

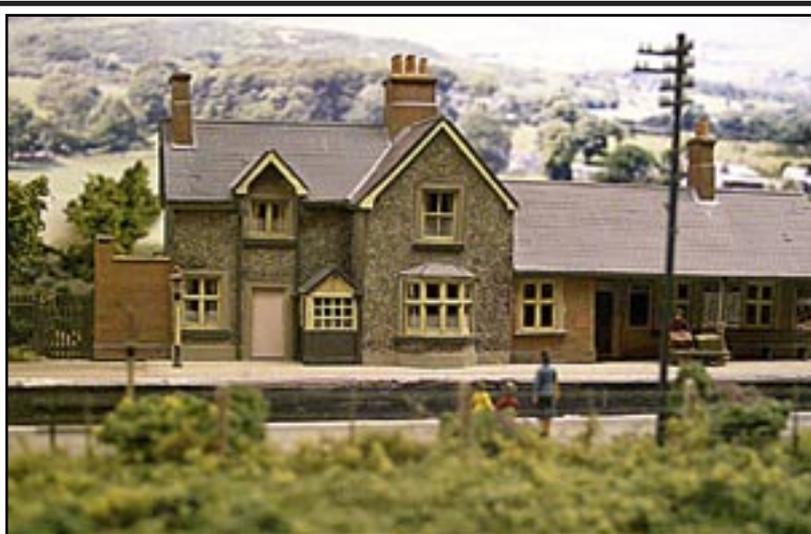
Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 10

JANUARY 2005

Heljan adds Class 33 to growing UK loco range



This view of the station buildings on Layout of the Month Rhyd-Y-Clafdy could at first glance pass for the real thing, an impression reinforced by the backscenes based on photographs of the Welsh countryside—check out the feature on pages 5, 6, and 7 for more stunning scenes.

HELJAN is to add a Class 33 to its growing range of high quality UK diesel models.

The range currently includes classes 47, 35 (Hymek) and 52 (Westerns), and the recently introduced Class 57 locomotives (see separate story—page 3).

Southern Region fans will, however, have to wait until the autumn for the arrival of the popular BRCW Type 3 locomotives, which were designed in 1957 specifically for that region.

Territory

All those listed by Heljan are in the 33/0 series and it is unclear whether the company will include examples of the narrower 33/2 'Hastings' profile at a later date.

Given that these locos could often be seen away from 'home' territory they are likely to prove popular with

modellers.

Four variants are initially planned and should arrive in the UK in September.

The first batch will consist of 33065 in BR Blue, 33008 in BR Green 'Eastleigh', 33035 carrying Network South East livery and 33030 in EWS maroon and gold.

Five more Westerns will be added to the range in March 2005—Western Enterprise (D1000), Lord (D1047), King (D1039), Crusader and Nobleman.

A further three Class 57s will be introduced in April, along with four new Dogfish and four new Class 47s, including 47546 with the Highland large logo.

A further Class 35 in BR green will be added to the 2005 range in October.

Modellers set for a springtime excursion to the West Country

CHESTER Model Railway Club members will be joining forces with the Ffestiniog Railway Dee and Mersey Group on April 16 to present the 'West Somerset Express'.

Darlington hosts photo exhibition

THE William Nash Collection of railway photographs is on display until May at the Darlington Railway centre and Museum.

A touring exhibition of images from the 1920s and 30s, it is dominated by scenes of railways in the North West.

This special excursion visits Bristol, the West Somerset Railway and the seaside resort of Minehead.

The Class 67 hauled train will consist of Riviera Trains air-conditioned stock.

It will reach the south-west by way of the Marches Line, Severn Tunnel and the Quantock

Hills, travelling over WSR metals to the coast.

For those not wishing to sample the seaside delights of Minehead there will be time for a steam-hauled trip on the West Somerset line (at extra cost).

Alternatively, it will be possible to detrain at Bristol and spend the day in the cathedral city.

Inside this issue...

THIS month's issue features a first look at both Hornby and Heljan's 2005 release programme (pages 1-3), together with an update on some of the latest wagons to be produced (page 4).

There are two pages of Club News (pages 12 and 13), while this month's featured layout boasts a wealth of photographs to inspire you.

While our review pages take a look at two recent locos—one each from Hornby and Bachmann.

News in
brief...

New Stanier coaches to join Hornby range

AYR Model Railway Group will show its 'Ballochmill' layout at the AMRSS show at the SECC next month.

Work is progressing on touching up various parts of the layout and running sessions have been held to provide operator training and ensure that "new" stock is working reliably for the Glasgow show.

Club members are also making steady progress on a new—as yet unnamed—00 gauge layout and track laying and wiring is now under way.

The group's own two-day show will be held at Ayr College on August 17 and 18.

HORNBY, as part of its association with the National Railway Museum, is to produce LNER 4-6-2 Flying Scotsman as the fourth in its series of models that make up the national Collection.

The locomotive will be modelled in the appearance it took during June 2004 and will feature a five pole skew wound loco drive motor, fixed rear wheel assembly, NEM couplings and be DCC ready.

GCR specialist Martin Bloxson is running a course in Nottingham for the Workers Educational Association (WEA) entitled 'When the Great Central came to town'.

The course was due to begin on January 13 and will run for ten weeks.

It will cover the story of the building and development of the railway with a focus on Nottingham.

HORNBY'S 2005 range sees the release of the delayed Grange, A1/A3 and Class 31 locomotives, together with a completely updated Class 08/09 and Class 60.

Highlight of the coming year's models, however, will be the addition of four totally new 57ft Stanier coaches—something LMS modellers have been waiting for, to complement the wide range of locos available.

These will feature a high degree of detailing—both internal and external—to match that of recent additions to the Hornby coaching fleet.

Initially available in both LMS and later BR Maroon liveries they will reflect the standards already set by the firm's new generation coaches.

A number of the existing range of coaches will receive new liveries and running numbers, including the release of Mk 3 coaches in ONE (Anglia) livery.

Freight stock has not been neglected and Hornby will be adding the 40 ton 'Seacow' ballast hopper to its range in EWS, Transrail and Mainline liveries.

Produced to scale, and a quality level

once reserved for high cost hand built models, they will include sprung buffers and NEM coupling pockets.

They will be joined by a new 100-ton tank wagon in Petroplus livery, a Prorail REA van, a Railfreight ZSX ferry van and a ZXA Satlink van.

Weathered

Steam modellers are not so well served, though a series of renumbered/new liveried wagons will be issued.

Weathered rolling stock gains in importance in the catalogue, with a further 20 steam and diesel locomotives acquiring a liberal dusting of grime.

These will include newcomer Resolven Grange and the return



ABOVE: Hardwick Grange in Collett 1930s GWR livery is one of three versions of the model due for release this year.

BELOW: Patriot Class, Home Guard, heralds the return of this popular LMS/BR model.



of the favoured Patriot class in the shape of a 'dirty' Home Guard.

Also returning to the Hornby range is the Western Class 52 (Invader), which gets the weathered look alongside a new Class 31.

A selection of freight and passenger rolling stock will also be weathered.

The Skaledale range of buildings is to be

expanded and new items include a double road engine shed, goods shed and loading stage.

The 'Farm Collection' also boasts several new buildings and the 'residential buildings' range features a windmill with rotating sails, a public house, a chemists and even a model shop!

• More details will be published next month



ABOVE: Returning to the catalogue, is Hornby's elderly Class 52 diesel hydraulic model in the shape of weathered 'Western Invader'.



Hornby's all new Class 31 (above) should be available during the second quarter of the year, with a completely updated 08/09.

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MODEL NEWS

Heljan banishes New Year 'blues' with a price cut

HELJAN has begun 2005 with 'extra' good news for UK modellers. Not only has it launched its eagerly awaited Class 57 locos, but it has slashed the price of its new Dogfish wagons.

Originally planned to sell at a recommended retail price of £20, the company has reduced the price to £15 following positive comment about its first UK model wagon at the NEC show last month.

Two colour schemes are initially being offered—1960s Olive Green and 1990s 'Dutch Grey and Yellow'—and three different running numbers of each livery have been made.

A further four liveries will be introduced later in the year.

The model features a high number of factory fitted detail parts and comes with NEM coupling pockets.

More than 1,200 examples of the prototype ballast hopper were built and they have been in service since 1959.

The Class 57s come in two variations, 57/3 (Virgin Trains 57 301/7) and 57/6 (First Great Western 57 602), and, if the pictures are a true representation, they are finely detailed and well worth the wait.

Two further 57s are planned for later in the year.



Above: Front end detail of Heljan's 'First' 57602.



Above and below: Under floor details of 57



Left: Heljan's entry into the UK wagon market features two livery versions of the once ubiquitous Dogfish ballast wagon, here seen in Dutch livery.

Editor's space...

APOLOGIES for the delay in publishing this month's edition.

January is always a 'newsy' time with the first details of the forthcoming year's models being announced by manufacturers.

This year the information was a little harder to come by, hence the delay in publication.

However, I am sure you will find the news from Heljan (you saw it here first !) and British-based Hornby quite interesting.

Only Bachmann has to declare its hand, so to speak, though details of their 2005 range should be available by the time the next issue is published.

REGULAR web site visitors will have noticed that the new Archive site went live on January 1 and there has been a steady stream of visitors since then.

If you haven't checked it out yet, please do. It has taken many months' work to put the information together—and there is still much to do.

During my search for suitable web addresses for inclusion in the lists I was dismayed to find many sites have not been updated for some time.

One railway club site (which I won't publicly name) contained information over five years old!

Others, no doubt set up by keen individuals, have simply lapsed when they have changed their internet service provider.

It is not all gloom, however, and there are some fascinating sites listed in the Archive.

One US site I checked out had a tram running across the screen with added sound in stereo to accompany it. Superb stuff !

MODEL NEWS

Keep them wagons rolling...

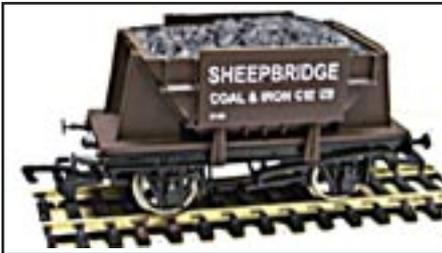


Dapol continues to increase its range of 00 wagons and will be adding the three pictured left towards the end of January.

Top: Webb Hall Ross, seven plank coal wagon.

Centre: National Coal Board Hopper.

Bottom: Sheepbridge ore wagon.



Heljan's first wagon for the UK market is the 24-ton Dogfish ballast wagon, pictured above in 1960s BR olive green livery (see main story about Heljan arrivals—page 3).

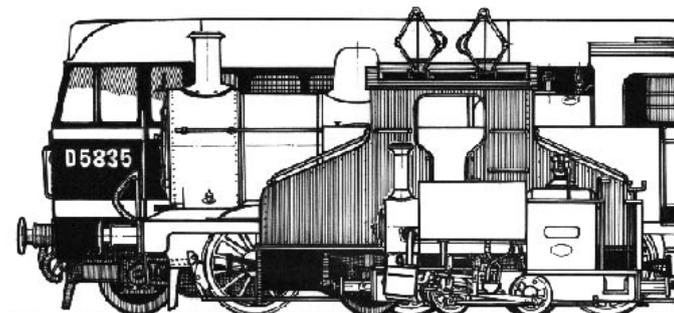


Among the latest Bachmann wagons to be found on sale are these two cattle wagons, one in standard LMS Grey, the other (below) in BR Bauxite.



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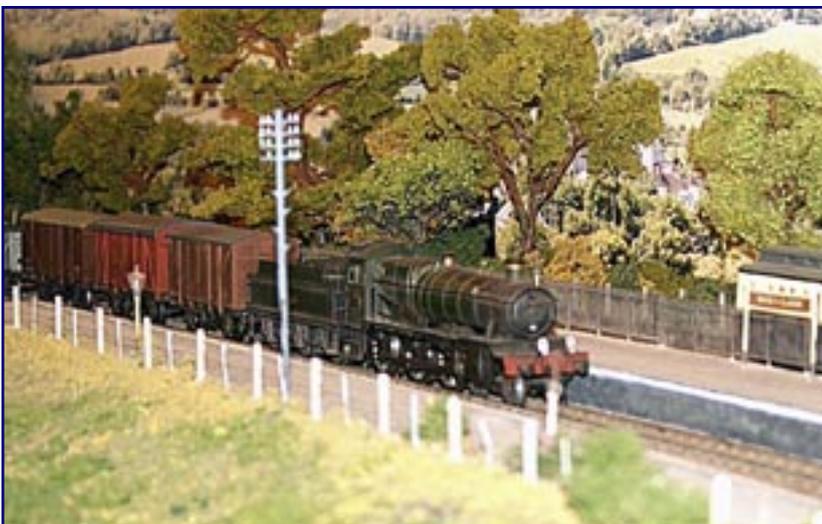
Layout of the month – RHYD - Y - CLAFDY



Above: Rhyd-y-Clafdy station area is rich in detail and merits a closer look.
Left: A collection of huts and p-way tools creates a delightful cameo scene.



Hi-tech scenic solution solves old problem on this Welsh rural byway



Ex-GWR Manor class locos, as seen above, were the mainstay of services over the Cambrian Railway route in the early years of BR .

RAILWAYS create all sorts of problems for the modeller, often leading them to resort to some pretty novel solutions.

Filling the space between the rear of the layout and the operators is an area that requires a lot of thought. Many modellers rely on pre-printed scenic sheets to fill out the background; others simply use a blue sky or nothing at all.

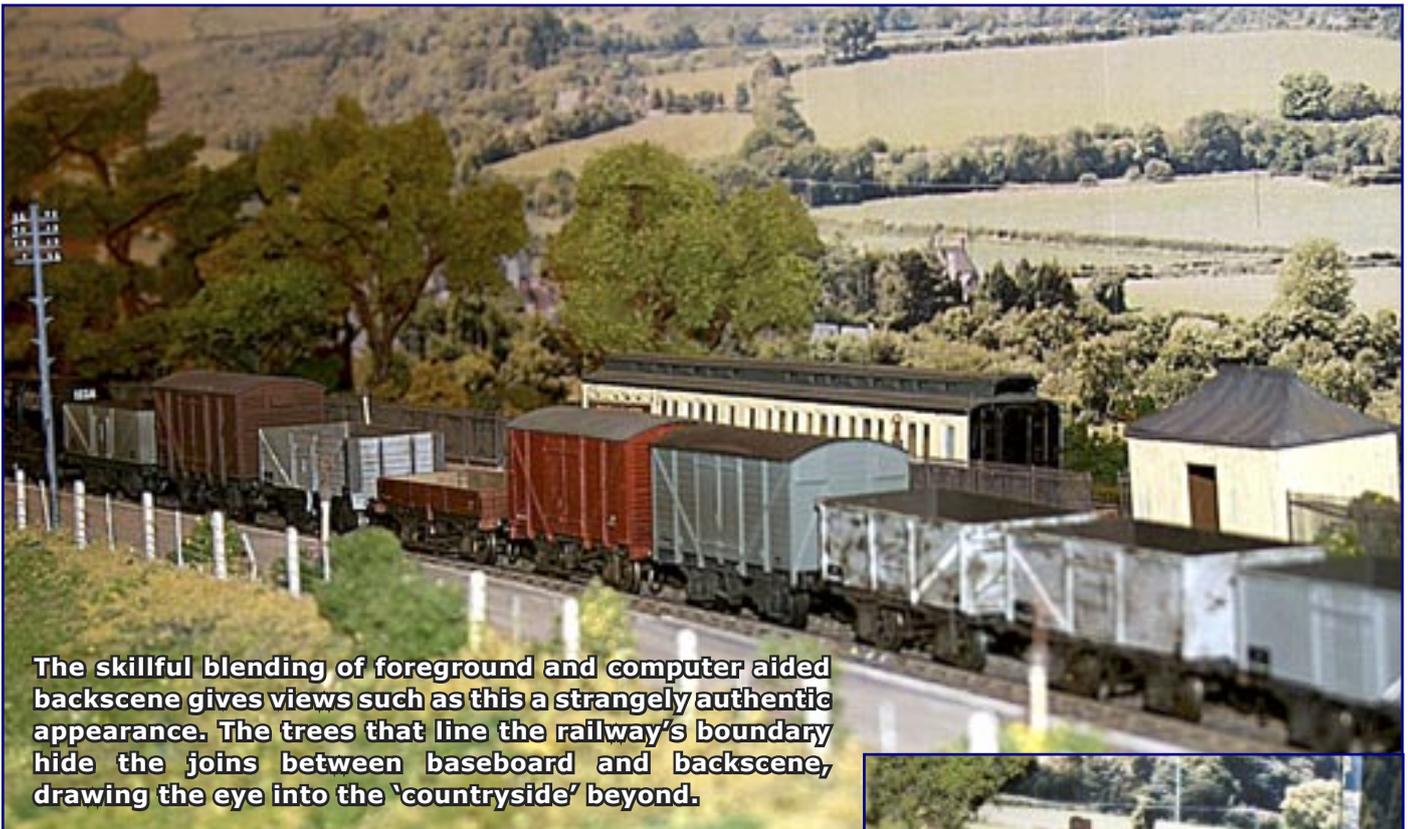
Sadly, many otherwise excellent layouts are ruined by a poorly executed, hand-painted, backdrop as the builders ignore ready-made printed solutions and opt for something 'unique'.

With Rhyd-y-Clafdy Phil Greaves has opted for something totally different—he has brought Wales to his aid using camera and computer.

A series of photographs spanning the area around the real Rhyd-y-Clafdy were scanned into his computer, carefully 'stitched together' and printed off to fit the required area.

Continued Page 6...

Layout of the month – RHYD - Y - CLAFDY



The skillful blending of foreground and computer aided backscene gives views such as this a strangely authentic appearance. The trees that line the railway's boundary hide the joins between baseboard and backscene, drawing the eye into the 'countryside' beyond.

The results are quite astonishing.

Put your head at track level and look upwards towards the distant hills. For a moment you are in Wales!

Of course, it is not quite that simple.

A lot of thought has gone into the arrangement of the scenery to ensure there are no visible joins, that the trees are of the right height and that the perspectives are true.

And, to maintain the viewer's interest there are a series of cameo scenes dotted around the layout, all carefully thought out, all beautifully executed.

It is an 'imaginary' station, but looks as if it ought to be there.

In truth it is one of history's 'might have beens'. The Cambrian Railway actually lodged plans in 1870 and 1880 to extend the coastal line from Pwllheli to Port Dinllaen on the

west side of the Llyn Peninsular in North Wales.

"Had the line been built, Rhyd-y-Clafdy, three miles west of Pwllheli, might have been the first station", said Phil, "and this provided me with the basis for this, my first layout".

Buildings

The period is set in the 1960s, which allows him to run BR (WR) trains on the coast line and BR (LMR) trains from the Afonwen line.

The layout measures 17ft x 8ft and the track is SMP '00', with points and signals operated by tube and wire.

The station buildings and signal box are scratch built and are based on those at Llwyngwril and Dyffryn Ardudwy. Other buildings and accessories are from the Ratio/ Wills ranges.

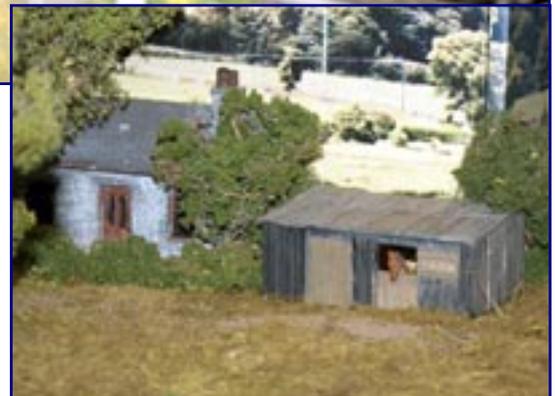
Rolling stock is mostly proprietary and typical of what might have

been seen in the area in the period, with locos being numbered appropriately.

Trains are operated to a sequence based on the timetables for 1962-64.

In 2005 the layout is scheduled to appear at Liverpool and Porthmadog shows.

More pictures Page 7...

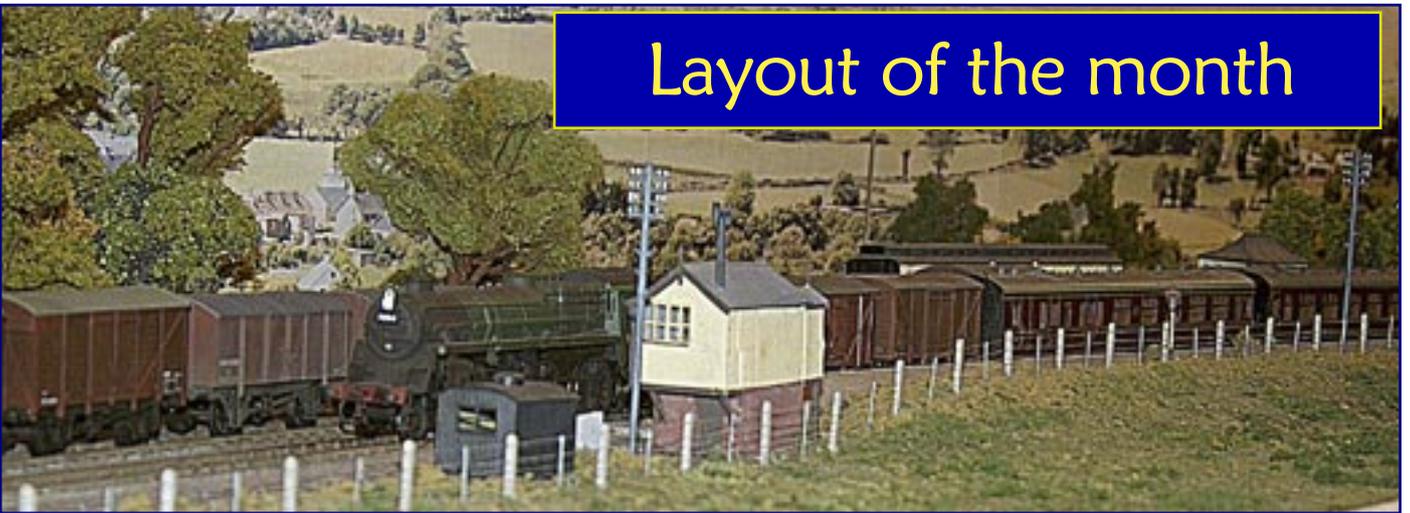


Attention to detail makes for convincing cameo scenes all over Phil Greaves' fine layout, the stables (above) being a good example of the modeller's art.



A BR Standard Class 4 4-6-0 slowly draws past the signal box on its way to Pwllheli. Again note the modeller's attention to detail.

Layout of the month



Towards the end of steam working on the former Cambrian lines BR Class 4 locomotives shared the work with ex-GWR locomotives. Pictured above a BR 4-6-0 hauls its mixed train out of Rhyd-y-Clafdy.



A train (above) bound for the seaside resort of Pwllheli enters the tunnel (leading to the fiddle yard) as a bus—no doubt a rival—climbs the hill above the tunnel entrance. Again, attention to detail contributes to the overall success of the of the scene.



Above: An ex-GWR Manor class locomotive with a freight bound for Porth Dinllaen pauses at Rhyd-y-Clafdy to catch its breath.

Below: A tranquil scene with characteristic Great Western features, including a Pagoda platform shelter and, in the siding behind, a Dean clerestory vehicle seeing out its twilight years as a 'camping' coach.



The driver looks ahead for the road to clear, while the fireman ponders on the amount of coal left in the tender—a nicely staged moment.





There is plenty of detail on the 4,000 gallon rivetted tender and the lettering on the 'plates' is perfectly legible, despite their size.

Stanier's Class 5 locomotives were loved equally by those who drove them and those who 'spotted' them and it is easy to see why they remain popular, for few locomotive designs can match the blend of economy, performance and looks of a Black Five, gently dusted with grime.

Hornby's Five is a real Black Beauty

WHEN Hornby replaced its ageing Black Five with a new 'super detailed' version a few years back the modelling fraternity heaved a collective sigh of gratitude.

The new model was far superior to its ancestor and to date has appeared in a variety of liveries, both LMS and BR, and in both pristine and 'weathered' condition.

The most recent example (44666/R2382) is reviewed here and carries a healthy level of grime, such as that acquired by a freshly painted loco after a few days hard graft.

Its livery is late BR and the boiler, firebox and tender all carry warning flashes. Those on the boiler look a little on the large side (but memory is poor when it comes to such fine points and they are probably correct).

The model fully justifies its 'super detail' status—there is even painted copper pipe work in the cab—leaving the modeller

with little more to do than add a crew!

A good runner, the loco and tender are quite heavy and it sits well on the track. A prototypical load should prove well within its capabilities.

A rake of suitable Stanier coaches in BR livery would complete the 'Midland Region' picture. All being well we won't have to wait long for that



The Hornby Black Five is a truly handsome model and in weathered BR form is a welcome addition to the catalogue.

Branchline workhorse gets a brand new look

IT would be hard not to like Bachmann's version of the large tanked Prairie locomotive—not the least because it is such a vast improvement over the old Lima model of the '4575' variant of this classic small-wheeled GWR prairie.

Bachmann has certainly captured the look of the loco, which carried 300 gallons more water than its Churchward 45XX predecessor, and somehow always looked taller.

Doubtless this was an optical illusion created by the enlarged, sloping side tanks that characterised the locos, built from 1927-29 (production of the original 45XX locos had ended in 1924).

Auto-fitted

Always more widely distributed than their predecessors they could be found on a variety of local and branch services.

Some were even auto-fitted for working push-pull services.

A number of the class worked suburban services around Birmingham until displaced by the more suitable 41XX/51XX large wheeled Prairies.

A handful remained allocated to West Midlands' sheds right up to the end of Western Region steam.

Above right: There is an elegant simplicity about the slidebars on a GWR loco that is not often captured, but on the new Prairie locos from Bachmann it looks fine. The detail on the water tanks (right) of the new '4575' variant has to be seen to be believed—even the lifting rings and tank vents are reproduced. Only the polished brass safety valve bonnet—rarely found on such menial locos of the period—mars the image.

Modellers have come to expect as standard a high level of detail and 5555 does not disappoint, comparing well with the earlier 45XX from Bachmann.

The new tanks feature lifting rings and vents; the boiler has the correct smaller safety valve bonnet (though it would not have been polished in its GWR days) and the livery is correct for the period it entered service.

An attractive and versatile model it merits a place in any 'Western' modeller's stud of locomotives and deserves to enjoy success.

If only Bachmann would produce some decent Great Western suburban stock to go with them...



The new Bachmann slope-tanked Prairie is a really handsome loco, especially in the traditional 3/4 view (above). The head on view of the model (right) shows the high level of detail currently found on even such 'mundane' machines as branch line tank engines.



Book highlights role played by railway's vast army of workers

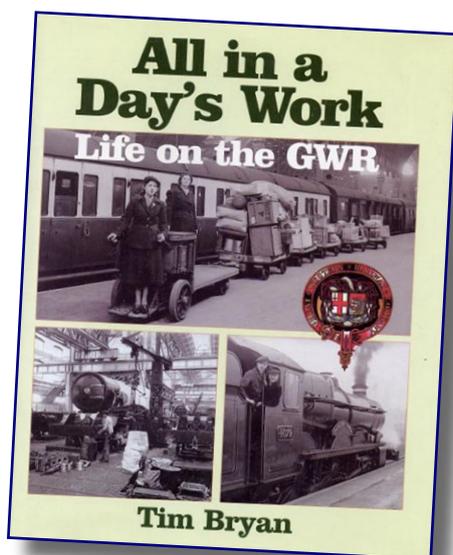
IT is difficult to imagine a time when more than a million people were employed on Britain's railways, but at their zenith the railways were one of the country's principal employers... and a career in the railways was often highly sought after.

The railways have been radically 'downsized' since the height of the railway era and many jobs, such as blacksmiths, shunters, even sailors, have now disappeared.

In this book author **Tim Bryan** pays tribute to the vast army of workers, who in a wide range of roles, made up the workforce of the GWR, and chronicles the activities that were 'All in a Day's Work'.

He stresses in his foreword that it is not the 'definitive story'. Instead the book highlights some of the railway's activities and working practices, shows some of its high and lows, and the good and bad of railway life.

Drawing on the extensive archive on the GWR now housed at STEAM: The Museum of the Great Western at Swindon, he creates a vivid portrait of ordinary railway workers in the age of steam.



It is an evocation of the days when safety issues (for staff at least) were poorly regulated, conditions, especially for shed staff and loco crews, were harsh and dirty and expectations were limited.

It is tempting to see the footplate men's lives as glamorous, but this nostalgic view is misplaced. Few cleaners/firemen

ever reached 'top link' status—the jobs were limited after all—and at an age when they could enjoy its status.

The book is divided into seven chapters looking at Goods and Traffic departments, the Engine Shed, On the Footplate, Inside Swindon Works, At War and Miscellaneous Occupations.

It draws on a variety of sources, including written accounts and oral history archives, together with material gleaned from interviews of former employees and company literature.

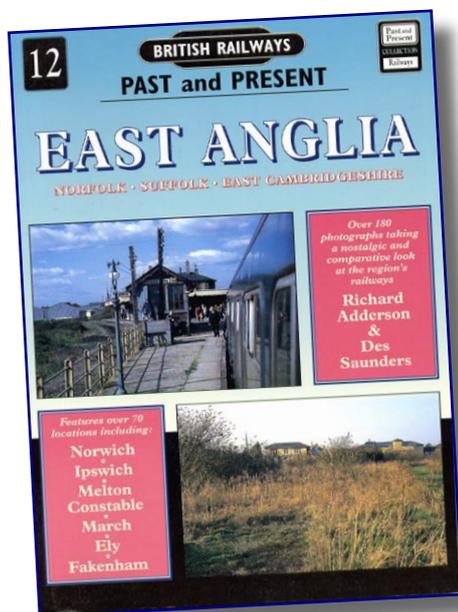
The text is simply written and illustrated, where appropriate, with black and white photographs, many of which will be new to readers.

Books such as this prove a valuable source of information for the modeller planning to run a layout on 'prototypical' lines, and as such complement the more obvious sources of information.

At £19.99 it is a wee bit expensive, but GWR modellers will no doubt think it worth every penny.

All in a Day's Work: Life on the GWR, Ian Allan Publishing, ISBN: 0-7110-2964-4.

Sharp contrasts in book's 180 pictures...



THE railways of East Anglia—essentially those of the Great Eastern Railway and the Midland and Great Northern Joint—were hit especially hard by rationalisation in the aftermath of Beeching and his followers.

Always a sparsely populated area with little indigenous industry (apart from agriculture) it is easy to see why the railways of Norfolk, Suffolk and East Cambridgeshire took such a bashing.

A map, handily placed at the beginning of the book, demonstrates the gaps in the system.

Some 70 locations are covered, including Norwich, Ipswich, Melton Constable, March, Ely and Fakenham.

Using the established 'then and now' formula this volume consists of 180 photographs featuring the Chelmsford-Norwich main line, East Suffolk line and

branches, Kings Lynn and North East Cambridgeshire, the MGNR Joint lines, the GER rural byways and the areas preserved lines.

The pictures, taken largely in the 1950s and 60s, show a wealth of stations, signal boxes and lineside features that have been swept aside to make way for housing estates, or at its worst wasteland.

Many of the locomotives featured have a long ancestry (E4, J15, D1, J17, D16); more recent stock includes Britannias, Ivatt moguls and early DMUs—all now passed into history.

As always with these P and P books, there is something to interest the modeller on most pages, especially if you have a passion for all things Eastern—if you don't the £16.99 price tag might seem a tad on the high side.

British Railways Past and Present (12): East Anglia, Past and Present Publishing, ISBN: 1-85895-056-2

Western photo collection merits a detailed look ...

UNLIKE the author's previous book, *Odd Corners of the GWR* (reviewed in the December), which had a series of themed written chapters with illustrations, this is a collection of photographs.

Apart from a brief introduction and similar economic captions, **Kevin Robertson** lets the pictures themselves 'do the talking' and very eloquently they do it too!

As a longstanding rail enthusiast he has amassed a large collection of photographs and has selected a range of images that portray both the unusual and the everyday scene.

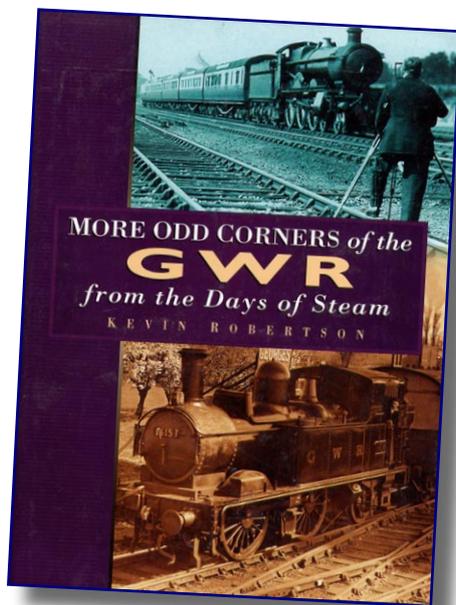
They cover a wide period—from the late 19th century to the 1960s, with no period having precedence over any other.

Elegant Dean 'Singles' of the last decade of the 1800s, early Churchward designs, such as Saints and Stars, together with offerings from Collett and even BR can be found within the pages of this fascinating book.

The pictures are full of interest for modellers and all are worthy of close scrutiny. Even those from more recent times, the 1950s and 60s, record scenes that have now disappeared, and not just those of a purely railway content have much to offer the modeller.

A closer look, for instance, at the July 1960 scene (pages 124/125) featuring D600 and 4938 Liddington Hall near Bath Spa, reveals much more than a meeting of the old and the new.

The photograph also has in its foreground a motley collection of road vehicles, including the once ubiquitous Bedford van,



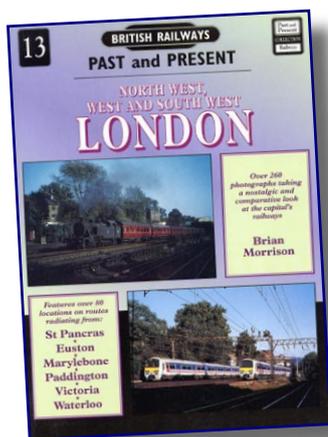
but of the half-a-dozen cars present all but one are of pre-WW2 heritage!

This book has many such images worthy of close investigation, be it for signal box interiors, station details (branch and mainline), train consists, bridge construction and the people, who both ran and travelled on the railway.

At a penny short of £20 this is not a cheap book, but if you are interested in the GWR it is a good buy. If you plan a model based on the company it is essential reading!

More Odd Corners from the GWR from the Days of Steam, Sutton Publishing. ISBN: 0-7509-3219-8

Capital's rail system past and present



THE railways of London hold a fascination for enthusiasts and historians because of their complex development.

This volume in the Past and Present series restricts itself to the lines running to the North West, West and South West of the city—those routes radiating from St Pancras, Euston, Marylebone, Paddington, Victoria and Waterloo.

Many of the past photographs are from the 1950s and come from co-author **Brian Morrison's** own collection. Others are from the collections of a number of lens-men active at the time.

Unless your aim is to complete the collection, you may think £16.99 is rather expensive for a book of black and white prints. Check it out before you buy.

British Railways Past and Present (13): North West, West and South West London, Past and Present Publishing, ISBN: 1-85895-113-5.

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Club Scene

A SELECTION of some of the 'best Finescale layouts currently available' will be on show at **Epsom and Ewell Model Railway Club's** annual exhibition, which this year takes place on March 19 and 20.

Exhibits at the event, being held at the North East Surrey College of Technology, Ewell, include Hungerford (EM), Runswick Leaside (00 Finescale), Ruxley (00 Finescale) and Spital (P4).

WEIR Pumps Model Railway Club, Glasgow, is this year celebrating 30 years promoting model railways in Scotland.

Club secretary Andy Russell says the group will be attending Model Rail Scotland with their new layout, Newlandsfield to Becklesbrae, which is a Tramcar and Railway layout.

The layout measures 29ft x 9ft and features trams running along the front, with trains running on the lower level around the entire layout.

AROUND 20 layouts in various scales and gauges will feature at this year's **Waveney Valley MRC's** exhibition, reports club publicity and PR officer Jerry Hepworth.

The event, which is being staged at St Felix School, Halesworth Road, Southwold, over the weekend 6/7 August, will also feature passenger carrying live steam in the grounds.

THE City of Canterbury MRS exhibition on January 22 and 23 will feature at least seven 4mm/ft layouts, including Woodbridge Halse (00), Ashington (00) Eastbridge (00) and Dartley (P4).

A 'Trains in Miniature Exhibition' is being staged by members of **Carshalton and Sutton MRC** over the weekend of February 26/27. The event is being held at the Leisure Centre, Leatherhead, Surrey.

CRAWLEY MRS will hold its next annual exhibition on April 2 and 3 at the Tanbridge House School, Farthings Hill, Guildford Road, Horsham, West Sussex.

THE venue for **East Grinstead Model Railway Club's** exhibition (April 23/24) is Sackville Community College, Lewes Road, East Grinstead.

Station renewals transform Brighton modellers' rooms

Brighton Model Railway Club members will have good reason to remember Christmas 2004, for it marked the return to their clubrooms in London Road Station, Brighton.

A major refurbishment of the main line station began in July and members moved back in on December 21 to find the place transformed.

Work included fitting new window and door frames, re-plastering, painting, new lowered ceilings, carpets, lighting, electrical work and a new toilet and kitchen.

The club rooms are in

what was originally the Ladies Waiting Room.

Meetings are held every Tuesday (except Bank Holidays and the Tuesday between Christmas and New Year).

Quiz nights

The minimum age for membership is 16 due to the fact that the clubrooms are in a working station.

In addition to building

and operating layouts the club also holds regular film and slide shows, quiz nights and an annual competition for members' models.

Planning for the club's annual show is well under way, though this year's exhibition will be held at a new venue—Patcham Library and Community Centre.

It will be staged over the weekend of November 12 and 13.

Alton show favourite returns

ALTON MRG's February exhibition sees the return of the popular 'Turn your Train Set into a Model Railway' feature, where Group members give demonstrations on some of the railway modelling basics, and answer visitors' questions.

The exhibition, which is being held on the 5th and 6th of the month at Eggars School, Alton, will feature a wide variety of layouts, traders and demonstrations.

Among the layouts on display will

be Dead End (GWR, 00), Lulworth Camp Military Railway (00), Exeview, Exmouth (00) and That Dam Railway (industrial, 009).

A range of demonstrations will also be run including, tree and scenery construction (Roy Hickman), weathering (Tom 'the weatherman' Rayer), Finescale brass kit construction and scratch-building locos and wagons (David Cole).

Further information on the exhibition can be supplied Roger Joel, 17 Tawny Grove, Four Marks, Alton, Hants, GU34 5DU—telephone: 01420 562619.

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



TAUNTON Model Railway Group threw open its doors to visitors on December 29 to support the West Somerset Railway Gala Day and show off their near complete re-creation of Bath Green Park in 4mm/ft scale, which can be seen at Bishop's Lydeard Station on the WSR, near Taunton.

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SPACE
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BE
WORKING
FOR YOU
FOR
AS
LITTLE
AS
£20**

Central meet adds to the ambience

CLYDESIDE MRC has an unusual claim to fame, for its club rooms are located in Glasgow Central Station.

Few clubs can claim to have such an unusual ambience, as the sounds of real (12 inches to the foot) trains add to the atmosphere of their meetings.

Now non-members have a chance to savour the delights of a club night.

A special 'open evening' is being held

on Tuesday April 5, when all the club's layouts will be in operation.

However, because of security access controls in the non-public parts of the station, intending visitors must contact the club in advance.

For a 'formal' invite telephone Neil on 0141 424 0326, or Douglas on 01505 812 815.

Club sets rail talk dates...

Details of this year's Epsom and Ewell Model Railway Club's monthly speaker's nights have been published.

The Wensleydale Railway is the topic of the first speaker, David Gibson, who gets things off to a fine start on January 13, while on February 10 Don Leeper talks about Hepton Wharf (plus views on design philosophy).

The March 10 speaker will be John Divine, whose subject is the Channel Tunnel Rail Link.

Further details of any of the talks can be obtained from the secretary, Peter Swift on 01483 576 274.

Seven layouts to see

The City of Canterbury Model Railway Society exhibition on January 22 and 23 will feature at least seven 4mm/ft layouts, including Woodbridge Halse (00), Ashington (00) Eastbridge (00) and Dartley (P4).

Contact us to reserve it:

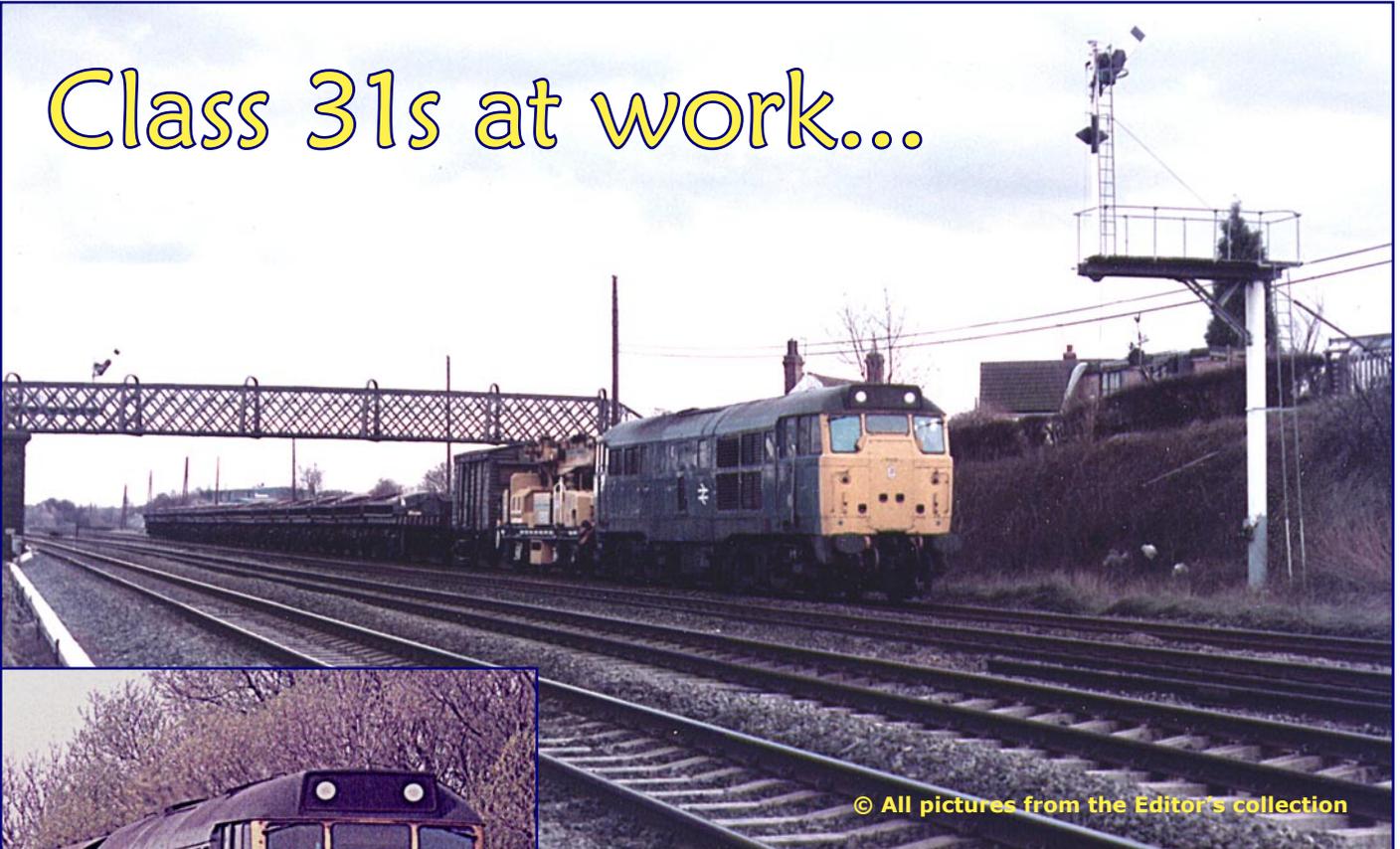
*advertising@
trainsonlinemagazine.co.uk*

or

**TELEPHONE/FAX:
01509 237895**

PROTOTYPE PROFILES ... 4

Class 31s at work...



© All pictures from the Editor's collection

A Class 31 on an engineer's train has a clear road as it passes the site of the former Sileby Station in Leicestershire in the winter of 1983/84.



Left: An unidentified member of the class hurries a short parcels train near East Goscote, Leicestershire.

Below: 31 407 pictured at Barnstaple on a dull day in the early 1980s waits with an Exeter train.



Brush locos nearing their half-century

UNLIKE so many of their 'modernisation plan' contemporaries, the Brush Type 2s have proved to be particularly long-lived, the first batch appearing nearly 50 years ago.

The order for the first 20 was placed in 1955, and the first member, D5500, was handed over to BR in 1957. All were fitted with a 1,250 hp Mirlees engine and had electro-magnetic control equipment.

Production loco deliveries began two years later, with engine power upped to 1,365hp and a conventional electro-pneumatic control system fitted.

The original disc code identification system was abandoned during the main production run in favour of alpha-numeric displays.

The success of the class led to repeat orders for Brush, the last built, D5862, leaving the plant in October 1963.

Originally built for the Eastern Region, a batch was dispatched to the Western to fill the gaps left by the demise of the diesel hydraulics, and in the 1980s more were transferred to the London Midland Region (as evidenced by the accompanying pictures).

PROTOTYPE PROFILES ... 4



Above: In the summer of 1983 a member of the class marshals a ballast train at Loughborough in the sidings opposite the Brush Factory where it was built. The ballast sidings have now passed into history along with the magnificent Midland Railway warehouse that stood nearby.

Below: A Class 31 hauls a rake of MGR wagons through Melton Mowbray, Leicestershire in the summer of 1984. This scene is little changed today.

When the original engines needed attention in 1964 they were replaced under a three-year modernisation scheme, by 1,470hp English Electric engines. Locomotives with the original engines were classified 30, the rebuilds 31. Several sub-classes existed.

The pilot scheme locos (the first 20) were deemed to be non-standard and fell in BR's rationalisation cull in the late 1970s.

Life-extension refurbishments were given to some members of the class and a handful can still be found in service on the main line.

The class has carried BR's three main liveries—standard green, blue and Railfreight grey/yellow (some).

Since privatisation a number have carried their new owners' colours.



YOUR GUIDE TO 2005 EXHIBITIONS

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

FEBRUARY

5 & 6 (Sat & Sun)

Stafford Railway Circle exhibition, Stafford County Showground. Web site: www.staffordrailwaycircle.org.uk

Rochdale Model Railway Group exhibition, Oulder Hill Leisure Centre, Rochdale, Lancashire. Tel: 01422 822718.

12 (Sat)

East Bedfordshire MRS exhibition. Stratton School, Eagle Farm Road, Biggleswade Bedfordshire. Contact: Dick Sulch 01767 260881. www.ebmrs.org.uk

12 & 13 (Sat & Sun)

Festival of British Railway Modelling, Doncaster Exhibition Centre, The Racecourse, Doncaster, Yorkshire.

18 & 19 (Fri & Sat)

Salvation Army model railway exhibition, The Salvation Army, Wawn Street, Dean Road, South Shields, Tyne & Wear. Contact Major Mervyn Marshall 0191 4219295

19 (Sat)

Warminster & District Model Railway Group exhibition, Assembly Hall, Western Car Park, Warminster, Wiltshire. Contact: 01985 213458.

19 & 20 (Sat & Sun)

Scale Rail, Bolton School Arts & Conference Centre, Chorley New Road, Bolton, Lancashire. Contact 01204 852681 or 302928 (after 1830). www.come.to/notgog

Romsey & District RMS exhibition, Crosfield Hall, Broadwater Road, Romsey Hampshire. Tel: 01794 513862.

Leicester MRS exhibition, Sileby Community Centre, High St, Sileby, nr. Loughborough, Leicestershire. Contact 0116 2605760.

25 to 27 (Fri to Sun)

Model Rail Scotland, Scottish Exhibition and Conference Centre, Glasgow.

26 & 27 (Sat & Sun)

New Mills and District Railway Modellers exhibition, Chapel-en-le-Frith High School, Chapel-en-le-Frith, Derbyshire Web site: www.nmdrm.co.uk

Carshalton and Sutton MRC, exhibition, Leisure Centre, Leatherhead. Web site: www.carshalton-sutton-mrc.co.uk

27 (Sun)

Grange Community Association, Grange Centre, Bepton Road, Midhurst, West Sussex. Contact: 01730 816841.

MARCH

5 (Sat)

South Hants Model Railway Club exhibition, Admiral Nelson School, Portsmouth.

5 & 6 (Sat & Sun)

Sussex Model Rail 2005, Crawley Leisure Centre, Haslett Avenue, Crawley, West Sussex. Web site: www.samrc.co.uk

12-14 (Fri, Sat & Sun)

Australian Model Railway Association Exhibition Victorian Branch Inc, Aqualink Box Hill (formerly the Whitehorse Aquatic & Leisure Centre), Surrey Drive, Surrey Park, Box Hill 3128. Contact: John J Harry, 68 Lahona Avenue, Bentleigh East, Victoria 3165, Australia. Tel:+61 39570 4406. E-mail: Amra.exhibition@opusnet.com.au

12 & 13 (Sat & Sun)

Wyre Forest MRC exhibition, Kidderminster.

St Neots MRC, East Anglian Model Railway Exhibition, St Neots Community College.

19 (Sat)

Woodmansterne Model Railway Exhibition (North Downs

Model Railway Circle), St Peters Church Hall, Chipstead Way, Woodmansterne, Surrey. Further details Tel: 0208 394 1474 or visit www.ndmrc.com

Barking and District Model Railway Society exhibition, Sydney Russell School, Parsloes Avenue, Barking.

19 & 20 (Sat & Sun)

Nottingham (Bulwell) MRS, East Midlands Model Railway Exhibition. Web site: www.nbmrs.freeseve.co.uk.

Epsom and Ewell Model Railway Club exhibition, North East Surrey College of Technology (NESCOL) Reigate Road, Ewell, Surrey. KT17 3DS.

Keighley MRC exhibition, Victoria Hall, Victoria Park, Keighley, Yorks, BD21 3JN. Tel: 0153 632257/212047.

APRIL

2 & 3 (Sat & Sun)

Crawley Model Railway Society exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, West Sussex. RH12 1SR. Web site: www.crawleymrs.org.uk

8, 9 & 10 (Frid, Sat & Sun)

TrainWest, Olympiad Leisure Centre, Chippenham, Wilts. Web site: www.trainwest.org.uk

16 (Sat)

West Bromwich Rail exhibition, St James Church Hall, Hill Top, West Bromwich, West Midlands.

16 & 17 (Sat & Sun)

Nailsea and District MRC show, Princes Hall, Clevedon. Tel: 01934 838444.

30 (Sat)

Craven Arms and District Model Railway Circle exhibition, Methodist Hall, Craven Arms.

MAY

14 (Sat)

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

14 & 15 (Sat & Sun)

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

28 & 29 (Sat & Sun)

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

JUNE

11 & 12 (Sat & Sun)

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

25 (Sat)

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

JULY

2 & 3 (Sat & Sun)

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

30 & 31 (Sat & Sun)

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

AUGUST

6 & 7 (Sat & Sun)

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