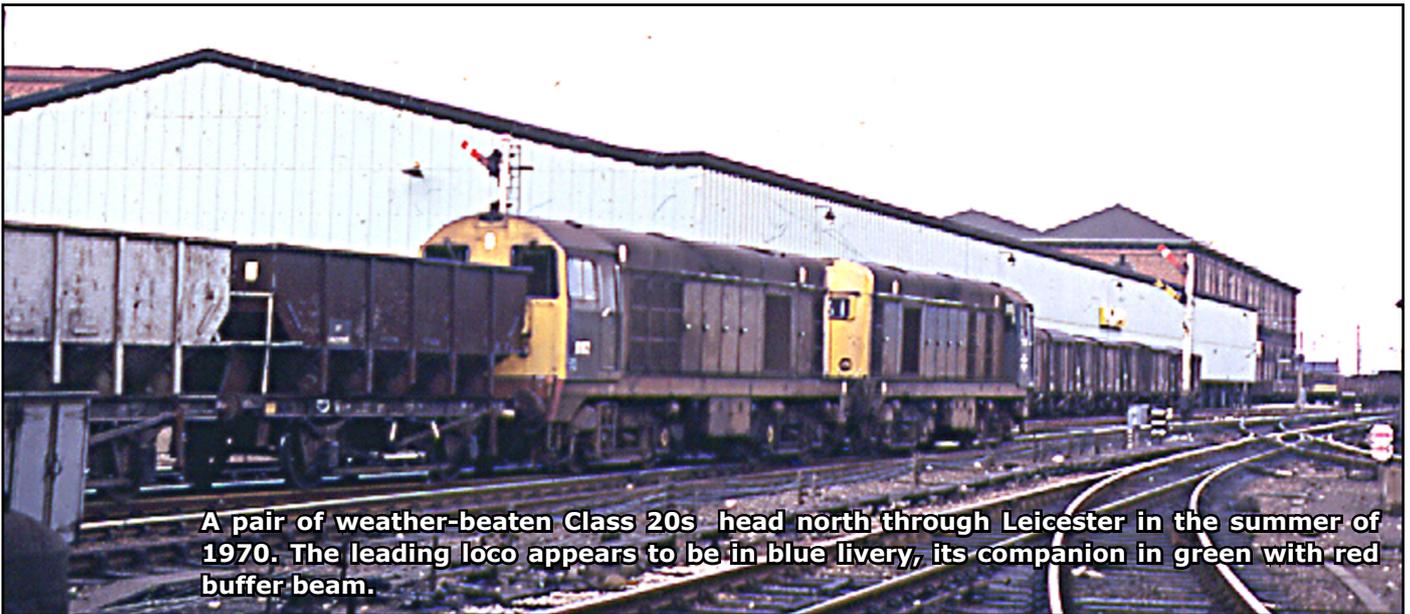
The original production run, which included some constructed by RSH, saw 128 of the 1,000 h.p. locomotives in traffic by 1962.

However, so successful did they prove that when their planned replacements, 'Standard Type 1' Clayton locomotives (Class 17—built 1962-65) proved unreliable, further batches of Class 20s



Making heavy weather of their modest load this pair of 20s smoke their way towards East Langton.

PROTOTYPE PROFILES ... 3



A pair of weather-beaten Class 20s head north through Leicester in the summer of 1970. The leading loco appears to be in blue livery, its companion in green with red buffer beam.

were ordered. Deliveries began again in summer 1966, adding a further 100 to the class.

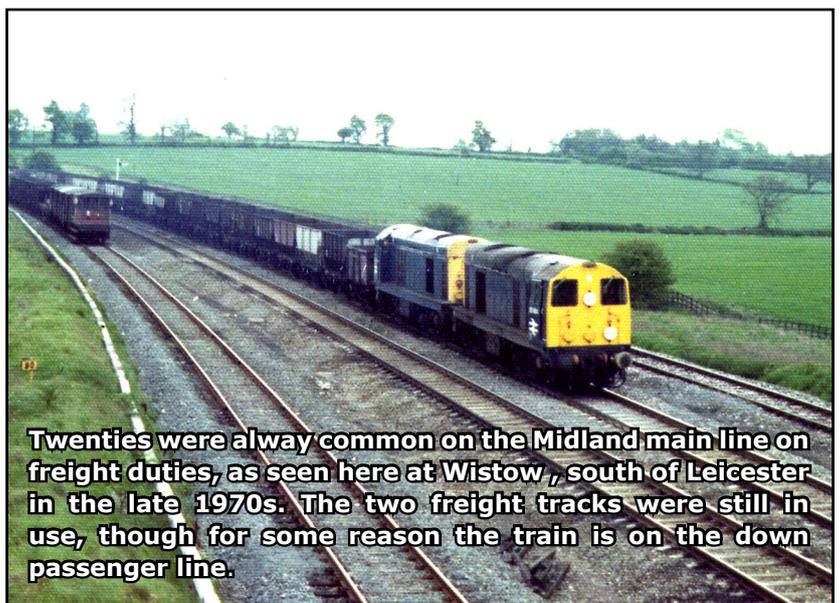
The first 128 locomotives were constructed with disc type train reporting equipment (numbers 20001-20128), while the later builds (20129-20228) received four-position headcode boxes.

Life extending refurbishment (in the 1980s), however, resulted in some having marker lights instead of either of the above.

They were originally finished in all over BR green with small yellow warning panels (see accompanying photographs), though these were gradually extended to cover the whole cab front. Noses, originally green, were also later painted yellow.

Standard rail blue was subsequently applied to the whole class with full yellow warning end panels and noses, though the position of the 'arrow' logos varied.

During the 1980s sectorisation brought a new livery (Railfreight Grey) and more recently privatisation has seen further changes.



Twenties were always common on the Midland main line on freight duties, as seen here at Wistow, south of Leicester in the late 1970s. The two freight tracks were still in use, though for some reason the train is on the down passenger line.



A rake of fitted mineral wagons could often be found behind a pair of 20s on their way to the Leicestershire coal fields or quarries, as seen here approaching East Langton, north of Market Harborough in the 1970s.

YOUR GUIDE TO 2004 EXHIBITIONS

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

DECEMBER

4-5 (Sat & Sun)

Warley Model Railway Exhibition, NEC, Birmingham.

Darlington MRC - Darlington Model Railway Club Exhibition, College of Technology, Cleveland Avenue, Darlington. Telephone: 01325 353183.

11 (Sat)

Mirfield Model Rail Show, Mirfield Fire Station and adjacent halls, Huddersfield Road, Mirfield, West Yorkshire. Telephone: 01924 490001.

Rhyl & District Model Railway Club, Prestatyn Charity Model Railway Exhibition, The Presbyterian Church Hall, Nant Hall Road, Prestatyn in aid of Glan Clwyd Hospital Special Care Baby Unit. Telephone: 07746 604749.

11 & 12 (Sat & Sun)

Wigan and District MRS show, Robin Park Arena & Sports Centre, Loire Drive, Wigan, Lancashire. Website: www.wiganmrs.org.uk.

18 (Sat)

Weymouth Model Railway Association, Christmas Open Day, Upwey and Broadwey Memorial Hall, Victoria Road, Upwey, Weymouth, Dorset. UK. Telephone: 01305 784672; E-mail: david-riches@supanet.com; Website: www.weymouthmra.org.uk

30 (Thurs)

Keighley MRC - Keighley MRC Open Day, Walk Mills, (off Coney Lane), Keighley, West Yorkshire., BD21 5AR. Telephone: 01535 644229; E-mail: charles.oldroyd@virgin.net.

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 (NESCOL) 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.