

Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

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April 2004

Lima model ranges to get 'new lease of life'

HORNBY'S SPANISH 'ADD-ON'

HORNBY Plc has purchased the business and assets of the Spanish company Electrotren S.A. for £7.9 million (approximately £5.3 million).

Electrotren, based near Madrid, is the brand leader in model railways in Spain.

The company was founded in 1951 and, until its acquisition by Hornby, has remained under the ownership of the founding Gonzalez family.

It has specialised in the design and production of H0 and N gauge model railway locomotives, rolling stock and accessories.

Privatisation ten years on

THE first 10 years of Rail Privatisation is the subject of an illustrated talk Richard Yeomans is giving to members of Lutterworth Railway Society at their meeting on April 22.

The event will be held at The United Reform Church, George Street, Lutterworth, Leicestershire.

LIMA models, in short supply since parent Italian company Lima S.p.A went into liquidation last year, could soon be making a comeback—thanks to rival UK manufacturer Hornby.

Hornby has made an offer of £5.35 million for 'certain' of the assets of the loss making firm in a deal which would open up European markets to the UK firm and increase its exposure in the US.

Before Lima went 'bust' it manufactured all of its products in Europe.

If the offer is successful Hornby will switch manufacturing to China, where it already makes its existing Hornby and Scalextric ranges.

In addition to its UK line-up, Lima brands feature model trains from a number of countries, including, Jouef, France's best known, and Riviarossi which specialised in Italian and American models.

Coupled with its recent acquisition of Electrotren (see separate story) the move will strengthen Hornby's position in key



Lima models largely modern image range, could soon be back in full production...in China along with Hornby's established model line-up.

European markets. The Lima deal is subject to approval by the Italian courts, but Hornby is confident it will be given the go-ahead.

Brand leaders

Mr. Frank Martin, Hornby Plc's Chief Executive, said the Lima deal 'was proceeding to plan'.

"If, as expected, we are able to complete the acquisition of the Lima assets later this year we will be in a position of brand leadership in model railways in Spain (Electrotren), France

(Jouef), Italy (Lima/Rivarossi) and of course the UK (Hornby)", he said.

By moving all Lima production to China Hornby believes it will be able to return the brands to profitability

"Our existing Hornby railway product range is largely restricted to sales in the UK.

"If successful, it (the acquisition of Lima) will form the platform for our expansion into key European markets and importantly increase our rate of growth in the USA.," he said.

In this issue...

THIS edition sees the launch of our new series of Prototype Profiles and features the 'Peaks', classes 44, 45, 46—page 15.

The April launch of Taunton MRG's impressive Bath Green Park on to the exhibition circuit is the subject of a special illustrated feature—page 14.

April's 'Layout of the Month' is the impressive P4 gauge branch line terminus, Dartley—pages 5 & 6.

Kit manufacturers are quite a busy lot, as our monthly round up of the latest Model News shows—page 4.

PLUS all our regular features, railway book and model stock reviews, club and society news, and show previews.

Bristol show layout has a wartime theme

THIS year's Bristol Model Railway Exhibition, which is being held over the weekend of April 30-May 2, features more than a dozen quality 4mm/ft layouts, including one with a wartime theme—Kingdom's Crossing.

Set in 1940, this North Devon MRC layout looks set to win more than a few admirers.

Other layouts on show include Warash (00),

Severn Beach (00), Williton (00), Westford (00 finescale) and Bishop's Quay (00).

The event, held at Thornbury Leisure Centre, near Bristol, always boasts a wide range of trade stands, and a number of societies, including the Welsh Railways Research Circle and Historical Model Railway Society, will also be attending.

York exhibition looks set to wow the crowds

ALL eyes will be looking North this Easter as the ever popular York model railway show throws open its doors to the public.

With around 40 layouts and more than a hundred stands, including both trade and societies representation the show is justifiably regarded as the North's premier event.

Held over three days—April 10, 11, 12—at the new Knavesmire Stand at York Racecourse, the event will feature a special children's modelling area for the first time, where youngsters will have the chance to assemble their own model building kit.

Also with families in mind, the organisers have arranged for Christopher Awdry to be at the show telling the Thomas stories.

In addition, visitors to the show will be able to see Shipley MRS's finescale 00 layout Tebay in action in public for the last time.

The layout was recently sold by the society to a private buyer (see full story in the March Issue) and is unlikely to return to the exhibition circuit.

There is much to interest the 4mm/ft modeller at the show including Halifax Kings Cross (P4), Chessington Chalk Lane (EM), Lakey Hill (EM), Charwelton (00), Blagdon (00), and Blea Moor (00).

Narrow gauge exhibits include Buccabury (009), Dovey Valley (009) and Llanfairish (009).



Tebay makes its last public appearance at the York Show. Picture: Derek Shore/Shipley MRS

Scots show nets 18,000 visitors

MODEL Rail Scotland—Scotland's premier model railway exhibition—lived up to its reputation with almost 18,000 people attending the three day event.

The event, held at the Scottish Exhibition and Conference Centre, Glasgow, over the weekend February 27-29, featured some of the best railway layouts and displays from across Scotland and England.

Hornby, who sponsored the event, took the opportunity to show off their new releases, including the Q1, Fowler Class 4P and Class 50, which demonstrated its immense pulling power at the head of ten Mk1 coaches.

Eagle-eyed spectators also caught a glimpse of the new 'Royal Train' coaches, being pulled by one of the Live Steam locomotives.

The Hornby stand and Live Steam locomotives will be featured on the Gaelic-language version of 'Blue Peter', following a visit to the stand by a BBC film crew and presenter.

Next year's event is already planned and will take February 25-27 at the same venue.

Kiwi is a winner

NEW Zealander Jason Calder was the winner of Hornby's February web site competition and wins an R2098E GWR 2-6-2T Prairie Class 61XX locomotive.

1,536 entrants answered the question "Who designed the Prairie Class 61XX?", and more than 1,350 got the correct answer, which was C. B. Collett.

NEWS IN BRIEF

TRAINWEST, one of the largest model railway events in Wiltshire, is being staged over the weekend of April 16-18 in both the main and studio halls of the Olympiad Leisure Centre, Chippenham.

The event, which is being organised by the Bentley Model Railway Group, will feature around 30 layouts and a similar number of trade and society stands.

Among the layouts likely to interest 4mm/ft modellers are the group's own Pengwynn Crossing (00) and Wartime (00), Gloucester MRC's Windrush (00 finescale), Kensal Green MPD (00), Belmont Road (00) and Chipplea (00).

A number of 009 layouts will also be on show including Windmill Heights, North Downs Light Railway and Kingston Regis.

PRE-grouping Railways in Colour is the subject of a talk to be given by local railway historian/lecturer Martin Bloxson to members of the Leicester Railway Society

The event at The Cricketers, Grace Road, Leicester, on April 20, will be illustrated using slides of original railway company postcards from Mr Bloxson's own collection.

BURGESS Hill Model Railway Club's new Secretary is Roger Orpin, 24 Park Close, Burgess Hill, West Sussex, RH158H. Tel: 01444236962.

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Welsh modellers a hit in Germany...

BARRY and Penarth Model Railway Club's March expedition to Sinnsheim Germany proved a great success.

The trip for the Fazinaton Modelbau event, which included the BDEF exhibition 'U.S. Railroads', took place over the long weekend of March 4-7.

Six club members took Devil's Creek to this major model exhibition as guests of the BDEF, where it attracted considerable interest.

While many visitors took the opportunity to photograph the layout, it also caught the eye of a professional photographer from a major German publishing house.

He spent more than two hours capturing the layout's finer details and intends to feature the layout in one of their magazines in the summer.

The train turntables at each end of the layout also attracted considerable attention, particularly because of their simple manual operation.

Devil's Creek, which owned by two club members, depicts a



Devil's Creek engine shed. Picture: D. Temple

typical small town in the western state of Nevada, USA, around the period 1900 to 1940.

Several different Railroad companies run trains on the single track that passes through the town, bringing freight in and shipping goods out.

There is also a regular passenger service

linking Devil's Creek with other towns and cities throughout western and eastern States.

Most of the structures on the layout are either built from laser-cut wood craftsman kits obtained from the USA, or scratch built from wood and based on prototype photographs.

Firm wins top award

Hornby received the award for 'Best Investor Communication' for 2003 at the Pricewaterhouse Coopers/Financial Times/London Stock Exchange Plc Awards Dinner on March 11.

Commenting on the success, Hornby Chief Executive Frank Martin said: "This is an outstanding compliment to Hornby and to everybody associated with the Company. "Having last year won the Company of the Year Award we have to think of something to strive for in the next 12 months. But there is no shortage of ideas!"

Mr Martin took the opportunity to thank all Hornby employees, customers, suppliers and all others associated with the Company for their continued commitment and support.

Annual meeting

The Association of Shrewsbury Railway Modellers is to hold its Annual General Meeting and competition night with Sandy Harper, at The Hobbs Room of Shrewsbury Library on April 7.

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Editor's space...

HORNBY seems to be hogging the headlines this month as it switches to expansion mode, though for UK modellers the best news must be the firm's bid for 'certain Lima' assets.

At present there is no indication of exactly what Hornby will re-introduce to the market once production is switched to China...or when we can expect products from 'Son of Lima'.

There is certainly an element of overlap in the catalogue as it stands and some Lima models are unlikely to see the light of day again.

It would be a shame, however, if some of the more unusual items, such as the ex-GWR Flying Banana, were doomed to a dust covered oblivion.

And Lima's range of modern rolling stock and locos contains some real gems, such as the Class 67, that I am sure Hornby will be anxious to produce to fill gaps in its own range.

Let's hope that Hornby takes the time to sort out some of the 'power problems' that have marred Lima models in the past and upgrades models as they return to the market.

APRIL is traditionally a busy time for exhibitions and this year is no exception.

With the Easter break coming up no doubt many youngsters will be joining adults on the pilgrimage to the local show.

Given the choice between an Easter egg and a new wagon (or even loco!) I am sure I know what most would choose...if they are lucky they may even get both.

REGULAR readers and visitors to the web site will have noticed that I have made a number of changes to both.

Improved navigation, the removal of infrequently visited pages, the introduction of new pages and a reviews index, have given the web site a fresh look. I hope you approve.

And, in the magazine there's a new series to help modellers—Prototype Profiles, which this month features the Peaks.

Don't forget to let us know if there are special areas you would like covering...I will try to oblige.

MODEL NEWS

Busy month for the kit manufacturers...

DC Kits reports that its Class 128 Gloucester Parcels car is coming on well.

The following components are finished: bogies, roof, roof vents, corridor connections leaving just the sides and cab to finish.

Its price is currently listed at £19.95.

Work on the 4CEP mould has started, with cab fronts and coach rears finished, along with the bogies, roof, floor, corridor connections and roof vents.

The 4 CIG will closely follow the CEP and possibly a 4TC!

COMET Models has completed its five coach BR Pullman range with the release of the Parlour Second (Kit KP11, price £36).

Only seven of these vehicles were originally built and all were refurbished and reclassified in the late 1960s as Open Firsts (FO) and reliveried into corporate blue/grey.

MODEL ZONE Hobby Stores have commissioned a further 'Limited Edition' product from Bachmann.

Just 500 Exclusive Class 08 Models will



Metcalf's latest kit—a Main Line Station.

be produced sporting Derby RTC livery and named 'Ivor'.

This popular item is due to arrive in the summer of this year. A priority order form for a future 2005 commission will also be included with model.

HELJAN has introduced a range of plastic pallets in HO that could easily find a use on modern 00 scale layouts. Each 'polybag' contains 128 pieces.

DJH have indicated on their web site that they will be producing an LNER/BR A2/1 this year, but no details of the kit, or its likely price, are available yet.

THE latest 4mm/ft additions to the Dornaplas range of plastic model kits are a goods shed (PSW14) and an engine shed (PSW13).

Both will retail at £15.95. The company is planning to introduce further new products later in the year.

METCALFE Models has released two new kits for 00, a Signal Box (£8.75) and a Main Line Station (£14).

These join the recently released 00 Brewery kit (£10.75), and will be augmented in the coming months by add-on kits for the station, allowing the modeller to expand the structure or create a terminus.

DAPOL released two new wagons in March—a 7-plank BR unfitted wagon (B568, £6.60) and a 5-plank private owner wagon, Samuel Jeffries of Stroud (£6.60).

Wagons scheduled for release in April, B570-B573, comprise three 7-plank private owner wagons and an Iron Mink (Spillers livery).

BACHMANN'S planned LMS 3F 'Jinty' tank engine should be reaching the shops in the next few months.

The 0-6-0T should be available in three versions: 47140 BR black L/crest; 47354 BR black early emblem and as LMS 7524, in black of course!



The new engine shed kit from Dornaplas.

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Layout of the month DARTLEY

Seaside town is classic GWR...

DARTLEY is cast in the classic GWR branch line image and looks as if it is somewhere you recognise, perhaps from a photograph in a railway album, or a postcard...but you will look at the map in vain, for the location is fictitious.

It is a classic scene set in the 1926/1933 period, when the annual holiday trip to the Devon, or Cornish, coast was likely to be made courtesy of a Great Western loco and a rake of chocolate and cream coaches.

However, Jeff Day's 4mm/foot P4 layout is a little unusual in that his attractive seaside town also boasts a thriving market and has a China Clay works nearby, both of which ensure the station is never short of traffic.

It is tempting to draw parallels with Newquay, which like Dartley lies on the North Devon/

Cornwall coast, though it is doubtful if that station ever looked quite as neat and tidy as this.

Built along traditional lines the layout consists of four 5ft x 2ft boards, plus a hinged section on the end of the fiddle yard, giving an overall length of 21 ft.

Hand built

As is common with P4, the track is hand built using plywood sleepers (on to which functional C & L chairs are glued) and laid on two layers of underlay.

The point work is built in situ and all points are operated by Fulgerex

motors, which also control the polarity of the crossings.

It is clear that great attention has been paid to the detail on this layout and the signals, while operated by solenoids, are equipped with a balance weight return.

A working lever frame takes care of operation of both points and signals, with some interlocking to make operating more interesting!

Rolling stock is made up of a mixture of modified ready to run, and kit and scratch built items. All stock is fitted with Spratt and Winkle couplings, allowing 'hands off' operation.

The locomotive stud features a range of RTR—re-motored with new chassis—and scratch built items, and as would be expected on a P4 layout the rolling stock has springing or compensation of some sort.

However, while the technical aspects of Dartley operation are impressive, the scenery is beautifully executed and the buildings sit well in this pre-war English landscape.

This is a fine layout and one to look out for on the exhibition circuit.



Above: The crew of the Dean Goods get ready to go 'off shed' for their next turn of duty after coaling and watering their loco...note the inspection pit inside the shed.

Below: This fine building sits perfectly in its rural setting alongside the loading dock.



Continued on P6...



Above: A small prairie tank arrives with a goods train consisting mainly of wagons and a solitary van. The cattle dock in the background is a sizeable one, giving some indication of the traffic generated by the local markets, while empty cattle wagons are stored in the siding next to the engine shed. The whole scene oozes atmosphere.



Below: The prairie, having uncoupled from its train waits in the platform until it can reverse back to the shed to take on water and coal. Note the milk churns on the platform and the enamel signs on the station fencing.



Above: The approach to Dartley station is beneath a brick bridge and through a heavily tree-lined cutting. The large cattle dock can be seen behind the bridge. The bracket signal is worthy of note, as is the presence of a telegraph pole—a feature often neglected.

Books to suit the modeller's taste

RAILWAY modellers rely heavily on books to provide information for their current or projected layouts, so with that thought in mind here's an indication of some of the titles that will be hitting the shelves during the next six months.

Of special interest to modellers will be a new series—Locomotives in Detail—from Ian Allan Publishing, the first two titles devoted to Merchant Navy (July) and Black Five (September) locomotives.

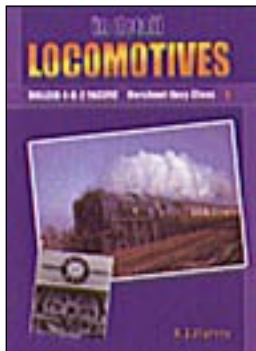
April sees a batch of books with a real modelling slant.

First generation DMUs and Class 50's in operation are the subject of books from Ian Allan, while Oxford Publishing has a reprint of the Engine Driver's Manual and, for pre-grouping devotees, an LBSR miscellany.

Midland Publishing follows up its recent book on Ireland's GNR with a pictorial introduction to Irish broad gauge carriages.

There is also a sequel to C.J. Freezer's First Steps in Railway Modelling; titled (unsurprisingly) Next Steps in Railway Modelling, it is written by Chris Ellis.

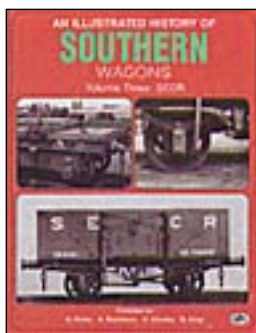
May sees Midland Publishing adding to its Irish titles with 'Rails Around Belfast', while Ian Allan offers readers a look at 'Life on the GWR', 'Diesels in the Midlands' and the 10th



edition of its Rail Atlas: GB and Ireland.

Modelling Irish Railways is June's offering from Midland Publishing, while Ian Allan limits its new books to Diesels in Wessex.

July sees the reprint of OPC's Power of the Deltics and Power of the 40s; Ian Allan has two abc books—Locoshed Book 1960 and the British Railways Atlas (3rd edition)—and Western Steam



Farewell, plus the first of its new locomotive profiles.

Southern modellers will find the OPC offerings for August of special interest.

Having already reprinted Volumes 1 and 2 (see this month's review pages) of its Illustrated History of Southern Wagons it completes the set with Volumes 3 (SECR) and 4 (SR). OPC is also publishing 'Sussex and Hampshire' in its growing Branches and Byways series.

Ian Allan's August offering in its British Railways Pictorial series is 'Cambrian Lines' by Rex Christiansen.

There's more than a hint of the Eastern about the September list.

OPC offers readers The Power of the A2s, while Ian Allan publishes Working Steam: LNER 2-6-0s. The latter is joined by Western Steam Around London: A colour Portfolio, and the second of the locomotive class profiles, Black Five.

• All of these books will be reviewed by Trains On-line Magazine over the coming months.

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Tebay will be missed

I WAS saddened to read that Tebay had been sold and will no longer be on the exhibition circuit.

It was always one of my favourite layouts, and judging by the crowds that always gathered around it, it was as popular with others too.

I am sure that its new owner— whoever it is—will get immense pleasure from running trains on it.

All is not lost, however.

Quite a few big layouts remain and I understand that Bath Green Park will soon be available to exhibition managers.

Puffing Billy (alias), Gateshead.

Editor: Check out page 14 of this issue for an update on Bath Green Park.

Too fussy by far?

CAN I return to the subject of Fussy Modellers?

Surely it is not asking too much of manufacturers to get things right?

After all there is no shortage of reference material available these days, and, in some instances, the actual prototypes can be seen running on both the national network and on heritage lines.

I realise it makes economic sense for manufacturers to use their moulds with as little alteration as possible, but this practice will always result in compromise—and inaccuracies.

Most modellers will accept this if

the price is right, and renumber their locos accordingly.

Sometimes, however, the errors are so obvious that they require more than cosmetic attention.

For instance, if you want your GWR 14XX Auto tank to appear as it would have in pre-nationalisation days, then you not only have to change its number to the correct 48XX series, but must also hack off the top feed.

This was added to most locos in BR's era, but even then some locos went to the scrap heap without it!

There are countless examples if you look for them. Long production runs often brought many changes, some obvious, some less so.

The GWR Castles, LNER B1s, B12s and B17s, and even individual LMS and LNER Pacifics, all had detail changes. Tender swaps, for instance often took place as better, bigger capacity tenders became available.

And, while it is possible for skilled modellers to apply a fresh livery to their 'pristine' models, not everyone has the time, or inclination, to do this.

If manufacturers can make a profit out of small runs of wagons and occasional locos, surely it would be possible to do this on a more regular basis for the 'ordinary' modeller.

EJF, Loughborough.

I AM getting tired of hearing modellers complain about the 'so-called' inadequacies of today's model locomotives and rolling stock.

As someone who grew up with Hornby 'tin plate' and Tri-ang's early offerings I am continually surprised

by the standards achieved by today's manufacturers.

The latest offerings from Hornby, Bachmann and Heljan are so obviously superior to those of 20, or even ten years ago, and the improvements continue with each new model.

Of course there will come a point when it simply isn't possible to push the 'envelope' any further, when any improvement becomes virtually impossible to detect.

I say 'stop carping' and get on with running trains, after all that is what most modellers set out to do.

Pip Yates, Gloucester.

Editor: What do readers think? Are we all getting a little too obsessed with detail, or can manufacturers do more? Let us know what you think.

Average and amazed

I WAS interested to read the article in the March issue about the joys of finescale modelling, but is it really possible for anyone to do this?

As a fairly 'average' modeller I am always amazed (and envious) at the standards achieved in the layouts you feature.

Is there any hope for the likes of someone like me?

RJP, Manchester.

Editor: Of course, there is also hope! Try joining any one of a number of local model railway clubs in the North and I am sure you will quickly add to your skills. You could also join the Scalefour Society, who I am sure, would welcome you.



CHEMPPIX

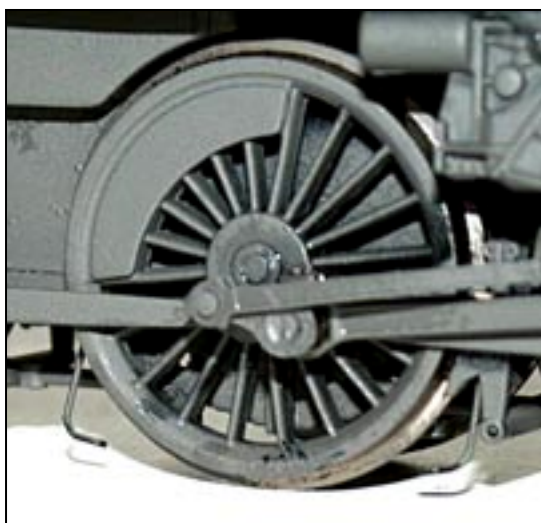
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BR 5 really sets a high standard

NEXT to the 9F the Class 5 was arguably the most useful of all the BR Standard locomotive designs, being equally at home on express workings and on freight trains.

Bachmann's excellent version has been in the catalogue for a while now, but this is the first of the class to

grace the pages of this magazine.

A North Eastern Region based engine, 73069 has been given a fairly light weathering—more dusty than filthy—but as our pictures show it looks very convincing.

If anything, the detail is better defined than on the usual 'fresh from works' models we have grown accustomed to in the past.

And there's certainly plenty of fine detail here, though one only becomes aware of some of it when staring through the lens of a camera!

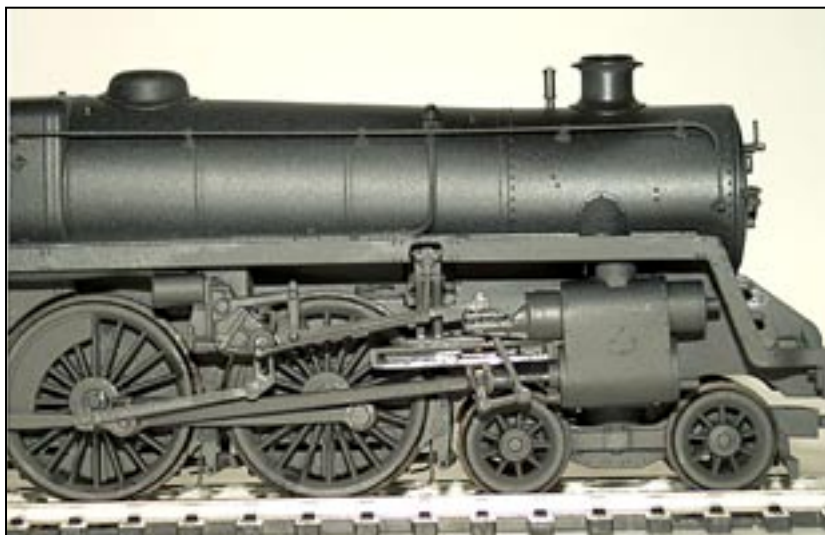
The sanding gear pipes are a good

example of this (see picture), though there is also an abundance of pipework moulded on to the body.

The valve gear is well up to modern day standards, the cab windows are flush glazed, the handrails are in really fine wire and the brake rigging is already installed.

The BR1C tender, too, is worthy of a closer look (see pictures) and from all angles looks the part.

A smooth runner straight out of the box, 73069 (32-505) is set to become a favourite on the (as yet unbuilt) Moor Street layout.



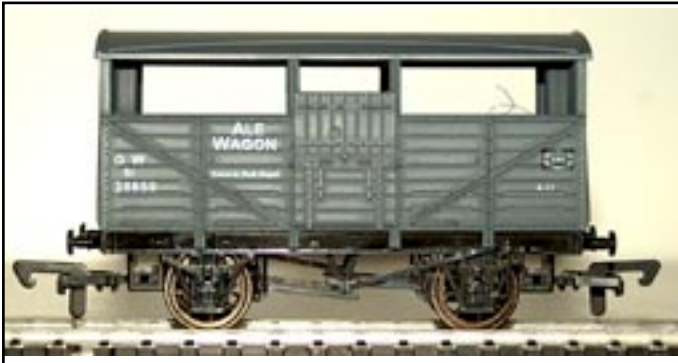
Southern 5 to come

THE four versions of the Standard 5 in the current Bachmann catalogue are to be joined this year by a 'Standard Arthur'.

This will be Southern Region based 73110, *The Red Knight*, in lined black with the later crest, and high water capacity BR1F tender.

In addition to the review model, the catalogue lists 73068 (BR green, L/crest, BR1C tender), 73030 (BR black, early emblem, BR1 tender) and 73014 (BR green, L/crest, BR1 tender). List price is £92.65.

REVIEWS...locos...REVIEWS...stock...REVIEWS



First impressions of Dapol's 'Ale Wagon' are that it is a neat and nicely finished vehicle, but purists should note it is an inaccurate blend of two separate GWR Diagrams. Hornby's 4-plank Harts Hill Iron wagon is neatly lettered, looks good and runs well. Pity about the couplers!



Bachmann's latest variant on the GWR Fruit van is nicely detailed with sharply moulded features. A useful addition to any period layout. The 16-ton steel mineral wagon is yet another variant of an existing model, though would be more authentic if weathered and 'rusted'.



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Main lines for restricted spaces

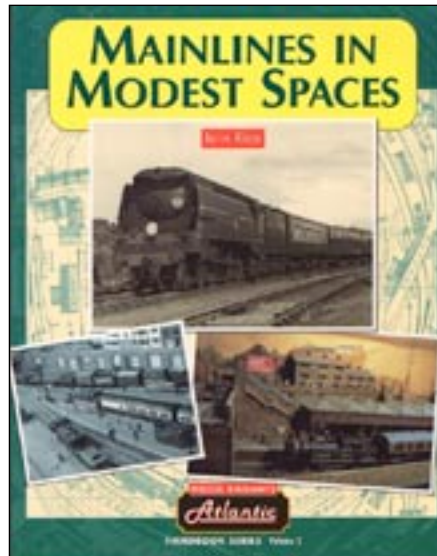
ONE of the most stimulating, certainly challenging, pastimes that modellers indulge in is layout design.

However, when fitting that design into the 'available' space, the popular expression referring to 'quarts and pint pots' springs readily to mind.

The dilemma becomes even more acute when trying to model a main line situation in a restricted space, though as **Iain Rice** demonstrates in his book *Mainlines in Modest Spaces*, it by no means impossible.

The book is the second in the layout design series by the author and looks at the practicalities of scale and its limitations, the compromises necessary to produce a convincing representation of a main line, and the planning and presentation of the layout.

Beginning with a discussion of what constitutes a 'main line' and its



ambience, the reader is led to the conclusion (obvious?) that an oval or ellipse provides the most efficient use of a given space, for both continuous, or end-to-end running.

Having established the principles,

the author provides 14 'modest main line' plans that cover the commonest locations—spare room, garden shed, garage, and loft space.

Some are inspired by real locations, such as Luxulyan and Bodmin Road, while others such as Rutford Market are fictional.

On the whole this is a competent sequel to the author's similar book on *Urban Layouts*.

It is not without (minor) irritations, though: a caption reference to a three-coach train when four are clearly visible in the picture is sloppy proof reading and there are other 'errors' in a similar vein.

However, given that 'railway modelling' books are in short supply and that it costs only £16.50, there seems little reason not to add it to your library.

Mainlines in Modest Spaces, Atlantic Publishers, ISBN: 1 902827 11 2

LSWR miscellany ought to inspire

THE appeal of books that include the word 'miscellany' in their title depends entirely on the quality and content of the photographs they include.

Fortunately, **John Scott-Morgan's** *London and South Western Railway Miscellany* contains period photographs that have much to commend them.

The largest of the three companies that made up the Southern Railway, the LSWR, was blessed with its fair share of eccentrics and eccentricities and some—such as the ill-conceived Drummond F13 4-6-0—can be found within the pages of this book.

The introduction provides the reader with a pocket history of the LSWR and its role in the rebuilding of Waterloo and the development of the electrified third-rail system.

However, the railway's day-to-

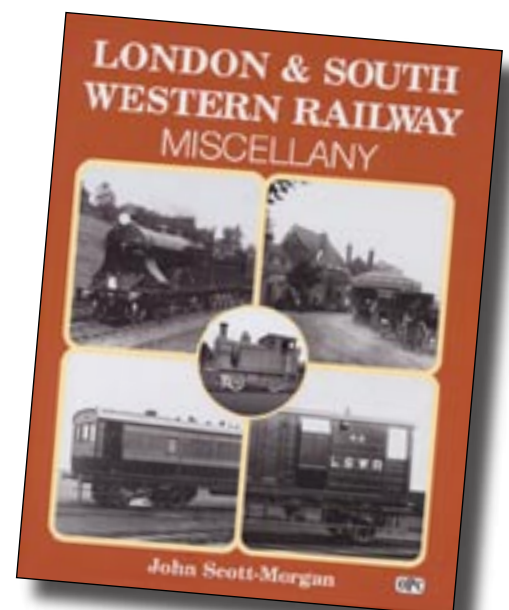
day life is revealed through a series of photographs covering the early days (1838-1880), through the elegance of the Edwardian era (1901-1910) to its eventual absorption into the Southern.

Pre-grouping layouts are rare, even today, but books such as this are likely to win the period a fair number of converts to the genre.

With its handsome Drummond and Adams locos and attractive coach liveries the LSWR has much to commend it...if only those early photographers had been able to enjoy the use of colour films!

At a penny short of £20 this hardback isn't cheap, but if you have 'Southern tendencies' then it is certainly worth considering. Recommended.

London & South Western Railway Miscellany, Oxford Publishing Company. ISBN: 0 86093 584 1



Operating like the 'real' railways

LIKE so many organisations a railway is invariably greater than the sum of its parts.

All too often, however, enthusiasts concentrate on what moves; the infrastructure that supports the trains, and the practices that control their operation, are largely ignored.

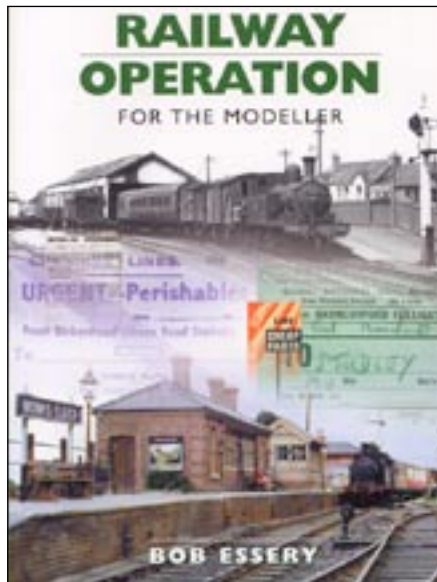
Model railways are no different in that respect with layouts populated by trains and structures that betray the owner/operators' preferences, but frequently fail to represent the reality of the everyday operation.

Bob Essery's book *Railway Operation for the Modeller* goes some way towards correcting the situation and steers the reader towards the real railway for their inspiration.

It is a theme that is oft repeated—with reason—throughout the pages of this interesting and thought-provoking book.

He begins by inviting discussion on what constitutes 'operation' and takes a look at the limitations imposed by space before briefly examining the basic elements of model railway operation and

Book of the month



the legislation that governs the prototype.

So much for the first 20 pages...

The bulk of the book is devoted to those elements that make the railway work: track formations,

signalling practice, traffic, stations, engine sheds, shunting, lamps and signs, and train movement.

Richly illustrated with both photographs and diagrams, including a series of passenger station 'movement exercises' taken straight from the LMS training manual, the author steers the modeller away from some of the more basic operating errors.

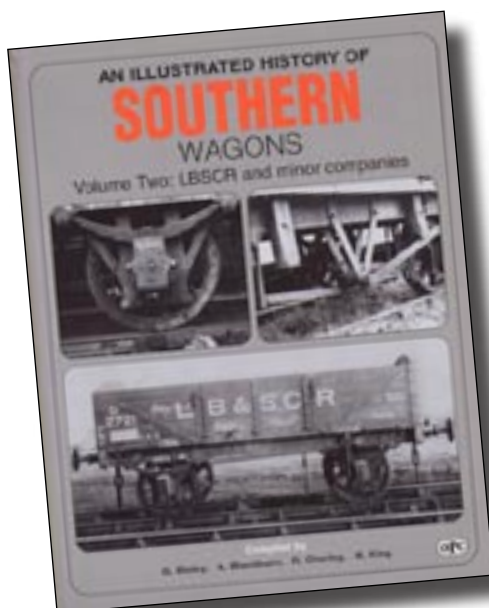
The book contains much that is of interest to the rail modeller and enthusiast alike, providing a basic introduction to working practices of the steam railway.

If the book has a weakness it is that it is solely devoted to steam operation and has a distinct LMS bias, though given the author's pedigree that is hardly surprising.

Modern era modellers might find it wanting, but at only £14.99 there is no reason for any modeller not to add it to their library of reference books. For steam era fans it should be regarded as a must!

Railway Operation for the Modeller, Midland Publishing. ISBN: 1 85780 168 7

Wagons of the LBSCR examined



EVERY now and again a book comes along that has 'for modellers use' stamped over it and the classic OPC four-book series on Southern wagons was obviously conceived with modellers in mind.

Volumes One and Two, which is the subject of this review, were reprinted last year and the remaining two volumes will join them later this year.

An Illustrated History of Southern Wagons, Volume Two is devoted to the LBSCR and minor companies, and as such includes the Isle of White, Lynton and Barnstaple and Plymouth, Devonport and South Western Junction Railway.

The authors (**G Bixley, A Blackburn, R Chorley and M King**) have brought together a wealth of information about the

design and manufacture of these wagons, many of which were remained 'old fashioned' to the end of their days and had little impact on Southern design.

As might be expected, the book is well illustrated and has 4mm/ft scale drawings of most of the wagons described providing a ready source of inspiration for modellers.

Narrow gauge fans will find the section on the Lynton and Barnstaple especially useful.

Despite its £19.99 price tag, this book (and its companion volumes) is an essential for any true Southern fan.

An Illustrated History of Southern Wagons, Volume Two: LBSCR and minor companies, OPC. ISBN: 0 86093 220 6

Club Scene

THE positions of Treasurer and Membership Secretary were combined into one post by members at the **Bassetlaw (North Notts) Railway Society** annual meeting.

The move is designed to speed up membership renewals.

Some 35 members attended the meeting, which was held on February 18.

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.

The following posts were contested: Deputy Chairman: Richard Deas (re-elected); Treasurer/Membership Secretary: Stan Balmer (re-elected); Committee: Standing down: Terry Kilby and Haydon Relph; Joining: Donald Howbridge and Phil Lewis; Re-elected: Robin Breddy.

In future years, the meeting will move from its February slot to the third Wednesday in March. This will give the Treasurer extra time to complete and audit the accounts.

FIRST Bangor Model Railway Club is to hold its annual exhibition on Friday 28 and Saturday 29 May at the First Bangor Presbyterian Church, Main Street Bangor, Co. Down, N. Ireland.

Also that weekend, on the Saturday and Sunday (29-30 May), the **New Forest Model Railway Society** will be staging their exhibition at Brockenhurst Village Hall, Hants.

THE chairman of **Barry and Penarth Model Railway Club** 'spoiled' (sic) the club's second themed evening by bringing a grey diesel to run on the Holton Junction layout, it is lightheartedly reported on the club's web site.

New N-gauge (!) members kept the Machnlleth layout busy with their blue diesels—including an HST (one actually reached Aberystwyth on a test run).

THE **009 Society's** AGM celebrating their 30th anniversary will be held alongside the **Wessex Narrow Gauge Modellers** Exhibition at Sparsholt College, near Winchester on Saturday April 3.

More than twenty 009 and related layouts, as well as a variety of other narrow gauge model railways, including Buccabury Town, Header's Mill and Ditton Heath, will be on display.

Members boost for Suffolk club

NORTH East Suffolk's Waveney Valley Model Railway Club increased its membership to more than 40 in 2003 — despite being in a substantially rural area!

The past 12 months have seen a number of notable successes for the group.

In addition to boosting member numbers, the club also celebrated two years online in February 2004. Its web site has numerous hyperlinks to and from other related sites, as well as tourist organisations.

Last August's Southwold Model Railway Exhibition, held at St Felix School and organised by the club, achieved a 23 per cent increase in attendance over their 2002 event.

This took the figures to over 2,000 for the first time—despite glorious weather on both days!

Twenty-one layouts, in various scales, attended the exhibition, along with demonstrations, trade stands etc. and there was a live steam

passenger-carrying railway in the grounds.

This year's Southwold Model Railway Exhibition will be held over the weekend of August 7/8 at St Felix School, Halesworth Road, Southwold, Suffolk.

The club test tracks, continuous circuits of around 100 feet in "0"/"00" and "N", have recently been re-laid on strengthened baseboards.

The WVMRC is based in North East Suffolk, its clubhouse being

located at Grange Farm Centre, Barsham near Beccles.

Members meet on Tuesday and Thursday evenings and the club house is also open to the public on Farmers' Market days.

The club may be contacted by telephoning the secretary, Kevin Bertrand, on 01986 873523 or by e-mail at Waveneyvalleymrc@aol.com.

The WVMRC web site is at www.waveneyvalleymrc.150m.com.

Ipswich show date is set

IPSWICH Railway Modellers Association summer exhibition is to be held at the Rushmere Resource Centre, Rushmere Village, Ipswich, Suffolk, on Saturday June 5.

Ten layouts will be on show including: P4 gauge Debenham, and in 00 gauge Grafton on Sea, Anderson Lock and Ayling Island.

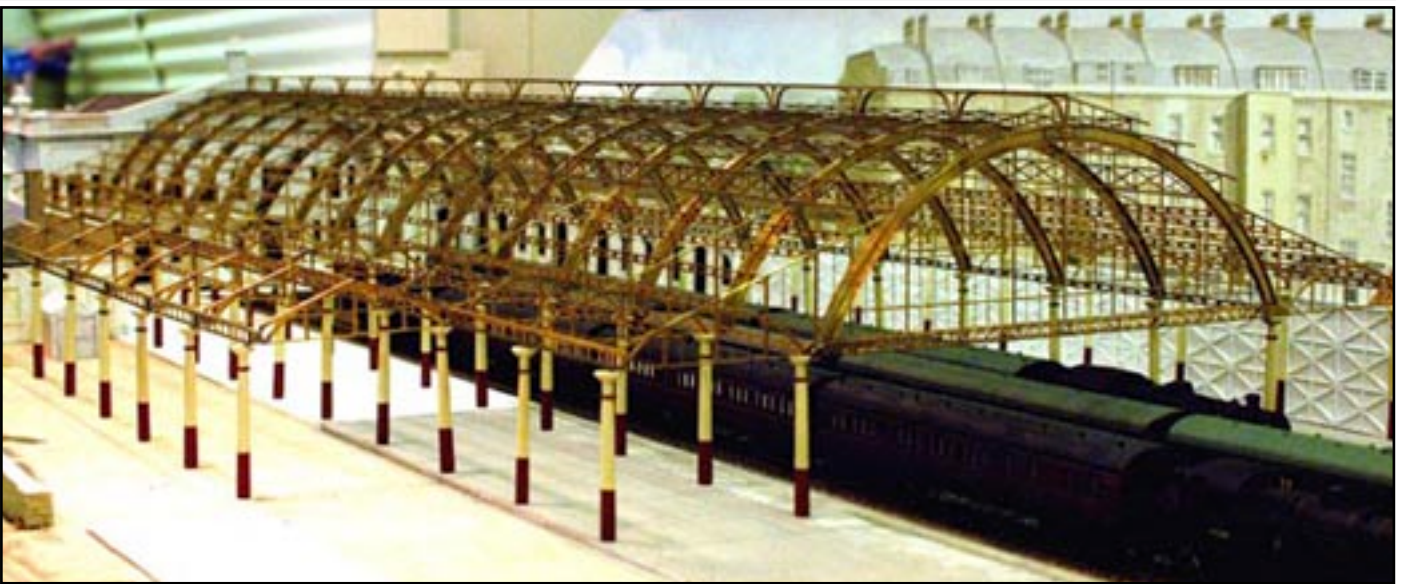
Attention all club secretaries

Trains On-line Magazine needs your help in compiling a list of club and society secretaries and their addresses (both home and e-mail), so that we can advise you of forthcoming features.

We are also hoping, in the future, to expand our coverage of events/shows and welcome club news and diary dates for inclusion on these and other pages.

If you would like your club and its activities to be featured in the magazine please e-mail the editor at the following address:

editor@trainsonlinemagazine.co.uk



Taunton group put Bath Green Park on show...

THE Taunton Model Railway Group (TMRG) 00 finescale model of Bath Green Park was given its first 'proper' outing at the Epsom and Ewell show on April 3 /4.

The layout, which is now nearing completion, is a 65 ft long scale representation of the line from Bath Green Park Station to Bath Junction, where the Somerset & Dorset line south to Bournemouth diverged from the LMS line to Bristol.

"We will be running prototypical stock for the 1958-1960 period, on representative trains, to a typical sequence for the place and period. The sequence lasts 40 to 45 minutes, depending on the layout operators", said the group's Press Officer, Harvey Godber.

The layout, operated as a terminus-to-fiddle, has the correct track formations and signalling for the line modelled, including ground signals.

Signals are electrically operated by relays and are fully interlocked with the track so that the correct route has to be set to clear the signals.

All structures are scale representations of actual buildings and the overall station roof is made from custom-etched components, based on

drawings made by a club member.

Operation is by cab-control system with five active operators using AMR handheld units.

Stock is a mixture of scratch-built, modified kit-built and customised ready-to-run stock.

Weathered

Locos carry correct names / numbers recorded on the line during that period and are fitted with fire irons, coal, lamps, crews, fall plates etc.

Coaches are fitted with gangway connections where appropriate and Brake Vans carry guards and lamps.

All stock is suitably weathered for the period. (when few locos and stock were ever cleaned!). Kaydee couplers are standard giving full remote uncoupling and positioning using strategically placed electromagnets.

"The TMRG meets Monday and Thursday evenings at our clubroom on Bishops Lydeard Station of the West Somerset Railway, a

few miles to the west of Taunton", said Harvey.

"Our aim is simply the highest standards reasonably achievable in 4mm 00 finescale operation. We open to the public on most of the WSR's special event days, when Bath Green Park operates connected to our older Tamerig layout".

The group, he added, were always pleased to meet with like-minded prospective members. The contact is TMRG Secretary Steve Stubbs (phone 01823 289789 or email at: steve@rosecottage74.freemove.co.uk).



These pictures taken during the construction of the layout can only give an indication of what a fine model this really is...

Top: The sheer scale and intricacy of the train shed roof, built using custom etchings, is truly breathtaking. Above: The rear view of the engine shed complex. Below: The grand frontage of the former Somerset and Dorset Joint Railway's principal station is accurately captured by the Taunton group's modellers.



PROTOTYPE PROFILES...1



Midland Peaks observed



Top: Nearing the end of its active career Peak 45 110(?), with plated over indicator box, prepares to leave Coalville with a train load of ballast.

Above: An unidentified Peak with 'split code' boxes enters Derby Station from the north.

Right: Yet another variation in indicator style is evident on this loco pictured at Derby.

Below: Another split headcode locomotive is seen approaching Leicester London Road Station.



THE 'Peaks', introduced in 1959 as part of the BR Modernisation plan, were a relatively long-lived group of locomotives and generally well liked by both enthusiasts and enginemen.

The first ten, D1-D10 (later Class 44) were built at Derby and had a 12-cylinder Sulzer engine rated at 2,300 hp, with six Crompton Parkinson type axle hung, nose suspended motors of 305HP each.

They were named after famous Welsh and English mountains and thus gave the class as a whole the name 'Peaks'.

Later locomotives (D11-D137) had Sulzer engines with 2,500 hp output and subsequently became Class 45. The remaining locomotives (D138-D193) shared the higher output

engine, but had Brush traction motors instead of Crompton Parkinson, and subsequently became Class 46.

Some of the later batches were built at Crew.

Initially outshopped in the standard BR livery of the time, they spent most of their working lives in 'corporate' blue with small cabside 'arrows'

The majority were allocated to the Midland routes, including the 'North to West', and after being displaced by HSTs (1982) could still be found for some time on freight duties.

Several have been preserved.



The 45/46 Classes were quite capable of running at speed when conditions allowed, such as here at Wistow, near Market Harborough.

YOUR GUIDE TO 2004 EXHIBITIONS

ALL DATES FOR APRIL CAN BE FOUND ON THE WEB SITE

MAY

1 (Sat)

Ashford MRC annual exhibition, The Centrepiece, Bank Street, Ashford, Kent. Contact via web site: www.ashfordmrc.co.uk/page4.html

8-9 (Sat & Sun)

Redditch MRC show, Town Hall, Redditch. Details: www.redditchmrc.freemove.co.uk/Annual%20Show.htm

JUNE

5 (Sat)

Desborough Model Railway Exhibition presented by Corby & District Model Railway Society and St. Giles church Desborough. Details: www.corbymrs.org.uk/Coming%20events.htm

12 & 13 (Sat & Sun)

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

JULY

3-4 (Sat & Sun)

Basildon MRC exhibition, Laindon Community Centre, Laindon, Essex. Details: www.basildon-mrc.org.uk/ or telephone 01268 411603.

FireRail 2004, Modelling Exhibition and Air Show, St. Peter's Collegiate School, Compton Road, Wolverhampton, W. Midlands.

10 & 11 (Sat & Sun)

Pendon Museum 50th Anniversary weekend, Long Whittenham, Abingdon, Oxfordshire. Details: www.pendonmuseum.com. (See feature and news in JANUARY magazine)

AUGUST

7 & 8 (Sat & Sun)

Southwold Model Railway Exhibition, Waveney Valley Model Railway Club, St Felix School, Halesworth Road (A1095 - East off A12 at Henham).

SEPTEMBER

4 & 5 (Sat & Sun)

Warrington Model Railway Club exhibition, Woolston Community High School, Holes Lane, Woolston, Warrington WA1 4LS. Details: David Brown, Secretary Tel 01925 810426

18 & 19 (Sat & Sun)

Shipleigh MRS 2004 Show, Baildon Recreation Centre, Green Lane, Shipley, BD17 5JH. Details: www.mphgate.demon.co.uk/mrail/exhib.html

OCTOBER

9 & 10 (Sat & Sun)

RAIL-EX Taunton-SouthWest, Richard Huish College, South Road, Taunton, Somerset. Details: www.binning.co.uk/expo.htm

Farnham and District MRC Exhibition, Connaught Leisure Centre, Tongham Road, Aldershot. GU12 4AS.

Corby & District Model Railway Society exhibition, SS Peter & Andrew church, Beanfield Avenue, Corby. Details: www.corbymrs.org.uk/Coming%20events.htm

16 & 17 (Sat & Sun)

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

23 (Sat)

Chelmsford and District MRC exhibition, hosted jointly with the Deltic Preservation Society, King Edward VI Grammar School, Broomfield Road, Chelmsford, Essex. Further information: www.chelmsfordmodelrailwayclub.org.uk/exhibition2004.html

30 & 31 (Sat & Sun)

Colchester & District Model Railway Club Exhibition, Colchester Institute, Sheepen Road, Colchester.

NOVEMBER

6-7 (Sat & Sun)

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

Barnsley MRC annual exhibition, Kingstone School, Broadway, Barnsley. Telephone: 01226 248270 / visit: www.barnsleymrc.plus.com/exhibition.html

13 (Sat)

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

21 (Sun)

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

DECEMBER

2-3 (Sat & Sun)

Warley Model Railway Exhibition, NEC, Birmingham.

2005

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

12 & 13 (Sat & Sun)

Wyre Forest MRC exhibition, Kidderminster.

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>