

Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 3

January 2004

Pendon Museum hits half-century in 2004

Southern modellers hit coach problem

A SERIES of e-mails to Trains On-line Magazine has highlighted a concern over Hornby's Pullman coaches.

Members of the Southern e-Mail Group (SeMG) have reported "chronic coupling induced problems" and are looking for alternatives.

Hornby's original couplings were introduced for the toy train market, but as near scale stock becomes more common, more problems may occur.

This is particularly likely where compromises have been made on curved track.

The tighter the radius the more likely running problems will occur.

The use of Kadee couplers has been suggested, but these are not always suitable for UK stock and are not a cheap solution.

Also, they, too, may cause problems on some curved sections of track.

• *Let Trains On-line Magazine know if you are having problems with these coaches.*

THIS year marks the 50th anniversary of the founding of the Pendon Museum. It will be celebrated by a series of events and additions to the existing layouts.



An excursion train passes through Pen Tor Road Station on Pendon Museum's Dartmoor Scene—see feature on pages 5-6.

Hornby Grange set for release in 2004

HORNBY has confirmed that three GWR Grange locomotives will be included in the 2004 catalogue.

The featured locomotives will be Resolven Grange (6869) in BR late livery, Derwent Grange (6862) in early BR livery and Hardwick Grange (6818) in GWR livery.

Fowler 2-6-4 tanks make an appearance in black—42322 with British Railways lettered in yellow on the tank sides and 2341 with LMS.

Both featured the modified Fowler cab with smaller door opening (aimed at reducing draughts).

There's also a weath-

ered 4F (late BR), new Stanier 8F livery variants, two new County class locos — Salop (double chimney, late BR green) and Carvarvon (spelt that way until November 1951, in post-war GWR passenger livery).

There are also new versions of Britannias, a Duchess in blue with lion on bicycle crest, more Black 5s, A3s and A4s, including Mallard, and a weathered BR Pug (51232).

More details will appear next month.

The museum, which is situated in the picturesque village of Long Wittenham, near Didcot, Oxfordshire, was the brainchild of Roye England.

Its beginnings can be traced back to when he first showed at the Three Poplars Youth Hostel several early models for his intended celebration of England as it was in the 1920s and 1930s.

The museum's extensive landscapes have been steadily added to over the decades and during the year many new modules will be placed in their final positions.

As part of the celebrations, the historic Madder Valley Railway Model, will be running on four occasions, including the 50th anniversary weekend, July 10/11.

Other activities are planned and details will be published later in the magazine.

Inside this month's issue...

THIS month's edition of Trains On-line Magazine is packed with news, views and features and just gets better and better.

There's news of January's key exhibitions, and reviews of some of the latest books for modellers and rail fans.

Plus regular items, such as Clubscene and January's Layout of the Month, which features the celebrated Pendon Museum models.

**Also check out: GCR course...p3
NEC show...p2
Your views...p9+7
Hornby news...p11
Model news...p4**

Happy New Year and happy reading to all our readers!

Dates fixed for Railshow

LANGLEY Park Model Railshow will be held this year over the weekend of October 23/24 at Langley Park Boys School, Beckenham, Kent. The event, which is organised by the Beckenham and West Wickham MRC, will feature 20 working layouts and a number of trade and society stands.

Stafford event to host 20+ layouts

THIS year's Stafford Railway Circle exhibition looks set to build on 2003's successful event.

With two halls booked at the Stafford County Showground and more than 20 layouts on view the organisers are bidding for a record crowd.

Among the 4mm scale offerings are: Dartley (P4), Iron Mould Lane (00), New Haden (EM), Littleton (00) and Bachdale and Dibley (009).

There will also be more than 25 traders, and demonstrators at the event, which is being held over the weekend January 31-February 1.

A photographic display will also be mounted by Jeff Cogan and Ken Bull.

For further details and links to the SRC web site see their advert on page 4 of this issue and Clubscene (p15).

Warley show pulls in 17,000 visitors

MORE than 17,000 people flocked to the Birmingham National Exhibition Centre for the Warley National Model Railway Exhibition over the weekend 6/7 December, 2003.

The event continues to grow in strength, this year's numbers no doubt boosted by the decision to peg prices at 2002 levels.

Among the featured attractions were more than 20 layouts in 4mm scale (and a range of gauges), including Dartley, Askrigg Bank, Charwelton (making its debut at the show), Wainthorp Bridge and Sutton.

Roadshow

The much travelled Hornby Roadshow was a major draw for visitors to the show—said to be one of the biggest in the country—and Hornby staff were on hand to field questions and comments from visitors.

More than 400 people completed the company's 'roadshow questionnaire', telling Hornby what new locomotives, coaches and wagons they would like to see and providing

essential feedback.

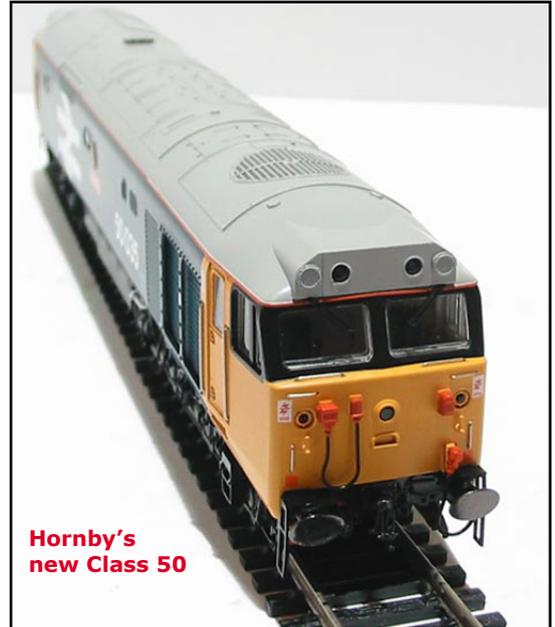
Many visitors also took the opportunity to check out the specialist stands and exhibits.

These featured the activities and work of a host of modelling groups, including the Double 'O' Gauge Association, the EM Gauge Society (EMGS), Scalefour Society, 009 Society and Diesel and Electric Modellers United (DEMU).

A series of demonstrations for more experienced modellers proved popular, and included coach construction, painting and lining, card modelling and white metal loco construction.

The event, which is staged each year by the Warley MRC's limited company—Warley Model Railway Exhibitions Ltd—will be held at the NEC once again on December 4 and 5, 2004.

Hornby haulage test for Class 50



THE pulling power of Hornby's new Class 50s was demonstrated at the Warley show when an example hauled 14 BR Mk 1 coaches continuously at slow speed for more than 15 hours.

The loco was one of several new models from the manufacturer.

The 50s, which should have now reached the shops, are available in three liveries, including a weathered Network SE version.

Display

Also on display were examples of the all new Bullied Q1 0-6-0 freight engine in Southern and BR liveries, and the reworked LMS Fowler 4P loco.

Examples of both types of locomotives were also employed

over the weekend of the demonstration layout

The new Hornby Live Steam *Mallard* locomotive was one of the main attractions on the company's stand, being demonstrated prior to its retail release.

A host of questions were answered by Hornby Marketing Manager Simon Kohler, whose demonstrations of Live Steam were inundated over the two days with people eager to catch a glimpse of the locomotive.

Latest arrivals from Hornby

Details—plus full colour pictures—of the latest 2003 steam and diesel models to arrive in the shops can be found in the Reviews Section (page 11). Full details of the 2004 model range will be included in next month's issue of the magazine.

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GCR courses explore how railway was run

MODELLERS interested in the Great Central Railway and the LNER will be well catered for by two courses being run this month for railway historians and modellers.

Designed by Martin Bloxsom, the two ten-week courses take a look at how the GCR was built and run.

The first, *How the Railway was Run*, explores the origins and development of the Great Central's London Extension.

The aim is to help students discover the social, economic and historical context in which the line ran.

Afternoons

During the course students will examine the type of traffic, how it was hauled and handled, and what service it provided.

It also explores the work and pay conditions of railway staff.

An afternoon course (13.30 to 15.30), it begins on Thursday January 8 and is being run by Warwick University's Centre for Lifelong Learning.

Further details on fees, etc., can be obtained from: www.OpenStudies@warwick.ac.uk.

The venue is The Blue Coat

Building, 3A Priory Row, Coventry.

A similar course is also being run by Mr Bloxsom in Leicester at Age Concern, Clarence House, Humberstone Gate, on Tuesday mornings (11.00 to 13.00) beginning January 13.

The second course, *The Last Main Line—The Great Central In Northamptonshire* is being held on Wednesday evenings (19.00 to 21.00) at Sponne School, Towcester, Northants and begins on January 14.

This course looks at the arrival of the line, how it performed and how it was worked, taking into account its construction, routes, costs, locomotives and its impact on the area.

The school is also hosting a one day course, *On the Rails—Midlands Area*, on Saturday (10.00 to 16.30) March 27.

For further details of both courses check out the adult learners' course guide on: <http://www.northamptonshire.gov.uk>

Editor's space...

I AM not one for New Year's Resolutions, given that I see too many of them broken, by friends and family.

This year though, I thought I would make an exception.

Top of the list will be to finish the exhibition layout I began a few years ago and then put to one side because of other demands on my time.

For the record, it's based on a Welsh branch line, is 8 ft by 2ft and is an adventure into limited space modelling using a mixture of both Peco Code 100 and setrack points.

I have had it working in the past, but there is no detail on it apart from the track being ballasted and the basic scenery framework created.

All is not doom and gloom. I have many of the models part-built or already constructed just waiting to be popped into place. Readers will be first to know when I have it looking half-decent.

Also high on the list is work on my bedroom layout. It has been five years in the design, the track and timber is in store and the rolling stock is simply waiting to be unboxed!

Of course, there are a few other items of the domestic kind too...finish the garden, decorate the bathroom, hall, etc.

Ah well...there's always next year for that!

NICE to see that readers are beginning to write in now. Check out *Your Views* in this issue for a selection AND keep sending them in. I enjoy reading them and I like to think readers will too.

I DELAYED publishing this edition by a couple of days in the hope I would be able to include details of Hornby's new 2004 range.

However, despite their website declaring that they would be available to see on January 1 they weren't.

Four days later (January 5) the details appeared, but too late for a full analysis of the range, though I have included some of the key details on the front page—the only page available.

Bear with us. A fuller description will be included in the February issue.

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Comet launch new Pullmans

COMET Models is to produce a range of Metro-Cammell Mk1 Pullman coaches, based on those built in 1960.

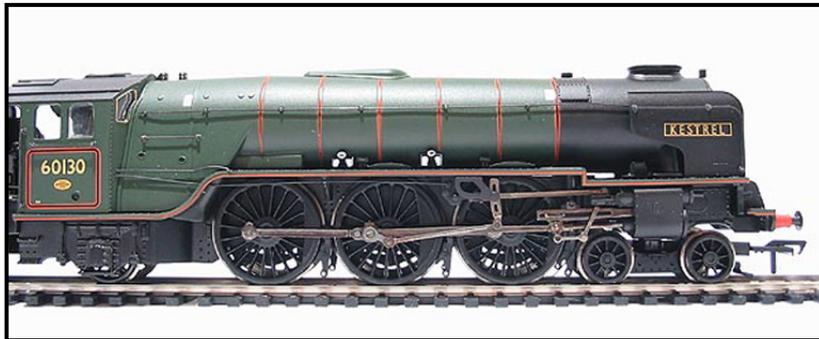
The first two kits have already been released—the Hadrian Bar car (KP14) and the Kitchen First (KP12)—and retail at £36.

Side packs, including special underframe parts, are also available at £10.50.

Kits for the Kitchen Second, Parlour First and Parlour Second should be ready some time later this year.

These coaches should be popular with Eastern Region modellers, as they were used on such top-flight services as the Tees-Tyne Pullman, Master Cutler and the Yorkshire Pullman.

MODEL NEWS IN BRIEF



Bachmann's latest finely detailed A1s, including Kestrel (above), arrived in UK shops during the month of December.

They remained in service for many years and many have been preserved.

WILLS Kits have added several new items to their range. These include semi detached shops, a Post Office and brick good shed.

NEW from Parkside Dundas is a 4mm kit of the BR standard open wagon (PC02A).

Based on an LMS design these wagons were built during the 1950s.

They can be modelled with or without a

tarpaulin rail.

It replaces Parkside's previous PC02 kit, which was withdrawn a few years ago. It costs £6.25.

BACHMANN arrivals in December included locos: A1s W. P. Allen (60114) and Kestrel (60130), 8750 Pannier

tanks 4666 (weathered BR/black) and 3715 (GWR green), two Class 44 diesels (D1 Scafell Pike and 44 008 Penyghent) and Deltic Nimbus (55 020).

METCALFE Models have introduced a new industrial kit—a tower style brewery.

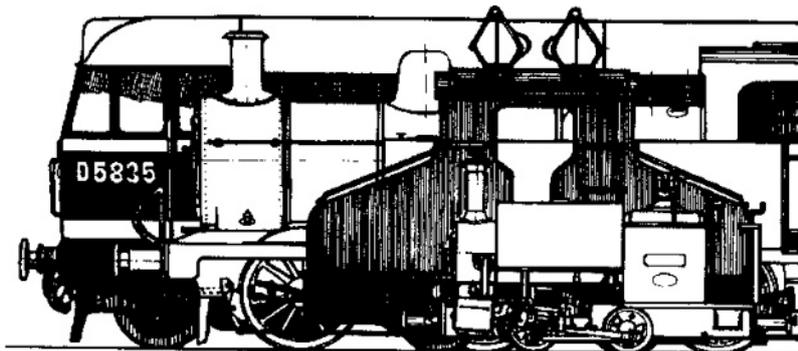
This consists of a Malt warehouse, Brew house and a store/distribution depot. It is priced at £10.50

By adding additional factory kits from the company's range a substantial complex can be created.

SUPERQUICK Model Kits has extended its extensive range of card buildings with the addition of four redbrick terraced house backs, fronts and terraced corner.

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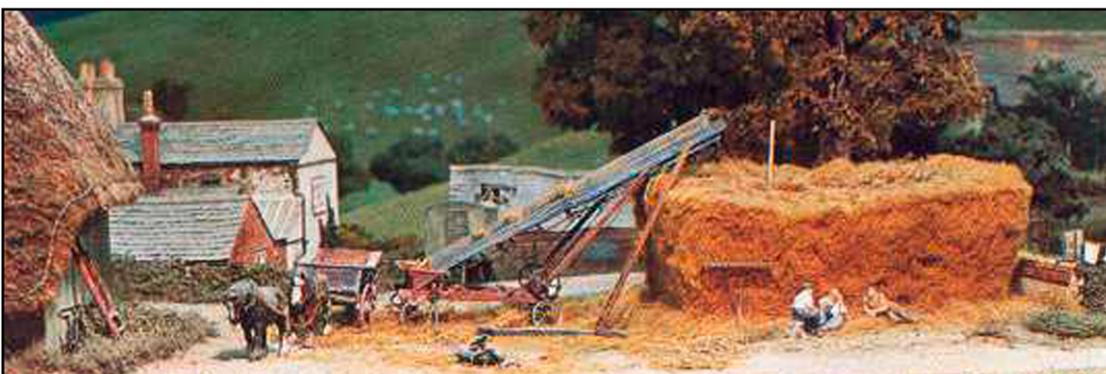
Pendon Anniversary Special 1



Shades of Constable: The 'Olde Cotte' modelled on a cottage in Bishopstone, glimpsed from mill pond.



Dominant feature: Pen Castle looms over Pound Farm and its cottages. The real Pound Farm is at Goosey.



Modelling perfection: Stacking hay in Badbury farmyard—a job no longer carried out in this leisurely fashion, nor is steam or 'equine' horse power used on farms.

Modelling that set the bench-mark for us all...

NOSTALGIA is a potent force. Ask any modeller who is trying to recreate their own little, lost piece of railway history and they will probably agree.

Pendon is, perhaps, the classic response to that force, for here Roye England's celebration of Twenties and Thirties Britain is being exquisitely recreated.

The England of the 1920s and 1930s, with its idyllic rolling landscapes, thatched roofed cottages and peaceful country lanes has long passed into the history books. A fading memory captured in the photographs and cinema images of the period.

Pendon's claim to fame lies in the way it has brought that world 'back to life', albeit in miniature.

The aim of the Pendon project was to build a landscape model of the

Vale of White Horse as it was in the 1930s. Although still under construction, much of the *Vale Scene*, with the GWR main line passing through it, is substantially complete.

It is apt, therefore, in this the museum's 50th year that for the first time both of the Oxford lines will be fully operational, offering visitors the chance to see some of the trains recorded by its founder running in model form.

Impact

But that is not all, for many new landscape modules will be placed into their final positions, adding even more visual impact to this superb modelling creation.

The realistically modelled cottages, cameo scenes and trains passing through this 4mm/ft landscape magically evoke that inter-wars period—and all of it lovingly created by volunteers.

Also, to be found at Pendon are two other models—the earlier, fully operational *Dartmoor scene*, with its Brunel timber viaducts and GWR trains, and the *Madder Valley scene*.

Continued on P6...

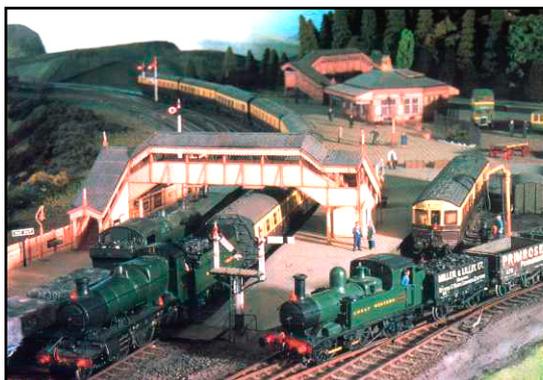


Above: John Ahern's Madder Valley scene proved to be a landmark in railway modelling, being the first to be set in a fully developed landscape.

Below: A landscape view of Pen Tor Station and yard, showing a variety of Great Western Railway motive power on shed.

Above: Wooden viaducts once figured large in the Dartmoor landscape. Here a Churchward 2-8-0 hauls its load of unfitted wagons on to the Walkam viaduct.

Below: A busy scene as an excursion train passes through Pen Tor Road Station on the Dartmoor scene.



The latter was constructed by the late John Ahern in the 1930s-40s and is regarded by many as the progenitor of modern railway modelling. Normally a static exhibit, it is being operated on four occasions in 2004 (April 9, 10/11 July and October 10).

In addition, two exhibitions will be held in 2004. 'Hectic Decades' (January-August) will portray the changes in England between the wars, while 'What you did before you had a car' examines travel in the '20 and '30s and runs from September to December.

The museum also houses a collection of memorabilia and architectural models.

• **The Editor is grateful to Pendon Museum for kindly supplying the pictures.**



Another view of buildings in the Vale Scene, this time of the cottages off the square. This grouping shows how well the cottages have been integrated into the rural landscape.

So you think you can repair it ? Read on...

TEMPTING as it may be, servicing and repairing one's own locomotives can be fraught with problems (new ones that is!).

With this in mind Bachmann have released a useful set of hints and tips and posted it on their web site.

To save you the trouble of downloading it we have included it here:

1. A foam sheet is provided as a liner within the polystyrene tray when models are supplied new. It's there for a reason and does several functions:

a) protecting the model from scuffing when placing the model in and taking out of the tray;

b) providing something to lift the model out the tray with - rather than using buffers as a lever;

c) help to reduce the movement of the loco within the box and prevent damage.

A sheet of kitchen paper towel is a good replacement and is large enough to hold whilst removing the model from the box.

2. Lubricate sliding plastic parts (such as coupling boxes, tender drawbars) with graphite for smooth reliable operation.

It's available in the Woodland Scenics range (item no HL 651), or simply rub a soft pencil - at least 4B - around the parts.

3. Split chassis locomotives require clean axles and journals for smooth operation.

If movement becomes jerky, remove chassis from locomotive, remove the baseplate and clean the axles and the journals with isopropyl alcohol (obtainable at moderate cost from a pharmacy) using a cotton bud.

Note: younger modellers should have an adult in attendance when using isopropyl alcohol as it can damage paintwork; is highly flammable; and can be dangerous if inhaled. Storage bottles should be clearly marked.

Lubricate sparingly with an appropriate light oil. Woodland Scenics oils are available from Bachmann dealers.

4. Part numbers shown on exploded diagrams don't always change when a part design is changed.

Please always quote the model item number the part is for to help us make sure we supply the correct part.

5. Go easy on the oiling. More models are wrecked by over lubrication than under lubrication.

6. The best maintenance for your locomotives is to run them regularly.

7. Rolling stock needs lubrication too. Apply a drop of oil to the axle for free running.

8. Class 08 pickups pick up dirt and fluff from the track and need to be kept clean.

Remove baseplate and brake rodding, and clean each pickup with a cotton bud and isopropyl alcohol.



Allotments fit for a king: This little cameo, complete with grounded van body, was pictured last year on the Halston Junction layout.

Your views ... 1

On the magazine...

I have just downloaded the first two issues: not had time to read properly as yet, but looks extremely good at first glance.

Shall come back when I have more time.

Regards,

Pip Deverill (Bexhill)

I got to hear about this (*the magazine*) recently and had a look; what a good idea and I'll certainly spread the word around here at the Model Railway Club (MRC) in London.

Consider it bookmarked.

Shame about downloading the magazines though, my normal line cannot open them and gives up - any chance of 'thinner' versions for us normal lot????!

I help on MRC publicity, so in the New Year I'll be looking at all sites that can accommodate our relevant activities.

Look forward to keeping in touch,

Best wishes,

Steve Nall (Publicity for MRC)

Editor: I have tried to get around the download problem by splitting the 16-page magazine into four easily downloadable 'chunks'. So far it seems to be working.

As one of the few modellers residing in Saudi Arabia (I am a petroleum geologist) I welcome such a proposal for a model railway magazine and shall browse at the earliest.

Many thanks for drawing it to my attention.

Please do not hesitate to advise me of any other product developments in the future.

In the very early issues of Railway Modeller Circa 1950s they had a modeller's profile section (not an obituary) but personal details such as occupation additional interests etc.

I have always wondered why this is no longer practised. I for one would find it most interesting

Best wishes, and Seasons Greetings

Nikolai

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Your views 2

ACCURACY...

I WAS interested to read the feature on 'Fussy Modellers' in the December issue of your magazine.

Many of us active modellers have been sadly disappointed by some of the recent new releases, not for the small detail or paint scheme/finish, but because the basic shape and dimensions are incorrect!

We'd be more than happy to add the small detail and/or repaint to our heart's content provided the base model was the right shape and size—including curvature of body, accurate placement and size of grillework, etc.

All of the RTR manufacturers have shown that they can do it, sadly it seems somewhat hit and miss across the various ranges as to whether they hit or miss!

The information to get it right is out there and available, either as drawings or preserved/active locos and stock to go and measure and photograph.

Would the manufacturer not sell more

products if only it were more attractive (by being more accurate) to the modeller?

Alan Monk.

Editor: It is a valid point. What do other modellers think? Let us know: forum@trainsonlinemagazine.co.uk

THANK you for contacting me with details of your excellent on line magazine.

I will certainly be a regular clicker !

You may be able to help me locate something I have been searching for for a long time.

Several years ago I saw an article from a group of railway modellers who were also computer nuts, they had developed a programme to run on a relatively low power PC which ran as a direct substitute for Hornby Zero 1, which I know had a very chequered history, but I loved it !

Do you know if anything like that is still around or any one else who may know ?

Kind Regards and every success with the Magazine

Keith Rogers [krogers@realsun.co.uk]

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BR/GWR prairies to complete the set...

THE arrival of the remaining Bachmann 45XX Prairies has reinforced Trains On-Line Magazine's opinion that these really are excellent models—just check out the detail in the pictures.

If we had to pick out a favourite it would probably be the version decked out in early BR black livery, though there is little to chose between them.

Both feature the fine detail mentioned in last month's review, but there are detail differences.

Check out the brass safety valve cover (see detail pictures opposite).

The GWR liveried version has the tall safety valve cover of the prototype, whereas the BR loco has the more 'modern' short version.

Both are polished brass, though in GWR days such a 'lowly' locomotive would have had its brass work painted over in green.

Still. It's a small point
Right: Head on view of the early BR black liveried 4560. Room here for detailing.

and one that's easily corrected, if you have a mind to do it.

Unlike the previously reviewed lined BR version, the number plate transfers are neatly placed between the bunker-side 'rivets'.

There's little, apart from brass number plates, fire irons and lamps, you would want to add to these fine models.

I am sure they can be super-detailed, but I don't think I'll bother.



**Top: 4550 in all its detailed glory
Above: Cabside comparisons between 4560 and 4550—is black best?
Below: Nice touch from Bachmann using two styles of safety valve cover.**





Hornby's latest hit shops in time for the post-seasonal 'spendfest'

THE long awaited Southern Q1 and Class 50 locomotives have finally joined the ever growing range of Hornby locomotives, together with a trio of wagons.

Certainly if you are a Southern modeller the wait will have been worthwhile, for these 'Charlies' (they were originally classed C1 by the Southern Railway) carry all the features of the real locomotives, down to the fine cab detail (even the pipe work is picked out in 'brass') and brake rods.

The first versions to reach the shops can be found in three liveries—SR Black, BR Black (early crest) and BR Black (late crest/weathered)—to suit all Q1 fans.

Ugly ducklings

Driven by a 5-pole skew wound motor in the loco body, the Q1 is DCC ready.

Designed by Bulleid, the Q1s were built to meet the Southern Railway Board's call for more 0-6-0 locomotives to cover the increase in freight and military traffic during the Second World War.

Construction of the 40 locos began in 1941 and was split between Brighton and Ashford Works—C1 to C16 and C37 to C40 at Brighton Works; C17 to C36 at Ashford Works.

Its austere looks may well have been the result of the need for easy maintenance, but they were inevitably regarded as ugly ducklings, and because of rough riding claims limited to 55 mph.

Despite this some did occasionally work passenger trains, though with their 5F classification and 30,000 lb tractive effort, slogging freights were much more their forte.

The Class 50, however, suffered no such limitations and throughout its career in front line service proved itself quite adept at high speed passenger haulage, initially on the West Coast Main Line and latterly on the Western Region expresses to the South West

Nicknamed 'Hoovers' by enthusiasts, the former D401-449 became 50 001-50 049 under the TOPS renumbering, while D400 was given the number 50 050.

Increasing unreliability problems in their later years made their withdrawal inevitable and all were taken out of BR service in 1994.



Top: The new Class 50, 50035 Ark Royal; Above: Southern Q1 33009

Hornby's model is a fine looking recreation of the original and is the equal of any of the 'new breed' of diesels.

Body moulding is crisp, the lettering is sharp and the level of detail even includes real screw-link couplings, though there is also a NEM socket for the more traditional model coupling that most modellers will opt to use.

DCC ready

Novel touches include an operating fan, adjustable louvers and sprung loaded cab doors, sprung buffers, illuminated headcode panels and cab interior detail.

A 5-pole skew wound motor drives twin bogies (all axles driven!) and there are pickups on all wheels. It is DCC ready.

Initially three versions have been released: Resolution, Ark Royal and Achilles (in weathered NSE livery). It will not run on curves below 2nd radius.

Right : Two-axle, china clay hopper in ECC livery; weathered MGR coal hopper in EWS livery (part of a three pack) .



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

Flawed, but still much to enjoy in this OPC book about Castles

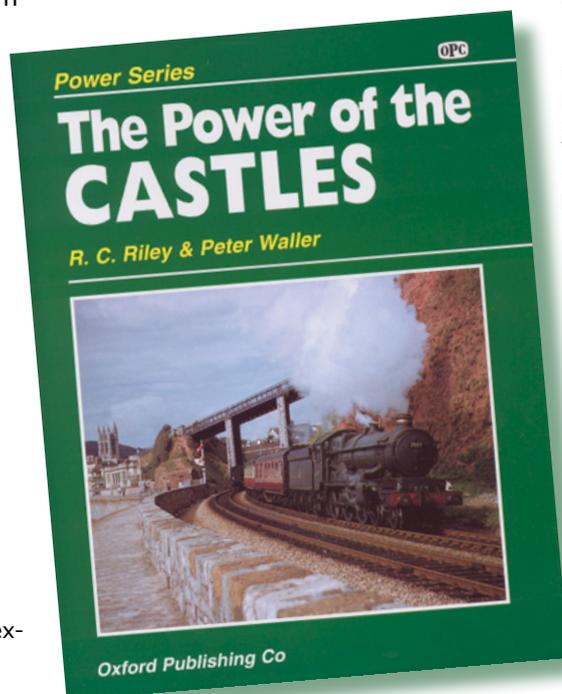
If you are a fan of Great Western Castles—and authors R. C. Riley and Peter Waller undoubtedly are—you will find much in *The Power of the Castles* to enjoy.

Beginning with a five-page general introduction to the class, the authors outline how they evolved from Churchward's Star Class and the impact the first of the breed had when introduced into traffic in 1923/24.

The book is richly illustrated, but those wanting pre-war photographs will be disappointed, for their GWR years are restricted to 25 pages, the remainder of the book covering their career in BR days.

Each loco from 100A Lloyds to the last, 7033 Hartlebury Castle, is captured either in action (most), or ex-works/on shed in ascending order.

Given that many people coming to this book will see it as 'the' book on Castles, I have to add a rider to my otherwise fulsome praise for it.



While the pictures are all interesting and, as one would expect from OPC, excellently reproduced (all in monochrome), the captions do not, in

many cases, do them justice.

I appreciate that captioning a picture taken 60 or so years ago is not easy, but I think knowledgeable readers deserve more than a generalised "Looking superb in excellent external condition", etc...even if it is true of the loco on page 21.

But what about the Concertina coach behind it, or the private owner wagons and LMS liveried brake van in the background—all the kind of detail that modellers want.

Moreover, much of the detail in the captions relating to shed allocation and modifications, can be found in other books.

Despite this, the pictures themselves speak loudly of an age that is now little more than a memory...and as a spur to such memories the book is worth commending.

E.J.F

The Power of Castles, Oxford Publishing Company, ISBN: 0 86093 587 6 £19.99

Southern modellers will find much to 'inspire' them here...

The trouble with 'miscellany' books is that they are just that—and with all the limitations that brings in terms of quality and interest.

There's no denying the quality of the pictures reproduced in Kevin Robertson's *Southern Railway Miscellany* for OPC, but some are a little dull and one can't help thinking that they are in this book because they had no obvious place elsewhere.

The book has its share of 'arty' interpretations, the offbeat and the downright unusual (especially among the section on signalboxes, which contains a dream of a box for pre-grouping modellers).

The 250 or so photographs compiled by the author show a railway scene that is both varied and, in the case of steam, long-lived despite the Southern's fondness for Third-rail

electric operation.

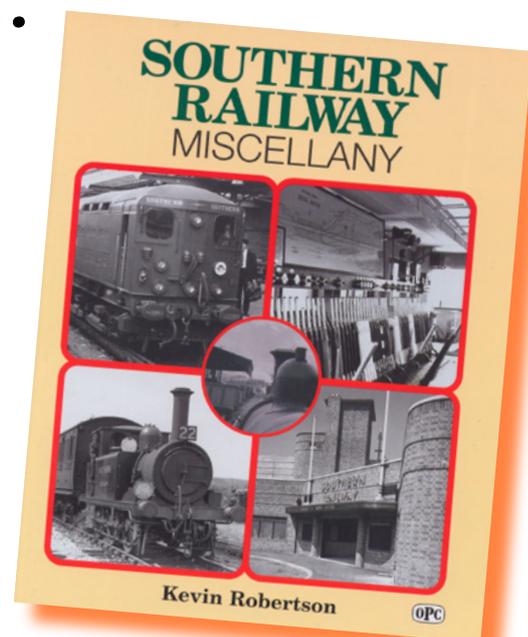
There's a decent spread of pictures covering both the Southern and BR periods, including a number of pre-grouping shots (those showing the accident at Vauxhall in 1912 include detail of LSWR loco tender lining and the paint schemes used on coaches).

The captions are factual (obviously well researched) rather than 'descriptive', and all the better for it.

This miscellany is better than most and, if you are a modeller with an interest in all things Southern, there certainly plenty in it to inspire and inform. Recommended.

E.J.F.

Southern Railway Miscellany, Oxford Publishing Company, ISBN: 0 86093 582 5. £19.99



A Portrait of a famous GWR route...

The Oxford to Wolverhampton route via Worcester never attracted the attention that the direct route via Birmingham did, but it provided a vital link between the West Midlands industrial heartland—the Black Country—and the South and South West.

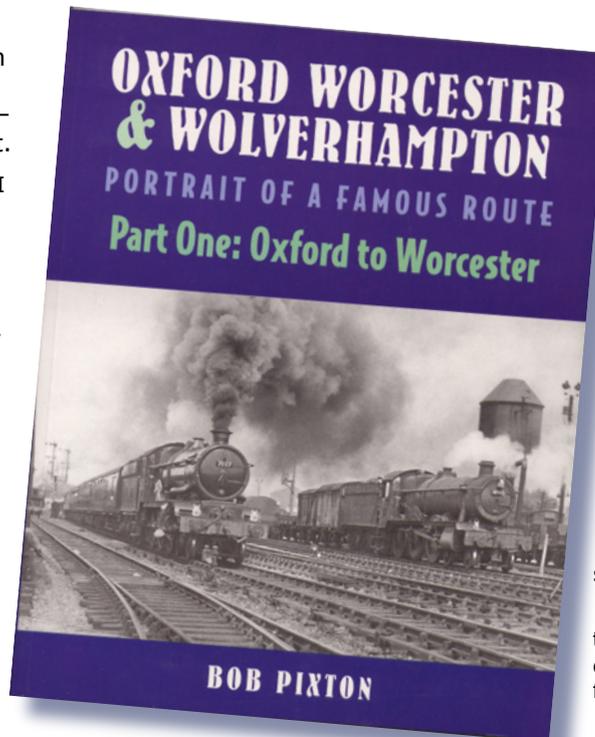
As a Black Countryman by birth I have a special interest in anything relating to the area—and its railways in particular! After all, I could see the trains on the OWW from my childhood bedroom and my primary school stood cheek by jowl with the embankment that carried it towards Dudley and the South.

Bob Pixton's first offering on this railway (Oxford Worcester and Wolverhampton—Portrait of a Famous Route, Part One: Oxford to Worcester) is a fascinating and well-researched book.

Wisely, he has opted to split the route into two parts; the second will cover the remaining 33½-mile section between the cathedral city and Wolverhampton.

This first part explores the line as it passed through a rich rural landscape. The story is largely told through extended picture captions, broken

Book of the Month



occasionally by larger text sections covering specific areas of interest.

These include GWR promotional and marketing campaigns, the Cotswolds,

Oxford, Worcester and the branch to Cheltenham.

Beginning at Oxford the 57-mile route is traced via Kingham, Moreton-in-Marsh, Honeybourne and Evesham to Worcester, photographs illustrating all the key points on the route and aided where necessary by maps, timetables and Clearing House junction diagrams.

The strength of this book, however, lies not simply in its undoubtedly well-selected photographs, but the information contained in the captions themselves. Together they provide the modeller—and rail historian—with a rich source of inspiration, for buildings, trainloads and much more.

For example, there are tables showing the duties for banking and shunting engines based at Honeybourne in 1955/56, a list of signal boxes with their opening times and extracts from service tables.

This is a fine book and I look forward to Part Two, which will look at the totally different environment of the line north from Worcester

E.J.F.

Oxford Worcester & Wolverhampton, Portrait of a Famous Route—Part One: Oxford to Worcester, Runpast Publishing, ISBN : 1 870754 59 X. £14.99.

Colourful tribute to BR's lost Westerns

Few modern locomotives have captured the imagination of rail fans more than the Westerns though their introduction in 1962/63 produced a less than warm response—hardly surprising since their arrival signalled the end for the ex-GWR King Class.

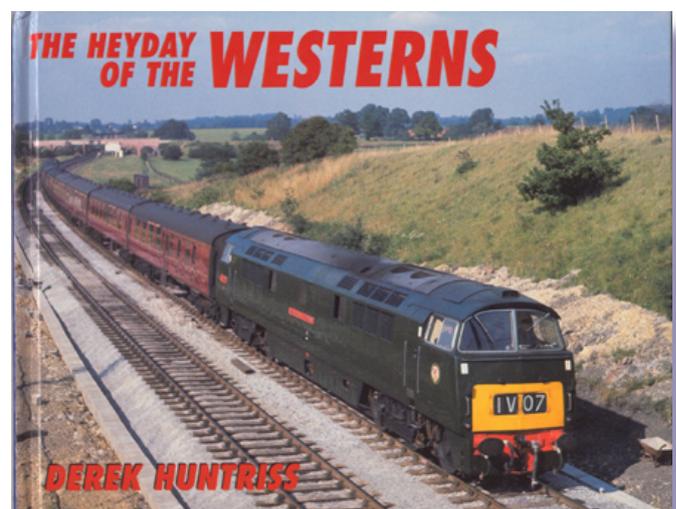
They also had a nasty habit of breaking down and it was not uncommon to find a Castle on a Western Wolverhampton-Paddington turn, though both were subsequently displaced by Brush type 4s (Class 47).

It's a fact alluded to by Derek Huntriss in *Heyday of the Westerns*, a colour tribute to the class published by Ian Allan, though as the 75 or so pictures confirm the class were 'made good' and throughout the late '60s and '70s could be seen on a variety of passenger and freight turns.

From a purely modelling point of view these pictures are excellent. All the livery variations—and there were a few—are covered, with some locos in less than pristine condition.

There are plenty of shots of work-stained BR blue locos in their later years, but my favourites show maroon examples (they always seemed 'dusty') with matching Mk 1s.

There are also a number of shots of the Desert Sand liveried Western Enterprise (D1000), though the colour seems to have mellowed since I first saw it on the main line near



Wolverhampton! An interesting, nostalgic, read.—E.J.F.

The Heyday of the Westerns, Ian Allan Publishing Ltd, ISBN: 0 7110 2981 4. £14.99

Club Scene

SOUTHAMPTON model railway exhibition, which is being staged at the Eastpoint Centre, Thornhill, Southampton, on January 31 and February 1 will feature more than 20 layouts the majority in 00, EM and 18.83mm gauge.

They include Culm (EM), Askrigg Bank (00), Tintagel Road (00), Glemsford (18.83) and Iden Lock (009) a SR narrow gauge layout.

The event, which is organised by the **Southampton Model Railway Society**, also features a number of society stands and demonstrations.

THE Community Centre, Sileby, Leicestershire, is the venue for the **Syston MRC's** 2004 exhibition, which is being held over the weekend of February 21 and 22.

Layouts booked to appear include Stacton Magna, Moorcock Junction, Kinston Regis, Abertair Shed, Random and Skipworth.

THE **Model Railway Club (MRC)** is to hold a lecture on Cornish Railways at the club rooms, Keen House, London on January 8.

It will be given by Pete Colton and Steve Nall. Visitors are invited to attend and further details can be obtained by e-mailing MRC@themodelrailwayclub.org.uk.

MODELLING Matters is the subject of a talk due to be held on January 10 by the **Glasgow and South Western Railway Association**.

The event will be held at The White Room, The Palace, within Paisley Abbey.

LIFE at Hinckley Station is the subject of an illustrated talk being given to **Lutterworth Railway Society** on January 8.

The event, which features the recollections of speaker Alan Briggs, is being held at the United Reform Church George Street, Lutterworth.

Epsom/Ewell show plans well advanced

PLANS are well advanced for Epsom and Ewell MRC's annual exhibition, which is being held over the weekend of April 3-4, with ten layouts and 21 traders already confirmed

However, the club, which was founded in 1952 and has more than 50 members, has five model railway layouts of its own, including two still under construction.

In fact, they have been active modellers and exhibitors for many years.

Their first large scenic layout, Nonsuch, was built during the early 1960s and included a separate branch line to Ruxley via Bonesgate.

Ruxley survives in a much altered form, but Nonsuch and Bonesgate were dismantled long ago.

In addition to Ruxley (4mm/00), the current layouts include Horton Regis (7mm/finescale), Shirebrook (4mm/00) and Wadhurst (4mm/P4).

Spotlight on...



With such a large membership base the club has both experienced and novice members.

Many are active in a range of popular modelling scales from 2mm to 7mm.

The club always welcome new members and any local readers interested in joining should give secretary Peter Swift a call on: 01483 576274.

Members meet regularly each Monday

evening at their permanent venue in Ewell.

In addition to normal weekly club activity (modelling, work on the club layouts, etc.) an invited guest speaker gives an illustrated talk at a further series of monthly meetings.

These are held on a Thursday evening from October to March.

Club members are expected to help with exhibitions.

They are often called on to operate the club's layouts and to assist with the operation of member owned layouts at other exhibitions during the year.

Among the benefits of membership are use of the club's multi-gauge test track, access to a reference library and a quarterly newsletter.

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

Exhibitions can be one long headache for the organiser

HEADACHES can come in many forms, but they don't always last as long as Terry Robinson's...of course it might have something to do with his becoming involved in organising the SRC's annual exhibitions in the mid '80s.

Getting involved seemed the natural thing to do, he told *Trains On-line Magazine*, and very soon he was made Exhibition Manager.

Terry takes up the tale: "The SRC Exhibition had been held for a few years in what was known locally as the Borough Hall, which was situated in the centre of Stafford.

A refurbishment of the Hall took place which then became the Gatehouse Theatre, which restricted its use as an exhibition venue.

Fantastic food

We then moved to a new site called Stychfields Hall, which was part of the GEC/Alstom complex in Stafford.

These were very good years for the Circle and the exhibition moved steadily forward, getting better and better.

Many regular visitors to our exhibition will

Terry Robinson, Stafford Railway Circle's Exhibition Manager, takes a look at how their annual show has grown...and grown

tell you that not only were the shows at Stychfields good, but probably were best remembered for the fantastic food laid on by the GEC catering staff.

In the early '90s, another move was forced upon us as GEC was closing Stychfields. We searched for a suitable venue and eventually moved to Weston Road School on the outskirts of Stafford.

The new site had two major halls which meant that the exhibition could expand.

Excellent car parking facilities were available to us, but unfortunately the catering suffered.

In 2003 the Circle

made a move, which it had wanted to do for many years, to the County Showground where proper exhibition halls are available.

This was a major step for the Circle because the cost of putting on an exhibition of this size and standard was a great risk to the Circle.

Biting the bullet

However, many traders and regular visitors who supported us had said for many years that an exhibition of our standard needed to be in a proper exhibition venue.

The bullet was bitten!

The 2003 exhibition was a major success in that our attendance



Sutton Junction (above) will be appearing at this year's Stafford Railway Circle's show.



Bachdale and Dibley is one of the narrow gauge exhibits at Stafford RC's 2004 exhibition.

doubled from 1800 in 2002 to over 3,500.

The 2004 exhibition which takes place at the Stafford County Showground over the weekend of 31 January/ 1 February has been enlarged yet again.

To overcome the overcrowding and lack of amenities in 2003, a second hall has been booked.

This has meant an increased number of layouts and traders.

The exhibition aims of the Circle remain the same in that we wish to have a wide selection of layouts in many scales that will both interest the seasoned modeller and also the general public visiting a model railway exhibition for the first time.

With this in mind, our aim is that all our layouts entertain our visitors.

The same amount

of effort goes into our selection of traders as we feel we need to offer a wide range of products and services to meet both the modellers' and general public's needs.

The children are not forgotten as each year our Circle's junior layout, which is aimed at the younger children, makes its appearance. In recent years, this has been a well-known blue engine from a small island, and a big red engine that has something to do with a castle.

This year, a second children's layout called Bramble Bottom will also make an appearance.

If you want further details of the SRC's forthcoming exhibition, please contact Terry on 01785 816666, or better still visit their award winning website: www.staffordrailwaycircle.org.uk



East Lynn (above), a popular layout on the exhibition circuit, will be among those on show at the 2004 Stafford Railway Circle's exhibition.

YOUR GUIDE TO 2004 EXHIBITIONS...

ALL DATES FOR JANUARY CAN BE FOUND ON THE WEB SITE

FEBRUARY

7 & 8 (Sat & Sun)

Alton Model Railway Group's annual exhibition, Amery Hill School, Alton.

Festival of British Railway Modelling, Doncaster Exhibition Centre, The Racecourse, Doncaster. Tel: 01778 391134/80; Web site: www.brmodelling.com

14 (Sat)

East Bedfordshire MRS Stratton School Eagle Farm Road Biggleswade Beds Tel: 01767 260881

21 (Sat)

Tonbridge Model Railway Exhibition, The Angel Centre, Tonbridge.

Risborough & District Model Railway Club, Isex 2004, Community Centre, Wades Park, Stratton Road, Princes Risborough, Bucks. www.rdmrc.nildram.co.uk

21 & 22 (Sat & Sun)

Syston Model Railway Society show, Sileby Community Centre, High Street. Sileby, Leicestershire. <http://systonmrs.tripod.com>

22 (Sun)

Ilkeston Woodside MRC show, Trowell Parish Hall, nr. Ilkeston, Derbys.

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

Modelrail Scotland, SECC, Glasgow.

MARCH

5-8 (Frid-Mon)

Australian Model Railway Association, Victorian Branch Inc., Whitehorse Aquatic & Leisure Centre, Surrey Drive, Surrey Park, Box Hill 3128, Melbourne, Victoria, Australia. Tel: +613 9570 4406; Email: amra.exhibition@optusnet.com.au

6 & 7 (Sat & Sun)

Western Model Railway Society Exhibition, Greenford Hall, Ruislip Road, Greenford, Middlesex.

20 & 21 (Sat & Sun)

East Midlands Model Railway Exhibition. Harvey Hadden Sports Centre, Nottingham. <http://www.nbMrs.reserve.co.uk/index.htm>

APRIL

3 & 4 (Sat & Sun)

Epsom & Ewell MRC annual exhibition, North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey.

24 & 25 (sat & Sun)

Sutton Coldfield RS annual model railway exhibition, Bishop Vesey's Grammar School, Lichfield Road, Sutton Coldfield, West Midlands.

JUNE

12 & 13 (Sat & Sun)

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

OCTOBER

16 & 17 (Sat & Sun)

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

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>