

# Trains On-line

THE Internet magazine for all 4mm / foot railway modellers

Volume 2: 1

January 2007

## Hornby's new Scots steam into 2007...

Inside  
this  
issue...

THREE totally new LMS steam locomotives head up the list of new releases planned by Hornby for 2007, along with a new Class 56 and a range of Maunsell coaches for Southern enthusiasts.

WE ARE BACK at last!

After a long break Trains Online has resumed publication.

There are no major changes to the magazine's layout, but a couple of new features will be introduced during the coming months.

The first of these—*Location, Location, Location*—provides pictorial and historical information about railway sites that are ideal for modelling purposes.

This month's article (see page 4) turns the spotlight on Narberth in S Wales.

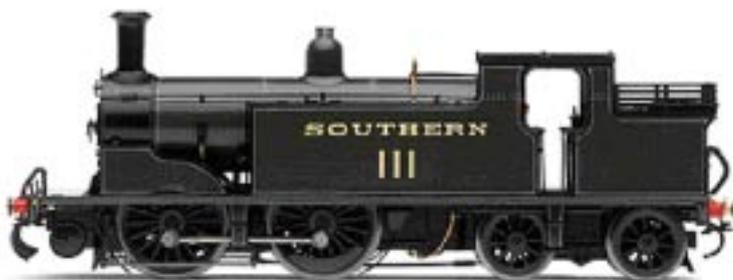
### Builders

Blessed with a tunnel at one end and situated on a curve it boasts a host of features so loved by layout builders.

The second in our *A Modeller's Miscellany* series (page 7) features a selection of 18<sup>th</sup> and 19<sup>th</sup> century shop fronts, while *Prototype Profiles* looks at Class 87s at work.

In addition, there is a selection of book reviews along with a round up of club and model news.

The regular *Layout of the month* feature will return later in the year.



HORNBY'S popular M7, introduced as part of the company's 2006 range gets a new livery variation (above). A number of other more recent locos also get a livery/identity makeover including the impressive Britannia model which is set to appear as a weathered 70037 'Hereward the Wake' in BR early livery and 70045 'Lord Rowallan' in the later version of BR Brunswick Green. (Photo: Hornby)

## Bachmann launches new DMU at NEC exhibition

BACHMANN'S new BR Class 108 DMU made its debut at Warley Model Railway Club's Annual Exhibition held at the National Exhibition Centre in Birmingham last month.

Initially, three two-car versions of these 'Derby Lightweights' have been produced—early British Railways green (32-900), British Rail blue / grey (32-902) and Network SouthEast livery (32-901).

As is now common for models from the company, each unit is DCC ready, has directional lighting, illuminated roof boxes, a fully detailed interior and has full under floor detailing.

Both types of cab roof have been produced to allow the option of either type of head code / destination boxes to be produced.

The model incorporates a heavy internal weight, which negates the need for traction tyres. Each unit has a recommended retail price of £78.50.

Bachmann also announced in December 2006 that 21-pin DCC decoder sockets will be fitted as standard to all future Branchline locomotives.

The move reflects the gradual changeover among European manufacturers to the 21-pin socket, which allows greater DCC functionality (see full story page 6).

First of the new models to arrive will be a 'Rebuilt Royal Scot', to be followed by the similar 'Rebuilt Patriot' class and later in the year examples of Stanier's 4MT 2-6-4P tank locomotive.

As seems to be becoming the 'norm' with new models, a Hornby digital decoder will be fitted to all as standard.

### Black Watch

A spokesman for the company said: "Hornby continues to raise the bar on design, detail and running quality and these models are certainly no exception".

Three of the new Scots will feature BR livery, 'Black Watch' (Late), 'King's Royal Rifles' (Late, weathered) and 'The Rifle Brigade' (Early), while a fourth 'The Green Howards' appears in LMS livery as 6133.

\* Full details of the new range: Page 2

### Bachmann too...

Bachmann announced in 2006 that it was planning to upgrade its aging range of LMS 4-6-0 locomotives, which it inherited from the former Mainline catalogue.

See full story Page 6.

# Maunsell coaches will end Southern stock shortages

THE Model Railway Club, London, recently played host to a group of overseas students studying media and television at the University of London.

They had been given the task of producing a five minute film and had opted to make one about model railways.

Surprisingly (though definitely not PC to say it!), the team comprised one male student and five women!

**MANCHESTER Model Railway Society is to hold its annual general meeting on February 10 and its annual dinner on March 17.**

**AN 'Electronics for Modellers' course is to be held at Missenden Abbey on January 26-28. It is being run in conjunction with the Model Electronic Railway Group (MERG).**

**THE New Forest Model Railway Society recently had an L-shaped quayside layout donated to it.**

The 00 gauge layout, Keyhaven, is based on Dover Marine in steam days and has been gifted to the club by Group Captain Keith Batt, a former local resident of Brockenhurst.

The club is hoping to have it restored in time for their Open Day later this year

**MYTON School, Warwick is the venue for the Leamington and Warwick Model Railway Society's 2007 exhibition, on January 20 and 21.**

**HORNBY is to add a rake of Southern coaches to its catalogue—a move that's sure to bring a smile to the face of many modellers, especially those who have already invested in the firm's steadily growing range of SR steam locos.**

And what better to haul a rake of Maunsell coaches than a brand new 'King Arthur'.

Hornby plans to release no less than four versions in 2007, one in 1930s Southern livery as 736 'Excalibur' (R2580) with bogie tender, and three in BR livery.

Of the latter, 30453 'King Arthur' (late BR—R2583) and 30763 'Sir Gawain' (weathered early BR—R2581) are paired with the bogie tender, while 30803 'Sir Harry le Fise Lake' (early BR—R2582) is paired with the smaller six-wheeled tender.

A further locomotive is planned as the 2007 National Railway Museum model. This, naturally, is 'Sir Lamiel'.

The new Maunsell coaches will no doubt



Hornby's 'Sir Gawain' carries a weathered version of early BR livery.

be eagerly awaited by not just Southern enthusiasts, for they could be found far away from home on inter-regional trains, especially on the Old Great Western routes via Oxford to Birmingham and Birkenhead.

Built from the mid-1920s they were in everyday use up to the 1960s when they were gradually replaced by Mk 1 stock.

In all 20 coaches are planned, five types in SR livery, five in BR colours and with alternative numbers

They will comprise a corridor third, corridor first, composite, six-compartment brake composite and a passenger brake van (catalogue numbers R4297A/B—R4306A/B).

Many of the existing coaches in the current catalogue are given new numbers/livery updates.

These include the ex-GWR Centenary coaches and auto-coach in BR maroon (R4290/91 and R4100E respectively), Virgin and InterCity Mk 3s, various Pendolino vehicles and a pair of sleeper coaches.

## Automated uncoupling made easy

HORNBY is to add a new auto-uncoupling device to its range of accessories.

The ramp, which fits where two R600 straights join or half-way along a R601 double straight, can be remotely operated using a new surface mounted point motor (R8243).

It can also be operated using a more conventional point motor fitted (R8014) beneath the base board.

The unit may be operated either by digital (DCC) or conventional analogue control.



This ex-GWR Centenary composite coach look fine in BR maroon livery.

# New Class 56 added to diesel range

**IN ADDITION** to extending the available range of ex-Lima locomotives, Hornby is to produce a new Class 56, which, it is claimed, will 'once again move the standards of quality and detail even higher'.

This class of 156 heavy freight locomotives had a chequered career with British Rail, but have remained firm favourites with enthusiasts.

Hornby plans to introduce four Class 56 models in 2007, each incorporating subtle detail and body differences.

These are: BR 56 013 (R2645), BR Railfreight

(1987) 56 049 (R2646), BR large arrows 56 128 (R2647) and EWS 56 059.

The ex-Lima GWR railcar appears in BR green (R2653) and GWR Shirt button livery (R2524A); the Class 73s appear in three liveries—GB Railfreight (R2645), South West Trains (R2655) and BR green (R2656).

There are two new liveries for the Class 121 'Bubble Car', BR Blue (R2668) and 'Chocolate and Cream' as 55031 (R2644).

The Class 50/60/66 models all receive a range of new liveries/numbers.

# MODEL NEWS

## Hornby's new train sets move into the digital control age

**A HI-TECH four-car Virgin Trains Pendolino set—available in the second quarter—is one of two DCC equipped train sets included in Hornby's 2007 catalogue.**

The set (R1076) come complete with an oval of track and two sidings, a 'Trak Mat', and a DCC unit.

Each drive unit has lights that illuminate in the direction of travel, but these can be switched on and off at will using the DCC unit even when the train is in motion.

For those who prefer a steam outline model Hornby has put together what is likely to be a popular 'starter kit' for DCC enthusiasts—The Venice-Simplon-Orient Express British Pullman.

This features a Merchant Navy Class Pacific locomotive, three Pullman cars and a Hornby Select Digital

control unit.

Conventional control is the order of the day for the remaining seven new train sets.

### Modern image

These include a starter set with a simple oval of track, the Goods Master Diesel Freight (R1070), which boasts an 0-4-0 diesel based on a Class 06, four wagons and a brake van.

Likely to be of interest to modern image modellers is The Blue Pullman (R1093), inspired by the Hertfordshire Railtours and FM Rail train.

The specially liveried Class 47 and Mk II coaches come complete with an oval of track and

one siding.

There are four additional passenger sets, including another basic starter set (R1069), featuring an LNER 0-6-0 and two old style clerestory coaches in LNER livery.

The others are a Eurostar (R1071), The Flying Scotsman, and The Royal Scot, which features a blue Duchess (City of Bristol) and four 'blood and custard' coaches.

The most unusual of the train sets must surely be the City Freight, which somewhat incongruously mates a Deltic in early BR green livery with four private owner wagons and a brake van!

## Editor's space...

*IT SEEMS* incredible that so much time has passed since I last sat at the keyboard to pen a few lines of comment.

And there have certainly been times during the past 12 months or so that railway modelling and the magazine seemed pretty unimportant.

The illness of parents and the consequent travelling to and fro to visit them, sometimes covering more than 200 miles a week, meant there was little time for modelling interests.

I realised when beginning this magazine that I hadn't visited a show since the summer of 2005 when a holiday in Scotland provided an opportunity to check out the Perth event.

Consequently, I have to build up a fresh stock of layout pictures for future features and will try to fit in some show visits in the coming months.

That's not to say I haven't been keeping in touch with developments.

There have certainly been some great models—both diesel and steam outline—produced in 2006, culminating in the excellent Fairburn tanks from Bachmann.

Of course, 2006 saw some rather odd additions to the modelling scene, including Bachmann's bizarre take on railway 'eras'.

The whole exercise seems to be more about marketing a product than reflecting what actually happened on Britain's railways.

There is simply too much of an overlap in liveries, stock and operators to be dogmatic about when a certain livery might be seen or was replaced.

In BR steam days pre-nationalisation coaching stock dominated until the 1960s and trains were often made up of a mixture of Mk 1s and older vehicles, sometimes from different regions.

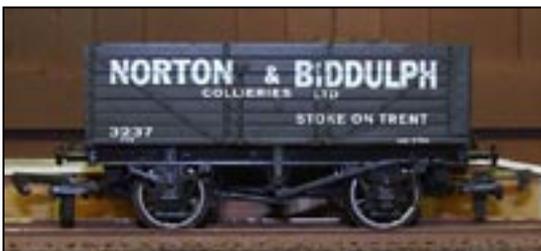
Liveries were equally mixed. It was possible, for instance to see a Western train made up of 'blood and custard', maroon and 'chocolate and cream' stock.

Repaints are expensive, even today, and steam locos often carried their livery scheme for many years.

A classic example, actually once modelled by Bachmann, was ex-GWR pannier tank 8700, which carried its 1934 'Shirtbutton' livery well into the 1950s!

It wasn't the only example either....

## Dapol keeps the wagons flowing...



DAPOL continues to augment its extensive range of 00 Gauge wagons with special commissions for clubs and dealers.

The latest commissions include (top left) a 7-plank Norton and Biddulph Collieries wagon (Stoke on Trent) for Trident Trains of Walgherton, and (below) a limited edition variant on the six-wheel milk tank, MMB Milk, for the Barry and Penarth Model Railway Club.



# LOCATION...LOCATION...LOCATION



Narberth (Arberth)

Above: Narberth station. Below: Tunnel mouth



## Pembroke branch station survival

THE station at Narberth has much to offer the modeller, boasting many of the features so loved by layout builders.

There's a tunnel to conceal the fiddle yard entrance, it's built on a curve (handy for that corner location) and it once boasted a fairly substantial goods yard, with shed and cattle pens.

It owes its existence to the former Pembroke and Tenby Railway, which opened in July 1863 and was extended through Narberth to Whitland in 1866.

### Absorbed

Built to 'standard gauge' the line originally terminated at its own station next to the GWR's main line station.

The GWR subsequently altered its tracks to accommodate through running (the abolition of the Broad Gauge on the South Wales main line took place in 1872).

The line was eventually absorbed by the GWR in 1897.

Narberth station lies within a rather cramped site (sounds familiar) and is located partly on a curve within a cutting and partly on an embankment.

As built it had a two platforms (up 302 ft, down 297 ft), a passing loop, a tiny platform signal box, a 75 feet long goods shed (now in industrial use) and a fan of sidings ending in a three way point and short spur, which served the original cattle pens.

This layout was changed over time; the cattle pens were moved, the three way point lifted and replaced with three simple sidings.

In 1925 two goods trains a day was the 'norm' on the branch and would have included the carriage of coal, roadstone, timber and farm goods. Goods traffic at Narberth ceased in June 1965.

# LOCATION...LOCATION...LOCATION



**Above: A view of the station looking towards Pembroke. Below: Shrubs obscure the station sign, which appears to be a copy of the original GWR board.**

Stopping passenger services, relatively unchanged even today, amounted to five or six each way a day. Summer traffic was inevitably busier as trains serviced the seaside resorts along the Pembroke coast.

The branch had its own named train—the Pembroke Coast Express—which in steam days might be Manor or Mogul hauled.

Today's lightweight services are catered for by a single class 153 diesel unit; in steam days it would have been a couple of coaches hauled by a GWR pannier or prairie loco.

The station became unstaffed in September 1964 and the

down platform was taken out of use when the signal box closed in October 1965. The line between Whitland and Tenby is operated as one block section and Narberth trains stop 'on request'.

Further information on track layouts and plans can be gleaned from the OPC book *An Historical Survey of Selected GWR Stations (Vol. 4)* by C.R. Potts.

Details of both passenger and goods services on the line (and those on similar lines) can be found in *Great Western Branch Line Modelling (Part Two)*, by Stephen Williams, published by Wild Swan.



**Above: The original station building (now in commercial use) with small front canopy seen from the road. Below: Detailed view of one of the cast iron platform canopy supports.**



## Bachmann set to upgrade elderly range of LMS locos

Switch to 21-pin decoder socket now under way

**IN A move that reflects a growing trend among European manufacturers, Bachmann has released two Class 66 OO scale locomotives fitted with the latest European 21-pin decoder sockets.**

One of the locos, EWS 66022 *Lafarge Charnwood* (32-725DS), is the first British outline ready to run model with factory-installed sound fitted with a 21-pin sound decoder.

The other, non-sound locomotive (32-731) is equipped with a 21-pin decoder socket.

The firm says it has been necessary to fit the 21-pin decoders to these locomotives to achieve top quality sound.

The chassis of the new Class 66 locomotives was modified to accommodate them because locomotives with sound require more connections than the standard 8 pin sockets allowed.

However, the new 21-pin sockets fit directly to the locomotives printed circuit board, which has reduced the volume of wiring harness fitted.

In the future both locomotives with factory fitted sound and non-sound variants of the same type will be fitted with 21-pin decoders.

For purchasers of the non sound Class 66 locomotive (and the future Bachmann locomotives that use the 21 pin sockets) who wish to use 8 pin decoders it will be necessary to purchase an adapter (36-559 or L38004) to fit the 21 pin socket.

This retails at £3.40 and can be obtained from your Bachmann dealer.

**BACHMANN is expected to release details of its revamped range of LMS 4-6-0 locomotives at the Toy Fair in London at the end of January.**

The model makers announced in August 2006 that it planned to upgrade the aging fleet of locos that had been a part of the range for many years.

Tooling for these locomotives, which include Jubilees, Patriots and Royal Scot classes, is now nearly three decades old and the split-chassis on which they are built is not ideally suited for conversion to DCC operation.

### Original Patriot

In addition, the opportunity will be taken to fill an outstanding gap in the range and work is in progress to produce an 'original' Patriot as well as a new model of the Rebuilt version.

Graham Hubbard, Managing Director said "when we introduced these locomotives they were fitted with a split

chassis which does not lend itself for easy conversion to DCC operation."

"We have started a programme of upgrading chassis to ensure that these models are DCC ready in future.

"In addition to providing new chassis, we will also produce new tooling for the bodywork.

"This will enable us to take advantage of the many advances that have been made since the original models were produced.

"These will in effect be brand new models which will be to the same high standards as our other Blue Riband releases.

"We can utilise the Fowler tender from our Crab Class locomotive to produce long and short firebox Jubilees, original/rebuilt Patriots and original/rebuilt Royal Scots".

### Collectors step in to help society

The Bachmann Collectors' Club is to sponsor the Train Collectors Society Exhibition in Sandy, Bedfordshire, on Saturday June 30 and Sunday July 1, 2007. The event, which had been under threat from rising costs, is the largest single gathering of historical operating layouts under one roof in the UK.

Club loco proves a fast mover

**THE Bachmann Collectors Club limited edition Fairburn tank locomotive (32-875K) in Caledonian blue livery has set a new record.**

**The model sold out in just three weeks, beating the record set by 9F Black Prince by a week!**

**504 examples were produced and each had an individually numbered certificate signed by the real locomotive's owner, Charles Maher.**

**The non-authentic blue livery was carried by locomotive No. 2085 after preservation for a 10 year period.**

Graham Hubbard, Managing Director of Bachmann Europe Plc said, "We are delighted that the Fairburn tank carrying this livery has proved popular with our members and that they appreciate the added value we have provided in the form of an individually numbered and signed certificate.

He added, "We have more exciting plans for 2007".

## New Heljan terminal

MODERN image modellers will no doubt welcome the recent release by Heljan (right)—an impressive ready to use container depot crane.

The Container terminal kit contains a gantry with trolley and hoist, a control unit, two containers, a base element with fitted crane rails, two OO/HO scale tracks (22.6cms), eight rail connectors, screws fitting and a manual—everything in fact to set up and operate the set.

Additional containers can be purchased separately along with a variety of items to extend the terminal.



# A MODELLER'S MISCELLANY (2)

EACH month in this series of articles we will publish a set of pictures which we hope will provide modellers with inspiration to help them create authentic looking buildings. This month we feature a selection of 18th and 19th century shop fronts—grand and not so grand—that are suitable for both modern and period street scenes...



Next month: A selection of windows from domestic buildings large and small...

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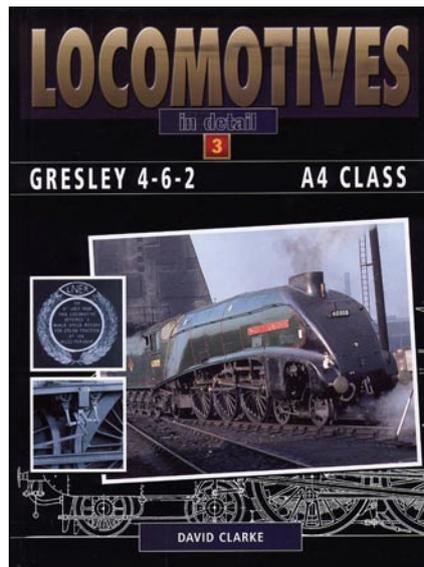
# Gresley 'Streaks' given the detailed treatment

RAILWAY enthusiasts will always argue about what was the most impressive, most powerful or just the best looking steam locomotive ever built, but all will agree that Gresley's A4s were certainly among the UK's top five classes.

They were, of course, the world's fastest steam locomotives and the LNER's record setting exploits with 4468 'Mallard' on Stoke Bank are part of railway history.

Although rendered redundant by the introduction of diesels on the East Coast Route to the north, they were among the last major pacific locos in service, and ended their days on the Glasgow-Aberdeen expresses. The last six were withdrawn in 1966 and six have been preserved.

**David Clarke's** excellent treatise has been written with the modeller in mind and provides a fully illustrated,



comprehensive history of the class.

Split into seven chapters the book deals with Design, Construction, the Running Plate and Cab, Tenders, Liveries and Names, and the operation of the class in service and in

preservation.

In addition there is an appendix containing a series of 4mm/ft scale drawings and an allocation table detailing the home sheds of each member of the class from their introduction in 1935.

The chapters on Tenders and Liveries will prove especially interesting to those modelling the LNER and wishing to detail their ready to run models.

There is a good selection of colour photographs, including some rare pre-war examples, but perhaps the moodiest is of Empress of India (number 11) pictured in August 1947 in post-war Garter Blue at Newcastle Central complete with LNER on the tender and a red backed nameplate.

At £16.99 it is recommended without reservation.

*Locomotives in detail 3: Gresley 4-6-2 A4 Class, Ian Allan Publishing, ISBN: 0-7110-3085-5.*

## Classic book revives days of West Coast pacifics...

FIRST published in 1982 **David Jenkinson's** classic book, Profile of the Duchesses, traces the history of the class through black and white photographs and extended captions.

This new impression provides a good starting point for those who have come to know the class solely through the exploits of preserved examples of Stanier super power.

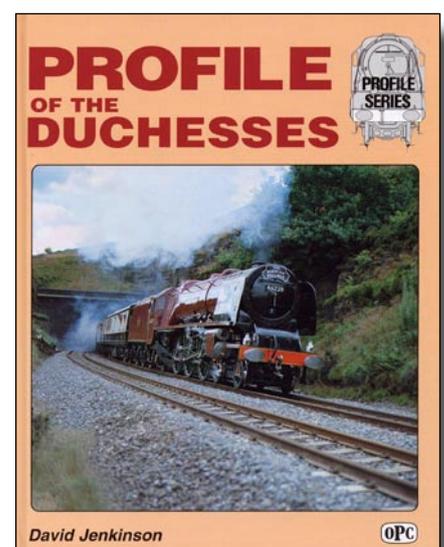
Introduced in 1937, the 38 Coronation Class locomotives earned their living on the West Coast main line, hauling the heaviest trains between London Euston and Glasgow and in direct competition with Gresley's streamliners on the LNER.

Unlike Gresley's A4s not all of the class were streamlined and all lost their 'casing', the last losing its casing in 1949 (6243 City of Lancaster). As a result there are many variations between individual members.

The book provides the modeller with a wide range of photographs for each member of the class, covering both LMS and BR days, along with details of allocations and modifications.

Unfortunately, there are no colour illustrations and the overall quality of some of the photographs leaves a little to be desired.

Nonetheless, the return of this classic book is to be welcomed as it provides a useful source of



information for those detailing ready-to-run models and at £14.99 is hardly likely to break the bank.

*Profile of the Duchesses, Oxford Publishing (an imprint of Ian Allan), ISBN: 0-86093-176-5*

# Irish narrow gauge line recalled with affection

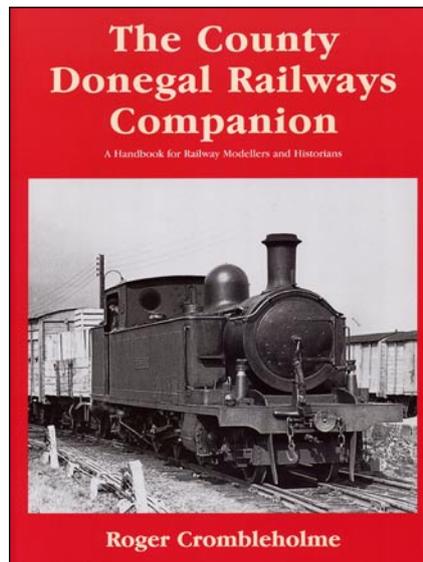
IT IS nearly 50 years since the last red steam locomotive belonging to the County Donegal Railway made its way along the rural byways of what was arguably the most famous of Ireland's 'narrow' gauge railways.

Of course, by British standards three-foot track spacing is almost standard gauge, and the locomotives reflected this, the heaviest examples turning the scales at 50 tons!

The railway also pioneered the use of petrol powered railcars, the first, a four-wheeled inspection car taking to the tracks 100 years ago.

By the 1920s and 1930s the railway was operating a wide range of vehicles, some of which had been converted from road use—a popular subject among those modelling Irish railways of the period.

The book tells the story of the railway from its early days, placing it firmly in its social, economic and political context, examines its relations with neighbouring lines and draws on the recollections of those



who worked on and used it.

Author **Roger Crombleholme** is a distinguished modeller and, as might be expected, the book looks at the railway's rolling stock in detail, using 150 black and white photographs and scale drawings of locomotives, railcars, carriages and wagons.

There are also chapters covering the permanent way and signalling, liveries, station buildings and other structures, and a detailed look at operations on the 125-mile system.

Especially illuminating is a reflection on 'life' in Stranorlar works.

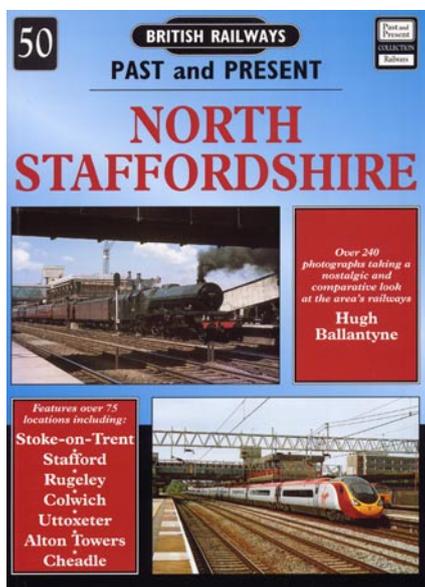
These reminiscences by Cathal Hannigan, who worked in the carriage and wagon shop from 1944 until the railway closed in 1959, give a insight into ingenuity and dedication of the workers tasked with keeping vehicles operating.

In addition, the book provides a guide to what survives today and includes information on where to find preserved items of CDR rolling stock.

Given the growing interest in Irish railways—not just among modellers—this £14.99 softback book is likely to attract a wide audience. Recommended.

*The County Donegal railways Companion: A Handbook for Modellers and Historians, Midland Publishing (an imprint of Ian Allan), ISBN: 1-85780-205-5.*

## Lines around the 'Knotty' in sharp focus



THE railways of North Staffordshire, especially around Stoke-on-Trent and the county town were always busy in the days of steam and have remained so despite the cutbacks in both services and lines.

**Hugh Ballantyne's** contribution to the Past and Present series covers a small area of the county and looks at the lines of the three major pre-grouping companies that operated there—the LNWR, the North Staffordshire Railway and the GNR.

The last mentioned had but a toe hold in the area, serving a rural district east of Stafford towards Uttoxeter. It obtained access to Stafford over the NSR via Uttoxeter and then over its own tracks to Derby Friargate.

The tracks have long gone, but there are some interesting pictures in the book of an LNER D20 4-4-0 at Stafford Common and an elderly J3 0-6-0 at Uttoxeter.

As might be expected, the book follows the normal format for this series with a selection of before and after views covering a period from pre-grouping days through to today.

Two views of Stoke-on-Trent station provide one of the most interesting comparisons.

The first taken sometime around 1900 shows a NSR class L 0-6-2 passing the platform with a south bound goods, the second, a contemporary view, features a Class 66 on a trip working heading south, yet apart from the absence of NSR trolleys on the platform and enamel signs the station remains essentially the same.

This is one of the better books in the series and features a wide range of black and white photographs, all of excellent quality and well reproduced. It costs £16.99.

*British Railways Past and Present(50): North Staffordshire, Past and Present Publishing, ISBN: 1-85895-204-2.*

# Club Scene

**ATTENDANCE** at the December 2006 National Exhibition, organised by the Warley MRC at the National Exhibition Centre, Birmingham, was estimated at 18,500.

The club is planning an 'at home' event on February 11 at its headquarters, Unit 1F, Pearsall Drive, Oldbury, West Midlands, B69.

While the 'Symposium' event is not an exhibition, a number of club layouts will be operating along with several demonstrations.

All parts of the clubroom will be open and visitors will have a chance to meet kindred spirits and discuss 'anything and everything' about modelling.

**CHILTERN Model Railway Association is staging a major model railway exhibition at St Albans on January 13 featuring more than 20 layouts.**

The event, which is held at the Alban Arena (Civic Centre), will feature a wide selection of specialist and general trades along with demonstrations, static exhibits and society stands.

**THE Pennine Model Railway Society is holding its annual model rail show at the Huddersfield Technical College over the weekend of January 20/21.**

Layouts booked to attend include Nettlecomb (009), Mill Street (00) and Seabury Town (0).

**BILLED** as West Yorkshire's 'most popular show', the Normanton and Pontefract railway Modellers Society exhibition on January 27 and 28 will feature more than 20 layouts in a wide range of gauges and scales.

The event, which is being held at New College, Park Lane, Pontefract, also offers visitors a wide range of demonstrations, including one from the North Turton 0 Gauge Group. A number of societies and traders will also be attending.

**JULIAN Butcher, Hon Sec. of the de Havilland Model Railway Society** advises that the group now has a new website link: <http://www.trainweb.org/DHMS/index.htm>.



SE28 (above) is one of more than 20 layouts booked for the Stafford show.

## Stafford RC celebrates its half-century in 2007

**STAFFORD Railway Circle has notched up its half-century and will be celebrating its 50<sup>th</sup> anniversary year in style.**

In addition to its annual show in February, the club is holding a celebratory luncheon in April on the Severn Valley Railway.

The 2007 exhibition will be held over the weekend 3 and 4 February at the County Showground and will be officially opened by railway artist Barry Freeman and local railway author Ted Talbot.

Both have a connection

with the SRC; Ted was a founder member in 1957 and Barry appeared at the club's 1993 exhibition having recently embarked on his career as a professional railway artist.

### Booked

To date some 22 layouts are booked to appear, more than half of which are in 4mm scale, including Tremorfa Road, SE28 (featured on the Trains

Online web site), and Essington Lane.

Stafford SRC's own Littleton, which won the Best Layout Award at the Warley NEC exhibition, will also be on show.

The event will also host a photographic display by Jeff Cogan and Ken Bull.

In addition, a series of demonstrations will be provided by Bob Dawson, John Degg, Bill Wood and Mike Williams.

## Attention all club secretaries

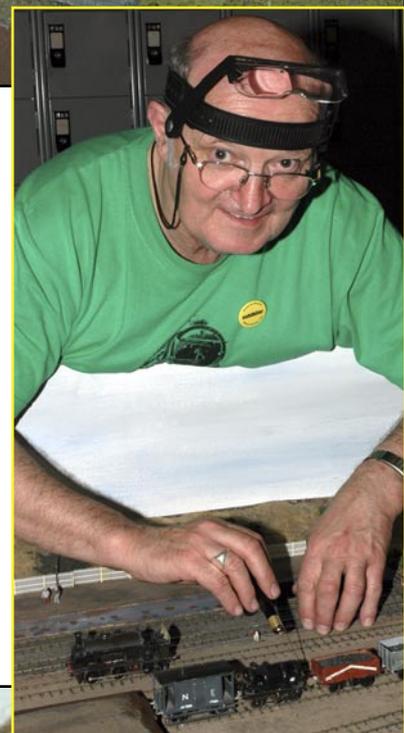
**Trains On-line Magazine needs your news, views and details of forthcoming events.**

**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](mailto:editor@trainsonlinemagazine.co.uk)**

# Retrospective scene at Perth 2005



Top: Almond Bridge, Perth and District MRC's new layout, made its debut at the June 2005 show and proved an undeniable hit with visitors.

Above: Busy times at Newton Toll's terminus station. This 00 gauge layout is the creation of the Moray MRG and is set in the late 1950s.

Right: Brian Milligan of Dundee MRC, complete with magnifying 'specs' unhooks a set of three-link couplings during shunting operations on the club's Leslie layout.

Bottom right: Former North British 0-6-2 number 209 shunts a mixture of pre-grouping stock on the Dundee MRC's layout, which is a scale model of the former Fife station at the



# PROTOTYPE PROFILES ... 9



**Class 87 at work**

Above and below: 'Royal Scot' 87008 leads classmate 87007 as the pair pass through Carstairs station on June 20, 2005. A search through the editor's photographic collection revealed a picture of 87008 (see opposite page for comparison) taken more than 25 years ago, when the loco was a mere six years old—note the pantographs.

## West Coast 'Scots' revived under BR



THE extension of WCML electrification from Weaver Junction to Glasgow led to a need for additional ac electric locomotives. This was met by the introduction of the Class 87s and all but one of the 36 Crewe-built locomotives entered service between 1973 and 1974.

The exception was the sole thyristor controlled 87/1, which although allocated the number 87036, never carried it. It entered service as 87101 in March 1975 and was used for research purposes until 'officially' entering revenue earning traffic in January 1977.

The most obvious difference between the Class 87 and its similar looking predecessor (the Class 86) was the switch from three windscreen windows to two.

In addition, all were

built with Flexicoil secondary suspension, sealed beam headlights and marker lights, and without the four-digit train identification panels of earlier classes.

GEC supplied the power and traction equipment, the class being fitted with GECT type G412 AZ traction motors. These were frame mounted, unlike the lively riding 86s which had axle-hung motors. Even so the bogie ride qualities, on introduction at least, were disappointing and

# PROTOTYPE PROFILES ... 9



**Top: 87008 *City of Liverpool* pictured at Wolverhampton High Level in 1979. Right: 87028 *Lord President* at Wolverhampton in spring 1984. Bottom: an unidentified 87 approaches Tamworth Low Level on a London bound express in the summer of 1984.**

additional work was carried out by Crewe to overcome this.

One cross arm GECT pantograph was roof mounted to the rear of the no.1 cab; these were later replaced by Brecknell Willis high speed pantographs allowing a maximum speed of 110 mph (the locos were geared for that speed).

As might be expected of locomotives built at that time they were fitted with air brakes only.

In 1977 BR decided to name the whole class as 'Royal Scots', though actually using names from a variety of steam classes—87001, which was previously named *Stephenson* (1975), becoming *Royal Scot*.

The original *Stephenson*

nameplate was moved to 87101 in October that year.

All carried the standard BR blue livery when built.



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# YOUR GUIDE TO 2007 EXHIBITIONS

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

## FEBRUARY

### 3 & 4 (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: <http://www.staffordrailwaycircle.org.uk/exhibition.php>

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

### 10 (Sat)

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

### 10 & 11 (Sat & Sun)

Redditch Model Railway Club Exhibition, Civic Suite, Redditch Town Hall, Alcester Street, Redditch, Worcestershire. Visit web site for more information: <http://www.redditch-mrc.com/>

### 17 (Sat)

Risborough & District Model Railway Club exhibition (RISEX 2007), Community Centre (adjacent to Springs Swimming Pool), Wades Park, Stratton Road, Princes Risborough, Buckinghamshire, HP27 9AX. See web site for full details: <http://www.rdmrc.nildram.co.uk/>

Narrow Gauge South West 2007 (Small and Delightful Railway Group), Whitstone School, Shepton Mallet, Somerset. Tel: 01437 731298 (evening/weekends only) for details.

Warminster and District Model Railway Group exhibition, Assembly Hall, Western Car Park, Warminster, Wiltshire.

### 17 & 18 (Sat & Sun)

Syston Model Railway Society exhibition (Leicester Model Railway Show), Sileby Community Centre, High Street, Sileby, Leicestershire. See web site: <http://systonmrs.tripod.com/systonmodels/index.html>

North Turton O Gauge Group exhibition, Bolton School, Arts & Conference Centre, Chorley New Road, Bolton, Lancashire. BL1 4PA.

### 24 (Sat)

Milton Keynes Model Railway Society exhibition, Wyvern First School, Aylesbury Street, Wolverton, Milton Keynes, Buckinghamshire. Further information can be found on web site: <http://www.mkmrs.com/>

### 24 & 25 (Sat & Sun)

Eastleigh Model Railway Show (Solent Model Railway Group), Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Southampton, Hampshire, SO50 9NL.

## MARCH

### 3 (Sat)

Chesham Model Railway Club Exhibition, The Elgiva Theatre, St Marys Way, Chesham, Buckinghamshire.

International Model Railway Group show, Moulton Secondary School, Pounds Lane, Moulton, Northampton, Northamptonshire.

### 10 & 11 (Sat & Sun)

Basingstoke & North Hants Model Railway Society Show, Aldworth Science Collage, Western Way, Basingstoke, Hampshire. See website for more on society: <http://www.hants.org.uk/bnhmrs/society.html>

Narrow Gauge North 2007 (Narrow Gauge North Group), Benton Park School, Harrogate Road, Rawdon, Leeds, West Yorkshire, LS19 6LX.

St Neots Model Railway Club exhibition, The Priory Centre, Priory Lane, St Neots, Cambs. PE19 2BH. Details on web site: <http://www.stneotsmrc.com/exhibition/index.html>

### 17 & 18 (Sat & Sun)

Nottingham (Bulwell) Model railway Society Exhibition, The Harvey Hadden Sports Centre, Bilborough Park, Wigman Road, Bilborough, Nottingham, Nottinghamshire, NG8 4PB. Tel: 0115 939 9097 or check out web site for information: <http://www.nbmr.freemove.co.uk/exhibmain.htm#next>

Heywood Model Railway Group exhibition, Heywood Civic Hall, Middleton Road, Heywood, Lancashire. Details Tel: 0776 3347579 or see web site: <http://www.hmrg.co.uk/page9/hmrgexhib.html>

West of England Model Railway Exhibition (Redruth Model Railway Club), Carn Brea Leisure Centre, Station Road, Pool, Redruth, Cornwall, TR15 3QS.

### 24 & 25 (Sat & Sun)

Nailsea & District Model Railway Club exhibition, Princes Hall, Sunhill Park, Princes Road, Clevedon, Somerset, BS21 7SZ. Details on web site: <http://www.nailseamrc.org.uk/>

### 31 (Sat)

National Garden Railway Exhibition (Association of 16mm Narrow Gauge Modellers), Hall 1 & Wolfson Hall, National Agricultural Centre, Stoneleigh Park, Coventry, Warwickshire, CV8 2LZ. Details on web site: <http://www.16mm.org.uk/membersindex.htm>

Raunds Windmill School Association exhibition, Windmill Primary School., Windmill Lane, Raunds, Northamptonshire, NN9 6 LA. Tel: 01933 312364.

## APRIL

### 14 & 15 (Sat & Sun)

Heathcote O Gauge Society Spring Model Railway Show, Hind Leys Community College, Forest Street, Shephed, Leicestershire

Crawley Model Railway Society exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, West Sussex, RH12 1SR. Details on web site: <http://www.crawleymrs.org.uk/CMRSEXH?crawleymrs=1dc44c734c8c6eff959902e69d41fac5>

### 21 & 22 (Sat & Sun)

East Grinstead Model Railway Club exhibition, Sackville School, Lewes Road, East Grinstead, West Sussex, RH19 3TY. Details on web site: <http://www.egmodelrail.co.uk/index.html>

Scalefour North 2007 (Scalefour Society), Wakefield College, Thornes Park, Wakefield, West Yorkshire. Further information on web site: <http://www.scalefour.org/Shows/index.htm>

Mickleover Model Railway Group Exhibition, Assembly Rooms, Market Place, Derby, Derbyshire. See web site : <http://www.mmrg.org.uk/index.htm>

Milestones Museum Model Engineering Show, Milestones, Churchill Way West, Basingstoke, Hampshire, RG21 6YR. Further information Tel: 01256 403929.

Bradford Model Railway Club exhibition, Bradford Cathedral Community College, Lister Avenue, Bradford, West Yorkshire, BD4 7QT. Details on web site: <http://www.bradfordmrc.org.uk/>

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.