

Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

Volume 2: 2

December 2007

Deltic prototype gets a 'new lease of life'

Inside this issue...



Bachmann's new Jubilee 4-6-0s feature an opening smokebox door (see story Page 2).

DELTIC fans are in for a real treat this Christmas, thanks to the National Railway Museum and Bachmann.

The two have combined forces to produce a limited edition model of the original Deltic prototype and the first models are due to hit the shelves in December.

Visitors to the NRM during the festive season will have the chance to buy one of the first 500 00-gauge working models of the unique 3,300hp locomotive.

However, modellers

wishing to make sure they obtain one of the exclusive first 500 commemorative sets will be able to reserve their special purchase in advance.

Standard

To cater for what is expected to be a large demand, an additional 2,500 limited edition standard models will be made available in January 2008.

Income from the sales will go towards the museum's work in preserving Britain's railway heritage and providing public access to the collections.

Bachmann say they are hoping the model will be the first of a series of limited edition models based on well known engines in the national collection. (See also story on page 3).

THERE is something for everyone in this month's magazine...

Modellers looking for inspiration for their next layout need look no further than our four-page 'Location' feature.

This looks at the pretty award winning Scottish main line station Aberdour. Its position on the coast, plus the nearby castle make it a challenging prospect.

There are three pages of book reviews, our usual look at club news, plus four pages of news.

Prototype Profiles this month features the Class 86 electrics, whose numbers in service are declining.

And, for modellers keen on creating their own buildings from scratch, the Modellers Miscellany takes a look at window design from around the country.

Warley's NEC show looks set to break records...

WARLEY Model Railway Club's showcase event, its annual exhibition at the National Exhibition Centre (NEC), Birmingham, is being held over the weekend December 1-2.

The event, regarded as one of the country's best shows will be the 40th organised by the club and looks set to be one of its best.

More than 65 model railways in a variety of scales will be on display along with a wide range of society and manufacturer displays.

Layouts in 4mm that are sure to attract considerable interest include Bath Green Park, Hungerford and Warley Club member Phil Steve's homage to the West Midlands, Snow Hill.

The club, which was founded in 1966 as the Warley Model Railway Circle, is located near to Oldbury town centre and draws its members

from all over the West Midlands.

Next year's exhibition sees a change of date from its usual early December slot and will be held on November 22 and 23.

A spokesman for the club commented: "As a model railway exhibition ours is probably the largest in the UK, however as an exhibition we are small fry at the NEC.

"As a result, next year and in 2009 we have to move our weekend.

"We are aware of the knock on effect of this and there has been much negotiating going on with other clubs and organisations that will be affected."

Price rises on the cards

SCALELINK has reacted to the continuing increase in the cost of raw materials and has announced that its prices will be increased shortly.

The firm says white metal costs have almost doubled since 2004 and resin has risen by almost the same amount.

A complete review of all the products shown in its catalogue is being carried out and this will result in some prices being increased in the coming weeks.

Release date is near for new Bachmann Jubilees

WORK on Dapol's forthcoming 00 Spine Wagon (FEA-B) is now well advanced and delivery is scheduled for March 2008, though they may be delayed until May to ensure they are 'right for the modeller.'

The models will feature removable container 'lugs' that can be positioned wherever you want them to be, just like the real thing.

They should be compatible with not only Dapol's new highly detailed containers, but also those of other manufacturers.

A RANGE of new products from Motorbodies was announced in November.

They include a number of three-axle tender drive units, three Co-Co motor bogie plus dummy bogie sets, and a two-axle Bo-Bo motor bogie. Prices range from £36 to £60.

HORNBY has launched a 'new' series of products under the Railroad brand.

Based on the company's older, less detailed, models the range is aimed at younger modellers and those wishing to create their own 'customised' models.

The introductory range includes a selection of individual locomotives, rolling stock and accessories.

PARKSIDE Dundas has announced the availability of a replacement kit (PC09A) for the previously withdrawn BR 10 ton Insulated Meat Van (Diag.1/251). The kits, priced at £7.10, feature entirely new bodies.

For modellers wishing to make the 'series 3 and 4' types with clasp brakes, a Red Panda chassis can be used and appropriate doors chosen. Alternative ends with both spring and hydraulic type buffers are included.

ADVANCED samples of the forthcoming Branchline Jubilees are now being evaluated by Bachmann.

The models are based on the 1934-35 batch of locomotives built with the short (vertical-throatplate) firebox version of the Stanier 3A taper boiler.

Three models are due to arrive around the end of the year.

They are 45611 Hong Kong in BR Brunswick Green with early emblem (31-175), 5563 Australia in LMS crimson with Fowler tender (31-185) and 45562 Alberta in BR green with late tender emblem.

Alberta was one of the last Jubilees to remain in regular BR service (it was withdrawn in November



1967) and the model (31-176DC) will be fitted with a digital decoder for use on DCC systems.

Bachmann say it will work equally well on a DC layout.

Given its role in railway history, Alberta ought to prove a popular model.

The models have one rather novel feature—an opening smoke box door!

Revamped
Scots are
dropped

THE arrival of Hornby's Royal Scot and Patriot class locomotives saw Bachmann abandon its plans to launch brand new versions of its own.

While disappointed to drop models that had long been in its catalogue the firm felt that the market demand would not sustain production of two versions.

Instead the company will concentrate on its other planned LMS 4-6-0s, such as the Jubilee.

Stanier class had complex history

THE Jubilee class has a rather complex history. There were detail differences arising from their place of building, such as bogie and engine wheelbases, boilers and tenders, chimneys and ongoing modification to their boilers.

Construction was split between the LMS works at Crewe and Derby and the North British Locomotive Co. (NBL) works at Hyde Park and Queen's Park.

Crewe built numbers 5552-6 (entered traffic 1934), 5607-54 (1934-5), 5665-94 (1935-6) and 5695-5742 (1936); Derby built 5655-64 (1934-5), the remainder 5557-5606 (1934-5) being built by NBL—5557-81 (Hyde Park), 5582-5606 (Queen's Park).

All the original engines were built with domeless boilers, though these were all replaced by domed versions during the late thirties and forties. Locomotives from 5665 (1935) received domed boilers from new.

Of the Bachmann models, for instance, NBL built 5563 Australia, received its domed boiler in January 1939 and was originally attached to an NBL built 4,000 gallon Stanier tender.

It subsequently received an old standard Fowler tender from Royal Scot 6111, which was replaced about 1939 with a new 4,000 gallon tender.

That was swapped once again for a 3,500 gallon

tender during 1946-9 when the new tenders were taken for rebuilt Patriots. However, it later received a 4,000 gallon tender from an 8F in the period 1958-64.

This tender swapping could be a source of confusion for potential buyers.

Livery styles

The class carried the LMS 1928 Serif style livery from new, but from 1936 this was replaced with the plainer Sans Serif style of lettering. This too was changed in 1938 when there was a reversion to a variant of the previous 'serif' style.

From 1946 onwards many Jubilees received the post war black livery; though it is likely that some locomotives carried pre-war styles of painting until they received their BR liveries.

So how accurate is the proposed model of Australia (pictured above) based on the manufacturer's photographs?

The loco, which clearly has its 1939 domed boiler, lost its replacement Fowler tender some time in 1939 so ought to be paired with a Stanier 4,000 gallon tender...unless, that is, it is modelled as running some time between 1946-9 in pre-war livery!

Bachmann place it in their Era 3 (1923-1947), which is of little help to those modelling a particular period.

I await the actual model with interest—Editor.

MODEL NEWS

Bachmann Deltic prototype model caused headache

BACHMANN'S joint venture with the NRM in producing a 00-gauge working model of the original Deltic prototype, which features a prominent central headlamp and unusual paint scheme, was not without its problems.

The most powerful diesel locomotive in the world at the time it was built in 1955, it led to a production run of some 22 locomotives for the East Coast Main line and on its retirement became a justifiably popular part of the national collection.

Unfortunately for Bachmann the works drawings no longer existed and the firm had to use laser scanning equipment for the first time to capture the Deltic's unique shape.

Graham Hubbard, Managing Director of

Bachmann Europe Plc said the project had proved challenging.

Scanner

"A special gantry had to be erected at Shildon to enable the scanner, provided by a specialist contractor, to pass over the whole length of the locomotive but the results proved well worth it," he said.

Andrew Scott, Director of the NRM said: "The prototype Deltic locomotive has always been a popular exhibit in our museums and

through our joint project with Bachmann, we are now able to provide for the first time a top quality model of this unique and very striking locomotive.

"We are delighted with the end product and thank Bachmann Europe for bringing it to fruition. We're very much looking forward to seeing new limited edition models in the years to come."

Each sale will support the NRM in its vital work in preserving Britain's railway heritage, and providing public access to the national collections.



New Scots and Patriots in shops

DELIVERIES of Hornby's Royal Scot and Patriot class locomotives began in late autumn and retailers appear to have a good selection available for Christmas.

The range has met a warm reception so far with some minor criticisms of the design of chimney, which sits a little uncomfortably on the smokebox.

The models share a common chassis and are powered by a sealed five-pole motor which drives the middle driving axle.

Four rebuilt Scots and three rebuilt Patriots are currently available

in both DCC ready form and with DCC on board (the X after the stock code indicates on board DCC).

The Patriots are: R2632 (R2632X) 45531 "Sir Frederick Harrison" in BR green with early tender emblem, R2633 (R2633X) 45545 "Planet" in BR green with late tender crest, and R2634 (R2634X) 45512 "Bunsen" in weathered BR green with early

tender emblem.

The Royal Scots are: R2628 (R2628X) 46102 "Black Watch" in BR green with early tender crest, R2629 (R2629X) 46140 "The Kings Royal Rifle Corps" in BR green with early crest (weathered), R2630 (R2630X) 46146 "The Rifle Brigade" in BR green with late tender crest and R2631 (R2631X) 6133 "The Green Howards" in LMS black.

Editor's space...

THERE is no doubt that 2007 has been a great year for modellers in 4mm.

Hardly a month has gone by without one of the major manufacturers announcing the arrival of yet another new model...and surprisingly most of them have been on time.

There have been a few surprises along the way and this month has been no exception with Bachmann revealing its version of the legendary Deltic Prototype.

Surprises have not been limited to the big players...

Another manufacturer has entered the fray...Vitrains, though their Class 37 seemed an unlikely vehicle with which to launch themselves on the English market, especially as other versions already exist.

With most of the major diesel designs already covered, it is hard to see how the newcomer will expand its range without competing directly with what's already on offer from Bachmann, Hornby and Heljan.

Vitrains will not be the only company facing tough times in 2008, for the rise in the price of raw materials is bound to push up manufacturing costs...and that means customers will inevitably have to dig just a bit deeper in their pockets if they want that latest coach or loco.

While economies of scale may enable the bigger companies to absorb some of the increases smaller, specialist manufacturers, such as Scalelink, will have no alternative but to pass on the price increases to the customer.

That, coupled with the excellent quality of today's ready to run stock, could see more and more modellers moving away from kit building.

It would certainly be a sad day for the small independent manufacturers if that happened, as for years they have provided an invaluable contribution to railway modelling.

After all, many of these small companies were founded by modelling enthusiasts at a time when the major manufacturers' made few concessions to accuracy and detail.

Let's hope that there will some relief for the 'independents' and that the modelling fraternity will continue to support them—even if it means paying the extra couple of quid for that detailing pack or set of wheels!

LOCATION...LOCATION...LOCATION



Aberdour sees a wide range of traffic, including regular passenger services on the 'Fife Circle'. Above: ScotRail Class 158 780 leaves Aberdour's platform 1 with a local for Edinburgh, while (below) an EWS Class 66 follows with a coal train. Both will cross the Firth of Forth over the classic Forth Bridge.

Award winning station is inspiration for modeller...

THE award winning Scottish station of Aberdour is one of those rare places that combine railway interest with an attractive location.

A coastal resort with a small harbour and 13th century castle, Aberdour is actually two villages—Eastern and Western. These grew up around its

harbour, but with the opening of the Forth Bridge and the arrival of the railway in 1890, the distinction became blurred.

The village, already popular as a steamer destination, greatly benefited from the then half-hour rail journey to central Edinburgh and today's services on the Fife Circle Line continue to ferry travellers between the capital city and the village, now a popular commuter destination.

Castle

Aberdour's former North British Railway station lies close to the ruins of the castle, is stone built and typical of the period.

It is situated on a gentle S-bend with a road bridge crossing the tracks at the 'Edinburgh' end of the station and another about 400 yards away on the approach to the station from the North—providing modellers with scenic breaks in each direction if required.

In addition to regular DMU services on the Fife Circle Line (operated by First ScotRail), the tracks also form part of the East Coast Main Line and GNER HST 125s pass through at regular intervals, as do coal and freight trains.

Edinburgh trains leave from Platform 1, which has direct access to the car park, while platform 2, for Kirkcaldy trains, can be accessed via the elegant footbridge or a ramped path from Main Street.

The original stone built signal box remains on Platform 1, though it is boarded up and no longer in use.

The gardens, undoubtedly a challenge to model, are an integral part of this delightful station's character, and have led to its receiving several awards, including in 2005 a Community Rail Award for Best Station Garden.



LOCATION...LOCATION...LOCATION



Above: A view across the platforms showing the elegant North British footbridge and well cared for station buildings on platform 1. Below: The bridge at the 'Edinburgh end' makes an ideal scenic break for modellers who may be short of space.



LOCATION...LOCATION...LOCATION



Aberdour station still retains its period charm despite the addition of modern signage, as is evident in these three views of the main station buildings. Note the benches flanking the entrance providing a sheltered spot for passengers waiting for their transport home.



LOCATION...LOCATION...LOCATION



Unlike many similar signal boxes south of the border the original stone built NBR box (above and below) remains in situ on platform 1. Note the bricked up platform face.



The stone built waiting shelter on platform 2 (above) boasts its own garden. To the right of the building are steps to the street.



The footbridge (left) is one of the former NBR station's most attractive features and has been painted in the current ScotRail colours. A Class 170 can just be seen approaching the station having just passed under the bridge which might form a scenic break at the northern end of the layout.



Single back after 45 years absence

HAVING provided Great Western modellers with a 'single' wheeler Hornby has now turned its attention to another favourite that once graced its catalogue—Caledonian Railway locomotive No.123 (pictured above).

This year sees the model 4-2-2 making a welcome return to the market nearly 45 years after its first introduction.

Where possible and to keep the integrity of the first 'Caley' model, the original Tri-ang body styling has been maintained, however the chassis and the motor have been upgraded to the level expected by today's modeller.

Certificate

Available in a specially packaged Limited Edition train pack there will be a restricted production run of just 3000 pieces and each will included a numbered certificate.

Accompanying the 'Single' will be one brake and two composite coaches, which were first produced by Hornby (then Tri-ang Railways) in 1962 and were last available in 1973!

The original locomotive, which took part in the legendary 'Races to the North' in 1888, can be seen in its original livery at the Glasgow Museum of Transport.

It was built in 1886 by Neilson & Co for the Caledonian Railway.

In the 1920s it was used to pull the Directors' saloon, but in 1930 was returned to ordinary service and operated until 1935 by which time it had been painted in LMS colours and carried the number 14010.

Hornby's model was

BR Standard 4MT given Bury launch

BACHMANN'S new BR Standard 4MT mogul was officially launched at the East Lancashire Railway, Bury, on October 10.

The ceremony, which took place alongside Ian Riley's 4MT 76079, saw the first two models off the production line presented to representatives of the East Lancashire Railway and Ian Riley Engineering.

Riddles

British Railways built 115 examples of the Riddles designed mixed traffic locomotive, a development of the Ivatt 4MT 2-6-0, which is also in the current Bachmann range.

They saw extensive use across the network from new, with the exception of the Western Region,

which still had Collett and Churchward moguls in service.

Withdrawals began in 1964 with the last taking place in 1967, eight months before the end of steam working on BR.

Four survive in preservation.

Initially, three versions will be available: 76053 in BR black with BR1B tender with late crest (32-950), 76069 in BR black with BR1B tender and early crest (32-951), 76079 in BR black with BR2 tender and late crest (32-952)

The model is DCC ready.

DMU gets a centre coach

BACHMANN'S popular Class 108 Diesel Multiple Units, available as two-car units for some time, will shortly be available for the first time in both two and three-car formations.

The introduction of a new centre coach has made it possible to offer a three-car 108 (32-911) featuring the later style of BR Green Livery with small yellow warning panels on the cab ends (see picture below).

The unit also features a white cab roof and has small headcode boxes.

An additional three-car unit, featuring a non-standard BR Blue Livery and a Greater Manchester Passenger Transport Executive/ Authority logo on its side will join it in the catalogue.

The model (32-910) boasts black window surrounds and white cab roofs.

Two further two-car units will also be available.

The first (32-900A) depicts a two-car powered twin unit with large indicator boxes, in British Railways green livery with speed whiskers. The other (32-902A) represents a BR Blue/Grey powered twin unit, where both carriage units would have been powered on the real thing.

Large Head code boxes are fitted to this example.

Hornby's Maunsell coaches look the business in Southern green...



MAUNSELL Southern Railway coaches from Hornby should soon be appearing in the shops, complementing the BR (Southern Region) vehicles that arrived this month.

Priced at £25 and featuring the Southern livery of the 1930s the coaches feature removable corridor connection end boards, boast a high degree of detail and are fitted with flush glazing.

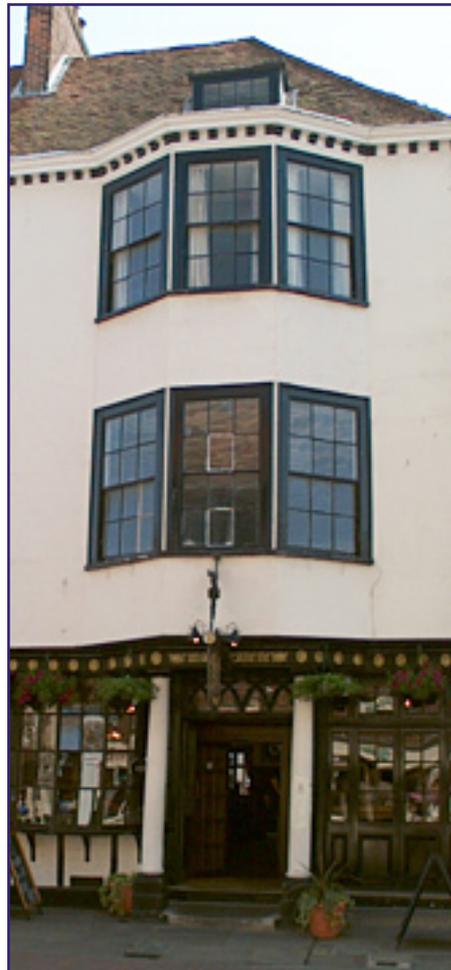
Four versions will be available, each offering two running numbers (A/B): Six-compartment brake (R 4300A/B), Corridor 3rd (R4297A/B), Corridor 1st (R4298A/B) and Corridor Composite (R4299A/B).



Bachmann's popular Class 108 DMU is now available as a three-car unit.

A MODELLER'S MISCELLANY (3)

The fenestration of a building helps determine its character and depends on the period in which it was built. This month we feature a selection of windows from across the country...



Midland railway route is well illustrated here

THE route from Birmingham to Derby, though not quite as famous as some of the lines covered in this series, is a vital link in the route linking the South West with the North East.

Its history is quite complex and author Bob Pixton covers this in the introduction to the book.

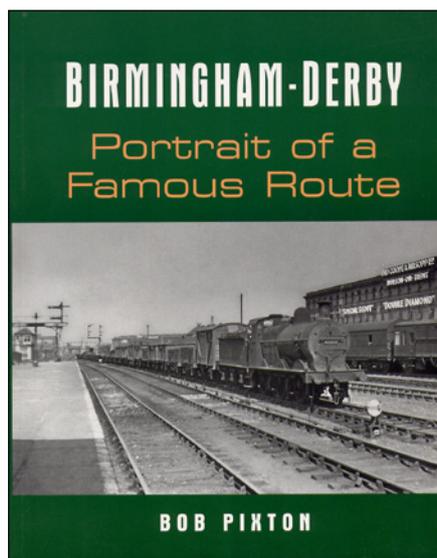
The Birmingham and Derby Junction Railway opened for traffic in August 1839 initially making use of the London & Birmingham Railway's lines to reach its own at Whitacre.

The need for reversal at Hampton in Arden and a two hour journey time soon led it to establish its own independent direct route to Birmingham via the river Tame valley.

At the Derby end it connected with the Midland Counties Railway (Derby-Leicester) and the North Midland Railway (Derby-Leeds)—all three railways merging in 1844 to form the Midland Railway.

The continuing development of railways in and around Birmingham led to the construction of the LNWR's New Street station.

This was in a more central location, but the congestion that resulted from



its being shared by the Midland led that company to build its own station adjacent to the original one.

From 1889 all Midland trains used this and from 1896 they reached it via their own metals, thanks to an underpass of the LNWR lines and a new south tunnel.

The book splits the route into sections, each being illustrated by a range of monochrome photographs that cover

both the pre-nationalisation and post-nationalisation periods.

Locomotives feature both in action and on shed and ex-North Staffs Railway 2-4-2T 1459 seen on Burton shed in LMS livery in 1934 is typical of the excellent historical images to be found in this fascinating book.

There are also images of many of the stations and structures to be found along the route, including Whitacre Junction (1906/1956), Burton-on-Trent (1910/1952/1962) and New Street (1949/1963).

A small selection of maps is included along with locomotive allocations at the principal sheds and some sample workings. The table listing regular freights through Birmingham on the Derby line (up trains September 1960 to June 1961) is sure to be of interest to modellers.

This is an eminently readable book and its photographs will reward careful study. At only £12.99 there is no excuse for not adding it to your library—even if you are not a Midland fan!

Birmingham-Derby: Portrait of a Famous Route, Runpast Publishing, ISBN 1-870754-63-8.

Western classic reprinted

DELTICS are arguably the most charismatic of the BR diesels, but the Westerns must surely come close to equalling them.

There were, after all, some similarities; they both had twin engines, both had a unique body shape and both classes had relatively short life spans when compared to other BR diesels of their generation.

The class has always been popular with modellers too, so it is hardly surprising that Ian Allan chose to reissue *Profile of the Westerns* after its being unavailable for almost two decades.

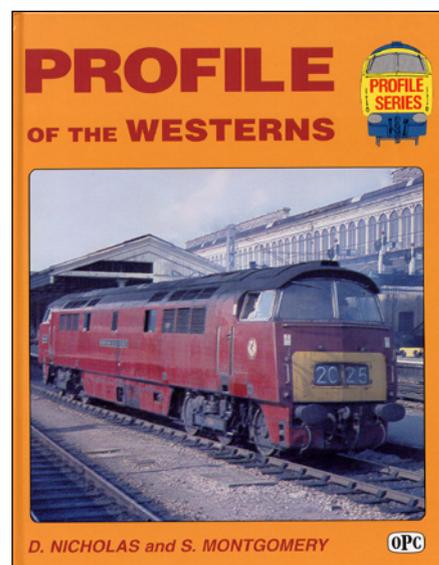
Originally published in 1980, shortly after the withdrawal of the Westerns,

this classic pictorial tribute from authors Dave Nicholas and Steve Montgomery features some 160 illustrations—all, sadly, in black and white.

In it they record the career of the class from construction at Crewe and Swindon in the early 1960s through to final workings and withdrawal in 1977.

Although intended for express passenger work, their immense tractive effort also saw class members working heavy freight trains and both these aspects of their life are covered.

If you are modelling the classic diesel period (1960-1980) and have a passion for Westerns, there is much in this book for you; at only £14.99 it is



hard not to recommend it.

Profile of the Westerns, Ian Allan Publishing, ISBN 0-86093-116-1.

Shrewsbury has key role in cross regional routes...

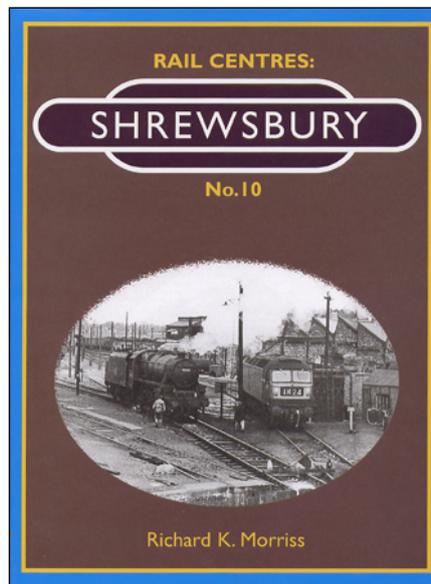
THE British rail network was once richly populated with stations where passengers had the opportunity to swap both trains and companies.

Some, however, took on a greater significance and Shrewsbury is a fine example, lying as it does at the gateway to Wales.

A regional centre since Norman times it became the crossing point of two major lines, the Great Western route between Paddington and Birkenhead and the LNWR route linking the industrial North West with the coalfields of Wales and coastal resorts of Devon and Cornwall.

First published in 1986 by Ian Allan and now reissued under the Booklaw Publications banner (£16.99), Richard K Morriss's book remains a seminal work covering as it does the period from the mid-1840s to the 1980s.

Unfortunately, no attempt has been made to update the book and the



events of the past three decades are missing from what is otherwise a comprehensive history of railways in the area.

While much of the book covers the

activities centred on Shrewsbury General Station—jointly used by both the GWR/LNWR and later LMS—the role played by the Shropshire and Montgomeryshire Railway with its spartan terminus at Shrewsbury Abbey Station is not ignored.

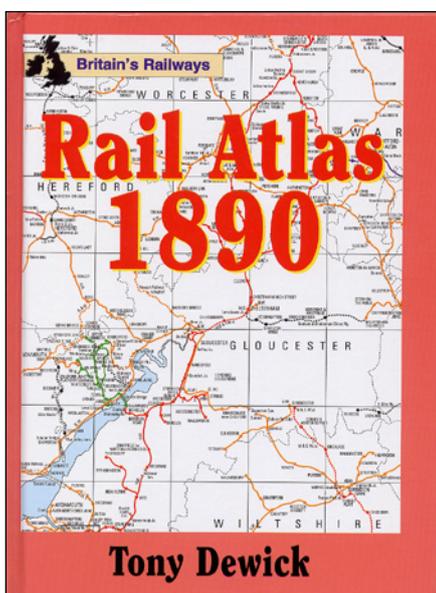
Split into five chapters, the book covers the history of the railways in the area, the development of passenger services, stations and signalling, the development of good traffic and locomotives depots and locomotives.

There's also a brief appendix covering locomotive allocations.

Liberal illustrated with black and white pictures reflecting the period covered by the book and with a range of track diagrams to aid the modeller, Rail Centres: Shrewsbury can be safely recommended.

Rail Centres No. 10: Shrewsbury, Book Law Publications, ISBN 1-901945-20-0.

Railways mapped near their zenith



RAILWAYS were still in expansion mode when the 1890s dawned and a glance at this excellent atlas, compiled by Tony Dewick, provides the rail historian with a snapshot of British and Irish railways as they neared their zenith.

Based on the classic British Railways Pre-Grouping Atlas and Gazetteer (Ian Allan, 1972), the book sets out to show British railways—including the whole of Ireland and the Channel Islands—at January 1, 1890.

It includes all stations open to passengers, goods stations, viaducts, tunnels and other railway features.

Each line is colour coded and its owners identified, even where they might not have operated the trains (a check in the Index to Companies indicates which lines were operated by other companies).

The gaps in some of the major trunk routes are clearly shown.

There is, for instance, no London extension of the MS&LR (the GCR), the LSWR's independent extension into Plymouth and Cornwall had still to be constructed, the Forth Bridge had yet to open, as had the GWR's Birmingham-Cheltenham route.

In addition to the excellent maps and index of companies, there is a list of stations opened, closed or renamed during the course of 1890, and an extensive bibliography.

Priced at £16.99 this book is clearly aimed at the general railway enthusiast (historian), but is nonetheless likely to find a spot on many a modellers bookshelf.

Britain's Railways Rail Atlas 1890, Ian Allan Publishing, ISBN 0-7110-3031-6.

Intriguing insight into the life and work of a flawed genius

OVER the years many biographical studies have been written about Isambard Kingdom Brunel, but Adrian Vaughan's offering is no mere history of the man; it examines his life from an engineering perspective.

Brunel was a controversial figure in his day and many of his projects came to fruition only after a struggle, often against engineers who lacked his vision (or some might say profligacy!), impatient investors, and those charged with executing his plans.

In his re-examination of the 'great man' the author has delved deep into the records and Brunel's own correspondence to piece together a picture that reflects the day-to-day problems that beset him and how he overcame them.

Profusely illustrated with drawings and photographs the book offers the reader a critical analysis of the engineer's achievements, his methods of work and the life of the man himself.

Understandably, much of the book is devoted to Brunel's relationship with the Great Western Railway, but his three great ships and his bridges are also covered in detail.

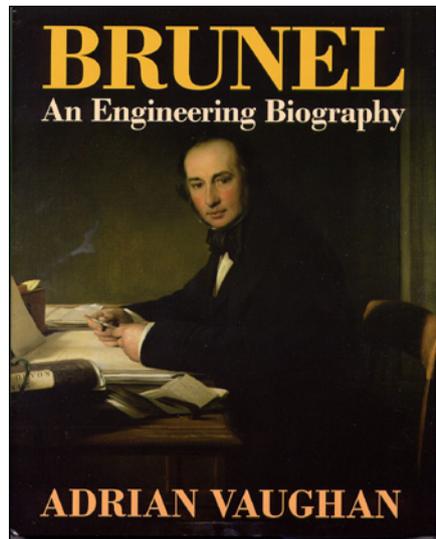
Achievements there to see...

ISAMBARD Kingdom Brunel, probably the most influential engineer of his day, has earned a special place in the history of railways, but his work encompassed far more than that.

Not content with overseeing the creation of the Great Western Railway, he also designed its buildings, bridges, tunnels and viaducts, and his triumphs outside of railways included the first tunnel under the Thames, the first transatlantic steamers, and the Clifton Suspension Bridge.

It is hardly surprising then that our fascination with the man continues unabated.

First published in 1994, the book provides the reader with a biography of the great man and a guide to the



In these days of specialisation it is easy to lose sight of the fact that throughout his tragically short life Brunel was often engaged on several diverse projects simultaneously often some distance apart. No doubt his insistence on personal involvement led eventually to his early death at the age of 53.

The reader is guided through the complex developments of his projects through his letters and these not only expose the events and intrigues that

took place but provide an intriguing insight into the engineer's personality and approach to work.

By today's standards he would be regarded as a perfectionist and a 'workaholic', though we must rely on his contemporaries' for an appreciation of his work ethic.

Gooch, the GWR's first locomotive engineer, said of his friend Brunel: "One feature of Mr Brunel's character...was he fancied no-one could do anything but himself."

Adrian Vaughan's book largely leaves the reader to make up their own mind about Brunel.

True, he clearly had problems trusting his staff and no doubt like many men of genius his vision was sometimes flawed, but the reader is left in no doubt as to his true greatness. He simply towered over his contemporaries.

This is a book that rewards careful study and though its £19.99 price tag may put off some, it will command an audience among all those with an interest in the period and the man.

Brunel: An Engineering Biography, Ian Allan Publishing, ISBN 0-7110-3078-2.

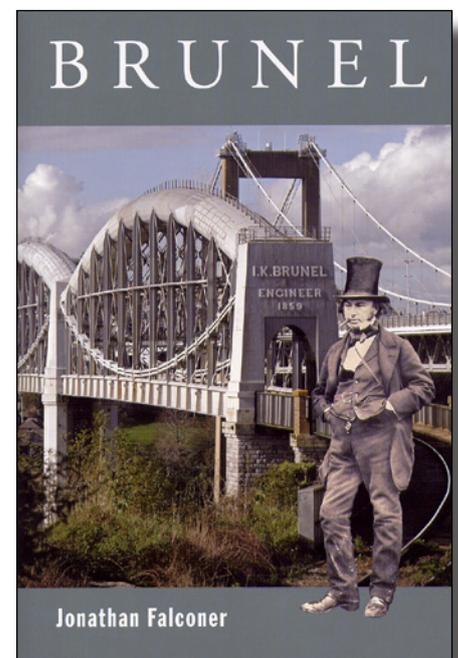
places where it is still possible to see items that have links with him. It is the latter that form the bulk of this informative and readable book.

Author Jonathan Falconer, examines the life and career of the great Victorian splitting his text into four sections: Brunel the Man, Brunel's achievements, What's left to see today and a Selection of study sources.

Illustrated throughout with many contemporary photographs and line drawings this is a book likely to appeal not just railway enthusiasts, but a wide range of readers with an interest in things Victorian.

It is a snip at £9.99 and a worthy companion to more weighty tomes on Brunel.

Brunel, Ian Allan Publishing, ISBN 978-0-7110-2305-5.



Club Scene

WATFORD Finescale Extravaganza was held at a new venue this year, the Queens School, Aldenham Road, Bushey, Watford.

The event, held on 17 and 18 November, featured layouts in a number of scales including Bishop Wearburn (2mm), Aldbury Town (P4), and Mill Street Goods (7mm).

MORE than 20 layouts are expected at next year's Southampton Model Railway Exhibition, which is being staged on January 26 and 27.

The event, which is organised by Southampton Model Railway Society, will take place at the Eastpoint Centre, Thornhill, Southampton.

WAVENEY Valley Model Railway Club has confirmed that the annual Southwold Model Railway Exhibition, will be held at Saint Felix School on Saturday 2 and Sunday 3, August, 2008.

BOLTON and District Model Railway club's annual show was held at St James' Church of England Secondary School and Sports College, Bolton over the weekend of November 2-3.

Among the layouts on display were Kingston Regis (009), Walkden Yard (00), Upper Benlech (00) and Boundary Lane (P4).

THE New Brunswick Model Railway Club held its first exhibition at New Brunswick United Reformed Church, Southmead, Bristol, on October 27.

The club will be attending its first 'away' event in 2008, when they exhibit at the Loddon Vale MRC exhibition on May 10.

The show is being held at the Royal Army's Arborfield Barracks Community Centre, a few miles south of Wokingham, Berkshire.

TONBRIDGE Model Railway Club's annual exhibition, which is being held 16 February, 2008, will once again be staged at the Angel Centre in the heart of Tonbridge.

More than 20 layouts are expected to be on show, including Pudley Lane (00), Kinwardine Wharf (009), East Lynn (S) and Harlyn Road (0).

Sponsorship boost for Train Collectors show

THE Train Collectors Society, the UK-based club for people interested in collecting or operating toy and model trains, is to receive a special boost in 2008—thanks to model manufacturer Bachmann.

Rising costs had threatened the future of the society's annual summer exhibition, but sponsorship from Bachmann Collectors Club enabled this year's event to take place as planned.

The exhibition featured what was probably the largest single gathering of historical operating layouts under one roof.

Following the success of the event, that sponsorship has now been extended to cover the 2008 exhibition, which will be held in Sandy, Bedfordshire over the weekend 5-6 July.

Established in 1999, the show brings together train collectors of all marques and features operating vintage layouts in all scales.

It is supported by

leading collectors clubs including those devoted to Bassett Lowke, Hornby, Kitmaster, Tri-ang, Trix Twin and Wrenn.

The society organises a number of other events during the year, including its Spring Show and AGM, which will this year be held at the Weatherley Centre, Biggleswade, Bedfordshire.

Research

Chairman of the Train Collectors Society (TCS) David Ramsay, said collecting and operating vintage model railways was a very important part of TCS activities, but that they also research and record the history of the hobby.

"The support from Bachmann has again secured the 2008 event, which attracts train collectors from all across

the world.

"Exhibitions like this are not just about collecting models but more importantly operating them, many of which have been lovingly restored. Some of these trains are 100 years old and still giving good service."

Dennis Lovett, Public Relations Manager for Bachmann Europe Plc said the company was delighted to support the 2007 event and had had a fantastic response to its displays and products.

He added: "The Bachmann Collectors Club is growing at a rate of around 500 members a quarter and our profile has risen considerably since our involvement with the Train Collectors Society began last year."

Edwardian Britain seen in colour by HMRS group

THE East Midlands' Group of the Historical Model Railway Society held a talk on the Lancashire, Derbyshire and East Coast Railway and Around Edwardian Britain in Colour on Wednesday 14 November.

The event was held at the society's museum and study centre at the Midland Railway Centre, Butterley, Derbyshire. The centre will also be the venue for the group's Christmas Social Evening on December 12.

Attention all club secretaries

Trains On-line Magazine needs your news, views and details of forthcoming events.

It remains our aim to expand our coverage of events/shows and general society activities.

If you would like your club or society (including those whose primary interests are railway history) and its activities to be featured in the magazine please contact us via the web site contact form, or e-mail the editor direct at the following address:

editor@trainsonlinemagazine.co.uk

PROTOTYPE PROFILES...10



An unidentified, work stained, Class 86 (above) rests between duties at Wolverhampton High Level Station in 1979, while another unidentified member of the class (below) hurries its train through Hampton-in-Arden in the summer of 1986. The modified front end panel, lights and jumper cables on the latter are worthy of note.

Electrics a victim of poor bogie design

The AL6 class—later to become Class 86—was the first of British Rail's second generation electrics and its design marked a radical departure from the first 100 electric locomotives (classes AL1-AL5/ later 81-85).



Introduced in 1965 the class eventually totalled 100, with building being completed by the end of 1966, the original numbers running from E3101-E3200.

The work was split between British Rail's Doncaster works (40) and the English Electric Vulcan Foundry at Newton-le-Willows (60).

Although in some respects a natural evolution of the earlier classes, there were significant changes internally, incorporating

new technology and providing better access to key components to improve maintenance.

The latter also benefited from the extra two feet in length and reduced wheel diameter which improved the interior headroom.

The exterior, though similar to the Class 85 (AL5), had a different arrangement of ventilator grilles and windows; on the equipment side there were nine grills and two windows and four grills on the 'corridor'

PROTOTYPE PROFILES...10



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side (see accompanying photographs).

The most significant difference was in the design of the front end. Whereas the earlier classes had a rearward sloping front, the 86s had a flat front with a gentle rake back at window level.

The other most obvious difference was that the new electrics had only one pantograph, fitted at the no. 2 end—a result of experience gained with the earlier classes.

The success of new diesel-electric locomotives led designers to adopt nose suspended motors, though the choice of using axle hung motors instead of the flexible drive used in the early classes proved unwise.

It was thought that the arrangement would

improve ride and traction, but this proved not to be the case, especially when the 86s were operating at near their designed 100mph maximum.

Poor riding

Bogie frame damage and poor riding, especially in the vertical plane, and track damage resulting from the unsprung mass of the motors, led to major modifications over the years.

A series of experiments led to several significant improvements, including the introduction of flexicoil suspension and the adoption of SAB resilient wheels in the early 1970s.

The class when introduced sported the 'electric blue' livery with white cab roofs and window surrounds, but this soon gave way to

86031, pantograph leading, awaits departure from Wolverhampton in 1979, while 86239 (below) pantograph to the rear, is seen in the summer of 1983 at Birmingham International. Note the side panel/window arrangements.



corporate blue with yellow ends.

A variety of liveries have been applied to the class over the years, including Inter City, Railfreight grey,

and Rail Express red. Privatisation has seen further variations, Virgin, EWS, Freightliner and Anglia all using the class at one time or another.

Five sub-classes were eventually created reflecting differences in gearing, top speed, traction motor manufacturers and weight.

YOUR GUIDE TO 2008 EXHIBITIONS

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

We do our best to ensure the above details are correct, but we are happy to correct any that may not be. Please use the contact form to let us know if a correction is needed.

JANUARY

5 (Sat)

Marlow, Maidenhead & District Model Railway Club exhibition, Cox Green Community Centre, 51 Highfield Lane, Maidenhead, Berkshire, SL6 3AX. Details on club web site: <http://www.mmdmrc.org.uk/html/exhibition.HTM>

5 & 6 (Sat & Sun)

Preston & District Model Railway Society Exhibition, University of Central Lancashire, Foster Refectory, Main Building, Fylde Road, Preston, Lancashire. Check the group's web site for details: <http://freespace.virgin.net/nevnneec.kennished/index.htm>

Somerset and Dorset Railway Trust Exhibition, The Village Hall, Edington, Bridgwater, Somerset. Details from Godfrey Baker Tel: 01308 424630. (To be confirmed)

Kidlington Model Railway Exhibition (33rd Oxford Scouts), Exeter Hall, Kidlington, Oxfordshire. Contact 01865 373426. (To be confirmed)

The South Wales Model Show, Rhondda Sports Centre, Ystrad-Rhondda, Rhondda Cynon Taff, Mid Glamorgan, Wales. Contact Bernard Davies for details Tel: 01443 773280. (To be confirmed)

12 (Sat)

NRMA British Region Winter Meet, Woosehill Community Hall, Wokingham, Berkshire, RG41 2TS. Contact Rob Swan Tel: 0118 979 2448. (To be confirmed)

12 & 13 (Sat & Sun)

St Albans Model Railway Exhibition 2007 (Chiltern MRA), The Alban Arena, Civic Centre, St Peters Street, St Albans, Hertfordshire, AL1 3LD. Details on web site: <http://www.cmra.org.uk/stalbans.html>, or Tel: 01727 844488.

Bognor Regis Model Railway Club exhibition, Felpham Community College, Felpham, Bognor Regis, West Sussex. Tel: 01243 862373 for details. (To be confirmed)

Little Midland Society Exhibition, St Mary's School, Newbold Road, Upper Newbold, Chesterfield, S41 8AG. For details Tel: 01246 276798. details on web site: www.littlemidlandsociety.co.uk

Fylde Model Railway Club mini-exhibition, Milton Street Community Centre, Blakiston Street, Fleetwood, Lancashire, FY7 6QW. For information Tel: 01253 894992. (To be confirmed)

19 (Sat)

Brambleton Model Railway Club exhibition, Harpenden Public Halls, Southdown Road. Harpenden, Herts, AL5 1PL. Details see web site: <http://www.brambleton.org.uk/exhibition.html>.

Astolat Model Railway Circle Exhibition, Guildford Methodist Church Hall, Woodbridge Road, Guildford, Surrey, GU1 4RB. See web site for details: <http://www.astolatmrc.co.uk/exhibitions.htm>.

19 & 20 (Sat & Sun)

City of Canterbury Model Railway Society Exhibition. St. Anselms School, Old Dover Road, Canterbury, Kent, CT1 3EN. Further information on web site: http://www.ccmrs.ic24.net/Page_1x.html

Calne Model Railway Show 2007 (Bentley Model Railway Group), The White Horse Leisure Centre, Calne, Wiltshire, SN11 0SP. Details available on web site: www.monitor-computing.pwp.blueyonder.co.uk/bmrg/main.htm.

Leamington and Warwick Model Railway Society Exhibition, Myton School, Myton Road, Warwick, Warwickshire, CV34 6PJ. See web site for details: www.lwmrs.co.uk/Home.html.

Pennine Model Rail Society Show Huddersfield Technical College (Portland Street Entrance), Portland Street, Huddersfield, West Yorkshire. <http://www.freewebs.com/pmrs/exhibitiondiary.htm>

26 (Sat)

Sodbury Vale Model Railway Club exhibition, Yate Community Centre, Station Road, Yate, Bristol BS37 4PU. For details Tel: 01453 844043 or 01454 775246. (To be confirmed)

26 & 27 (Sat & Sun)

Normanton and Pontefract Railway Modellers Society Show, New College, Park Lane, Pontefract, West Yorkshire, WF8 4QR.

Southampton Model Railway Society Exhibition, Eastpoint Centre, Burgoyne Road, Thornhill, Southampton, SO19 6PB. Details on web site: www.smrs.hampshire.org.uk/

Erith Model Railway Society Exhibition, Temple Hill Primary School, St Edmunds Road, Temple Hill, Dartford, Kent. details Tel: 01322 223947 or visit: www.erithmrs.ukmodelshops.co.uk.

Tramway and Light Railway Society exhibition, Dovedale School, Herondale Road, Mossley Hill, South Liverpool. Contact Tel: 0151 733 2713 or 0151 724 4048. (To be confirmed)

Kilmarnock and District Model Railway Club 25 Anniversary Exhibition, Saltcoats Town Hall, Countess Street, Saltcoats, Ayrshire, KA21 5HW, Scotland. Tel: Pam Fitzpatrick on 01563 533393 or see the club's web site for details: <http://www.kilmarnockmrc.org/kilmarnockmodelr.html>

Rochdale Model Railway Group exhibition, Oulder Hill Leisure Centre, Rochdale, Lancashire, OL11 5EF. Tel: 01422 822718 for details. (To be confirmed)

FEBRUARY

2 & 3 (Sat & Sun)

Alton Model Railway Group Exhibition, Eggars School, Alton, Hampshire. Details from web site: <http://www.altonmrg.co.uk/febex/default.htm>

Stafford Railway Circle Exhibition, Stafford County Showground, Weston Road, Stafford, Staffordshire, ST18 0BD. Full details on web site: www.staffordrailwaycircle.org.uk/exhibition.php

Rochdale Model Railway Group exhibition, Oulder Hill Leisure Centre, Rochdale, Lancashire. OL11 5EF. Tel: 01422 822718 for details. (To be confirmed)

9 (Sat)

East Bedfordshire Model Railway Society exhibition, Stratton Upper School, Eagle Farm Road, Biggleswade, Bedfordshire. SG18 8JB. Details on the club web site: www.ebmrs.org.uk/1234/15901.html

Newbury Model Railway Club Exhibition, Newbury College, Monk's Lane, Newbury, Berkshire. Contact: John Huckle, 01635 550428 or see web site: www.newburymrc.co.uk/common/home.htm.

140 G Scale Society, West Midlands Group Exhibition. St. Mary's Church Hall, Hobs Meadow, Hobs Moat Lane, Solihull, West Midlands B92 8PN (near the ice rink). Contact: 0121 243 8446 or see: www.g-scale-society.co.uk.

9 & 10 (Sat & Sun)

Redditch Model Railway Club Exhibition, Civic Suite, Redditch Town Hall, Walter Stranz Square, Alcester Street, Redditch, Worcestershire, B98 8AH. Visit web site for more information: www.redditch-mrc.com/Annual%20Show.htm.