

Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 12

MARCH/APRIL 2005

Hall, Granges and Class 31 make spring debut...



Hornby's new Grange loco looks superb in its weathered late BR livery.

AFTER many months' delay Hornby's Grange class locomotives have finally arrived, along with the first examples of Bachmann's new Collett version Halls.

To date three versions of the Grange have reached the UK—Derwent (early BR black), Resolven (weathered BR green) and Hardwick (1930s GWR).

In addition, the much delayed Class 31 diesel locomotives have at last gone on sale.

Supplies of Bachmann's new, original style Hall class locomotives have also begun, though at present only Saint Edmund Hall is available.

Emblem

This is in BR black livery with the early BR emblem on the tender.

Other newcomers include Hornby's A4 based Northumbrian train pack—Andrew K Mc Cosh, plus three Gresley coaches—and the Northumbrian coach pack, consisting of three Gresley coaches.

• **A review of Hornby's Grange locomotives can be found on Pages 8/9.**

Inside this issue...

THIS month's edition features the first of an occasional series of articles exploring the manufacturing processes that go into the hobby.

In it we take look at how brass etchings are made (Page 4).

There's a review of TWO of Hornby's Grange locomotives on Pages 8/9, together with our usual look at some of the more recent railway books on Pages 10/11.

Stafford Railway Circle's 2005 show is featured in Clubscene, along with news of a Welsh club's planned trip to Germany.

West Country show set to wow 4mm modellers

ONE of the biggest model railway shows to be staged in the West Country is being held near Bristol at the end of the month.

The three-day show, which is organised by the Association of Model Railway Clubs, Wales and West of England, features more than a dozen 4mm/ft layouts, plus many others in a range of gauges.

It is being held at its regular venue, Thornbury Leisure Centre, Thornbury, and opens on Friday April 29 at 2pm. Friday and Saturday feature 'late night sessions', 8pm and 7pm respectively.

Many of the layouts on show are being exhibited by association member clubs.

They include Barry and Penarth's Cwmderi (00), Bristol East MRC's Iron Mould Lane (1970s 00), Wessex Armchair Modellers' Old Syke Sidings (4mm EM gauge) and Cardiff Model Engineering Society's Hardwick Grange (00).

One layout likely to attract special interest

is North Devon MRC's imaginary wartime layout Kingdoms Crossing.

This is set in the summer of 1940 somewhere on the English south coast and boasts a bridge based on Brunel's Wye crossing at Chepstow.

The event also features a number of demonstrations, including boiler rolling (Wally West and Mike Alderton) and coach making (Jeremy Denis).

Guides for builders available

Two useful guides, *Building Loco Chassis the Comet Way* and *Building Coaches the Comet Way*, are now available for download from the company's web site, www.cometmodels.co.uk.

E Midlands exhibition

THE annual Derby show, organised by the St Johns (Mickleover) MRG is being held at the Assembly Rooms, Derby over the weekend of April 23-24.

The event—one of the largest exhibitions held annually in the East Midlands—features 16 layouts in 4mm/ft scale.

News briefs...

BASSETLAW (North Notts) Railway Society's biannual open days will be held over the weekend of May 1-2 in association with Retford's Charter Day celebrations.

It will feature the club's 00 gauge model railway Idleforde Junction and a few other working model railways together with a display of local railway photographs and club member's sales stand.

The layout will also visit the Spalding exhibition later in the year.

BOB Powell, exhibition secretary of the Merseyside MRS has advised that the club's annual exhibition will feature 17 layouts, and will be held at the Pacific Road Arts and exhibition centre, Birkenhead, Wirral, over the weekend of October 29-30.

CHARLES Lee, from Sydney, Australia, won the January Hornby website competition. The question posed was: "When did the Class 52 'Western' enter service?" - the correct answer was 1961. Mr Lee received an R2475 Class 52 'Western' locomotive as his prize.

AFTER many cool evenings spent in the clubroom during the last winter, Bassetlaw (North Notts) Railway Society has finally managed to get its heating restored.

Thanks to members Phil Chapman and Gary Atkinson, the burnt out switch gear of two fan heaters has been replaced and both are now fully operational.



Merthyr Riverside (above) was among the finescale layouts on display at the Nottingham East Midlands Show in March. It was featured in the October 2004 edition of the magazine.

Notts show is a hit

THE Nottingham East Midlands Show, organised by Nottingham (Bulwell) MRS proved to be as popular as ever, thanks to a wide range of layouts in a variety of gauges and styles.

These featured a number of special interest to 4mm/ft modellers including Glemsford, a P4, BR (GER) country station layout by David Hawkins, Merthyr Riverside, a GWR Valleys layout by Rob Kinsey, and Grangetown, an EM gauge Scottish region layout from Trevor Hale.

Demonstrations

A number of demonstrations were also run during the event, held over the weekend of March 19-20.

These included one by the Scalefour Society, represented by members of the Dukeries Area Group, who demonstrated how to model in this scale.

Societies attending the show included the EM Gauge Society, Diesel and Electrical Modellers United (DEMU), the Railway and Correspondence Society (RCTS) and the National Model Railroad Association (NMRA).

London Festival proves popular with the crowds

The London Festival of Railway Modelling—held at Alexandra Palace, London over the weekend of April 2-3—once again attracted thousands of visitors.

In addition to 42 British, Continental and American layouts, the show also featured more than 100 trade stands, modelling demonstrations and displays.

Double-0 gauge layouts were well represented and the 15 on show include Dewsbury Midland, Hudson Road, Askrigg Bank and Blea Moor. The EM gauge layout Narrow Road and P4 Gauge Lee-on-Solent was also on show.

Some 20 societies—representing both model and full-scale railways—are attending

the event, which is held in association with the Model Railway Club.

Hornby, one of the sponsors, had a stand which featured a spectacular ten-lane layout.

Showcase

The event also gave the firm an opportunity to showcase new and forthcoming releases such as the 6800 Grange Class steam locomotives, and Class 31 and Class 08 diesels.

Visitors to the stand were encouraged to fill in a feedback questionnaire on what

new locomotives and stock are wanted by modellers, a process that has in the past helped shape the range.

The questionnaire from I. Manderson, of Gloucester, was drawn at random to win an R2403 BR 4-6-0 6800 Grange Class 'Derwent Grange'.

Website competition winner

THE winner of Hornby's February website competition was Russell Goddard, from Malton, North Yorkshire, who won an R2275A BR 0-6-0 Class 2361 Dean Goods. He correctly answered the question "What period does Hornby's model of the Class 2361 Dean Goods represent?" (answer:the 1950s).

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MODEL NEWS



Heljan is introducing five new Class 52 models this month in the following livery/numbering combinations: D1000 Western Enterprise (Desert Sand), D1047 Western Lord (Blue, small yellow ends), D1039 Western King (Maroon), D1004 Western Crusader (Green, small yellow ends) and D1058 Western Nobleman (Corporate blue).



Lima models 'may return in late 2005'

LIMA models could be making a return to the market earlier than many UK modellers believed.

Comet adds to its range

A NUMBER of useful etches and detailing parts have recently been added to the Comet range.

Revised frames for the LMS Class 5 (£11.50) were introduced in March and include nickel silver, etched hornways, alternative brake shoes and additional detail.

Coronation smoke deflectors--'Duchess' curved front type and 'City' utility front type (both £3.75)—have also been added to the range.

A small range of etched brass tender capacity, shed and builder plates was made available in February, along with an etch to detail colour light signals and equipment cabinets (£4).

Following its acquisition of certain Lima assets in December 2004, Hornby has made a start on moving production from Italy to China.

The first shipments of moulds were made in January, with deliveries of finished goods from China now expected in the final quarter of 2005.

Hornby says feedback from customers around the world has so far

been positive.

There is still much goodwill associated with the Lima brands, and the company has a detailed marketing plan in place to help support the re-launch.

The Company remains confident that the acquisition of the Lima brands and assets will enable Hornby to establish a significant presence in major world markets for Model Railways.

Show's on the road...

THE Hornby Roadshow heads north this month with a visit to the North Yorkshire Moors Railway from Friday 29 April to Monday 2 May.

The visit is aimed at helping the NYMR celebrate the 100th Anniversary of Sir Nigel Gresley's appointment as Carriage and Wagon Engineer on the Great Northern Railway—more details can be found at www.nymr.demon.co.uk.

In May the show returns south and appears at Ashford Model Railway Club's 25th Anniversary Model Railway Exhibition at The Stour Centre, Tannery Lane, Ashford on Saturday 7 and Sunday 8 May - more details at www.ashfordmrc.co.uk.

Editor's space...

THIS issue has been delayed not once, but twice by bouts of poor health and I hope that readers will forgive the delay in publication.

I can only apologise to those regular readers who may have checked out the web site on numerous occasions expecting it to be there.

Putting together any edition takes a full two weeks of concentrated effort and this has simply not been possible over the past six weeks.

Consequently, attempts made at completing the magazine, have been thwarted by circumstances beyond my control.

The future of the magazine, however, is NOT in doubt, though a little more input from clubs and other modellers would make life so much easier.

So, if you have the desire to see your name in print and would like to write about your own layout or club just drop me a line at the usual e-address: editor@trainsonlinemagazine.co.uk.

THE arrival (albeit late) of two new classes of 4-6-0 in the past month will inevitably lead modellers to make comparisons between them.

The Hornby Granges are reviewed this month and with their high level of detailing set new standards for GWR locos. It will be interesting to see how the new Halls from Bachmann compare.

The down side—and there is one—to all this extra detail, is that one has to be so careful in handling what are extremely fragile components.

There must surely come a time when it is in no-one's interest to pursue the quest for even greater detail if the end result in normal use is broken parts and disgruntled modellers.

Surely there has to be trade-off between what is desirable and what is sensible? What looks good and what is fit for purpose may not be the same.

After all, a highly detailed model that breaks when you ease it out of its packaging is not much use to anyone.

MOST modellers are aware of the role that etched parts play in the construction of railway models, but few know how they make the transition from ideas to metal. Chempix director Paul Crutchley gives readers an insight into process in an interview with the editor...

Modelling ideas swiftly realised in etched metal

LOOKING after the needs of modellers is something that comes as second nature to Paul Crutchley, for his company Chempix has been manufacturing etched kits for railway modellers since 1982.

The firm is very proud of its association with the industry and, says Paul, can look after the needs of people who require parts just for their hobby, or companies who require kits for their businesses.

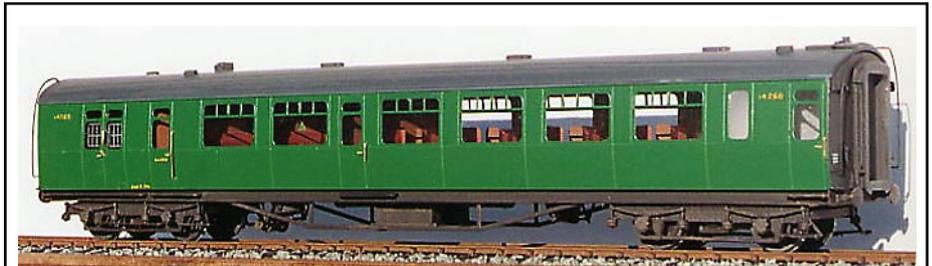
Etched kits for railway modellers are produced in a variety of different scales such as 2mm to the foot, 4mm, 7mm, and O gauge.

Anything that the modeller requires for his kit can be etched, such as Coach Sides, Roofs, Cabs, Roof Grilles and Coupling Rods etc.

These can be produced in a variety of different metals such as Brass, Nickel Silver, and Stainless Steel. Many other metals can also be used.

"We can produce 'one-offs' or production runs of items", said Paul, "there is no minimum order, so we have the flexibility to produce whatever the modeller requires."

The starting point is artwork supplied



Many model railway kit manufacturers use etched brass components, including Birmingham-based Comet Models, whose range includes models of LMS, GWR, LNER and Southern Railway origin. The firm's excellent kit for a Bullied BRCW Semi-Open Brake Third is illustrated above.

by the customer, either CAD artwork on disc such as DXF/DWG, or from colour separation artwork on paper, with designated colours.

These are through etch (black), surface etch front (red), surface etch rear (blue) and white to represent what is left as metal. Design rules on both of these types of artwork are available on request.

Things get a little technical from here in.

"From the artworks we produce a film, which enables us to print the image onto sensitised Resist Coated metal,"

explained Paul.

"We then print the film onto the metal using ultra violet (UV) light. The sheet of metal then goes through a developing process where the image is then seen onto the metal.

"It is then passed through a conveyerised etching machine, containing etchant, which dissolves away areas, which are not protected by the resist coating.

"After etching the resist coating is chemically removed from the etched sheet and passes to final inspection, before being shipped to the customer."

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Layout of the month – Treneglos



Southern project inspired by the 'Withered Arm'

AMIDST the seemingly never ending succession of West Country layouts based on former Great Western routes, it is always refreshing to see one that's inspired by its great rival in the area, the Southern Railway.

The Southern Railway's trains to the north coastal resorts of Devon and Cornwall (formerly operated by the London and South Western Railway), never enjoyed quite the same media attention as its Paddington-based rival's crack expresses serving the 'English Riviera'.

Yet its services to what was affectionately known as the 'Withered Arm', stopped at a host of destinations to the west of Exeter and its named trains included the legendary Atlantic Coast Express (ACE), which, because of its popularity, was often run in several portions.

A mainline presence survived in the area until the 1960s, when regional boundary

changes led to a downgrading of the former Southern routes to the West, and the ACE—legendary at the time for its speed exploits—made its last run to the Atlantic coast in September 1964.

Hardly surprising then, that three members of Stafford Railway Circle with a common interest in the former LSWR lines in the West Country should join forces to model a station on the 'Withered Arm' set in its twilight years.

Inspiration for the location was provided by a few lines from a John Betjeman poem...

*"the emptying train,
wind in the ventilators,*

Top: The local bus pauses on the road bridge, while (above and centre) a pair of ex-Southern Moguls haul their trains in opposite directions having passed in the loop in Treneglos station.

Continued Page 6...

Layout of the month – Treneglos

Treneglos is a typical LSWR country station

puffs out of Egloskerry to Tresmeer—Could it really be that this same carriage came from Waterloo?"

Group member Damian Ross explained that the layout was located using maps, site visits and the atmospheric photographs of West Country photographer Peter Gray.

"For the model, Tresmeer station was 'transplanted' one mile west and Treneglos is operated as a North Cornwall station in the summer seasons between 1961 and 1964," he said.

The track is constructed from C & L components, the signals are from Model Signal Engineering (MSE) and all the buildings are scratch-built using Wills materials.

A Peter Gray photograph of Ashwater served as the main reference for

the layout and the style of Treneglos and the main station building is typical of the country stations built by the LSWR.

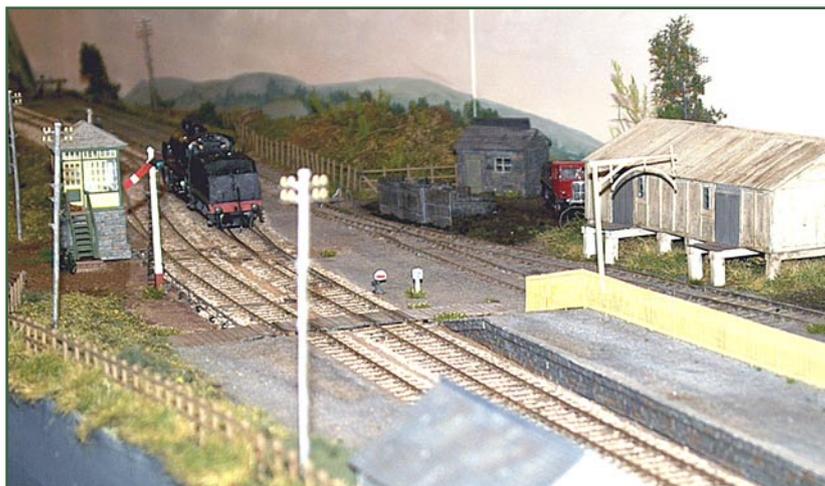
It is a well executed model (see photographs) and features a gabled two storey house and hipped roof single storey booking offices.

Measuring 28 feet by two feet four inches there is ample space to show off the stock, which is based mainly on weathered ready to run models with additional detailing.

Naturally, the operating sequence includes the appearance of the Padstow portion of the ACE...

• *If you are an exhibition manager wanting to book Treneglos, you can contact Damian on 01785 662333.*

[More pictures Page 7](#)



Above: A general view of the goods yard and associated structures at Treneglos—all the buildings are scratchbuilt using Wills materials.

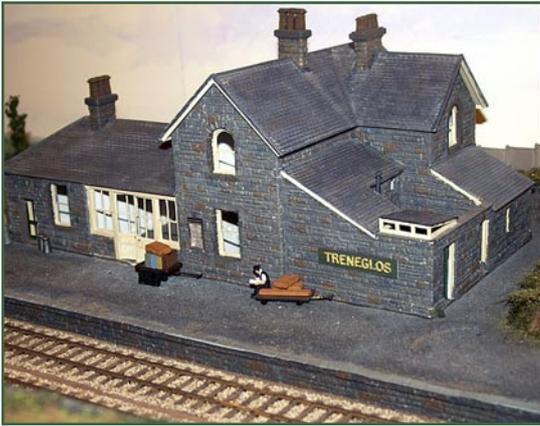


Above: The detail on Treneglos station rewards close inspection.

Below: A mogul-hauled train departs Treneglos for Wadebridge and Padstow—the scenery in this view is of an exceptionally high standard.



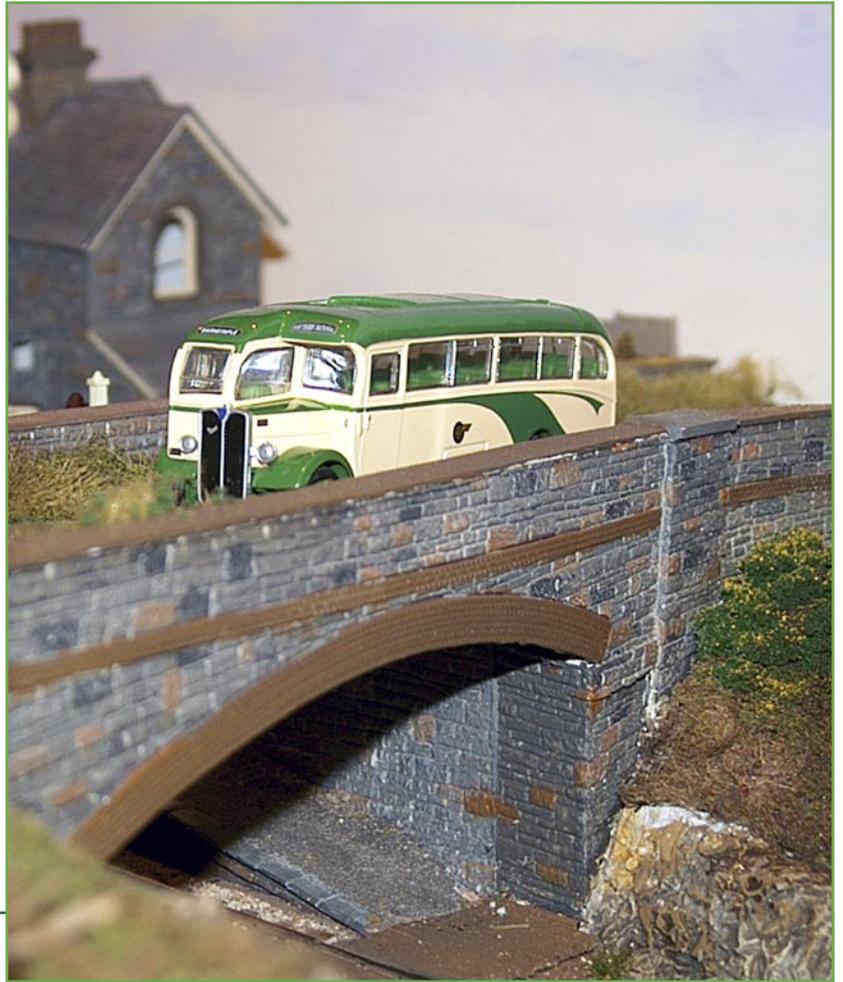
Layout of the month – Treneglos



Above: The complex roof structures of the Treneglos station buildings are visible in this view. A difficult challenge for any builder they have been well executed in model form.

Right: The careful positioning of suitable vehicles such as this bus can do much to enhance a layout.

Below: Maunsell's N class locomotive 31813, a proprietary model with added details and crew poses for the photographer. Note the C & L trackwork which enhances the scene.

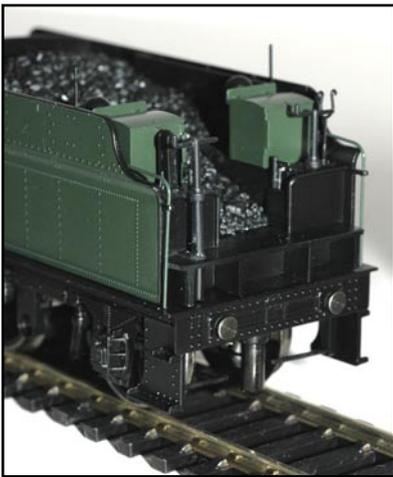




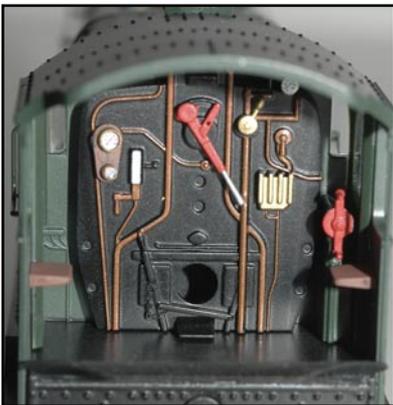
Hornby's Grange class 4-6-0 sets a new standard for ready to run models of Great Western Railway locomotives.

New Granges boast high level of detail

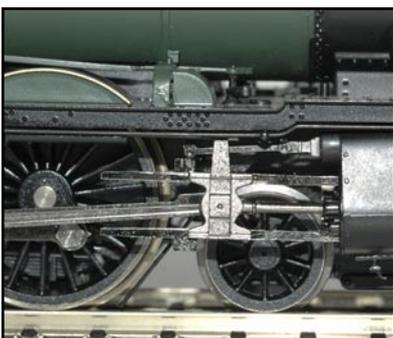
GOBSMACKED is a word that has gone out of fashion these days, but it is the best way to describe first impressions on extracting these truly beautiful models from their new style packaging...they simply look the business!



Detailing on Hardwick's Churchward 3,500 gallon tender...



Cab detail includes tip-up seats, while the slide bars (below) are exceptionally well executed.



Rivet detail on tender rear...

Grange proportions have been faithfully captured (below) by Hornby's modellers.

When placed on a length of track it is immediately obvious that a very high level of detailing has been applied to these latest models from the Hornby stable.

Looked at from a variety of angles, either separately or as an ensemble, the locomotive and its tender are more than a match for any of the recent models to reach the market—steam or diesel outline.

Put simply, they just look right!

Livery aside, the BR and GWR versions, have several things in

common.

Both have miniature three-link couplings attached to the buffer beam (a small tension lock coupling is available if you must couple stock on the front); there is full cab detail with copper painted pipe work, regulator and reversing levers picked out in red paint and even tip up cab seats for driver and fireman (though neither is included).

Slide bars and cross heads appear to be scale size (care is needed in handling the loco or when placing it on the track), vacuum piping is fitted as standard; handrails are body coloured and of very



A little dusty, but looking superb in its fully lined late BR livery and paired with Collett 4000 gallon standard tender.



fine gauge and a fall plate is fitted in the cab.

Both locos can be close-coupled to their tenders and it is surprising the effect this has on their appearance—the need to photograph tenders and loco separately meant they were not fully attached in most of the pictures.

Sprung buffers

The tenders themselves are fine models as a glance at the accompanying photographs readily demonstrates; sprung metal buffers, attached vacuum pipe, fine metal handrails, and a wealth of rivet detail (sic).

Both appear properly proportioned. Comparison with photographs shows them to be just that.

The GWR version, Hardwick Grange (6818), is finished as built in authentic 1930s livery—unlined green, black cylinder covers and the GWR roundel.

It differs from the BR version, Resolven Grange (6869) in a number of subtle ways.

The chimney on Hardwick is of the correct early copper capped 'lipped' type—the first four had plain cast iron chimneys—the buffer shanks are tapered in true GWR style and it is paired with a Churchward 3,500 gallon tender.

Resolven on the other hand is paired with a 4,000 gallon Collett tender in late BR livery, has a Hall class chimney (boilers were often swapped between classes) and parallel buffer shanks.

Lining out of the BR version is excellent (if somewhat hidden on the cylinder covers by the weathering applied to 6869) and the smoke box shed plate is quite legible.

So, are the models perfect?

Well, nothing's perfect, but these two locomotives come pretty close.

The only things that would add to their appearance are brass name and number plates...and we have yet to see those on ready to run models in this scale.



Just check out the fine points... Three-link couplings (left), cab rails (above), small tender buffers and additional detailing (below).



Granges' origins lay in Churchward plan

WHILE less numerous than their cousins, the Hall class, Colletts' Granges were powerful mixed traffic engines, blessed with excellent hill climbing ability.

Based on the Standard Number 1 boiler found on the Halls, but equipped with 5ft 8in wheels, they were designed to replace life-expired 2-6-0 and 4-4-0s and had originally been planned as part

of Churchward's Standard Locomotive Scheme of 1901.

Wheels and motion came from 80 withdrawn Churchward Moguls along with a few other parts and on their introduction they were paired with standard Churchward 3,500 gallon tenders.

Production of the 80-strong class took place from 1936-1939 and all boasted detailed refinements of the day—smoke

box door lamp irons, ASW and whistle shields.

The first four built had plain cast iron chimneys, the remainder were copper capped. In BR days boilers with improved draughting carried a narrower chimney.

The Churchward tenders eventually gave way to standard Collett intermediate or 4,000 gallon tenders.

Major work will become standard reference book

IF YOU have ever wondered how and when your favourite locomotive met its end, or when and where a specific example of a particular class was built, then your prayers have at last been answered.

You no longer have to wade through a whole series of reference books; you simply pick up a copy of **Hugh Longworth's** *British Steam Railway Locomotives 1948-1968* and it is sure to be there.

Make no mistake this is a major work. It is based on years of research and gives an account of each and every locomotive operated by the nationalised railways during those two final decades of steam.

All the classes inherited by BR in 1948 are included, as well as those built post-nationalisation.

The book contains full technical details for each class, a short potted history and an indication of the variations within the class, such as changes in cabs, boilers, and rebuilds.

Details of each locomotive's introduction, BR renumbering, any name it might have

carried and the date of its scrapping are listed in table form.

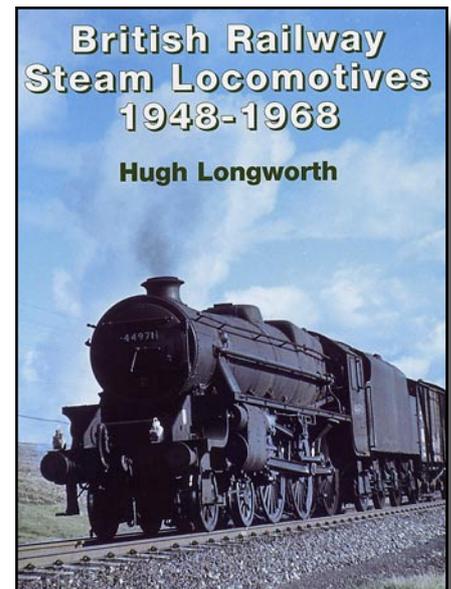
The bulk of the information is arranged into five main sections (GWR, SR, LMS, LNER and BR) rather like the Ian Allan ABCs that inspired the author, but is supplemented by nine highly detailed appendices.

The appendices deserve special attention. There's a list of all named locomotives, chronological lists of additions to stock and withdrawals, details of youngest and oldest locomotives at time of withdrawal and a chronological list of classes.

There is even an appendix indicating which locomotives survived for more than a year after withdrawal before scrapping.

The book is fairly generously illustrated, black and white photographs portraying many of the classes, though it is not a 'picture book'.

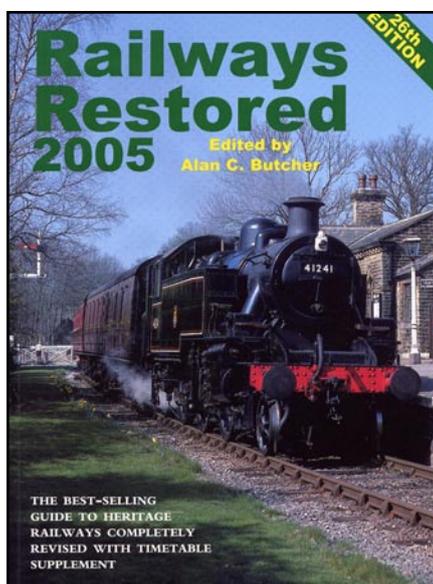
Given its comprehensive coverage, its undoubted attention to detail and accuracy, *British Railways Steam Locomotives* looks set to join the ranks of 'standard reference works'...and deservedly so.



At £35 it is not a cheap book, but given the work involved in its production, it seems a fair price. Every railway historian, amateur or professional, should have copy!

British Railway Steam Locomotives 1948-1968, Oxford Publishing Co, ISBN: 0-86093-593-0.

Essential guide to heritage railways...



THE railway heritage movement has grown considerably over the past 25 years and with it the enthusiasts need for easily accessible information about the museums, railways and preservation centres that are to be found across the UK and Ireland.

For many years *Railways Restored* has been the de facto guide for visitors and the latest edition, the 26th, contains more pages and entries than its predecessor.

As always its comprehensive coverage, content and clarity makes it an extremely useful tool for those seeking the locations of the ever-increasing numbers of steam and diesel locomotives saved from the scrap yard.

This new edition has been fully updated, includes a new selection of photographs and a 32-page national timetable of scheduled heritage services.

The book is simply laid out with each

heritage site having a section devoted to basic information on what is on offer and a list of its stock.

For the modeller looking to locate an example of a particular class this kind of information is invaluable, especially as stock listings being the as up to date as is possible given the current practice loco-swapping between railways.

In addition to the information on sites, the book also contains a full list of the members of the Heritage Railway Association (HRA) along with addresses and contacts where available.

Railways Restored is not a book that the reader will read from cover to cover at one sitting, but if you are planning a number of visits to heritage sites it will prove invaluable. At only £13.99 it's a snip.

Railways Restored 2005, Ian Allan Publishing, ISBN: 0-7110-3053-7



Pocket book is a real bargain buy

RAILWAY enthusiasts—and historians—have good cause to be grateful to the Victorian photographic pioneer, Francis Frith, for the collection of photographs he created gives a rare insight into a time that has passed.

The collection continued to grow after his death in 1898. By 1970 it contained more than a third of a million images showing 7,000 British towns and villages.

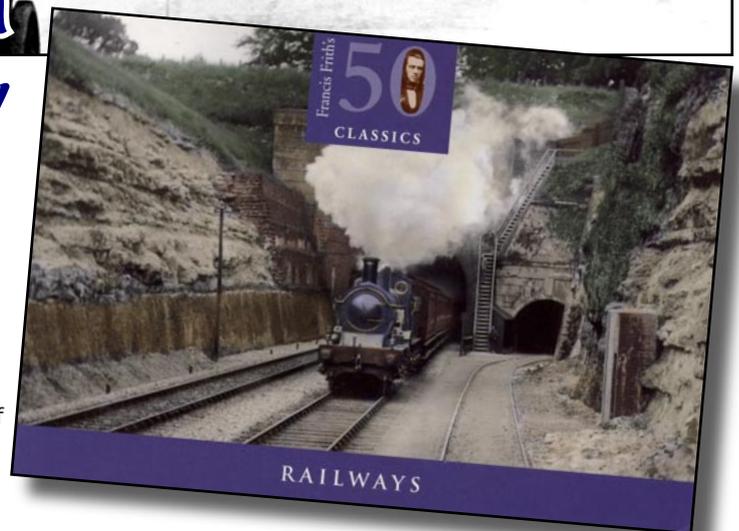
This pocket book, *50 Classics—Railways*, is one of a series of anthologies of subjects and themes from British life, history and heritage.

Spanning more than a century—the earliest photograph dates from 1887—it covers a wide range of scenes, including stations, bridges, viaducts and tunnels.

Many of the images capture scenes that have long disappeared and as such are a wonderful source of inspiration for modellers—just look at the 1909 picture of York (above) with its wealth of platform detail, or Liskeard (right) with a Churchward 4-4-0 on a train for Penzance in 1907.

The book, which is postcard sized, costs only £4.99 and includes a voucher for a free A4 mounted print from the book (post and packing £2.25). Simply excellent value!

50 Classics—Railways, The Francis Frith Collection, ISBN: 1-85937-903-6.



Club Scene

CRAWLEY Model Railway Society's annual exhibition was held over the weekend of April 2-3 at the Tanbridge House School, Farthings Hill, Guildford Road, Horsham, West Sussex.

Layouts attending in 4mm scale included Horton (OO), Idenlock (OO9), Runthorne-London Road (OO) and Southwold Railway (OO9).

A number of societies also attended the event.

REDDITCH Model Railway Club reports that work is continuing on its new London-based layout and improvements have been made to the Buckshee layout (it was exhibited in a very much unfinished state at the 2004 Redditch show), which is owned by a club member.

It will be a layout exhibit at the club's 2005 Birmingham show in a revised and very much more finished state.

THE date for the **Soar Valley Railway Club's** 21st annual model railway show has been arranged. It will be held at Garendon High School, Thorpe Hill Loughborough on the 24th and 25th of September 2005.

SHOEBURYNESS MRC has switched its annual festival of model railways and hobbies to a new larger venue, the Southend Leisure and Tennis Centre, Garons Park, Southend-on-Sea. It is being held over the weekend of November 26-27.

LIVERPOOL Model Railway Society's 2005 Model Railway Exhibition will be held over the three days of the Spring Bank Holiday Weekend—Saturday, Sunday and Monday (April 30-May 2) at Archbishop Blanch Secondary School, Mount Vernon Road, Liverpool.

BARKING and District Model Railway Society held its second model railway exhibition at The Sydney Russell School, Parsloes Avenue, Dagenham on March 19. The exhibition featured more than 20 working layouts, a children's section, static displays and club stand.

MARKET Deeping MRC is back in action after work to put right damage caused by a small fire at its clubrooms. The club currently has a number of layouts under construction and welcomes new members.

Welsh club to take layout to Germany

BARRY and Penarth Model Railway club is going 'continental' this month.

The club has been invited by the German Association of Model Railways (MOBA - Modellbahnverband in Deutschland e.V.) to exhibit its layout Tafsil at the five day show Intermodellbau Dortmund.

The event was being staged 13th - 17th April 2005. This is the third time the club has been invited by our German colleagues to exhibit at major shows in their country.

Previously the club visited Sinnsheim in March 2004 with Devil's Creek and

Stuttgart in November 2002 with Tafsil. A spokesman for the club said they intend to hire a 17-seater minivan and load the layout on the back seats.

"Seven of us will take turns in driving the van through the night of Monday April 11, with a Dover-Calais ferry crossing in the early hours, due to arrive in Dortmund by midday on the Tuesday," he said.

The return journey will also be made mainly at night, with the team arriving back in Barry on Monday 18th April.

Notts club elects a new chair

BASSETLAW (North Notts) Railway Society elected a new chair at its annual meeting on March 16, which was attended by 30 members.

In accordance with the rules of the Society, one third of the officer and committee posts are re-elected each year on a three-year rolling basis.

Peter Bartrop, who wished to stand down after three years in post, was replaced by Neil Grayston, who was elected unopposed.

Excursion

Deputy Chairman, Richard Deas, proposed a vote of thanks to the retiring chairman for all of his hard work, not only during the past three years, but throughout his 27 years as an officer of the society.

Derek Taylor was re-elected as excursion manager, while Keith Davies, and John Heason were re-elected to the committee.

Other committee changes involved the elections of Geoff Bartrop and Alan Maynard, while Donald Howbridge and Ken Ratcliffe stood down.

The photographic competition and a year's free membership was won by Gary Atkinson.

Finescale on show...

EPSOM and Ewell Model Railway Club's annual exhibition once again included a selection of some of the best quality finescale layouts currently available.

The show, which was held over the weekend of March 19-20 at the North East Surrey College of Technology (NESCOL) Reigate Road, Ewell, Surrey, featured Mostyn (EM), Shirebeck in Emswell (EM), Spital (P4), Shirebrook (OO) and Woodcote (OO finescale).

Attention all club secretaries

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

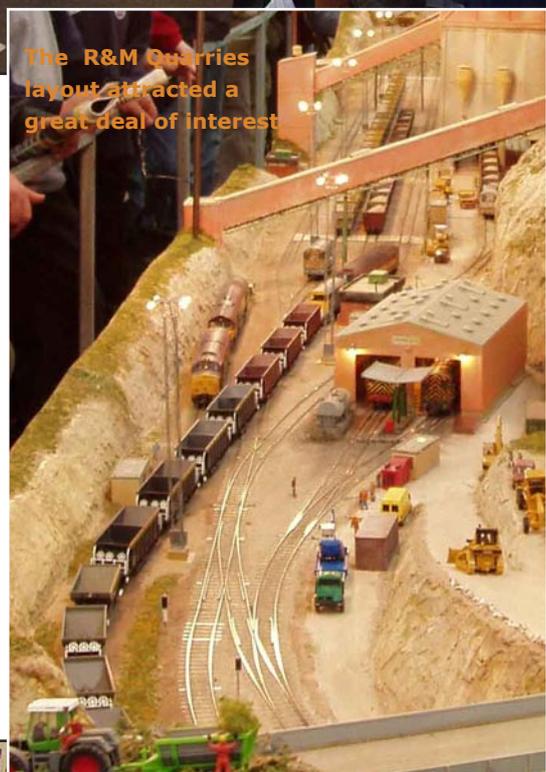
It remains our aim to expand our coverage of events/shows and general society activities.

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



A view across one of the two exhibition halls that housed this year's Stafford Railway Circle exhibition



The R&M Quarries layout attracted a great deal of interest

Stafford show sets new visitor record

STAFFORD Railway Circle's 2005 exhibition, which featured 23 layouts, was its most successful ever, with a record breaking attendance of 4,200.

The event, held over the weekend of February 5 and 6, took place in two dedicated exhibition halls at the Stafford Show Ground and covered 25,000 square feet.

Exhibition Manager Terry Robinson said the switch to a dedicated exhibition hall in 2003 was a bold and expensive move for the club.

However, it had resulted in increased attendance and ongoing success over the past three years.

"Every year we try to improve on the previous exhibition," he said, "and it is our intention next year to

have an increased area and wider variety of all types of modelling demonstrations.

"This year's exhibits and layouts were all first class and offered something for everyone whatever their modelling tastes."

The trade was well represented with more than 30 traders including many of the regulars, but also new traders to Stafford including Langley Models, T A P Books, D & P Models, I & G Steam,

N Brass Locomotives, Signalling Centre Software and Tools 2000.

Terry added that all the traders wished to book

again for 2006.

"With at least 20 plus layouts already lined up it should be a must for all railway modellers," he said.

Further information can be found on the club's website: www.staffordrailwaycircle.org.uk



Mostyn proved popular with visitors to this year's show.

Kent show proves a success

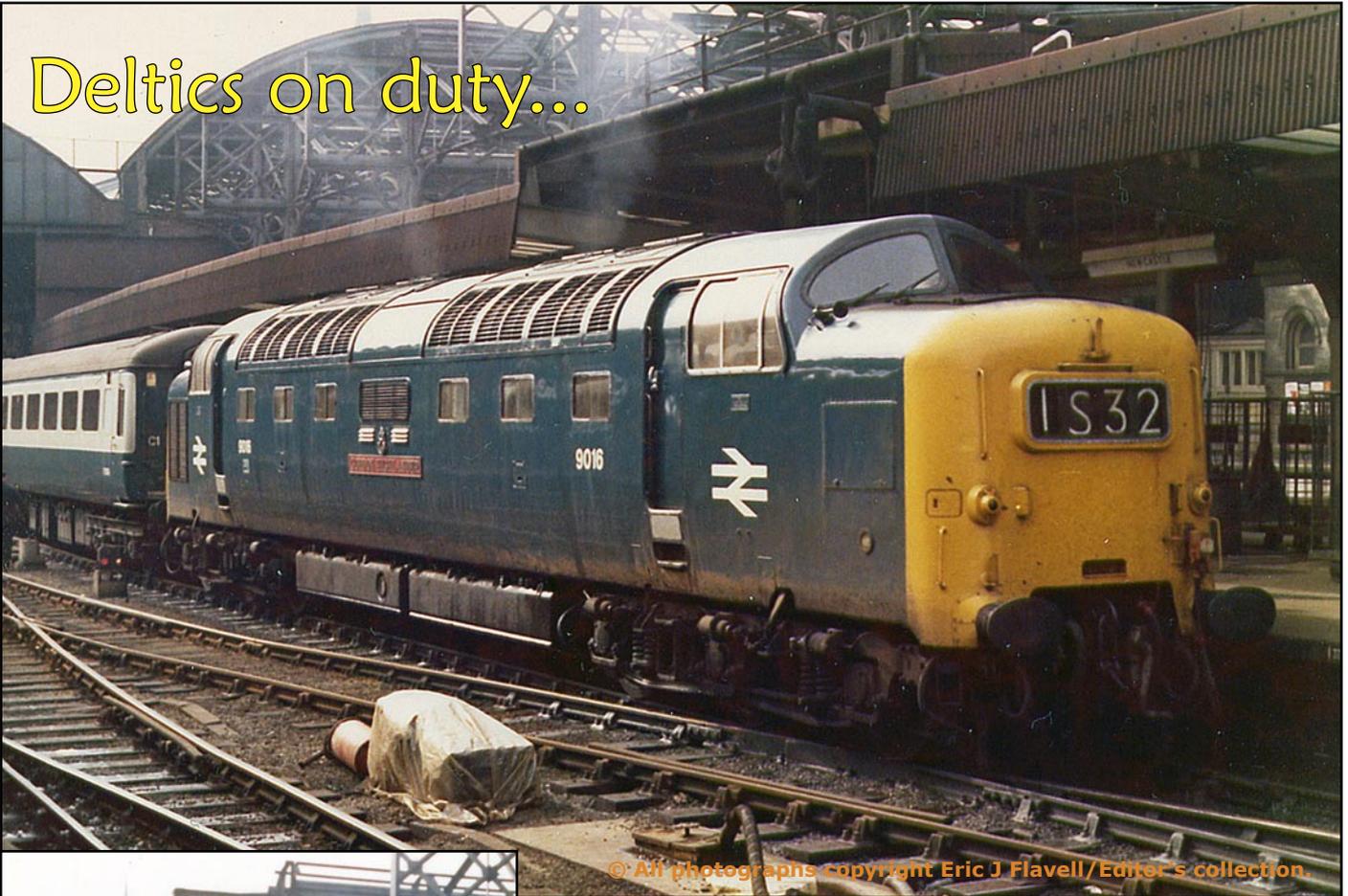
THE City of Canterbury MRS's annual show attracted more than 1,600 visitors.

The event, which was held at the Kingsmead Leisure Centre, Canterbury, featured 16 layouts covering gauges from N to O and 17 trade and society stands.

The club's 2006 Exhibition will be held at the same venue on the January 21 and 22.

PROTOTYPE PROFILES ... 6

Deltics on duty...



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Above: One of the Scottish Deltics, 9016, Gordon Highlander arrives at Newcastle with a typical East Coast train of Mk 2 stock in the early 1970s—note the name plate and crest.

Left: No orange high-visibility vest for the railman taking a closer look as 9016 prepares to restart. The sheer bulk of the Deltic is evident in this trackside view.

East coast stalwarts were built for speed

THERE'S no doubt the Deltics have a loyal following and it is easy to see why, for their size, speed and engine noise marked them out as something special right from their introduction in 1961.

The 22 locomotives in the class were based on the successful Deltic prototype built by English Electric in 1955, which over a four-year period was tested on both the West and East Coast Routes.

An order for production locomotives was placed in March 1958, the first two (D9000 and D9001) being completed in January 1961.

The remainder were delivered over a comparatively short 15 months and

when constructed were outshopped in two-tone green with yellow panels being added in the early sixties. A number received full yellow ends.

The switch to corporate blue livery came in 1967, when the D prefix was also dropped. Subsequently they were reclassified under TOPS as Class 55, and numbered 55001-55022.

At the heart of the locomotive were two Napier D18.25 'Deltic' engines giving a total output of 3,300hp and it

PROTOTYPE PROFILES ... 6



Above: Deltic 9000, Royal Scots Grey, is pictured in between duties at Newcastle in the early 1970s. Right: Pulling purposefully away from Peterborough, 55009 Alycidon, lets forth a typical Deltic plume of exhaust.

is these that gave the locomotives their characteristic 'twin plumes' when powering up or accelerating hard.

These 'thoroughbred' power units offered excellent performance, but maintenance costs of the fleet proved to be high.

The Deltics—all named—soon became the mainstay of Anglo-Scottish services on the East Coast route (ECML) to the north, with their 100mph top speed bringing a much needed improvement in express journey times.

Their reign as Britain's 'speed kings' was cut short by the introduction of the High Speed Train (HST) on the ECML (1978-79), the first casualties 55001 and 55020, being withdrawn in 1980.

Proposals to use the class on express services elsewhere came to nought and by early 1982 the whole class had been withdrawn. Several have been preserved (including D9016 pictured on page 14).

A number of minor alterations were made to the class. Originally introduced with vacuum brake equipment, they were 'dual-brake' fitted in the 1970s; other 'updates' included the fitting of electric train heating.

The route indicator boxes (see pictures) were later plated over and sealed beam marker lights fitted.



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YOUR GUIDE TO 2005 EXHIBITIONS

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

MAY

7 & 8 (Sat & Sun)

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

Cleethorpes Model Railway Exhibition, Memorial Hall, Grimsby Road, Cleethorpes

14 (Sat)

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

Ely & District Model Railway Club, The Maltings, Ship Lane, Ely.

14 & 15 (Sat & Sun)

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

27 & 28 (Fri & Sat)

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

28 & 29 (Sat & Sun)

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

JUNE

11 & 12 (Sat & Sun)

Wingfield Railway Group, Peak Model Railway Exhibition, Bakewell, Derbyshire. Web site: www.wingfieldrailwaygroup.co.uk.

25 (Sat)

Craven Arms and District Model Railway Circle exhibition, Bishop Mascall Centre, Ludlow.

JULY

2 & 3 (Sat & Sun)

Basildon Model Railway Club exhibition. Further details telephone: 01268-411603, 01268-462156, 01375-386512.

30 & 31 (Sat & Sun)

Model Railway Exhibition, Lytham St Annes High Technology College, Worsley Road, Ansdell, Lytham St Annes.

AUGUST

6 & 7 (Sat & Sun)

Model Railway Exhibition, Glaslyn Leisure Centre, Porthmadog, Gwynedd.

Waveney Valley MRC Southwold Exhibition, St Felix School, Halesworth Road, Southwold. www.waveneyvalleymrc.150m.com

17 & 18 (Sat & Sun)

Ayr Model Railway Group show, Ayr College.

SEPTEMBER

3 & 4 (Sat & Sun)

Sunderland & District Model Railway Society Exhibition, The Crowtree Leisure Centre, Crowtree Road, Sunderland.

17 & 18 (Sat & Sun)

Worthing MRC annual show, Boundstone Community College, Sompting. Further details telephone Mike Edwards on 01903 764294.

Shipleigh Model Railway Society Exhibition, Baildon Recreation Centre, Green Lane, Shipleigh. BD17 5JH

24 & 25 (Sat & Sun)

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

Soar Valley Model Railway Clubs 21st annual model railway show, Garendon High School, Thorpe Hill Loughborough,

Leicestershire.

OCTOBER

1 & 2 (Sat & Sun)

Iford and West Essex MRC 50th annual exhibition—venue to be arranged.

8 & 9 (Sat & Sun)

Folkestone, Hythe & District MRC exhibition, Leas Cliff Hall, Folkestone.

15 & 16 (Sat & Sun)

Uckfield Model Railway Club Exhibition, Uckfield Civic Centre Bell Farm Lane, Uckfield, East Sussex. TN22 1AE

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>

Bolton MRS Show, St James C of E Secondary School, Lucas Road, Farnworth, Bolton BL4 9RU.

Beckenham and West Wickham MRC, Langley Park Model Railshow, Langley Park Boys School, South Eden Park Road, Beckenham, Kent.

28, 29 & 30 (Fri, Sat & Sun)

Merseyside Model Railway Society exhibition, Pacific Road Arts and Exhibition Centre, Birkenhead, Wirral. Contact Bob Powell on 07808938689 or E-mail : bobjmpowell@aol.com

29 & 30 (Sat & Sun)

Colchester & District MRC exhibition, Colchester Institute, Sheepen Road, Colchester. Web site: www.colchestermrc.org.uk

Weymouth Model Railway Association Exhibition, Wey Valley School, Dorchester Road, Weymouth.

Haywoods Permanent Way show, Great Haywood Memorial Hall, Main Road, Great Haywood, near Stafford.

Huddersfield Railway Modellers exhibition, The Civic Hall, Holmfirth, West Yorkshire.

NOVEMBER

5 (Sat)

High Wycombe & District Model Railway Society, WYCRAIL 05, John Hampden Grammar School, Marlow Road, High Wycombe

12 (Sat)

Solihull Model Railway Circle, 1st Shirley Scout Headquarters (rear of Bank of Ireland) Stratford Road (A34) Shirley, Solihull. Birmingham.

12 & 13 (Sat & Sun)

Hampton Court MRS Tolworth Showtrain, Tolworth Recreation Centre.

19 (Sat)

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

19 & 20 (Sat & Sun)

Swindon Model Railway Club Exhibition.

Bassetlaw (North Notts) Railway Society exhibition, Town Hall, Market Square, Retford, Nottinghamshire.

26 & 27 (Sat & Sun)

Falkirk MRC exhibition, Falkirk College.

Shoeburyness MRC Festival of Model Railways & Hobbies Southend Leisure and Tennis Centre, Garons Park, Southend on Sea.

DECEMBER

3 & 4 (Sat & Sun)

Warley National Exhibition, NEC, Birmingham.