

Trains On-line

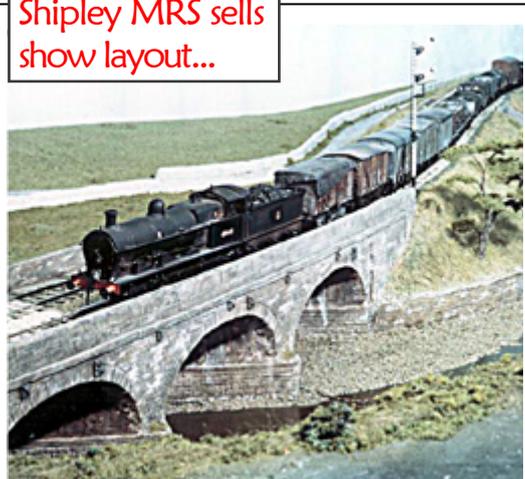
THE Internet magazine for all 4mm / foot railway modellers

ISSUE: 5

March 2004

Bachmann bids for a share of growing DCC market

ShIPLEY MRS sells show layout...



ONE of the country's most impressive club layouts—Tebay—has been sold by Shipley MRS to a private individual. The full story behind the sale and a profile of the layout can be found in Clubscene, Page 15.

Festival back at 'Palace'

THE London Festival of Railway Modelling returns to Alexandra Palace this month for its fifth annual event.

With more than 40 layouts on show over the weekend of March 27/28, the organisers are expecting to exceed the 12,000 visitors that attended last year's event.

The festival, which is organised in association with the Model Railway Club, will also feature a range of modelling demonstrations and around 100 specialist stands.

There will also be a children's modelling area

to cater for the needs of the junior enthusiast.

Showcased

Among the 4mm layouts on display will be Beckley Tramway, Ehen Bridge, Chagford LSW, Hungerford, and South Sheppey (all P4/S4).

Also attending will be Alton, High Peak, Manston, Stoke Summit (featured in Showstoppers on the Trains On-line Magazine web site), and Thirdeley (all 00/16.5mm gauge).

Bachmann is to introduce a low cost Digital Command Control System (DCC)—the E-Z Command digital command controller—as part of its 2004 product range.

The system, which has been developed in partnership with Lenz GmbH, promises to simplify the locomotive programming process with 'one-button, main track programming'.

The controllers will be available separately, or as part of the two digital train sets that will be launched to complement the range.

Bachmann's aim is to provide modellers with a DCC system that is both easy to use and affordable.

However, final prices

for the controllers and associated control chips have not yet been revealed.

Features of the controllers, which are compatible with all DCC systems, include a separate wall transformer, digitally controlled speed, direction and lighting of all locomotives and 128 speed steps for smooth operation.

Analogue

In addition, it is also possible to control one analogue train at the same time as operating nine digital trains.

However, while most new locomotives in the company's catalogue are either DCC ready, or can easily be adapted to run under DCC, the fitting method for the 'chip' will vary according to the chassis type of the locomotive.

A full list of locomotives is available on the company's website indicating chassis type and whether a DCC socket is already fitted.

Pendon special

Pendon Museum is planning a special opening day on March 13 to coincide with the Abingdon MRC Exhibition being held that day in Abingdon.

IN THIS ISSUE...

The sale of Tebay by the Shipley MRS came as a shock to many—full details and layout profile on page 14.

The East Midlands has a number of exhibitions each year and one of the biggest is held in March—see preview of the event on page 2.

Scalefour is the 'fine' scale of choice for a growing number of modellers—check out the Clubscene on page 13 for a look at the society dedicated to it.

This month's layout is the EM gauge East Sussex light railway, Horselunges, which boasts some of the best buildings you are likely to find. It is on pages 5-7.

PLUS all our usual book and rolling stock reviews, hot news items, calendar of events, pictures and show previews.

NEWS IN BRIEF

AUSTRALIAN Jim Byrnes is a man with a mission.

Pipped at the post in his bid to buy Tebay from Shipley MRS, he has asked the club to help him find another large 00 gauge layout.

And in turn, the club has asked Trains On-line Magazine readers if they can help locate a layout that fits the bill.

Jim, the general manager of his own auction firm has indicated he would be willing to fly to the UK if a suitable layout can be found and a price agreed.

If you think you can help contact the editor.

HORNBY has been short-listed in the Best Investor Communication award category of the UK Plc Awards.

The awards, sponsored by Price Waterhouse Cooper in association with the London Stock Exchange and the Financial Times, recognise excellence in the smaller quoted company sector.

Last year the firm won the prestigious 'Company of the Year Award'.

East Midlands venue to feature 30 layouts



A scene on Carstairs, one of two Nottingham (Bulwell) MRS layouts appearing at the show.

Tributes paid to club 'stalwart'

NOTTINGHAM (Bulwell) Model Railway Society has reported the death of one of its most active members, Les Pritchard.

Les, who was the group's exhibition coordinator for many years, died on January 24 after an illness that had lasted several months. He leaves a wife, and a married son and daughter.

A tribute to him on the club's web site reflects on his contribution to the club over the years and says he will be sadly missed.

"He was an extremely active member," says the club, "and most visitors and exhibitors at our show will have met him. He always seemed to be there to lend a hand or, more usually, take over the whole job.

"Les was just as active at the club, whether it was getting

gas bottles, creosoting the club building or putting a new roof on it. He was always there for us.

"His skills at scratch-building almost anything and everything were legendary and most of our layouts have something of his on them, but he was never one to seek the limelight.

"It is for his work in staging our exhibition, however, that he will perhaps be best known. He had been our Exhibition Coordinator for many years.

"He will be difficult to follow and, indeed, it may be impossible to fill the gap he has left. He was an inspiration to us all and, to many, a great friend. He will be sadly missed".

THE East Midlands Model Railway exhibition, which is being held over the weekend of March 20/21, offers enthusiasts a veritable feast of layouts with more than 30 on show.

Organised by the MRS and held at the Harvey Hadden Sports Centre, Nottingham, it features a wide variety of layouts to interest the 4mm/ft modeller, including the club's own recreation of the West Coast Main Line, *Carstairs*.

The layout made its debut at the show three years ago and is unusual in that it uses scratch-built scale working overhead catenary equipment, based on typical WCML prototypes.

The wire itself is 33SWG nickel-silver and is held under tension by small tension springs located at intervals.

Other large, well known layouts attending include the Wolverhampton MRC

layout *Charwelton* (00 Nottingham (Bulwell) Finescale). Based on the Great Central Main Line it made its exhibition circuit debut at last year's NEC show.

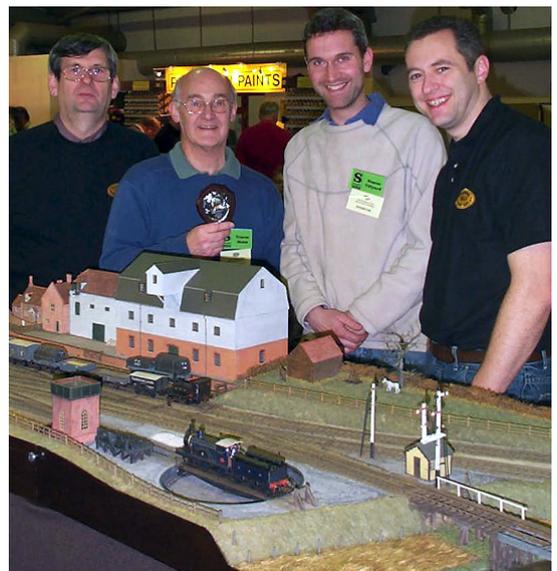
Wide range

Other Finescale offerings include Simon Bendall's P4 layout, *Staverton*, and Phil Eames' *Calcutta Sidings* in EM gauge.

As in previous years there will be a wide range of demonstrations to interest modellers across the gauges, including signalling, scenery building, trees and terrain construction, and a soldering school.

A number of the more specialist societies have taken stands and a wide range of traders are expected, covering everything from RTR to specialist suppliers.

Award winner on show



Trevor Nunn, the winner of the 'Best Guest Layout' award at the Stafford Railway Circle Exhibition (for East Lynn) is pictured above holding his winner's shield. His co-operator (centre right) is pictured sharing the moment. They are flanked by SRC Exhibition organiser Terry Robinson (left) and Andy Banks, SRC chairman (right).

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Hornby experts put to test by collectors

MEMBERS of the Train Collectors Society will get a rare opportunity to quiz the Tri-ang and Hornby 'experts' at a special event in Bedfordshire next month (April 3).

The event, entitled 'An evening with Simon Kohler, Pat Hammond and Mike Foster' brings together three of the hobbies acknowledged experts and is organised by the society in association with Hornby Hobbies, and Axiom Video Productions.

And as a bonus, the evening will also see the launch and showing of a new video—The Survival of Tri-ang Hornby—and the earlier video, The Charm of Tri-ang Railways.

Audience

The event takes place in the theatre hall at Sandy Upper School, Sandy, Bedfordshire, and the middle of the evening will see the three experts open to any questions from the audience.

Simon Kohler, Hornby's Marketing Manager will



deal with questions on Hornby, while historical questions from collectors of Hornby Dublo and Tri-ang Railways, will be taken by Mike Foster and Pat Hammond, the authors of definitive works on these two areas of toy train collecting.

Mr Kohler said "This is a great initiative by The Train Collectors Society and I look forward to

meeting just some of the customers who have supported us over the past few years".

Commenting on the challenge he and Mike Foster faced, Pat Hammond said: "This will really test our knowledge but I expect we'll learn something as well".

While Mike Foster felt that any event that brought authors and readers together could only benefit everybody.

Projection

Even though many of the audience will be in possession of both videos, this will be the first occasion they've been seen on big screen video projection, which along with an excellent sound system, is a completely new experience.

A spokesman for the society said the doors will open at 18.30 with a prompt start at 19.00—finishing time is expected to be around 10.15

He added tickets were very limited and can only be purchased in advance for £5.00 (£4.00 to TCS members) each, by post from the Train Collectors Society, PO Box 20340, London, NW11 6ZE.

• *Tickets will not be sent out, but are to be collected from the door at the event.*

Editor's space...

I SUPPOSE it had to happen.

Having been the first to introduce DCC ready locos to the UK market, Bachmann is taking the next logical step—marketing its own controllers and DCC sets.

It is a bold move on their part, especially given the spectacular collapse of the old Zero One system some years ago.

But times move on. Modellers are certainly more computer aware today than even five years ago, let alone 30, and fitting chips to locos is getting easier.

The key to success though, is more likely to be cost than ease of use.

It is true that it is possible to pick up some decoders for less than £15, but if the market is to take off they will have to be much nearer five than £10.

And, if like myself you have a large unchipped—and possibly unchippable—fleet of locos the costs may well prove prohibitive.

Still, there's no harm looking, is there?

TALKING of things new, this year's releases promise something for everyone, whatever the period or region they model.

There also seems to be a move for greater reality, with both Hornby and Bachmann increasing the number of weathered models available.

The only thing that worries me, though, is whether the RTR firms will be able to deliver their new products on time, or will it be a case of 'same as usual', with everything slipping farther and farther behind.

After all, we are still waiting for some 2003 releases!

A GROWING number of exhibition managers are including special features for the younger generation (and their parents) at their shows.

It is a trend worthy of recognition, as today's children will be among the next generation of railway modellers.

Well done chaps. Your excellent efforts are noted!

Peter scoops a Class 50 in January competition



PETER Lowther from Manchester was the winner of Hornby's January website competition.

His prize was an R2350 BR Co-Co Class 50 'Achilles' in weathered Network SouthEast livery.

A total of 1,636 entries were received to the question: "When was the Class 50 locomotive introduced?" The correct answer was 1967, and almost 1,500 entries were correct.

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MODEL NEWS

Celebrity BB gets the Hornby treatment



Hornby, in association with the National Railway Museum, is soon to release another model in its 'National Collection' series—the BR liveried Battle of Britain Class 4-6-2, Winston Churchill (above).

The locomotive, designed by O.V. Bulleid, was built in 1946.

It was officially named in a ceremony at Waterloo on 11 September 1947, by Marshal of the Royal Air Force, Lord Dowding.

All locos of the class carried names of distinction, but 34051 'Winston Churchill' is, perhaps, one of the best remembered.

Normally shedded at Salisbury, it moved to Nine Elms on 25 January, 1965 in preparation for the State Funeral of Sir

Winston Churchill.

Five days later the locomotive was used to haul his funeral train from Waterloo to Handborough.

Withdrawn

It was withdrawn from service on 19 September 1965 having covered 807,496 miles, but was saved from the scrap man thanks to its celebrity status.

In the coming years—as part of its association with the NRM—Hornby will be producing further models of exhibits in the National Collection.

Shop check

THE following should be available in the shops now.

Bachmann: Plasser tamping machine (36-165), Class 55 BR Green (32-525), Plasser OWB10 36-150), Plasser Tamping machine (36-160), BR Mk1 BSK SR Green (39-078A).

Hornby: J52 Unlined black (R2401), J52 LNER black (R2400), Shell black tank wagon (R6044), plus a number of Mk1 coaches in various liveries.

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

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Layout of the month HORSELUNGES



The fine building above is typical of those to be found on this fine EM Gauge layout, which owes its original inspiration to the light railways of East Sussex. The scene below is typical of the light railways that once graced the English countryside and is very reminiscent of those operated by Colonel Stephens.

Gem was inspired by E Sussex...

EVERY now and then one comes across a truly special model railway layout, one that encompasses everything to which the modeller might aspire.

Horselunges—with its superbly executed buildings, convincing scenery and a range of fascinating cameo scenes to hold the observer's attention—is typical of the genre.

Although conceived

by its original owner Alan Woodward, as a simple home shunting layout, this small gem developed a life of its own.

It was inspired by the places and light railways of East Sussex, but soon outgrew those ideas and its location and date are now less well defined.

More of a diorama than a traditional layout, the baseboards are open top style and faced with plywood to form a frame.

Trackwork is conventional SMP, with hand made points.

However, if its construction is fairly conventional, its semi-automatic operation is certainly not.

Current owner John Lloyd explained: "There's a hidden siding behind the backscene which holds several trains, which are transferred to the 'visible world' via a sector plate at the right of the layout.

"Moving a train on to the layout causes the others to move along the hidden track, ready



Continued on P6...

for the next step in the sequence.

"After shunting, or whatever, the train is dispatched via the left sector plate to the left sector plate to the rear...all trains travelling from the viewer's right to the left".

The buildings are all based on real ones and constructed from card overlaid with embossed plastic card. Card strips are used for tiles.

Scenery was laid on a papier mache base and scatter materials were mixed with glue to form a paste before application. This gives a more durable finish.

The locomotives are almost exclusively freelance and have plastic bodies.

Power is provided by Tenshodo SPUD motors.

Goods wagons and the very limited passenger stock are all from plastic kits.

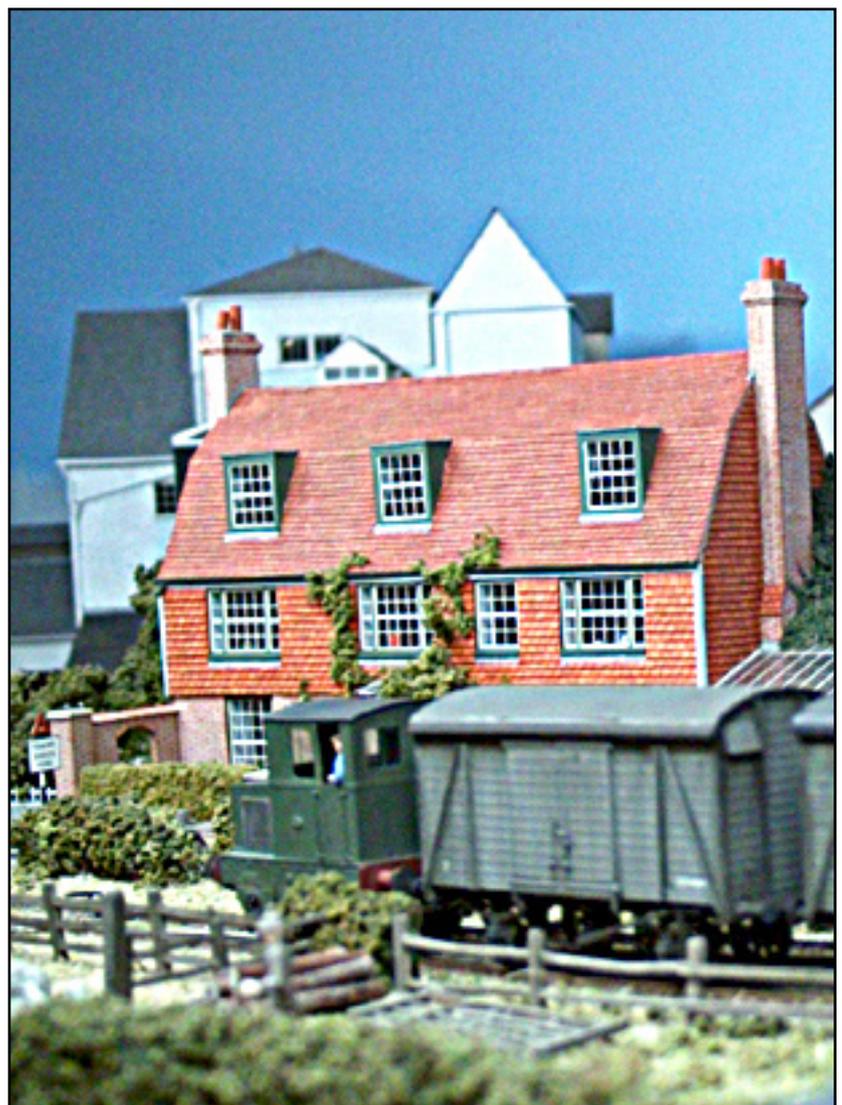


Above right: This view across the allotments to the station—more of a delapidated shelter than a station—has a timeless appeal to it.

Right: The diminutive 0-4-0 shunter gently hauls its train of vans towards the mill (visible in the distance) which no doubts provide the line with its prime source of income.

Below: Horselunges boasts many cameo scenes, but this is surely one of its most idyllic corners, where whitewashed and rose clad cottages nestle up against the woods beyond.

More detail pictures of Horselunges on P7..





Cameo 1: Taking a breather in between his digging duties on the allotment our gardner surveys his recently dug vegetable plot.



Cameo 2: Geese are said to be an effective burglar deterrent, though it is doubtful if this 'would be' passenger enjoyed his avian greeting.



Cameo 3: The gate may be down, but the shepherd still has trouble steering his flock into the field adjacent to Horselunges station.

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Something for the family

I felt compelled to write a brief note to say just how impressed I was with the facilities provided for children at the Stafford Railway Circle show.

I have attended a number of shows with my young son (19 months old!) but none where so much thought has gone in to providing layouts that would primarily interest younger visitors.

The club's own junior layout with the buttons to switch lights on and off and operate the branch line wagon was great, as were the St Neots layout and the G Scale train complete with bubbles.

Even the club's modern image layout, with the chairs adjacent to give shorter legs the chance to see, had my son fascinated.

The crayons and paper area was ideal to give Dad a break to do some shopping too!

11 out of 10 for a family experience, even my wife enjoyed it!!

Mike Honeyman

Granges & Halls

HAVING read your excellent articles on the 2004 releases from Hornby and Bachmann, it is a great relief to find that the rumoured Grange from Bachmann is not to appear and that a Collett Hall will be produced by them instead.

The modelling industry has been bedevilled in the past by duplication and this apparent outbreak of common sense can only bring

benefits for everyone concerned.

It was also gratifying to see the planned introduction of weathered coaching stock, as this is surely long overdue.

While the use of modern coach cleaning plants ensures that today's coaching stock gets a wash and brush up on a fairly regular basis this certainly was not true in the BR steam era.

Even if coaches were cleaned—often with nothing more hi-tech than a bucket of soapy water and a yard brush—they rarely remained so.

Incidentally, how is it that you regularly carry details of new releases before the 'old fashioned' magazines?

Puffing Billy (Alias), Gateshead.

Editor: It is all down to the wonders of modern technology...and a lot of hard work. But it's nice to see someone notices our 'scoops'.

Mogul empires...

AFTER years of waiting for some decent LNER stock we seem to be in for a feast.

New scale Gresley coaches, K3 moguls, updated Gresley Pacifics and Mk 1 Pullmans (ideal for the ECML in both steam and diesel days), and more new Deltics.

Yes, things are looking up for us boys in the North East, but where are the scale LMS coaches, the pre-Bulleid Southern stock and the replacements for Hornby's aging GWR coaches?

GJC, Swindon.

Plea for assistance...

HAVING decided to model a section of the GWR Paddington to Wolverhampton main line I urgently require information about coach formations in pre-BR days.

I know that a certain amount of traffic originated on the Southern Railway, travelling via the W. Midlands to Birkenhead.

However, I have so far been unable to find any detailed information on train timings, or coach formations, other than coach sets generally alternated between GWR and SR stock.

Is there a Southern enthusiast out there that has precisely the information I want? Or, can someone point me to the reference source that I need?

Also, does anyone know if Southern locos ever travelled farther than Oxford in pre-BR days—they occasionally did in the BR steam period, though often only on excursion traffic?

Photographs taken in the 1950s and 1960s show Bulleid Pacifics at both Birmingham Snow Hill and Wolverhampton Low Level hauling both Mk 1 stock and Bulleid coaches

I don't have a domestic e-mail address and my firm treats all personal e-mail as 'spam' so it would help if all replies were posted to the editor and sent on to me.

Thanks,

EJF, Loughborough.

(OK by me-Ed.).



Decorative & Precision Photo Etching

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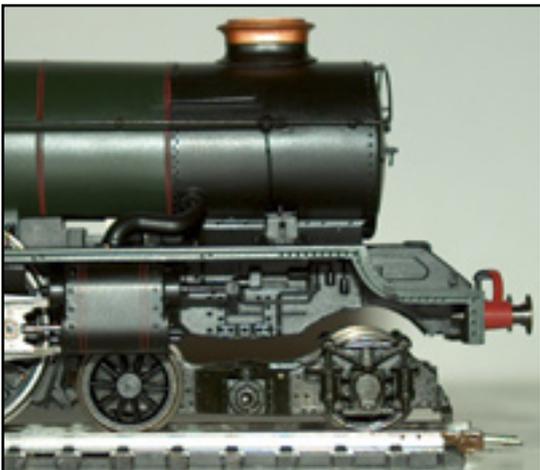
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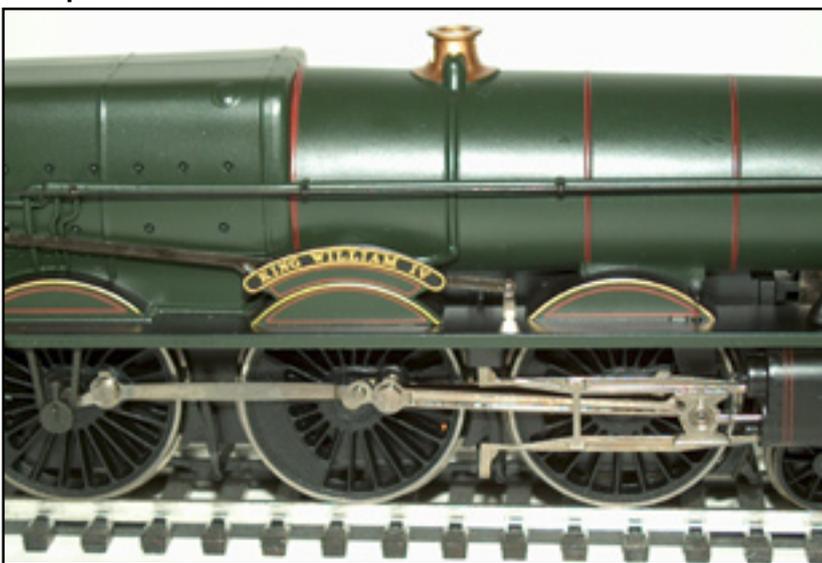
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A King among the eggs...



The finer scale slide bars and crosshead detail (below) have greatly improved the appearance of the King, but the front bogie design and over generous frame clearances still spoil this model's looks.



HORNBY'S 'Super Detailed' King was eagerly awaited by GWR/Western Region fans, but does it really cut the mustard? Although it has been available for a while in GWR and BR versions, it has only just come our way for review.

As an unashamed fan of these handsome engines (writes the Editor), I have several RTR versions in my collection.

And there is no doubting that this is the best so far—the Lima and previous Hornby versions had serious flaws, especially below the footplate.

This new model of 6002, King William IV, with its correct style double chimney, sprung buffers and vastly

improved slide bars and crossheads has a truly majestic look to it and the lining out and paint finish is exceptional.

The new tender, freed from the need to house a motor (the new one is in the loco body) is dimensionally accurate, nicely detailed (steps, handrails, etc.) and looks the part.

It isn't filled to the brim with coal either, so it is possible to add more of the real thing if you wish.

The nameplate is nicely printed, hand rails are blackened, though the wheel rims, rods and valve gear are polished (they usually were on top link locos such as these).

But, like the legendary 'curate's egg', this King is good only in parts.

On this model at least, there is a noticeable moulding line along the top of the boiler

and the front bogie still sits oddly under the frames.

A glance at the photograph of the front end will show exactly what the problem is

True, a keen modeller could improve it with the judicious use of plastic card, but it shouldn't be necessary these days.

However, there is a more serious omission at the front end, the complete absence of 'rocking levers' to operate the inner cylinders!

Faults aside, this still remains an attractive model. It may not be perfect yet, but it is getting there.



Right: There is no doubt the new tender design is a vast improvement on its motor housing predecessor.

New Southern style coaches arrive

STRICTLY speaking neither of these two coaches is a 'new design', though both arrived in the shops in February as new livery variants.

As might be expected of the Mk1 BSK, it boasts all of the detail modellers have come to expect of the Bachmann Blue Riband range.

The lettering is neatly printed, the door handles are picked out in brass paint and, of course, the windows are flush glazed.

Metal wheels and the

usual small Bachmann couplings are fitted.

By comparison the Bulleid coach looks dated and lacks the finer detailing of the Mk1.

Although it too has metal wheels, it features the older 'Mainline' style couplings, though they are perfectly acceptable, and recessed glazing.



Above: This fine Blue Riband BR Mk 1 BSK coach (39-078A) has plenty of detail, both above and below the frames (see lettering detail in the picture right).



Left: The latest addition to Bachmann's range of Bulleid coaches is this corridor composite in BR southern green (34-551A).



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Inspired choice of photos...

A PICTURE it is said is worth a thousand words, but for the reviewer the contents of this book evoked more than a thousand memories.

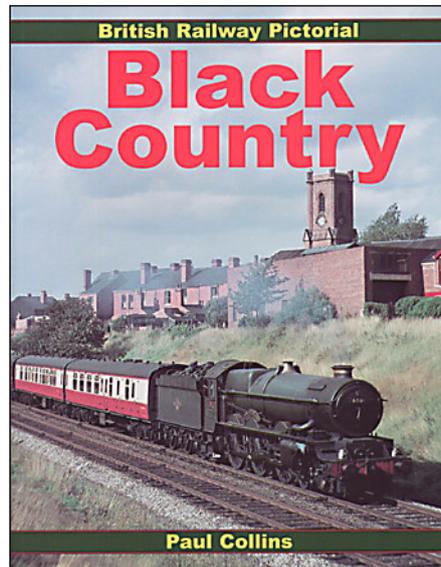
Paul Collins' *Black Country*, a British Railway Pictorial album, covers the area in which the editor grew up and where his love (some uncharitable folk might say obsession) for the Great Western Railway was kindled.

Although, as the author suggests, there is some debate as to what actually constitutes the Black Country it is generally accepted to be the area that lies between Wolverhampton, south West to Stourbridge, taking in such exotic places as Bilston, Wednesbury, Walsall, Dudley, Old Hill and Tipton.

It was in this area that the lines of the Oxford, Worcester and Wolverhampton (OWW) and the Great Western (which absorbed the OWW) dominated and were in continual competition with the ex-LNWR/Midland lines.

The author's choice of photographs is at times quite inspired and includes images of such early locos as the Shutt End Railway's Agenoria, which played a leading role in the opening of that railway in 1829.

It subsequently found a home at the Science Museum, arriving there in 1884, though its tender was cut up because it took up too much space!



This early railway, and the Pensnett Railway which took it over, are the focus of the first chapter in the book, Beginnings, and set the tone for what follows—an informative, illustrated tour across the area using photographs, detailed captions and supporting text.

One of the pivotal junctions in the area was at Stourbridge and this merits a chapter of its own.

Dipping into this one finds a wealth of

information for the modeller, including a series of photographs taken around the engine shed complex.

Here the modeller can find detail of shed interiors (empty), stationary boilers, water cranes, coaling stage and even the DMU fuelling stage introduced when such units began operating in 1957.

A salutary series of pictures illustrate the 'railway smash at Stourbridge' in April 1905, while other pre-grouping pictures show a Dean Single storming through Wednesbury, an ex-West Midland 2-4-0, and a number of GWR 0-4-2 auto-tanks in action in the early 1900s.

More modern motive power is captured too, including Halls, Castles, Prairie tanks, Black Fives, 8Fs and a few early DMUs—there is even an HST.

The role of canals is not ignored and there are pictures of a number of transhipment sheds linked to that earlier form of transport, including those at Wolverhampton, Stourbridge and Bromley Basin.

This is a book that rewards repeated dips into its pages, oozing as it does a heady blend of history and nostalgia. At £12.99 it is worth every penny—even if you are not a Black Countryman.

British Railway Pictorial: Black Country, Ian Allan Publishing. ISBN: 0-7110-2969-5

Pictorial view of a bustling GNR

THE railways of Ireland have a character all of their own (as anyone who has had the pleasure of travelling on them will admit), but their history will not be known to many outside of that island.

Tom Ferris' book on The Great Northern Railway goes some way to correcting that and focuses on what was Ireland's second largest railway.

The author is no stranger to writing books about Irish railways and here concentrates on the years between 1945 and 1965.

This is the period that saw the ailing GNR(I) of 1950 stave of bankruptcy only through the loss of its independence, first through joint purchase by the governments of the North and South, and eventually by division and nationalisation.

This was, however, a major railway system which at its peak operated over 600 route miles, linked the key cities of

Dublin and Belfast and served a large part of the north-west of the island.

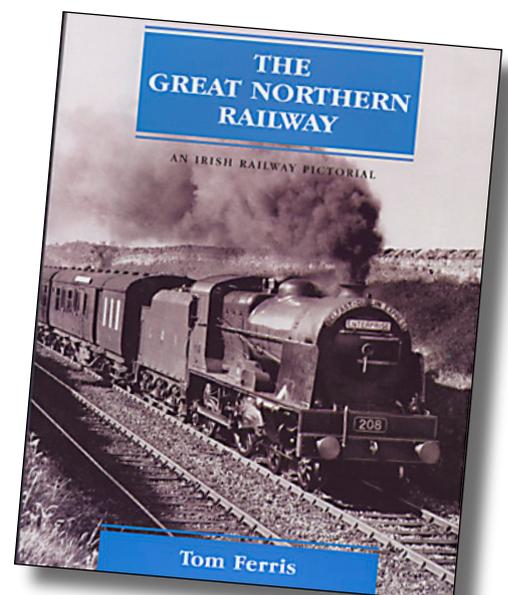
The pictures convey an image of a bustling railway system operated by in the main aging, but well cared fleet of 4-4-0 and 0-6-0 steam locomotives, hauling equally old coaches, and railcars.

Stations (large and small), rural scenes, engine sheds, signals and other line side structures are also covered and provide a rich source of information for the modeller.

Much of this once much loved rail system has like its rural counterparts in Britain fallen victim to progress and economic reality, but thanks to books such this we have the chance to see the railway in its heyday.

At only £14.99 it would be hard not to add it to one's bookshelf.

The Great Northern Railway: An Irish Pictorial, Midland Publishing. ISBN: 1-85780-169-5



Scots branches and byways

IT IS difficult to define what makes the ideal book for a modeller, but with some books it is immediately obvious that its contents are just what the modeller ordered.

Robert Robotham's addition to the Branches and Byways series, *Southwest Scotland and the Border Counties*, is one of those rare books that include not just pictures and words, but layout diagrams, timetables, maps and even gradient profiles.

True, some of the pictures are a little lacklustre and all are monochrome, true some of the tables betray their aged origins, but the book transcends such criticisms.

It earns its place on the modeller's—and rail enthusiast's—bookshelf because it reveals the beginnings, history and eventual decline of one of the forgotten areas of the railway network.

Southwest Scotland, and the border counties on the shoulder of England, were never especially well populated. Despite this they were home to a network of lines that criss-crossed the border at no less than six places (it only does so in two places today).

The author outlines the key routes in a summary and then devotes the following 14 chapters to covering each of them in detail—each section richly illustrated with photographs showing a wide range of motive power.

Book of the month

While the majority of the lines covered survived into the age of Nationalisation, there can have been little doubt that once the accountants took an objective view at the books their fate was sealed.

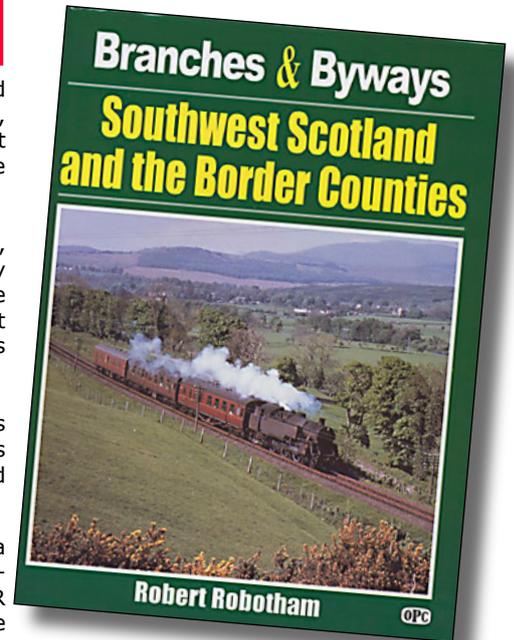
Some survived until the end of steam, albeit as freight only lines, but many succumbed in the early Fifties. The Fountainhall to Lauder line actually lost its passenger service as long ago as 1932!

They include the Port Line, the Peebles Loop, Alnmouth to Alnwick, Galashiels to Selkirk, and the Border Counties and Wansbeck Valley.

As might be expected in this area a mixture of ex-LMS (including pre-grouping locos), ex-LNER and BR standard types dominate, though the odd DMU and diesel (Claytons, double-headed of course) can also be found.

Picture size and content varies, but there is much here to interest the modeller looking for the unusual, such as the former GNR Royal Saloon used as a church at Gatehouse of Fleet!

The combination of track diagrams and branch line studies—historical perspective, passenger traffic, freight services and timetables—provide the

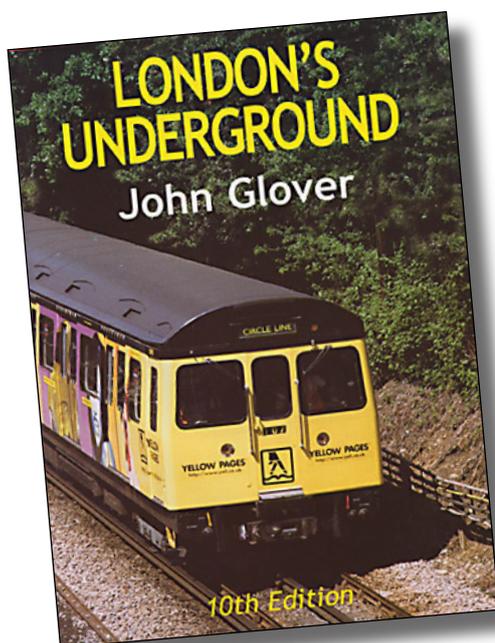


modeller with a wealth of inspiration and information for branch line layouts.

At £35 this is not a cheap book, but its period (Post-war British Railways) is obviously well researched, and it makes a commendable addition to the series.

Branches and Byways: Southwest Scotland and the Border Counties, OPC, ISBN: 0-86093-575-2.

New edition proves to be fascinating read



LONDON'S Underground is one of those books that can be hard to put down, especially if you are one of the lucky ones not having to use this particular network on a regular basis.

The book first appeared in 1951 when the underground, still recovering from the effects of the Second World War, was a far different place.

This, the 10th edition, and now under the authorship of John Glover brings the story up to date. Much has happened in the four years that have followed the previous edition—in both political and railway terms.

While principally a record of the Underground's development (there is an excellent chronology at the rear of the book), the pictorial contributions show that there was more to the tube's history than trains and track.

There are pictures to remind the reader that this collection of London

Transport lines was not City confined but at one time also served some fairly rural locations; moreover, some of the tunnel bores (such as that between Leytonstone and Newbury Park) doubled up as factories during the war years!

Admittedly, this is more of a rail historian's book than one for modellers, but given the growing interest in modelling the Underground system, it could well be suitable starting point for research.

There is no shortage of action shots—steam and electric—as well as views of buildings and line side structures, plus a handful of track diagrams and drawings.

At £19.99 it is not overly expensive and if you don't have an earlier edition and have a yen to go underground (so to speak) it could prove money well spent.

London's Underground, Ian Allan Publishing, ISBN: 0-7110-2935-0.

Club Scene

SUMMER is the season for visiting the Peak District and an enjoyable diversion for ramblers and modellers alike is the annual Peak (Bakewell) Exhibition.

Organised by the [Wingfield Railway Group](#) it will be held over the weekend of June 12/13 at the Bakewell Agricultural Business Centre.

Among the layouts on show will be Ashbourne Midland, which featured in the first issue of the magazine and is one of our website 'Showstoppers'.

Full details of the show will appear in a later issue of the magazine.

THE [Western Model Railway Society](#) is to hold an exhibition at the Greenford Hall, Middlesex on March 6/7. It is their first since the event in March 2000, at the same venue.

A full range of layouts covering all scales from Z to O gauge will be on show including Central (00) and Chelfham (009). (See December issue *Trains On-line Magazine* for more detail).

THE [Train Collectors Society](#) is to hold its 2004 annual general meeting at Langford on March 27. The group's regular summer exhibition will be held on July 3/4.

CRAWLEY Leisure Centre is the venue for *Sussex Model Rail 2004*, staged by the [Sussex Association of Model Railway Clubs](#).

Some 20 layouts from member clubs of the association are booked to appear over the weekend of March 13/14.

[CORBY and District MRS](#) held their annual meeting on January 20 when 18 members attended.

The following were elected: President J Noble, Chairman D Brooks, Secretary K Emsley, Treasurer H Tecklenberg; committee members G Roberts, S Crabb, J Parley, I Nelson and canteen manager D Doran.

SOME 20 layouts in a variety of scales have been lined up for the [Farnham and District MRC](#) exhibition, which is being held at the Connaught Leisure Centre, Aldershot over the weekend of October 9/10.

These will be supplemented by about 20 trade stands, a live steam passenger carrying railway and a range of demonstrations.

Finescale is tops for realistic look

FINESCALE modelling is modelling with attitude and that is surely no bad thing when the aim is to produce models that are as accurate as the 4 mm/ft scale allows.

But aiming for accuracy doesn't mean it has to be difficult, says Scalefour Society member Tim Rogers, who took time out from his demonstration at a recent show to outline what the society is about.

The society's history can be traced back to the development of Protofour in the 1960s and the production of scale components by the originators of the concept, the Model Railway Study Group (they set up the P4 Society).

Guardian

The Scalefour Society (S4) broke away from the Protofour Society (P4) in 1975, but the two groups were eventually reunited under the Scalefour name, and the society remains the guardian of the original scale standards.

So what is S4/P4?

It is certainly not an out of the box concept and, as Tim explained, kit building or converting RTR stock (some more easily than others!) is the way most modellers get started.

The basic standards involve the use of accurate scale wheels on a track gauge of 18.83mm (UK standard) and 21mm



Scalefour Society member Tim Rogers gives a demonstration of modelling techniques at the recent Stafford Railway Circle exhibition.

for Irish 5ft 3in gauge.

Some plain track can be bought, though point work, as with other 'scale' gauges, needs to be hand built; fortunately, some components can be purchased via the society.

In addition, the society also aims to encourage the use of fine scale modelling—building models as close to true scale as is possible. S4 is sometimes used to describe the even tighter construction tolerances used by

some modellers.

"The society runs a network of local groups which enables members to keep in touch with each other and, if they wish, work on joint projects," said Tim.

In addition to running its own web site, the society publishes information in both of its magazines, *Scalefour News* and *Scalefour Digest*, the latter concentrating on technical matters.

Scaleforum, normally held in September, is the society's main showcase, but it also stages two other shows—Scalefour North (see left) and Scalefour South West.

Membership details are available from Membership Secretary, Brian Pearce, 5 Cedar Close, Teignmouth, Devon, TQ14 8UZ, (UK).

Scalefour goes north

THIS year's Scalefour North event is being staged over the weekend of April 3-4 at Thornes Park, Wakefield, West Yorkshire.

Circular layouts and DCC are featured and layouts appearing will include Slattocks Junction, Whitchurch Halt and Spital.

In addition to a range of demonstrations, two lectures have also been arranged, one on Industrial railways, the other on research.

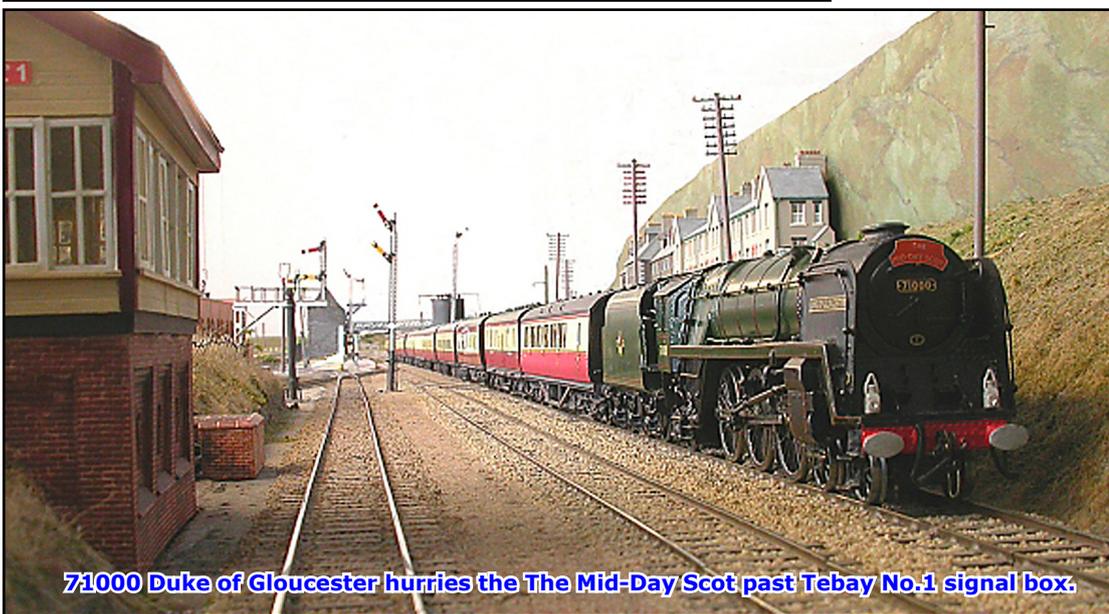
Shibley MRS sells Tebay to make way for new project



An overview of Tebay in action at the Wigan show.



Tebay's MPD.



71000 Duke of Gloucester hurries the The Mid-Day Scot past Tebay No.1 signal box.

SOME model railway layouts are big...then again some railway layouts are really big!

Tebay, the multi-award winning Finescale 00 layout definitely falls into the latter category, measuring some 30ft x 14ft and requiring eight operators and a 7.5 ton van to transport it.

Sadly, after a decade on the shows circuit, the layout has been 'retired' by Shibley Model Railway Society (see front page news item) and will make its final exhibition appearance at the York show this Easter.

Club Treasurer Reg Cowling told *Trains On-line Magazine* it has been sold to a private individual and the club has been 'advised' it will not continue on the exhibition circuit.

First exhibited at Blackburn in 1994, Tebay has attended 25 shows and won 14 awards—a tribute to the skills of the Shibley club members—and earned the admiration of literally tens of thousands of enthusiasts across the UK.

Its popularity is

undoubtedly in part due the fact that its size allows a viewer to pick a spot and simply watch the 40 or so regular trains go by.

Each has been carefully researched and modelled to reflect the period in which they ran.

The setting (if not the weather) in the wild Lune Gorge, so beloved by train spotters, is traversed by the West Coast Main Line, carefully recreated in miniature, including the terraced houses built for the railway workers.

Scale speed

All the structures on the layout were built as accurately as possible with the help of plans and photographs, while the 00 track itself is hand built using SMP rail and copper clad sleepers.

"Naturally, some compression was necessary to capture the location in 30ft", said Reg, "but the end result proved very convincing".

During its spell on the exhibition circuit the Tebay crew have tried to please as many people as possible by operating trains at scale speed when the 'road was clear', while slowing others for adverse signals.

And, of course there was always the opportunity—as in real life—for banking trains that stopped at Tebay for assistance up Shap.

Our pictures, taken by crew member Derek Shore, can only give a flavour of what the layout is about, but if you want a last, or even a first, look at this layout make sure that you visit the York show.

Urban scenes at the recent shows...



Above: This view of the 00 gauge layout Iron Mould Lane shows the blast furnace and its associated structures. The layout depicts a fictitious iron and steel works in the south Bristol area in the 1970s. Most of the large buildings are scratchbuilt, although the blast furnace is a modified Walthers kit.

Below: A scene familiar to anyone who grew up in the vicinity of a coal mine, this rendition is based on New Haden Colliery (hence the layout's name), a mining complex not far from the Staffordshire town of Cheadle. This model is part of a long-term project by members of the Stafford Railway Circle aimed at re-creating the complex in miniature to finescale standards (EM). The buildings are scratch built and based on photographic evidence and field surveys of the site, though some compromise has been necessary in its operation. Work on the layout, which is not yet complete, continues.

Above left: Terraced cottages such as these seen on Halston Junction, also 00 gauge, were common in the industrialised areas of the UK. This layout is based on BR Midland and Eastern Region practice, like at Leeds, although not based on an actual location.



YOUR GUIDE TO 2004 EXHIBITIONS

ALL DATES FOR MARCH CAN BE FOUND ON THE WEB SITE

APRIL

1-4 (Thursday - Sunday)

The 11th South African Model Railway Convention presented by the Cape Modular Railway Group. Holiday Inn, Garden Court, Eastern Boulevard, Woodstock, Cape Town. Details, contact Mike Trow, Model Railroad Specialists, PO Box 245, Plumstead, 7800. Tel: +27-21-761 3070. Fax: +27-21-761 9148. Email Robin Kerr at: robkerr@mweb.co.za .

3 (Sat)

Train Collectors' Society: 'Evening with Simon Kohler, Pat Hammond and Mike Foster' @ 18.30pm Sandy Upper School, Sandy, Bedfordshire.

3 & 4 (Sat & Sun)

Scalefour North 2004, Wakefield College, Thornes Park, Wakefield, West Yorkshire

Epsom & Ewell MRC annual exhibition, North East Surrey College of Technology (NESCOL), Reigate Road, Ewell, Surrey. Further information: www.trainweb.org/eemrc/exhib.htm

4 (Sun)

Colchester & District Model Railway Club Open day, Orpen Hall, West Bergholt

10-12 (Sat to Mon)

York Model Railway Exhibition, York Racecourse, York.

16, 17 & 18 (Fri, Sat & Sun)

Trainwest 2004, Olympiad Leisure Centre, Chippenham, Wiltshire. www.trainwest.org.uk

17 & 18 (Sat & Sun)

Crawley MRS Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, HORSHAM, West Sussex, RH12 1SR.

24 & 25 (Sat & Sun)

The Great British Train Show 2004, The Platelayers Society, The Jim Archdekin Recreation Centre, 292 Conestoga Drive, Brampton, Ontario, Canada. Contact: gbts@theplatelayers.org

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

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.freeseerve.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.

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)

Shiple 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.