

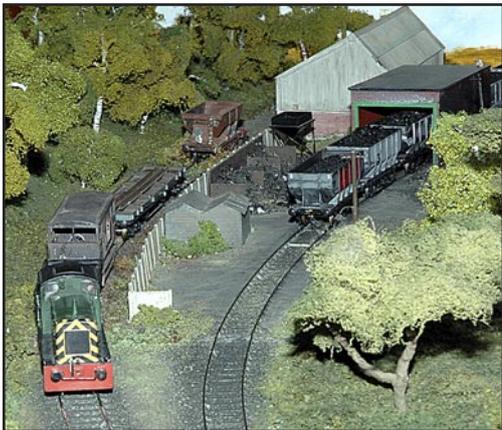
Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 13

JULY 2005

Top layout looks for a new owner



THE popular Southern inspired layout Chessington (Chalk Lane)—pictured above—has been put on the market by Hull MRS member John Wass.

The layout, which has appeared at more than 40 shows across the UK and two on the Continent, is being retired after the Hull exhibition in November.

It has proved to be remarkably reliable, said John, the only failures have been due mainly to dirty wheels, a controller occasionally going 'intermittent', and a couple of 'dry' joints.

Offers of around £500 are invited, and the cash raised will be given to the club, which financed its building.

A limited amount of stock is also available for an additional £250.

Anyone interested in purchasing the layout can see it in action at its remaining

shows—Southport (September 24-25) or Hull November 12-13).

Enquiries should only be addressed to John, either at exhibitions or by writing to him at 82, Alexandra Road, Beverley Road, Hull, East Yorks.

He can also be contacted via telephone or e-mail: 0 1 4 8 2 4 4 9 6 6 4 / 07944330744 or john.wass@thewheel.karoo.co.uk.

Should it remain unsold at the end of the Hull show it will be offered for sale on the E-Bay web site.

Delivery and erection after the November show, if required, could be organised for 'fuel costs' only if the van can be back at the Hull hire depot by 8am Monday the 14th!

See Layout of the Month...Page 5

East Anglians in radio bid to boost numbers

WAVENEY Valley MRC is planning to harness the air-waves in a bid to advertise next month's Southwold Model Railway Exhibition.

The organisers have teamed up with local commercial radio station 103.4 The Beach, with an audience of 53,000 listeners per week, to have an on-air family ticket give-away.

This will take place on the Tom Kay Breakfast Show on Monday 25th to Friday 29th July 2005.

Club member Jerry Hepworth explained: "The 28th and 29th of July are Lowestoft

Seafront Air Festival days and this will mean an even larger than usual listening audience!

Commercial

"The following week will have an on-air commercial which will be broadcast Tuesday to Thursday at various times throughout the day".

The show is being held over the weekend of 6/7 August at St. Felix School, Southwold.

New rooms opened

WARLEY MRC's new premises in Oldbury, West Midlands, were officially opened on June 11 by Pete Waterman.

The building boasts a floor area of 7,500 sq feet, of which 5,000 sq feet will be devoted to modelling.

In addition, the club now has space for reference and lending libraries, meeting rooms, a machine shop and storage facilities.

The Club Rooms have been named after Life President John Allison and a brass plaque reading Allison House, was unveiled by Mr Waterman.

The event was attended by 175 members and guests.

Inside this issue...

THIS month's issue contains the first of a new series of photo features—Modellers Miscellany—which aims to provide modellers with a source of material to help construct authentic buildings.

Prototype Profiles takes a look at the Class 66, while the Layout of the Month is the SR inspired Chessington (Chalk Lane).

The three-page Clubscene section includes a double page spread of pictures taken at the DEMU Burton show, plus the latest club news.

News briefs...

A 'TRAINS In Miniature' exhibition is being organised by Carshalton and Sutton MRC.

It will be held at Leatherhead Leisure Centre, Surrey over the weekend 25/26 February, 2006.

Children under 15 will be admitted free.

THE Historical Model Railway Society has reported the death, on June 21 after a long illness of its Vice-President, Mr. Gerry Arundel.

The funeral was held on Thursday 30 June at Southwell Minster.

BARRY and Penarth MRC is to hold an open day at its club rooms on Saturday October 22.

THE June Layout of the Month, Wells Green TMD, has now been given its own web site by owner James Makin. It can be found at: www.wellsgreentmd.co.uk.

THE dates have been fixed for the annual Bristol Model Railway Exhibition, which is organised by the Association of Model Railway Clubs Wales and West of England.

It is being held at its regular venue, Thornbury Leisure Centre, over the long weekend April 28-30, with late opening hours on Friday (8pm) and Saturday (7pm).



A general view across the exhibition hall at Perth shortly before the show closed—lots of space to view the exhibits for those who hung on until the bitter end!

Perth two-day show draws the crowds

THE 'Celebration of Model Railways', organised by Perth and District MRC proved a hit with visitor numbers topping 3,500.

The event, which was held at the Dewars Ice Rink, Perth over the weekend of June 25-26, featured eight 4mm scale layouts, including the club's own *Almond Bridge* (00), which was making its debut.

"The year has been a busy one for the club," said exhibition manager

Stan Moug, "and we had to burn the midnight oil to get the layout ready for the show, though much detailing still has to be done."

The layouts on show included Cupar and District MRC's *Dunnichen Steam Shed* (00); Stirling and Clackmannan District

MRC's *Forthside* (00); Moray MRG's *Newton Toll* (00) and *Kyleport* (00), which was exhibited by Kyle MRC.

Bob Rowlands' excellent Scottish 00-gauge essay *North Leith (Citadel)* had made the trip north and was joined by 'home grown' terminal station layouts, such as Dundee MRC's *Leslie* (P4) and *Glendevon* (00), a fictitious NBR terminus built by Edinburgh and Lothians MRC.

Next year's show will be held at the same venue on June 24 and 25.

Club sets up new web site

WEIR Pumps Model Railway Club, which was forced to vacate its Glasgow factory premises last month and change its name to Glasgow Model Railway and Tramway Group, has a new web site. It can be found at: <http://journals.aol.co.uk/puffertrain/Glasgowmodelrailwaytramwaygroup>.

Date set for Abbey course

A WEEKEND course on electronics for railway modellers is being held at Missenden Abbey, Buckinghamshire, early next year.

The event, which is intended to show modellers how modern electronics can enhance the operation of their model railways, takes place January 20-22.

It is being run in conjunction with the Model Electronic Railway Group (MERG) and three of its members—Mike Bolton, Gordon Hopkins and Keith Norgrove—will be the tutors.

The course will be a practical one and during the weekend participants will be shown Digital Command Control (DCC) theory, installation, and programming for optimum performance.

There will also be a chance to look at how microcontrollers work and how they can be programmed for a variety of applications, such as interlocking.

In addition, 'students' will be taught how to assemble, check and test electronic circuits.

Course organiser Christopher Langdon says the event will be a great way to meet up with others who share an interest in the use of electronics in model railways and build an electronic circuit for use at home or on a club layout.

The fully inclusive price of £198 covers tuition, accommodation and food. A non-residential option covering tuition only costs £90.

Details can be obtained from Christopher at: cjlangdon@btconnect.com

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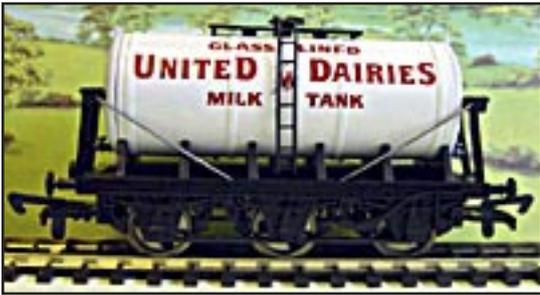
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MODEL NEWS



Dapol's brand new six-wheel milk tank wagon is now complete and should be available in the shops in August. Alternative liveries will appear in due course.

Also due to reach the shops in August is (right) Dapol's version of the Southern Railway ventilated van (B627).



The latest version (left) of Dapol's series of hopper wagons (B628) featuring the PO livery of Hoare Brothers of Tavistock ought to be available from July 31.



Hornby's latest diesel model, its all new Class 08/09 in BR blue livery (R2418) and civil engineers livery (R2419), features an extraordinary level of detail for its size including an opening roof vent and cab doors, scale cab interior detail, sand pipes, fine radiator grill and sprung buffers.



Editor's space...

MY RECENT two-week trip to Scotland proved to be a fruitful one, with more than 1,000 photographs taken and new modelling contacts made.

A day spent in the countryside around Carstairs Junction was followed by other lineside photography sessions in and around Paisley, Dundee, Glasgow and Ardour—all adding to the growing collection of material for both the magazine and the web sites.

Of course, central to the Scottish trip was a visit to the Celebration of Model Railways organised by Perth and District MRC.

As always the modelling fraternity welcomed me, gave me a great deal of assistance, and made the day an enjoyable one.

Some of the show layouts will no doubt make an appearance within the magazine, though sadly time and a lack of space will mean some will miss out.

I will, however, do my best to make sure that eventually all are displayed on the Trains On-line web site. In addition, next month's magazine will include a two-page spread devoted to the show.

TAKING two weeks out at the time I normally would be working on the magazine has meant the July issue is late, but as I am already working on the August magazine I remain optimistic that it will be ready around the second week of the month.

However, collecting material continues to pose problems and a regular supply of editorial items from readers or clubs would greatly ease current production difficulties.

Anyone who fancies doing a little writing about their layout or their club should drop me a line via the contact form on the web site, or write to Trains On-line, 8 Naseby Drive, Loughborough, Leicestershire, LE11 4NU.

THE arrival of Hornby's 08/09 locomotives will naturally lead to comparisons with those manufactured by Bachmann—and spark off the 'duplication' arguments all over again.

I for one will be steering clear of such debate as it is a fruitless one. Both are in the shops and modellers will buy the version they prefer.

The market is probably strong enough to ensure both versions sell in large numbers. Other 'duplicates' might not fare so well.

A MODELLER'S MISCELLANY

EACH month in this new series of articles we will publish a set of pictures which we hope will provide modellers with source material to help them create authentic looking buildings. The series will not be limited to the 'pure' railway scene, but will include examples of architectural features found near the lineside, in industry and in the urban and rural environment. This month we feature a selection of 18th and 19th century doors ...



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Layout of the month – CHESSINGTON



Unique curved shape aimed at reducing operators' walking ...

Chessington (Chalk Lane) is located on a curve, as can clearly be seen in both the view above and the one below. The juxtaposition of military sidings and the British Rail main line makes for some interesting movements on this Southern inspired layout.

CHESSINGTON (Chalk Lane) came about for several reasons. During 1996, or thereabouts, a couple of other members of the Hull Miniature Railway Society and myself had been surprised at the success of our second venture *North Wirral*, and now wanted a layout to satisfy the small perfectly formed, Southern Railway/Region group within the OO section.



As a member of that group I had pressed for a change of gauge. I wanted to go EM to exclude club members who insisted on running their stock on exhibition layouts whether it was appropriate to that concept or actually worked.

Rushenden (Metals) Ltd was the result. It was a small industrial scrap business with several sidings for shunting.

When we realised we could get a single track main line with the third rail as well, that was perfect.

We were loaned a 2-HAP EMU built from MJT brass sides on the remains of two Lima coaches.

This unit still is in use on *Chessington* today but it is on its second motor bogie.

by JOHN WASS

The public's interest was captured by an attempt to show the pyrotechnics of the third rail operation. This was generated by a camera flash gun, which was mounted on the surface, on a plastic bracket just inside the fiddle yard.

It was triggered by a front door bell push... and cost a fortune in batteries!

The die was cast. We noted the public's interest and the fact that as a Southern layout it received many invites to the south of England.

When it was time for renewal we had to have another Southern layout but this time a little bigger.

The size and design of the last layout had caused us a problem,

due the distances walked from one end to the other during an average show.

For that reason it was decided to bend the layout into a semi-circular shape. The idea of a complete circle had been discussed but dropped.

Rushenden had magazines in its fiddle yards, and with these in mind the fiddle yard for *Chessington* was to be on two straight boards. Unfortunately, there was no step built into them to allow their use.

Subsequently, I had to incorporate a fan of points, which took up much valuable space and within six months we had added a folding extension board so as to increase train lengths.

Continued Page 6...

Layout of the month – CHESSINGTON



Above: Early BR Blue liveried electro-diesel E6012 hauls a mixed goods train of nicely weathered wagons around the curve on the approach to Chessington (Chalk Lane) station.

The Chessington branch was chosen because it was hoped the nowadays very popular 'Art Deco' style would make it recognisable from across any exhibition hall.

In that respect the idea certainly worked and we have had many conversations on the subject, even if in Germany where we had to use sign language.

The boards have a rhombus shaped frame, with over length end spars, made from 4" x 1" MDF with a birch ply top, a full height backscene covering the frame at the rear and a smaller section plywood strip keeping the curved shape at the front.

Two base boards have an extra shape on the front to allow space for the station.

The legs are also MDF with plywood angles and they have a wide top platform to span across both boards at the joint and an upright member allowing everything to be bolted together. These bolts are made from lengths of studding iron with a wing nut welded on one end and a free one on the other. This allows assembly without searching for spanners.

For transportation

each of the boards has a simple frame consisting of two plywood rectangular sections joined with three lengths of 2" x 1".

Wedge shaped

They are, of course, wedge shaped and with a couple of extra strips along the outside top edges one base board will stack on top of another. They are bolted together with studding iron bolts again, but this time with a large washer welded to one end and a loose wing nut again.

Installing lighting on a curved baseboard proved not to be the problem some thought

it would be.

A set of nine 2" x 2" soft wood folding gallows uprights, bolted with long studding bolts and washers, to the rear of the supporting legs. Plywood shaped fascia boards are bolted to them with a sign written name.

The fluorescent lights are bolted to the out reaching gallows arms with their cables temporary taped down the back of those uprights.

Buildings are either a frame of 3mm plywood

Continued Page 7 ...



An MOD diesel (above) hauls a brake van prior to assembling its train. Below: A view of the different levels on the layout shows its Southern inspiration.



Layout of the month – CHESSINGTON

Cont. from Page 6...

covered with Slaters Plasticard, or just brick paper, or 'off-the-shelf' structures suitably recovered and painted.

Bridges are cut from MDF with Plasticard strips added. The undergrowth is a mixture of carpet underlay and Morris Minor sound deadening material.

Twisted soft iron wire (as used in flower arranging) was used for the trunks of trees and bushes, with Woodland Scenic foliage.

Wildlife

There are many passengers on the station, wildlife in the woods, including foxes, rabbits, dogs, squirrels, owls and other birds and cats. The local Squire complete with a shotgun (carried broken of course) completes the woodland scene.

The track is C & L with all points built *in situ* on EM Society plans. The five on the mainline are powered by Tortoise motors; the others have a slide switch either under the base board or in the fiddle yard, on the surface.

Signals are either built from Model Signal Engineering parts and powered by Hornby-Dublo signal solenoids, or they are CCH electric ground signals. The latter are so small no one seems to notice them!

There is a control panel in the fiddle yard, but the goods yard is worked from a socket under the central baseboard. Compspeed controllers have always been used—both the panel type and a hand-held plug-in.

This layout has two flash units—one, a camera flash gun under the track in the fiddle yard throat and the other, a disposable camera, is located

towards the far end of the layout, out in the country, again buried under the track.

The whole assembly is 14 ft wide, which cannot be easily adjusted and with the folding flap, is 19 ft 4 in long, or without it, 15 ft 4 in, which could be further shortened.

The whole assembly with stock and operators bags will fit into a standard "Transit" van but after the first two shows we always used the long wheel base type. It was too much like hard work to pack it all in!

We can assemble it, ready to run, with track cleaned, stock on the layout and road vehicles in place in less than two hours and take it down, pack in the van in a record time of 45 minutes from last train, to driving away!

Chessington's stock comes from a variety of sources; all of the EMU's are kit built, as are a couple of the locos.

Renumbered

The rest is RTR, Hornby or Lima, all renumbered to suit the branch. All have wheels fitted either from Ultracale, the EM society or Gibson.

Some stock is going on to the replacement layout *Brockley Green S.E.4*, or been returned to their owners, but some is now surplus to requirements.

Chessington has appeared at 41 exhibitions across the country since its debut at the Hull show in 1998.

The layout has also been abroad twice, the first time to Blankenburg in Belgium and then to Bremen in Germany.

Despite its size, the layout is easy to operate and my wife managed it in Belgium—though we only allowed her a half-an-hour for lunch so that we would not have to retrain her!



Above: MOD Morris Travellers and a Land Rover await unloading in the military sidings on Chessington (Chalk Lane).



Above: A general view towards the junction. Below: The Art Nouveau style station buildings at Chessington (Chalk Lane).



First generation diesels seen in all their glory

The 40s...

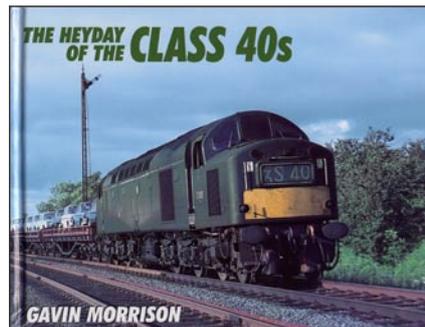
MANY of British Rail's first generation diesel locomotives have passed into history with hardly anyone noticing their going...the Clayton Class 17s and the North British Classes 16, 21 and 22 for instance.

However, the Class 40 had the makings of a legend and remained a favourite with enthusiasts right up to its eventual demise in 1985 (D200/40122 lingered on working 'specials' until it too was retired on 16 April, 1988).

The class had made its debut some 30 years earlier when D200, the first English Electric Type 4 diesel electric, made a demonstration run from Liverpool Street to Norwich.

Despite their heavy weight—133 tons—the first five examples were allocated to the Great Eastern lines, with the remaining members of the initial batch of ten working on Great Northern routes.

Their performance was a little disappointing (no doubt in part due to their



own weight), but they could hold their own against steam on lightly loaded diagrams.

The next batch was allocated to the West Coast Main Line, though as author **Gavin Morrison** wryly observes in his introduction to the book "their progress (*on Shap or Beatock*) with trains in excess of 12 coaches could only be described as pedestrian at best, although the noise was superb!"

As more modern locos came on stream in the 1960s the Forties were displaced from express passenger work and found a home working express freights and the odd

passenger turn.

Fortunately the enthusiast community ensured that seven examples were preserved, a number of which have been seen on the main line in recent times.

Their popularity has also ensured that a comprehensive photographic record of their activities exists and Gavin Morrison has selected more than 70 excellent views for this book in Ian Allan's 'Heyday' series.

They encompass a wide range of locations and workings across the full range of the classes' activities and all are of an exceptionally high standard.

A number stand out: D330 in BR green hauling a rake of maroon Mk 1s on the Settle and Carlisle; 40056 hauling five 'first generation' Class 76 electrics from Reddish to Rotherham for scrapping and an early 1960s shot of D242 on an empty Leeds–Appleby stock working, its train consisting entirely of ex-LNER Thompson coaches.

At £14.99 this is a 'must have' book, especially if bought in conjunction with the 'Peaks' book reviewed below.

The Heyday of the Class 40s, Ian Allan Publishing, ISBN: 0-7110-3058-8.

The Peaks...

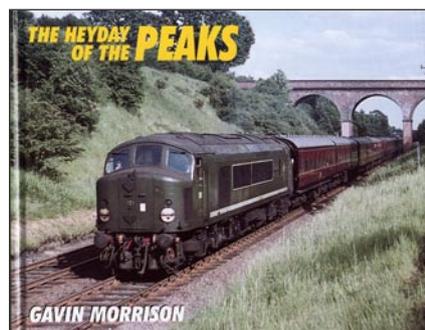
UNLIKE the Class 40s, the Peaks do not constitute a single class but three classes—44 (whose mountain names led to them being called Peaks), 45, and 46.

All three used the same basic bodyshell and shared many of the principal components, including the 1Co-Co1 wheel arrangement.

The story of the Peaks is briefly examined in **Gavin Morrison's** new book and is illustrated with around 80 colour photographs, many of them occupying a whole page. The majority of these date from the BR Blue period, though the BR green period is well represented.

The origins of the pilot scheme Peaks (Class 44/D1-10) can be traced back to the former LMS prototype diesels, 10000 and 10001, and unlike the later versions in Class 45/46, the 44s used an A-series Sulzer LDA engine.

This gave the locos a maximum of 2,300 hp, whereas the B-series engines



fitted to both the Class 45 and 46 series produced 2,500 hp. The 44s and 45 were fitted with Crompton electrical gear, whereas the Class 46 had Brush electrical equipment.

The Peaks spent most of the working life on the Midland Main Line, for many years dominating services between St Pancras and Manchester/Nottingham/Sheffield.

The advent of HSTs on the Midland saw the Peaks working on cross country services, especially those from the north east to the West Country. The

last example in regular service was 45 141 (August 1988), though 45 106 was briefly reinstated, painted green and used on specials. It was withdrawn in February 1989.

Always popular with enthusiasts (the Editor has fond memories of two footplate rides between Leicester and St Pancras) it is no surprise that a number have been preserved.

The pictures have been selected to show Peaks at work across the network with a wide range of workings, though passenger workings predominate; many provide excellent reference images for modellers.

Given the period in which they worked many of the photographs portray a railway scene resplendent with manual signal boxes, semaphore signals (both upper and lower quadrant)—pure nostalgia.

Like its companion volume, it is modestly priced at £14.99, and well recommended.

The Heyday of the Peaks, Ian Allan Publishing, ISBN: 0-7110-3057-X.

Images are sure to evoke steam age memories...

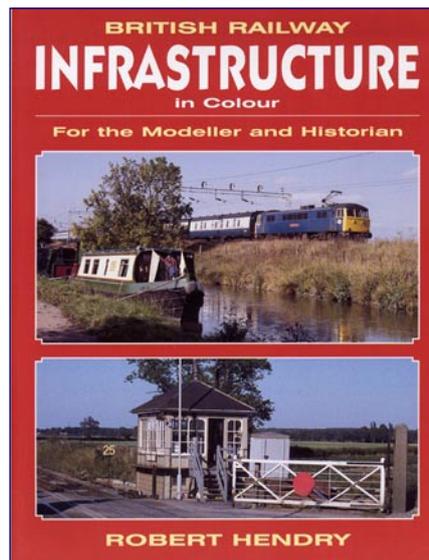
INFRASTRUCTURE is a pretty uninspiring word to describe 'all that doesn't move' on the railway, but for the modeller it provides the substance and inspiration for all those elements that lend authenticity to a layout.

Robert Hendry's latest offering 'for the modeller and historian' from Midland Publishing takes a close look at the fixed structures of the railway that are so often taken for granted.

In this well illustrated paperback the author provides an overview of those often overlooked features such as bridges, level crossings, tunnels, stations, train sheds and trackwork—much of which has now been modernised, or has disappeared.

Using the widest definition of infrastructure enables such everyday items as lineside fencing, fire devils, lamps, luggage barrows, point rodding, and water columns to be included.

Although largely devoted to main



line and industrial locations, coverage includes some narrow gauge locations.

The book follows the same pattern as earlier members of the series and makes extensive use of colour photographs—

many from the steam age—and detailed captions.

A dozen sections cover the formation, small and medium size stations, platform furniture, notices, tunnels, bridges, goods depots, sheds and level crossings.

Of particular interest is a series of photographs and accompanying text devoted to Glasgow Central, the author's chosen example of a large city terminal.

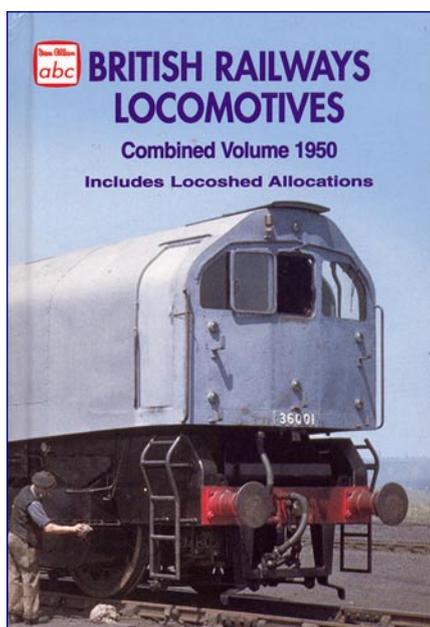
These include a picture of 'the shell', a former World War One 15 inch artillery shell converted to a collecting box, which was a recognised meeting place for Glaswegians.

There's no doubting the value of this book to modellers, but it also has much to offer the rail historian/enthusiast and will bring back many memories of the days when steam ruled the rails.

Modestly priced at £14.99, it is worthy of a place on any rail fans bookshelf. Recommended.

British Railway Infrastructure in Colour, for the Modeller and Historian, Midland Publishing, ISBN: 1-85780-204-7.

Ian Allan 'abc' was essential spotter's aid



IAN Allan's series of Locomotives guides were long considered an essential part of the 'train spotter's equipment' and many modellers will have a copy or two from their schooldays.

Nostalgia aside, these books—no doubt with many 'copped' locos underscored with a line of pencil or biro—have acquired special significance as a record of locomotives long consigned to the scrap heap.

The occasional reissue of books from the long-lived series is always welcome and the latest—1950—is no exception, not least because it includes shed allocations for steam, diesel and electric locomotives.

As a facsimile reprint the quality of some of the photographs is a little disappointing, but they nonetheless provide a valuable record of many pre-grouping locomotive classes that have long since passed into oblivion.

Often these survivors earned a living on less glamorous duties, frequently on the more obscure parts of the network.

These include such esoteric machines as ex-Midland 2F 0-6-0s, ex-LNWR 0-6-0 saddle tanks, Webb 'Coal Tanks' and ex-GWR Bulldogs.

Pictures of the obscure aside, this book can lay claim to being of historical interest in its own right.

Originally published at the beginning of a period of expansion, it contains details of locomotives on order, and includes a preview of the Standards (the first did not appear until 1951) and a description of the Western Region Gas Turbine locomotives.

This is a fascinating little book and at only £10.99 it would be hard to find a reason not to buy it!

British Railways Locomotives Combined Volume 1950, Ian Allan Publishing, ISBN: 0-7110-3106-1.

Early diesels pictured on West Country duties...

FIFTY years ago at the dawn of the diesel age a trip to Devon or Cornwall would have rewarded the rail enthusiast with a succession of steam-hauled expresses, but in a surprisingly short time the scene changed beyond recognition.

The picture changed dramatically in the following decade. The Halls, Castles and Kings that once ruled the rails were gone by 1964 replaced by diesel hydraulics and they in turn by diesel electric locomotives.

The changing scene fascinated author **John Vaughan** and this volume covers a 30-year period, from October 1951 when the SR English Electric main line locos first ventured west from Waterloo until the end of 1985.

In his introduction he outlines the chronology of diesel penetration into the two counties and the types that left their mark—for better or worse—on services in the area.

The book is lavishly illustrated (though sadly all the photographs are in black and white) with the images arranged thematically; loco classes, type of train,

livery, weather, railway structure, etc.

It works surprisingly and helps emphasise the immense variety of types, workings and the general railway scene to be found in the counties in the period.

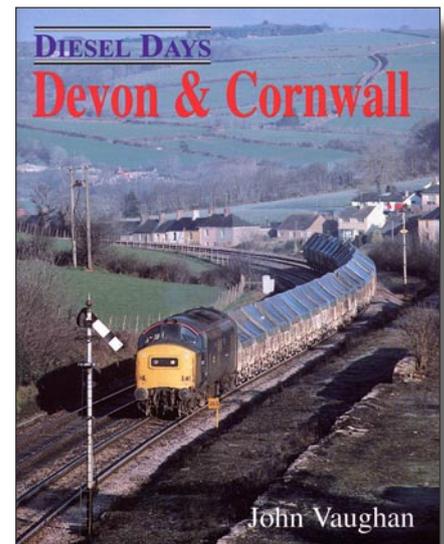
Today's trains show little variety. Passenger workings are dominated by modern DMUs and ageing HSTs, whilst freight is usually in the hands of Class 60, 66 and sometimes 67 locomotives—with the odd 37 or 47 for variety.

The sixties, seventies and eighties saw a much wider range of motive power all displayed against a railway backdrop that had remained largely unchanged since Nationalisation in 1947.

Semaphore signals, ancient signal boxes, telegraph poles and sleeper-built p-way huts are much in evidence and are sure to be of interest to modellers of the period.

The locos themselves encompass all the classes found over the 30 years, including Westerns, Warships (of all types), Peaks, Classes 25, 31, 33, 37, 47 and 50.

The locations are equally varied and range from DMU operated branches including Looe, St Ives and Falmouth, to



classic main line scenes such as that at Dawlish, Dainton and Exeter St. Davids.

The captions are concise and informative and the 280 images are of high quality—in short this a book that is well worth its £19.99 price tag, especially if you have a love of the period and the region. Recommended.

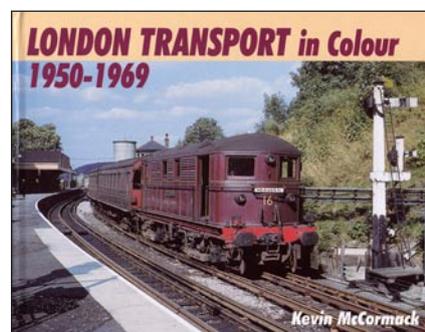
Diesel Days Devon and Cornwall, Ian Allan Publishing, ISBN: 0-7110-3040-5.

Post-war London scene captured in colour

LONDON'S Transport system went through a major upheaval in the period covered by this book, 1950-1969.

The city's last trams were eliminated in the summer of 1952, the trolley bus system was switched off in 1962 and the end of the sixties saw the split between LT and London County, the latter becoming part the newly created National Bus Company.

Below ground there was change too with the expansion of the Central Line to Epping and Ongar and the construction of the Victoria Line, the closure of the Acton Town branch and the modernisation of the Metropolitan line north of Baker Street.



In his latest book on London Transport—illustrated with around 80 colour photographs—**Kevin McCormack** provides a colourful reminder of that period of transition.

Drawing on the collections of a number of photographers, including Nick Lera,

Marcus Evans, Neil Davenport and the late Mike Harries, and with the use of detailed captions, he highlights many of the changes that took place.

The demise of the Chesham stock, withdrawal of the Metropolitan electric locomotives, the introduction of the Routemasters and the last days of the trolley buses are all covered in this 80-page book.

There is no denying the quality of the photographs, but railway modellers may well find there are too many trams and buses for their taste, and at £14.99 the book only carries a qualified recommendation.

London Transport in Colour 1950-1969, Ian Allan Publishing, ISBN: 0-7110-3073-1.

Club Scene

EIGHT 4mm scale layouts will be on show at the **Blackburn and East Lancashire MRS** three-day exhibition, which is being held on **October 14, 15 and 16.**

They include **Wainthrop Bridge (EM)**, an ex-Lancashire and Yorkshire Railway inspired layout set in the late 1920s, **Hewis Bridge (00)** based on the Scottish Borders in 1957 and **Kirby-on-Furness a Lake District** essay set in the period 1909-1920.

AN OPEN day is being held by members of the **Ipswich Railway Modellers Association** at their headquarters, **40a Norfolk Road, Ipswich**, on **September 10** between 10am and 3pm.

Further details can be obtained from the club's website (www.irma.org.uk), or by telephoning **01473 403764.**

NAILSEA and **District MRC** is planning a special open day in **November/December**, though the actual date and venue, which will be in the Nailsea area, has yet to be confirmed.

Several club members' layouts will be on display along with a number of demonstrations. It is also hoped to show some layouts under construction.

NEW Mills and District Railway Modellers club is hoping to return to **Chapel-en-le-Frith High School** for its 2006 exhibition.

The event, which is being planned for the weekend **February 25-26**, will feature the usual mix of members' and visiting layouts.

SOLIHULL MR Circle's 00 gauge layout **Cherwell** will be among the exhibits at the club's 2005 exhibition, which is being staged at the **1st Shirley Scout HQ, Solihull**, on **Saturday 12 November.**

Other 4mm exhibits booked to appear include **Rob Newman's Moreton Loco** and the 'junior' layout **Hornbydale.**

BENTLEY MRG has announced the dates of next year's **Calne** model railway show. It will be held **January 21/22** at the **White Horse Leisure Centre, Calne.**

The **Trainwest** show—again taking place at **Chippenham's Olympiad Leisure Centre**—is planned for the weekend **7, 8 and 9 April, 2006.**

Mini-exhibition proves popular

IPSWICH Railway Modellers Association's mini-summer exhibition attracted more than **300** visitors, reports exhibition manager **Kevin Dickerson.**

"The figure is 100 up on last year and shows that for a small exhibition its popularity grows stronger year on year," he said.

Scenic demonstrations put on by **Roy Hickman** proved very popular.

"People were captivated by what Roy had to say and demonstrate—from making cabbages and runner beans through to trees and waterfalls," said **Kevin**

Layouts this year included the club's own **O-gauge Holmehurst**, a **3mm TT gauge** layout **Hedge Lane** operated by members of **3 mm Society, South West**

Essex Branch, and a **009 layout Maranique** (**Waveney Valley MRC**).

Kelvin Barnes from the **Stowmarket** club also attended with his modern image diesel depot, **Middlewood.**

Marquee

A range of traders attended and following the success of an outdoor stall, the club is considering the possibility of using a marquee to house both exhibitors and traders.

The club's main exhibition is being held at the **Coplestone Centre, Ipswich** on **November 19.**

MERG go Dutch...

THE Model Electronic Railway Group (**MERG**) is planning an autumn members' coach trip to the **Netherlands.**

Organised by member **John Elver** and taking place **October 21-25**, the principal destination is **Eurospoor**, but will also allow members to visit a number of transport and military museums.

These include **Space Expo** at the **European Space Agency (ESA)** site, the military aircraft museum at **Soesterberg** and the **Dutch National Railway Museum** in **Utrecht.**

Other activities involve trips on a motor yacht and rides behind steam—both train and tram.

The journey begins at **Patchway, Bristol** and a number of pick up points are available, including **Swindon** and **Reading.**

Club outing is axed

BASSETLAW (North Notts) Railway Society has abandoned plans for its proposed summer outing to the **Gloucestershire-Warwickshire Railway** and **Evesham Garden centre** on **July 31.**

The cancellation was due to poor ticket sales.

The club's show will be held at **Retford Town Hall** over the weekend of **19/20 November.**

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

Scene at Burton DEMU Showcase



THIS two-page selection of pictures taken at the DEMU Showcase event in Burton on June 4 (see news story in June magazine) gives an indication of the quality of modelling on display...

Above: A Class 57 Thunderbird takes a break on Widnes Vine Yard; **Left:** An MOD diesel works the yard on Chessington (Chalk Lane); **Below:** A detail shot of the coal yard on Deepcar; **Bottom:** A Class 37 hurries its rake of oil tanks under the catenary wires which dominate Deepcar.



Scene at Burton DEMU Showcase



Above left: An 08 on Greenwich Park, one of the DEMU competition layouts. A general view (above right) across the main hall with operators at work.



Above: A Tyne and Wear Metro unit is seen on competition layout Round Tree Sidings.

Above: A 'Bubble Car' single unit pauses at a signal on Tonbridge West Yard, a layout operated by DEMU society 4mm coarse scale/narrow gauge members.

Right: With the crowds thinning out towards the end of the day, visitors had an opportunity to study the layouts in detail and talk to operators.



PROTOTYPE PROFILES ... 8

Class 66 at work...



EWS 66031 bound for the Forth Bridge passes through the attractive ex-NBR station at Aberdour with a rake of MGR coal wagons.



Freightliner's 66530 heads north through Carstairs Junction station on June 20 this year.



EWS 66096 is pictured hauling MEA wagons near Cossington on May 12, 2005.

Imports soon proved a hit with operators

THERE'S no denying the Class 66 is an impressive locomotive that has in a comparatively short time made itself the prime mover of freight in this country—even the modern Class 60s from Brush have found themselves largely sidelined by the Canadian-built interlopers.

The origins of the class can be traced back to the Class 59 locos

purchased by Foster Yeoman, the first four of which were built by General Motors in Illinois, USA in 1985 and shipped to the UK in 1986.

These proved a success and ARC and National power also purchased 59s, though these were built in London, Ontario, Canada, the last being delivered in 1995.

The privatisation of the BR freight business and its purchase by EWS led to a need for 250 new type 5 locomotives.

These were based on the 59 bodyshell with an

PROTOTYPE PROFILES ... 8



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updated power package featuring the GM EMD 710 series power unit and microprocessor control. Output at 3,000 hp was lower than that of the 59's 3,300hp.

Spring order

Like the later batch of 59s they were built in Canada and the first examples were delivered in spring 1998. Deliveries continued at a pace and by October 1999 more than 150 were in service.

Interest in the class was, however, not confined to EWS, and Freightliner ordered its first examples in spring 1999. The numbers have continued to increase with further purchases by Freightliner and, more recently, Direct

Rail Services (DRS) and GB Railfreight (GBRf).

Sub classes now include 66/0, 66/4, 66/5, 66/7 and 66/9 (Freightliner's low emission locos).

Minor detail differences, such as light clusters, exist and photographs need to be consulted for specific locomotives.

EWS locos are painted in the company's standard livery and all are based at Toton, Nottinghamshire, though can be found all over the system.

Freightliner examples (except 66522 in the unique Shanks-McEwen livery), carry the standard green and yellow livery; DRS light/dark blue and GBRf dark blue/yellow.

Coal traffic provides a great deal of business for both EWS and Freightliner north of the border. Above: Freightliner's east bound 66563 approaches Paisley station with a coal train, while below an unidentified EWS Class 66, also heading east, passes through Paisley—note the graffiti on the second HAA wagon. Both pictures taken on June 21 this year.



YOUR GUIDE TO 2005 EXHIBITIONS

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

AUGUST

6 (Sat)

Bexhill MRC exhibition, The Mermaid, De La Parade. Bexhill-on-sea, East Sussex. Tel: 01424220979.

Bridlington MRS, exhibition Bridlington Railway Station concourse, Bridlington, Yorkshire. Contact 01262 606948 or e-mail: mrich@supanet.com or visit www.bmrs.org.uk.

Wittering & District Railway Circle show, Memorial Hall, Elms Lane, West Wittering, West Sussex. Contact Tel: 01243 783384.

6 & 7 (Sat & Sun)

Model Railway Exhibition, Glaslyn Leisure Centre, Porthmadog, Gwynedd. Contact: 01766 522739

Waveney Valley MRC Southwold Exhibition, St Felix School, Halesworth Road, Southwold. Tel: 01986 873523. Email: waveneyvalleymrc@aol.com or visit www.waveneyvalleymrc.150m.com

13 & 14 (Sat & Sun)

Plymouth and District MRC exhibition, The Guild Hall, Royal Parade, Plymouth. Tel: 01752 219270.

Wells Railway Fraternity, Railwells 2005, including Scalefour Southwest, Wells Town Hall, Market Place, Wells, Somerset. Contact: Chris Challis Tel: 01749 343527 or 01749 345612.

14 (Sunday)

Aberaeron Valley Railway Society, West Wales Model Railway Exhibition, Aberaeron Primary School, Wellington Gardens, Aberaeron, Ceredigion, Wales. Tel: 01545 571634 (day) or 01545 581083.

Sittingbourne and Kemsley Light Railway Ltd, steam and model railway exhibition, Sittingbourne Viaduct, Sittingbourne, Kent. Tel: 07944 135033 or email: info@sklr.net

20 (Sat)

Renhold model railway exhibition, Renhold Village Hall, Wilden Road, Renhold, Bedford. Tel: 01234 870372.

Model Railway Exhibition, Southbourne Free Church, The Drive, Southbourne, West Sussex. Tel: 023 80449072/01243 375087.

20 & 21 (Sat & Sun)

Tramway & Light Railway Society model railway and tramway exhibition, Church House, Groes Lwyd, Off Sea Road, Abergele, North Wales. Tel: 01745 824761.

Leyland MRC annual show, Washington Hall, Fire Training Centre, West Way, Southport Road, Euxton, Preston R7 6DH. Contact: 01772 463977 or 01772 462687.

Scarborough and District Railway Modellers exhibition, The Memorial Hall, Potter Hill, Pickering, North Yorkshire, YO18 1AA. Contact: 01751 432912.

East Neuk MRC exhibition, Madras College, South Street, St Andrews. Contact: 01337 810252. Web: www.eastneukmrc.co.uk

27 & 28 (Sat & Sun)

Hayle MRC exhibition. Hayle Day Care Centre, Commercial Road, Hayle, Cornwall.

Hawick and District Railway Society, Border Rail 2005, Hawick, Scottish Borders. Contact: 01450374363 or E-mail: RENWHK@aol.com

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

Corris Railway Society Model Railway and Toy Exhibition, Community Centre, Maengwyn Street, Machynlleth, Powys. Contact Steve Parr: 01974 821444.

Skipton & District Railway Society exhibition, Aireville School, Gargrave Road, Skipton, North Yorkshire, BD23 1UQ. Tel: 01282 458018.

Jersey Model Railway Club Exhibition, St. Peters Community Centre, La Rue De La Fosse, St. Peters, Jersey, C.I., JE3 7AH, Channel Islands. Contact: R B Kemp Tel: 01534 742440, E-mail: jmrc@hotmail.com, or visit: www.quoirot.com

28 (Sat)

Model railway exhibition, Lee Valley Caravan Park, Essex Road, Dobbsweir, Hoddesden, Hertfordshire. Contact: 02084412845

East Sussex '0' Gauge Group Open Day, Pett Village Hall, Pett, Nr Hastings, Sussex.

28 & 29 (Sat & Sun)

Model railway exhibition, Rutland Railway Museum, Cottesmore, Oakham, Rutland. Tel: 01487831394 or Email rutrailmuseum@aol.com

Westinghouse MRC exhibition, Wiltshire College, Lackham, Lacock, Chippenham, Wiltshire. Contact: 01249 714085. Email: dave@finneys.org.uk

29 (Sun)

Model railway exhibition, Grange United Reformed Church, Skipton Road, Corner Woodfield Road, Harrogate, Yorkshire, HG1 4LN. Tel: 01423 883122.

SEPTEMBER

3 (Sat)

Model railway exhibition, Northolt Village Community Centre, Ealing Road, Northolt, Middlesex

Woodmansterne World exhibition, St Peters Church Hall, Chipstead Way, Woodmansterne, Surrey.

3 & 4 (Sat & Sun)

Sunderland & District Model Railway Society Exhibition, The Crowtree Leisure Centre, Crowtree Road, Sunderland. Contact: 0191 528696.

Andover MRC Exhibition, The New John Hanson School, Foral Way, Andover, Hampshire.

Warrington MRC exhibition, Woolston Community High School, Holes Lane, Woolston, Warrington, Cheshire. Tel: 01925 837324, or visit www.warrington-mrc.co.uk.

Grantham Railway Society exhibition, Central Technology College, Rushcliffe Road, Grantham.

10 (Sat)

Model railway exhibition, Markwell Pavilion, Castle Gardens, Bishop's Stortford. Contact: 01279 505135.

Model railway exhibition, Romiley Methodist Church, Stockport Road, 200m from Romiley Station, Stockport

Tri-Ang Society Exhibition, Methodist Church Hall, The Avenue, Sale, Cheshire. Visit: www.tri-angsociety.co.uk

EM Gauge Society show, Colne Valley Leisure Centre, Slaithwaite, Huddersfield, Yorkshire.

10 & 11 (Sat & Sun)

Crewe Works Festival of Rail.

Ulster MRC exhibition, The Museum & Civic Centre, 11 Antrim Street, Carrickfergus, Co. Antrim. Contact: 028 90 282364.