

The Journal of the Gauge O Guild

GAZETTE

Volume 22 No6

FEBRUARY 2024



Hayling Island waterside layout

NOTE NEW GUILD ADMIN TELEPHONE NUMBER & CONTACT ADDRESS PAGE 12





SCAN FOR MORE INFO!

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Scorpio Models G W R

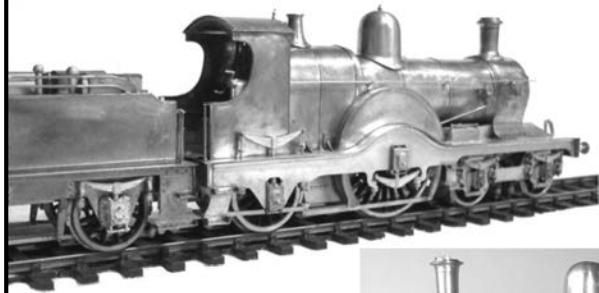
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Unfortunately, due to increasing costs, we have had to increase our prices.



3031 Achilles 4-4-2 £430



2301 Dean Goods 0-6-0 £340



9701 0-6-0PT Condensing Tank £215



850 class 0-6-0PT £160

GWR wagons

B2 45 Ton Roll wagon 'Totem A'	£40
C16 35 Ton 'Crocodile G'	£55
E1 20 Ton 'Morel'	£35
F2 Steam roller wagon	£48
F3/4 25 Ton 'Loriot R'	£40
G9 12 Ton 'Serpent'	£30
G13 15 Ton 'Loriot L'	£40
G27 20 Ton 'Loriot W'	£35
G40 20 Ton 'Loriot N'	£35
J1 40 Ton rail wagon, Gane	£52
J8/L21 10 Ton Macaw/ match truck	£27
J9 20 Ton Twin 'Mite'	£54
M2 Shunters Truck	£36
N1/11/14/15 40 Ton Loco coal wagon	£80
Broad Gauge N6 8 Ton Loco coal	£45
N20 10 Ton Loco coal wagon	£28
N21 12 Ton Loco coal wagon	£28
N23/N28 20 Ton Loco coal wagon	£40
N27 20 Ton Loco coal wagon	£40
O8/16/19/28 14 Ton Open C	£53
P14 10 Ton ballast wagon	£28
T12 18 Ton Sleeper wagon	£40
V1 Bogie Iron Mink 'F'	£85
X7/8/10 Mica Insulated meat van	£50
Z2/3 20 Ton Gunpowder van	£40
DD2 Water tank wagon	£52



DD2 Water tank wagon £52



£40 N23/28 20 Ton Loco Coal



O8/16/19/28 Open C £53

Loco Kits

'Armstrong' Class 4-4-0	£450
3031 'Achilles' class 4-2-2	£430
Queen class 2-2-2	£350
2301 Round top or Belpaire 'Dean Goods'	£340
Broad Gauge Armstrong goods (without tender)	£255
Round top or Belpaire Armstrong goods 0-6-0	£365
1076 'Buffalo' class outside framed Saddle tank	£255
1076 'Buffalo' class outside framed Pannier tank	£210
645,655,1501,1813,1854,2721 0-6-0 Saddle tank	£260
57/8750, 645, 655, 1501, 1813, 1854, 2721 0-6-0PT	£260
Modern Large Pannier (57xx or 8750)	£210
9701 Condensing Pannier	£215
850 class 0-6-0 Pannier tank	£160
2021 class 0-6-0 Pannier tank	£160
48xx,58xx,14xx 0-4-2 tank	£185
5101/61xx Modern Large Prairie 2-6-2T	£250
'Scott Atlantic' class 4-4-2 (with tender)	£335
'Grange' with 3500 or 4000 gallon tender	£330
'Manor' with 3500 gallon tender	£330
'Saint' with 3500 gallon tender	£340
'Star' with 4000 or 3500 gallon tender	£340
Hall or Modified Hall with 3500 or 4000 gal. tender	£340
Hawksworth 'County' class 4-6-0	£340
'Castle' with 4000 or 3500 gallon tender	£350
'King' with 4000 gallon tender	£355
Dia Q & Q1 59'6" Steam Railmotor (& motor bogie)	£335
Dia O & R 70' Steam Railmotor (& motor bogie)	£400
28xx 2-8-0 - early short cone version	£415
28xx 2-8-0 - long cone version	£350
2884 2-8-0 - later Collett version	£350

Seven Models Range

BR Standard 5 4-6-0 with tender	£340
BR Standard Caprotti 5 4-6-0 with tender	£340
BR Standard 6 'Clan' 4-6-2 with tender	£405
BR Standard 7 'Britannia 4-6-2 with tender	£405
BR Standard 8 'Duke of Gloucester 4-6-2 with tender	£430
BR Standard 9F 2-10-0 with tender	£395
BR Standard Franco-Crosti 9F 2-10-0 with tender	£425

Transport Age flatpack kits

BR Standard 3 2-6-2 Tank	£230
BR Standard 3 2-6-0	£275
BR Standard 4 4-6-0 with tender	£300

Tenders

Armstrong 1800 gallon tender	£115
Dean/Churchward 2500/2600 gallon tender	£120
Dean/Churchward 3000 gallon tender	£120
Churchward 3500 gallon tender	£115
Collett 4000 gallon tender	£115
Hawksworth 4000 gallon tender	£115
Churchward bogie tender (ex 'Great Bear')	£120

Coaches/Brown vehicles

Dia A31 59'6" Autotrailer	£195
Dia O8 28'6" outside frame Siphon C	£115
Outside Frame Siphon G dia. O11	£180
Outside Frame Monster dia. P16	£180
Dia O7 40' Siphon F (Outside framed)	£125
Dia P19 28'6 Python A	£100
Outside Frame Siphon H dia. O12	£180

Please contact for a list of the full range P&P Extra

We hope to see you at
Kettering 2nd March
NewGOG 13th April
Kempton Park 1st June

Slater's wheels are available with all our kits



Albion Models



E1 0-6-0T

The Albion Models range of LBSCR locomotive kits, produced in etched brass and nickel silver. Most castings are in brass.

UK Prices plus P&P

7L22 LBSCR/SR D1 0-4-2T	£315.00
Motor/Wheels/Gearbox Pack	£121.22
7L23 LBSCR/SR/BR E1 0-6-0T	£315.00
Motor/Wheels/Gearbox Pack	£128.93
7L24 LBSCR/SR/BR E5 0-6-2T	£315.00
Motor/Wheels/Gearbox Pack	£149.28
7L25 LBSCR/SR/BR E6 0-6-2T	£315.00
Motor/Wheels/Gearbox Pack	£149.28
7L26 LBSCR/SR 'Gladstone' 0-4-2	£355.00
Motor/Wheels/Gearbox Pack	£182.27

P&P to UK on Loco Kits £11.00 each.



E5 0-6-2T



Gladstone

Southwark Bridge Models



Wagon Kits Sprung buffers and castings are included

SBM7018 LSWR 40t Ballast Hopper	£115.50
SBM7021 LSWR Ballast Plough	£110.00
SBM7023 LSWR 4w Ballast Hopper	£55.00
SBM7080 GWR AA1/3 Planked Toad	£110.00
SBM7081 GWR AA1/3 Plated Toad	£110.00
SBM7085 GWR 12t Ballast Hopper	£55.00
SBM7086 GWR P7 Ballast Hopper	£65.00
UK P&P per kit	£8.00

12 Volt Can Motors

TV18-33 33x18x23mm 2mm shaft	£24.00
TV12-27 27x12x15.5mm 1.5mm shaft	£24.00
H1024 24x10x15mm 1.5mm shaft	£20.00

Flywheels

FW12-06-01 Flywheel 12x6mm 1.5mm shaft	£5.20
FW12-06-02 Flywheel 12x6mm 2mm shaft	£5.20
FW12-10-01 Flywheel 12x10mm 1.5 Shaft	£5.20
FW12-10-02 Flywheel 12x10mm 2mm shaft	£5.20
FW17-12-02 Flywheel 17x12mm 2mm shaft	£5.20

Gearboxes Etched Nickel Silver Frame Kit with 2mm bore Steel Worm & 3/16" Brass Gear.

To fit Mashima M1824 or M1833 or TV18-33	
7G1318 .13:1 Gearbox	£20.75
7G2018 .20:1 Gearbox	£20.75
7G2618 .26:1 Gearbox	£20.75
7G4018 .40:1 Gearbox	£20.75
7G4218 .40:1 Gearbox 2 Stage	£29.00
7G5418 .54:1 Gearbox	£20.75
To fit Mashima MH1620/24/26/28 Series	
(Available with 1.5mm bore worm to fit TV12-27 and H1024)	
7G1316 .13:1 Gearbox	£20.75
7G2016 .20:1 Gearbox	£20.75
7G2616 .26:1 Gearbox	£20.75
7G4016 .40:1 Gearbox	£20.75
Gear Sets (state ratio required)	£14.00
P&P motors/gears to UK £3.50 per order	

Deliveries. I try to keep good stocks of all our products on hand, but **delivery times are currently greatly extended.** Your patience is appreciated.

Exhibitions - See Website



Whitemetal loco kits, with nickel silver chassis and pre-formed boilers. Alternative fittings included. Sprung buffers available.

7L8 LBSCR/SR/BR Terrier 0-6-0T	£195.00
Motor/Wheels/Gears Pack	£128.93
7L10 SEC/SR/BR P Class 0-6-0T	£195.00
Motor/Wheels/Gears Pack	£128.93
7L12 LSW/SR/BR O2 0-4-4T	£195.00
Motor/Wheels/Gears Pack	£142.37
7L13 LSW/SR/BR G6 0-6-0T	£195.00
Motor/Wheels/Gears Pack	£128.93
7L14 LSW/SR/BR Beattie W/T	£195.00
Motor/Wheels/Gears Pack	£121.22
7L15 LSW/SR/BR Adams Radial	£240.00
Motor/Wheels/Gears Pack	£161.92
7L16 0-4-0 Crane Tank	£175.00
Motor/Wheels/Gears Pack	£100.87
7L17 LBSCR/SR/BR E4 0-6-2T	£240.00
Motor/Wheels/Gears Pack	£149.28
P&P to UK on Loco Kits £11.00 each.	



WD Austerity 2-8-0 / 2-10-0

Etched brass and nickel silver kits. All castings are lost-wax brass except for back-heads. All axles run in sprung hornblocks which are also available separately.

7L18 WD Austerity 2-8-0 inc tender	£577.50
2-8-0 Wheels Pack	£213.99
7L19 WD Austerity 2-10-0	£627.00
2-10-0 Wheels Pack	£244.78
UK P&P per loco	£20.00

Loco built and painted by Pete Jary.



GWR Medium Metro 2-4-0T

Etched brass kit, nickel silver chassis and rods, cast brass fittings. New batch includes new revised footplate.

7L7 GWR Medium Metro	£310.00
Motor/Wheels/Gearbox Pack	£121.22
P&P to UK £11.00	



7C34 Ex SECR Push-Pull Driving

Trailer. Set 660 (4mm shown)

7C33 Ex SECR PushPullComposite
£203.00 + £11.00 P&P. Wheels & Bearings + £21.00 Each coach.

7A252 Partitions, Door Handles etc. for two car SECR set £46.00

7C40 LBSCR 54ft Brake Third

7C41 LBSCR 54ft Composite

7mm Scale Etched Brass Kits Pre-formed brass roof, sprung buffers, seats & bogies.
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7C45 LBSCR/SR/BR Push-Pull Compo

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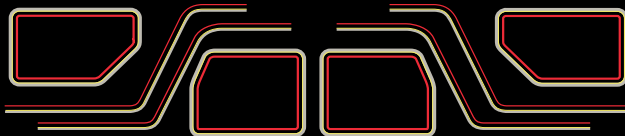
84XXX Locos - FRH7087

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LY/LMS/BR Pug Black.....£450.00
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GL23 LMS/BR BRITISH LEGION.....£480.00
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GL28 LMS/BR 2P 4-4-0.....£380.00
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GL44 LNER/LMS / BR COAL TANK 0-6-2.....£320.00
GL50 LNER/BR 2-8-8-2 GARRATT.....£750.00
GL57 LNER / BR L1 2-6-4.....£380.00
GL58 LNER / BR B1 4-6-0.....£460.00
GL59 LNER / BR K1 2-6-0.....£440.00
GT862 SR/BR Urie King Arthur.....£550.00
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FT9 NER/LNER/BR G6/BTP 0-4-4T.....£275.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS

Includes wheels, gears and motor
TC1 Class 02 0-4-0 Diesel Shunter.....£250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter£280.00

TOWER COLLECTION LOCO KITS

Require wheels, gears and motor
TC2 LMS streamlined Coronation.....£725.00
TC4 LMS/BR non streamlined Duchess...£695.00
TC5 LMS/BR de-streamlined Duchess...£695.00
TC6 LMS/BR Sir William Stanier.....£695.00
TC7 LMS/BR Black Five 4-6-0.....£695.00
TC14 LMS/BR Stainer 8F 2-8-0.....£695.00

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K301 B.R Standard 2MT 2-6-0.....£532.87
K302 LMS/B.R Ivatt 2-6-2T.....£465.23
K303 LMS/BR Fairburn 2-6-4 T.....£483.89
K310A LNER/BR A3 with Corridor tender.£764.89
K317B BR Britannia with BR1/1A tender.£764.89
K320 LMS / BR 2P/2F/2MT 2-6-0.....£532.87
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7064 B.R 12ton Standard/Flat Van.....£41.50
7065 B.R Meat Van.....£41.50
7066 B.R. Insulated Van.....£41.50
7067 B.R 13 ton contflat 'A'.....£37.50
7069 B.R Lowfit Wagon.....£37.50
7070 B.R 12 ton Palvan.....£41.50
7071 B.R 13 ton High Goods Wagon.....£37.50
7033 LNER/BR 20T Brake Van.....£53.00
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70020 SECR/SR/BR 4 wheel PLV/GUV.....£86.10
70021P SR/BR Bogie Van.....£135.90
70022 SR/BR 4 wheel BY.....£86.10

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W603 GWR 6 wheel brake.....£51.75
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W605 GWR Steel Open.....£41.50
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W608 BR 27 ton Iron Ore wagon.....£50.95
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SLE792BH Left Hand Point.....£60.25
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PL33 Microswitch.....£7.75
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PS16 LNER Loco Coal wagon.....£41.75
PS17 BR 12 ton Pipe wagon.....£41.75
PS23 GWR/BR 13 ton open wagon.....£41.75
PS24 GWR/BR 12 ton unfitted van.....£41.75
PS25 BR 24.5 ton mineral wagon.....£41.75
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PS27 GWR/BR 12 ton open with tarp bar £41.75
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PS30 BR 16 ton mineral wagon.....£41.75
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PS32 BR 16 ton mineral (ex SNCF).....£41.75
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PS101 SR/BR Meat van.....£41.75
PS104 BR 21 ton coal hopper.....£41.75
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PS115 LNER/BR Brake Van.....£48.50

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47-572 Midland Water Crane.....£25.45
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47-055 Site Office.....£55.25
47039 Office Block.....£77.20

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2 Ramps & 2 straights (98cms) £89.95
3 straight (88cms) £69.95

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Available as CK, SO, SK and BSK in crimson & cream, S.R green, blue & grey, chocolate & cream and maroon, numbered or un-numbered
Basic RRP £222.44 OUR PRICE £189.07
DCC fitted RRP £261.57 OUR PRICE £222.33
NOW AVAILABLE - RERUN PLANNED 2023

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Superb quality fully finished with diecast body and excellent detail. Choice of six liveries, numbered and un-numbered.
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Sound fitted RRP £726.57 OUR PRICE £617.50
LAST FEW

DAPOL BOGIE BOLSTER E

6 LIVERIES AVAILABLE
RRP £81.00 OUR PRICE £68.50
NOW AVAILABLE

LIONHEART SUBURBAN COACHES

Fully finished superb quality with interior details and lights.
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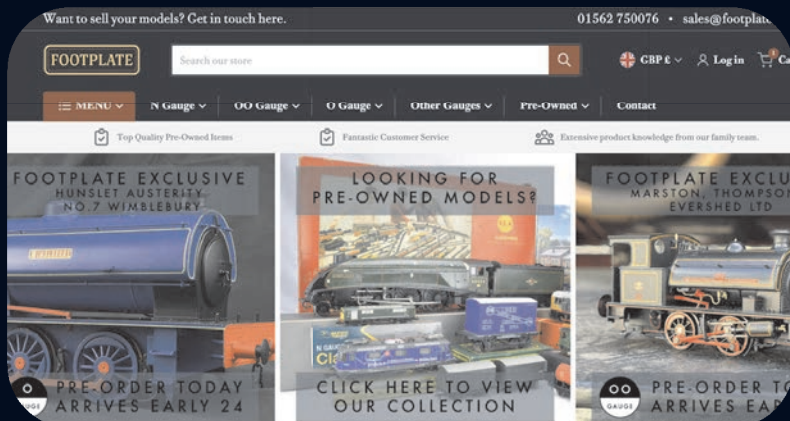
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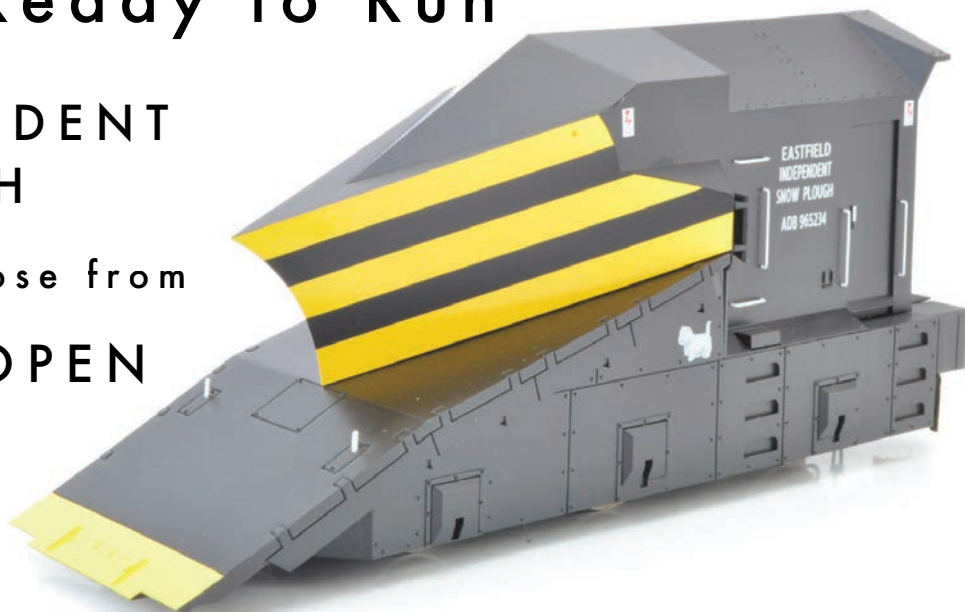
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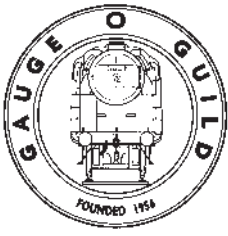
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Editorial, March 22nd 2024.

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Notes from the Editor

A happy new year of modelling!

Where I am, it is more than a bit cold outside, though we also have enough sunshine to delude us into thinking we should be outside. A brisk walk to my railway shed and back, just a few metres from our side door, convinced me that the indoor workbench is the place to be. I am experimenting with the best way to electrically-isolate brake rods from the close-by driving wheels. Of course, they should not touch so, equally of course, I should not need to isolate them. Which is why I am. I am still pushing myself to do more scenic work: the trip to the shed was to measure the two spaces most needing attention. Interestingly, just knowing the size and working out the corresponding prototype size at 7mm to the foot has given me some ideas. I have also discovered that Ash trees can grow to 35m, 100ft plus, offering a very handy range of sizes to provide visual breaks around tall industrial buildings. No doubt other trees are available but it happens I can see two well-grown specimens from our front windows.

Meanwhile, back in the reality of this issue, John Cockcroft explains the mysteries of building a skew bridge with the correct brickwork under the arch, something that has puzzled me for quite a while.

We have another in our occasional series of Modelling Pioneers. Gordon Billington was a founder of the Bassett-Lowke Society, as well as an early contributor to the Guild. Fondly written by his son Paul Billington it makes a heart-warming read.

In the last *Gazette* John Buck explained how he retrofitted radio control to an existing loco. This time round Richard Gawler takes on the challenge of including radio control while building a kit. I wonder when we will see 'RC Ready' on kits or ready-to-run items?

Meanwhile, Les Handman's Lyme has been shifted in time since it last appeared in the *Gazette*. He has kindly submitted an update and there is no mention of Dr Who or any other time traveller.

Nor is there any mention of lawnmowers in Geoff Byman's article on Grass Cuttings. These were constructed as part of his outdoor model railway, with civil engineering challenges that the owner of a baseboard layout does not face.

Alongside our usual wide range of features, our ever-popular Trade News brings you the latest releases and announcements from our community of traders, showing yet again how vibrant and well-supported our chosen scale is.

Happy Modelling
Philip

PS. We (the Guild) have recently changed our contact details so please take note of the new address and telephone number below for Guild correspondence and enquiries.

Gazette **EXTRA**

To find **Extra** material, log in to gaugeoguild.com.

Use the Publications drop-down menu to select 'Gazette'. Articles with additional material have a clickable 'View' entry in the 'Extra' column. To search for earlier issues, please use the Publications menu to click on 'Gazette Archive.'

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Cover: Hayling Island. Following an appearance in the Guild's Virtual Show in November, Richard Barton has kindly given us a detailed update about the origins and creation of this unusual layout.

Prospective authors will find helpful documents on the *Gazette* web page, under the Authors heading.



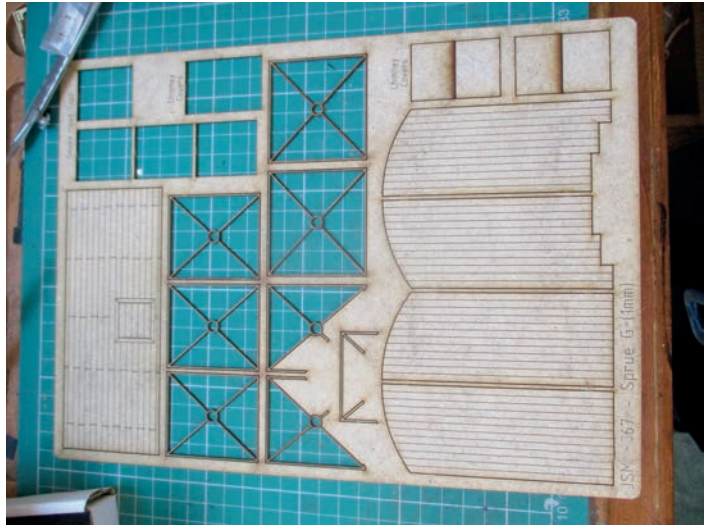
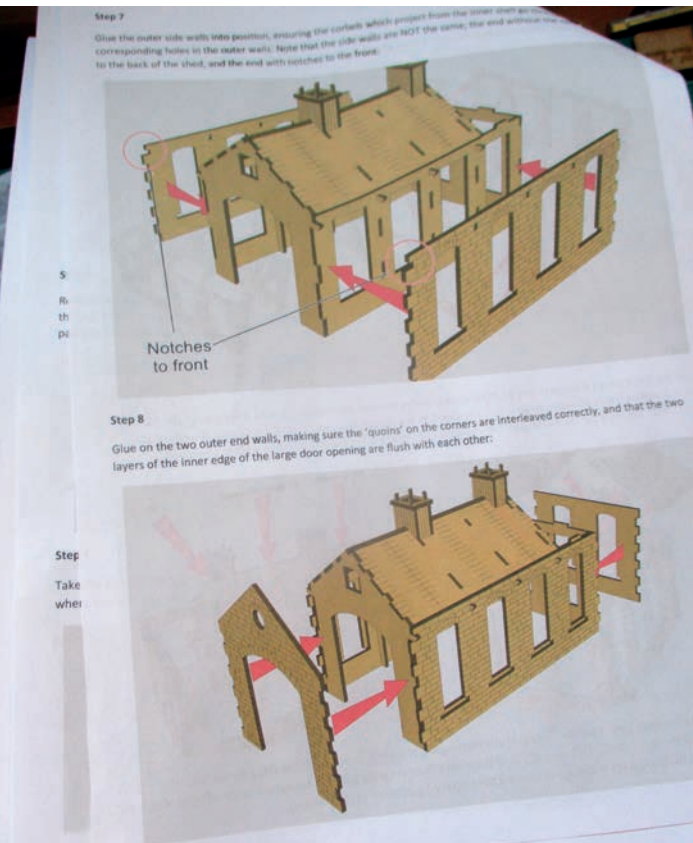
Model and kit Reviews

Industrial Engine Shed and Interior Kit by JSModels

Reviewed by Stephen Issitt

These kits were purchased from JSModels, who were at Guildex for the first time. On Jonathan's stand was a whole range of models and his website is well worth a visit.

This laser-cut kit consists of several sheets of parts, each sheet clearly identified. The individual parts are held by small tabs, easily cut from the rear. The instructions are clear and concise, and the parts go together well. The instruction sheets are in colour, with clear diagrams and easily understood text. Two formers are supplied for adjustment to part of the side walls and for forming the smokestack hoods. Also, two ends are supplied, one with windows the other blank. There is a choice of a shed with water tank or without. With this kit if you follow the instruction you will end up with a completed model without any stress.



I purchased the engine shed kit with water tank, in stone finish, but the additional interior kit comes only in brick; in fairness I am happy with that. The interior kit also comes with several items of furniture such as benches and cabinets. Also, to note, if you decide to have a solid wall at the end of the shed then the interior kit does not make allowance for this, and you could end up with two blank window shape portions of material showing. I got around this by using two offcuts of Slater's brick Plastikard to cover the window apertures on the inside. No big problem really and I'm sure other options will





come to mind. The shed kit comes with two types of doors, one for inset track and the other for normal track.

For the slates, pre-cut card sheets are supplied and these simply glue to the roof. Helpfully the roof is marked so that each line of slates goes on correctly. It is only necessary to follow the instructions to complete.

As the kit came together, I decided to coat the exterior with grey primer ready for further painting. The interior walls I gave a light dusting of white primer which gives a nice grubby finish to the walls. If using the interior kit make the windows, when the main shed is completed, the interior walls just slide inside.

As always with this type of kit, the finishing is what gives the individual feel and I plan to use acrylics to complete.

In summary a well-designed kit that goes together as it should. Two things to point out, the supports for the smoke hoods are fragile and require careful handling and secondly there are no downpipes supplied for the guttering on the shed but that is not an insurmountable problem. I believe Jonathan can supply down pipe packs if required.

The engine shed will be finished when its position on my new shunting layout is decided. I was so impressed by this kit that I have also obtained some warehouse backs which Jonathan was happy to modify to suit my requirements.



Book Reviews

Changing Engines

By Michael Hollick

Published by the London & North Western Railway Society

Contact: sales@lnwrs.org.uk

ISBN: 978-0-9570158-6-9

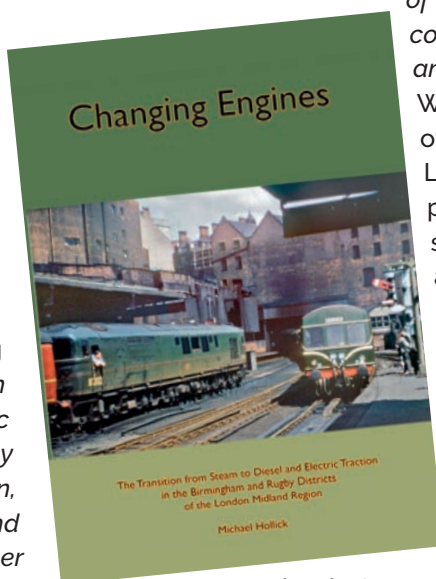
Hardback A4. 142 pages, black & white and colour photographs.

Retail price £30 plus £3 postage.

LNWRS Members £25 including postage.

Reviewed by Simon Bolton

The LNWR Society recently announced the publication of this new book, stating that *"It tells the story of the transition from steam power to Diesel and electric traction in the Birmingham and Rugby Districts of the London Midland Region, encompassing the former London and North Western Lines, and those of other companies subsumed into the Birmingham Division in the 1960s. Starting with the early prototype Diesel locomotives, it then covers the introduction of Diesel shunters and multiple units during the 1950s, working through to the final elimination of steam in 1967 and the changes made to the end of the decade. It covers the organisation of the changes, ordering and allocation of locomotives, development of Diesel and electric depots, reliability issues*



with the new traction, and the final rundown of steam duties. It is based on extensive research into surviving official records as well as contemporary reports and the reminisces of some of those involved, backed up with a comprehensive selection of colour and black and white photographs."

Which, I think, tells you all about it. A number of railway company societies, such as the LNWRS, and more familiar to me, the L&YRS, produce some excellent books using the skills and knowledge of members to make available information that may otherwise be generally inaccessible. I particularly like their readiness to move forward in time from the official end of the named companies, showing how their histories have had some influence on future railway development.

The substantial number of small black and white photos illustrate and help put into context the extensive information in the book. Some are very evocative. I lived on a narrowboat near Winson Green while at Birmingham Drama School and the photo on p81 showing a line-up of AC EMUs, seemingly overhanging the tow path, at Soho E/DMU depot, is particularly memorable. Also, a wide selection of larger, excellent colour photos at the back of the book, atmospherically illustrate the transition from steam to Diesel and electric traction and its effect on the railway

infrastructure of the area.

Amongst myriad tables, track diagrams, facts and figures, there are illuminating snippets of human interest and activity; for example, in 1955 Rycroft shed was supplied with new amenities for female staff carriage cleaners (p21). There is an illuminating statement on page 110 complaining that the Western Region Diesel hydraulics were very unreliable and unliked and lasted only weeks before being reallocated! On page 27, we discover that one of the reasons for adopting AC overhead wires on the LMR Euston main line scheme was that they were a third as thick as the DC equivalent, thus saving 27,000 tons of copper and 16,000 tons of steel. Who knew?

Equally the effects of the re-organisation on the working men and women are not spared, documenting the closure of workplaces and the loss of livelihood for many.

The book is a labour of love, packed with valuable, fascinating information that may otherwise have never been gathered together in one place. Whilst there is no index, the volume is divided into around twenty titled sections in three parts and is quite easy to navigate. The photos are extensively captioned.

For anyone interested in the politics, planning and ultimate reality that went into "Changing Engines" this book is a fascinating read and a mine of information.

Welsh Railway Records Volume 4: Cambrian Railways Drawings part 1: 1853-1892.

**Trefor Jones, Mike Moreton Lloyd and
Jonathan David**

**Published by the Welsh Railways Research
Circle 2023. 156pp. Hardback. ISBN: 978 1
7396139 0 7. £26.95.**

**Bought and reviewed by
Richard Loydall**

This book is the next in the series of books published by the Welsh Railways Research Circle, which draws on the Circle's collection of locomotive, rolling stock and other plans produced by the late Mike Lloyd and the late Trefor Jones. Two previous books have covered the Rhymney and Barry Railway's stock.

Much of the early history of the Cambrian and its constituent companies is fragmentary at best; so, the

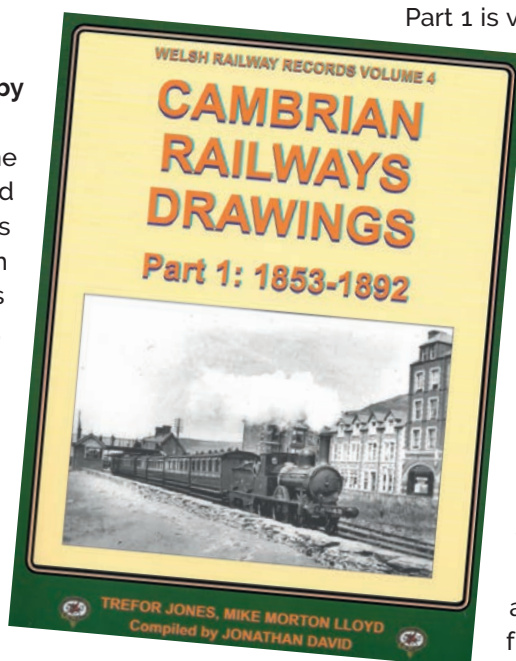
drawings in the book that weren't produced by Trefor or Mike (based on their own research) have been produced recently by Jonathan David, using those sources of information that are still available. 1892 is a somewhat arbitrary date to end Part 1, but I gather that it will enable both planned volumes to be of similar size. Also, the Cambrian's fortunes started to improve a little after the early 1890s, so it is a useful point in time to separate the rolling stock owned during the company's early years from the vehicles bought-in or built in-house in its more prosperous later years.

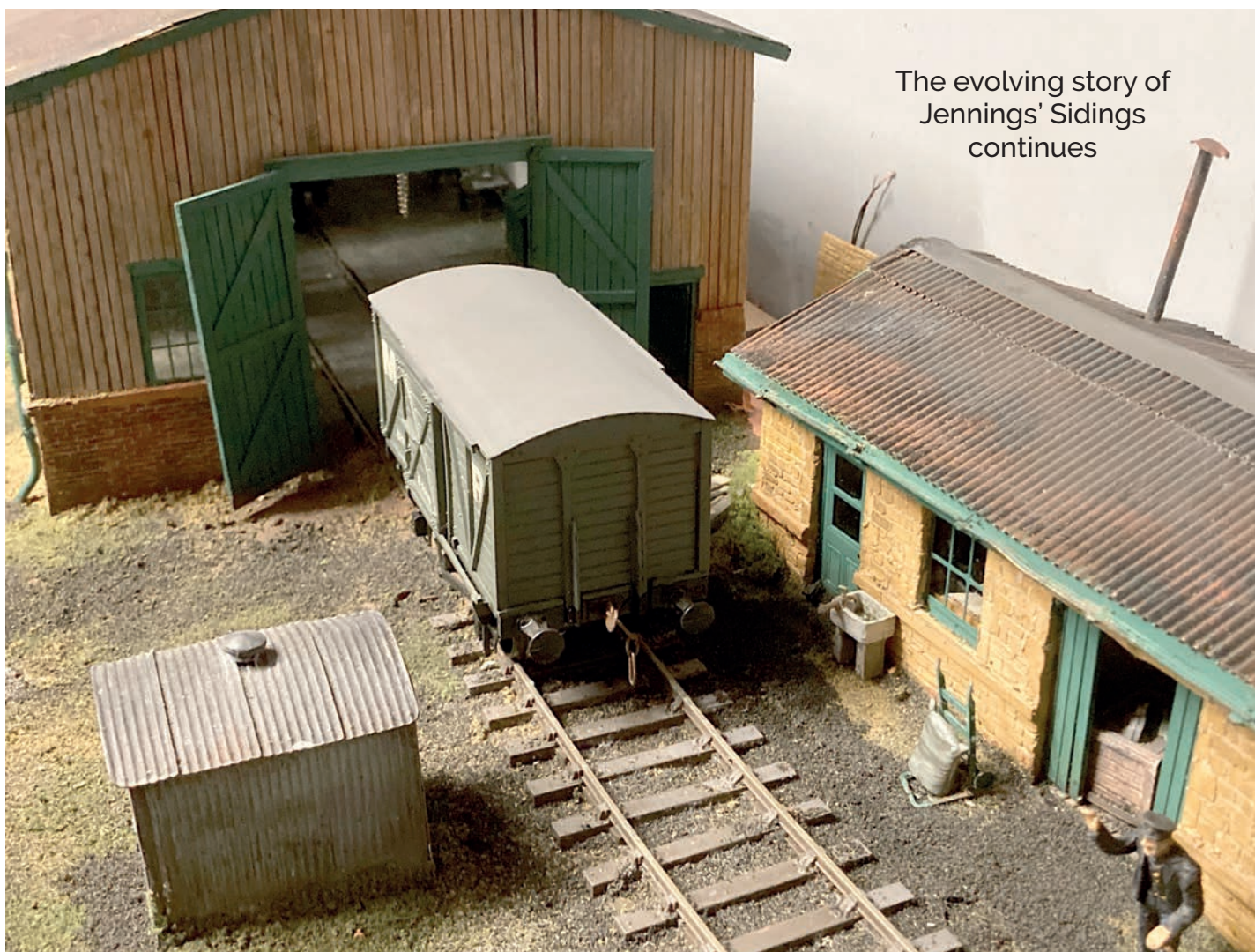
The book contains 7mm/foot scale drawings of 22 locomotives, 23 carriages and related non-passenger stock, and of 15 wagons and brake vans; along with numerous photographs. Helpfully, the few early locomotive classes included in Part 1 that survived until the Grouping, to be taken over by the GWR, have drawings of their 'GWR rebuilt' condition included, to give a full history of each class. Some of the earliest locomotives and carriages included in Part 1 were also standard products supplied by the various locomotive and carriage builders of the day, therefore making their drawings useful for modellers of other early railways.

In addition, the book contains a complete list of all the locomotives and rolling stock owned by the Cambrian at any point in its existence, with their withdrawal dates. It also includes details of GWR re-numberings where appropriate. The compilation of this 43-page section must have been a monumental piece of work – not only is each loco and carriage listed separately, but the listing of the wagon stock alone runs to 23 pages of closely typed information.

Part 1 is very good value for money, especially given the amount of information in it and how well it is presented. *Railway Modeller* magazine went as far as to describe Part 1 as "... a treasure of a book." High praise indeed. Part 2 will cover the locomotives and rolling stock acquired by the company after 1892, and should (I understand) be published in the next two years or so.

Copies of Part 1 are available, either direct from the Welsh Railways Research Circle at their website wrrc.org.uk or via a specialist retailer.





The evolving story of
Jennings' Sidings
continues

JENNINGS SIDINGS – AND WAGON REPAIR SHED (OR THE ACCIDENTAL MODULAR LAYOUT)

JENNINGS SIDINGS did not start out as a modular layout – if it had I might have arranged the end-on mating a little better. What happened was a series of accidents. I extended the original two board plus fiddle yard layout with more industrial models, and then as described earlier (*Gazette* vol 21 numbers 2, 4, 11), I converted it into a passenger terminus with two extra boards. In the interim, plans were afoot to replace the whole layout with a conventional GWR terminus, with a mixture of station-related buildings, centring on Lambourn. It was all built, as Blandings Parva, complete with pig for Wodehouse fans.

But fate intervened: layout building has had to return to my partner's garage – "loss of sheditat"? So, no scope for a totally new layout; I also had a rather large wagon repair shed, which had been on the original Stafford Railway Circle's new O gauge salt works plan but was squeezed out of the final design. In addition, I had a White Rose

board to hand, not a metre length, but which could fit on top of the central boards when boxed up for transport. So why not add this to Jennings Sidings as a three-board option? I also had a half-made Cotswold stone building that would match the warehousing on the original two boards. Easipeasey!

The shed is a freelance design and probably on the large side, but it was meant to fill a specific space on the Stafford Club layout. The basic framework is mounting board with a plastic brick base, dry brushed with oil paint with some details picked out individually. The wood superstructure is C&L sleeper strip, again painted with dilute oils. The roof is metal corrugated strip, again well weathered. The interior is fully detailed with white metal machine tools and other appropriate bits and pieces. I fabricated the wagon under repair using a wheelbase in my spares box. The lighting is provided by the Woodland Scenics system,



Keith Hayward

Pictures by the author



which was also used in the office and storeroom. The tatty water tower is a remnant from Jennings Wharf.

The shed it at loss has left me in a quandary; two more spare base boards, but no space to build Blandings Parva as planned. But there are two matching baseboards with station and a little yard. Ping! And we have the makings of a cut down Blandings Parva, revisualized as a four-

board through station with two-fiddle yards. The existing fiddle yard will need some removable cosmetic work, but I already have the top half of a turntable fiddle yard. The signal cabin is named, and I have one Ratio starter signal, which will need a partner. There is a half-finished stable block for more scenic interest and scope for something else to add variety. The station name board will have to be changed but will still be





available for reconfiguration as the Jennings Siding terminus. The pig is still to be bought and painted.

So out of a bit of a sad turn of events, not just two layouts, but three available over the next year or so – just a pity about the cinder ballast; Forest of Dean rather than Shropshire?

The fate of the new station building, goods shed, and engine shed (all with interior details) will have to wait for another day: or someone in the Stoke and Stafford area with more space who might fancy a co-production.





Another Petter Engine is delivered

THREE WHEELS ON MY WAGON

Jon Daw

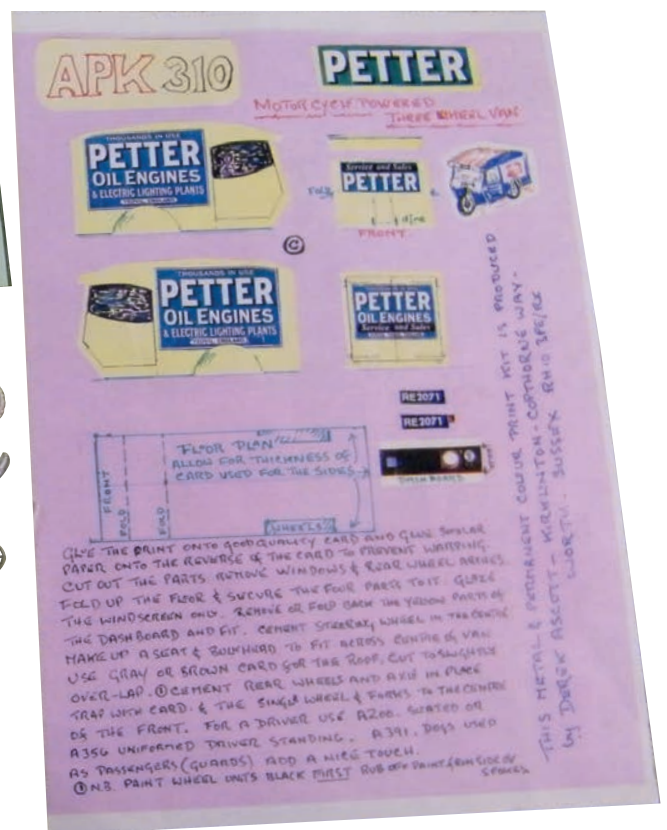
Pictures by the author unless noted

Photo 1. Kit parts. To the left of the rule are the parts cut out from the photo-etch. To the right of the rule are the Blackberry Way parts.

HAVING SEEN AN O GAUGE model of a 3-wheeled motorcycle van on a layout at an exhibition, and having been told by the exhibitor that there was a kit, I started to search. In the end a Blackberry Way kit appeared on a sales stand at another exhibition, and this has formed the basis for a model.

The kit depicts a Petter Oil Engine sales and service van which

comprises (Photo 1) a set of white metal castings for the front forks, wheels, rear mudguards, steering wheel, bulb horn together with side and headlights. Also included is a pre-printed outline on paper for a van body, complete with owner adverts.



Petter Oil Engines were based in Yeovil and produced 1500 engines a year, with the first made in 1893. Seemingly the company was also responsible for making the first internal combustion car in the UK.

There were a number of manufacturers of 3-wheel motorcycle vans. These range from Reliant and Raleigh through to Stevens and a firm named Light Delivery Vehicles Limited based in Wolverhampton. All these UK examples seem to have the single wheel leading, although elsewhere some vehicles have the reverse configuration. I have seen a date of 1934 for the introduction of such vans by Reliant, but my research has been minimal.

The kit instructions are sparse and give no detail of the prototype being modelled. They suggest that a body is built by sticking the printed paper to cardboard backed with a paper similar to that provided on the kit, and then cutting out the parts. The intention in laminating the card is to minimise the risk of warping. A template is provided for the floor, around which the kit is to be built.

However, although perfectly robust and stable models are built from card, particularly if treated with shellac before construction, I wanted something stronger to allow for repeated handling. So, using the dimensions from the printed outline I drew the component parts using a CAD programme, so that they could be etched in brass. These parts additionally included a floor, roof, internal partition and a driver's seat. Allowance had to be made for the thickness of the brass (0.4mm) in calculating drawn dimensions. Producing this also gave the opportunity to include lugs to assist construction, and to minimise the places where soldering had to be along an edge. Lugs could not be included to fit the roof as the roof has a front to rear curve, so precluding any fold down tab. The very front section of roof is flat, but this was so far forward and sitting above the doors, so there was still no value in using lugs. Another problem would have been that the body forms a basic box and adding the lid would make internal soldering impossible.

Two sides were drawn, with the front attached to one side and the rear doors attached to the other. The floor was a separate part as were the dashboard, number plate and roof.

Etching the body also enabled the door

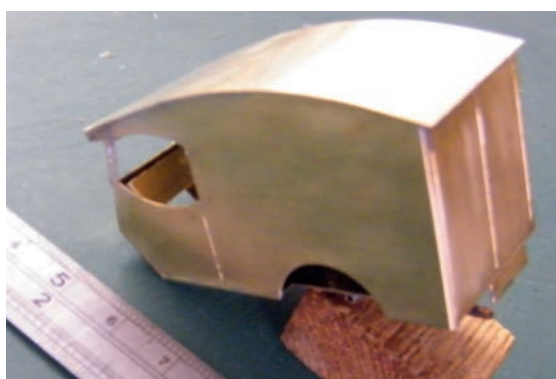


Photo 3. Rear view of van body. Note the dashboard

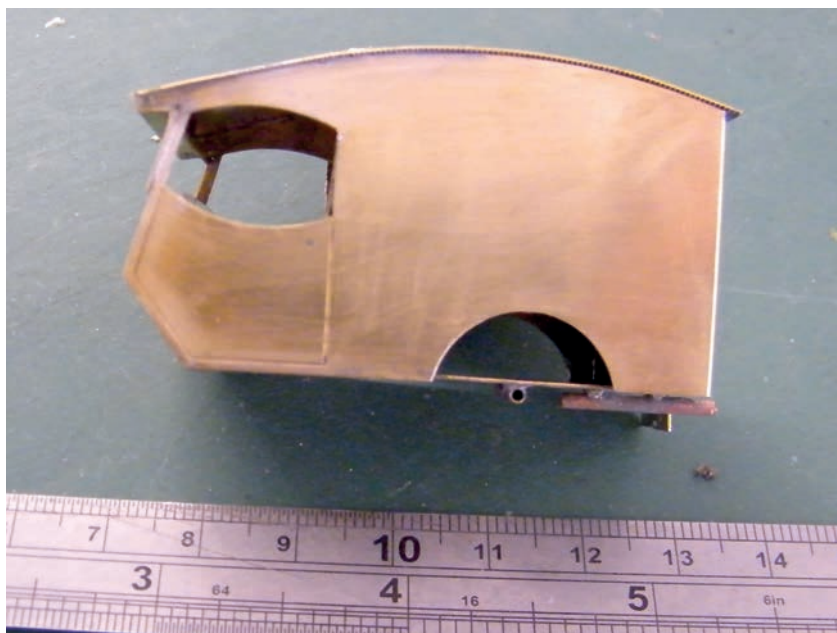


Photo 2. Side view of assembled body

outlines to be etched in, as well as a dashboard and a number plate bracket. One particular problem was how to fit the front/forks assembly, as this needed to be housed partly on the inside and partly on the outside. The solution was an etched slit into which the unit could be slid. A second problem was calculating the amount of allowance for the thickness of the metal on the roof projection over the front windscreen. The roof had to take a gentle curve and then bend back horizontally and next the window pillars are at an acute angle so that they marry up with window uprights on the van side. The option of attaching the front uprights for the windscreen to the van side was discounted, as it looked as if there wouldn't be enough space to use a soldering iron effectively at the join between roof and window pillar.

The undersides of both the seat cushion and the roof had parallel lines drawn, to be half etched. This makes forming the required curve much easier as the metal bends readily because of the etched lines.

The parts cut out from the commercially-etched fret can be seen in Photo 1. There were mistakes in the drawing that became apparent during construction. As this was only intended as a one off, there was no point in incurring additional expense to correct the three mistakes made.

Construction started by folding up the sides and ends. In the case of the front, the lower part was folded down first as it was the longer fold line. Then the body front was bent back to 90 degrees and a soldered joint made working from the inside. Wherever possible during the build of the body the joints were made from inside. Next the van sides were attached to the floor. Strength was achieved by using the tabs which fitted inside the body sides. The partition and seat unit was formed and located into an etched groove on the floor and a tab was soldered to the van sides to hold everything securely. Now the dashboard could be folded up and soldered in place, after making sure the etched hole

accepted the shaft holding the steering wheel. The shaft and wheel itself were not fitted yet.

Brass tube was cut to length and soldered under the floor to take the rear axle. Brass tube was also used to make an exhaust pipe which was mounted on scrap brass to ensure it was slightly proud of the floor level. Also soldered underneath was the mounting tab for the number plate.

The last area to be added was the roof, which was bent to match the contours on the van sides. The half-etched lines made that simple. That left the tricky folding to form the forward projection of the roof over the front windscreen. This had to wrap round part of the van side and align with the sides of the front screen. Some metal had to be filed from the projection at the top of the van sides to achieve a fit; and that took a lot of delicate fettling and testing. Any remaining slight gap was rectified with Milliput putty. But to compensate the soldering round the edge went more smoothly than expected. See Photos 2 and 3 which show the van construction at this stage. Finally, door handles and a post to mount the bulb horn could be soldered in.

So, the mistakes? Well there was not enough allowance made in calculating how much folding the front projection of the roof would reduce the internal measurement at this point. The correction already mentioned had to mean fettling the sides. The second error was to forget that the parts needed to be handed; so one side required the half etched door outline to be engraved in on the other face. This was put right using a graver and a steel rule. Lastly the front forks could not be teased through the prepared space and metal had to be cut away from the floor before the casting could be persuaded to slide in.

The solder work was now cleaned up ready for priming and painting. The Blackberry Way's pre-printed sides were a primrose yellow, which proved difficult to find as an available colour; so

a darker yellow acrylic paint was used, let down with white until a reasonable match was achieved. The seat cushion was painted brown.

As the van was likely to have had a canvas roof, a layer of paper tissue was glued on with PVA. When dry this was painted with a dark grey acrylic. The effect was more weathered than pristine but that added rather than detracted to the finish.

Having assembled and painted the body the castings could be glued into place using both impact adhesive and superglue. This trick came from the instructions in Adrian Swain's kits and enables a small amount of adjustment before using the superglue to strengthen the bond. The castings were painted black as photos suggested that 3-wheel vans did not sport chrome spokes. The tyres were picked out in a very dark grey rather than a black.

The next step was to glue the front windscreen in place using Micro Kristal Klear. The screen had to be threaded through the windows in the doors and glue applied internally using a small brush. Fortunately the doors were not glazed.

Now the advert panels, printed dashboard and number plates were glued on, this time using only impact adhesive. With the dashboard in place the steering wheel could be added. Glue was unnecessary as the steering column was a very tight fit but that meant working it through the window was quite a difficult operation. The bulb horn was the last part to be fitted.

A coat of sprayed matt varnish finished the construction.

All that remained was to add a guard dog, as somewhere I had read that small vans often carried dogs in the cabs to deter casual thieves. The dog was a puppy found in the spares box, intended for a larger scale but it looks appropriate for a small dog at 1:43 scale. See Photo 4.

There is an article on Yeovil Virtual Museum concerning Petters Ltd at yeovilhistory.info



Photo 4. The dog was a puppy found in the spares box.





The inspiration for the model – not really like my model but the atmosphere is what I was looking for.

From Author's Collection. Scenes from the Past:28 (Part 2). Woodhead Part Two: By E. M. Johnson; Published by Foxline; . ISBN 1-870119-52-5

BUILDING A SKEW BRIDGE

I MUST HAVE STARTED six or seven layouts during my time as a modeller, all of which I have never finished. The main reason is that I find the imagination and opportunity required to think of a project is much more interesting than the actual layout that starts to evolve – and anyway I think I secretly don't like hard work. Usually I do some plans and drawings and work out the track plan on wallpaper lining paper and build the baseboards and on some occasions build the track and get it to work.... Then get bored! So this

time I am trying a new trick. I thought I would make the bridges and major buildings first and then go for the layout itself, so that it looks like a real railway almost before the track is laid. Well – that's the plan and if you hear nothing more about it you can conclude that it has gone the way of all the others.

The first part of the trick was to make an underbridge – the reason being that the road under the bridge is the lowest point on the railway which sets the height of the main

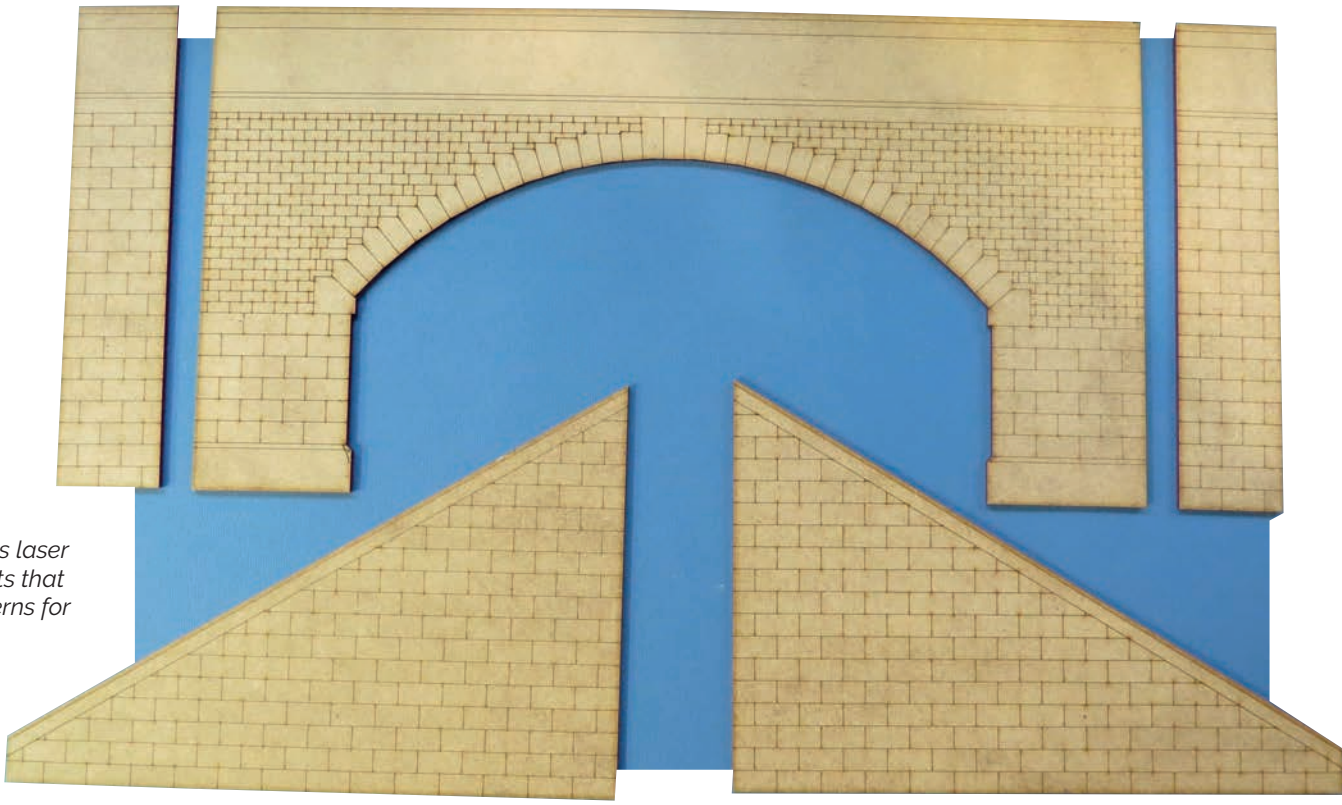
John Cockcroft
Pictures by the author unless indicated



Another shot of the same Penistone location with the bridge out of view on the right, but showing how I hope to fit the bridge into a diorama. I am now working on terrace houses and a chip shop.

Scenes from the Past:28 (Part 2). Woodhead Part Two: By E. M. Johnson

The KS Designs laser cut bridge parts that I used as patterns for my bridge.



framework on which the raised track of the line is supported. The inspiration for this scene is from a book on the former GCR Woodhead Line. At Penistone, just to the west of the station, is a skew bridge with a road turning parallel to the tracks, which are on an embankment. Huddled along the bottom of the embankment are a number of terrace houses and a matching fish and chip shop. The view of the passing trains and the mundane nature of the foreground seems to resonate with something that was once commonplace but is now lost forever. The line over the bridge was later electrified, and later still, in an act of typical short-sighted corporate stupidity, destroyed. But the bridge still remains as does the chip shop and terraced houses. But to further complicate the story I do not want to model the actual bridge – or the Woodhead Line – or purely the LNER. The idea is that the layout – which is only around 12 feet long – will be flexible enough to fit in with almost any railway company and not look out of place with most of my random collection of locomotives and stock. It is inspiration not replication.

Skew bridges are interesting visually in that they cut away from the face of the bridge at an angle and make it much easier to lose the view through the bridge because the road and visible buildings beyond are at an angle and can be adjusted to fool the eye. This was easier for me because the far side of the embankment and scenery are not going to be modelled in full detail and only hinted at in the further scene. It also means that the front of the bridge and the archway are the main parts to be modelled. This does not detract from this article because if you want to model the other side you simply repeat the front side with some minor variations. By the way, if you want the easy way to do a skew bridge, make it a girder bridge – job done.

So in order to make the scene less regional I decided that both the bridge and the houses will be brick, whereas the originals were all in northern stone (essentially black colour). Furthermore, the original bridge has handrails each side of the track, and oddly, down each of the wing walls. I didn't think I needed them but built in some wooden strips under the parapet in case I needed to fit them after the model was installed on the layout.

However, I liked the shape of the arch in a laser-cut bridge front kit I got from KS Laser Designs Ltd, at their trade stand at a show. But this represents a stone arch and wing walls. I could have used the kit overlaid with brick but I didn't want to waste it, so I used the parts as templates to cut out parts of my bridge from foam board. Of course, you don't have to use the KS Laser Designs bridge and can draw your own – but use your drawing to make a template for the arch as you will need to be consistent with the span and shape of the bridge. To represent the brickwork I used plain English bond laser-cut brick sheets from LCUT Creative, also from a trade stand at a show. This is cut from a thin card-like material and sticks to foam board with white woodworking glue. I used thin card for the less prominent detail and the capping stones etc.

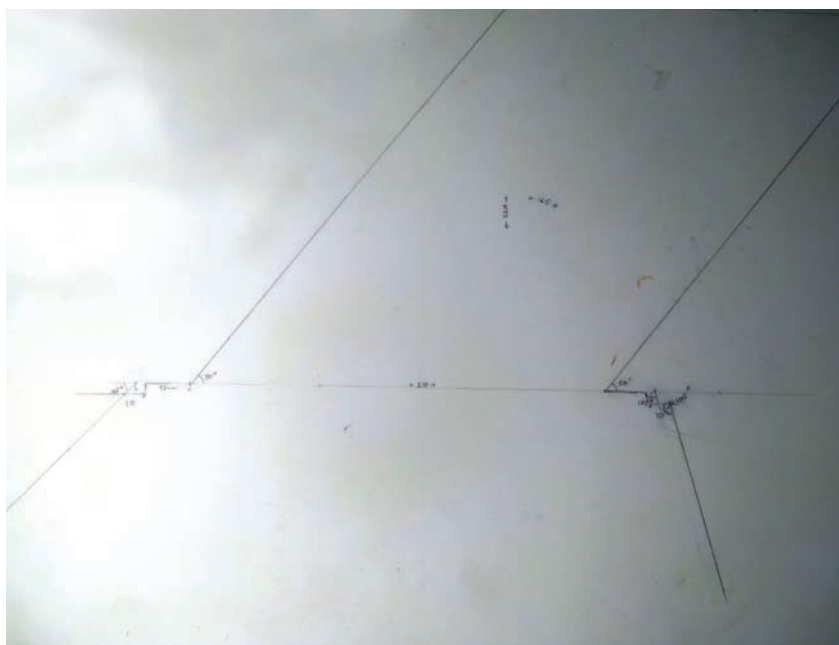
Now here I will pass on my experience rather than the actual method I used, because if I did it again I would do it differently. Essentially how I recommend the build is carried out is to get the basic shapes sorted and do the archway and main structure supporting it, before you add detail such as raised brick and stone arch masonry. So cut out the bridge front and put on the brick skin and do the same for the pilasters each side and also the wing walls. To get these correct I drew a plan on a sheet of board, so I got both the face, the wing walls and the angle of the

skew located. I designed the bridge so that the thickness of the baseboard under the track was established, which will enable the bridge and arch to be slid under the track at a later stage. Next create a box that will contain the arch and then construct the arch itself inside the box structure. Then I would start to add detail and use it to cover up gaps and joins that inevitably result from the trial and error of construction (at least my trial and greater error.) As it was, I found I had to mess about with some of the stonework detail I had added too early, and cobble up the repairs and fillings as best I could.

After the bridge arch and the wing walls were glued together, using the plan drawn on a sheet of board placed under it to get the angles right, I made the trapezoidal shaped box structure to support the arch. I made the sides a close fit to the width of the arch and used the LCUT brick on each side to the height where the arch springs. The top of the brick can act as a ledge on which you fit the inside of the arch. Here on it gets a bit complicated. A skew arch is a mix of curves and angles and I found the best way to establish the shape is to make a pattern from A4 paper, glued together with Pritt Stick when it needed to be wider. A skew arch is in fact two spans, one is the angled span at the faces of the bridge and the other is the width of the roadway under the bridge – which is actually narrower. But in fact the only real span is that of the angled front and back so I made some support ribs to the same pattern as the front of the bridge and glued three of them at intervals parallel with the front of the bridge. I glued these to the underside of the top of the box support and made sure they were exactly the same height as the front and rear of the bridge.

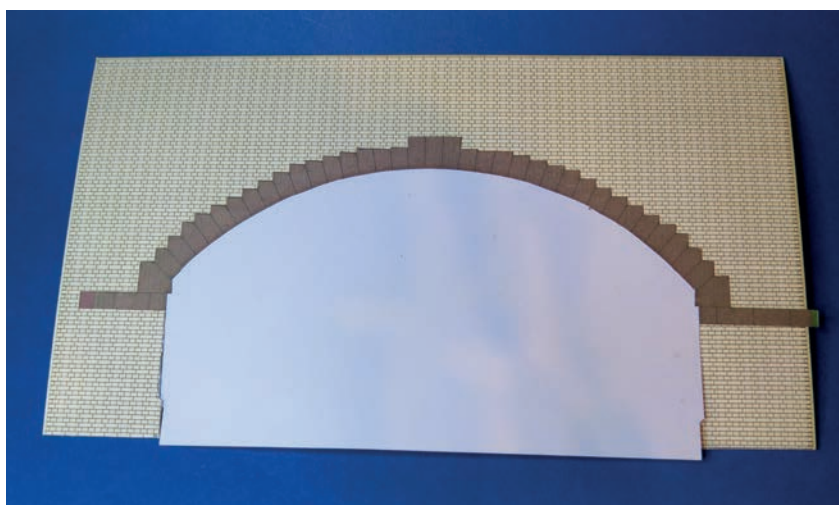
Then I took the paper and lodged one edge on the side of the box support, using the ledge at the top of the brickwork, and sprang the paper under the arch to the other side and marked the point at which it met the brickwork of the lower wall. I then had a patch of trial and error, until the paper would lodge on both sides of the arch and also push against the ribs and front of the arch. That established the curved span. Next I carefully marked the line of the front and rear of the bridge across the paper and cut the paper to the lines. There then followed some more trial and error until the paper arch fitted both the sides and the front perfectly – it took a number of sheets of paper. I marked an arrow on the underside of this pattern pointing to the front of the bridge so I didn't get confused. The resultant pattern is a sort of trapezoid shape but I found the front and rear formed a subtle S shape where it met the face of the bridge.

I then used the pattern to carefully cut out a thin card lining for the arch, which I glued in place. I followed this with another layer – thus forming a laminate which was quite strong. If you look at skew bridges, you will see that the brickwork under the arch is all curves and angles, especially where it meets the supporting sides of the archway. I decided that I would try to represent



this with brick paper as it is not all that visible and could be omitted - but I felt challenged and did it anyway. Using Google Earth, I found I could see the underside of the original bridge at Penistone which, although stone, displayed the funny angles pretty clearly. Here I disclaim any knowledge of civil engineering – so don't blame me if you build a real bridge after reading this and it collapses into a massive insurance claim. I noticed that the masonry at both faces of the bridge seems to start at around a right angle to

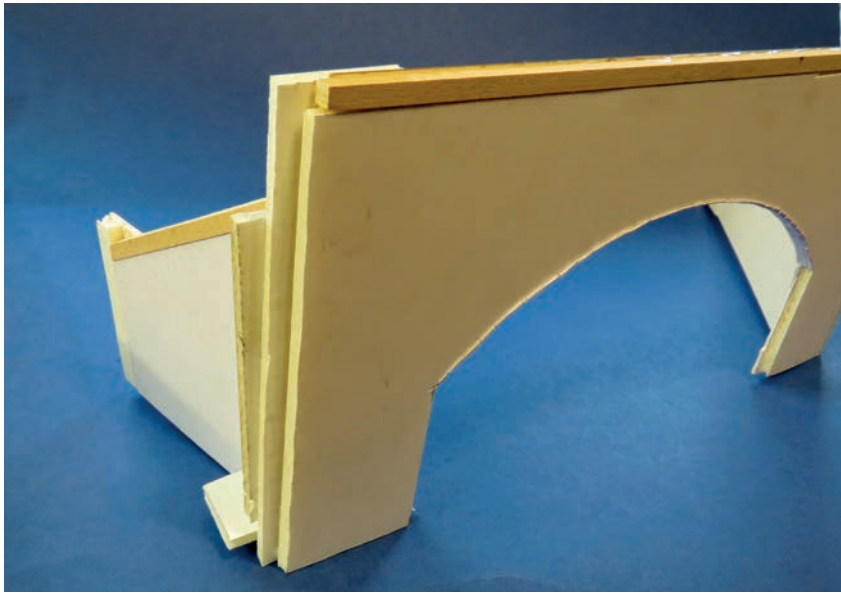
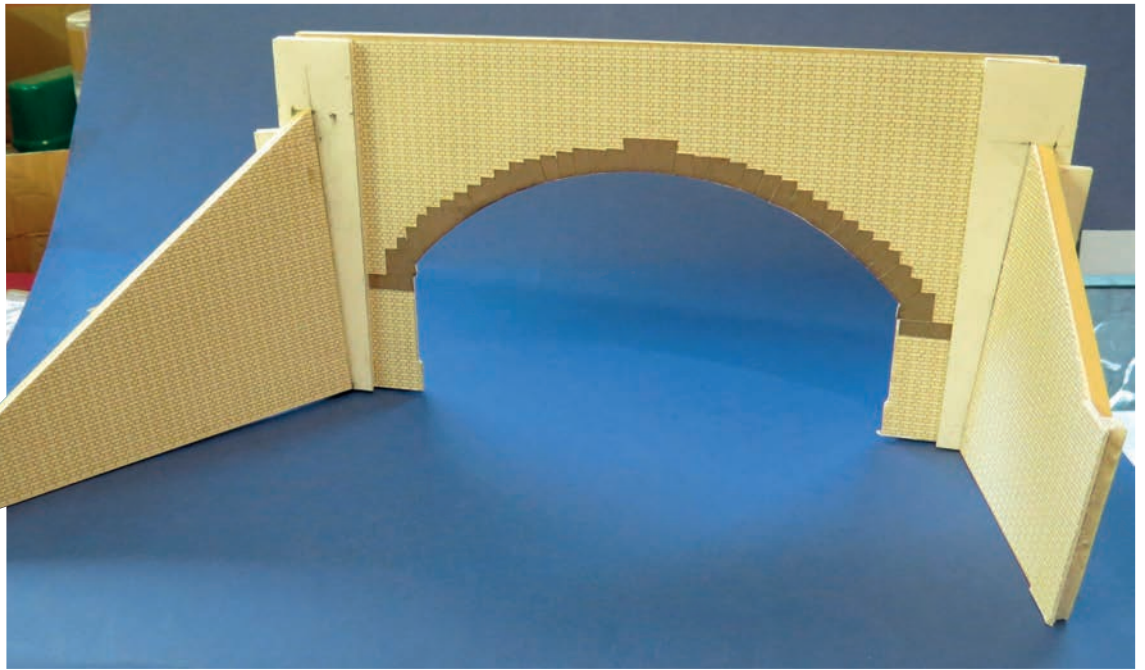
I did quite a number of drawings to establish the shape and clearances of the bridge. This is the basic layout of the skew arch and the wing walls with the angles marked. I set out the main parts using this as a base.



Here I am establishing the basic shape of the arch. I used the actual KS Designs arch to make the basic brick and foam board shape. The stonework over the arch is based on a photocopy of the KS arch mounted on thin card and stuck onto the brick. The white part extends below the arch and after cutting to represent the stones, was folded and glued under it. I would in fact now advise that this stage is done after the actual skew arch is installed so it hides the join.

the face of the bridge and sort of goes across the underside of the bridge in a parallel way at the top of the arch. But though the brickwork at the sides is parallel to the ridge, it has to bend downwards due to the curve of the arch. This results in it meeting the side walls at an angle. So, because I didn't have a sheet of brick paper large enough, I glued some to a thin card backing. To get the bricks in line I drew some guide lines on my paper bridge pattern, at right angles to the

The arch and wing walls assembled onto the plan I drew earlier. Notice that I have fitted the wing walls at a slight cant, as is usual in most bridges. The bridge at Penistone has a curved wing wall on the right – but that was a refinement too far for me. I did however make it shorter and higher so that a retaining wall will be located on the eventual diorama.



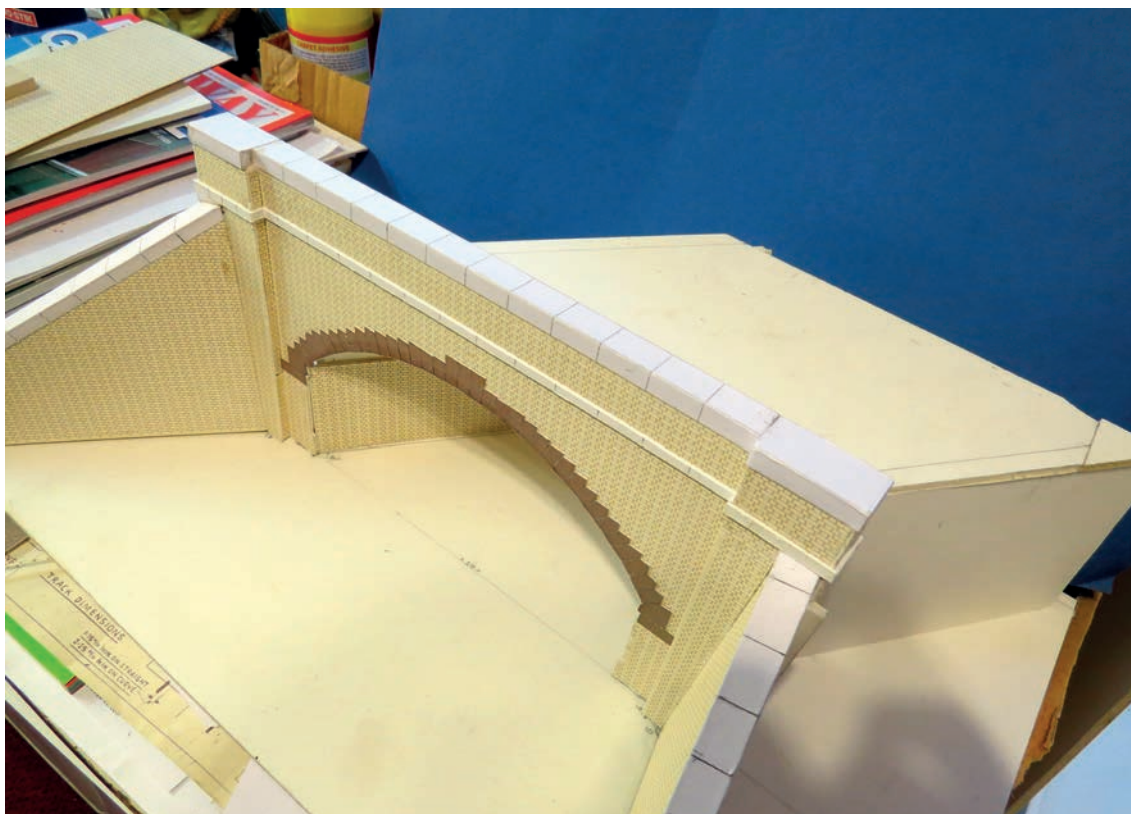
centre of the front and back arches, and lined that up with the bricks on the brick paper. Then, using the pattern, I cut out the brick paper to the shape of the bridge arch and stuck it under the bridge. Whether it's wrong or not it looked like the mysterious brickwork under skew bridges and because it's only a model it didn't fall down.

I detailed the front face of the bridge with card of various thicknesses. The coping stones on the parapet and along the top of the wing walls was a strip of thin card that I had scribed on the underside to give a sharper edge and stuck with PVA glue. I then marked and scribed in the joints between stones at around scale 3ft intervals. The rather nice, angled stonework around the arch was made by photocopying the original KS Designs masonry bridge that I used as a template. I then cut out the copied masonry arch

The less than prepossessing rear of the assembly showing layers of foam board and a strip of wood along the parapet. The wood was inserted so that I could possibly drill and fit a handrail along the top – as at Penistone – but I don't think that will be required.



Here I have fitted the sides of the box that will contain the archway under the bridge. I have glued on the brickwork at the sides, up to the location of the spring of the arch. Later I put a line of stone capping at the top of the brickwork which helped to secure the bottom sides of the arch.

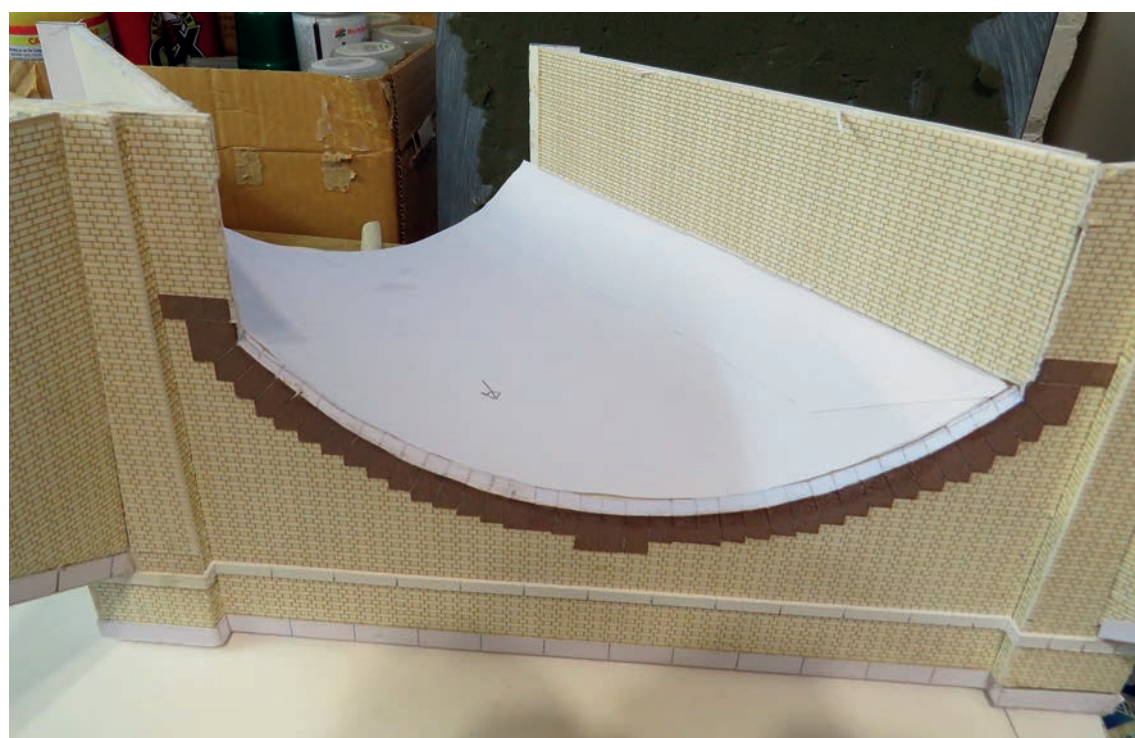
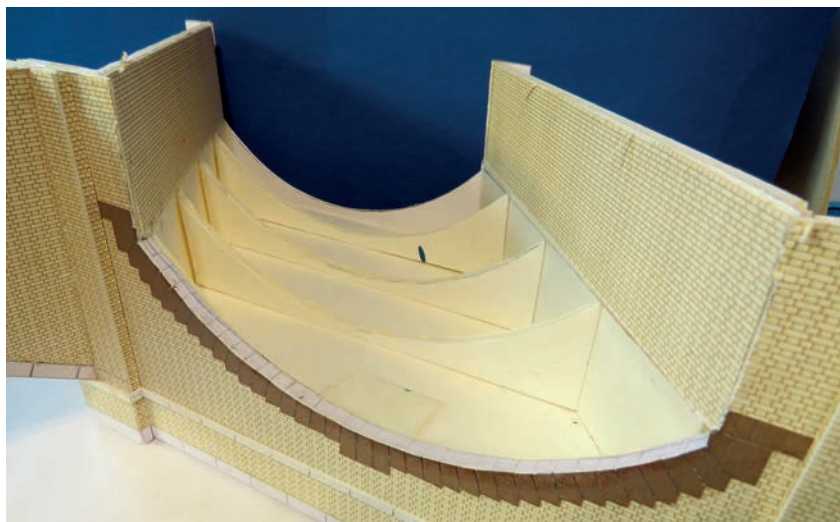


When the glue on the side walls had set, I cut and glued on the top of the box.

I made supporting ribs for the inside of the arch to the same pattern as the outside face. Then I glued them to the inside of the box parallel to the front face of the structure. I made them a bit too low and had to cut them out and refit them, so that the top of the arch touched the top of the box. If you don't get that right, you can't get the arch lining to meet the front properly. Notice also that the join between the sides of

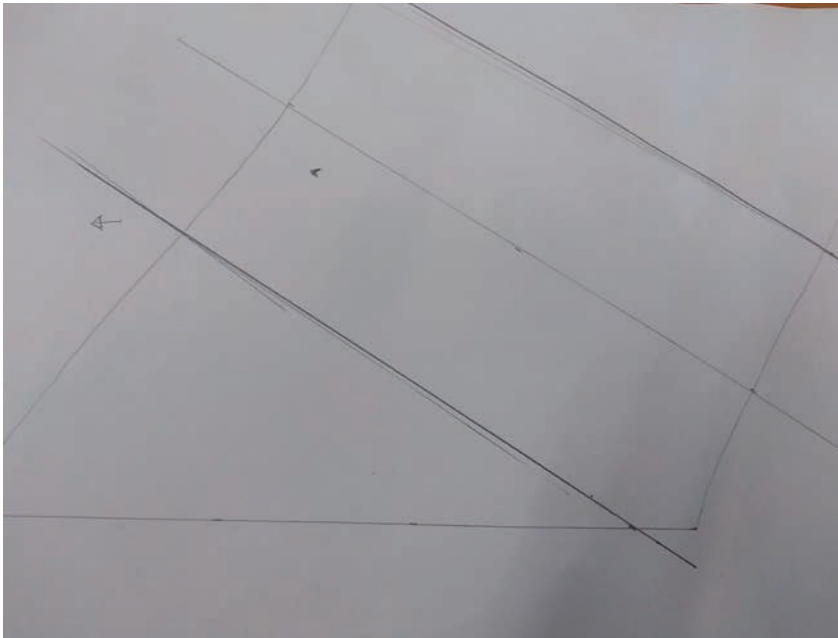
and glued it to some thin card and glued that to the face of my bridge, but left a strip below it. I later bent that strip under the edge of the arch after cutting stone joins matching those on the arch face, this represents the underface of the stone arch. When it had dried, I scribed the gaps between the stones on the face. The other details were made from various card strips that were scribed with stone gaps as appropriate. Because I am only modelling one side of the bridge, I made a representative parapet to fit on the other side of the track where the other side of the bridge would be. This was simply a copy of the parapet of the fully modelled front of the bridge.

When I had finished the structure, I treated the whole thing to a generous coating of diluted PVA



the arch and the face is a bit ragged and tatty looking. I covered this later with card representing corner stones.

This is the finished paper pattern for the card lining of the bridge arch. It took a good few attempts to get a decent fit. Notice the arrow on the underside, pointing to the front of the bridge. I used the pattern to cut a couple of layers of thin card that formed the actual lining of the arch forming a fairly strong laminate.



glue to both seal in the joints and make a good foundation for the eventual painted finish. I didn't paint the bridge at this stage as I wanted to make it fit into the total scene in the layout. Then I put it aside while I worked on some other bridges and a number of terraced houses and industrial buildings that will populate the rest of the layout (or more correctly – diorama).

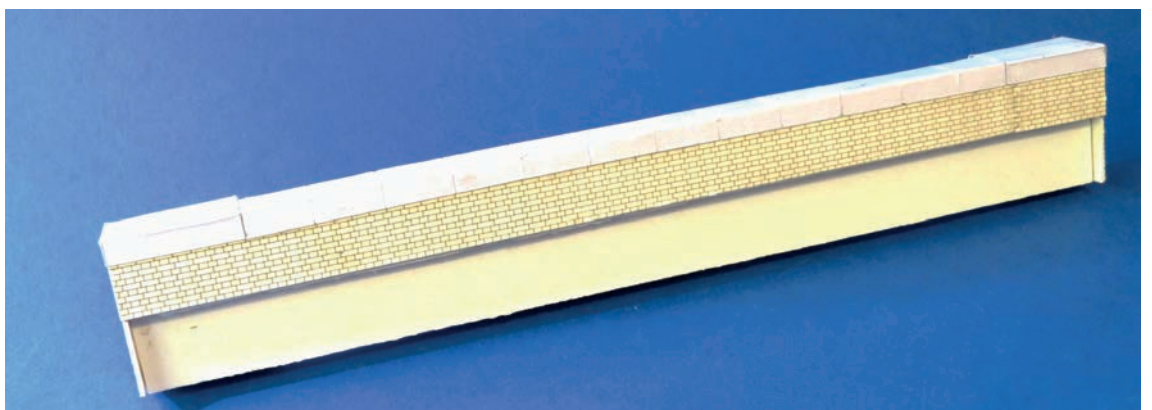
The bridge took some time to make because I only did it between other jobs and also spent some time working out how I could solve some of the angles and curves – but maybe this article will help others to muddle through with more certainty. Credit is due to KS Designs for their rather handsome arch shape and wing walls – that saved me a lot of faffing about getting it all right. It isn't really a model of the Penistone bridge - but then it isn't meant to be Penistone – and in my imagination it flits about the country to where my engine collection happens to take it.

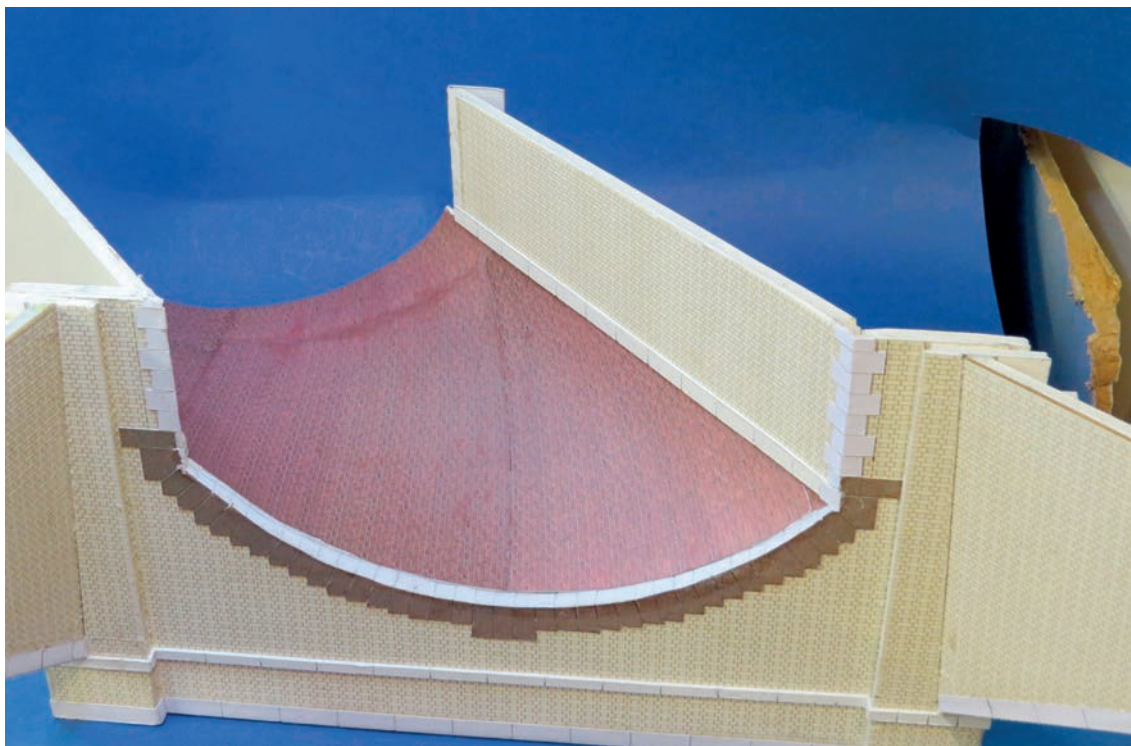
I used brick paper to represent the brick lining of the arch roof. I started by using my pattern to make an outline on a sheet of paper. Next, I drew two parallel lines at approximately right angles from the centre point of the arch on each side of the bridge. They are the lines at each side. I also marked in a line midpoint between the two centre point lines and used that to align the bricks on the brick paper.



I had to stick the sheets of brick paper onto thin card as they were not big enough. I then lined up the bricks with the right-angle lines drawn in the previous photo, and overlaid the sheet with my original pattern and cut the sheet to fit under the arch. Here is the brick paper stuck under the bridge and this shows the angles fairly well.

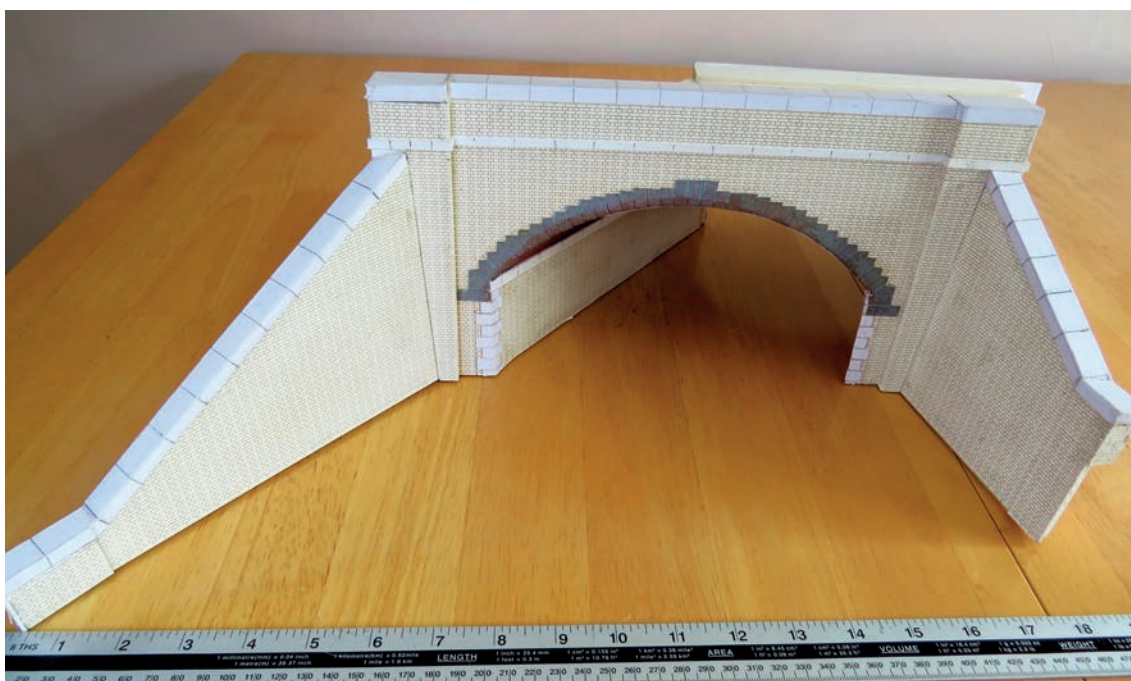
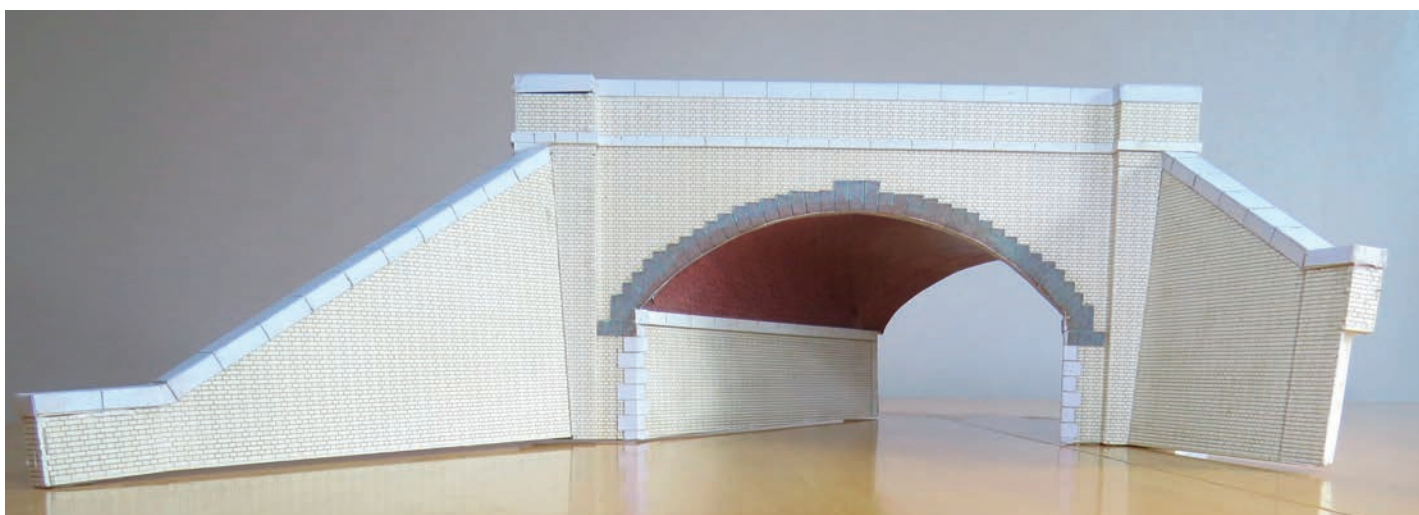
For completeness here is a view of the representative parapet wall for the other side of the bridge. It is simply a copy of one side of the parapet on the modelled side. Let's hope it works – so don't crane your neck and give the game away.





This is the underside of the finished bridge. You can see that the bricks are at right angles to the centre of the front and rear arches but at an angle to the side walls.

Below is the finished model, with the additional stone courses and details hiding the rough corners etc. I gave the whole model a coating of dilute PVA glue which seals the surface ready for paint and holds down loose bricks and other annoying intrusions.



This shows that the width of the bridge to outside of the wing walls is 18 inches, so it is quite a big model and could form either an under or over bridge – in my case an underbridge. When I have made the baseboards and track I can slide the structure under the track and paint and blend the whole thing into the scene.



A TALE OF A TANK AND A HALF – OR HOW NOT TO BUILD A CONNOISSEUR LOCO KIT

Phil Rossignol
Pictures by the author

SEVERAL YEARS AGO, when I was preparing for yet another overseas contract (this time in India), I decided I needed a project to fill my spare time. Initially I thought of building the Warren Shephard LNER N2 kit. Warren was most helpful and put together a complete package, including wheels, motor and gearbox. As I was preparing to depart the UK, I read somewhere that the N2 was not the easiest kit to build, so – as this was to be my first venture into O Gauge loco building – I parked that kit and purchased a Connoisseur Models J50, together with Jim McGeown's motor and gears and a set of Slater's wheels. As an aside, Jim told me years later that he would not have recommended the J50 as a first kit...

Initial lessons

Having settled in my new job and apartment, I turned my attention to the kit. At first, I followed Jim's excellent instructions and diagrams, beginning with the bodyshell. I was also using an Isinglass Models drawing for a J50/3, as the running number of the model in the Connoisseur photograph depicted that variant. This turned out to be my first mistake, as it soon became obvious that the kit was a J50/2, with right-hand drive (evident from the blower piping being on the right-hand side of the boiler) and vacuum brakes, dating from its Great Northern days.

My next mistake was far more serious. The

fronts of the tanks on a J50 are curved; I took the dimensions of the curve from the Isinglass drawing, selected a suitably sized drill and proceeded to form the tank front around the drill shank. I discovered later that the front of the tank top provided by Jim was a greater radius than I had allowed for. If it had been smaller, I could have dressed the top to fit, but I was faced with a serious (and obvious) gap – a problem I never resolved.

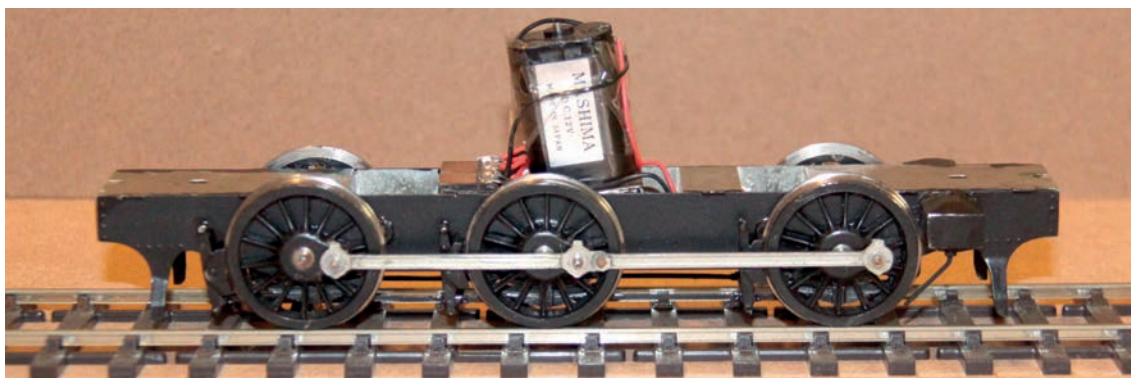
An additional issue was the fact that – despite it being clearly marked on the diagram – I had failed to notice that the valences had an inside and an outside, the outside being half etched to rebate the front steps. I mounted them inside out.

With the body well underway, I turned to the chassis. The basic chassis went together quite easily. I then fitted the wheel bushes (not a smart move, as it turned out) and assembled the coupling rods, which I stored for future use.

Globetrotting headaches

Around this time, I was informed that due to the client running out of money, my contract in India would be shortened. A frantic period of international job hunting ensued, and I eventually landed a posting in Malaysia. During this period, modelling took a back seat, and the J50 was packed in bubble wrap for transporting.

I thought I was being very careful by ensuring



J50 chassis (with coupling rods fitted)

that the model was carried in my hand luggage, protected by the toilet bag and spare clothes that I always have with me when flying. However, when the model was unwrapped in Malaysia (having travelled Kolkata-London and London-Kuala Lumpur), I discovered that the top of the boiler and the left-hand tank had taken a blow sufficient to dent and distort the brass.

Eventually, after a lot of soul-searching, I wrote to Jim and asked whether he would sell me just the brass etch. I had to wait until an order went to the etchers, but Jim provided them at a very reasonable price.

I suppose the moral of this episode is that if a model, even during assembly, is going to travel, then a proper carrying case should be provided. Had the J50 been packed in a hard case, I could have put it in my checked baggage without worrying about mishandling.

A fresh start

When eventually the replacement etch caught up with me, I was faced with the task of dismantling the part-completed loco body; apart from anything else, I needed the valences, which are made from nickel silver. Using a gas stove, I can confidently say that the loco came apart far more rapidly than it had been assembled.

At least a second attempt at the body gave me a chance to fit the tank tops properly and to reverse the valences. One subassembly that survived the gas stove treatment and was subsequently reused was the smokebox, which saved time and effort.

On the J50 (and other ex-GNR locos), the cab roof is continuous with the cab sides. Jim has dealt with this by means of an overlap joint, for which the instructions state: "Trim back overlap joint. Fill with solder and blend in with file." I found this to be rather more difficult than it sounds. Even with the beading in place, the cab side and roof are imperfectly aligned, with far too much solder being required. When filled and painted, the joint just about passes muster at normal viewing distance.

Coupling rod frustration

During an earlier trip home to the UK and a visit to Guildex, I had purchased a set of Premier Components J50 coupling rods, intending to use these in place of the ones supplied in the Connoisseur kit. When I fitted them, I found that the wheels refused to turn. The instructions state:



Tank tops (second attempt)

"Fit the rods onto the crank pins and check for binding. Gently oval any offending holes with a fine round file." I ended up with very oval crankpin holes and a chassis which would still not run. The problem arose from a mismatch in the centres of the Premier rods and the Connoisseur wheel bearings. With hindsight, I realise that I should have installed the wheel bearings using a jig or jury axles, with the coupling rods as a reference. At this point, disillusionment set in, and the whole exercise was consigned to the 'pending' box.

Some years later, after I had retired and built two more loco kits successfully, I looked again at the J50. I toyed with the idea of building a sprung chassis, even going so far as to purchase the necessary etches from Jim and some insulated hornblocks from Slater's. In the end, I tried the Connoisseur coupling rods (still in their original box) on the crankpins, and they fitted. With some



Cab roof and sides

Connoisseur coupling rods



careful easing, the chassis turned and ran under power. Sometimes it is easier to fit the supplied components than to try something different.

Detail and decoration

The finishing of the model was no real problem. I used Slater's handrail knobs, as I am not convinced by Jim's use of split pins. The vacuum pipes came from Jim's range of lost wax castings; I have no faith in the durability of white metal for such items. The lamp brackets are from the Connoisseur etch and do look a little fragile. (On later locos, I have used castings from Laurie Griffin's range.)

When it came to fitting out the cab, I had to install the backhead, glazing, handbrake, crew and floor (complete with reverser) from underneath, as the roof is not removable. Care was required with the sequence, so as to avoid an unfittable last component.

I have to admit that painting and detailing are probably my least favourite activities, but the model had been sitting around in matt black for some time and required an identity. I had some (very) old HMRS Pressfix transfers for BR steam locomotives, which would supply most if not all of the legend. However, I had recently come across Railtec 2D/3D locomotive numbers and decided to give them a try.

I began by applying HMRS 'ferret and

dartboard' crests to the tank sides, taking care to get the correct left-facing ones. HMRS supplies both left and right-facing crests, to cover those locos which were initially incorrectly decorated with right-facing crests, and it is possible to end up with two right-facing ones if you misread the emblem through the backing sheet.

As the transfers had lost their adhesive properties, I coated the entire sheet with shellac to use them as Methfix transfers – only to discover that HMRS recommends using old Pressfix transfers as Methfix without modification.

I did not find the Methfix process easy; HMRS instructions are far from comprehensive. I eventually noted that Slater's (who supply transfers to be fixed with methylated spirits with their kits) advises soaking the backing tissue with plain water to release it. You then need to pause before applying the meths but without allowing the backing to dry out – a fine balancing act. I eventually got both sides done, but it was a struggle.

I will let readers judge whether my efforts pass muster; I had to touch up the roundel on the right-hand tank using an 00-sized brush. The Railtec waterslide transfers were simplicity itself by comparison but do have the issue of a visible backing film. The model is finished as 68928 of Hornsey shed (34B), a locomotive I saw regularly during my trainspotting days.

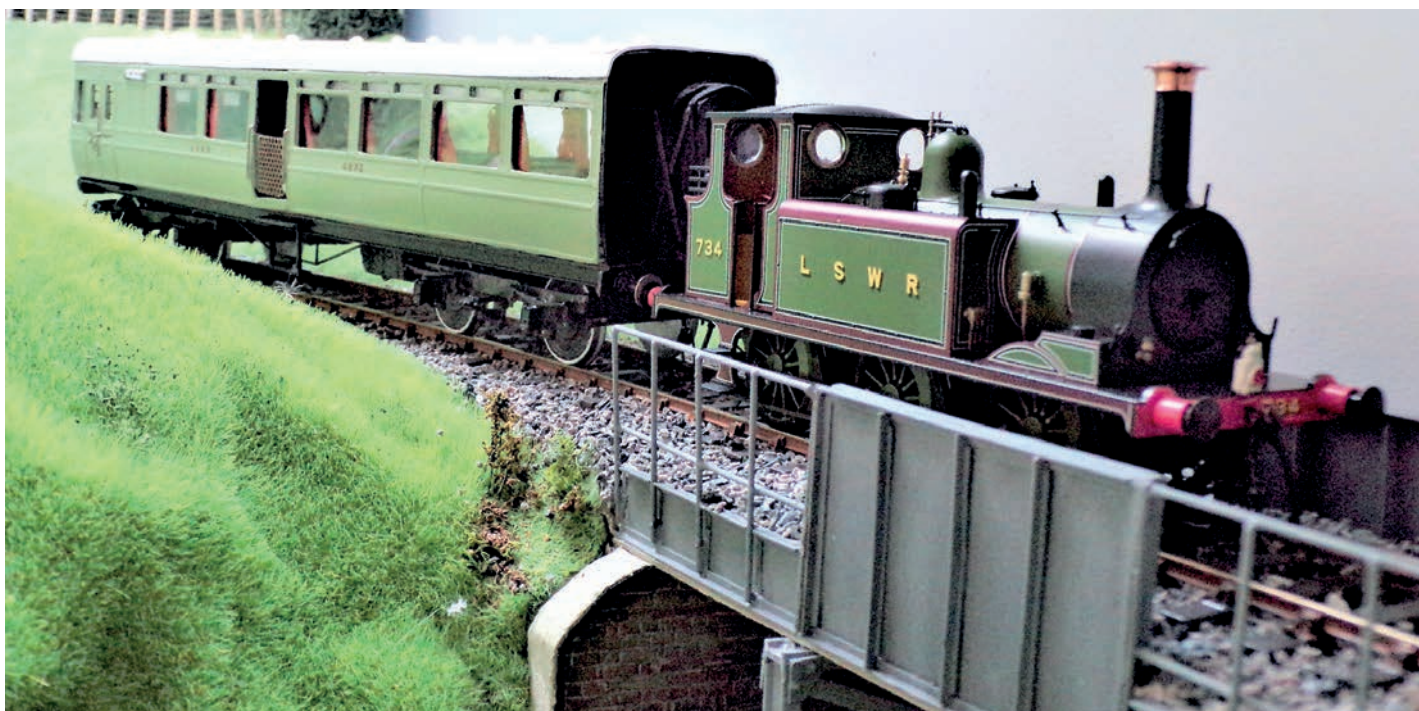
The final task was to apply a coat of red paint on the bufferbeams, which works best over a light-coloured undercoat. I used a medium yellow acrylic paint for this, followed by Phoenix pre-1915 GWR signal red, which is less dazzling than the bufferbeam red by the same supplier. The loco was then given a coat of matt varnish from an aerosol.

Hopefully, this article has managed to raise the odd wry smile. Better still, if it elicits an 'I hadn't thought of that' moment and helps others to avoid the same pitfalls, then it will have been worthwhile.

The Connoisseur J50 kit is now out of production, which I think is a shame. But, as Jim will tell you, the moulds don't last forever. Oh, and the Shephard N2 build is finally underway!

Transfers and bufferbeams





*In the May 2023 Gazette article *Lyme Through Time*, Les described how he built a layout intended to run stock from different eras, LSWR, SR and BR. Now he gives us a pictorial walkthrough so we can see how that works in practice.*

LSWR Terrier 734 (Dapol) with Gate Coach (Highfield Models - see Gazette May 2020), heading to Lyme

LYME REVISITED

1903



Les Handman

Pictures by the author

734 propelling coach towards Lyme



Departing Lyme for Axminster

1929



Ex SECR P with selection of private owner wagons known to have worked on the branch.



Scratch built coal wagon on JPL chassis - local coal merchant W H Thomas



Ex SECR P class A558 on trial, heading towards Axminster

1930s



Ex SECR P class A558 on trial, heading towards Axminster

Classic 1930s formation of Radial, road van and coach heading for Axminster



Detaching goods wagons on mixed train, before wagons enter the yard at Lyme by gravity



Departing Lyme for Axminster



Ex GWR 14xx 1462 passing under Gore Lane bridge in 1958. The loco was on trial to see if it could be a suitable replacement for the Radial tanks.





1462 returning to Lyme after trial end

1960s



The reign of the Radials nears the end

Radial 30582 shunts the weekly Boots the Chemist van in Lyme yard





Gauging trials with Ivatt tank, after curvature eased on line

1963/65



DMU W 55034 heading to Lyme



Western Region takeover, Ivatt with Mk 1 coach



Steam substitute when there was a Diesel shortage - 1450 and Autocoach



GORDON BILLINGTON (1929-2023)

MY FATHER HAD a long, enduring love affair with all things railway related, which remained with him all his life. His father, Jack, was formerly a driver of the locomotives at the shed in Mirfield, West Yorkshire where he worked on the trains until he retired; railways ran through the veins of my father like a network of track.

In the late 1930s and before the war, his parents had bought him a small, wind-up Hornby train set one Christmas (for the princely sum of five shillings!), when he was a schoolboy. It prompted him to decide after the war: What gauge should he start with, Gauge O or Double O?

His eyes were well and truly turned and his mind firmly set, when he passed by a window of a local model shop in Huddersfield, in the late forties. For when he peered into it, he noticed a beautiful Royal Scot clockwork Hornby locomotive, with wagons and track. He entered the shop, purchased the locomotive, wagons and track and took them back to his parent's house where he lived. The house in Bradley was so small, he had to lay all the track on the dining room floor and run it into the kitchen. From that point on, Gauge O was for him.

However, in 1950 my father was called up for National Service in the Fleet Air Arm and, under the circumstances, he decided to re-sell the locomotive, wagons and track, to the shop he bought them from.

It was not until he met my late mother, Sylvia, and she pointed out to him in 1976, "You need a hobby, something you like to keep you occupied when you are at a loose end". Where my Dad promptly said, "I did, model railways." "Well, why not start it again?", my mum replied.

That conversation rekindled the spark, reinvigorated the love affair he had with model railways and eventually lead to an extensive model railway collection and layout in the garden.

My father was an accomplished engineer and spent part of his early career at David Brown Tractors in Meltham helping work on the Aston Martin DB4 (if you didn't know, 'DB' stood for David Brown). Without the DB4, there would be no DB5 that would later be immortalised in the James Bond movies. The model railway layout extended to literally the full length of the garden – about 80 feet – and would later incorporate a loop for continuous running.

This would finally allow my father to realise his long-held dream of having a model railway, as well as putting into practice the books he had from E F Carter on *Working Model Railways*, *Electric Model Railways*, *Model Railway Clockwork Mechanisms* and *Model Railways for the Beginner*, which he kept all his life.

Bassett-Lowke models were always very much admired by my father and he held them in the highest regard. He had the opportunity to

Paul Billington
Pictures by the author
and family



purchase one such model, Duchess of Montrose, which would lead onto his and our late mother's greater collection but also a friendship that would endure for over thirty years.

For the person he purchased that model from was Jack Ray, the original Chairman of the Guild, and from his famous Crewchester layout. At the time, he was selling a range of his clockwork locomotives, as he was moving more to electric.

On the same day, Dad was offered six Lima coaches for his layout. Jack was said to comment to my father there was "No point having the Duchess without having a set of coaches to follow on behind it." The coaches had tremendous detail; fitted with carpets, mirrors, and passengers in each coach. He promptly took



up Jack's advice and they came back with him. My father held a close affiliation with those coaches. A lasting memory of Jack and for him of the day which started his model railway layout. Other items may have come and gone since but never the coaches.

When my sister and I were growing up, we became accustomed to seeing our father during the summer months especially, operating those coaches, the wagons and his numerous locomotives. Always keeping a close eye on them, walking alongside (sometimes a gentle run) to ensure they remained on the track – the layout was about five and a half feet above the ground and the concrete path on one side of the garden, perish the thought of them coming off! – and it was always a wonderful sight as a child growing up. The viewpoint from the top of the rockery as a kid with my sister alongside was superb.

With his steam locomotives, even more so; the next-door neighbours would see all this steam flowing upwards above their fences. Ah yes, Gordon is out there again! What I wouldn't give to go back in time, just for a minute...

He would later go on to become a founding member of the Bassett-Lowke Society, one of a few who attended the inaugural meeting in Hatfield back in April 1992 with, who would later become great friends of his, Bob Burgess, John Ingram, Vic Reader, Alan Elliott, amongst others. I recently found a copy of the inaugural notes of that very meeting; he tended to keep literally everything, especially if it meant a lot to him. He was immensely proud of his links to the Guild and the Bassett-Lowke Society, attending the Telford Guildex and regular meetings of the Bassett-Lowke Society in Digswell and previously, Hatfield.

I know that he is greatly missed by the Bassett-Lowke Society, where he will be remembered for writing numerous articles for *Lowko News* – especially during the first decade of its inception – where 'Harry the Hound Dog' and a pint of Tetley's would have to be mentioned at some point! I would on occasions type up his articles and print them on a dot-matrix printer for him to forward on, something I loved doing for him. But also, for his knowledge, expertise, and chats on all things Bassett-Lowke related. He would write up regular reports of the meetings in the 90s for the Gauge O Guild *Guild News*.

There would be times when he would use his links with the Guild to arrange help for people who wanted to sell their collections – in much the same way as Kevin Cartwright does superbly for the Guild – and be an intermediary for any interest.

He was very passionate about Gauge O model railways and was always willing to assist, provide guidance and he just enthused about the subject. You could see a glint in his eye at the mere mention of Gauge O; just like he must have been when he passed by that window of the model

shop all those years ago.

Jack Ray used to say to my father he was caring for some of Jack's 'old friends.' Well now the time has come for those 'old friends' to be enjoyed by others and some new friends made.

My sister and I are keeping a couple which mean a lot to us personally and which hold many fond memories from when we were growing up. This includes a Silver Fox Coronation scratch-built set – locomotive and four coaches - that was made especially for the Gauge O Guild 25th Anniversary by Jack Uttley of Sheffield (Streamlined Models) and ran during it by all accounts. I have stated to the Guild I would only be too pleased to attend a future exhibition to show it, as it holds special significance to the Guild itself.

If I may, I will close by mentioning a paragraph in one of Jack Ray's letters to my father in August 1993. Long before the advent of the internet being in common usage, and the likes of social media and YouTube which are prevalent today, he said something incredibly pertinent which I will share, whilst he mentioned to my father some people who featured in one of his books:

"So very many people in that book are no longer with us and in due course we too shall be gone. Human memory is so very short. That is why I feel these things should be set down while they are still within living memory. Colin Horn said to me on the phone the other day, when we were planning the new slide catalogue, This collection is becoming more and more an archive as the people represented die. But one may still hear their voices, see their pictures, and visit their railways through the Guild Collection, and that is what makes it all so worth while."

Dad, you're so very sadly missed by not only my sister and I, but all of those who had the pleasure to have met you along the way in the model railway fraternity. I know your train has sadly left the station for the final time and whilst the steam from the locomotive may have faded in this world, it has merely drifted skywards where you will forever remain for us to look up to and always remember you with great fondness.





N20 in nearly-new 1915 condition, with just a hint of grime.

SOME OF THE LATE ADRIAN SWAIN'S 'ABS 43:1' KITS HAVE RESURFACED

HIDDEN TREASURE



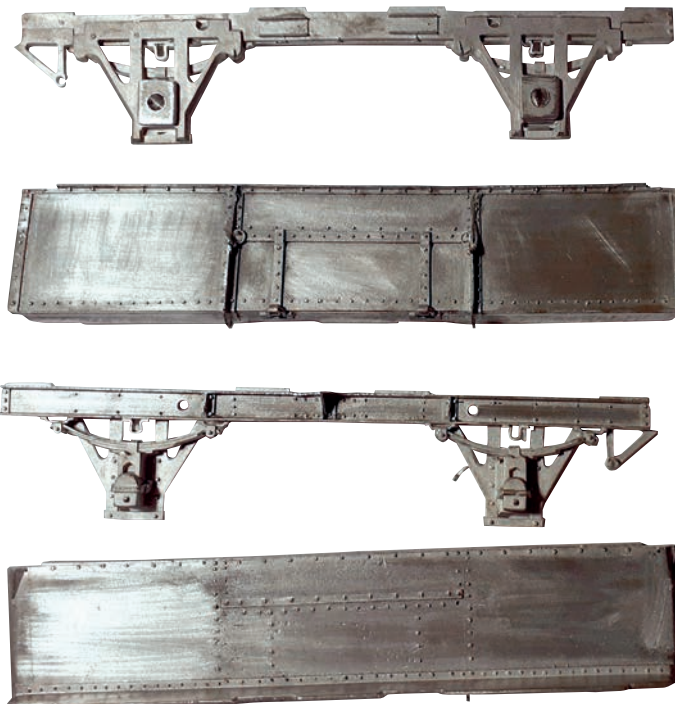
Chris Gwillam

Pictures by the author

THE LATE ADRIAN SWAIN was the doyen of whitmetal kit manufacturers. For over 30 years, in both OO and O gauge scales, he produced exceptionally clean castings from moulds and patterns containing exquisitely fine detail. Even the chains for the door retaining pins were modelled crisply on his open wagons. Conformity

to prototype was always his focus, though his instruction sheets, while they contained the relevant information, were a bit rough and ready. Sadly, after his death, no-one purchased the business as a going concern, and for several years nothing was available.

Recently, however, the whitmetal kits which



The main castings for the N20 Loco Coal.

remained unsold at Adrian's death have been acquired by David Parkins and are being sold at about half price (typically about £16 a kit). I ordered a batch of four different GWR examples from his website (djparkins.com), and his service was prompt and efficient,

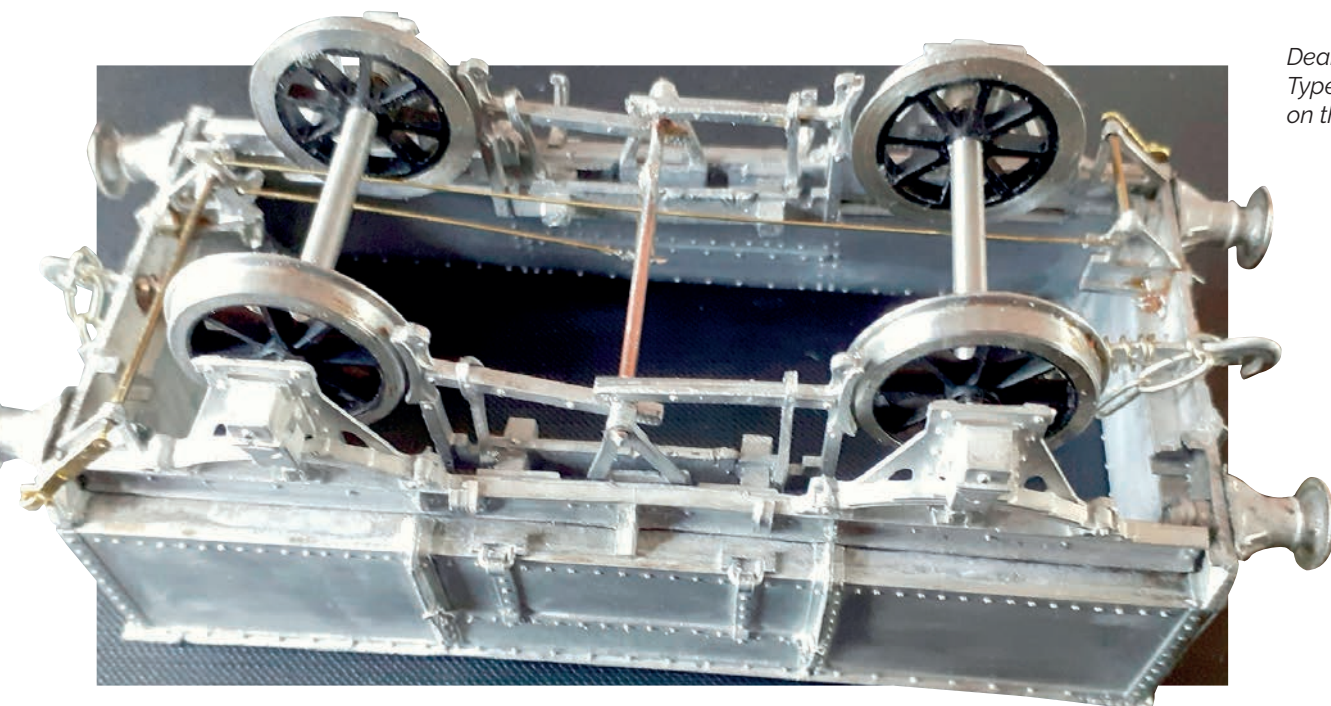
though thanks to the curse of Brexit I had to pay over €11 import duty to my postman here in France. They were all in their original unopened boxes and, judging by the sheets of the *Radio Times* which were used to protect the parts, they date from 1988-94. There was a little corrosion on a few of the steel rods for the brake gear, but otherwise everything was in mint condition. As you would expect from this maker, the castings are superb, and stand comparison with anything being produced today; virtually no flash, full interior detail, and everything fits as it should. Even the retaining chains on the doors are represented, and there are no errors when the parts are compared to the prototype. The time-honoured formula was immediately familiar when I started work: everything you need except for wheels and bearings (I used Slaters ref. 7121 8-spoke).

Although some modellers will already be familiar with the house style of these kits, a few hints on construction may be useful. All the models I ordered were of open wagons. The main bodies consist of two identical sides, two ends and two solebars, with 45-degree chamfered corners, and all except one had axle boxes integrally moulded onto solebars. The Diagram O4 has separately applied axle boxes. (Note, by the way, that the first character in the Diagram number of the Opens is a capital 'O', not a zero.) All the axleboxes will need drilling out to accept Slater's bearings, which need to fit almost to their full depth to avoid the W-irons splaying out. In the past I have used low-melt metal solder for construction, but I get increasingly timid as I get older, so I opted for superglue instead, using a Soudal aerosol activator to speed up the drying time. Once sides and ends have been joined, a slight bevel should be filed on the sharp edges of the corner plates. The main body parts benefit from a good scrub with a glass fibre pencil to burnish the surfaces and give a good key for paint.

The coupling hooks are whitemetal, and I used to discard them when I previously built Adrian's. This time I chose to use them and they do seem sturdy enough. I have never been a fan of the wire-through-the-coupling-hook method of springing buffers which the instructions suggest, and in the case of the wagons with self-contained buffers I used little phosphor bronze springs from old Mallard buffer spares cut in half and inserted inside the buffer housings. That worked fine once I had drilled out the body 1.9mm to accept the brass tube. For the taper buffer wagons, I did reluctantly use the wire this time, but tucked it directly into the brass tube of the buffer stem rather than use the slotted white metal washers in the kit. I find it easiest to leave the floor unfitted until the end of the build process, as this enables access to the brake rigging from both below and above.

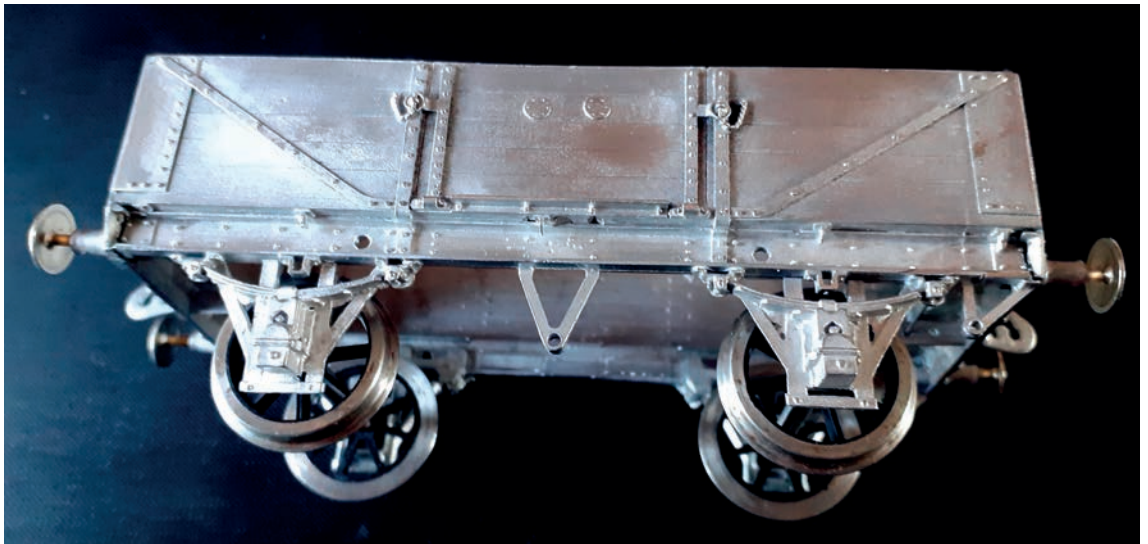
First out of the traps was a Diagram N20 Loco Coal wagon. All the parts for Dean/Churchward Type III brakes are included, though the instructions are a bit sketchy so it helps to have photos to hand (I modelled mine on the shot in the J H Russell *GWR Wagons Appendix* Oxford Publishing fig 75). I substituted a set of etched brass brake handles, spares from an old Hays Development kit, for the whitemetal ones provided, as they were more likely to stand up to handling in service. I also substituted a card floor for the plastic provided. I encountered no problems in the build process. Paint was a matt black aerosol, (black, not grey, as befits a departmental vehicle). Transfers for this, and most of the others, are Pressfix from the HMRS GWR sheet. This wagon is just very lightly weathered, almost ex-works as it was new in April 1915, so it just about creeps into my pre-1914 time-frame if I stretch a point. I made a detachable load out of card topped with real coal, and glued on the underside to a bottle top.

The first decade of the 20th century was a time of rapid development in GWR open wagon



Dean/Churchward Type III brake-gear on the Loco Coal.

The completed body and underframe of the Diagram O4 Open. The axleguards are separate components on this kit, not integral with the solebars.



design, and I chose three successive Diagrams, which each have subtle differences (brake rigging, buffers etc.). The oldest of the three is a Diagram O4 5-plank Open 'A' with a sheet support bar and taper buffers. The body and underframe posed no problems but I managed to break one of the semi-circular sheet support brackets and had to find a Parkside replacement; not the fault of the kit, just my ham-fistedness. Top tip: drill out the dimples on the inside of the ends to fit the sheet supports before you glue ends to sides, and I find it easier to do the buffers and couplings at this stage as well. The wire in the kit for the sheet support bar had been folded up to fit the box, so I used replacement 0.9mm straight brass rod instead. It's quite tricky forming it to exactly the right shape as there are eight bends to be made. This Diagram has DCI brakes (i.e., both V's and handles at the same end, with shoes on one side only). The round bang-plates on the doors of the side without brake shoes need filing off. The HMRS (Historic Model Railway Society) italic transfers for the Tare and Tons markings are a tad overscale compared with photos of the prototype so some compromises have to be

made with the spacing. Livery is again pre-grouping: large 'GW', based on the 1907 image in Russell's Appendix fig 30. There is also a photo in the Atkins, Hyde, Beard & Tournet book *A History of GWR Goods Wagons* on p46. The paint I used is a French aerosol marketed by AMT, described as 'ardoise mat' (blackboard matt, dark grey) and it's a perfect match for GWR wagon grey, drying to not-quite-matt and transfer-ready in about three hours. Instead of adding a load I placed a folded tarpaulin inside the body, using a baby wipe, dried out then soaked in very dirty thinners.

The third kit is another unfitted Open A, this time to Diagram O11, with DCIII brakes and self-contained buffers. I managed to mount the inner end V hangers, which are not identical, at the wrong ends and had to re-do the work. I should have checked the photo more closely (Russell Appendix fig 45). I model both pre-1914 and BR 1950s and this shot appealed to me as the image is of the wagon near the end of its long life in 1952, marked for return to Newport Alexandra Dock Jcn. in my home town. So it had to done as per the picture, with faded and retouched GWR paintwork, heavy weathering, some replacement

The O4 painted and awaiting weathering. Some compromises have to be made with the spacing of the italic lettering as the HMRS transfers are slightly overscale.



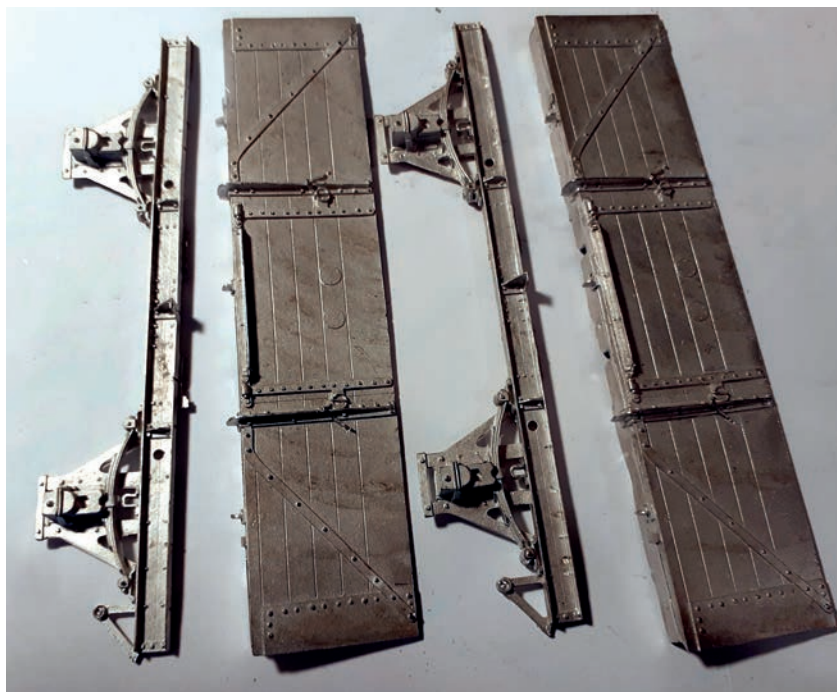


O4 with a tarpaulin inside, lightly weathered.

Diagram O9 sides and solebars with integral W-irons and axleboxes.

planks, the 'G' of 'GW' crudely painted out and BR 'Hybar' markings applied. The Tare and Tonnage marks are on the corner plates, which was not standard practice. The 'Return to' lettering is of course unavailable commercially so I hand lettered with white ink in a mapping pen. I imagine the wagon was in use for carrying pit timber from the Baltic vessels in the North Dock to the collieries in the Monmouthshire Valleys, so I have chalked it 'Cwmillery', a pit village where I used to live in the 1970s. I recall seeing long rakes of such wagons at Newport North Dock when I was a child in the early 1950s, some of them with 'X' internal use markings and pit-prop loads. My load was made using twigs from a recently dead willow in our garden.

There are also shots of O11s in Russell's *A Pictorial Record of GWR Wagons* (Littlehampton Book Services Ltd 1975), figs 6 & 7, with no Diagram number given. They can be identified by the running numbers in the Lot-list in Atkins et al; one is in inter-war livery with medium 'GW' on the side sheets, the other in post-WWII period with small lettering. Some wagons from this Diagram



were converted for the conveyance of military horses and mules, with two raves added above the top planks and the sheet support bar removed. There's a photo of one dated 1913 in the Russell Appendix fig 39.

Finally, the Diagram O9 5-plank Open B with taper buffers. The kit turned out to be to the same high standard as the others, but the most

O9 DCIII vacuum brakes from below.

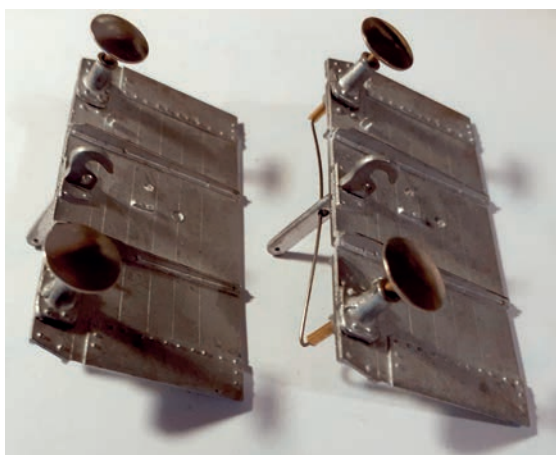
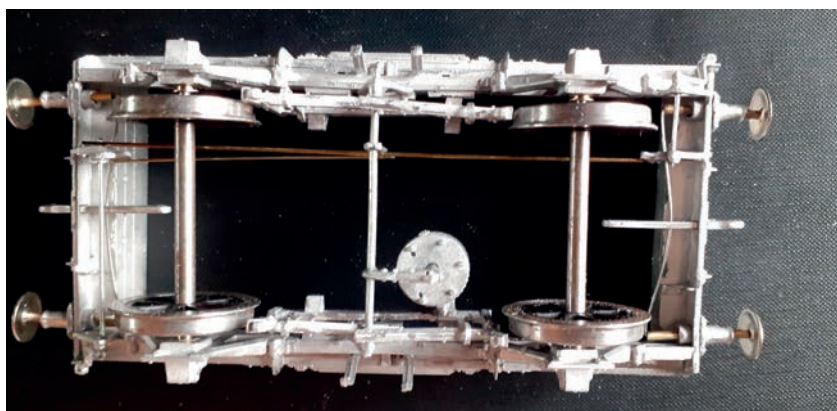
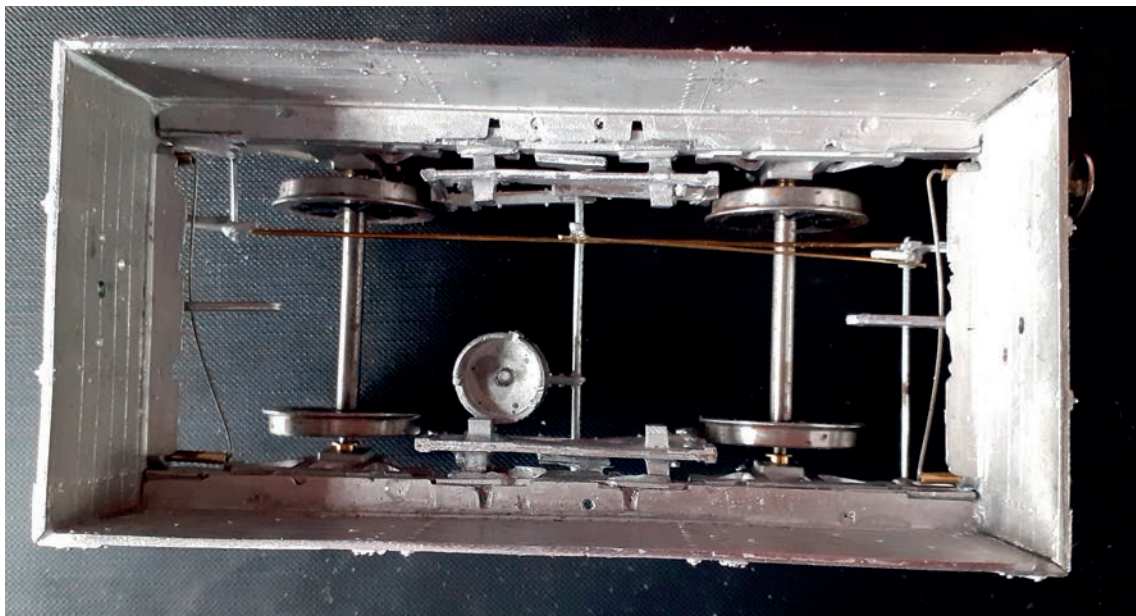


Diagram O9 ends, with buffers, springs and coupling hooks fitted before main body assembly. I damaged the buffer on the lower right in drilling it out, and later replaced it with a spare I had in stock.



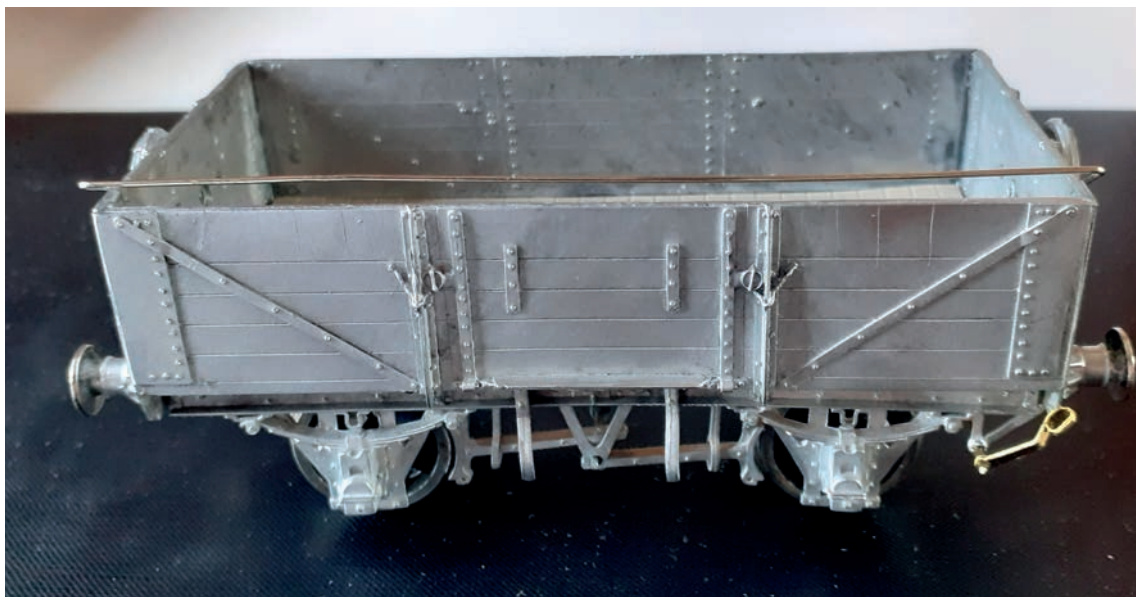
O9 vacuum brakes from above, with the floor left off until later for ease of access to the rigging.



complex on account of the vacuum brake gear and the tiny triangular brackets to fit on the solebars. O9 is, according to some published sources, DCII vacuum-fitted from new but converted to DCIII brakes after 1939, though all the photos I found seemed to show DCIII from new, which is what I have done. If you adopt the

sprung wire system for the buffers you may need to remove a little of the mounting bracket for the inner brake V's to make space for the wire to move. You can also make the kit up as an O14 by omitting the vacuum cylinder and the tie-rods between the axle-guards, in which case do not drill out the smallest dimple inside the ends for

O9 complete and waiting for the paint shop



O9 with HMRS transfers in place. The numerals on the end are slightly smaller, from the LMS sheet, to fit the available space. Note the tie bars between the axle-guards on this vacuum-fitted wagon, from 0.9mm straight brass wire.



the vacuum hose peg. There's a photo of an O9 at Russell Appendix fig 40, and another at fig. 41 though he does not give the captions the proper Diagram number. The same shot as fig 40 appears in smaller form in Atkins et al (p152 in the combined volume). Another example is at fig. 5 of *Russell's Pictorial Record*, again with no ascription. The kit comes with six plain coupling links but two need replacing with Instanter links if you build the vacuum-fitted version. Luckily I had spares to hand. Unlike the other two early 20th Century wagons, the running numbers on the ends were on the bottom left panel, not bottom centre, as the vacuum pipe would be in the way. After two failed attempts to kern the numerals close together I concluded the HMRS numerals were too large to fit the narrower space. I found some slightly smaller ones on the LMS sheet to



O9 in early BR ownership, care-worn and much repaired, pit timber load, tarpaulin bar lowered.

solve the problem. A small white stripe between the limbs of the V hanger on the solebar indicates a fitted vehicle. For a load I used a set of eight barrels in cast resin, sold some years ago by Davco Productions, which I painted in varying woody shades of matt enamels with dark grey bands. The wagon is chalk-marked for Aberbeeg, heading to the Webb's Brewery for a refill. There was enough space to add two wooden crates, plastic mouldings from the Knightwing OO range.

All four wagons had a thin airbrushed coat of matt varnish let down with a couple of drops of dark grey enamel. The weathering was done with

Greenscene powders and just a little dry-brushing of rust-coloured enamels around the brake blocks.

At the time of writing David Parkins still had stocks of GWR Opens to Diagrams O3, O4, O9/14, O11, O21 and O23, the Y7 banana van, and a one plank container flat/match truck, plus a few wagons from MR, LNWR, LMS and LNER Companies, some with resin bodies at a higher price. Some of the kits are available as multi-packs of 4. He also has some accessory packs for things like buffers, brakes and axleguards. No doubt I shall be shopping again soon.

O11 with a load of barrels and crates.





A WORKMEN'S TRAIN

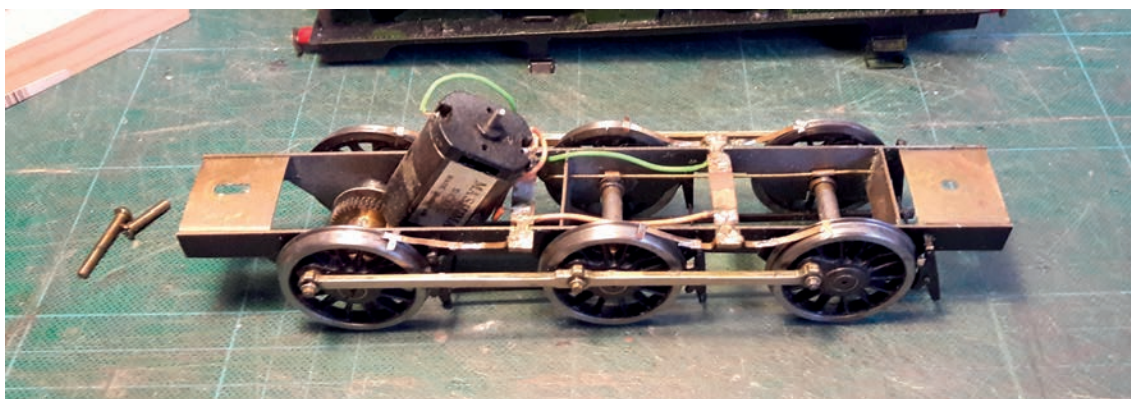
Mike
Clutterbuck
Pictures by Allan
Brown and Mike
Clutterbuck

JOINING A MODELLING GROUP (in my case VicGOG) has many advantages such as advice, friendship and a chance to run your trains on other layouts, among other things. Some years ago I was at a meeting at which there appeared some plastic Highfield GWR 4-wheel coach sides with roofs and ends, up for grabs. Someone had tried to cut out one or two windows and had made a dog's breakfast of it, but nothing that couldn't be corrected, I thought. So, as nobody else showed any interest, I grabbed them with the idea of making a short train one day. I put the bits in an old box and promptly forgot all about them. Seven years back, someone handed me another unwanted and ancient kit; this time a kit dated 1983, of a 57xx GWR pannier by a C Taylor, of whom I had never heard. It had a machined and solid chassis of $\frac{1}{16}$ in. brass, and this box had been sitting unloved in somebody's cupboard for about 30 years. Much of it was tinsplate (the kit of course, not the cupboard). Wheels, a motor and gearbox were needed but it seemed otherwise complete. It was put away safely in another old box (I have a large supply of old boxes, most with bits in that 'might be useful one day') and equally promptly forgotten.

Early in 2017, my wife and I found that we had just enough pennies to travel back to Europe to

visit siblings, mine in the UK and hers in Germany; which meant almost no hotel bills. This was when I conceived a Cunning Plan and booked to arrive in England, through an odd coincidence, as I told my wife, in time to visit the Gauge O Guild exhibition in Telford. My wife, who knows me too well, agreed on condition that she could go to Stratford for the weekend with my younger sister, while I went to Telford. This was fine in theory, but the model railway account was not looking very healthy; it needed fattening up. Then I remembered the pannier kit. "I could knock that together, flog it, and use the money to top up the account", I thought to myself. All I needed was a Mashima motor, a gearbox and some wheels. As I was in a hurry I took these from another planned loco, waiting to be built.

Unfortunately, like most of my Cunning Plans, getting Mr Taylor's kit together turned out to be trickier than I had anticipated. Tinsplate might solder well until it begins to lose its tinning, and the cab, bunker and tank sides, as well as the whole footplate firmly resisted my repeated efforts to solder them. I unsoldered the few bits I had managed to solder, cleaned what little solder they had taken up, belted them flat and used them as templates to make substitutes out of brass. Some riveting was added, but I had



strong doubts about the sales potential of a 57xx Pannier as every GWR modeller and his dog has at least one. However, a minor modification to the bunker and cab permitted a conversion to a much earlier half-cab 27xx, and this, I thought, might sell more readily on the grounds of "I bet you haven't got one of these".

The smoke-box front was a white metal casting and was reasonable; the injector castings were quite dreadful, but the original owner had also disliked them and had acquired replacements. The steam dome was a piece of dubious plastic and its flat base rim had apparently been nibbled by mice, so I cut the rim off and replaced it with plastic, which was then filed to shape. The two lengths of brass bullhead rail with the bullhead milled off puzzled me; I had once seen a Leinster kit with the same curious arrangement. Was it a valence? There were no instructions with the kit, so it was turfed out and I made a more recognizable brass valence and added steps. The tank supports were also white metal castings, which were scarcely convincing and so were also replaced with scratchbuilt ones, carefully hidden under the tank sides where my puny efforts won't be easily seen.

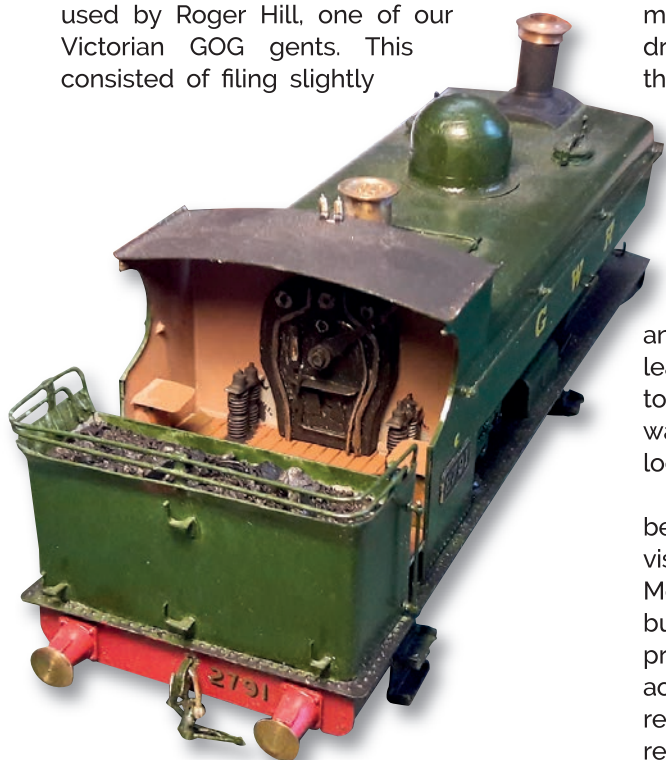
I modified the locomotive chassis by incorporating the simple springing design used by Roger Hill, one of our Victorian GOG gents. This consisted of filing slightly

oval holes in the side frames allowing the front two axles very slight vertical movement with a length of thin spring steel bearing on the bearings, if you know what I mean. The two front sets of bearings each have a short length of brass tube soldered across them for the spring to act as a keeper. Sliding the keeper out allows the wheel-sets to drop out for maintenance. The gap under the boiler was closed by means of a piece of brass sheet bent lengthways over a broom handle, to represent that part of the boiler underneath the tanks and soldered in place. So far so good.

But then frustration arose: there were no coupling rods. "Well", I thought to myself, "I'll have to get some". But the axle centres didn't match any commercial rods I could find. They didn't match those on my 27xx drawing either. "No problem," said a well-meaning friend trying to be helpful. "Make 'em up yourself; it's not that hard." Well, it probably isn't if you have a milling machine and you know how to use it. I fail on both counts. I only had enough nickel-silver for two sets of very thin outline rods, so I soldered two pieces of thin brass on the back of the nickel-silver strips to thicken them, and now I had lengths of material just over 5mm wide to allow for later shaping bosses and oil boxes. Careful measurement was needed to get the holes drilled in the right places to match the holes in the chassis. Wheels were temporarily fitted and the chassis was pushed along to see if there was any binding.

The chassis ran freely (a first for me), so I painted the coupling rods strips in blue Texta and scribed the outlines of the rods with the oil boxes and bosses. Sawing and filing the straight bits was easy enough, although time and language consuming. The bosses needed at least to look roundish, with apparent oil boxes on top. The finished products are not great, but I wasn't planning to ask a king's ransom for the locomotive.

The cab needed some detailed attention because the locomotive is a half-cab so it's very visible. A plastic platform covered with a layer of Melbourne's best 'Puffing Billy' coal filled the bunker and the loco was given a coat of grey primer. However before it was finished, we actually went to Europe. The British and German rellites were met, Telford was visited, and I returned home with a few bits and pieces I





needed for my next project.

On our return, I looked again at my 27xx; it may not be perfectly accurate. On rebuilding, were the saddle tanks replaced after the bunker was modernised? Was it left as a half cab? Does it have the correct wheelbase? I have no idea. But I don't often get challenged on GWR matters because I am the only bloke in our group who began his engine-spotting days on the GWR while it still existed. But it didn't look too bad although its running at a group meeting wasn't impressive. Phil Harding muttered to me as I was leaving, "Do you want me to have a look at that tank engine?" He did and improved the pick-ups. Now it runs well.

Then I remembered that old set of Highfield coach parts for four wheelers I had picked up at a meeting some years previously. I decided that a short train with a 27xx pulling it might serve as a nice little workmen's train.

The coach parts were duly hauled out of their hiding place and made up with window vents, scratch-built brake-gear, axle-boxes and so on, fitted with plastic interiors. Close inspection is not recommended. The coaches were far too light, so shotgun pellets were added under the seating giving more weight. Further detail to the cab is awaiting, like so many of my finishing touches, for that rainy day (although it doesn't rain too much in Melbourne). Aside from the construction time, each coach cost me only a pair of Slater's wheel sets, although proper couplings and vacuum pipes still need to be added. The whole impression is a tad rough, and the train needs to be photographed from some distance away, so it's really nothing fancy. Touchstone's remark in Shakespeare's 'As you like it' describes it well: "An ill-favoured thing, sir, but mine own", and, let's face it, what else would you expect from a common old workmen's train?





Following an appearance in the Guild's Virtual Show in November, Richard has kindly given us a detailed update about the origins and creation of this unusual layout.

HAYLING ISLAND

IN THE LATE 1980S I began modelling in 7mm finescale, with the small experimental Alfriston (*Small Layouts Vol 1 Gauge O Guild*). This was followed by a larger Somerset and Dorset layout, Burnham Pier (*Small Layouts Vol 2*) in a 12ft by 6ft shed. The layout was later extended to run through the rear of the adjacent garage into the garden in a half circle returning into the shed, with a fiddle yard opposite the station.

After several successful years, mice became a problem under the all-weather cover for the outside loop, chewing all the electrical wiring and fouling the track! I purchased a new 16ft shed so I could operate Burnham Pier in all weathers and in comfort. This was a mistake, as without the outdoor extension, the longer trains of 6-wheel and bogie carriages looked out of place. A drastic decision was made to revert to my first love, the London, Brighton and South Coast Railway in Victorian times.

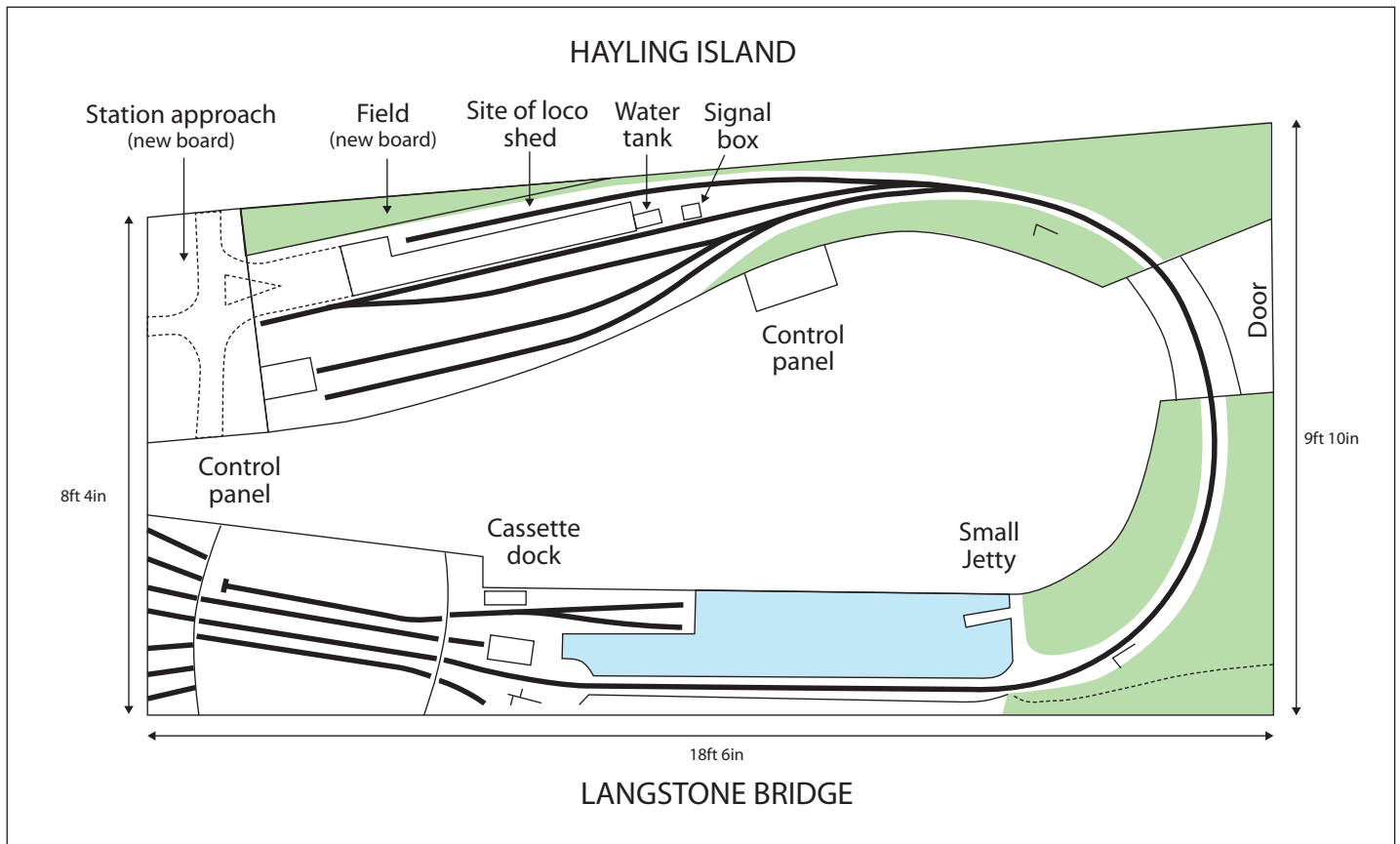
The only LBSCR terminus that could be fitted into the new shed was Hayling Island, near Portsmouth. The branch was best known as the haunt of Brighton Terriers which, given the weight restrictions on the long timber Langstone Bridge, worked the line almost exclusively from the early 1890s to closure in 1963. At the opening of the branch in 1867 the Island's population was tiny and the meagre service was run by the contractor, Frederick Furniss, until the LBSCR assumed responsibility in 1872. I chose to model the track plan of 1898, before the 1900 rebuilding and the erection of the very large dominant goods shed. The original loco siding had been extended behind the platform and that provided the opportunity to shunt saloons, horseboxes and other special workings. This avoided one train arriving and an identical one departing; prototypically correct but rather boring!

Baseboards were conventionally constructed



Richard Barton

Pictures by the author unless indicated



of plywood with 3 x 1in supports. The layout was nearing completion when we moved house in 2015. As a precaution, the two station boards and the fiddle yard had been designed to be removable. The remainder of the layout was demolished and completely rebuilt to fit its new home in a 19ft long garage, though the maximum width of 9ft 9in did necessitate a track radius of four feet. To achieve this, the station boards were angled out into the room to bring the station throat close to the wall. The two additional triangular boards, highlighted top left on the plan, are removable to give access to the rear of the

station, should this ever be necessary. The extra length did allow the station approach to be modelled, emphasising its very rural surroundings.

The layout is U-shaped, with the station along one wall and Langstone Bridge and the fiddle yard on the opposite side. The half circle of track between them represents the three miles between the station with the surrounding farmland and the scrubby area leading to the bridge. There is a lifting section by the door: raising it cuts off power to avoid accidents. Having been bottom at woodwork at school I was





grateful for Andy Nicholls's help in this critical part of the structure. The trackbed of the bridge was one length of plywood but the supports and other details follow the prototype, though less than one third of the correct length. Setting the bridge close to the wall resulted in an interesting change of sound as trains cross the structure. At the end of the bridge there was nothing on the

prototype to hide entry to the fiddle yard, so the buildings are artistic license.

Langstone Bridge

The fiddle yard has a four-road sector plate 4ft long, with six stub sidings at each end to cut down the handling of locomotives. In practice a 5ft long sector plate would have been better, with just one set of stub sidings at the approach. This would have allowed mixed trains to be accommodated, or a train of six 4-wheel carriages. The two sidings in the front of the sector plate give access to a docking unit: rolling stock which appears only occasionally is stored in cassettes under the layout and, when required, the cassettes can be placed in the docking unit and transferred to the sector plate. This was an ingenious idea used by the late Peter Korrison,

Fiddle yard, left and sector plate, below





Hayling Station

whose Fettleworth Harbour layout is featured in a Guild video. Another stub siding gives access to a two-road wharf: when I have visitors this gives the fiddle yard operator as much operational interest as that at the terminus.

The electrics have been kept as simple as possible and control is DC using Gaugemaster Walkabout-W hand controls. There are, however, operating positions at both the terminus and at the fiddle yard and each can be switched out, the convention being that trains are run towards the operator. The pointwork is by Marcway and the plain track by C&L, with ballast being a mixture of chinchilla dust and horticultural or silver sand. This was fixed by dilute PVA but more recently I have used Unibond Flexi Max Additive, which retains a little flexibility. The early LB&SCR slotted

signals were built from laser-cut parts kindly supplied by John Ritter of Australia. The main turnouts are operated by Tortoise motors. For the signals, small solenoids were obtained from DMG Electech, the advantage being that signals could be constructed and adjusted on the workbench before being installed on the layout. They are also easily removed, should adjustment be necessary in the future. The remaining signals are fixed distants or are switched out. As more information has come to light it is probable that there was no signal box before the 1900 rebuilding. Thus signals and turnouts would have been operated locally, by a member of staff. I will have to live with that mistake but will fit point rodding from the signal box to save staff a long walk.



The station building was unique in design and difficult to construct, being quite complex for such a small structure. I was lucky in that the ticket office extension was added in 1896, and the architect's drawings of the station have survived. I used 0.012in Plastikard for the basic structure, Evergreen strip for the wooden framing and some elderly sheets of Thornton's moulded brick for the decorative brickwork. I cheated with the flint infill panels, which are paper prints off the internet. The roofs were constructed in several removable sections and the patterned tiling and the canopy valancing were supplied by Devon Lasercraft, which saved a great deal of work. The upper rendered panels were filled with DAS modelling clay but I made the panels unnecessarily deep, which gave problems with the DAS shrinking and cracking, necessitating several layers. The decorative end gables were fretted out of Plastikard with a piercing saw. Livery is in the earlier light and dark buff, in contrast to the later livery used at Sheffield Park on the Bluebell Line.

Horse drawn vehicles are from kits by Andy Duncan and Slater's. The two vehicles approaching the station are the Royal Hotel bus and Samuel Jones's grocery van. Those in the goods yard belong to H R Trigg, who owed the nearby Hayling Gas Works and was a coal and coke merchant, amongst many other activities. Scenery was set in the autumn, which I found difficult and will benefit from future improvements. Most of the trees are from the excellent armatures supplied by Model Scenery Supplies of Cromer. The only other scenic features of note are the two Arun sailing barges, scratchbuilt by Peter Korrison. I have yet to find an excuse why they have ventured down the coast from Littlehampton but any larger sailing vessel would have been too dominating. With no contemporary photographs of the landscape, the backscenes have been left plain and painted white emulsion tinted blue.

Locomotives and coaches pre-1890

Three different locomotives were used by the LB&SCR: *Hayling Island*, *Fratton* and *Bognor*.

I scratch built *Hayling Island*, a Sharp, Stewart 2-4-0 tank, with the aid of chassis sideframes and coupling rods milled by John Taylor. It has an ABC gearbox with Canon motor, with the small front wheels by Walsall Models and driving wheels by Slater's.

In 1878 another Sharp, Stewart 2-4-0 tank *Fratton* arrived but there is no known photograph, so I built it as *Bishopstone*, in its earlier condition when working on Newhaven Harbour extensions. The warning bell is from a GWR autococh! The model was built from Redcraft's etches for GWR 1384 (WC&PR *Hesperus*). It required only the side tanks moving back into the cab and new boiler fittings. The gearbox was from Dave Sutton, with a Mashima 1824 motor. Stroudley's 'Improved Engine Green' is by Precision Paints with lining transfers from Guilplates. I am currently building



Fratton from a second set of etches incorporating the changes that Stroudley might have made for its use on Hayling Island trains

Arun Barge





The Kitson 0-4-2 tank *Bognor* briefly worked services on the Island either side of 1890. This was partly scratch built by Peter Korrison, completed by me after his death and painted by Alan Brackenborough, who also painted *Hayling Island*. This also has an ABC gearbox with Canon motor.

Some additional small locomotives must have visited the branch to cover for maintenance and repairs but nothing has been recorded. Recently Guild member Bob Sankey gave me two locomotives he had built some time ago: *Seaford* a 2-2-2 tank as modified by Stroudley and *Lewes*, a 2-4-0 tank, rebuilt from an outside cylindered 2-2-2 tank in 1869. This provides five locomotives to run the pre 1890 services.

The rake of Craven coaches was partly scratch built and partly from etches produced by Ian

MacCormac. Brake Van No 94 is of particular interest, as the prototype has survived and is at the Bluebell Line for restoration. The rake of early LSWR coaches, representative of those hired by the contractor, were originally scratch built by Ian Hopkins for the late Henry Bousher.

Locomotives and coaches 1890-1900

Four Terriers were allocated to Fratton for the Hayling Island and Southsea services:

No 78 *Knowle* was built from a Vulcan whitemetal and brass kit and painted using Precision Paints with Guilplates lining transfers.

No 43 *Gipsyhill* is a Dapol Terrier, dismantled, minor errors corrected and repainted as above.

No 71 *Wapping* is a recent Dapol Terrier, awaiting weathering.

No 48 *Leadenhall* I have yet to build.





I have three further Terriers, the most interesting being No 49 *Bishopsgate*, which was scratch built and painted by Bernard Miller, though subsequently fitted with replacement motor and wheels. For fun, my larger LB&SCR locomotives may also run from time to time in defiance of weight limits, including three Stroudley tender engines with uncompensated chassis, which will negotiate the 4 foot radius curves - just!

Passenger rolling stock consists of two rakes of 4-wheel Stroudley coaches from Roxey Mouldings kits, one oil lit and the other gas. Variety is provided by various saloons and by a special working from the South Eastern Railway, consisting of a First Class Saloon, an OCT with Landau and a tiny horsebox, all from Dan Garrett's SER Kits. There is also a long rake of horseboxes from various railway companies.

This was very limited and ran in mixed trains but, as the length of the fiddle yard is restricted, separate goods trains are run. Most wagons are from the London & Brighton Railway, with some having the earlier 'illiterate' mark and some the later 'LB&SCR.' An exciting discovery was that between 1888 and 1902 young oysters were sent by rail from Whitstable in the autumn, to be overwintered in the milder climate of Hayling Island, before being dredged up and returned the following spring. A rake of oyster wagons is



from SER Kits. Surviving consignment notes have meant the wagons carry the correct numbers. Some Private Owner wagons may be slightly outside my period, as there is limited information before 1900. Luckily the acquisition of some original goods consignment labels will enable more correct wagons to be built, with additional information from the recently published *Private Owner Wagons of the South East Vol. 2* Lightmoor Press by Simon Turner.

Knowle with Stroudley oil-lit carriages

Hayling Island has been fun to build. It has limited operational interest but this is offset by modelling stock of two different periods and it is a project I have been able to finish. During the project I have become more and more attracted to 1870s and 1880s, a period seldom modelled.

Bishopsgate with horseboxes



Knowle and oil lit carriages. Note the LV indicating last vehicle



Research into life on Hayling Island at the time and of the various local businesses continues to add another level of interest. Much help has been given by members of the Brighton Circle and by local historians in the Havant area but I am mostly indebted to a much missed friend, the late Peter Korrison, without whose help and encouragement Hayling Island would never have been built. You can see Hayling Island in action on the Gauge O Guild's YouTube channel. Search for "Hayling Island Richard Barton" and also for "Hayling Island Cab Ride".

Bibliography relating to Hayling Island:

- The Hayling Island Branch* by Peter Paye (Oakwood Press).
- Branch Lines of the Southern Railway Vol. 1* Reeves and Hawkins (Wild Swan)
- Branch Lines to Hayling* Vic Mitchell, Keith Smith in association with Alan Bell (Middleton Press)
- The Hayling Island Branch* by John Scott Morgan (Pen and Sword Books)
- The Hayling Island Branch* privately published by Ralph Cousins (ralph.cousins@btinternet.com)





Geoff develops his civil engineering skills, in order to lay some artificial grass in a cutting. Yes, really! But the results speak for themselves

GRASS CUTTINGS

GARDEN RAILWAYS are built using many different and vastly varied ideas, either ground-level or raised. Construction methods are multiple, some successful others not quite so. When considering my railway, raised level was deemed ideal, because the advancing years meant bending down and getting up again and that would be pretty much a no-no. Plus the fact that the garden was fairly level and the main station area, built in a 20 x 10ft shed, is at a reasonably accessible height for working,

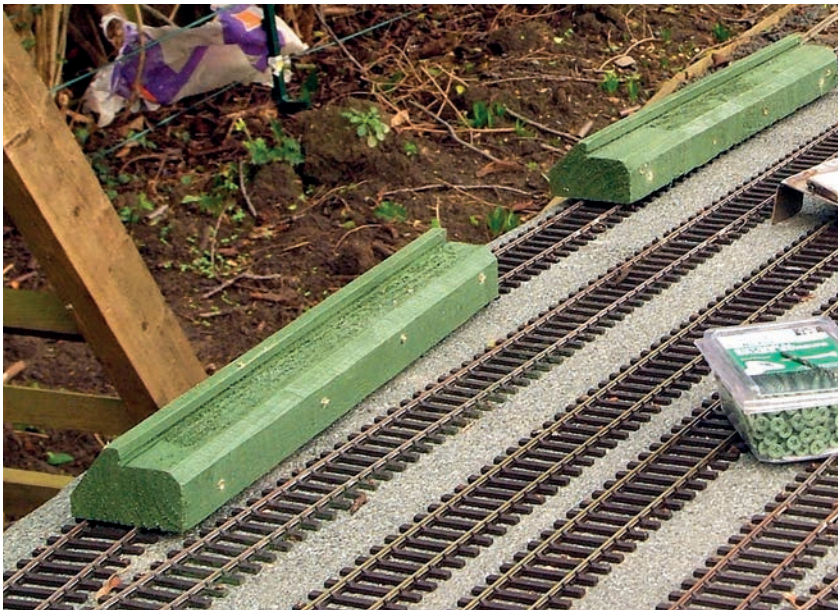
operating and viewing, which in turn dictated the height of the raised level railway out in the garden.

In planning the railway, I had decided that it would be nice to have scenic sections on the outside line wherever I could (sooner than just plain track running in between bushes), which resulted in bridges, viaducts, cuttings, tunnels, outside stations, etc. The railway, being a continuous run of a scaled two miles in length, lacked offstage storage areas so there was a



Geoff Byman
Pictures by the author





need to hide trains out in the garden. Hence the idea for a six road cutting area. Recently being asked on the Forum how the cutting section of the railway was built prompted the writing of this article.

Having considered many varied ways to produce the cutting sides, from live plants or bushes to artificial grass, I chose the latter; anything growing would need trimming from time to time and constantly looking after. Whilst plastic grass seemed ideal, it would need support of some sort to form the cutting sides. This would mean substantial support. Fortunately, the main track baseboards were of robust construction using 18 mm OSB ply, well-treated with three coats of Cuprinol and laid onto parallel pairs of 4 x 2in pressure-treated beams, mounted tall side up. These rest on brick piers approximately four feet apart. The outer edges of the OSB are routed to a round nose section, so that the torch-on roofing felt that forms the protection (and also gives the effect of ballast), can be wrapped completely around the edges, without any sharp corners; and part the way down the beams to seal from the weather and allow water to drain off easily.

The baseboard in the cutting area is two feet wide (as are some other parts of the railway), with

the outer edges of the baseboard having added support of 3 x 1.5in timber (3 x 3in sawn in half) on its edge, supported by cross members which are screwed to the brick support piers. These cross members are adjustable in case of sag, etc, but over the 17 years that the railway has been running no adjustment has been needed. This allowed the cutting sides to be built onto the outer edges of the board.

The base for the cutting sides, on which the plastic grass is laid, is made from uPVC window ledges, also known as fascia boards. It's worth looking around for prices as I found I could get them on the Internet for around two thirds of the price locally - including the carriage. These were 9mm thick, 300mm wide, with the 35mm turn down screwed to supports, formed from pieces of wood cut with a 35-50 degree angle forming a wedge on one edge, each one cut to length to suit its position, ranging from 9in to 18in in length and spaced approximately 12-15 inches apart along the baseboard edge, so that the 300mm width of the uPVC is sitting up at the required angle. These blocks, well treated to a few coats of Cuprinol, were screwed up under the edge of the baseboard and then covered all round with torch on roofing felt.

To eliminate the possibility of the uPVC breaking or pulling away from the screw holes, I had a friend at a local engineering company form up some 18 gauge stainless steel strips to 90° angle, to spread the load along the uPVC.

A small gap, approximately $\frac{3}{8}$ in, is left between the uPVC cutting base and the baseboard for drainage purposes, the gap being hidden by the grass. With the main pieces of the ledge then at the required angle, the top edges were cut to a slightly wavy shape, so as not to be too uniform.

To utilise the void underneath the baseboard for storage of outdoor materials, along with a rockery with shrubs, etc, to be built up on one side, a concrete breezeblock wall was built to support the soil mound, with a poured concrete, formed top to support the cutting side. On the other side, 4ft fence panels were used, removable for storage underneath the main baseboard, so the top edge of the cutting side

Single mounting fitted





would be supported on the frame for locating the panels.

Next, two strips of cotton scrim, available in rolls 75mm wide, were glued along the surface of the board, approximately equidistant from the top and bottom edges using plumbers' pipe adhesive.

These formed 'grip' areas for bonding the plastic grass, the remainder of the shiny area being slightly roughed up with 80-grit sandpaper. The plastic grass, obtained from a company found on the internet that supplies plastic grass for lawns and sports grounds, was of medium-length type. The grass matting was cut to size, in lengths, with a couple of inches or so extra along the top edge that could be trimmed later, and laid along the cutting sides, first as a dry run to check out the effect. When satisfied with the effect, using expanding foam as an adhesive (obtained from Screwfix), the foam was then pumped through its applicator tube in between the grass and the PVC and the grass lightly pressed in place and then held down with a fair selection of bricks and stones laid along the cutting at uneven intervals, so as the foam expanded it created lumpy/bumpy slopes in between the bricks and stones. As the foam also



expanded upwards, the extra couple of inches or so at the top edge of the grass, was folded over horizontally against the concrete top on one side and the wooden frame and the other. As the foam expanded, it was once again held down with bricks, stones, etc, forming an undulating, flat, grassy area at the top of the cutting. When set, the excess foam was trimmed off with a knife. Lengths of window ledge were cut to size to form a sealed edge to the foam and screwed to the top of the frame on the fence panel side.

Prior to ordering, I had obtained samples of various grass lengths. The spares were used to form bushes. The longer length grass was gently heated with a hot air paint stripper gun, causing the grass to curl, roughly representing bushes. Holes were cut into the main grassed area and

the long grass stuffed in place, using a small squirt of foam to bond.

Just a small note here regarding outside track laying. As I referred to earlier, prior to building the cutting, I decided that it would be ideal to be able to hide trains in the cutting so there was a need for six tracks, which were laid along the boards using PECO track. With adequate spacing between tracks, this would mean that the outer two tracks would be very close to the edge of the baseboard, which under normal circumstances would be too close, but with the grassed sides being offset from the board this was ideal. The track is lightly pinned down on the outsides of every 10th or 11th sleeper using copper coated panel pins (note: it is advisable not to pin down in the middle of the sleepers, as this would have the



tendency to pull the rail tops slightly inwards). Holes of the pin size are drilled in the sleepers, the hollow area on the underside of the sleeper coated with bitumen paint. A small blob also being applied to the roofing felt where the pin will pierce the felt, and the pin dipped into the bitumen paint prior to hammering in place. The pins are not hammered tight down but leaving just a little free play for expansion purposes. It is really advisable to pin track to the baseboard on warmer days, as the bitumen roofing felt tends to seal around the pins. On cold days it is exceptionally rigid and hard.

A similar method is used to form the sides of the railway with low embankments - once again

the foam and uPVC works brilliantly. In this case offcuts from uPVC ledges were used for brackets and 60mm wide by 6mm thick strips of UPVC for the sides.

The whole project turned out to be more of a major engineering works than was first envisaged, but isn't that always the case? Perhaps I took an extreme belt and braces approach, as with rest of the railway, but over the years it has proved to be the right one. It has now been in place for over 17 years and is still in exceptionally good running order. The only problem that has occurred is that bits of the bushes keep going missing - local wildlife, in the form of birds, keep removing them for their nests!



TRANSITION CURVES FOR PECO SETRACK USERS

SEVERAL ARTICLES in recent *Gazettes* by Harold Jones and me have highlighted three considerations that must be borne in mind when using tighter curves (PECO Setrack curves and points have a radii of 3ft 4.5in or 1028mm).



Geoffrey
Goddin

1) Rolling stock used must be capable of traversing tighter curves. Mainstream RTR locos and stock are engineered and stated to accept R2 as a minimum radius. Even the forthcoming Ellis Clarke Black 5 4-6-0 manages this challenge, albeit with adjustments to the cylinders. For bespoke manufacturers of large express finescale locos, buyers are likely to have to check first. When I enquired at a Guild show as to whether a company's 0-6-0 Dean Goods loco could traverse R2 curves I was met with a look of horror! Given the prices of some of these models, maybe their intended owners can also afford spacious layouts with sweeping curves?

Kit and scratch builders can allow for radii clearances, with sideplay of driving wheels and bogies and attention to steps, cylinders, and anything else that may foul. I do find that kit sellers often fall back on advising 6ft minimum radius for their models, even shorter, inside cylinder locos that could be easily built to cope. Clearly this helps avoid customer complaints, but may also put potential customers off even trying. Ian Kirk has pointed out on the Guild Forum that vehicle overall length also matters, regarding inner and outer overhangs.

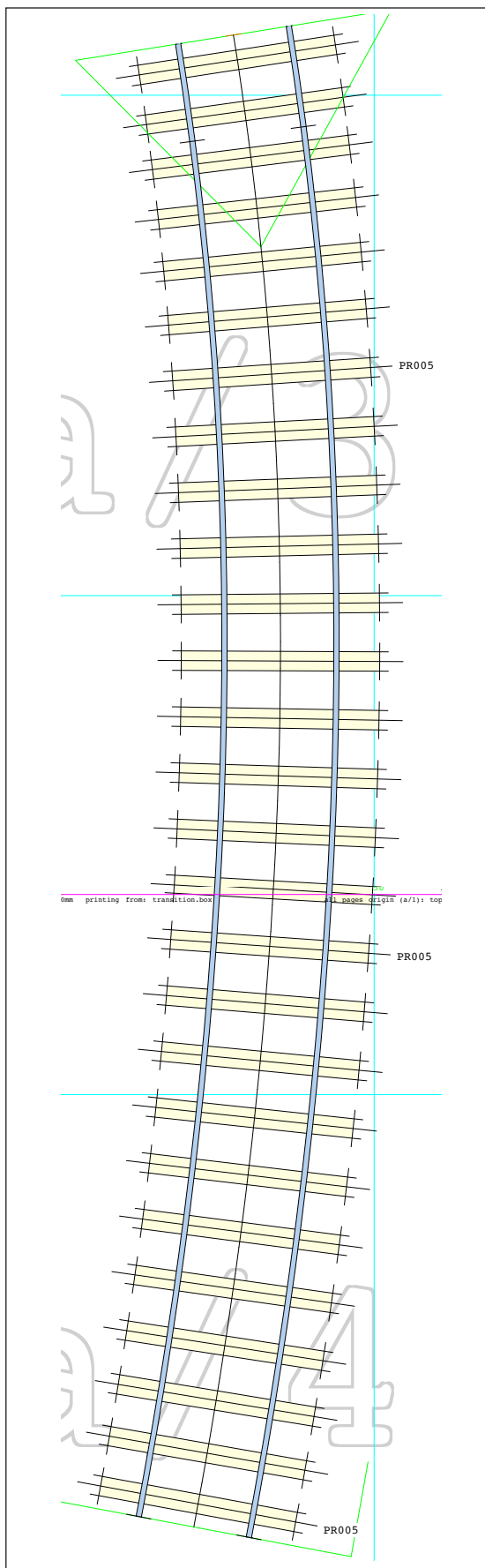
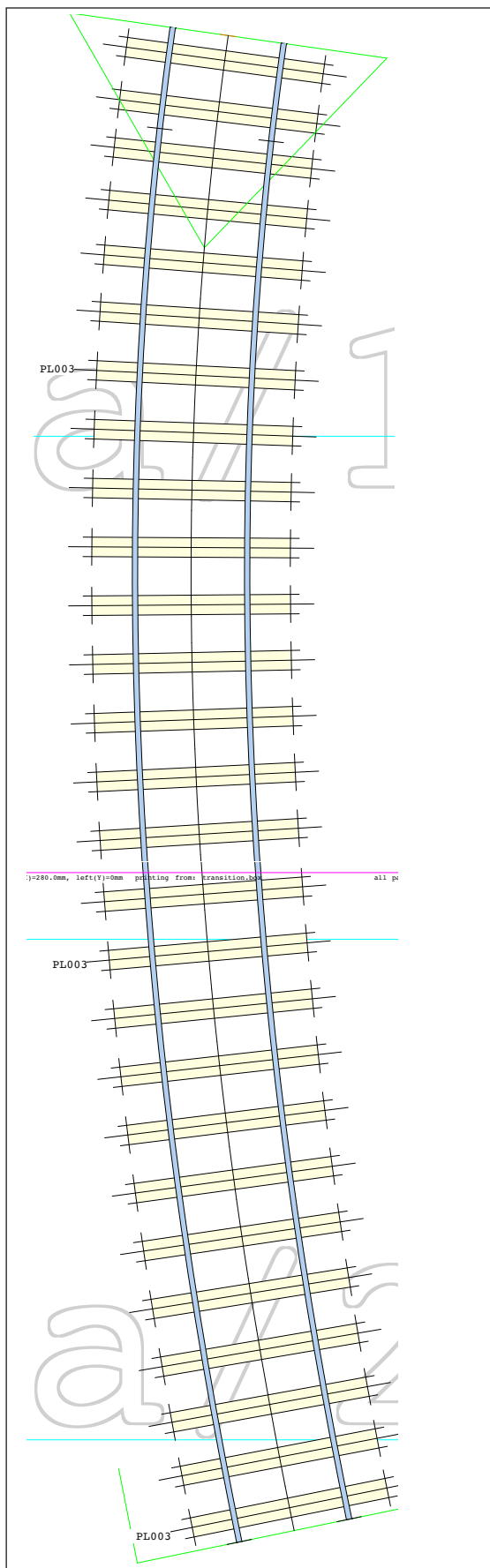
Personally, I prefer a maximum vehicle length of scale 60ft, or 440mm, so Mk 1 coaches at 63ft 6in or 470mm are only just acceptable. Many Co-Co Diesels are much longer and, unlike steam tender engines, do not articulate on curves. Even though Heljan advise an 800mm minimum radius, I would find the optics poor. The forthcoming Class 153 single railcar scales out as 76ft or 23m, so I admit a modern image problem, though EU and USA modellers with longer stock frequently show layouts with R1 (914mm) and R2 curves.

2) Track laying standards, dog-leg rail joints, and non-level track laying, can try even the most tolerant rolling stock, and are likely to cause

buffer-locking or derailments in the immediate vicinity, hopefully leading to corrective measures being applied. Reverse curves also magnify the effect of transitioning between radii. For instance, many of us use PECO medium (6ft) radius points for crossovers, particularly in station loops. The sideways displacement of coach buffers at the reverse is more severe than coming off an R2 radius onto a straight section; the eye sees a sweeping reverse transition in the former. Obviously with sharper curves, sometimes within goods yards, care to avoid designing-in an over abrupt reverse must be exercised, which brings us to how to do this.

3) Transition curve planning, and some helpful Setrack templates. Harold Jones has made the point that buffer locking while propelling stock is not a problem on relatively constant radii curves, where adjoining vehicles are of similar length (eg a rake of bogie coaches, or 4-wheel goods stock). The inner buffers will be doing all the work while the outer buffers are apart. Longer or fixed connecting couplings could be used, though my experience on R2 curves is that this is not necessary. In fact if, couplings are tight on the curve and the adjoining vehicles are of dissimilar length (eg tender and first bogie coach), the coupling exerts a helpful centring effect, minimizing the chance of buffer locking. However when coming off an R2 radius when propelling, there will be sideways displacement of even similar length vehicles; the trick is to transition the radii over a track length able to accommodate the likely longest vehicles. Thus I have provided templates kindly drawn up by Stuart Davison, in response to a post I started in the Guild Forum Modelling section, on October 3rd 2020. To find this, please search titles for "Transition Curves" from user Goddin22066. These templates (in post #5 of the thread) may now be hard to find, so the *Gazette* editor has kindly agreed to make them more easily accessible. A 900mm length of PECO Flexitrack, cut midway at 460mm and 440mm will provide a left and right hand transition curve to deploy at each end of an R2 radius return curve and minimise the risk of buffer locking.

The pdf template can be found in the Gazette Archive, as the Extra material for this feature. The single download includes both a lefthand and righthand transition. When printing, if you build your own track and want them exactly to scale, please keep in mind that you may need to scale them slightly, depending on your printer's settings. Otherwise, if using Setrack and an A4 printer, the general flow of the curves should be accurate enough. The radius starts as 3ft 6in (1066mm) at the arrowed end (a/1 & a/3), and transitions to 5ft 6in (1677mm) at the other end. This template is primarily for those modelling with PECO R2 type Setrack. More general advice on designing transition curves can be found on the Guild website and in an article by Harold Jones, in the May 2021 Gazette 21(7), pages 66/67.





Richard builds a GER Y14 and shows how to include radio control at the time of construction. Radio control allows him to enjoy running it on his friends' layouts, as well as his own.

Richard
Gawler

A FIRST LOCO WITH RADIO CONTROL

AS A NEWCOMER to O gauge, I soon found myself wanting to build a reasonably universal loco I could run on friends' garden railways, club layouts and test tracks, as well as at home. Radio control with battery power seemed like a sensible thing to try because this would create a model without commitment to the local control system, be it stud contact, third rail, or analogue or DCC two-rail.

My own layout will represent a light railway with one engine in steam. As a spin-off, the use of battery power lets me build a layout with very simple analogue wiring and then introduce a second loco without recourse to section switches.

I like the idea of a loco carrying its own source of energy, especially on a lengthy garden railway. The only alternative I could think of was clockwork and so I made a start by buying a kit for a LNER J15 from Connoisseur Models. I

wanted an exit route if radio control turned out to be impractical, so I also bought the 40:1 gear set recommended for the loco and a 12-volt Canon motor.

Preparation and design decisions

My first practical activity was a field trip to Sheringham to see the preserved J15, formerly BR number 65462 and now restored to resemble a Y14. As it happens, I found myself sharing a compartment with a modeller who does 16 mm live steam, and before we reached Holt I had decided to use an entry-level Omni system from Fosworks for my project.

I reached the detailed specification of the control system during a telephone call to Steve Foss, the proprietor of Fosworks. The most important decision was the style of the battery pack, which would use AAA size NiMH (rechargeable) cells arranged across the width of



the tender. Each cell provides about 1.2 volts. I did not expect to run the motor from a full 12 volts, and I knew that an odd number of cells would pack together into a smaller space than an even number, so I specified nine cells for the battery pack.

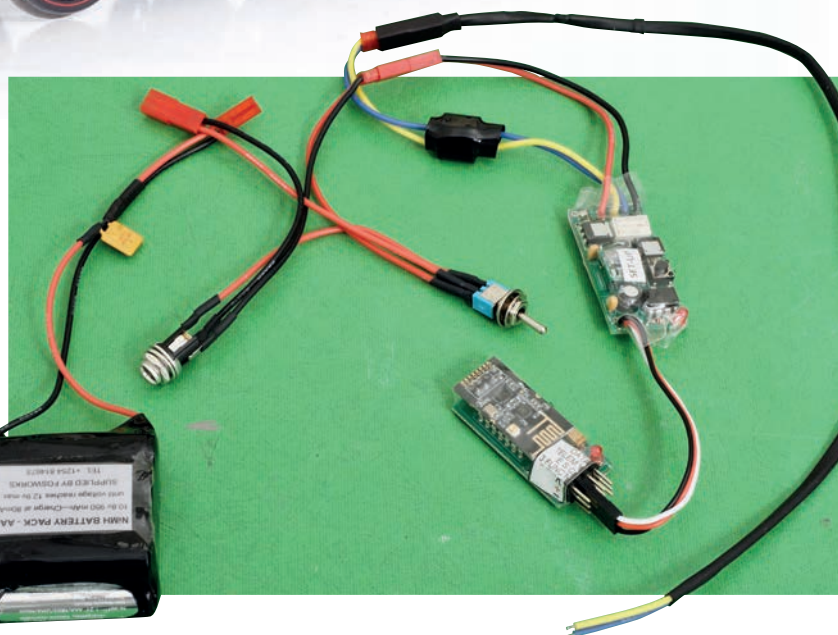
On receipt, the radio control equipment for the loco looked like this (right). Clockwise from the left there is the battery pack and its safety cut-out; a charging socket and changeover switch; the control board with its output wires to connect to the motor; and the radio receiver. The switch selects between charging and running, and the ferrite bead on the motor wires (hidden inside black sleeving here) suppresses electrical noise passing from the motor back towards the control board.

The radio communications use the 2.4 GHz band. The radio receiver connects to the control board, which provides the power output for the motor. This particular control board supports three different profiles for motor control, and one of these gives a pleasant slow start operation with my loco.

I put quite a lot of planning into the build before I began, to let me adapt the kit to represent a Y14 and to accommodate the control equipment. Looking back, I think the most important thing helping me here was the knowledge passed on by many modellers that this kit goes together without any problems. Life would have been much more difficult if I had needed to make new parts to compensate for shortcomings in the design of the kit.

My main design decisions were the following:

- Battery pack placed across the width of the tender and supported by a false floor
- All control equipment inside the tender
- Radio reception using the aerial built into the receiver
- Charging socket and control switch accessible when the model is on the track
- A plug and socket under the loco to connect the wires from the tender



- Provision to add conventional pickups to the tender wheels

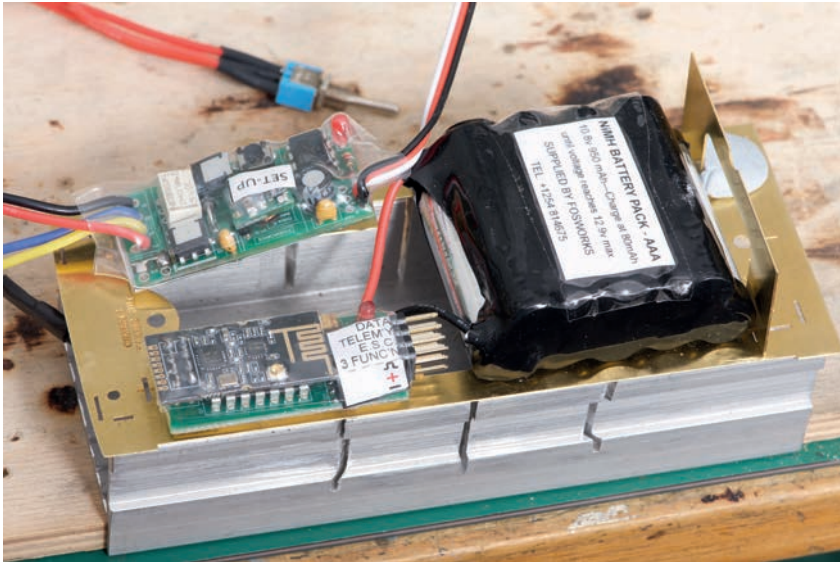
I made all of these decisions before I started to build the model. I find it too easy to succumb to "feature creep" in this sort of project. I thought about having a multi-way changeover switch in the tender, so the loco could recharge from the track power, or run from track power, or even put its own controlled voltage onto the track to drive other locos. I thought about an LED in the firebox, to act as a 'power on' indicator, and an illuminated tail lamp on the tender to do the same. None of these happened, and I am sure simpler is better. It was sensible to make the electrics as simple as I possibly could; there was plenty of work in building the model.

I allowed myself one luxury and one extra precaution. The luxury is a branded toggle switch in place of the budget one supplied with the control equipment. The extra precaution is a cartridge fuse between the controller output and the motor. I know that the motor is unlikely to fail as a short circuit, but the fuse gives me a little peace of mind.

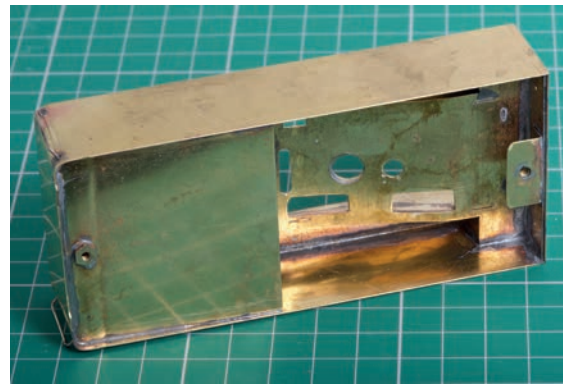
Equipping the GER Y14 and its S23 tender

I started the model making by modifying several parts of the tender to let it hold all of the radio control equipment. In particular, I built the tender

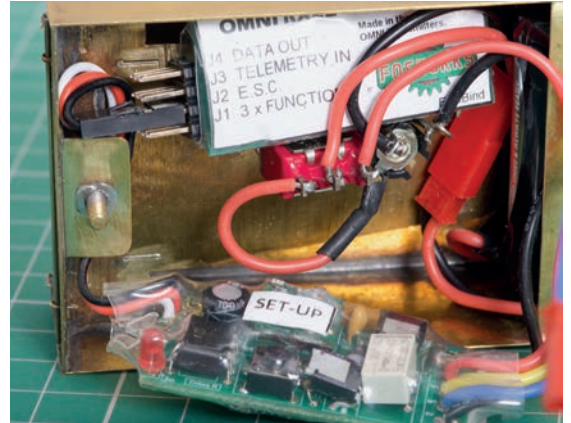
as three subassemblies instead of two, with a separate body and footplate as well as a separate chassis.



I placed the main parts of the radio control equipment on the tender footplate to get an idea of the amount of space available. There is enough space inside the tender chassis to hold the control board, but putting everything into the body gave me shorter wiring.



The false floor to hold the battery pack is from 0.45 mm brass sheet and angled carefully to let the battery pack slide into place.



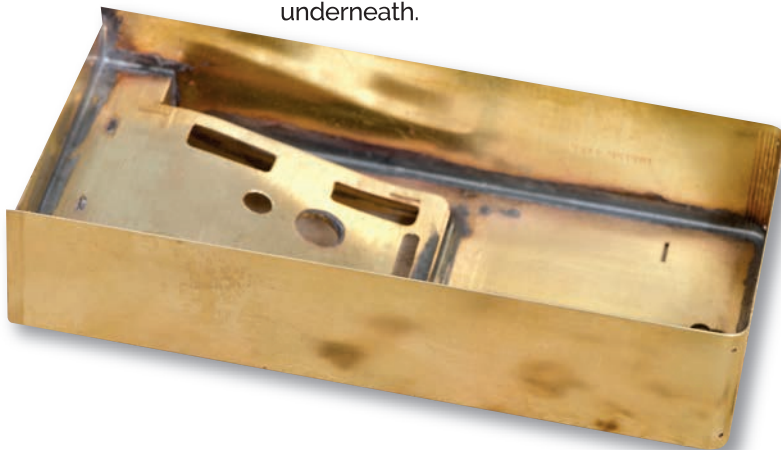
The charging socket fits inside the envelope of the tender body, but the solder tags and wiring on the toggle switch descend into the chassis assembly below.



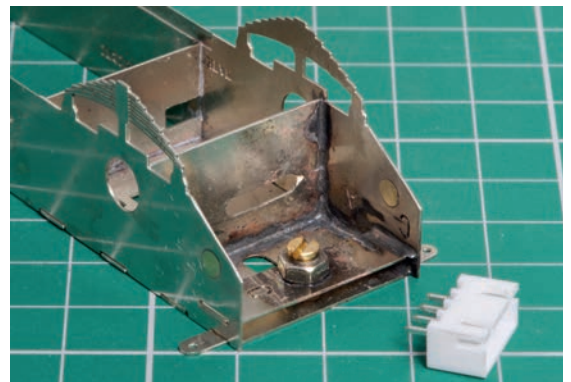
I modified the sides and floor of the coal space to make room for the two circuit boards underneath.



The charging socket and the toggle switch are easy to reach without lifting the model off the track. The coal will hide them after the model is finished.



I built the tender body working from the top down, which is the opposite direction to that suggested in the instructions for the kit. I cut some slots in the floor of the coal space to help the radio communications to work.



With all of the radio control equipment going into the tender, the modifications to the loco were minimal. Before I built the chassis, I cut a narrow



slot in the rearmost frame spacer to accept the four pins of a Molex power connector. These connect to a piece of stripboard on the other side of the frame spacer. I cut smaller slots in the adjacent spacer to accept the wiring to the motor, and filled the mounting holes for plunger pickups.

The build progressed well, and the completed model had many test runs. The performance of the loco and its control system rather exceeded expectations and I added no extra ballast weight inside the loco. Eventually, I dismantled the model for painting.

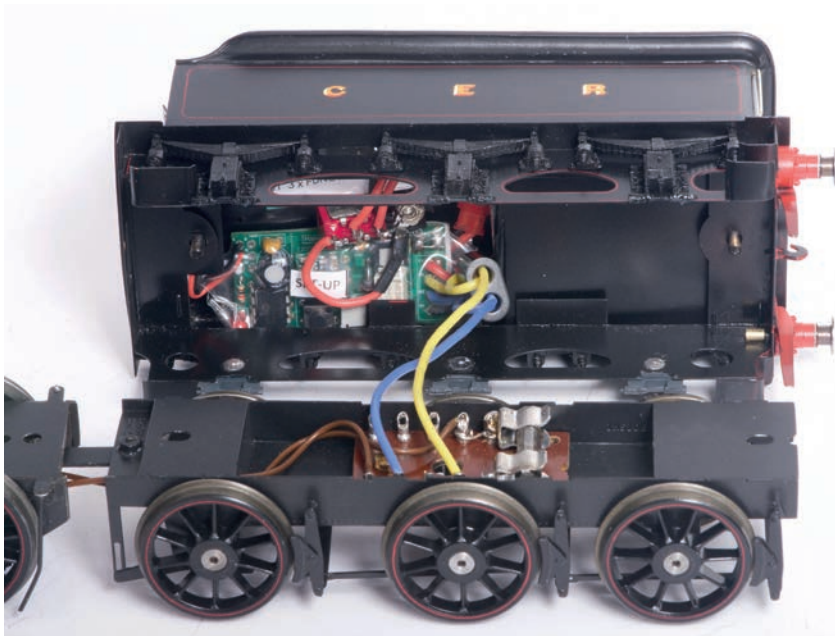
I omitted two of the frame spacers for the tender chassis and added a floor made from sheet brass. This created a tray-like space to hold a tag board with a fuse. The large hole in the floor is a provision for wiring to pick-ups on the tender wheels, in case I abandon radio control or try to charge the battery from the track. Before starting

assembly, I also cut a hole in the front-most spacer to let me take the two motor wires out horizontally to the loco.

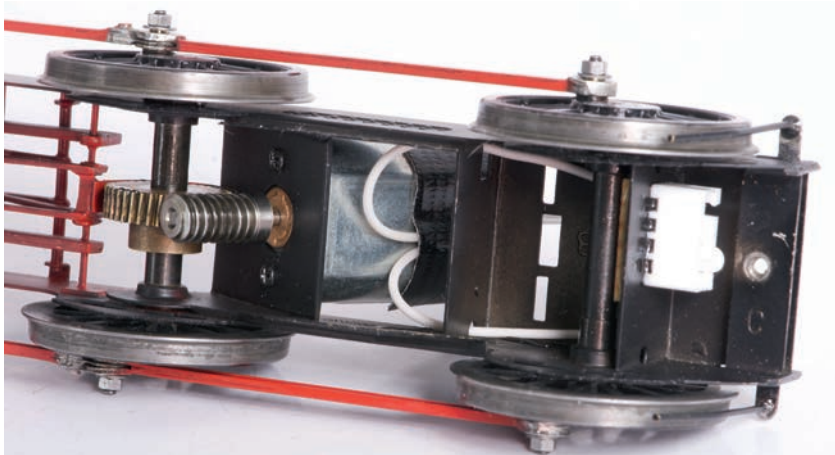


I built the tender footplate as a self-contained subassembly. This is sandwiched between the tender body and the tender chassis in the finished model.





The completed radio control installation includes two wires from the tender to the loco. PVC is difficult to paint so I chose brown insulation as a gesture towards the grime found on the pipes near here on the prototype.



The wiring inside the loco is straightforward, with just two wires from the Molex connector to the motor. I turned down the middle of the rear axle to make a clearance in front of the stripboard, and this was the only unplanned structural alteration needed during the build.

Conclusions and ideas for further work

The main outcomes from this project for me are the joy of owning a loco which runs well and

Compare the S23 tender with the tender on a Britannia class loco, to see just how much more space there is in the later prototype. The BR1 tender offers room to include a sound system as well.



never stalls, a wireless remote control, and the ability to run a second loco without the complexity of DCC. My decision to use nine 1.2-volt cells was a bit of a guess, but the loco achieves a scale speed of around 25mph and this seems just right for a Victorian freight train.

I still do not know the endurance of the battery pack, but it is more than four hours. If I ever have a garden railway of my own, I can build it as a dead track system and have no concerns about voltage drop.

Putting the receiver inside a metal box (the brass tender) reduces the maximum range for radio communications, but I have obtained reliable control over a distance of 100 metres, this trial being done in open countryside with an electrically quiet environment. I cut three slots in the floor of the coal space to help the radio communications to work, but subsequent experiments suggest I only really needed one.

All of the control equipment inside the tender connects together using plugs and sockets except for the soldered joints on the tag board. This construction will help me if I ever have to renew the battery pack.

The chosen controller has no overload protection on its output. It is therefore most unwise to try to use the controller to provide power to the rails because any short circuit on the track could cause irreparable damage to the controller.

My completed loco has no additional ballast weight and spins its wheels (and does not stall) when presented with a train too heavy for it to pull. This seems sensible for all solutions but may be impractical for a tank loco weighed down by a battery pack.

The only real downside I have found is, if I pick up the loco from the track when it is running, the wheels continue to turn. I am not used to this. After trapping a finger between side rod and footplate and enduring agonising pain until I could turn off the throttle with my spare hand, I have not done this again.

It is interesting to compare the S23 tender with the tender on a Britannia class loco, to see just how much more space there is in the later prototype. The BR1 tender offers room to include a sound system as well.

When I started this project, I knew nothing about radio control for model railways and I bought a control system complete with all of the necessary wiring harnesses. These turned out to be too bulky for my modest S23 tender and so I made some new wiring.

The GER used the S23 tender with other locos including the E4. If I want to build an E4 (or perhaps a later Y14), I could reuse my tender and couple it up to the new loco.

I want to try something different for my next loco, so I expect I will buy a receiver and controller, make my own wiring harnesses, and of course re-use my existing transmitter and charger. I will be happy with a running time of two hours rather than four, so I can investigate use of



a 6-volt motor with fewer or smaller batteries.

I am already enjoying my loco. One day I will give it a cab interior and a crew, and some coal in the tender. I have the cab side plates on order and I expect I will add these next.

Many friends, acquaintances and members of the Guild have helped me during this project, and my thanks go to those who gave me the use of their layouts and test tracks during performance testing and running in; and offered encouragement and ideas to keep the build rolling along.

There is a slideshow of this build. Search YouTube for @richardgawler7643. This begins with the tender (where Richard did most of the r/c work) and only lasts two minutes.

The Chosen Prototype

Unlike the planning for the radio control installation, the design specification for the model rather evolved as I went along. I was fortunate to have some essays by Lyn D Brooks published by the Great Eastern Society, who described the variations between Y14 prototypes of different batches. It was easy enough to think through the alterations I could make to the kit to suit many of these, but perhaps inevitably I built



what I could do with a minimum of extra work.

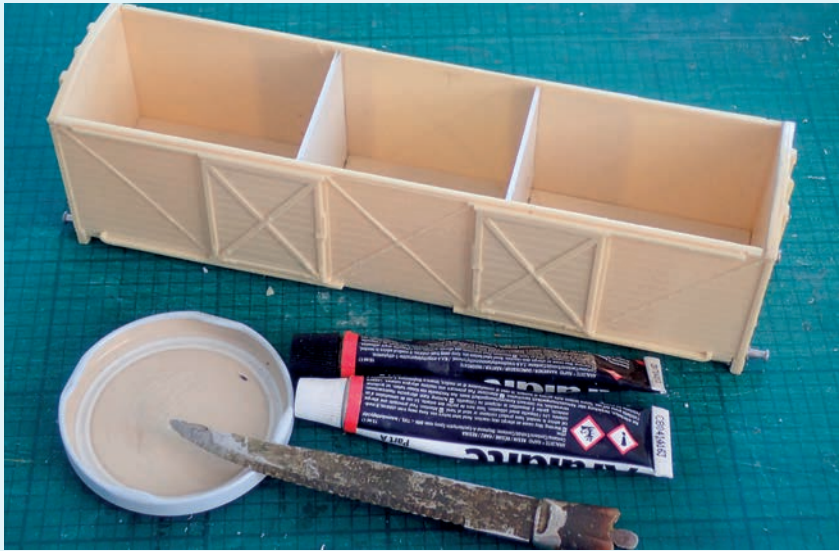
For me, this was to procure some tender side frame with D-shaped cutouts to represent an earlier tender (these frames were spares from an Alan Gibson kit); and provide a new cab roof, smokebox door, lubricator and minor details. I omitted many kit parts including the steam brake (added by 1900), the smokebox wrapper (added by the LNER) and the fittings for a train brake. This let me reproduce a loco from batch S.28 (built 1891-2) in its original condition.

Preparing for a fresh outing. The control equipment supplied by Fosworks includes this charger for the battery pack and the hand-held transmitter.

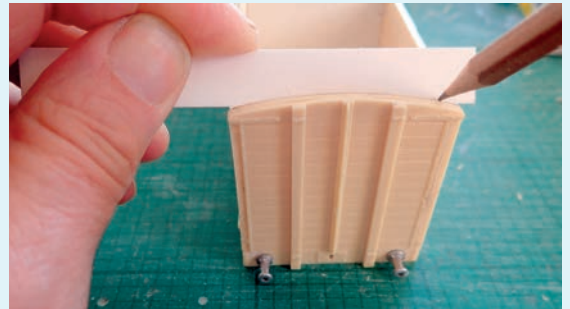


A resin kit, purchased, assembled and painted by Mark Horley

NORTH BRITISH RAILWAY 15 TON 6-WHEEL VAN



realise that the flexible chassis was the original NBR version of the wagon; all later rebuilt by the LNER to a fixed layout with more brakes! I found photographs of the rigid wheelbase version in Peter Tatlow's book *LNER Wagons Volume 3* (Wild Swan Publications 2009).



The floor moulding was slightly bowed, so I placed it in a Pyrex dish with boiling water and a weight to flatten. After a trial run to check the fit, I used two-part epoxy to glue the two side and end resin castings around the floor, to create the body of the wagon. I cut two internal partitions from plastic card to brace the sides against future handling.

The roof is scribed plastic card, which needed a small amount of trimming to get the right length. The kit includes plain plastic card to form a dummy ceiling, which I cut to be a snug fit in the top of



Mark Horley

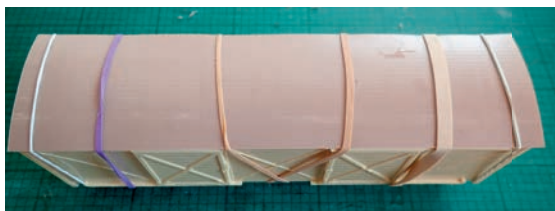
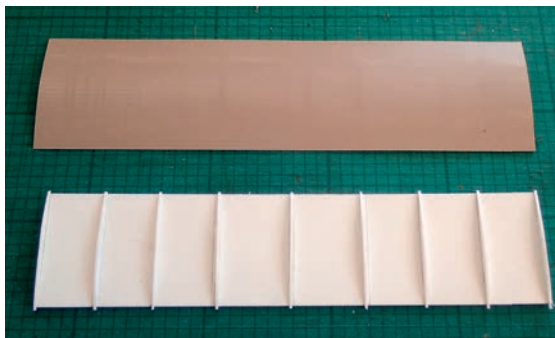
Pictures by the author unless noted

I BOUGHT THE KIT for the North British Railway 15 Ton 6 Wheel Van from Port Wynnstay Models at the Barrow on Soar show in 2005, simply because it was an interesting van. At the time, I purchased the add-on flexible chassis kit as I thought it would run better and it contained the underframe components. The majority of components are nicely cast in resin, with sprung buffers and plastic card for the roof. I bought two packs of PECO 3ft 1in wagon wheels. The kit also includes a plastic sprue with W-irons and brake levers.

I recently discovered Port Wynnstay Models are available nowadays through the NGTrains internet site. The kit is now sold as either the fixed or flexible chassis options. With a little research, I

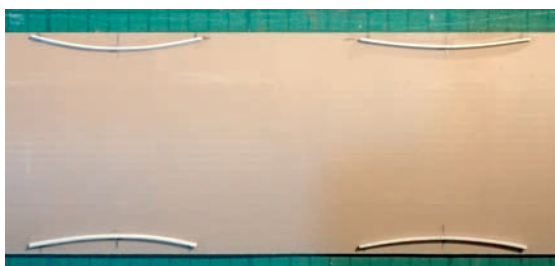


the van body. The offcuts from this were marked out from the van ends to create curved formers, glued onto the dummy ceiling to support the roof.



I preformed the roof for a few days by wrapping it around some empty beer cans using elastic bands (I was on holiday in Macedonia so had to improvise.) I then glued it onto the dummy ceiling using elastic bands to hold it in place while the solvent hardened.

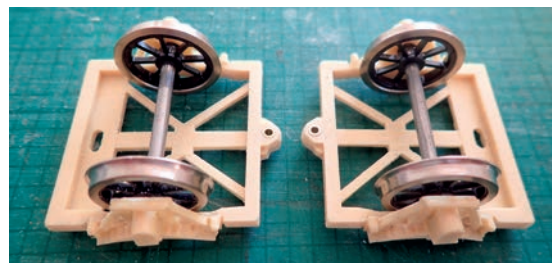
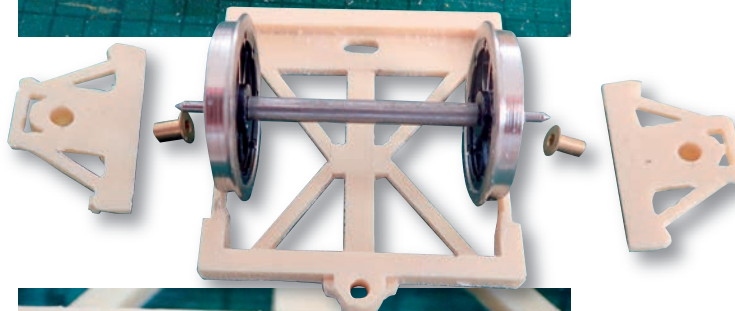
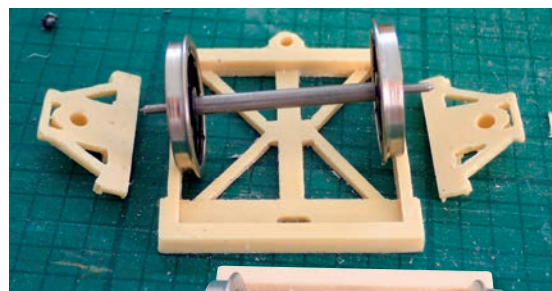
Rain strips over the doors were added with microstrip, fixing them at the centre before pulling the ends down to form a curve.



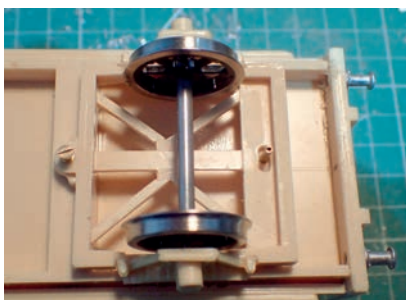
Rather than glue the roof to the body, I soldered an 8BA screw into a length of 1/8in tube, which in turn was soldered to a large square of scrap etch. With the screw passing through the hole in the van floor to ensure alignment, I used two part epoxy on the brass square, and then I pressed the roof on in its correct position. It sounds a bit Heath Robinson but does work.



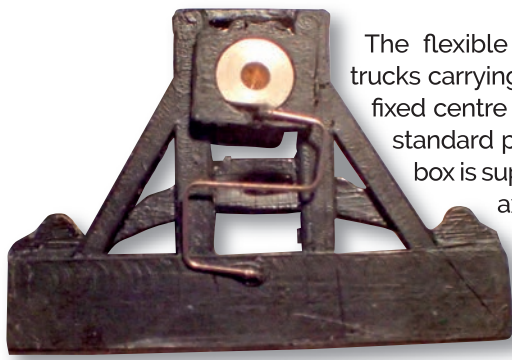
The pony trucks have single-piece resin W-iron/axleboxes, which have to be drilled out to take the axle bearings. On a dry run I found the PECO wheelset fouled the inside of the pony truck frame. I solved this by filing about 0.5mm off the inside of the frame. The W-irons were glued on the outside of the pony truck frames with two-part epoxy, so the thinning down the inside of the frames does not impact on the overall strength.



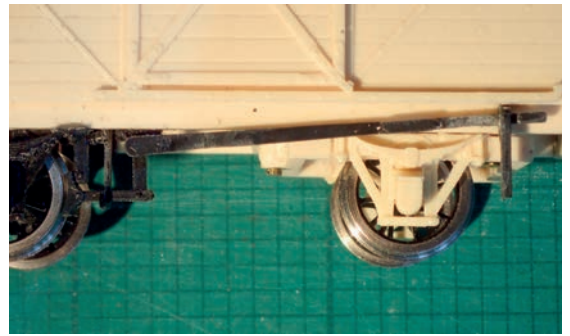
The kit includes brass tube to glue into a hole in the pony truck frame, to provide a bearing through which a 10BA screw provides the pivot. The locating holes for these screws in the van floor need to be opened out and tapped.



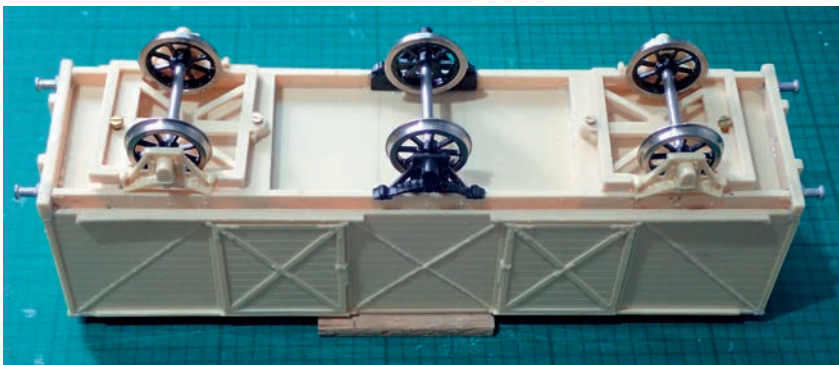
As designed, the outer, swinging end of the pony truck has its movement limited by a brass peg glued into the van floor. I decided to replace this peg with an 8BA nut and bolt, which passes through the slot in the pony truck and the hole in the van floor. This limits sideways movement and also provides vertical support to the pony truck when lifted off the track.



The flexible chassis consists of two pony trucks carrying the wheels at each end, with a fixed centre axle. For the fixed centre axle, a standard plastic moulded W-iron and axle box is supplied. The instructions say fix the axle box in the W-iron. I duly fixed the axle box in the W-iron, positioned to look the same as the resin castings for the outer W-irons but found this resulted in an arrangement that didn't have the wheels low enough. Luckily there were four sets in the kit, so I decided to make the centre axle box float in the horn guides using a phosphor bronze spring to maintain contact with the track. This technique is described by Richard Cleaver (*Gazette* Vol.21 No.9 page 80) in relation to Parkside kits. The W-irons were superglued to the inside of the solebars with the wheels in place.



Photographs show that there were small handles or horse loops towards the lefthand end of solebar, so I drilled holes and added the loops from wire.



The plastic sprue with the centre axleboxes also has parts for the basic NBR brakegear, but the two lever parts are too short. I cut and cemented the two levers supplied, to create a single 70mm long lever.



To finish, the whole van was sprayed with grey primer from a rattle can and then airbrushed with precision LNER freight grey. The black underframe metalwork was painted by hand. Transfers were from the HMRS Pressfix sheet and sealed with a light spray of varnish (Citadel, Games workshop).

Overall, this was a simple kit to build. Take care with the height of the centre axle to ensure all the wheels are in contact with the track. Otherwise, all the resin parts fitted well to create an unusual vehicle.



MailVan

your letters to the editor



The Editor welcomes readers' letters about general aspects of the hobby and modelling subjects. Comments relating to Guild business or politics should be addressed to the Editor of *Guild News*.

Peco Concrete Sleeper Track

The *Gazette* is up to its usual good standard but I would like to comment on one of the product reviews in the November 2023 issue.

The sleeper spacing of the PECO concrete sleeper track was claimed to be inaccurate at around a scale 2ft 4in. This spacing equates to around 26 sleepers per 60ft length of rail. Although I do not have access to the Network Rail company standards anymore such a spacing would be common for a main line.

Network Rail lines are categorised from 1A to 6 based on annual tonnage carried, line speed, axle load, etc. 26 sleepers per notional 60ft length is not the maximum used for 125mph and heavily used main lines in category 1A,

such as London to Bristol, WCML, ECML etc. It relates to category 2 and 3 lines, such as Exeter to Plymouth, Crewe to Chester type of line. As such the sleeper spacing of the new concrete sleeper track is a good compromise for modern image modellers to use. Some branch lines would only have 24 sleepers per 60ft or use steel sleepers.

Incidentally in the 1970s to 1990s a lot of the S&C (point) layouts that are contemporary with the new concrete sleeper track would have been on hardwood sleepers. The hardwood sleepers tend to be reddish brown when new, weathering to a light silver grey, but darker when wet.

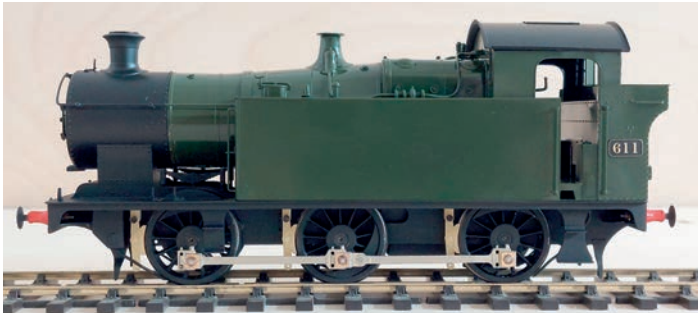
Ken Gray

The latest round up of new products in O gauge. All statements and product claims mentioned here are the responsibility of the trader alone.

88D Models

Mike Morris, 43 Beechcroft Avenue, Croxley Green, Rickmansworth, Herts, WD3 3EG
Mob: 07958 472357
Email: sales@88d.uk
Web: www.88d.uk

I have a new nickel silver kit for the GWR Class 93 (Ex-Rhymney Railway S/S1) priced at £318 plus P&P. The GWR rebuilt these locos with a taper boiler, bigger bunkers and some got a 'high dome' cab. Available to order now with delivery 4-6 weeks. Please see my website for more details.



GWR Class 93 (Ex-Rhymney Railway S/S1) from 88D Models

Ace Products

William Ascough, 7 Ringley Park Road, Reigate, Surrey, RH2 7BJ
Tel: 01737 248540
Web: aceproducts.org

We are pleased to announce a new kit for the Kent and East Sussex Railway 0-8-0 tank *Hecate* which is now available priced at £229.00.



0-8-0 tank Hecate as No.949 in Southern Railway livery from Ace Products.



Holden J19/2 in BR black livery from Ace Products

Other new kits available include a Holden G4 0-4-4T, a Holden 'Humpty Dumpty' D13 4-4-0 and a Hill J19/2, for those who model the Great Eastern Railway. We are hoping to release another new kit, for a WD 2-10-0, early in 2024. These models can all be ordered from our website

Borragil

Stephen Freeman, 17 Riverside Crescent, Holmes Chapel, Cheshire, CW4 &NR

Tel: 01477668517

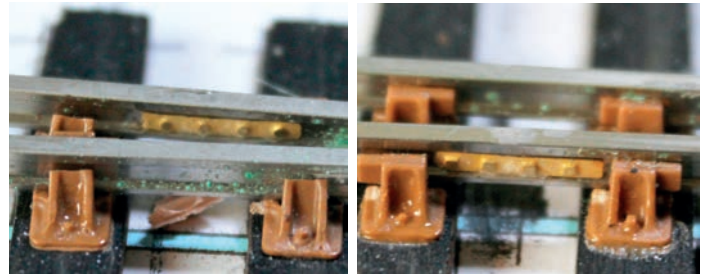
Mob: 07547148672

Email: stephen.r.freeman@gmail.com

Web: www.trackandsignals.co.uk

Trackwork: I offer a building service from a single turnout to a full layout. Templot Layout designs: These are free if I build the track.

Etched Brass fishplates at £7.50 for 24 pairs, UK P&P paid, overseas at cost.



Inner fishplate (left) and Outer fishplate from Borragil

Etched Brass signal posts: These make a hollow post to hide any wires from lamps and come as a flat etch in two parts which need folding and soldering.



Signal etches from Borragil

Signals: Bespoke signals from a simple semaphore to a complicated bracket or gantry made mainly from brass. Signal lamps and finials from either Modelu or Wizard Models.

Working Lamps: I use SMD LEDs, normally 0603. So they can fit in most lamps in the smaller scales I sometimes have to use 0402 LEDs, which are not much bigger than the connecting wire.

Transfers: I can supply to order simple waterslide transfers

for just about any signal arm. The transfers are UV fade resistant. POA

Prices for all products and how to order are all on my website.

C & L Finescale Track Building Systems Ltd

Phil Reid, 25 Newenham Road, Great Bookham,
Leatherhead, Surrey, KT23 4NH

Tel: 01372 458604

Email: sales@clfinescale.co.uk

Web: www.finescale.org.uk

New check rail chairs in both two-bolt and four-bolt versions will be available early in 2024 in packs of 104. Ref 7CH106A for the four-bolt and Ref 7CH106B for the two-bolt versions. These will be added to our range of Easy to Build point kits and Base classic point kits. Prices still to be decided.



2-bolt check rail chairs from C&L Finescale



4-bolt check rail chairs from C&L Finescale

Connoisseur Models

Jim McGeown, 1 Newton Cottages, Nr Weobley,
Herefordshire, HR4 8QX

Tel: 01544 318263.

Email: james.mcgeown2@btinternet.com

Web: www.jimmcgeown.com

I have three items of interest.

Drewry 204hp, 0-6-0 Diesel Shunter, BR Class 04

The photo shows my latest kit, finished and painted with skirts and cow-catchers for working over the Wisbech & Upwell tramway.

YouTube channel

I now have an official YouTube channel. This and the current eight slide shows were created by my 12-year-old daughter. I think the quality of production is as good as anyone would want. Please visit our channel and become a subscriber. She is also keen to try filming me to create video presentations so there may be some amusing entertainment in the future.



Drewry 204hp, 0-6-0 Diesel Shunter, BR Class 04 from Connoisseur Models



connoisseur models official channel

@connoisseurmodels - 60 subscribers - 8 videos
Connoisseur Models produce a range of model railway!

jimmcgeown.com

Subscribe



YouTube Channel graphic for Connoisseur Models

Stock Levels

At the time of writing (15th December) I can answer a telephone enquiry with "Yes sir, all kits are in stock". This is the first time since the sad event of September 2022 when my etcher of 34+ years went into liquidation. It has taken a lot of time and effort relocating the kits with a new etcher but I am very pleased with the relationship I am establishing and I hope my range will be available for many years to come.

CSP Models

Philip Tuer, Unit 13, Carlisle Enterprise Centre, James
Street, Carlisle, CA2 5BB

Tel: 01228 810767

Email: cspmodels@outlook.com

Web: cspmodels.com

The LSWR/SR C14 Drummond locomotive has been selling well. Unfortunately when the current batch is sold out the price will have to be increased as some of the contents have gone up considerably in cost to us and it will be impossible for us to absorb any further. Remember we can supply Slater's wheels, at a discount, as well as a gearbox and coreless motor. The axle is $\frac{1}{8}$ in diameter so we supply a High Level gearbox. New stocks of components for the CSP7-U04 Andrew Barclay Fireless Locomotive have arrived so the model is available to purchase again. This little locomotive is so different and makes a lovely addition to any small shunting layout. The Kemilway and Mercian Models ranges have now moved to Cumberland with work in hand trying to sort everything out, but it all takes time, and the main business has to come first so there will be delays in deciding what to do first. Further additions are being made to the Lost & Foundry Lost Wax Brass castings range so check out our website to see what is available. Several of the detailing parts from the former Zero Zephyr range have now been cast in brass and these will be made available.



Andrew Barclay Fireless Locomotive from CSP Models

They will be included in the kits as a matter of course. If there is a detailing part not listed that you require, then please send an email with your requirements and you never know we may be able to help you!

David Andrews

20 Hillside Gardens, Woodmancote, Cheltenham,
Gloucestershire, GL52 9QF

Tel: 01242 672744

Email: davidandrews@locomotivekits.com

Web: www.locomotivekits.com

A completely new kit is well underway for introduction during 2024. It is for the LMS/BR Stanier 2-6-2T and the photograph shows the nearly completed prototype. It has been designed by me as have all the other kits in the extensive range that I have produced over the years. Also like them, it has been designed specifically for 7mm scale. Production of the 2-6-2T means that all the Stanier classes have now been covered in model form. Price is expected to be under £400. Some other locomotive kits are still available and a list is available on application. Prices do not include wheels, motor, etc. P&P is £11 per order.



LMS/BR Stanier 2-6-2T from David Andrews

Detailed Miniatures

Paul & Carole Bosclair, United Kingdom

Tel: 01732 521474

Email: p.boisclair@btinternet.com

Web: www.detailedminiatures.com

We have returned to work after a hiatus, with a new website. We have resumed painting and are trading again with a reduced range of our most popular painted Modelu3D printed resin steam drivers, firemen, diesel drivers and

ancillary railway staff. Five new figures for the Dapol Class 08 Diesel plus new poses of crews and guards. See our website for our full range of figures. Painted basic figures are priced at £16.00 each.



Diesel loco driver, Brake van guard, Driver – standing, Driver – standing with cigarette. Fireman – leaning out of cab – all from Detailed Miniatures.

Didcot Design & Prototyping Ltd

Keith Fothergill, United Kingdom

Email: keith@manningmodels.co.uk

Web: www.didcotdesignandprototyping.com

We have three early GWR Guards vans newly available. The first is possibly the first GWR van that resembles the Toad we all know and love, built in 1871, but with no roof over the veranda. Ours is based specifically on the van that went on to be used by the Liskeard and Caradon Railway up to around 1905.



GWR guard's van with roofed veranda and GWR guard's van with roofless veranda from Didcot Design and Prototyping Ltd.

The second is the same van but as modified with a roof over the veranda. Both these vans are only 110mm long so ideal for those building micro O gauge layouts, in fact we designed them with our own micro O gauge model in mind!

The third Brake van is slightly longer than the first two and is the first road van that the GWR built in 1887.

We will be launching some more LSWR 10-ton vans in addition to our original wooden framed 10 ton and Pooley vans, including a fully vented 10-ton van, a meat van and a vacuum cleaner van. Our Liskeard and Caradon 15ft and 19ft 4-wheeled coaches are almost ready to go and our range of LSWR 4-wheeled coaches are still available to order, as well as our range of 7mm narrow gauge. The 7mm page of our shop can be found at <https://www.didcotdesignandprototyping.com/shop-4>



GWR guard's/road van from Didcot Design and Prototyping Ltd.

EDM Models

Paul Martin, 19 Briar Avenue, Acomb, York, North Yorkshire, YO26 5BX

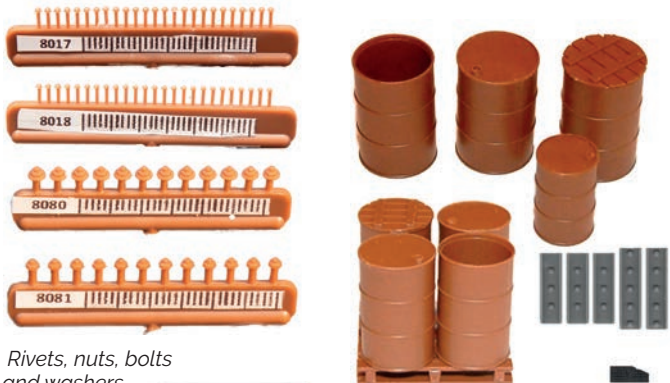
Tel: 01904 331973

Email: paul@ngtrains.com

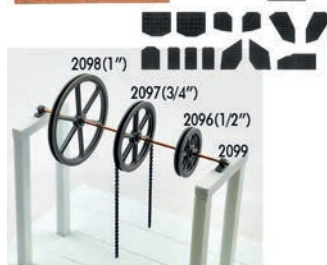
Web: www.ngtrains.com

We've had a re-stock of regular stock items from Tichy Trains in the USA and have added a few new items too. The rivets and nut, bolt washer details have been replenished. As have the windows and doors and there are some new barrels, wheels and sheaves, a crane and a selection of rivet plates. Hopefully, by the time you read this we will have had a re-stock of Micro Engineering Track and Rail, following the hiatus due to a change of ownership and relocation.

Last Call: We've been busy re-gauging Lionheart Lynton & Barnstaple Models to 014 but we'll be stopping doing this once we get to the end of the order, so this is the last chance to add yours to the list.



Rivets, nuts, bolts and washers, Windows and doors, Barrels, sheaves and rivet plates and a Crane from EDM Models



Floyd Kraemer

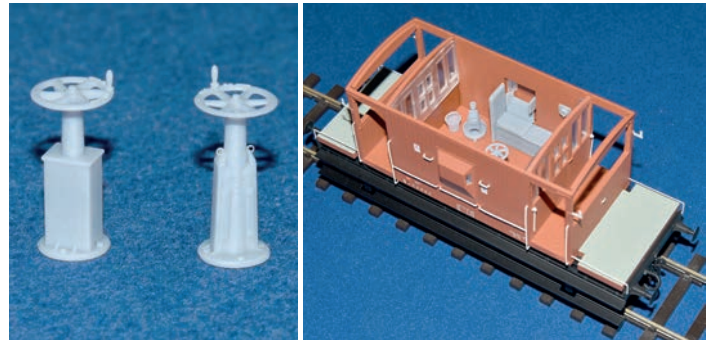
Mob: 07802 629726

Email: fk3dprints@gmail.com

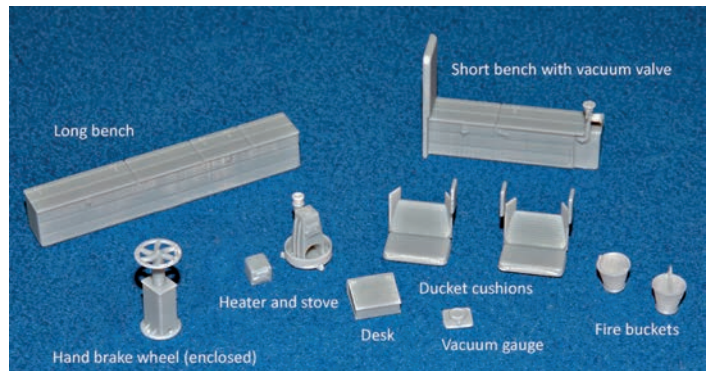
Web: www.fk3d.co.uk and

www.ebay.co.uk/usr/floyd_kraemer

Our new website is now accessible using the above URL. This always has all our products listed whereas the eBay site only has a selection of products. It has been another busy time for us and we are proud to announce our new LNER/BR brake van detailing kit. This has been designed to fit into the Dapol 20T brake van and includes all the parts to make a complete interior, including the ducket cushions. The handbrake wheel comes in two forms, either the fully enclosed version or the more open version. The wheels even have direction arrows on the top and say "on" and "off" As always, we are happy to supply any of the parts individually. We are only an email away



Handbrake versions and brake van interior kit in situ from Floyd Kraemer



Brake van interior kit components from Floyd Kraemer

Gladiator

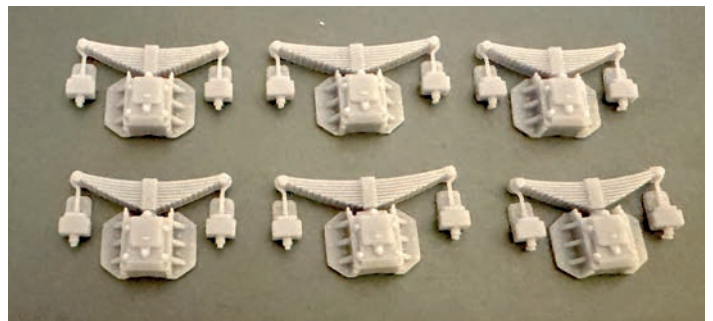
Dave and Trisha Hill, 10 Merion Grove, Littleover, Derby, Derbyshire, DE23 4YR

Tel: 01332 510346

Email: railwaycitytrains@btinternet.com

Web: www.gladiatormodels.com

Work continues on the preparation of our new kits and we expect the Hughes 2-6-0 Crab and the B16/2 will both be available for the Guild's Spring Show at Kettering. We are now packing a set of resin axlebox/spring/damper assemblies for use with the GCR Robinson tenders. These



Resin axlebox/spring/dampers from Gladiator Kits

replace the four whitmetal and two etched brass parts that formed each assembly. We will continue to provide the older parts for those who prefer them. Regrettably ever-increasing input costs means that we will be increasing the prices of most kits from 1st March 2024. However, orders for collection at the Spring Show will be at current prices.

Haywood Railway

Geoff Gill, 29 Lichfield Drive, Great Haywood, Staffordshire, ST18 0SX

Tel: 01889 881610

Email: gp.gill@yahoo.co.uk

LNWR 57ft Carriages

We are pleased to have recently located and bought back a number of etch tools for mainly LNWR carriages that we sold approximately 33 years ago. The photographs show a D125 Corridor 1st brake, the first 'modern' built carriage from this set of toolings. Other carriages available from these tools include D94, D95, D205, D210, D312 plus 50ft D276 and WCJS W24. All available RTR at an introductory price of £280.00 each.



LNWR D125 Corridor 1st brake from Haywood Railway

Heljan

Kim Nannstad, Station Field Industrial Estate, Kidlington, Oxfordshire, OX5 1LA

Tel: 01865 848000

Email: kimn@heljan.dk

Web: www.heljan.co.uk/

Class 55 Deltic

More than 40 years since they were retired by BR the magnificent Deltics still have the power and the presence to inspire legions of passionate fans. You'll soon be able to re-create that feeling with our outstanding new Class 55s, which depict the final years of the class and preserved main line machines. Production is almost complete and they will shortly be shipped to Europe. No fewer than ten liveries will be available covering standard BR blue machines, Finsbury Park's famous 'racehorses' with white cab windows, retro BR green D9000 and 55002 'Kings Own Yorkshire Light Infantry'



Class 55 in BR Blue with plated headcode panel (top) and Class 55 in BR Blue with white cab surround and plated headcode panel from Heljan.



Class 55 in BR Green with full yellow ends and plated headcode panel (top). Class 55 in BR Blue with plated headcode panel and weathered from Heljan.

and 'Railtour' specials. There's more to these new models than just a lick of paint. We've redesigned the model from the ground up, reshaped and improved the body, added new details and upgraded the chassis to our latest plug-and-play DCC specification. New interior details and switchable lighting features are also part of the upgrade.

Standard equipment now includes:

- Heavy duty twin motor/flywheel drive
- Plug and Play XL DCC interface
- Provision for two large speakers
- Provision for two ESU smoke units
- Switchable headcode, HI headlight, cab and tail lights
- Provision for DCC controlled smoke unit
- Period specific details according to loco and livery
- Choice of BR 1976-82 or post-preservation main line locos
- Finely detailed grilles, bogies and fuel tanks
- Glazed or plated headcode panels
- Cast or fabricated bogies
- Engine room interior detail inserts.



Class 55 front end in BR Blue with glazed headcode panel from Heljan.

Versions in BR period liveries :

- 5520: BR Blue 55007 Pinza
- 5521: BR Blue un-numbered
- 5522: BR Blue 55015 Tulyar (white cabs)
- 5523: BR Blue un-numbered (white cabs)
- 5524: BR Green 55002 King's Own Yorkshire Light Infantry (full yellow ends)
- 5525: BR Railtour Blue 55022/Dg000 Royal Scots Grey
- 5526: BR Blue 55011 The Royal Northumberland Fusiliers (weathered)

Preserved main line livery versions with HI headlight

- 5530: BR Green Dg000 Royal Scots Grey (small yellow panel)
- 5531: BR Blue 55019 Royal Highland Fusilier
- 5532: BR Blue un-numbered (white cabs)

All versions are being produced in limited quantities and we expect demand to be very strong for some liveries, so early ordering is recommended. Delivery is expected in November/December 2023. So, if you want a Deltic that really captures the power and the majesty of these legendary machines, contact your local Heljan stockist today to reserve yours.

MMM (Made in Manchester Models)

John Hoyle

Mob: 07867 888789

Email: build@madeinmanchestermodels.com

Web: www.madeinmanchestermodels.com

The new model is a Yard Lighting Tower produced in 3D printed resin. The model comes in easy assembly kit form containing just three major parts. The tower is 450mm high and includes a power cabinet, lamp holders and an integral ladder running through the middle. It has been designed to allow the customer to fit their own SMD LEDs if required although it is still an excellent model without the LED lights.



The completed tower with close up of tower base and top gantry from Made in Manchester Models.



The yard lighting tower components from Made in Manchester Models.

This model suits the periods from the 1950s to modern image. It is also available to purchase from Ellis Clark Trains priced at only £39.00.

Mark Wood

Roseland House, Tilbury Road, Great Yeldham, HALSTEAD, Essex, CO9 4JG

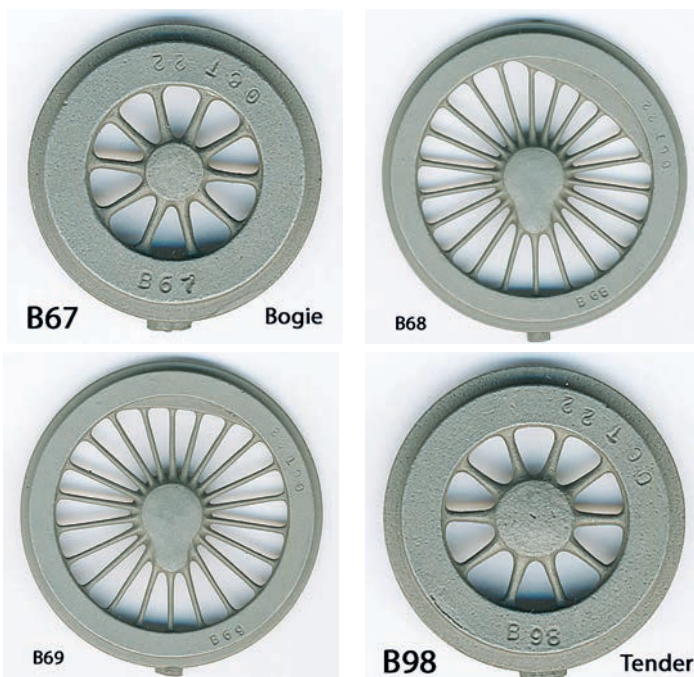
Tel: 01787 237593

Email: mark@markwoodwheels.co.uk

Web: www.markwoodwheels.co.uk/wheels/gauge0locosets.htm

Now available, cast to order at 7mm/ft, the wheels for 4-4-0 Midland Compound, 7ft 0in drivers, with its bogie tender priced at £228.16. Other recent additions are: BR 4MT 2-6-4T, MOS/WD 2-8-0 and 2-10-0 Austerities, LSWR King Arthur and the MSWJR 4-4-0.

The single addition at 1:45 scale is for the 3ft 6in gauge Rotterdam Tramway 0-6-0T Nos 47-50. Wheel castings for the SR 4-6-0 Lord Nelson and the GWR 0-4-2T 14xx at 7 mm/ft are expected for release in late spring-early summer.



From top left clockwise; Compound bogie wheel, MR Compound driver - 1, MR Compound driver - 2, and MR Compound tender wheel from Mark Wood wheels.

Minerva Model Railways

Chris Basten, PO Box 244, Penarth, CF64 9FJ

Tel: 02920 531246

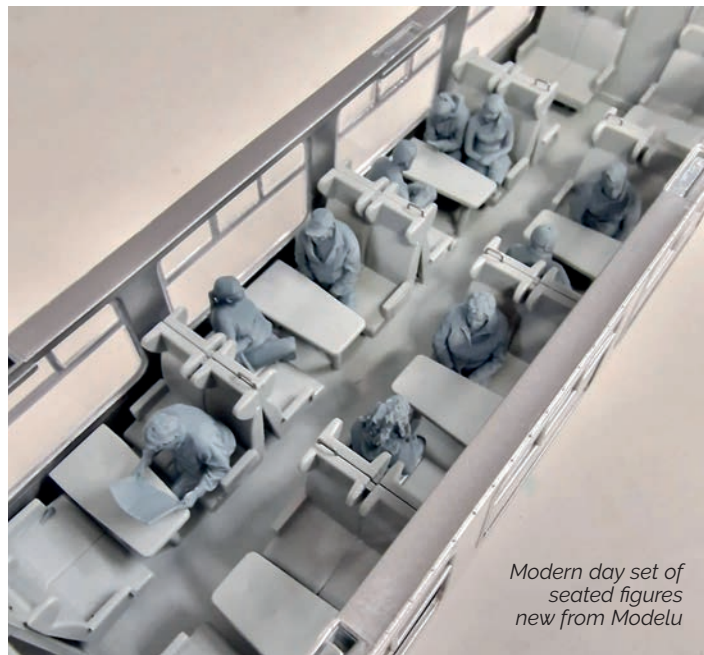
Email: sales@minervamodelrailways.co.uk

Web: www.minervamodelrailways.co.uk

The N32 Felix Pole coal wagons should be in or about to be in stock by the time this issue is published. The first batch is over 50% sold in advance orders and we have already

arranged for a further small number to be produced. There will be a further three liveries, the much-requested GW Coal, Glenhafod from the Post Talbot area and P.J. & J.P from the eastern end of the South Wales coal field. Advance orders are being taken via telephone or via our website. The price will hopefully be the same as the first batch, but this is subject to confirmation. Additionally, only about a quarter of the first batch of Siphons, released last autumn, are left and we are considering a further batch in slightly different liveries. More news next issue when decisions have been made. The GW gft bogies from the Siphons will be made available as separate parts at £24 per pair, including wheels. The corridor connections will also be added as a spare, at £8.40 per pair. Postage extra on both items. They are due into stock early in 2024.

coaches. Thanks to Heljan for lending us one of their new Mk2 coaches for test fitting. This first set of figures are of a more modern variety. We look to release an earlier period in the new year.



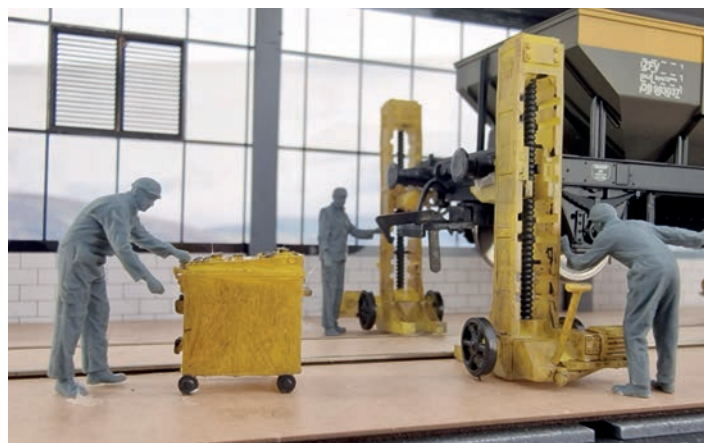
Modern day set of seated figures new from Modelu

GWR cranked Water Crane: We have released nine variants and, as it stands, they are all available. They come in an easy to assemble style. Platform mounted and floor variants are available. (SKU: g17802771)



Floor mounted water crane from Modelu

Lifting Jack operatives: This pack of three figures has been made to accompany the lifting jacks made by West Hill Wagon Works. (SKU 10301)



Lifting jack operatives from Modelu



From top GW loco coal wagon, Glenhafod coal wagon, P.J & J.P coal wagon all new from Minerva Models.

Modelu

Alan Buttler, Unit 50, Easton Business Centre, Felix Road, Bristol, BS5 0HE
 Tel: 01743 340008
 Email: alan.buttler@modelu3d.co.uk
 Web: www.modelu3d.co.uk/

Dapol o8 crews: With three time periods available, we have created this crew pack containing two figures, a shunter's pole and a lamp for just £12 (SKU: 10223, 10224 & 11242)

Brand new passenger pack: We have a brand new passenger pack at just £30 for ten figures, pre-cut to fit into



Crew on Dapol o8 shunter



Modern shunters from Modelu

Modern Shunters: This pack of two figures continues our Diesel depot figure releases. One figure is holding a bardic lamp while the other is about to talk on the radio. This cameo would be a great set up for many depot scenes. (SKU 10302)

Modern fitters: This trio of figures would look the part near a Diesel locomotive getting worked on in the depot. These figures all in different poses can be spaced out to add a lovely bit of character to any depot scene. (SKU 10303)



Modern fitters from Modelu

Monk's Gate Models

Richard Ellis, Tunbridge Wells

Mob: 07745 606592

Email: monksgate1907@gmail.com

Web: monksgate.co.uk

Monk's Gate Models hand-make superior quality display boards using quality hardwood and C&L bullhead track. Boards can be made to any reasonable length, single or double track and with or without clear acrylic removable covers. Prices start at just £85 for a ballasted and weathered length of single track 800mm long with hardwood polished profled edge moulding. Probably the best you will find. Contact Richard at www.monksgate.co.uk with your

requirements. We also make fine quality architectural models, laser building kits and much more.



Display board with C&L track and acrylic cover from Monk's Gate Models.

Northumbrian Painting Service

Rob & Michelle Anderson, Unit 26F, Haugh Lane Industrial Estate, Hexham, Northumberland, NE46 3PU

Tel: 01434 600529

Mob: 07856328557

Email: paintinghistory@live.co.uk

Web: www.paintinghistory.co.uk

We have released some fabulous new figures for the Heljan Inspection saloon coach. Two packs are available to order now:

- LMS/Early BR pack of ten figures at £45 unpainted
- Later BR pack of ten figures at £45 unpainted

Each pack contains the following figures: area manager, area chief engineer, five engineers, secretary, waiter/waitress and galley cook



LMS/early BR figures from Northumbrian Painting Service.



Later BR figures from Northumbrian Painting Service.



Early figures in inspection saloon from Northumbrian Painting Service.

Omen Miniatures

Nigel Smith, Unit 4, 9 Harris Road, Calne, Wiltshire, SN11 9PT
Tel: 01249 890646 Mob: 07812 983313
Email: nigel@model-paint.com
Web: www.model-paint.com

Important information for Omen Modelling Paint/Omen painted figures customers. Our old website has been replaced with a new website, with the address above. The popular and respected Omen Modelling Paint is still available in individual pots or in great value sets. See our new website for full details. Nigel Smith can still be contacted on 07812 983313

PR Components

Peter Cole, 39 Tattynagole Road, Omagh, Co. Tyrone. BT79 7TT
Tel: 02882 252107. Mob: 07525 498980
Email: roles.pete@gmail.com

Although my website no longer exists my castings are still available. The following items are available.

- GWR vacuum & steam heat pipes suitable for 14/48/58xx 0-4-2T. £5.60
- GWR vacuum & steam heat pipes suitable for 54/64/74xx 0-6-0PT. £5.60
- GWR Auto Gear suitable for 14/48xx 0-4-2T, 54/64xx 0-6-0T and 45xx 2-6-2T. £14.50
- GWR tank vents & lifting rings suitable for 14/48/58xx and most tank engines. £5.20
- GWR tank filler lids suitable for 14/48/58xx 0-4-2T and others. £5.40
- Cylinder accessory set for GWR 44xx, 45xx and 4575 class locos. £30.00
- Silicone tube 0.5mm ID x 1.5mm OD - Complements vacuum pipe castings. £1.50
- GWR short fire irons made to Swindon drawings. £13.50
- GWR long fire irons made to Swindon drawings. £13.50
- Allen key spinner for Slater's wheels and ABC gears. £6.00
- Allen key fits Slater's wheels and ABC gears. £2.00
- GWR lamp irons - enough for any loco and tender. £6.00
- GWR boiler band ties for all GWR locos. £4.60
- SR headcode discs pair. £3.50
- Mechanical lubricator BR(WR) Castles and Kings. £5.40
- GWR slidebar lubricators for most two-cylinder locos. £3.80
- GWR fire iron brackets for most tank engines. £3.40
- GWR whistles - early style. £3.50 GWR whistles - later style. £3.50
- GWR water scoop for most GWR tenders. £6.50
- GWR 4-cylinder valve spindle lubricators. £3.50
- Loco tool kit. Every loco had one. £6.00
- BTH speedometer for later Castles and Kings. £5.50
- LMS sanding valves. £5.50. LMS lamp irons. £6.00
- GWR Fire-hole flaps. £3.50

If you would like a copy of this list, please email me and I will forward a copy. All orders are by mail only with a P&P cost of £1.50 on all orders. Please make cheques payable to P Roles and send with your order to the address above.

Rail Model

Andy Pearce, 22 Berrow Park Road, Peverell, Plymouth PL3 5QA
Email: andy@railmodel.co.uk
Web: railmodel.co.uk

Our latest O gauge easy build small product is a station bench. The bench measures 44mm long by 24.5mm high,

designed on a fret. Available from the Rail Model website sold in a pack of 2 for £2.95



Completed bench in situ and bench component etch from Rail Model.

SBT Developments

Steve Beattie, 4 Horsefair, Romsey, Hants, SO51 8EZ
Tel: 0746 247265
Email: steve.beattie64@gmail.com
Web: www.sbtdevelopments.com

Lots of new items are being worked on but for the moment the two biggest releases are the Scammell Scarab tractor and 15 foot trailer kit all of which are 3D printed in resin and PLA.

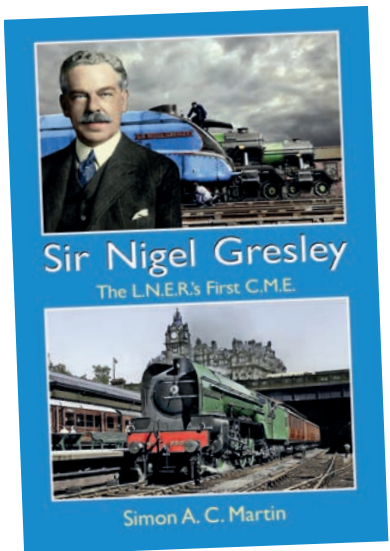


Scammell Scarab tractor and trailer

Strathwood Publishing

Kevin Derrick, Unit 4 Shuttleworth Rd, Elm Farm Industrial Estate, Bedford MK41 0EP
Tel: 01234 328792
Email: strathwoodpublishing@gmail.com
Web: strathwood.co.uk

Our latest release is 'Sir Nigel Gresley The L.N.E.R.'s First C.M.E.' by Simon A.C. Martin. This is a totally new work using fresh sources of primary information, so we see in a fresh light the real achievements and innovations he led the way in for the railway industry as a whole. In addition, we examine all of Gresley's designs and those of other engineers that he modified during his tenure, and how he encouraged and nurtured others who would ultimately succeed him. All of this is fully supported with a wealth of references, tables, graphs and a fabulous array of photographs, many of which have never been in print before, as we utilise the resources and archives of the Gresley Society. The book comprises the following chapters:



- Introduction: The Use of Engine Power
- Chapter 1: Early Life and Influences
- Chapter 2: The G.N.R.
- Chapter 3: G.N.R. Locomotive Designs

Chapter 4: Stepping up on the L.N.E.R.
 Chapter 5: L.N.E.R. Locomotive Designs
 Chapter 6: Gresley's Carriage & Wagon Designs
 Chapter 7: The Development of Streamlining
 Chapter 8: Gresley's Legacy
 Chapter 9: Epilogue
 Chapter 10: Strengths and Limitations of the Study
 Bibliography & References Appendices
 This is a hardback book of 460 pages in a large portrait format copiously illustrated throughout with a wealth of archive colour and black & white photographs from the steam era, tables & graphs and printed on high-quality glossy art paper. ISBN: 9781913390884. Price £49.95.

Skinley Drawings

Roger Hine, New Inn, Friog, Fairbourne, LL38 2NX

Email: roger@friograil.co.uk

Tel: 01341 250071

Mob: 07979 914170

Web: maidmarianlocomotivefund.org.uk

The Maid Marian Locomotive fund has a collection of O gauge Skinley drawings for sale. They are mostly from the Big Four and BR periods comprising coaches (75 drawings), locos. (42 drawings) and wagons (107 drawings). There are too many to list here so for a full list please email me or send an SAE for a hard copy. Drawings are sent in postal tubes and the price including post is £3.50. Payment by cheque or bank transfer. Details available on request.

Taff Vale Models

Julian and Sue Wynn, 20 Slade Close, Sully, Penarth, Wales, CF64 5UU

Tel: 02920 026122

Email: taffvalemotels@gmail.com

Web: www.taffvale.wales

Our kit for the Luke Longbottom designed North Staffordshire Railway D Class 0-6-0T locomotive is planned for release by the end of February 2024. First introduced in 1882, it was the most abundant class to be found on the NSR and could be found far and wide over NSR metals and parts of the LNWR over which the NSR had running powers. The class lasted well into the grouping era with the final example scrapped in 1937. The kit represents the post 1900 re-boilered version with the deeper cab side sheets and coal rails. Both Ross pop and Ramsbottom safety valves are included in the kit. The kit comprises etched brass body and nickel silver chassis with a mixture of lost wax brass, whitmetal and 3D printed detail parts. We will look to provide a nickel silver body option as well, though this will cost more. It is expected to cost around £395 and will require wheels/motor /gears to complete.



NSR D class 0-6-0T from Taff Vale Models

Tower Models

Roger Whittam, 44 Cookson Street, Blackpool, Lancashire, FY1 3ED

Tel: 01253 623797

Email: info@tower-models.com

Web: www.tower-models.com

December has been hectic with five new product launches just before Christmas and all of the hard work relocating the business to its new address which is 700 yards from our current location, so still handy for Blackpool North railway station as well as having six car parking spaces. It has been a mammoth task so far and opening was on 2nd of January 2024 and a good excuse to visit in the New Year. Keep an eye on the Tower Models website for more details and images

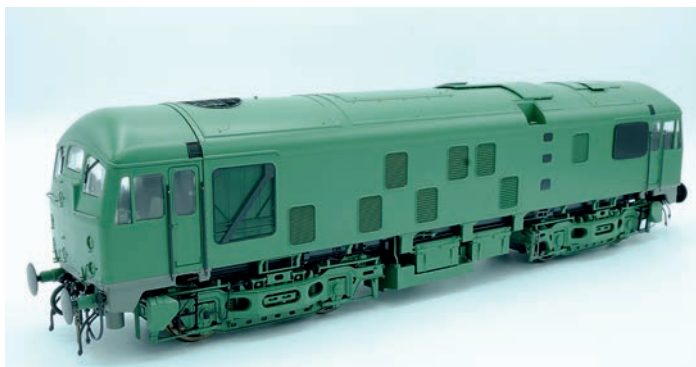
Heljan

Class 24/0 & 24/1

At the annual NEC Warley exhibition Heljan announced the production of both Class 24/0s and Class 24/1s. Development is at an advanced stage with photos of both test locos. With any luck, in six authentic BR era liveries, the Class 24/0s, may well be available in late 2024 or early 2025 and with five liveries of Class 24/1s to follow in late 2025. The RRP of both classes is £649.00. Tower Models price £551.65 and we are taking advance orders for these now for despatch when they are released. The Tower Models website will carry more details as and when we receive them. The samples will also be on display and the annual SECC show in February.

PCA Cement & Chemical Tanks

These superb new models are being produced as a joint project by Heljan and Realism Redefined, the retail arm of 'Britain's Biggest Model Railway'. With over 43 years experience and specialists in O gauge we have been brought on board as the only additional approved stockist of these wagons, which are now available.



Class 24/0 and Class 24/1 from Heljan at Tower Models



PCA tank in weathered condition from Heljan at Tower Models

Warren Shephard

Visit my website: <https://www.warrenshephard.com>
 Email: warren_shephard@btinternet.com
 Telephone: 01766 770739

I will not be attending shows in the future. Kits and castings are still available (mail order only). NEW castings to replace white metal have been added to some of my existing kits. see 'loco castings' on the Fittings page of my website.

Yellowshed Designs

Colin Harsley, 10 Viaduct Close, Kidderminster, DY10 3FA
 Mob: 07510 349251
 Email: colinharsley99@hotmail.co.uk
 Web: www.facebook.com/yellowsheddesign/

I can supply loco stock boxes constructed from FSC sustainable 12mm birch plywood. All feature solid drawn brass butt hinges, lay flat handles, spring-loaded draw latches, rail grooves cut into the base to place your loco and finished with two coats of Fiddes beeswax for a hard wearing, long lasting, superior finish. Soft packaging foam is attached to each end of the box and two extra pieces are provided as standard. Extra foam pieces are available. 11in and 13in length boxes will have two hinges and a single draw latch. Boxes from 16in to 22in will have two hinges and two draw latches and be supplied with two extra foam packers. Boxes from



Small loco stock box from Yellowshed Designs

25in and above will have three hinges and three draw latches. Each box is weight tested up to 5kg. Lengths quoted are external dimensions. Subtract 2in/50mm for internal lengths. The following sizes are available: 11in - £45, 13in - £48, 16in - £52, 19in - £55, 22in - £60 and 25in - £65.

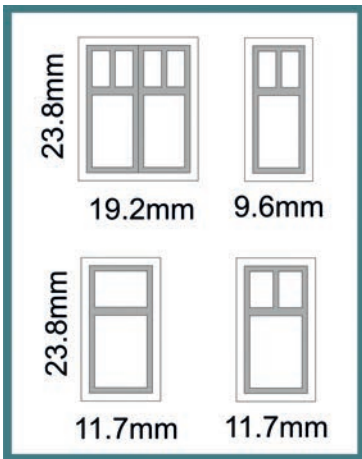
Removable ends are available to allow locomotives to be pushed out of the box rather than being handled and are priced at £5 per end. Hand cut leather handles are also available at £5 each but note that these are not suitable for stacking. Extra foam packers available at 10p per piece. Prices for bespoke lengths over 25in are available on request. Gauge 1 rolling stock boxes are also available.



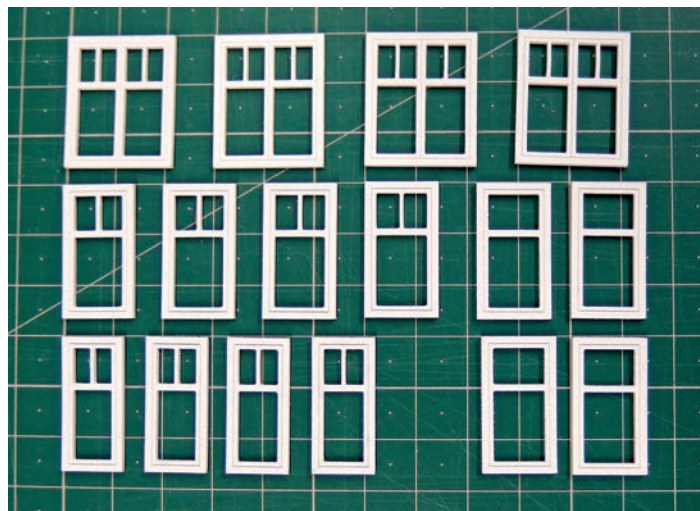
Various sized loco stock boxes by Yellowshed Designs

York Modelmaking

Julie Lightburn, Unit 13, Bull Centre, Stockton-on-the-Forest, York, N Yorks, YO32 9LE
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 Email: laser@yorkmodelmaking.com
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Window frame examples by York Modelmaking.



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Total Price £3475 inc VAT. Shipping £25 by DHL. GWR 850 project is available for limited reservations. BR 80xxx project will follow the GWR 850.

To keep up to date with this project, check the "Latest News" page on our website.

www.leemashmodelco.com Lee Marsh Model Co, Unit 5, Lancaster House, 9 Moss Way, Dalgety Bay, KY11 9JS

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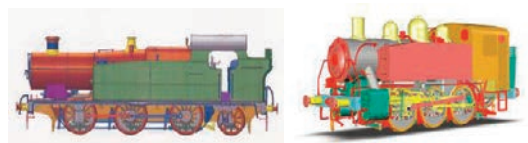
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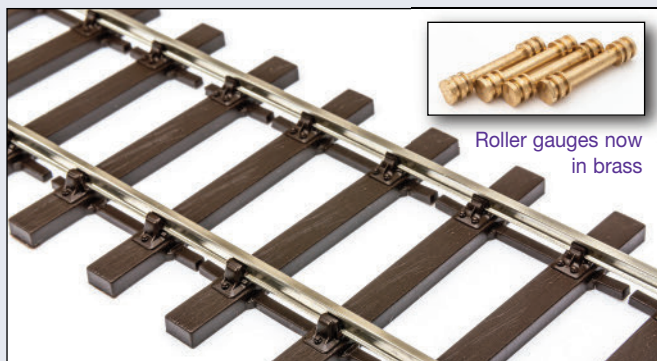


GL11. GCR9Q/LNER B7. Photo courtesy of Warren Haywood. Kit price £410

We look forward to seeing friends old and new at the Guild's Kettering show. Regrettably, increasing input costs will result in price increases from March. Items ordered for collection at Kettering will be supplied at current prices. We expect the new kits for the Hughes Crab 2-6-0 to be available at the show.

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Limited edition model open wagon 7 plank O-gauge based on a S&D Loco Coal Wagon No. 1179. *The S&D had 80 of these wagons made by the Midland Railway from 1902. Most were allocated to loco coal traffic and retained their S&D livery until 1930.*



Limited edition model open wagon 5 plank O-gauge based on Spurrell Brothers Coal Merchants, Bath, No. 50. *James and Charles Spurrell were listed as coal dealers in Great Corn St., Bath in the 1935 Kelly's Directory. This wagon was probably acquired second hand, but carried a repair plate for Thomas Burnett & Co., Doncaster.*



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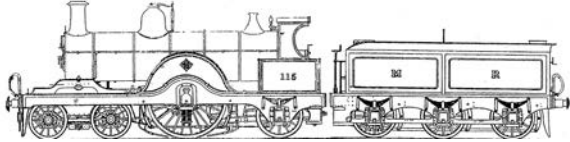
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Midland Rly and G.N.R. Singles and other NEWS

We are pleased to offer kits to make these M.R. and G.N.R. Single wheelers. Both engines are preserved in York Museum and present a splendid contrast in colour, style and design. To accompany the "Spinner" we also have M.R. kits for the 1P, 1808 4-4-0 and the 3F 0-6-0 classes.

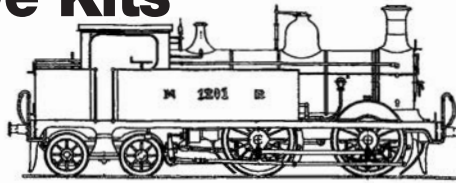
Other news is, that we now own NMRS loco kits and will be continuing the production of the J.94, W.D, A.5, C.12 and Sentinel loco kits.

We are continuing the re-introduction of the DJB range with the kits for the G.W.R. 517 Class 0-4-2t and the M.R. 3F 0-6-0 which ran on the M&GN as class D 0-6-0's and on the S&Dorset Joint lines as Class M. All kits include tenders where appropriate - price £229.00



M.R. Johnson - 115 Class "The Spinners"

M&GN, S&D, LTS



Midland Rly 1P 0-4-4 tank

Completed models for SALE, I.O.W 02 No14 Fishbourne Bullied Green - price £645. Gresley A.8 4-6-2 tank, BR 69869 price £695. Southern (LBSC) 0-6-0 tender engine class C2X in black livery No.2547 price £595. P2 'Cock o' the North' No. 2001 as original in LNER Livery priced £945. SECR/SR R/R1 No. 107 in Green price £445. Southern Rly 1.3 No.83 priced £595. GE 7 No.69614 Liverpool Street Pilot price £695. Gresley V.3. 2-6-2 Tank No. 7684 in LNER green (painted by BRACKS) price £745. Superb SECR P class 0-6-0 Tank No. 556. Southern green price £445. (Also re-introduced are the former Meteor Models kits for the LNER Y1/Y3 and the Industrial Sentinel Shunters - price £85 each)

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GNR D.2 4-4-0 or J.1 0-6-0, J.3, J.4, and J.6 0-6-0, J.17
GER J.19 0-6-0, LSWR G.16 H.16, GCR. J.10,
GNR K.2 2-6-0 Metropolitan 'K', LTS 79 Class, LBSCR. J
or L. 4-6-4T or K Class 2-6-0, NER D.20, NER A.6,
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D.49 Class Hunt/Shire, D.16/3 Claud or D.15/2, D.14
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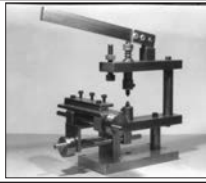
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WELL, NOW THE 'ATLANTICS' ARE BACK! With the pressure in other areas easing, we are now reviving the project. We do, however, need to be realistic. Since the pandemic the market has changed fundamentally – you only have to see the dramatic drop in attendance at the annual 0 gauge exhibitions.

So, having reassessed the viability of the project, we are now planning to build a maximum of 90 models to include the LB&SCR H1 and H2 Atlantics, as well as the GNR small and large-boilered engines. We will start with the LB&SCR locomotives as they attracted the greatest interest when we first launched the project, **with planned completion and delivery before the end of 2024.** We will then build the GNR 'Atlantics'. Liveries and detail differences will be available to cover all periods from pre-Grouping to BR days.



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The model illustrated at the head of this page is a pre-production pilot for the LB&SCR H1 Atlantic in umber livery. This is a starting point that has provided valuable insights, but many corrections, enhancements and refinements will be incorporated in the finished models.

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