February 2011 Volume 18 No 2

The Journal of the Gauge O Guild

GAZETTE

Arthur in the garden
see page 11

QUALITY BRASS MODELS IN GAUGES 00, 0 AND 1

Hear the chime whistle, the safety valves and the 3 cylinder beat!

Golden Age Models A4 and Pullmans

A2 sample in brass

A1 sample BR Green

LNER coaches with choice of liveries

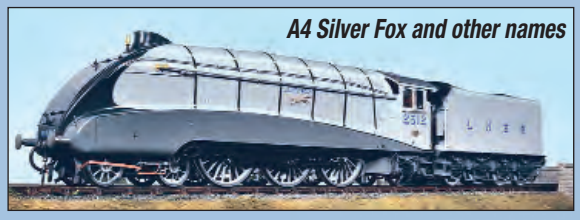
Triplet Restaurant Car set

Pullman coaches

LNER Dynamometer Car

Coronation Observation Car

Rebuilt Observation Car



A4 Silver Fox and other names

A4 Sir Nigel Gresley

All brass models beautifully painted with choice of liveries. Photos by Tony Wright
Other projects started, please enquire

Please contact for details of full range and prices

www.goldenagemodels.net

to view our photos and DVD with sound

Golden Age Models Limited, P.O. Box No. 888, Swanage, Dorset, BH19 9AE
Tel: 01929 480210 (with answerphone) E-mail: quentin@goldenagemodels.net

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Editorial, Friday March 19th 20101

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Germany

The Gauge O Guild
GAZETTE
Volume 18 No 2 February 2011

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Modelfair.com

New, Pre-owned & collectable model railways
Mail Order with confidence
Tel: 0161 748 8021
Talbot House, 95 Crofts Bank Road, Urmston, Manchester M41 0US
Email: info@modelfair.com

Bullied Air-Smoothed Light Pacific (un-rebuilt 'Spam Can') Battle of Britain and West Country Class in Southern Railway and British Railways liveries, all new model with switch for two and 3 rail running, 0-24V DC motor, Firebox glow. A heavy weight model which will run on radii down to 2FT.

E/9-2 Battle of Britain Class, 34090 'Sir Eustace Missenden' in Special lined BR Malachite green, Modelfair special edition £650.00

For customers waiting for Spam can orders, we are hoping to be able to fulfil all of these early in 2011

Ace Trains, Castle Class 4-6-0 Locomotive and tender. A superb 0 Gauge course scale 3 rail locomotive, fitted with a 20 volt motor , power is transferred to all 3 axles through a series of gears. 12Volts DC Slow running with a full load is outstanding. 2 & 3 Rail operation Loco is fitted with a pair of working lamps to front and a working 'firebox light' As a working model for 2 & 3 rail gauge 0 it is unsurpassed in construction and operation. This is the new Version 2 of this loco

S/C = Single Chimney, DC = Double Chimney

E/7A Castle Class 4-6-0 Loco, 5018 'St Mawes Castle' GWR Green S/C £710.00
E/7B Castle Class 4-6-0 Loco 5018 'St Mawes Castle' , BR early green S/C £710.00
E/7C Castle Class 4-6-0 Loco, 5069 'Isambard Kingdom Brunel' GWR Green S/C £710.00
E/7D Castle Class 4-6-0 Loco, 5069 'Isambard Kingdom Brunel' BR Early Green S/C £710.00
E/7E Castle Class 4-6-0 Loco, 5069 'Isambard Kingdom Brunel' BR Late Green D/C £710.00
E/7G Castle Class 4-6-0 Loco, 7013 'Bristol Castle' BR early Green S/C £710.00
E/7H Castle Class 4-6-0 Loco, 7013 'Bristol Castle' BR late Green D/C £710.00
E/7J Castle Class 4-6-0 Loco, 5018 'Clun Castle' GWR Green S/C £710.00
E/7K Castle Class 4-6-0 Loco, 5018 'Clun Castle' BR Early Green S/C £710.00
E/7L Castle Class 4-6-0 Loco, 5018 'Clun Castle' Late Green D/C £710.00

E/7S Castle Class 4-6-0 Loco, 5043 'Earl of Mount Edgcumbe' BR early Green D/C £710.00
E/7T Castle Class 4-6-0 Loco, 5023 'Brecon Castle' British Railways Apple green £710.00
E/7V Castle Class 4-6-0 Loco, 7010 'Avondale Castle' British Railways Apple green £710.00
E/7W Castle Class 4-6-0 Loco, 7011 'Banbury Castle' British Railways Apple green £710.00
E/7X Castle Class 4-6-0 Loco, 5071 'Spitfire' GWR Shirtbutton green S/C £710.00
E/7Y Castle Class 4-6-0 Loco, 5079 'Lysander' GWR Shirtbutton green S/C £710.00
E/7Z Castle Class 4-6-0 Loco, 5080 'Defiant' GWR Shirtbutton Green S/C £710.00

For customers waiting for Spam can orders, we are hoping to be able to fulfil all of these early in 2011

Class V 'Schools 4-4-0 Locomotive All locomotives complete with White disks x 6. They all are fitted with two front electric lights Chimneys as appropriate will be the Bullied (le Maitre type) or the Maunsell original type.

E/10A Schools Class, E900 'Eton' SR Maunsell olive green, no deflectors £495.00
E/10B Schools Class, 30943 'Charterhouse' BR gloss green, with deflectors £495.00
E/10C Schools Class, 935 'Sevenoaks' SR Malachite green, with deflectors £495.00
E/10D Schools Class, 30925 'Cheltenham' BR gloss Black, with deflectors £495.00
E/10E Schools Class, 926 'Repton' Maunsell olive green, with deflectors £495.00
E/10G Schools Class, 919 'Harrow' SR Sage green, with deflectors £495.00
E/10H Schools Class, 908 'Westminster' SR Wartime black, with deflectors £495.00
E/10J Schools Class, 1885 'Roedean' dark blue (white cab roof) , with deflectors £495.00
E/10K Schools Class, 1933 'Gordonstoun' Caledonian Blue, with deflectors £495.00
E/10K Schools Class, 1870 'Fettes' Caledonian Blue, with deflectors £495.00
E/10K Schools Class, 1922 'St Trinnean's' Pink with white cab roof £495.00
E/10/1 Schools Class, 30931 'Kings Wimbledon' BR late black Modelfair Special Edition with deflectors £535.00
E/10/1 Schools Class, 30910 'Merchant Taylors' BR late green Modelfair Special Edition with deflectors £535.00

Class N2 'Gresley 0-4-2T Tank Locomotive, 2 and 3 rail switchable, all new model from ACE should be us early in 2011

E/11A Gresley N2 Class 0-6-2T Tank Locomotive, 2674 LNER Black Condensing version Pre-order £395.00
E/11B Gresley N2 Class 0-6-2T Tank Locomotive, 4744 LNER Black condensing version Pre-order £395.00
E/11C Gresley N2 Class 0-6-2T Tank Locomotive, 2587 LNER Black- non Condensing Pre-order £395.00

E/11D Gresley N2 Class 0-6-2T Tank Locomotive, 69529 Pre 1956 British Railways Black- Condensing Pre-order £395.00
E/11E Gresley N2 Class 0-6-2T Tank Locomotive, 69538 Pre 1956 British Railways Black- Condensing Pre-order £395.00
E/11G Gresley N2 Class 0-6-2T Tank Locomotive, 69579 Post 1956 British Railways Black- Condensing Pre-order £395.00
E/11H Gresley N2 Class 0-6-2T Tank Locomotive, 69506 Post 1956 British Railways Black- Condensing Pre-order £395.00
E/11Z Gresley N2 Class 0-6-2T Tank Locomotive, LNER green Condensing version Pre-order £425.00

Ace O Gauge Tinplate Coaches

All C13 & 14 coaches are fitted with fully sprung and compensated bogies & 2 rail wheels

C/14A Pullmans, Set of 3: 'Amethyst', 'Eagle', & Parlour 2nd No 351. white roof £275.00
C/14B Pullmans set of 3: 'Emerald', 'Falcon' & Car No 336 -white roof £275.00
C/14 BR Pullman car Full Brake- white roof £90.00
C/14A Pullmans, Set of 3: 'Amethyst', 'Eagle', & Parlour 2nd No 351. grey roof £275.00
C/14B Pullmans set of 3: 'Emerald', 'Falcon' & Car No 336 -grey roof £275.00
C/13A Set of 3 BR Mark 1 coaches, Corridor 2nd ,Corridor 1st,and Open First, BR (WR) chocolate & cream £245.00
C/13B Set of 3 BR Mark 1 coaches, Brake 2nd ,Corridor Composite, & Open 2nd, BR (WR) chocolate & cream £245.00
C/13 BR Mark 1 Full Brake coach in British Railways (WR) Chocolate & Cream £80.00
C/13 BR Mark 1 Restaurant Car in British Railways (WR) Chocolate & Cream £80.00
C/13A Set of 3 BR Mark 1 coaches, Corridor 2nd ,Corridor 1st,and Open First, BR (SR) Green £245.00
C/13 BR Mark 1 Full Brake coach in British Railways (SR) Green £80.00
C/10 LNER Tourist Six Car Set in Green & cream livery, with working lights £525.00
C/9 West Riding Tourist Six Car Set, in LNER two tone blue livery with' 'West Riding' 'branding, with working lights £450.00
Silver Jubilee 7 car set in LNER Silver £500.00
C1/F SNCF French 3 car set £175.00
C1/F ETAT French 3 Car set £175.00
C/4 LNER Articulated Sleeper set £175.00
A/W Ace/Wright W/1 Ocean Mail Coach £130.00
A/W Ace/Wright W/1 Cinema Coach £120.00
C/5 Set A, 3 x Tinplate (Stanier style) BR coaches in Blood and Custard £265.00
C/5 Set B, 3 x Tinplate (Stanier style) BR coaches in Blood and Custard £265.00
C/4A Set of 3 LNER Teak Coaches (Gresley Style) £275.00
C/4B Set of 3 LNER Teak Coaches (Gresley Style) £275.00
C/4 LNER Teak Buffet Car £90.00
C1 Set of 3 BR Suburban coaches in maroon £275.00
C1 LNWR all 3rd coach £ 75.00
C1 Caledonian 1st Class compartment coach £ 85.00
C1 Caledonian 3rd Class compartment coach £ 80.00
C1 LNER suburban Teak coaches set of 3 £275.00
C1 LNER Suburban Teak all 3rd class coach £ 85.00
C2 Set of 5 Stanier corridor coaches LMS-'Merseyside express' £499.00

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G/2 Closed goods van set 3, CR Blue, GWR Dark grey and SR Brown, £ 99.00
G/2 Closed goods van set4, GC light grey, LMS dark brown and ED dark green, £ 99.00
Closed goods van set 5, British Railways Insulated Meat Van" in white, x 3 £ 99.00
LNER / BR type LNB brake van with working lights £47.50

Ace O Gauge Pre-owned Locomotives

'Celebration Class 4-4-0 locomotive in LMS lined maroon £275.00
A4 Class 4-6-2 Locomotive, 4483 'Kingfisher' in LNER Doncaster green £1,525.00

E4 A4 Class 4-6-2 Locomotive, 4487 'Sea Eagle' LNER Doncaster Green £1,495.00
A4 Class 4-6-2 Locomotive, 2512 'Silver Fox' NE Black £1,950.00
A4 Class 4-6-2 Locomotive, 60022 'Mallard' BR Brunswick green £1,550.00

A4 Class 4-6-2 Locomotive, 60008 'Dwight D Eisenhower' BR Brunswick Green £1,625.00
A4 Class 4-6-2 Locomotive, 60026 'Miles Beevor' BR Brunswick green £1,475.00
A4 Class 4-6-2 Locomotive, 60029 'Woodcock' BR Brunswick green £1,500.00
A3 Class, 4475 'Flying Fox' LNER Doncaster Green £895.00
A3 Class, 2502 'Hyperion' LNER Doncaster green £895.00
A3 Class, 2547 'Doncaster' LNER Doncaster green £895.00
A3 Class, 2563 'William Whitelaw" LNER Doncaster green £895.00
A3 Class, 60041 'Salmon Trout" BR Brunswick green £895.00
A3 Class, 60068 'Sir Visto" BR Brunswick green £895.00

A3 Class, 60068 'Sir Visto" BR Brunswick green £895.00

EGW/1 4-4-4 Tank Locomotive, 7202 in 'Great Western' lined Green £525.00

Bassett Lowke trains, gauge 0 tinplate range

BL99040 A1 Class, 4475 'Flying Fox' LNER apple green £599.00
BL99041 Rebuilt Patriot Class, 4-6-0 Locomotive and tender, 45534 'E. Tootal Broadhurst' in British Railways lined green with late crest. £599.00

BL99053 Peckett 0-4-0 Saddle Tank, 'Wenman' red livery for pre-order £210.00

BL99063 Peckett 0-4-0 Saddle Tank, 'Joseph' Green livery for pre- order £210.00

BL99064 Maunsell N Class , 2-6-0 Loco, 3186 in bR late black (Gloss Finish) £599.00

BL99042 Maunsell N Class , 2-6-0 Loco, 810 SECR Austerity grey £599.00
BL9931 J39 class 0-6-0 Tender loco, 64744 BR late black- 2 & 3 rail £499.00

Gauge O Rolling stock

BL99079 7 Plank open wagon, "Firestone" in blue £ 29.50
BL99078 7 Plank open wagon, "Llewellyn" in brown £ 29.50
BL99073 7 Plank Open Wagon, LMS Grey £ 29.50
BL99072 7 Plank Open Wagon NE Grey £ 29.50
BL99057 7 Plank Open Wagon, "Bassett Lowke" £ 29.50
BL99074 7 Plank Open Wagon SR in brown £ 29.50
BL99059 3 Plank Open Wagon, NE Grey £ 29.50
BL990 3 Plank Open Wagon, "Bassett Lowke" £ 29.50
BL99070 SWB Milk Tanker wagon, 'United Dairies' GW white £ 39.50
Bl99065 SWB Tanker wagon 'ESSO' £ 39.50
BL99067 SWB Tanker wagon "Pratt's Spirit" £ 39.50

BL99062 SWB Tanker Wagon "Bassett Lowke" £ 39.50
BL99039 Standard Brake Van British Railways £ 47.50
BL9938 Standard Brake Van LNER £ 47.50
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BL99035 Set of 3 Tanker wagons, 'National', 'BP Motor Sprit'. 'Shell' £114.99

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MFX04 L&Y Class 21 'Pug' 0-4-0ST Saddle tank British Railways late black- Pre-order £199.00
MFX05 L&Y Class 21 'Pug' 0-4-0ST Saddle tank Industrial- Pre-order £199.00

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BL99003 Mogul N Class, 372 in Irish Railways lined Green livery £650.00
BL99004 Mogul N Class, BR Black 31407 £525.00
BL99015 Rebuilt Scot class loco, 6162 'Queens Westminster Rifleman" LMS lined black £495.00

ETS trains, gauge 0 tinplate range

203/2 Bo-Bo Overhead electric loco in North Eastern green (2 & 3 Rail rail) £360.00
ETS188 Garrett 2-6-6-2 locomotive, LMS maroon £499.00
0 Gauge Models (Fine-scale) more in stock please ring

GL21 Unbuilt Gladiator GL21 7mm Gauge 0 unbuilt LMS/BR Rebuilt Royal Scot 4-6-0 Locomotive kit £265.00

DJH Class 20 Bo-Bo Diesel, D8000 in BR green sm yell panels, twin motors, v nice £925.00

DJH Standard 2MT 2-6-2 Tank Locomotive, 84004 in BR late black £745.00
Class J50 0-6-0 Tank Locomotive, No.610 in LNER green £345.00
14xx 0-4-2 in Great Western green £375.00
CCW 2P Class 4-4-0 Locomotive and tender 563 LMS black £375.00
DJH DJH Factory built, Class 03 Diesel Shunter, 03021 BR Blue £495.00
3F Half Cab 0-6-0 tender loco, 12572 in LMS black £ 325.00
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Kit or Scratch Built Gauge 0 Course scale 3rail model of LMS Garrett 2-6-0 -0-6-2 locomotive 4987 in LMS plain black – Fantastic! £1,250.00

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0 Gauge Class 33 Bo-Bo Diesel, BR blue due 2010- Stock £420.00
5500 0 Gauge Class 55 Deltic Diesel BR green –pre-order £475.00
5501 0 Gauge Class 55 Deltic Diesel BR green- pre-order £475.00

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Aster Aster for Fulgurex, Gauge 1 Class 86 2-8-2 Live Steam Tank locomotive £1,800.00

San ChengGauge 1 Brass built SP 'Jubilee' 4-6-0 locomotive and tender, No 5627 'Sierra Leone' LMS maroon with Loksound xl decoder £1,750.00
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Brasswork Brass Works Gauge 1 Stanier Black 5 Locomotive, 45025 in BR late black, 4000 gallon riveted tender £1,750.00
San Cheng Gauge 1 Brass built 8F 2-8-0 locomotive and tender , No 48431 in British Railways late black livery with Loksound xl decoder £1,750.00

San ChengGauge 1, 3F 0-6-0 Tank 'Jinty' Locomotive, 37239 in British Railways late black livery, weathered finish DCC controlled with, the Locksound v3.5 SOUND chip. £900.00

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49xx BR Mark 1 Corridor 2nd Coach, in Blue grey, Maroon and carmine & cream £239.00
49xx BR Mark 1Standard Open Coach, in Blue grey, Maroon and carmine & cream £239.00
49xx BR Mark 1 Corridor Brake 2nd Coach, in Blue grey, Maroon and carmine & cream£239.00
49xx BR Mark 1 Corridor FK 1st class Coach, in Blue grey, Maroon and carmine & cream £239.00
49xx BR Mark 1 RMB Restaurant/mini buffet Coach, in Blue grey, Maroon and carmine & cream £239.00
4950 BR Mark 1 BG full brake coach, in Crimson and cream- Pre-order £239.00
BR Mark 1 BG full brake coach, in Maroon- Pre-order £239.00
BR Mark 1 BG full brake coach, in Blue & Grey- Pre-order £239.00
BR General Utility Van (GUV) maroon Pre-order £239.00
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we are stockists for ATLACE 3 Rail Track System compatible with Ace trains, Original Bassett Lowke, Hornby 0 Gauge system, Corgi Bassett Lowke and many other makes, The track comprises of 215 nickel silver flat bottom rail on brown ABS plastic sleepers, suitable for indoor and outdoor running, top quality durable design

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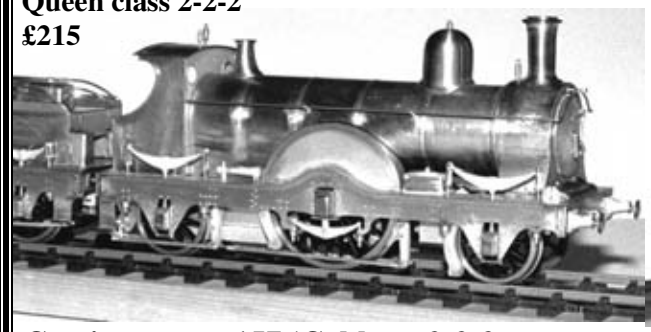
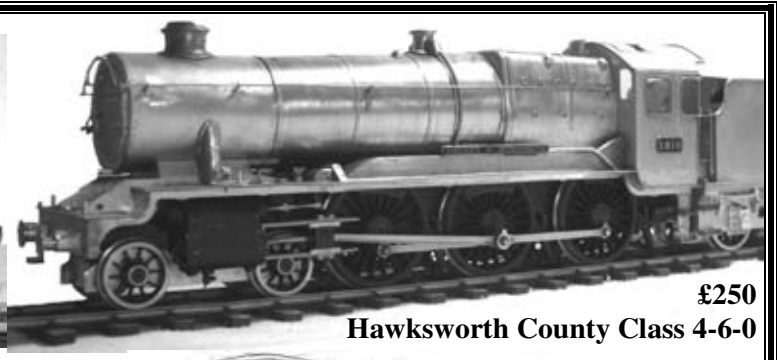
Queen class 2-2-2
£215

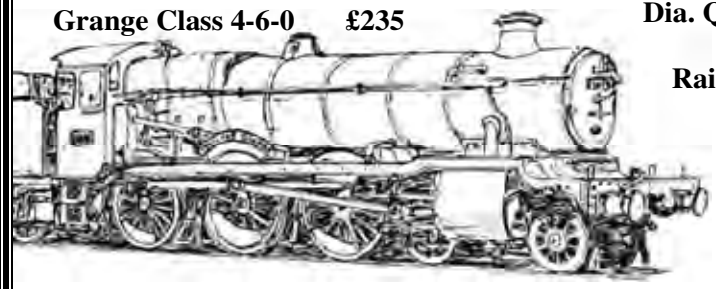




£250
Hawksworth County Class 4-6-0

Coming soon:- 157 'Cobham 2-2-2

Grange Class 4-6-0 £235



Dia. Q 59'6" Steam Railmotor £215

Coming soon:-
Dia O & R 70' Steam Railmotor

M2 Shunters truck
£27

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GWR

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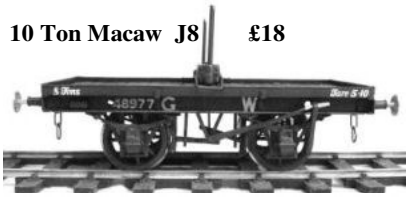
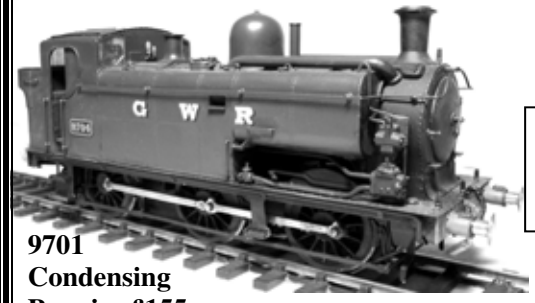


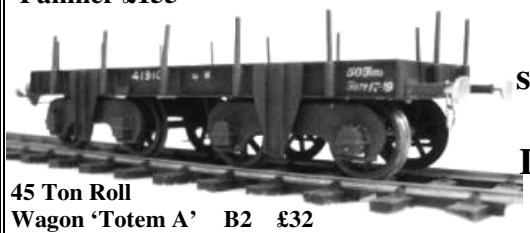
Please make cheques payable to 'J. Ennis'
P&P extra ring for list :-



9701 Condensing Pannier £155

We will be at GOG show Kettering 5th March

£175
1076 Buffalo 0-6-0ST



45 Ton Roll Wagon 'Totem A' B2 £32

Coming soon
157 'Cobham' class sandwich frame 2-2-2
&
Dia O & R 70' Steam Railmotor

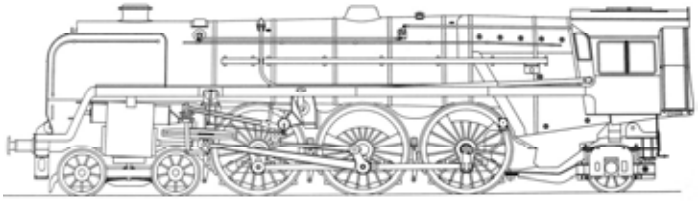
18 Ton Chaired Sleeper wagon T12 £30

01633-892242 sevenmodels@live.co.uk

SEVEN MODELS

P&P £8.00 per engine, P&P £15.00 for 2 or more.

Dave Ennis, 11 Iris Road, Rogerstone, Newport NP10 9LE



BR 'Clan' class 6P 4-6-2 with BR1 tender **£275 (NEW)**

Also available:-

BR Std. 5 4-6-0 with BR1, 1B, 1C, 1F, 1G or 1H tender	**£245**
BR Std. 5 4-6-0 Caprotti with BR1B or 1C tender	**£245**
BR Std. 9F 2-10-0 with BR1B, 1C, 1G or 1F tender	**£275**
BR Franco-Crosti 9F 2-10-0 with BR1B tender	**£295**

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The Gauge O Guild
GAZETTE

Editorial

Cover: *Spring, and with the sound and smell of live steam in the great outdoors will soon be with us. To get you in the mood here is King Arthur Class 4-6-0,* The Red Knight *, in full cry with a train bound for Abbotsdene on Graham Sheppard's garden railway.* The Red Knight *was built by the late Clarrie Edwards and is now owned and operated by his son Tony. The Maunsell coaches were built from Westdale kits by Dave Coutts, and the Pullman cars are Wayoh kits. Photo by Trevor Colgate.*

Q.E.D.

When I was at school my maths text books ended every proof of a theorem with those three initials; an abbreviation of the latin phrase 'quod erat demonstrandum', which translates as 'that which was to be proved' (or shown).

Most large model railway shows have a number of demonstrators sitting at tables. Their stated aim is to help us in our own endeavours by teaching and showing the finer (or not so fine) points of some aspect of the hobby. Over a number of years I have seen a lot of demonstrators at a lot of shows, and I have come to know some of them quite well. You will not be surprised to learn that I have formed my own idiosyncratic opinions about what they are doing and why.

On the whole the demonstrators at Guild shows are a friendly and helpful bunch and their contribution is positive. Some of the demonstrators are amateur hobbyists, like the majority of Guild members, and some are professionals; that is, they earn all, or part, of their living from model railways. There is nothing inherently wrong with the professionals demonstrating at shows, providing they are prepared to take time to share their skills and knowledge with folk who just need a helping hand with a loco, or a wagon, or a paint job.

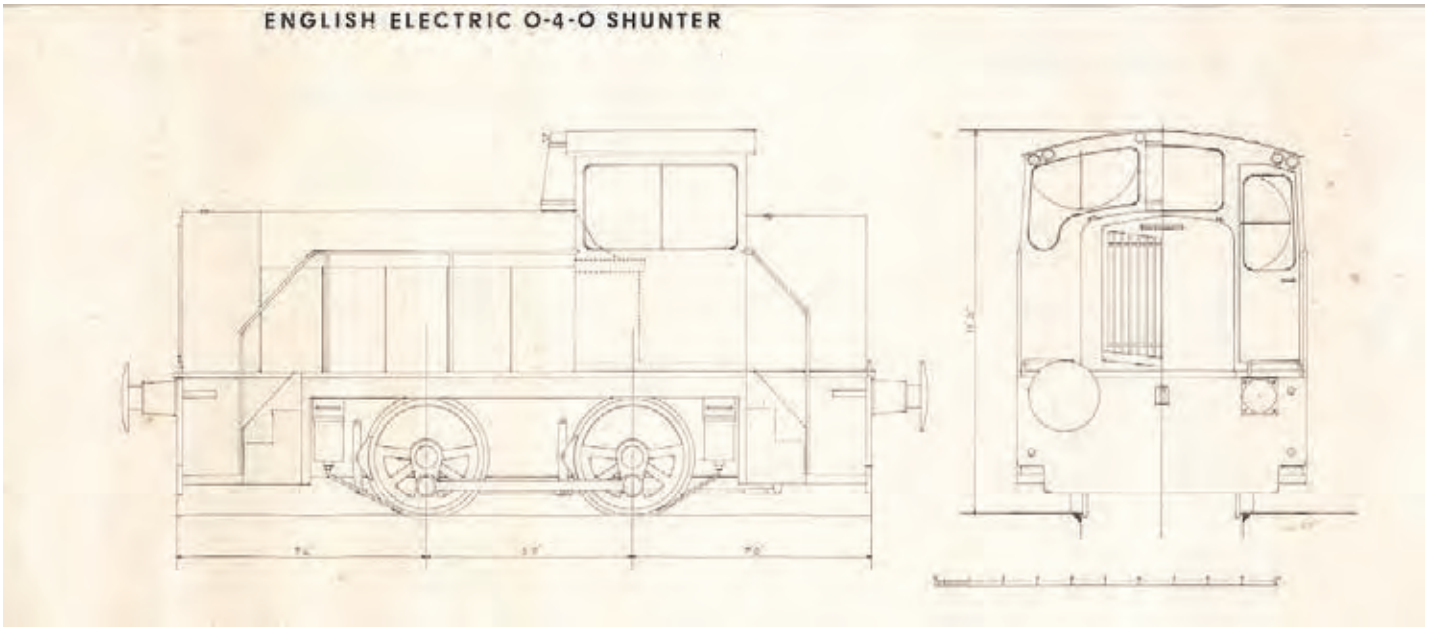
I think there are two small groups at opposite ends of the demonstrator spectrum that are worth noting. I have no intention of putting names to either group; you can all do that for yourselves.

Firstly there are a small number of the 'professional' demonstrators who regard a day at a show as a day to meet clients, deliver work done and make new deals. At the same time they are not very enthusiastic about spending time showing a beginner how to do something when there is no chance of obtaining a new commission or enhancing their reputation by showing how clever they are. Within this group is a much smaller subset who believe themselves to be the elite. They regard themselves as far beyond the level of mere mortal wielders of the soldering iron, the airbrush or any other modelling tool. You can spot them at shows sitting enthroned behind their glorious displays. They are like head waiters in the most expensive London restaurants, they refuse to make eye contact with anyone except those with enough money to employ their services, or another equally exalted modeller. You will have read their names many times in the paid model railway press, but they're not going to spend half an hour explaining something simple to you.

The second group are often equally well known in the modelling world and some also make their living from model railways, but come to shows with the intention of having fun and passing on their knowledge. These are the men (and women) that often become role models in our hobby. Their names are just as widely known in the modelling press as the head waiters, but they have a very different attitude; more like the welcoming 'greeters' employed by department stores. These are the people that have the most profound effect on us and make us want to be able to model just as they do. These demonstrators often have a number of pleasing characteristics. They are generally rather modest, self-effacing people; and when you talk to them they are encouraging, patient, calm and relaxed. They give freely of their time and knowledge and want everyone to share their skills. They are able to give simple demonstrations that make it easy for us to understand what we are supposed to do. They don't criticise at all, but say 'bad luck, try again.' And they can explain things clearly and simply. I had a role model who demonstrated at many shows, sadly he is no longer with us. He was patient beyond the call of duty in spite of being asked to do something over and over again. He was always happy to share his ideas and have his techniques copied by anybody who wanted to learn. He was a joy to listen to... and he was totally charming with it.

If you demonstrate at Guild shows, which group do you belong to?

John Kneeshaw



This drawing was used in the construction of the model. It was originally drawn to a scale of 14mm /foot. The dimensions were taken from the sales brochure. GEC politely refused permission to have this drawing published in Model Railway Constructor *in the 1970s.*

English Electric 0-4-0 Diesel Shunter

My association with this little engine goes back forty years to the autumn of 1970. One cold Sunday in November my late father Deryck and I joined a group of Norfolk Railway Society members at the Wissington sugar beet factory in West Norfolk. At that time there was still a considerable volume of traffic leaving by rail. We had a wonderful time on the railway including a footplate ride on this loco conveying vans down to the Stoke Ferry branch exchange sidings at Abbey. Most of the group were disappointed that steam had recently finished, but I was smitten by this Diesel.

I have always loved Diesel shunters and was particularly taken with this one (works number D1123 of 1966). It is one of two types of four wheel locos known as the Stephenson design. There were also two classes of six coupled shunters of basically the same design. A feature of the design was the cab with huge windows, and the recessed steps to allow the shunter to ride in safety. I wrote to the manufacturers (GEC) who sent me one of their publicity brochures for this class of loco and a small line drawing. From these I produced a 14mm/foot drawing with the view to making a model. Incidentally I wrote asking them if I could have the drawing published, but was politely refused on commercially sensitive grounds. Needless to say the model never got built, principally because of the wheel problem, but the drawing and brochure remained in a 'safe place'.

Early in 2009 I was looking for a modelling project having just completed

It is with great sadness that I have to report that Jim Featherstone died in October 2010. He sent me this superb scratch-building article in July 2010. I am publishing it in this issue as a tribute to a talented modeller whose contributions to our hobby will be sorely missed – Ed.

Jim Featherstone

This rather grainy picture was taken on the occasion of the Norfolk Railway Society's visit to Wissington sugar beet factory in November 1970. The loco was painted in blue and cream livery with the initials BSC on the radiator grill.

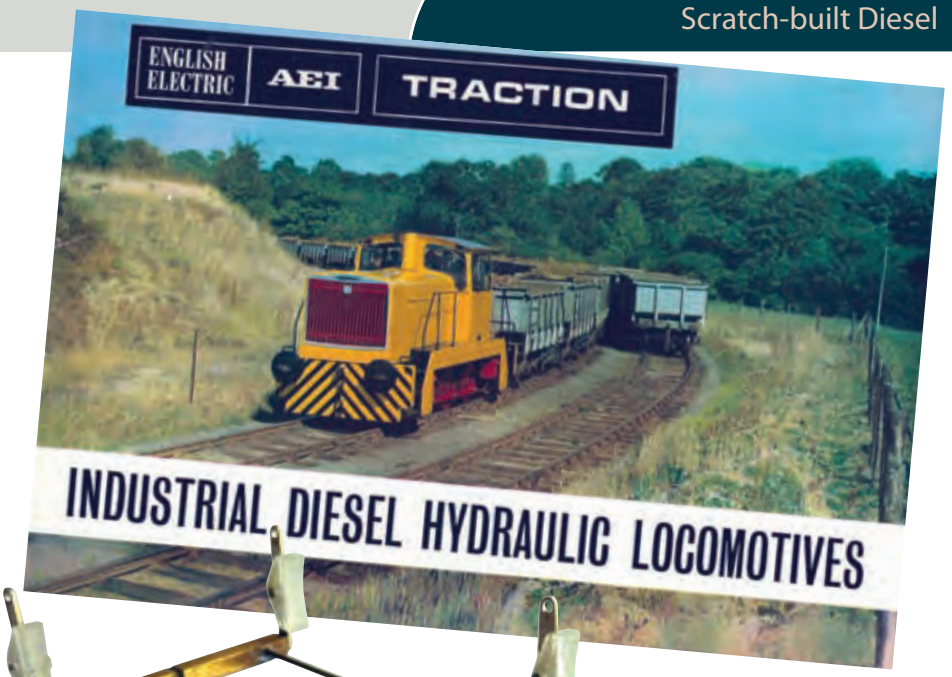
Shanklin an Isle of Wight 02 0-4-4T. The 02 was largely a scratch-built model, but began life as a Meteor kit. I wanted now to make an entirely scratch-built model which, in the case of the shunter, included the wheels. There are none available commercially so the drawing was retrieved and work began, nearly 40 years after I first had the idea. The entire model is scratch-built from nickel-silver with the exception of the motor and the coupling hooks. It is as far as I know unique.

Underframe

The wheel blanks were turned from 1in steel bar and the spokes cut and filed out; a long and painful job. After the event my friend Wally West asked why I had not taken some material from the back to reduce the thickness of the spoke and thus halve the filing? The crank bosses and balance weights are nickel-silver fixed in place with epoxy adhesive, and the crank pins are 12BA screws. The wheels are force fitted onto split axles which run in conventional wheel bearings.

I like to spring my models, but on this one I decided to compensate the underframe. This is done by means of a compensation bar pivoted between the wheels on one side and resting on the wheel bearings. This works well and keeps all wheels in contact with the track. There needs to be only a very limited travel, probably less than a millimetre and thus the bar has a limiting stud to prevent it flapping about when the wheels are out.

The mainframes are nickel-silver with Perspex spacers. These are fitted with about a millimetre showing above the frame top for insulation purposes. Before fixing Perspex spacers it is a good idea to set the frames up square with conventional brass frame spacers at a different place on the frames. These can be removed when the Perspex ones are in place. Holes for brake hanger brackets were drilled before assembly and the brackets themselves added later.



The front cover of the sales brochure (above) sent to the writer in response to a request for information. The loco illustrated is one of the massive 6-coupled locos seen here at work it the ironstone quarries in Corby.

The Perspex brake shoes and split brake beams are evident on the photo. The forked ends on the pull rods are silver soldered in place.

DESIGN AND CONSTRUCTION

The design is essentially straightforward and extremely robust. A high degree of standardisation of components and sub-assemblies has been achieved throughout the range resulting in reduced production costs, enhanced deliveries, and a speedy replacement of various units on a service exchange basis with corresponding gains in availability in traffic. In the physical design of the locomotive particular attention has been paid to the following points:

- Exceptionally good outlook from the driver's cab in every direction
- Ease of access to cab and platform, with four shunters' footsteps within the locomotive profile
- Accessibility of all main units and auxiliaries
- Extreme ease of control with automatic hydrokinetic transmission with all controls interlocked to prevent abuse

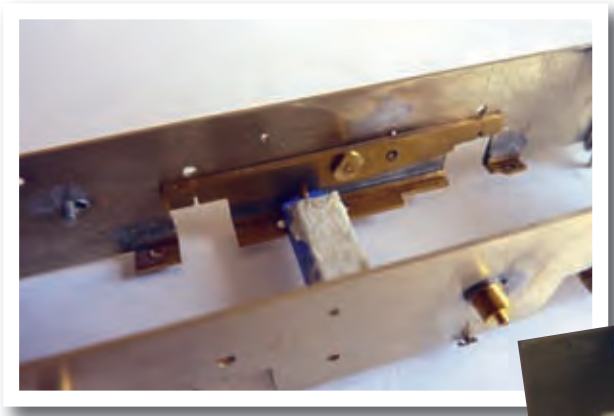
These and other modern features are combined with the best of established locomotive practice both in design and manufacture.

FRAMES

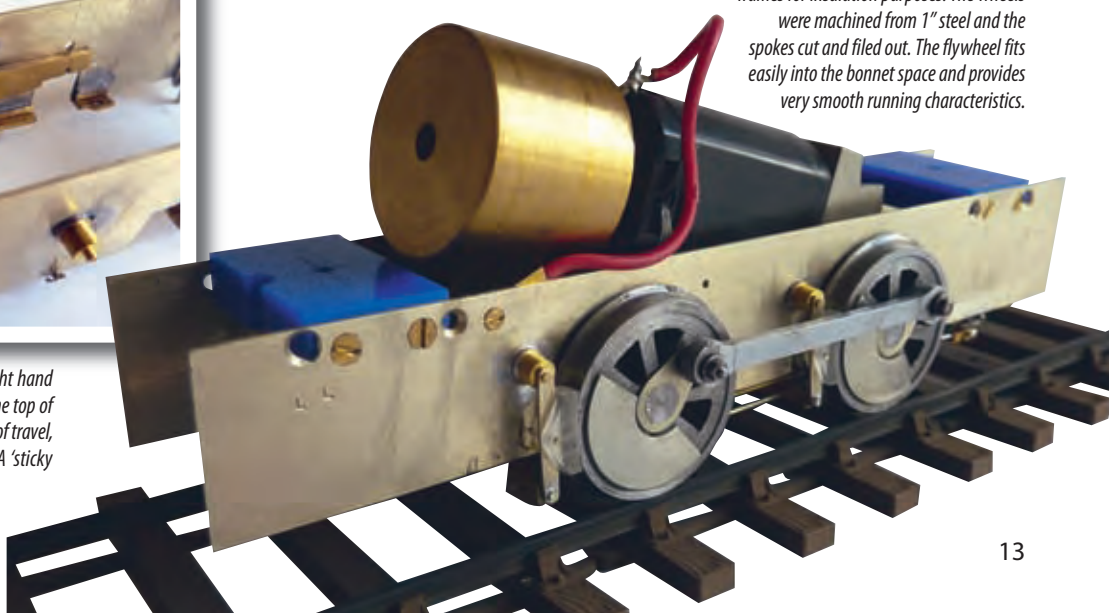
are of the plate type jig-built for accuracy and assembled by welding. Adhesive weight is obtained by the use of members of appropriate section contributing to the overall strength of the structure. The accompanying illustration of a typical six-wheeled frame shows the overall clean design of the all welded assembly.

20

A page from the sales brochure showing the all-welded footplate / mainframe construction. Compare this with the model.



The compensation beam is between the wheels on the right hand side of the loco. The slots at the ends locate on a strip on the top of the wheel bearings. There needs to be only a small amount of travel, and a limiting stud can be seen to the right of the pivot. A 'sticky fixer' on the spacer is to bed the motor and reduces noise.



The mainframe unit

The photo shows how the Perspex spacers are slightly proud of the frames for insulation purposes. The wheels were machined from 1" steel and the spokes cut and filed out. The flywheel fits easily into the bonnet space and provides very smooth running characteristics.

The scratch-built gearbox is fitted to a 1833 Mashima motor. The gear wheel and gearbox bearings also have to be insulated because of the split axles. I used PTFE on the wheel and tufnol on the gearbox. A 25 x 25mm flywheel was turned from brass. This fits easily into the bonnet space and was kept as low as possible for stability. The single most impressive feature of the loco is an enormous overrun produced by the flywheel; some 500mm from top speed. This makes shunting very interesting and requires great care if pile-ups are to be avoided.

Footplate unit

The full size loco has an all welded footplate and mainframe assembly. This was designed to be rugged and maintenance free. The welded unit comprised mainframes, 2in thick footplate, 2in thick buffer beams, recessed steps for access to the footplate and valances. Incidentally some of the massive six–coupled locos of a similar design had buffer beams and footplating of 8in thickness to provide weight for traction.

The model was similarly constructed though of course the mainframe unit is separate. I took out a mortgage and purchased some 0.048in nickel-silver sheet for the footplate and buffer beams; cutting this is easier said than done. I secured the metal for its full length with the strip I required overhanging the bench. It was held between a piece of timber and the bench by G-clamps. The strip was cut with a hacksaw and filed to width while still in one piece. By doing it this way the footplate and beams are exactly the same width and can be marked off and cut to length. The illustrations show the extent to which the footplate is shaped to accommodate the motor and the recessed steps.

The wasp stripes were scribed on before assembly to simplify painting. The lifting holes were used for the spacers when soldering the beams to the footplate

Before I soldered the buffer beams to the footplate I decided to scribe the wasp-stripe lines on as this would save a huge amount of work at a later stage when painting.

To ensure that the beams were square to the footplate, parallel and in line, two pieces of ¼in brass rod were turned to the same length as the distance between them. These were tapped 12BA and fitted by using the holes in at the bottom of the buffer beam. In effect they were just like very long frame spacers. This automatically ensured the above requirements, and in addition it made it easy to position and hold them in place while soldering (fig 2).

This unit which incorporates the 2" (0.048in) footplate and buffer beams, buffer stocks, sand boxes and recessed steps replicates the prototype except that the real loco's mainframes were welded into this unit too. Points to note are the chequer plate footsteps and strengthening gussets behind the buffer stocks. Whether these were necessary with those 2in buffer beams is debateable.

The recessed steps were fabricated and soldered in place and the valances fitted. This produced a very strong and chunky unit just like the prototype. I decided to add a bit of counterweight to the trailing end to balance the flywheel by filling the space under the steps with liquid lead. This was poured through a hole in the bottom which was sealed with Araldite.

To complete this assembly I made some treads for the steps with etched chequer plate brass attached with Evostick. The buffer stocks were turned and fitted and the huge two foot diameter buffer heads turned from steel. These are sprung by means of a 10BA screw pushed through from the back of the buffer beam trapping the spring and screwed into the back of buffer head (fig 1). A triangular strengthening gusset was soldered between the buffer beam and step frame. Coupling hooks were attached and footplate unit bolted to the mainframes and it was ready to begin shunting.

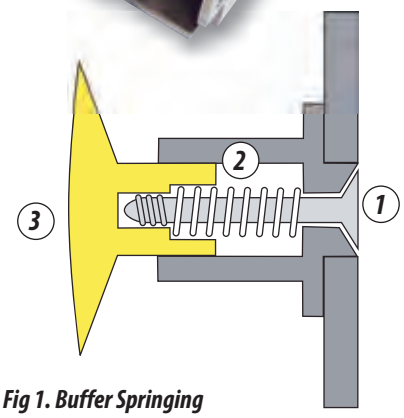


Fig 1. Buffer Springing

1. Countersunk 10BA screw

2. Spring

3. Buffer head with recessed hole to locate spring

This method does away with a nut behind the buffer beam which was not an option on this model

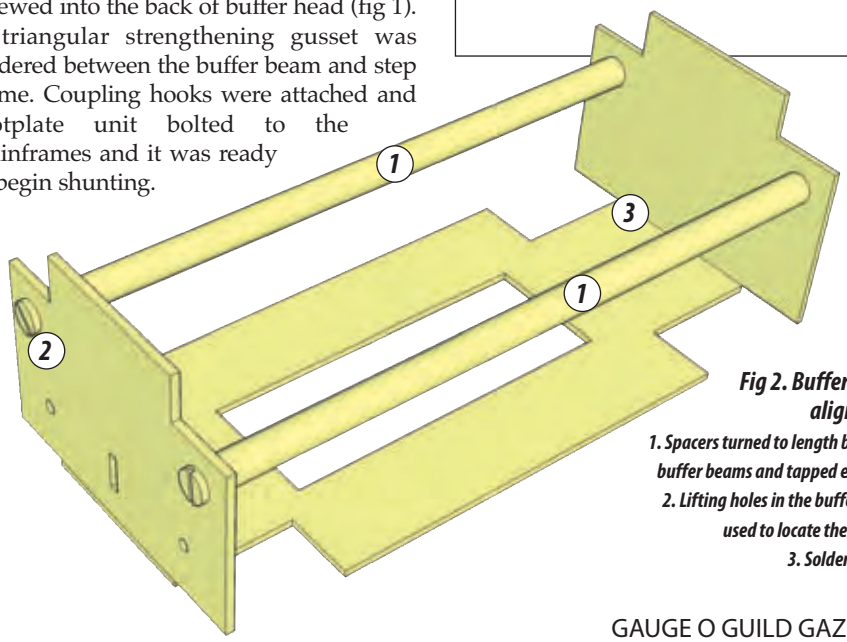


Fig 2. Buffer beam alignment

1. Spacers turned to length between buffer beams and tapped each end

2. Lifting holes in the buffer beam used to locate the spacers

3. Soldered joint

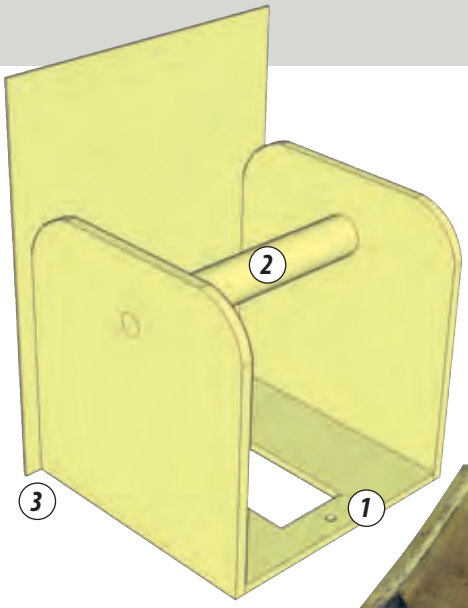


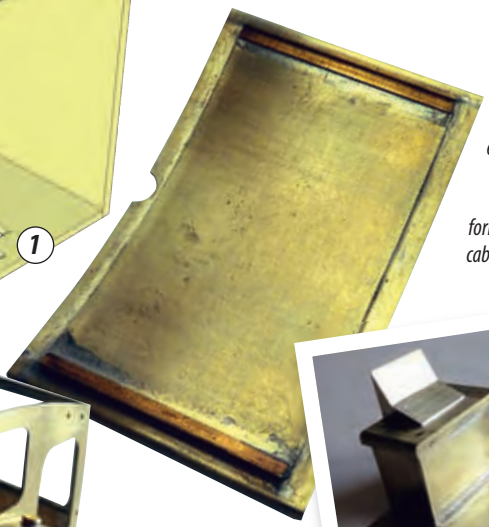
Fig 3. Fuel tank construction

1. Tank bottom from 0.022in

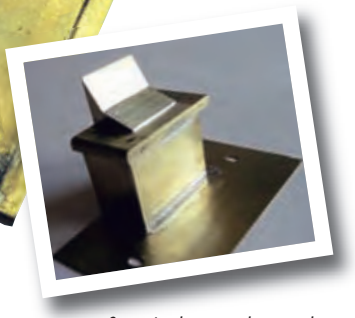
2. Spacer turned to length of tank bottom

3. Wrapper cut slightly over width and trimmed after soldering

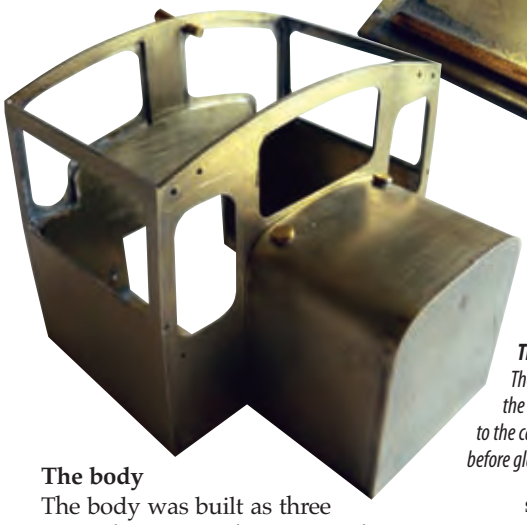
The bonnet was constructed in a similar way



Cab roof.
The semi-circular cut out is for the exhaust. The picture shows the heavier gauge nickel silver former which gives the cab increased strength.



Operating levers on the control desk will be added after painting.



The cab and fuel tank unit.
The laminated nature of the cab sides, front and back can be seen on the inside of the cab. The fuel tank was a separate unit and attached to the cab when completed. The horn on the cab front will need removing before glazing.

The body

The body was built as three units, the bonnet, the cab and the fuel tank. Of the three, the fuel tank seemed the most straightforward so I started here. It consists of a base, two ends and the wrapper for the sides and top. The base and ends are heavy gauge nickel-silver. To hold the ends square and parallel while the wrapper was soldered on I drilled a hole in the upper part of the ends and made a ¼in spacer to go between (fig 3). The 0.012in wrapper was slightly wider than necessary to aid soldering. The waste was filed off after soldering and the was unit cleaned with fine emery. Two filler caps and a fuel gauge were added later.

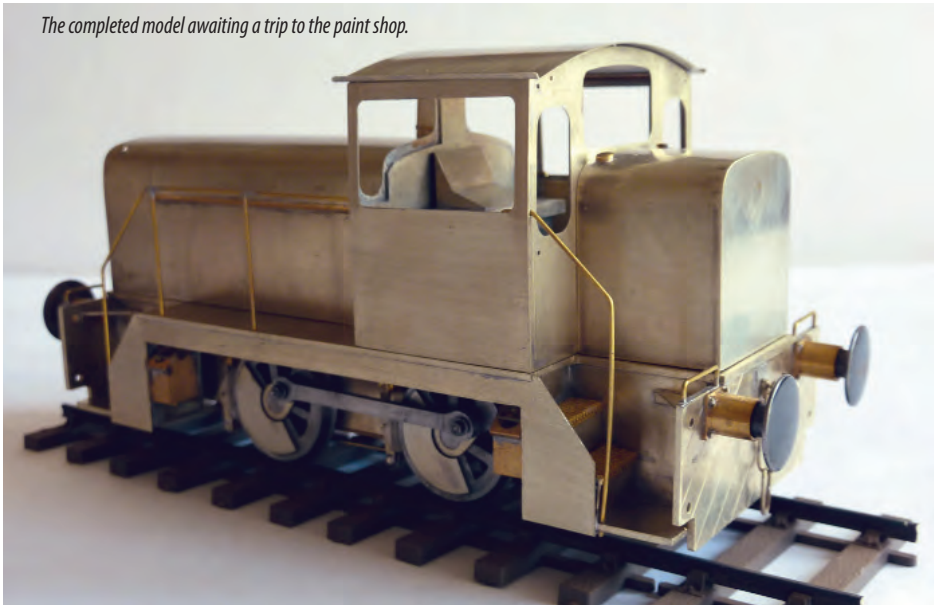
The construction of the bonnet followed the same pattern as the fuel tank. The radiator grill space complicated matters somewhat. The grill is made up from 0.010in nickel-silver strips located with brass wire and soldered to some chequer plate. The spacing between the grills was maintained during soldering by strip-wood spacers. The unit was fitted in behind the grill surround with araldite after the loco was painted. The doors were scribed on after final assembly and a piece of angle brass was soldered in place for the rain strip. The final job on the bonnet was to make the exhaust which sits in between the front cab windows.

The cab presented a number of interesting challenges due to its very large glass area and the virtually flush fitted windows. As it is quite vulnerable it also needed to be quite robust. The method chosen was to laminate the front and back using 0.010in over 0.020in nickel-silver. The outer (0.010in) skin was cut with the exact window profile using a fine blade in the piercing saw. The inner skin has the window openings cut about a millimetre or so larger all round to allow the glazing to be fitted in. On the sides the 0.020in sheet stops at waist height so that the upper part is only 0.010in thick. Before soldering the cab parts together I drew shape of the cut-outs in the inner skin onto some paper so that the glazing could be cut to the correct profile before fitting.

I normally make cab roofs from 0.012in nickel-silver with formers at front and back to hold the arc and provide positive location. This was not an option because the windows go right up to roof height. To solve this a piece of 0.022in nickel-silver was rolled to the correct radius and trimmed to fit exactly inside the opening. Onto this I soldered a thinner piece to form the roof itself with rain channels bent up at the sides. This is a very rigid unit and gives strength to the top of the cab sides when fitted. One final detail here is the semicircle filed into the leading edge of the roof to clear the exhaust.

Four sandboxes were machined and soldered onto the end of the footstep unit. The pipes will be added at the painting stage. The brake gear is fairly basic, but the brake beams had to be insulated with an araldite joint in the middle. It is probably easier to insulate the hanger supports with a plastic bush. I always use Perspex for brake shoes as it is easily worked and there are no worries about insulation. A horn on the cab front, control desk and handrails completed the model. The different units: footplate, bonnet, cab and fuel tank are screwed together to enable disassembly for painting purposes.

So excepting a paint job, I have completed a 40 year modelling project! The loco cannot be described as beautiful; functional probably best describes the design. It does however have character. It was a fascinating and very different modelling project presenting quite a variety of interesting problems. I can truly look at it and know it is all my own work. The model brings back memories of that day in 1970 spent with my Dad. Steam man that he was I am sure he would have loved it.



The completed model awaiting a trip to the paint shop.

Reviews

Collated by John Kneeshaw

GWR Loriot M Diagram G14

Reviewed by Mark Horley

Connoisseur Models
33 Grampian Road, Penfields, Stourbridge. DY8 4UE
Tel. 01384 371418
Website: www.jimmcgeown.com
Current price: £30

I bought this kit quite a few years ago for £18. I also purchased the necessary 3ft 1in wagon wheels to complete it. The kit is supplied as a relatively small sheet of etches taped to cardboard, and a small bag of white-metal castings. The instructions are four sides of A4 and include a scale side elevation drawing, an exploded assembly diagram and a drawing identifing the etched parts by number. A suggested sequence of assembly is given based on the numbers of the etched parts.

Assembly starts by bending the floor to shape using the solebars as a guide and creasing along gaps in the planking. There are some half-etched rivets to be pushed out on the sole bar side frames and a four inch long fold to create the bottom reinforcing angle. Small spring stops and axle box keeper plates are soldered on before fixing to the floor.

Dashed half-etched lines in the underside of the floor and the folded down buffer beams identify the location of the side frames, this makes assembly easy. I found I could solder the whole length of both frames and still spring the Haywood wheel sets and bearings in. Whether this would still be possible with deeper Slaters or Peco bearings I'm not sure. The inner flange of the top hat bearings end up a couple of millimetres clear inside the side frames. I found that the wheel flanges rubbed on the wagon floor when I stood the wagon upright prior to soldering in the wheel bearings. To overcome this a piece of card was slid between floor and wheel sets before soldering to push the bearings towards the bottom of the holes in the side frames.

The curb rails are then soldered on to the edges of the wagon floor before cutting them off from the remainder of the etch for strength. There are seven triangular bracing plates that fit into slots in the side frames and are soldered to the underside of the floor. Although the slots get them in the right place care is needed to keep them vertical and square to the side frames. Seven half etched rivet strips are soldered into the corners where the bracing plates join the side frames.

The simple Dean Churchward brake cross shaft and supporting V-hangers are fitted at one end. I left off the cross shaft and levers until after I had fitted the buffers, couplings and the transverse piano wire spring to ease access. The instructions suggest that the white-metal castings are soldered on last. The axlebox/spring units are simply soldered over the wheel bearings while the buffer stocks need drilling out to give a sliding fit. I assembled the buffers in the stocks with the securing collars before soldering the stocks to the buffer beams.

Overall I found this wagon simple and straight forward to build with all the parts fitting together with ease. The folds are not daunting and there are only a few half etched rivets to push through. The bracing plates are a little fiddly as is the assembly of the draw gear with the transverse piano wire spring. I would recommend this as an etch brass kit suitable for a novice builder.

Jim McGeown of Connoisseur has seen this review and is very happy with it.

Expo Spray Booth and Extractor (AB500)

Reviewed by Barry Etter

Supplied by ABC Modelsport. 82 Nantwich Road, Crewe. CW2 6AL
Tel. 01270 505048
Email: sales@abcmodelsport.co.uk
Website: www.abcmodelsport.co.uk
Price: £70

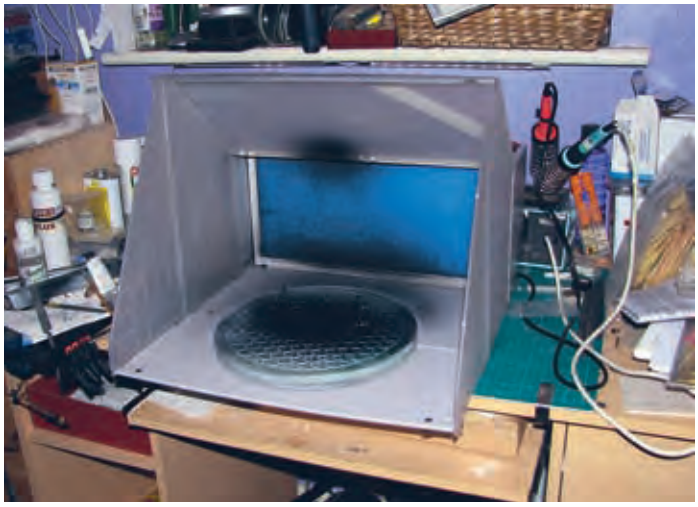
For a long while my paint spraying set up has consisted of a cardboard box with a turntable inside, and so I felt it was time to acquire a proper unit. I had considered producing one of my own, but didn't like the idea of noisy fans outside the box. At a show I saw two types one from Graphic Air and the other from Expo. From the attached photo you'll get an idea of the space I have for working in. The other consideration is cost; the Graphic Air unit I was already aware of from work and know that they are quality items, although for me size and a cost of over £200 meant that the purchase of a complete loco kit wouldn't happen. I consider myself at the lower of the purchasing league; I have to save several years before being able to buy that special kit. The beauty of the Expo kit is that it packs completely away, there's retractable cable storage and it comes with a turntable for rotating the item being sprayed. ABC's website gives the following description: 'This lightweight, compact spray booth with extractor facility is an excellent compliment to any airbrushers workstation, removing harmful paint odours from your work area at $3m^3$/minute.'

The specifications of the expo kit are:

Spray area of 16 x 13 x 14in and linking-option to create larger work space - join two spray booths for double capacity.

Easy set-up and fold-away feature 7½in diameter revolving turntable and filter included. Power cord stored internally, easy pull out and automatic retraction. Closed spray booth measures 16½ x 6 x 9½in with handle for easy transportation. Weight 8lb 4oz, power 25 watt, 240V, noise 47db.

As the expression goes 'It does exactly what it says on the tin'. My only gripe is the supplied turntable is a little too small. Presumably its size is limited by having to pack it away inside the extractor box for storage, but a larger one would be more useful to take larger locos. When I first used it (three days after the show) I found the noise level acceptable (putting my work hat on as a safety adviser – very acceptable). I could comfortably hear the radio in the next room without having to turn it up. I mentioned earlier the thought of building my own extractor; having considered the cost of buying the parts the £70 paid at the show was a bargain, and I don't need a large space to store it. Overall it is an excellent bit of kit, pity about the size of the turntable.



LNER/BR D16/3 4-4-0 kit

Reviewed by Charlie King

Ace Products, 7 Ringley Road, Reigate, Surrey. RH2 7BJ
Tel. 01737 248540
Email: aceproductsinfo@supaworld.com
Website: www.a4ace.supanet.com
Price: £169.95

The ACE Locomotive Kit stand at exhibitions is always eye-catching and the products are attractively priced, but based on my experience of having built several kits from this range it is my personal opinion that there are a number of conditions that the intending modeller should be able to meet before embarking on one. They are:

- You will need a good level of modelling skills.
- You should be able to undertake some re-modelling, and in some cases make some new parts from scratch.
- You should be prepared to search out and purchase a number of alternative and/or additional parts to replace those in the kit which are either inadequate or not provided.
- You will need patience and tenacity.

The kit is intended to represent the LNER/ BR D16/3 Class of locomotive as rebuilt in the 1930s with a round topped boiler but still retaining the decorative valances with which these handsome locomotives were first built by the Great Eastern Railway.

The kit comprises etched locomotive body and the complete tender including its chassis etched in brass. The locomotive chassis is etched in quite heavy gauge nickel-silver which is quite robust when built. In addition there is a pack of nickel-silver etches to represent the inside valve gear. I suspect that these are a generic pack as they look remarkably similar to a set found in another kit from ACE, but at least you are provided with something to go inside the frames. The main components on the etched sheets are neatly done, but some of the smaller detail is not so good with some parts are either poorly represented or missing altogether. The castings are white-metal and like the etches the quality is variable with some parts good, but others needing a lot of cleaning up and some which I felt were inaccurate and needed to be replaced.

The instructions consist of sheets of notes which in places seem to be a cut and paste job as they refer to parts not in this kit. I did wonder if the person who wrote them had actually built the kit. There are a few sketches which do help point you in the right direction, but the instructions as a whole are superficial and give no clues about how to remedy any of the shortcomings in the kit. I would strongly advise acquiring a collection of prototype photos and a set of drawings as I found myself referring to these far more than the instruction sheets to correctly position some of the detail parts as well as to re-shape and replace others.

Locomotive

My usual procedure is to build the loco chassis first and I started out in this way. However because of the inconsistencies which I found, it is better to try to build loco chassis and the loco body alongside one another. The chassis side frames go together without difficulty, but there is mismatch between the suggested chassis to body fixing points on the chassis and those on the body so new positions have to be worked out on both. I did not like the method of fixing the bogie which is designed to swing around at the end of an arm attached to the chassis between the front pair of drivers; reminiscent of a OO Hornby 4-4-0 I had from too many years ago. I made a more conventional arrangement using a frame spacer and bogie pivot post from Premier Components. A new bogie stretcher is needed with a slot filed into it to allow for a bit of side play as well as to aid traversing the sort of curves a model could be reasonably expected to negotiate.

On the body the footplate has to be formed carefully to follow the shape of the decorative valances which it does very well. Buffer and drag beam fit where they should and with these in position I offered up the chassis to the footplate assembly to check the fit and also to mark out the area of footplate above the frames and behind the smoke box which in the kit is a solid piece and which needs to be removed to expose the frames as per the real thing. At this stage you can also work out where to locate the body to chassis fixing points.

Having satisfied yourself that the chassis fits to the footplate assembly as it should, the remainder of the work on the chassis can be carried out. Coupling rods are laminated together and are a spot on fit, but the brake hangers and shoes were so poor I did not even bother to cut them out and replaced the lot with alternative parts. I made up a motor mount to accommodate the fitting of a Ron Chaplin motor and gearbox driving the rear wheel with the motor fitting in the firebox. I also added extra detail to the bogie and made up a set of rubbing plates so that the bogie would support the front end of the chassis in a more prototypical manner. The kit of parts for the inside motion was also made up and fitted in place making sure that the there was nothing to foul the bogie wheels on a curve.

I returned to the locomotive body where I made up the cab. This fitted in place very well. The splashers were folded up and the distinctive beadings on these and the cab sides are neatly done as half-etched overlays. A similar overlay is provided for the valances. The boiler is pre rolled, but does need the tabs cleaning off and tidying up. Only one baffle is provided so it is easy to get the boiler out of shape unless you are prepared to make at least

one more. The firebox needs to be formed to shape which I did by thumbing the metal over a couple of large diameter dowels which I keep for this purpose. The interpenetration of the splasher tops into the boiler is very accurate. Other parts around here are either inaccurate or need adjusting to fit. I replaced the boiler bands with some thin brass shim strip strips sold for that purpose. There is no rivet detail on the smoke box and the designer has overlooked the fact that when these locos were rebuilt into D16/3 the firebox protruded further into the cab so part of the rebuilding was to remodel the cab layout so that the floor was cantilevered back as on the B12/3 locomotives. The cab arrangement in the kit may work for earlier versions of this loco, but not for this one. I used the floor from the kit and added to it to make the rearward extension. The internal cab splashers then required modification. The backhead casting supplied was replaced by another, which, although it was intended for a B12/3, is much better in all respects.

To finish off the loco body I replaced the Westinghouse pump with a more correct 8½ inch version and the smoke box door got a turned brass door dart . Lamp irons were replaced by lost wax brass ones as was the lubricator on the right hand side. A prominent feature of these locomotives not catered for is the distinctive pattern guard irons fitted to the front buffer beams. These were made from scrap etch and fitted just inboard from the buffers. The solid cast buffers were replaced by sprung ones and the buffer beam pipe work was completed at the same time, again with replacement parts.

Tender

The tender is relatively straightforward. The chassis is brass and is a simple construction. Like the locomotive, the brake hangers and shoes are poor and needed to be replaced. The body to chassis fixing holes are so large it takes M4 screws and nuts to do the job.

The flares on the tender body need to be formed and for some reason there are two witness marks on the outside of the tender to aid lining up the start of the flare. These marks need to be carefully filled once the flares have been formed. You will need to consult drawings and photographs to correctly locate detail particularly on the tender front. A fall plate has to be made from scratch and the brake standard was replaced with a more accurate one. The beading on the coal rails was made from 0.7mm strip carefully filled down to a flat once in place. The tenders coupled to the D16 class were fitted with water pick up apparatus. The dome and balancing pipes on top of the tender are provided, but if you want to model the scoop this is another part to be scratch-built or bought in.

The buffer beam detail was added along with the steps. The distinctive axleboxes and springs fitted to the ex-GER large tenders are another replacement set of parts as those in the kit look nothing like the real ones. Perhaps the most disconcerting thing about the tender is that when body and chassis were brought together, the body sat a whole 2mm too low. I resolved this by packing the top of the tender chassis and the underside of the tender floor with 1mm thick double sided copperclad sheet. The tender is fixed to the loco by a hook and bar fitted to the respective bodies. This is discreetly masked by the cantilever floor on the loco.

The photo shows that a good model can be made from this kit. I have no doubt that I could have built the kit out of the box, but a discerning modeller or anyone who was familiar with the prototype would soon have spotted the deficiencies.

Conclusion

I think that this kit, like others I have built from this manufacturer, is really an aid to scratch-building rather than a kit in the more accepted sense, and it needs to be approached from that standpoint. It is a bit of a puzzle to me as to why some of the more awkward areas of the kit are so well done, there are neat touches such as the cab and splasher overlays which make building this part of the kit as straightforward as it could be. Yet other aspects of the same kit are by contrast poor and ill conceived.

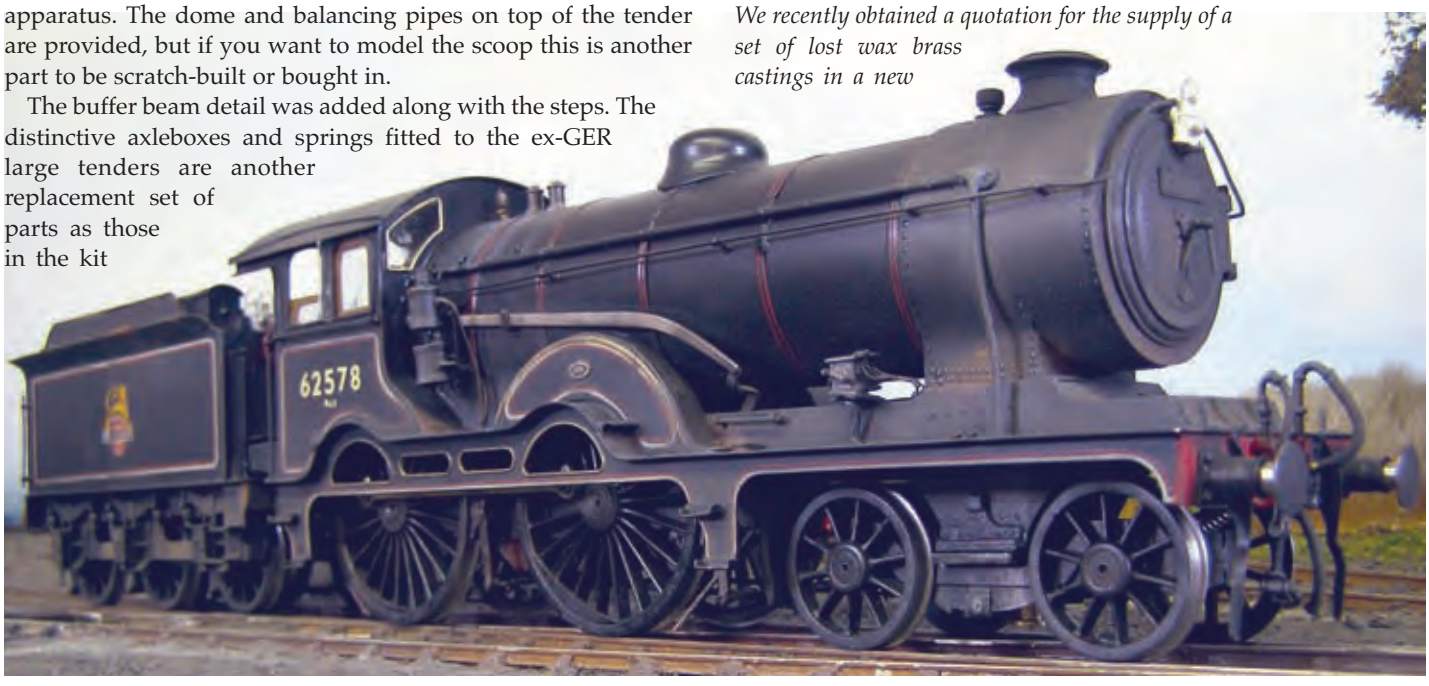
These kits are attractively priced. However, to put this into perspective, if I add on to the price of the kit the cost of the additional and replacement parts used, then I have actually exceeded the cost of a similar sized inside cylinder 4-4-0 from another manufacturer that required no additional parts, except wheels and motor/gearbox. The latter kit is a superior product in terms of the kit design and how the whole thing has been thought through.

This review was sent to William Ascough of ACE products for comment.

Thank you for the opportunity to examine the points made by Charlie in his review. This kit has now been on the market for some years, during which time other members of the Guild have written saying how pleased they are with the models.

I am most concerned about the comments he has made about the castings in the kit and I I do not accept that the axle-guards and Westinghouse pump are incorrect for a representative of the D16/3 class. Photographs show that those supplied in the kit are correct for many Clauds.

The castings supplied in this kit are made for ACE Products by SE Finecast (now manufacturers of Wills Loco kits) and are of good quality. We recently obtained a quotation for the supply of a set of lost wax brass castings in a new



kit (in place of the white-metal normally supplied). The price of the new kit was to be £159.99 using our normal fittings. This quotation would have increased the proposed retail price of the new product by three times, so that kit price would have risen to £450. Accordingly we believe ACE Products are right to use white-metal castings to make O gauge affordable. Indeed, only this week the purchase of one of the ACE kits has encouraged the customer to seek membership of the Guild.

This matter of the castings apart, I have the following comments. ACE Products mission statement is:

1. *To provide all metal brass and nickel-silver kits to make fine scale models in which every externally visible detail can be seen.*
2. *To provide value for money and make O gauge affordable to all.*

To achieve these aims our kits use white-metal castings of good quality and include parts or etches for everything that could be seen from the lineside. The kits do not provide all the detail you would not normally be able to see. The photo-etching process is used for the brass that forms the loco footplate and boiler whilst nickel-silver forms the chassis. The kits utilise the mirror imageing technique for the chassis cab and similar parts. The locomotives forming the subject of these kits are drawn full size on AutoCad, so that the detail is extra sharp. Fortunately the use of these processes means that it is possible for ACE Products to modify and add further parts within the Claud kit without difficulty and so all of the items Charlie suggests were poorly represented are no longer so!

To get things in perspective one needs to understand that of the 127 parts in the kit Charlie only found 6 of them wanting. He also replaced a similar number of the white-metal castings with lost-wax brass. At the time he bought this kit these parts could be purchased for less than £20. However if we had included these in the kit he bought it would have increased the price to something over £200, and much more today. However the price of the kit has not yet had to be increased; in this way we are supplying the best value for money by controlling the cost of the components in the kit.

Whatever problems he found with the Claud kit, they have not discouraged Charlie from buying Ace Products kits, and we thank him for acquiring another of our kits at the Reading show in December.

William Ascough
ACE Loco Kits

CML Electronics DAC20 Accessory Decoder

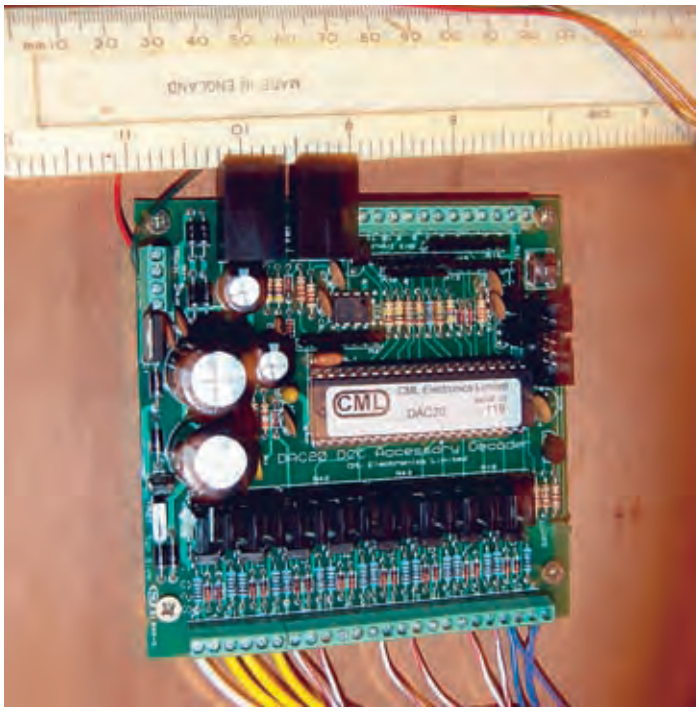
Reviewed by John Kneeshaw

CML Electronics, 18 Nickleby Road, Clanfield, Waterlooville, Hampshire. PO8 0RH
Tel. 02392 599570 (evenings & weekends please)
Email: support@cmlelectronics.co.uk
Website: www.cmlelectronics.co.uk
Price: £65

An Accessory Decoder is an electronic gizmo that allows points, signals and any other moving bits of your system to be operated by a DCC control system. The major international manufacturers in the DCC market supply accessory decoders which are usually capable of operating up to four devices. These devices are quite expensive and often have trouble with things like Fulgurex or Tortoise point machines. Fortunately there are a few smaller companies, like CML Electronics, producing an excellent range of DCC devices at sensible prices. CML Electronics is a UK business, run by real experts in the field.

The DAC20 is an upgraded version of CML's earlier, and very successful, DAC10 accessory decoder. It is a DCC accessory decoder for up to eight devices. It can therefore control up to eight solenoid or Tortoise type point motors on a DCC controlled model railway layout. The DAC20 also has provision for local input switches if you like manual operation.

I have bought three of these units over the last year or so. They



live happily under my layout controlling points via Tortoise machines. I am very impressed with these devices; installation was simply a matter of supplying two wires to the DAC20 from the main DCC bus (rail voltage) anywhere on the layout, and then running two wires from the DAC20 to each point machine. Because points are often located in close groups on layouts you can place the DAC20 near the points it controls and you won't have miles of cable trailing back to a rat's nest in a control panel. You don't have to solder anything to the DAC20; all the connections are made by screw terminals. Like all DCC components it is programmable from the handset of a DCC system (Lenz in my case). This can be done either in 'Ops Mode' or via the programming track connections of your DCC set. It can also be programmed by a PC if you have a suitable interface for your DCC set.

All DCC devices have a DCC address; with the DAC20 you set the address for one output and the other seven are automatically learnt by the device. Unlike so many DCC devices it is a doddle to set up and use. I won't bore you with how to set it up here, but if you are interested the manual is downloadable from the CML website in portable document format (pdf).

The DAC20's outputs are able to directly drive eight stall motor type devices (Tortoise). It can also be programmed to drive most other common point motors. If you are using solenoid type motors, like Peco, H&M or SEEP, then you will make use of the internal capacitor discharge unit (CDU) and you will need a third wire to each point. The timing of the CDU is programmable to suit the motors on your layout. If you are using solenoid motors you will probably need to feed the DAC20 with an additional external AC power supply.

The DAC20 can be much cleverer if you want it to. Each output may be programmed to follow another output (for crossings for example). There are also 10 sensor/switch inputs that may be individually configured for controlling the eight local outputs, or for generating Loconet sensor or point position feedback messages. Each of the point outputs normally drives two wires (one for each of 'closed' and 'thrown' positions of the point. These outputs can also be driven individually to allow them to control up to 16 lighting effects or relays.

If you want to get really clever the DAC20 supports simple programming of logical conditions. When combined with some other CML Electronics products it can be used to control

semaphore signals in response to point settings and/or track occupancy or to control crossing gates in response to track occupancy. It will even stop you setting pointwork like three ways and slips into impossible settings. Then you can move on to route setting triggered by local inputs, by DCC accessory commands or by logic conditions.

If you need DCC control of several points on your railway I thoroughly recommend the DAC20. You probably won't ever use half the stuff it can do, but it does the simple stuff much better than some of the bigger brands and at a very competitive price.

Little Jem GWR Macaw B

Reviewed by Mark Horley

The Little Jem Macaw B reviewed here was in a range of kits that once belonged to Jim Harris. It is a forebear of the Macaw B that is currently in the Connoisseur Kits range of Jim McGeown. Although the current Macaw B kit is not exactly the same as the one reviewed, it is close enough that Jim McGeown thinks the conclusions fairly represent the current kit. The Connoisseur Macaw B kit currently costs £60 and is available from Connoiseuer. Ed.

This kit was offered to me by another member of Coventry & Warwickshire O Gauge Group who felt the wagon was too long for his industrial themed portable layout. According to the instructions the kit was manufactured by Little Gem a company I had not heard of, but in style and assembly appears very similar to the products now available from Connoisseur.

The majority of the kit is etched brass, with white-metal castings for the bogies, buffers, bolsters and stanchions. The instructions were reasonably comprehensive with general notes on construction techniques, suggested assembly sequence and an exploded assembly diagram.

The wagon floor, side and end beams were a single etched piece and were supplied ready folded to shape. Given the long lengths of the bends this was a great advantage and is not usually the case with modern kits. However, the solebar and buffer beam channels did need folding from flat along their considerable lengths. I did this in stages as I could not get a good enough grip along the full length to fold in one. The solebars were soldered to the underside of the floor using the bogie mounting boxes to get the correct separation.

The buffers and buffer stocks were white-metal castings designed, according to the instructions, to be internally sprung

with a white-metal retaining collar at the back. I could not get this to assemble with the springs supplied so in the end I resorted to cutting a slot across the retaining collars and springing the buffers with piano wire from the back of the coupling hook.

Underneath the wagon the angle iron trussing is folded from flat strip. I clamped the metal strips in a vice to make the bends along the half-etched fold lines. The four longitudinal trusses are then gently bent to profile and slot into the two transverse beam and queen post etches. The brakes in the kit represent the single lever operating on each bogie independently as fitted to the wagons built just prior to the Second World War. To represent the earlier Dean-Churchward arrangement I cut down and repositioned the four V-hangers using photos for guidance on location. The brake levers were cut down to the right length with added 10BA washers soldered on get the distinctive Dean-Churchward look. Bits of wire and scrap etch underneath provided the rods and levers.

The deck of the wagon was completed by adding the white-metal bolster castings. I scored these with a scribe to create a wood grain effect. Having bought a long pipe load cast in resin from Skytrex for £10, I wanted the stanchions located in the holes in the bolsters. The kit comes with a set of simple white-metal stanchions cast as one with side pockets and plain side pockets. I soldered the plain stanchion pockets supplied to the side of the wagon, drilling each out to improve the appearance then made new stanchions from brass rod to mount in the bolsters.

The bogies each consist of two sides and a bolster cast in white-metal. I had to deepen the bearing holes to take the Haywood bearings and wheels I was using. Soldering up around the wheel sets was quite straight forward.

Overall the wagon was quite straightforward to build, and once completed looks the part. Construction does involve making quite long folds along half etched lines which can be an awkward operation. For this one reason I would not recommend it for a beginner, but I found no other aspects that would cause problems.

Book reviews

Collated by John Kneeshaw

Rabbits and Runners - the GCR between Annesley and Woodford Halse 1960 - 65. By Mike Kinder.

Reviewed by Martin Bloxsom

Publisher: HMRS 2010. Available from their stalls at shows, or their HQ at Butterley Museum site, Derbyshire
Website: www.hmrs.org.uk
Flexiback. 296 x 210 mm. 64pp
Price: £14.95
ISBN 978 0 902835 28 3

This photographic record covers the northern end of the Great Central London Extension in its last few years. The title refers to the railwaymen's descriptions of some of the trains on the line. After an introduction on the line and its final workings there are 92 plates; 64 in black and white, the rest in colour. Reproduction is generally good, but some of the colour ones are a little washy,

not atypical of the colour film of that period. The majority have not been published before. All are of considerable interest and are well backed up by informative captions, sometimes miniature essays in places – and none the worse for that. Where known the workings portrayed are given their working time-table numbers. The coverage logically works from north to south, up the line. I would have preferred more around Nottingham.

The modeller of this period is well-served here, with a great variety of motive power largely working freight in the last busy years of the line. The sad, deliberate, run-down of the line is evident. The pictures also show the steam age infra-structure remaining. There are no pictures of Diesels simply because the line was largely steam

worked to the very end. Five useful appendices, mostly on workings, conclude the hook. Given the photographic points made above, my only quibble covers the printing of captions onto a few photos. Modellers will be well tested to provide the types of motive power and rolling stock shown within. Four stars then for the book

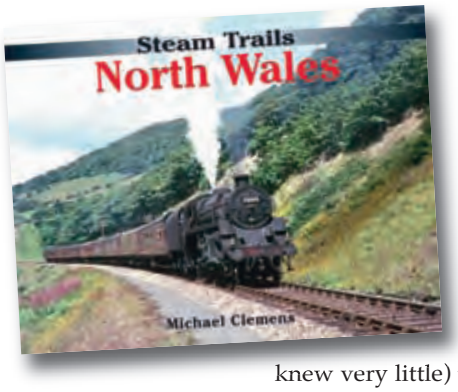
Steam Trails: North Wales by Michael Clements

Reviewed by Nick Baines

Ian Allan Publishing
Website: www.ianallanplus.com
96 pages
ISBN 978 0 7110 3473 0
Price: £16.99

This is a book of previously unpublished photographs, taken during the 1950s and 1960s, thus covering the end of steam and the early days of Diesels. BR standards and DMUs feature extensively, but Black 5s and several ex-GW classes are also prominent. The narrow gauge lines are included at a time when their business was hauling minerals rather than tourists; and for good measure, a couple of steamrollers appear. Thankfully, the captions are much more than a sentence identifying a photograph. Each is a whole paragraph explaining what is in sight, with copious background detail of an historical and geographical nature. The author has clearly not just snapped the shutter, but fully researched his subjects.

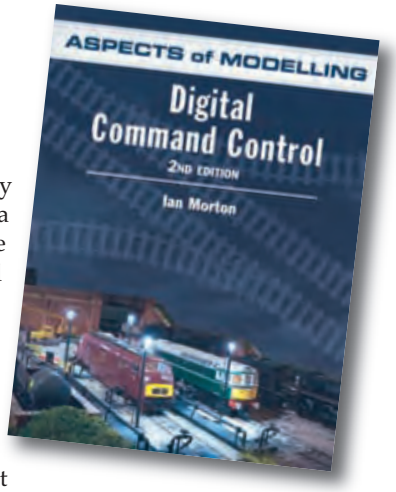
Perhaps the best feature of the book is that the author and his father, who between them took all of the photographs, have excellent eyes for composition. The photographs are far more than the engines and the trains. A shot of Birkenhead Woodside station oozes so much atmosphere that you can almost smell the steam and hear the exhaust of the Black 5 as it starts its train. Other photographs capture a train in an empty landscape or seascape, without losing a detail, and giving a sense of how the railways joined communities together. You do not have to know much about the railways of North Wales (and before I opened this book I knew very little) to find it absorbing.



Aspects of Modelling: Digital Command Control. 2nd edition by Ian Morton

Reviewed by Nick Baines

Ian Allan Publishing
Website: www.ianallanplus.com
80 pages
ISBN 978 0 7110 3499 0
Price: £14.99



This book was originally published in 2007, and it is a reflection of how things change that, three years later, a second revised and updated edition is justified. One of the commonest questions that the Guild receives is why it does not publish more about DCC? The answers are:

1 Because books like this exist

2 Because this author and publisher together are prepared to keep the book up to date, which is a quite demanding task.

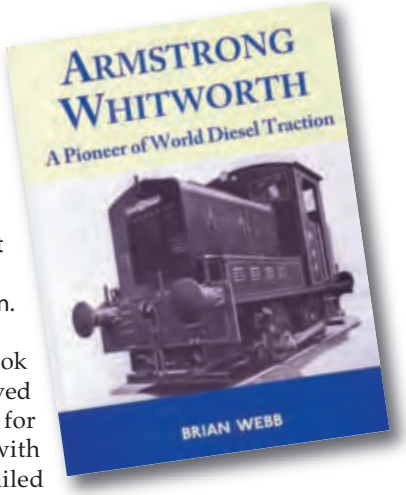
The book takes you from the basics, assuming no knowledge at all of DCC. It is an easy read, copiously illustrated with colour photographs and diagrams. It documents and compares the products on the market, and gives the contact details of manufacturers and suppliers located in the UK. It describes how to plan for DCC (and rightly makes clear that it is not for everyone), how to wire your layout for DCC, and how to fit locomotive decoders. The chapter on Advanced Use is perhaps a bit thin, but by the time you are ready for that you probably do not need a book about it.

All of the examples and illustrations are taken from the smaller scales, but do not be put off by that, DCC is not in the least gauge-specific, and truly, fitting a decoder to most O gauge locomotives must be a doddle compared to an N gauge one. My one issue with the author, and it is a serious one for here he is completely wrong, is his statement (in the context of choice of decoder) that O gauge models can draw as much as 4 amps current. This may be true of the old open frame motors of the likes of Pittman and Bonds, but if you have bought your motor in the last 20 years, it is most likely to draw no more than half that current. If you are uncertain, consult your motor supplier. If you don't know that, you are likely to end up paying far more than you need for decoders with an unnecessarily high current rating. With that one reservation, if you are new to DCC, this book is well worth having.

Armstrong Whitworth – A Pioneer of World Diesel Traction by Brian Webb

Reviewed by John Kneeshaw

The Railway Correspondence and Travel Society and Black Dwarf Lightmoor
Hardback 275 x 215mm, 184pp, 149 black and white & 12 colour photographs.
ISBN 13: 9781899889 45 7
Price: £19.95 post free (UK) from RCTS (www.rcts.org.uk) or by post from John Wood. 87, Tiverton Drive, Horeston Grange, Nuneaton. CV1 I 6YJ



Published late last year, this book re-emphasises the well deserved reputation of The RCTS for producing books packed with accurate highly detailed information.

This treatise on the Diesel engined products of Armstrong Whitworth, written by the late Brian Webb, is filled with information culled from remote sources around the world. Some of the photographs and drawings have never been seen before.

The major chapters of the book deal with the development of Diesel traction and then go on to describe the development of railcars, shunters, mainline engines, and multiple units. The photos are exceptionally good and the text that Brian Webb finished in 1979 covers almost every detail of the many and varied Diesels built by Armstrong Whitworth. A 7mm modeller wanting to build a model of, for example, the 'Universal' 880 bhp locomotive will find enough information for a very detailed model, and I think there is almost enough information on the large 0-6-0 shunters to build a real one.

The back story told by this book is of British industry in the inter war period. Although the word globalisation is a modern one, the profitability of Armstrong Whitworth was based on manufacturing and selling not just to Britain and the Empire, but to the whole world. Hence one was as likely to find an Armstrong Whitworth railcar in Buenos Aires or Bombay as in

Backworth or Brookmans Park. The story begins in 1920 and ends in 1937 when several of the best known names in locomotive manufacture disappeared and their works capacity was converted to the manufacture of armaments.

Although the majority of the work is monochrome, a colour section, written recently by RCTS and Guild member David Kelso, details the current fate and location of some of the remaining locos and railcars across the globe. There are recent colour photos that take us from St Kitts to Sri Lanka via Beamish to demonstrate the longevity of the products of the Scotswood Works on the banks of the Tyne.

Like many RCTS books, it isn't necessarily one that will be read from cover to cover, but it is invaluable for researching the sort of detail that we modellers need when building a specific Diesel.

This is another definitive, high quality RCTS publication. If early Diesel traction fascinates you, then you must have a copy

Aspects of Modelling: Scenery By John Hobden

Reviewed by John Kneeshaw

Ian Allan Publishing
Website: www.ianallanpublishing.com
ISBN 978 0 7110 3510 2
Softback 281 x 213mm, 96pp, lots of colour photographs
Price: £14.99

This scenery book is described by the author, a prominent Guild member, 'as part instructional and part inspirational'. I think that he could have also added 'part philosophical' because it is clear that a lot of thought went into the order and content of each chapter to produce a coherent whole. The work is an interesting mixture of the expected 'How to' combined with quite a bit of unusual and thought provoking 'Why?'

Modellers who are just beginning their journeys into building layouts will find guidance about developing the skills needed to produce realistic scenery for a layout. Many old hands might feel that there is little more that they can learn about the physical skills of developing the scenic landscape, but the author shows us that there is a lot more to building convincing scenery than being able to measure and model a station building or lay grass on an embankment.

The ten chapters that make up this book contain the basics of how to build cuttings, embankments, bridges, buildings and other scenic paraphernalia, but each chapter carries the underlying theme of making it believable for the person viewing the model. The author continually refers us back to the real world and the relationships between the railway, the landscape, and the people that live and work in that landscape.

I often skim this sort of book, but John Hobden's prose is thoughtful and unusually well crafted for this type of book (albeit occasionally marred by typos that the copy editor missed). Because the words make sense I found myself reading and enjoying the text as well as just looking at photos and captions. In particular I enjoyed the chapter 'Making Scenery Believable'.

The book is well illustrated with photographs of model scenery and of the real world. Fortunately for us O gauge folk many of the examples are taken from the 7mm scale world. I loved the composite photograph of an oak tree with the left half in winter and the right half in summer. Most of the pictures are of high quality, but a few haven't reproduced quite as well as one might expect in an Ian Allan book.

I must correct one error. On page 95 a lighting rig based on square plastic drain pipe is attributed to my own railway club, and although it was built by us, the idea came from another Guild member, John Smith.

In conclusion this is the most thoughtful book about model railway scenery that I have read. Many books that I review get passed on to the club library; this one will stay on my bookshelf.

E&T Picture Auction

The Guild Executor and Trustee service has acquired a number of high quality pictures. These are being offered to the membership in the format of a Sealed Bid Auction. The pictures are in a variety of formats and media. Some of the pictures (though not all) have a reserve price. The jewels in this collection are two original Philip Hawkins oil paintings (one is illustrated here). For more details look in your Guild News.

The Cantrell, Redlake and Great Western Junction Railway

Peter Lewis

My introduction to railway modelling in the 1960s was some second hand Hornby tin plate, but I passed this on after receiving a Triang Princess Elizabeth set which was even better for the addition of a restaurant car. By the end of the sixties it was the turn of Airfix slot car racing, before I moved on from that as well. In 1987 I found a bag of OO track and some points at a local tip. I decided it was time to play trains once more. In three years, thanks to discovering swap meets and toy fairs, I had a little collection of OO stock. After several visits to model railway shows, I decided that I liked the look of O gauge. I considered narrow gauge O/16.5, but decided that the standard gauge was for me. I hired stalls at swap meets and sold all my OO stock, which financed the shift to O gauge, and twenty years on there is still much to build.

The name was chosen after a railway which ran near Ivybridge to Redlake on Dartmoor. It was 3 foot gauge and serviced china clay pits, from where the slurry was pumped to settling pits at Cantrell. The railway closed in the thirties, but it is still possible to walk, or in my case cycle, the route, and there is a ruined engine shed not far from my home, and a bridge at Leftlake some miles away. I have identified a spot for the bridge on my layout, but not yet the shed.

The layout has evolved into a modular design which can be both used at home and taken to exhibitions. It is fifteen feet long and represents 200 yards of real railway, so it is imagined that a steam-mad millionaire bought the settling pits at Cantrell next to the main line to Plymouth and built a steam museum and service centre there. The era of the model is preservation, and it has a West Country flavour. In home form the layout has a run round loop and numerous sidings and an engine yard at the end. There are eleven points and plenty of scope for shunting. In exhibition form a traverser can replace the yard. I adopted the dual purpose approach for cost reasons, and because of the modular sections changes can be made if required. When shown at exhibitions it is also known as the Cantrell and Redlake Light Railway.

Most of the boards are 3 feet long and not more than 20 inches wide, because the railway at home is mounted on shelves in a small hobby workshop. This is 7 feet long. From there, the railway extends through a hatch into the bedroom and runs another 8 feet or so on shelving in part of a wardrobe unit. From the operating seat in the workshop, the other part can be seen with the aid of a car interior mirror suitably sited. All the track sections and points are electrically controlled from a master panel. Each board also has its own independent wiring system and duplicate switches for track and point control, which is useful for fault finding and at exhibitions, to save the complication of the main panel. A smaller panel for exhibitions has been built.

Power for track, points and lighting is supplied to the boards via 5mm jack plugs. The control plugs and sockets are octal valve types connected by eight way cables. These may seem quirky choices, but this is because the parts were collected from days playing in a band and running a homemade mobile disco. Another hobby of mine is amateur radio, and rallies and shows are also useful sources of electrical parts. I use H&M walkabout controllers with modern power supplies. Point control is by Peco point motors all fitted with switches to change the polarity of the points. A capacitor discharge unit avoids problems with relay flashover, and the points are switched by push buttons which have lasted well, considering the amount of use.

All track and points are Peco which, if properly weathered and ballasted, looks fine for most purposes. I never use O gauge ballast which is far too coarse. OO or N is far more realistic. It was glued with the

Westward Ho! and Alexandria Docks coach.

0-4-2T 1401 and auto coach.

usual PVA mix, and when dry the ballast was weathered and varnished with matt Ronseal or similar. It takes a hammer and chisel to remove it from the board should alterations need to be made, as I have already found out, but there is no fun without adversity.

All layouts evolve, and gradually the siding space was improved, although there is only so much that can be done in a small space. With a fair number of sections it is possible to house at least half a dozen locomotives and enough stock for three or four trains. The railway is run on the one engine in steam principle and currently there is one colour light starter and one fixed distant.

A diagram of the current home arrangement is shown, which indicates the position of the buildings and structures. At one end of the system there is a Brunel overall roof based on Tavistock and made of wood covered with Wills plastic sheets. The roof is low relief, but gives the suggestion of length in a small space. There had to be a pagoda hut; it was home made from copper clad circuit board and brass sheet. Having built the shape plastic corrugated sheet was glued on top. The water tower is an OO gauge Airfix kit modified with plastic, with circuit board and steel legs. The signal boxes both feature circuit board frames and plastic sheet covering as required.

I discovered that it was possible to adjust the shape of Peco points by cutting alternate webs between the sleepers. One crossover is actually made from Y-points modified to left hand points. They were obtained at a better price at a swap meet. Any areas where the track needs aligning is taken care of by soldering it to suitably placed panel pins. Peco points are a bit short on the blade end, so a bit of straight track before the point is a good idea. The track plan includes three crossovers in short order, which provides an excellent test track. If a loco or piece of rolling stock can stay on the track over these at a decent clip, then it is passed as satisfactory. Careful track alignment at the ends of the boards is essential, so at these points the track is soldered to circuit board pinned to the boards. I added a check rail at one particularly difficult area, and while not entirely correct, it solves the problem of derailments.

The track on most of the boards has been aligned so that the boards can be used in different ways either at home or for exhibitions. This required one point to be hammered and chiselled off the board, modified and replaced. There was a real chance of wrecking the point in removing it, which is why I decided against realigning the whole yard. This would have been the best option but could have cost me three new points if it went wrong. The point ended up as almost an S-shape, but incredibly it was made to work. It is very light railway in the yard at this point because the curve is so tight, but the smaller locomotives take it in their stride. This area is thus comparable to the Hemlock or Wenford Bridge branches.

Passenger services are an autotrain, or short one or two coach trains, such as a suburban brake and a van. All manner of goods can be shunted, including works trains, demonstration goods and of course brake van specials, which are a feature of preserved lines. A few passengers and a photographer or two in the brake vans sets the scene. Omen figures are particularly good and well worth the time spent painting them.

At exhibitions it is good to keep trains moving, and sometimes the public are allowed to be guest operators, using the walkabout controllers on long leads. I do have a switch to cut the power to the track, which is used if an over-enthusiastic driver looks like hitting the buffer stops or another piece of rolling stock.

I shall list the locomotives currently available to run, all of which have been given names. The Paignton to Dartmouth steam railway has named all its locomotives and coaches too, so there is a prototype for most things.

Beattie Well tank and goods

1401 and Diesel Preservation 9442

Model Adventurer No. 438, built in 1992. It started life as a Gateneal pannier, and ended up as an 0-6-0 industrial side tank like the Hudswell Clark. It runs well on the home built chassis, after the kit chassis ended up like a banana. The motor is a Mashima 1833 with a flywheel.

Peter No. 129. An LNER tram loco bought second hand from a local model shop and refurbished. It has a wooden body and an Atlas shunter chassis. The chassis has rather agricultural wheels, but a good can motor and gearbox. Built in 1992, it is used as Toby on Thomas days but we do not do faces.

Westward Ho. A Hunslet tramway loco from the Bideford, Appledore and Westward Ho! Railway, built in 1996 on a modified Atlas shunter chassis. The body is home made from wood, plastic, steel, and brass.

Cantrell Works. This was purchased second hand in 1993, and was repainted in yellow, weathered, and given the name of the china clay company that was responsible for the clay workings at Redlake. It is another converted Atlas shunter.

Titfield Thunderbolt No l401. This was a white-metal body of unknown make given to me by a friend, for which I made a chassis using a can motor purchased for 50p at a ham radio rally. It uses a Cardan shaft and flywheel driving the front wheels. Originally built in 1996, it has had new bearings fitted to cure slop. This locomotive is named after the film, and often works with a BR maroon autocoach.

Preservationist. This is an industrial diesel shunter from Rivarossi purchased at a swap meet in 1997. It replaced a previous Lima shunter of the same name, since sold.

Primrose Lane No. 7777. A pannier tank purchased second hand as a coarse scale model of unknown make. The chassis was modified and built with new coupling rods of steel and re-wheeled with Slater's items. The motor is a Mashima 1833 with a flywheel. It is finished in BR black as I remember them.

Evercreech Junction No 51202. A Sevenscale pug bought at a swap meet. It ended up as a complete rebuild. Brake fluid is an excellent paint stripper, but as the body was glued together, it fell apart. It was rebuilt, soldering where possible, although with white-metal care is required. The loco is powered by an R04 motor which required a 100 ohm resistor in series with the motor to slow it down.

Lady Jane. This is a Springside Peckett built in 2005. The loco is powered by a Mashima 1833 motor and a flywheel. The plunger pick-ups were not used, but were replaced by phosphor-bronze rim scrapers. It is finished in apple green and plays the part of Percy on Thomas days, but again without a face.

Lady of the Lake No 4501. This 2-6-2 prairie of Bachmann origin, bought ready to run, is my most expensive locomotive. It had to be repaired as several parts fell off due to poor soldering. It is painted in BR lined green, which is a favourite livery of mine. I use car spray paint, which gives a good finish. The lining is waterslide transfers, from Clasp via M G Sharp.

Exeter No 30957. This is a DMR Class Z 0-8-0 is powered by a Mashima 1833 motor and flywheel. It was completed in 2006. I saw the prototype at Exeter.

Peckett Lady Jane *and Sevenscale Pug* Evercreech Junction.

Western Invader.

Thunderbird No 30585. This Beattie well tank was bought at a toy fair and refurbished. It is powered by a Mashima 1833 motor and was ready for the Wenford goods in 2005.

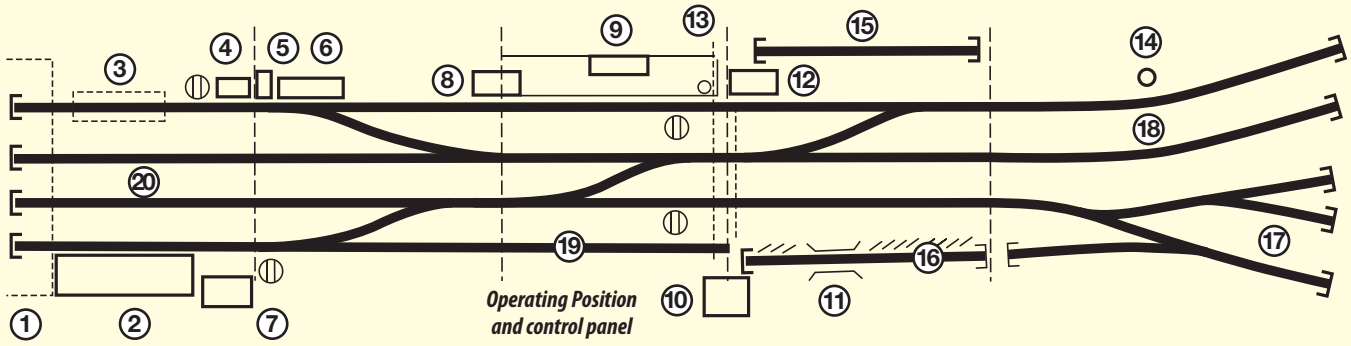
Western Invader No 77020. This Standard Class 3 2-6-0 was purchased at a swap meet, and required a complete rebuild, due to poor construction. This was a real effort, and building a kit would have been easier. It is painted in lined green, as befits a Swindon built locomotive, and numbered as a replica. I gather the number is registered with the Standard Steam Loco Company for a future project. The Cantrel and Redlake Light Railway got there first.

Before closing, I would like to add some comments about locomotive construction and operation. A shunting layout, especially one that is demonstrated to the public, should have locomotives that run well slowly. I do not like plunger pickups, although the Bachmann prairie and Rivarossi shunter both have them, and if kept clean they work well. My preference is for phosphor-bronze rim scrapers of 26 or 28 SWG attached to pieces of circuit board. They are favoured by Guy Williams in his Pendon books, are easy to adjust and repair, and seem to work with my locomotives. If built carefully they can be used on unpowered wheels. The pony truck of the 2-6-0 has a set, and they also work on 0-4-2s and 2-4-0s.

Couplings are a matter of personal taste. Three link couplings drive me nuts and, to judge from the looks of people operating them at exhibitions, I am not alone. I use Hornby metal couplings soldered to sections of OO rail attached to the locos. With these one can have auto coupling, and uncoupling can be by homemade spade

Candrell & Redlake Light Railway.

Typical Length 15ft x 20in home, up to18ft for exhibitions



Board 1 ***Board 2*** ***Board 3*** ***Board 4*** ***Board 5***

First three boards used at home and exhibitions ***Home and optional for exhibition*** ***Replaced by traverser at exhibitions***

1. *Brunel Overall Roof (low relief) based on Tavistock*
2. *Cantrell Redlake and Great Western Junction*
3. *Ash inspection pit*
4. *Van body*
5. *Diesel tank*
6. *Coach body*
7. *Pagoda hut*
8. *Water tank, GW style converted Airfix OO kit*
9. *Western Halt low relief building based on Totnes Station*
10. *SDR Signal box (as staff building) based on Torquay and Princetown*
11. *Bridge based on Leftlake Nr. Ivybridge*
12. *Signal box based on on Wrangaton*
13. *2-aspect colour light starter*
14. *Colour light fixed distant*
15. *Display track for café coach or stores etc.*
16. *Raised bank display line*
17. *Loco storage roads*
18. *Long storage siding for carriages etc.*
19. *Kickback for Autotrain or works train*
20. *Two sidings for demo goods, works and brake van trains*

Home layout - Operating and layout position are the same while at exhibitions the viewing side will be on the opposite side to that used for operating.

tools or magnetic gizmos. One or two locos have just the bar and not the hook, due to wheel base considerations. Coaches require a method of attaching the coupling to the bogies. Using a coupling height gauge, it is possible to have them such that stock can be propelled without buffer lock, while achieving reasonably close coupling. Unlike some auto couplings, they are robust enough to stay put and not require endless fettling. In O gauge they are not too obtrusive and they are cheap. I have one Diesel shunter with three link couplings which is used to push stock into sidings as needed. Some vehicles also have three link couplings in addition to the Hornby type to allow running on club layouts if required.

Finally, I would like to acknowledge some books that have been helpful to me.

E A Wade *The Redlake Tramway.* Twelveheads Press

Rod Garner *The Bideford, Appledore and Westward Ho! Railway.* Kestrel Books

Ken Williams and Dermot Reynolds *The Kingsbridge Branch.* The Oakwood Press

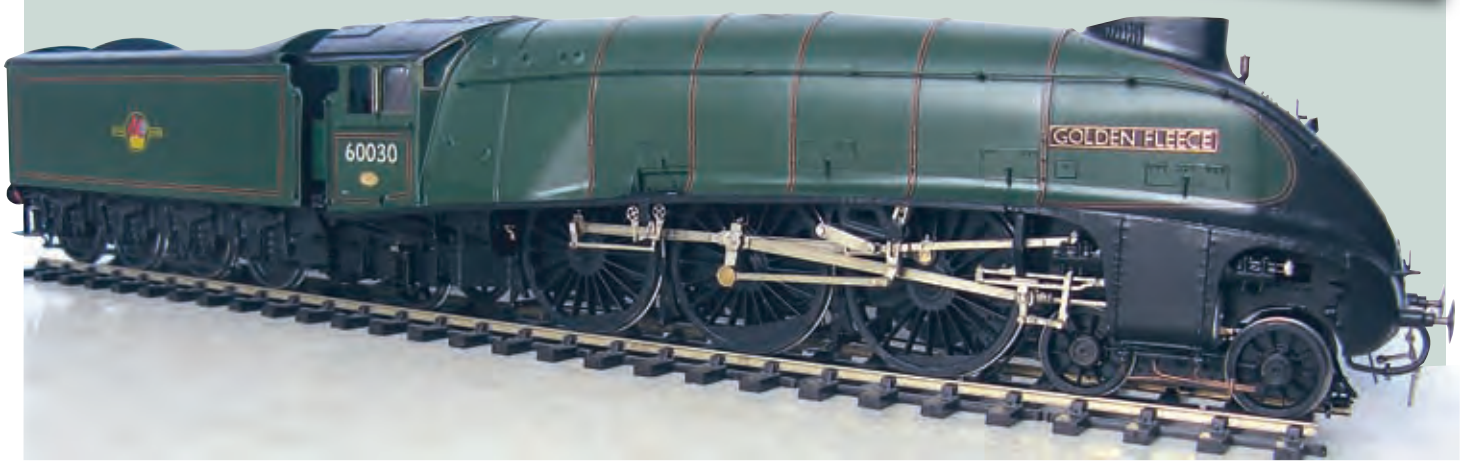
Vic Mitchell and Keith Smith *Branch Line to Kingsbridge.* Middleton Press

Redlake Tramway Diesel C with wagons.

Peter Dunne's Acme A4

In the last *Gazette* (Vol 18, No 1) we wrongly attributed the splendid A4 built by Peter Dunne to another of our regular writers. Sorry Peter.

Here is Peter's fantastic build of the ACME kit after painting and lining. Peter says: ' After a change of plan I chose to finish the A4 as No 60030 *Golden Fleece*, rather than No 60007 *Sir Nigel Gresley*. From the information I have, I believe the detail is correct for the period 1958/59 including the second BR emblem on the right hand side facing forward. Later repaints would no doubt have had the emblem facing to the rear. The only detail I am not sure of is the wash-out plug low down on the right firebox side. There were two versions of this that I know of. The one modelled is correct or number 60007, but I am uncertain about number 60030, so I have taken a gamble.'



THAT'S ENTERTAINMENT

Chris Turnbull explains how he entertains the public at model railway exhibitions.

Train Sets

"We liked your layout," said one of my work colleagues. "When you let my children have a go and were explaining what they had to do and why, we were able to appreciate what we were seeing. We could also see those around us listening in. There was some lovely modelling on the other layouts, but we didn't know what was going on. As far as we were concerned the trains were just running backwards and forwards. They could have been on a train set in a shop window."

Thus spoke someone who was not a railway enthusiast, knew nothing about railways, but whom I had persuaded to come along to a local exhibition with his wife and children (boy and girl) where I was exhibiting my layout, Cromer. It also set me thinking. Do we tend to hide behind our layouts too much? Should we do more to interact with, explain our layouts, and entertain the public at these shows? They are, after all, the mainstay of exhibitions and if they don't come through the door enthusiasts alone will not be enough to maintain a healthy attendance. So what can we do to be more interactive and to entertain the ordinary man, woman and above all child?

Talk to people

Explaining what is going on is particularly effective especially if the explanation doubles as instructions to a young (or not-so-young) member of the audience whom you have invited to have a go. You have to tell them what to do, so why not involve the audience in this? Of course, you can't invite everyone behind the layout so be careful. If there is a goodly throng in front of you then describe what you or your fellow operator is doing, and if this can be combined with a bit of (friendly) banter then so much the better: "This time there will be a gentle brake application as the train stops at the platform."

In *Gazette* Volume 17, No 10 I explained that Cromer features all the equipment found on the prototype, working colour light signals with theatres, SPAD (Signal Passed At Danger) indicators, OFF indicators, TPWS (Train Protection and Warning System) grids, AWS (Automatic Warning System) ramps and so on and people are usually not slow to ask what they don't understand. "What are those grille things in the track?" asked one visitor pointing to a pair of TPWS grids.

"Can we see the SPAD indicators work?" This usually from a driver, guard or signalman who seems intrigued to actually find a model railway that demonstrates all the features of the prototype. Many think that the SPAD indicators are just another example of non-working signals, probably because of the large number of layouts that either do not have signals or, if they do, are not used correctly if at all. "I didn't realise they actually worked. I just thought they weren't wired up" was one remark

Anglia-liveried class 153 passes TB34 SPAD indicator on a Sheringham to Norwich service. If this photograph looks familiar it is because it graced the cover of the Winter 2007 Gazette.

TB34 shows the route is set for Norwich.

The handrail is put to good use preventing damage to the scenery by hands both large and small.

made after a SPAD demonstration. The public are also surprised to learn the rigmarole that ensues from a SPAD on the real railway. The train is immediately withdrawn from service and is taken back to Crown Point for a full brake test and the passengers having to catch the next train. The unfortunate driver is breathalysed and drug tested, and the signalman has to fill in an RT 3189 form (of which I have a supply behind the layout to show the public). Fortunately it is much easier on the model. I just press the reset button and continue.

There is one OFF indicator at Cromer, situated on the Norwich platform, which indicates the aspect of starter TB32 (TB for Trowse Bridge) to the guard as the signal itself is obscured by the train. The only people who have noticed this fully operational feature so far have been a Norwich based guard who worked the line, and a couple of signalling engineers (although they were more interested in the SPAD indicators). For everyone else I have to point it out, and they invariably ask why there isn't one on the other platform. The answer quite simple, because that platform starter is not obscured by the train and is thus visible to the guard.

All my stock features working warning lights, white at the front, red at the rear, again as the prototype. The lamps are wired via the motor terminals so they automatically change as the direction of travel. Both children and adults soon learn that when the white lights come on the train is about to leave the fiddle yard. "Cor, here comes another one," is often heard, usually from a youngster craning over the layout at an angle that would give any older person a slipped disc and sometimes makes me worry about my scenery.

Play games

There are a number of games the public enjoy, especially youngsters. For example: 'Which train do you want to see next?' 'Where is this train going?' 'How fast can this train go? Let me explain.

What train do you want to see next? Cromer is not operated to a set sequence the only rule is that there must be a vacant road in the fiddle yard long enough to take the length of train in the station. Other than that you can please yourself so there is considerable choice.

Where is this train going to? The two starters have working theatres that display N (for Norwich) or S (for Sheringham), just as the prototype depending on the setting of the crossovers. It doesn't take long for youngsters to master this simple fact and the question can often elicit a chorus of replies. Everyone likes to join in with this game.

How fast can this train go? Both lines have speed restriction signs, 30mph for freight (not that there is any at Cromer), 55mph for DMUs (Sprinters) and 15mph over the crossovers. Again, the question can often elicit a chorus of replies once all has been explained.

Of course, it helps if you are a big kid yourself - that's why the author enjoys it so much.

All this is predicated on the assumption that children can actually see the layout. I like a row of chairs in front for children to stand on, the layout is equipped with a sturdy built-in handrail for their hands to rest on, as opposed to resting on the scenery. This also gives mum's and/or dad's arms a rest. Unfortunately the provision of chairs seems to have gone out of favour and I always have to ask for them. Some exhibitions won't allow them at all – would you believe health and safety is the excuse – in case the little darlings fall off and hurt themselves. I suppose it's

The Off indicator is lit - although it can't be seen TB32 will be displaying a green aspect.

How fast can you go? 30 mph for freight, 55 mph for Sprinters and 15 mph over the crossover.

possible, although I've never seen it happen, and I would suggest they are far likelier to be run over and seriously injured by a car than they would be falling off a chair. Still that's the world we live in today.

Future ideas

The one structure that is currently lacking on my model of Cromer is the signalbox. This is of M&GN ancestry the original building is currently leased to the Cromer Signalling Society. The semaphore signals that once adorned Cromer station have been erected adjacent to the box which is open to the public. If the Cromer Signalling Society can do it then so can I; the model signalbox is under construction now and could well be finished by the time you read this. My intention is to model the semaphores and have them operated by plungers mounted on the front of the layout where the public, or more accurately children, can play with them; and I use the word 'play' deliberately.

Confidence

As many of you will know, to talk to a large crowd requires a degree of self confidence that not everyone possesses, but it is something you gain the more exhibitions you attend. A while ago I invited a good friend of mine to help me out at an exhibition. As this was his first exhibition behind a layout he came round to my house for a practice beforehand and was duly passed out. However, once at the exhibition he soon realised that operating in front of a crowd was not the same as in the privacy of someone's home. "I made the mistake of looking beyond the layout at the crowds in front of me and went totally to pieces," he confided. However, by the second day his confidence had grown and he was operating and conversing with the public like an old hand.

Which one next? The fiddle yard, left to right: class 153, class 150/2, two class 170/2s, class 156 (under construction) and another class 153.

If you've made it this far then it might just be conceivable that your appetite has been whetted. You can see Cromer, and listen to the patter at the Ely exhibition on 7th May 2011 at the City of Ely Community College, Downham Road, Ely, CB6 2SH. Do come along.

All photographs by the author except the lead picture which is by Tony Wright courtesy of *British Railway Modelling*.

BUILDING A BRACKET SIGNAL

Derek Mundy

The method that I have described here assumes the use of etched and cast brass components from Scale Signal Supply (SSS) and cast white-metal components from Model Signal Engineering (MSE). The use of all metal parts and soldered assembly provides a return electrical path for lighting. The posts are etched brass, lattice type. In addition to these parts, a brass sheet baseplate 50 x 30mm and a 25mm length of 16mm diameter tube are required. Lighting is by 3mm light emitting diodes (LED). The diagram illustrates everything that I have said in the text.

Assembly of the posts and bracket

Burnish all the etched parts with a fibre glass brush and then separate the post components from the fret. Now remove any tabs and tin the edges. The SSS posts come as pairs of attached sides, connected by short tabs at intervals. To bend the sides at right angles for assembly, a set of bending bars or a 'hold-and-fold' device is recommended. With practice it is possible to bend the fret as follows. Grip the post near the centre tabs with square jaw pliers. Fold the other half of the post to a 45 degree angle, with a wood block to support the underside, doing one tab at a time. Repeat the process, finishing at 90 degrees and ensuring that all is square. Repeat for the other half of the post. With the tinned edges against one another, and holding with finger and thumb, tack solder the top and bottom of the post. Check that all is square, adjust if necessary, and solder the two side seams. This process needs to be repeated for the 'doll', or shorter post, and set the two posts aside.

Assemble the bracket deck upside down and solder a rail or angle inset from each edge to provide a rigid base. The larger overhang is intended for the rear of the signal so the deck is asymmetric with respect to the post holes and the cantilever support arches. At this point you will need to decide whether the bracket is to be right or left-hand and position the arches accordingly. Attach the first bracket arch adjacent to the square hole for the main post and in line with its outer edge (see diagram). Attach the other end adjacent to the hole intended for the doll (auxiliary signal post). Attach the second arch to the other side of the holes and ensure that the posts are a good fit in the holes.

Addition of the baseplate and bracket

Mark the position of the post on top of the baseplate and drill a hole large enough to pass the lighting wire in the position of the post centre. Centre the 16mm tube over the drilled hole and scribe a line around it to mark its position. Drill a hole either side of the post position within the diameter of the circle. These are the holes for the down rods that will operate the signal arms.

Centre the tube over the power supply hole on the underside of the baseplate and solder it in place. Tack solder the post in the position marked on the top of the baseplate, check that it is square and vertical, adjust as necessary and solder all the way around. Do a little at a time so that you don't undo work previously carried out.

Slide the bracket over the top of the main post, check that the minimum dimensions shown on the drawing are met and tack solder in place. Adjust to ensure the bracket is square in all planes and solder all round. Check with your prototype to determine the height of the auxiliary signal doll relative to the section of the main post above the bracket, adjust the length of the doll as required and solder it to the bracket, ensuring all is square as before.

Arms, bearings and lamps.

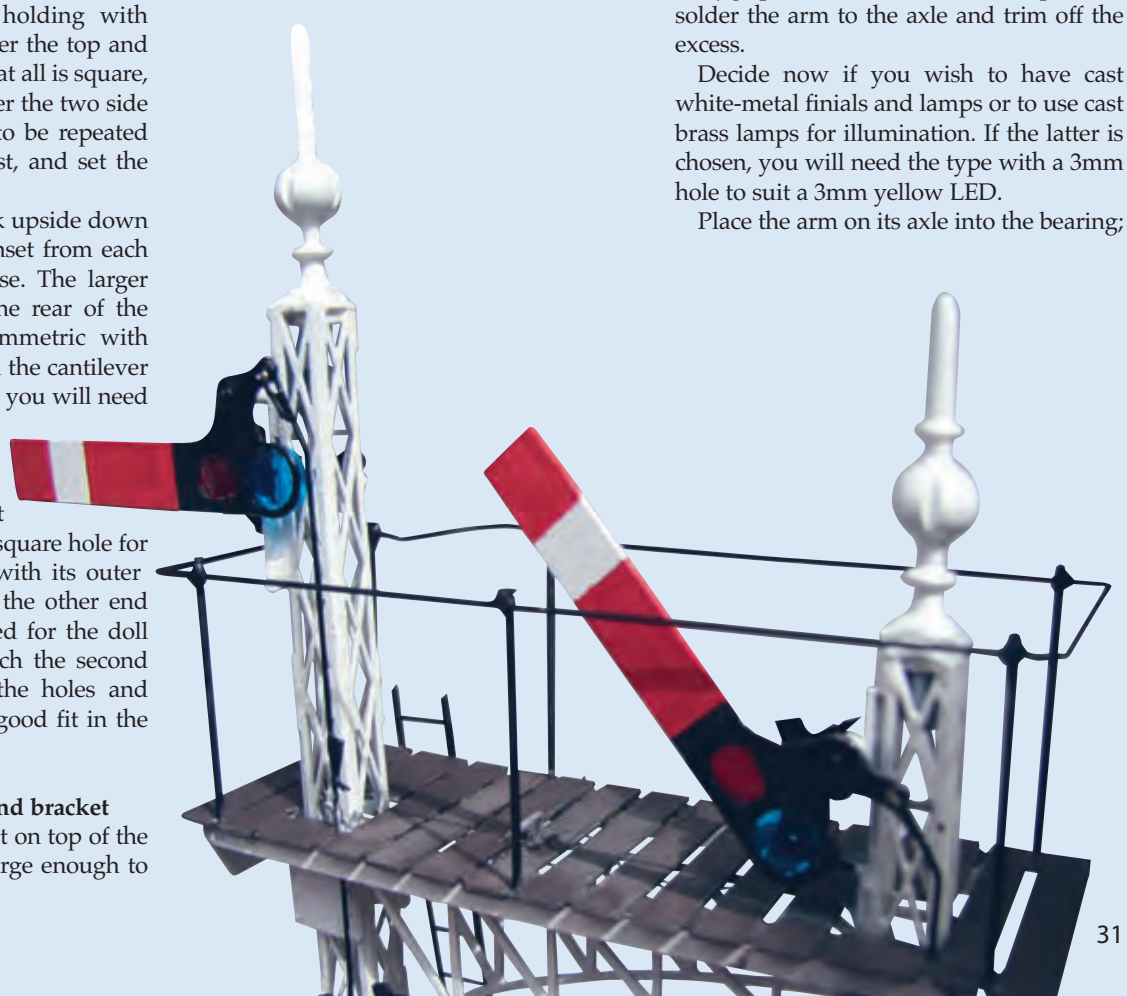
For upper quadrant signals (mostly after 1935) the axle bearing is at the left hand side looking from the front; lower quadrant arms have their bearings on the right hand side. Both are usually about 10mm down from the base of the finial. LSWR lattice signals have a bearing through the centre of the post. Study a photograph of your chosen prototype to determine the correct arrangement.

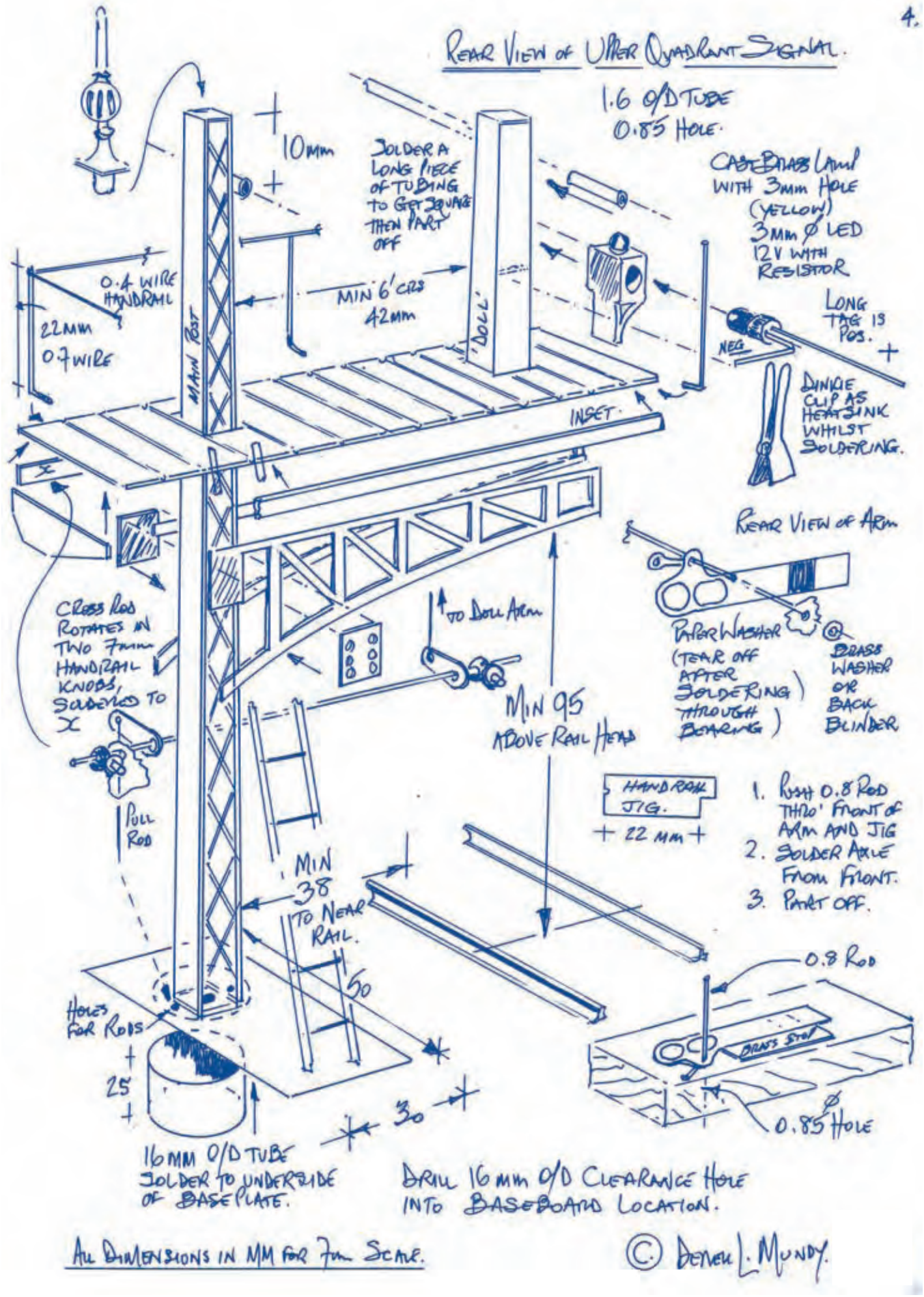
Unless you are using a cast bearing, make this item from 1.6mm tubing, with 0.8mm nickel or brass rod for the axle. Take about 10mm of tube and solder it to the post with enough protruding from the front to set the arm clear of the lamp; use the excess length to ensure that the tube is square to the post. Trim it to length with a rotary disc cutter. Repeat for the doll.

If you have a number of signals to make, it pays to make a jig for repetitive jobs such as attaching the axle to the arm. The jig can be made from a piece of hardwood several mm thicker than the length of the axle bearings. Drill a 0.85mm hole near one end, making sure the drill is square to the surface. Push in a piece of 0.8mm nickel or brass wire and place an arm on it, face upwards. Glue a short piece of brass to the wood with a straight edge against the top edge of the arm (see diaghram). Clamp the brass and remove the arm to avoid accidentally gluing the arm to the wood. When the glue is dry clean up any excess glue. The method is to insert the wire into the jig, place an arm on it face upwards, solder the arm to the axle and trim off the excess.

Decide now if you wish to have cast white-metal finials and lamps or to use cast brass lamps for illumination. If the latter is chosen, you will need the type with a 3mm hole to suit a 3mm yellow LED.

Place the arm on its axle into the bearing;




4.
REAR VIEW OF UPPER QUADRANT SIGNAL.
1.6 O/D TUBE
0.85 HOLE.
10MM
SOLDER A LONG PIECE OF TUBING TO GET SQUARE THEN PART OFF
CAST BRASS LAMP WITH 3MM HOLE (YELLOW) 3MM Ø LED 12V WITH RESISTOR
0.4 WIRE HANDRAIL
22MM
0.7 WIRE
MAIN POST
MIN 6' CRS 42MM
'DOLL'
LONG TAG IS POS. +
NEG
DINKIE CLIP AS HEAT SINK WHILST SOLDERING.
INSET
REAR VIEW OF ARM
CROSS ROD ROTATES IN TWO 7MM HANDRAIL KNOBS, SOLDERED TO X
TO DOLL ARM
PAPER WASHER (TEAR OFF AFTER SOLDERING) THROUGH BEARING)
BRASS WASHER OR BACK BLINDER
MIN 95 ABOVE RAIL HEAD
HAND RAIL JIG.
+ 22 MM +
1. PUSH 0.8 ROD THRU' FRONT OF ARM AND JIG
2. SOLDER AXLE FROM FRONT.
3. PART OFF.
PULL ROD
MIN 38 TO NEAR RAIL.
50
0.8 ROD
HOLES FOR RODS
25
30
0.85 HOLE
16MM O/D TUBE SOLDER TO UNDERSIDE OF BASEPLATE.
DRILL 16MM O/D CLEARANCE HOLE INTO BASEBOARD LOCATION.
ALL DIMENSIONS IN MM FOR 7MM SCALE.
© DEREK L. MUNDY.

this will give you the position of the lamp with the arm horizontal. Hold the lamp in position with an aluminium dinky clip and tack solder it. Remove the arm and complete the joint. Repeat for the doll. Make sure that the 3mm hole is clear to take the LED without strain and insert the LED. The shorter of the two legs on the LED is negative and needs to be fixed to the post. Bend the leg carefully with pliers next to the bulb and solder it to the post. A heatsink is essential to avoid blowing the LED; a dinky clip between the iron and the LED will suffice, but it needs to be on firmly. Dinky clips are, or were, commonly used hairdressing items; one is illustrated in below.

Thread the positive wire from below through the hole in the centre of the baseplate and pass it up the middle of the post. Solder it to the positive legs of both LEDs; use a heatsink as before.

The arms can now be fitted to the bearings. Push a small piece of thin paper over the back end of the axle before soldering on the stop washer, or back blinder, to prevent solder from gumming up the bearing. Tear off afterwards and add a little light oil to the bearing.

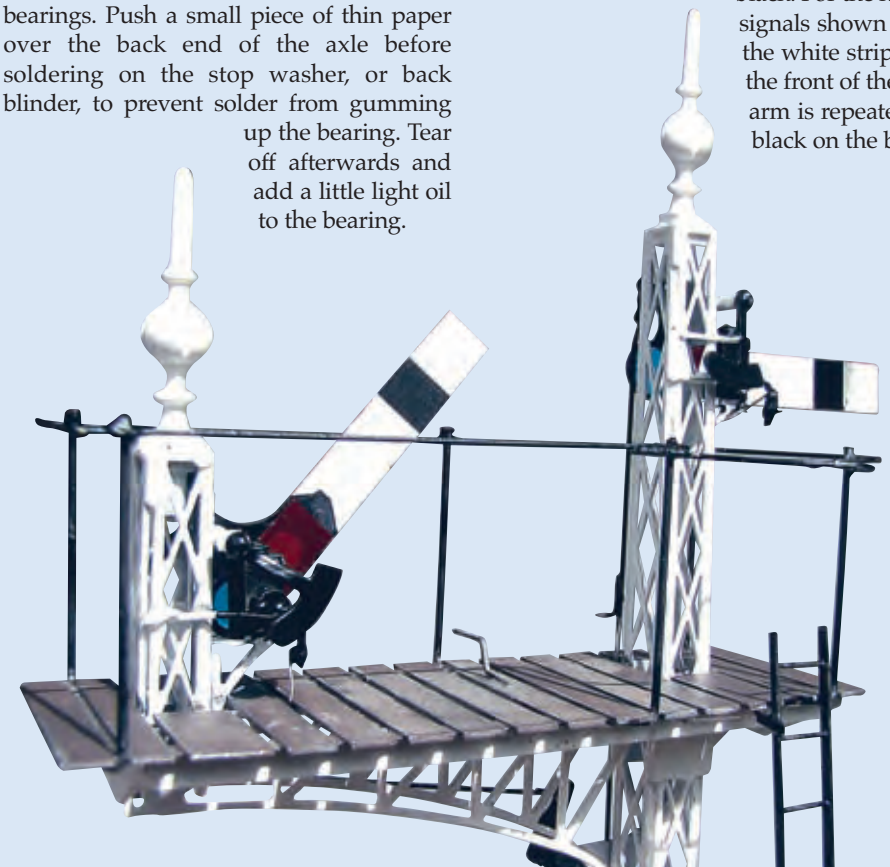
Final detail and painting

A cross rod to operate the doll runs in two bearings made from loco handrail knobs soldered to the front of the stiffening piece (trimmer) under the platform. The cranks are fitted close to the knobs for stiffness and paper washers should be used to ensure that solder does not find its way into the bearings. The main post arm can normally be driven from a rod directly from the baseplate hole. Balance weights may be fitted if you wish but they are ineffective in 7mm due to the mass of the arm so are best used cosmetically.

Handrail stanchions are made from 0.8mm brass wire folded to an L shape. The longer leg is 22mm, and the other cut to fit between the end of the deck planks and the trimmer below the deck. The jig shown in the diagram will help with mass production. Solder the stanchions in positions corresponding with those of the prototype as determined from photos, adjust them upright by eye and connect the tops with 0.4mm wire, starting at one corner and working all round.

Ladders can be of the etched variety or jig-built, and were usually attached to the rear of the deck. A photo of the prototype will be required for details of stays and safety hoops. Methods of operation are a subject in themselves and are to be treated separately.

When the job is complete, wash the unit in warm water with detergent and a toothbrush and set aside to dry. Mask the lamps and the bearings with Maskol or Blu-Tack and then spray with white acrylic primer. After it is dry and hard (about eight hours) paint the base, ladder and lamps satin black. The lower 30mm of the post and the back and front of the motion plate are black. For the home signals shown here the white stripe on the front of the red arm is repeated in black on the back.



THE START OF ANOTHER GARDEN LINE

Martin Long

Photo 1. The first steps in erecting the track support.

It would appear that there is a format for articles on model railways where the author describes how the hobby took hold in their life, but it's always a similar story and usually not very interesting to the reader.

My view of model railways was changed by a visit to The Model Railway Club's show at Central Halls one year when the original Wallsea layout was on display. Here was a model that not only looked the part, but was run properly with co-ordinated movements all conducted in a railway like manner. As I was working in London at the time I went back several times over the week of the show and watched for hours. I subsequently became acquainted with Barrie Walls and he has been a guide and mentor over the ensuing years.

Work and family commitments meant that it was not possible to build my own version of Wallsea for many years. The Wallsea type layout has remained the dream though I have been involved in several plank type layouts. These have been shown at various times, but ultimately they did not satisfy. I also have run larger scale models in the garden. I will draw a veil over these 'non-preferred' activities which however, did provide the satisfaction of running large trains in the natural world. I have taken the opportunity over a number of years to build and acquire models against the day when I might have the time and space to create the long cherished dream. A recent house move provided a new home with the potential for such a line and plans were hatched.

I have always favoured outdoor lines. Models seem to look better in natural light and, in our scale, the lengths of run available become more realistic. The new house had a large attached garage and a level garden which leant itself to some sort of railway scheme. The question was how to set about it. I did not want to have a ground level line as advancing years would make operating and maintenance an ever growing issue. So some sort of track on stilts was called for, but against this was the difficulty of making such a line merge into the landscape and look the part. I was also aware that a large dedicated infrastructure is not necessarily an asset to a property should a sale be required, so any structure should be easily removable before the estate agent takes the pictures. A lot of thought and planning went on while the new house was re-configured to meet the domestic requirements. This resulted in 18 months when the presence of builders meant that no railway activity could be undertaken.

I decided that a raised flower bed would go a long way towards off setting disadvantages of a railway on stilts. Walling blocks were acquired, and a large amount of labour was expended mixing concrete and mortar and creating walls. My skills in such activities were greatly mocked by the professional builders who were involved in the house alterations. The Wobbly Brick Company's efforts have so far prevailed against the forces of nature despite the professional's predictions to the contrary. The raised beds required a vast amount of soil to be backfilled. Some of the soil came from the excavations required for the new building works and some was laboriously barrowed from a neighbour's premises; they were also involved in building operations. Despite all this available material, several tons of topsoil were also delivered and shovelled behind the walls. The resulting beds were left to settle over several months and topped up as necessary.

Now a bit of background is apposite. At school we were taught Latin rather than practical stuff like woodwork and metalwork; a keenly felt educational deficiency. The prospect therefore of creating a structure capable of supporting the railway was rather frightening. Opportunity was taken to see what others had done and to read up on articles published by the likes of the late Deryck Featherstone and other outdoor railway luminaries in the *Gazette*. The few books on garden railways were also read with great interest. It seemed foundations were the key and I was determined that mine should be durable as wooden posts in our soil have a tendency to rot very quickly. Various options were considered, such as concrete posts or plastic pipes all of which seemed to be beyond my very limited skills. The answer seemed to be using Metpost type products that are both durable and removable. Fortuitously I had some left over from the previous large scale railway that existed at the old property.

I now had the picture of the basic

structure; timber supports using Metposts. The proposed route was marked out using pegs to see how it would all pan out in practice. There was to be a large return loop allowing trains to run out from the garage and return to the same building. The higher walled flower bed would require a lower structure and this would use the bolt down variety of Metpost and permit a degree of landscaping to hide the posts. Taking the previous research on board, I planned on using a plastic drainpipe that would be filled with concrete (as described by Barrie Walls in *Gazette* Vol 13, No 10). I intended that the Metpost holders would be bolted to the resulting concrete core. I found that plastic square drain hoppers supplied by Wickes were exactly the right size to fit the Metpost holders so these were fixed to the tops of the drainpipes which were now concreted into the ground (photo 1). The picture shows the post, and the cheap plastic clamps which proved so useful throughout the construction process.

I spent some time working out how to link the posts and several options were considered. Most of which presented too much of a challenge to my non existent woodworking skills. I finally decided to try making longitudinal beams from 100mm strips of 3mm plywood linking the posts. These were linked by exterior grade PVA glue and stapled together using a staple gun and 20mm staples. This long flexible strip was then clamped until the glue had dried. They were then clamped to the posts and screwed and glued with the PVA adhesive. When dry a further two more ply strips were laminated to the structure and allowed to dry. The result has proved to be a very strong longitudinal that also allowed the curves of the route to be followed (photo 2). These long spars are linked by suitable blocks of timber as spacers. These spacers are glued and clamped between the spars. The result is a structure that is both strong and, I hope, durable and will be easily demountable should this become necessary in the future.

I took advice about the material to be used for the top surface which would form the trackbed and this proved to be 12mm shuttering plywood. It was cut into one foot strips by the supplier. Photo 3 shows the ply surface attached to the framework by glue and screws. I used a jigsaw to make the ply top layer curved to follow the line of the track. I thus achieved the curved effect that I wanted rather than cutting the top ply into a series of angled straight sides that was the approach I have read about. At this juncture several coats of wood preservative were applied to all the surfaces.

The top surface was then covered with 3mm mineralised roofing felt cut to shape using a Stanley knife. At all times care was taken to ensure the result was level. I was able to use a paint stripper tool to heat the felt to make a neat edge to the structure. This saved the potential conflagrations that might have broken out had I tried to do this by using a blowlamp! The trusty staple gun was used to tuck everything in tightly. Photo 4 shows the final result before tracklaying began.

As a complete woodworking duffer I am pleased with what my limited skills have achieved; even my sternest critic (my wife) is pleased with the result. Progress has been quick because I was keen to have the substructure in place before the onset of winter. There will be further developments on the railway which (editor permitting) I hope will be the subject of future articles.

Photo 2. Both sides are in place with cross pieces glued between; the result is a rigid base.

Photo 3. The ply covering applied and roughly cut to shape.

Photo 4. Felt applied. Bits of track shown for self encouragement

The finished Ivatt 4MT

A FIRST TIME BUILD

Or how not to do it, what do you really need and what is the end result

Colin Verry

I came to serious modelling after a gap of some 40 years, something no doubt familiar to many newly retired guild members. I had made a little preparation by joining the Historic Model Railway Society and the Gauge O Guild, but on finishing full time work, I discussed at great length with my wife whether I could rebuild the garden shed and construct a layout around the garden. She suggested that I should instead convert the garage to a workshop and focus my efforts there. So a moveable station and some fixed track were agreed on.

I had long ago decided what I wanted to model and in what gauge. I was born and bred in Norfolk and my grandfather worked all his life for the M&GN, so there was no contest. Having moved from King's Lynn to Great Yarmouth, and having accumulated several books, drawings and memorabilia, Yarmouth Beach station was my chosen terminus. I had one loco, a 1953 built coarse scale Ivatt 2-6-2 tank that my father had bought from a prolific builder in King's Lynn. It had an RAF surplus servo motor as its power plant, and needed several amperes to make it move. I removed the stud contact skate and replaced the solid iron wheels with a set of Slater's wheels.

I enjoyed operating the small amount of stock that I had, and started to look into the prospect of another loco. The final M&GN train was pulled by an Ivatt 4MT and this had to be my project for last winter, so I looked around for sources of information and a possible kit. The only kit that I could find was from ACME Models. I spoke to John Standing and in spite of his warning that this was no beginner's kit, I went ahead.

I looked for more information and drawings to help and HMRS came up with four drawings from National Railway Museum library, but for some reason there seems to be very little in the way of real data on Ivatt 4MTs. I had an F J Roche drawing in 4mm scale and I rescaled this to 7mm. I also found *Power of the LMS 2-6-0s* by Gavin Morrison (OPC) very useful, and finally found a photograph of the cab interior on the internet.

I did not purchase the kit until December 2009, but I did do some preparation. The first thing that I realised was that I needed some order to my tool collection which I had amassed over 40 years and inherited from various family members. So an instrument makers tool box was decided on. I could not buy one anywhere so I made it. Then I made an inventory of exactly which tools I did have and thought about what I might need. Mensuration was excessively well catered for with electronic callipers, five micrometers, many rules, and even slip gauges. There was also my trusty pillar drill with drill bits from 1 in to number 80, a surface plate, and a decent vice along with many hand tools. I constructed a bending machine from steel and mounted it on a wood block to ensure that the bends on the kit were true.

I had two ancient soldering irons, one of at least 100 watt with a ½in tip, and an electrician's iron. For soldering white-metal, I purchased a low temperature iron from a well known source, but I have found it to be unsatisfactory, or perhaps it was my lack of skill in soldering white-metal. However, Araldite 2015 epoxy provides a tough fixing more than good enough for attaching those sorts of embellishments.

The kit arrived as a Christmas present from my wife, and I managed not to look at it until after the festive season was well and truly over. My first act was to check the contents against the inventory. To the experienced among you, knowing what a particular item is meant to look like makes this easy, but it made me read and re-read the instructions several times. In the end, I decided that it was almost all there. The parts incorrectly supplied and those missing were replaced by return of post. Then I realised that I had to find some way of forming rivets. I could not justify spending £90 on a tool which I might only use once, so an alternative was required. In my tool collection I had a pair of hole punch pliers originally for leather working. I modified the anvil to a dome shape (to avoid contact with the next rivet) and drilled a 0.5mm hole in the punch head and inserted a drill into it, suitably shortened and ground on the end. The result is not too shabby, particularly as the etchings have riveting recesses included. And it cost me only 50 pence.

John at ACME strongly recommended that I started on the tender to get into the swing of things. The instructions were helpful and certainly pointed the way to assemble the unit, but they were written by a person very familiar with the kit, and sometimes left the beginner guessing. In general the assembly was easy, except for the frame spacers which were of incorrect width. I found that ACME did not have any others so I used ¼ in brass tube instead, which was quite satisfactory. The centre axle was sprung using some springs from failed plunger pick-ups mounted on an unused Slater's crank pin bush, screwed to the inner chassis, the spring acting on the bearing bush. The kit includes two cross members which fit between the outer frames. As these prevent the removal of the chassis, I decided to make them removable by bolting them to supports on the outer chassis. It worked well, but I did not position them correctly and have had to leave them off in the final version.

Flushed with enthusiasm, I decided to paint the tender to show off my work. I followed Ian Rathbone's guide, but not completely. I now know that etching primer is essential if you wish to avoid chips on

protruding parts. I did not repeat this mistake on the loco.

Next I turned to the loco, and for the first time I discovered my lack of experience. The chassis is joggled out to scale dimensions in front of the coupled wheels. Sadly the two etchings were not exactly the same. I should have measured them before, not after, bending, and that was my first important lesson. I also realised that the cylinders were horizontal in the kit, not inclined at 1 in 16 as the prototype. This resulted in a complete review of my plan and I decided to dispense with the combined cross members and cylinder ends and make my own. I cut off the four cylinder ends, made up a back plate from 1/16 in brass and, with the aid of a jig, bolted the cylinders to the frames at the appropriate angle. This worked well, the main chassis is quite robust, and with a little care it was erected true and square.

The centre axle was sprung using the same arrangement as for the tender. After reaming the holes, a trial fit of the wheels was completed and the chassis ran up and down my test track very freely indeed. Then I did what I should have done earlier and laminated the coupling rods, installing a 12BA bolt and a Slater's bearing bush as a pivot, all reduced in size to suit. A trial fit onto the Derek Mundy crank pins proved my downfall, and really brought home to me that the dimensions of the etchings could not be relied upon.

After considerable measuring and the construction of more jigs, I found that the spacing of the crank pin holes in one coupling rod was 1mm longer than the other. I know that the experienced modeller would have checked this first and indeed several articles have subsequently appeared on this very topic in the *Gazette*. Once identified, it was easy to rectify following Bob Alderman's instructions found in another issue, and then the coupled chassis also ran freely.

I had purchased a Slater's drive unit from ACME with the kit, at a very reasonable price I must say. So I decided that a trial fit was the next thing to do. Unfortunately, the plastic gearbox stuck out of the bottom of the chassis, almost to the rail level; too much to allow the centre brake rod to be fitted. I decided on the radical step of rebuilding the gearbox. I constructed two side frames from 1/2 in by 1/16 in brass and drilled the frames to take the shafts from the Slater's box. Fortunately the ends of the shafts had been reduced so that they fitted very smugly into my new frames, and the whole unit runs smoothly and quietly. It is now hidden from view completely and the brake rods are in their proper place.

The construction of the cylinders and main connecting rods and crossheads was straight forward, but it is a shame that the very nice lost wax casting for the rear end, which includes the slide bars, is in brass. On the original they were obviously unpainted steel, and perhaps as a future development,

The bending tool

nickel-silver could be used, which should give a very pleasing appearance. In the end, I blackened them with fluid and then polished them a bit. I may yet try the Humbrol Metalcote range on them.

The bogie was completed with no real problems. After adding my rivet detail, ACME rolled the smoke box and main boiler sections. The boiler has two white-metal components which hold it all together, a ring between the smoke box and the boiler, and the front of the Belpaire firebox. Assembly from the smokebox to the firebox is recommended and I see why, because the smokebox and boiler are of the correct length but the firebox is not. I was surprised when a trial fit showed a 1/8 in gap between the back of the frames and the drawbar. The cab is a separate assembly to which the rear of the firebox is soldered, and the instructions stress that as much of the internal detail as possible should be fitted before bending up the cab. I wish that I had installed some 1 x 1mm channel above and below the side windows, then I could have had one sliding, but I didn't think of this until after making the roof hatch slide in a similar manner.

The footplate is supported from the boiler barrel. I used the method recommended by ACME of drilling and inserting wire through the barrel and supporting the footplate this way rather than just the etched brackets. It is firm and one can pick up the model securely without anything falling off. The lubricators are attached to the frame and poke through the footplate. These and all the other lost wax brass details had protrusions where they met with pipes. I found this frustrating as a really secure fixing can only be made by inserting the wire representing the pipe into the item concerned. Many hours were spent removing protuberances, marking centres and drilling 0.5mm holes to secure the pipes.

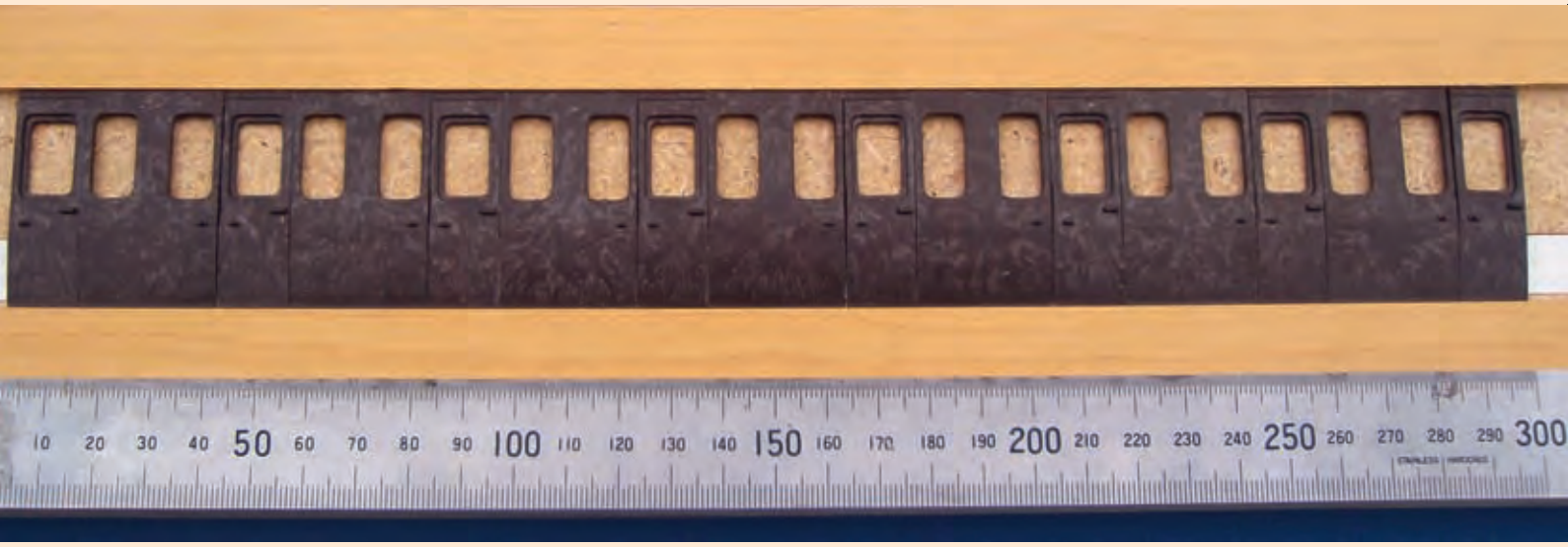
The firebox was assembled by making a shaping jig, annealing the brass, and shaping it by hand around the jig, then soldering it to the back of the cab. A trial assembly of the whole body, and a trial fit of the body to the chassis, ensured that it all fitted easily and square. The one advantage I can clearly see for epoxy rather than solder was that, in the final assembly, the sections were glued and then the whole quickly fixed in place so that it was all true and square.

The firebox slides into the chassis and did not provide much clearance for the drive unit, so after shortening it, I had to re-drill the holes for the washout plugs, the safety valves, and steam manifold. I decided that the white-metal castings of the washout plugs were too thick for purpose, so I soldered a strip of 1/16 in brass behind the holes, drilled the centre of each 1mm, and inserted a 1mm hexagon rod section in each. I threaded the safety valves and manifold 8BA and bolted them in place. The boiler back is a separate white-metal casting. I decided to bolt this on so that I could detail it fully outside the cab and then fit it in place. In practice, the fitting out only consisted of a scratch-built regulator and door mechanism, as the pipes were fitted from source, usually outside the cab, to the cab at the end.

The detailing is mostly pipework, and there is a lot of it. In practice it was easy to achieve. As noted earlier, I drilled all the components to receive the pipes, so even the twin injectors below the cab and their pipes were easy to install. I do possess a pair of half round concave pliers which made small radii easy. The main steam pipes are 2.5mm copper cable, and the smaller pipes are 1.0mm copper or brass as required. The driver and fireman's seats are white-metal castings. They should probably be low temperature soldered as glue did not provide a secure fix. In the end, eight 16BA nuts and bolts secured them both. Finally the model was painted, this time following religiously Ian Rathbone's guidance; first cleaning and more rubbing down, degreasing (I still use Gunk), then shot blasting, etching primer, two coats of Halfords Grey Primer and finally Halfords Satin Black.

I still made one more faux pas, I had decided on engine number 3003, ordered the plates from Guilplates, and began to affix Slater's methfix transfers of the correct pattern only to find on the sheet there were not enough 0s or 3s. That caused another delay while I obtained the extra sheets. But all in all this has produced me what I wanted, a free running fair representation of one of the last locos on the M&GN. I has given me a great deal of pleasure to building it.

Riveting tool.



A JIG FOR BUILDING IAN KIRK COACH KITS

Keith Gowen

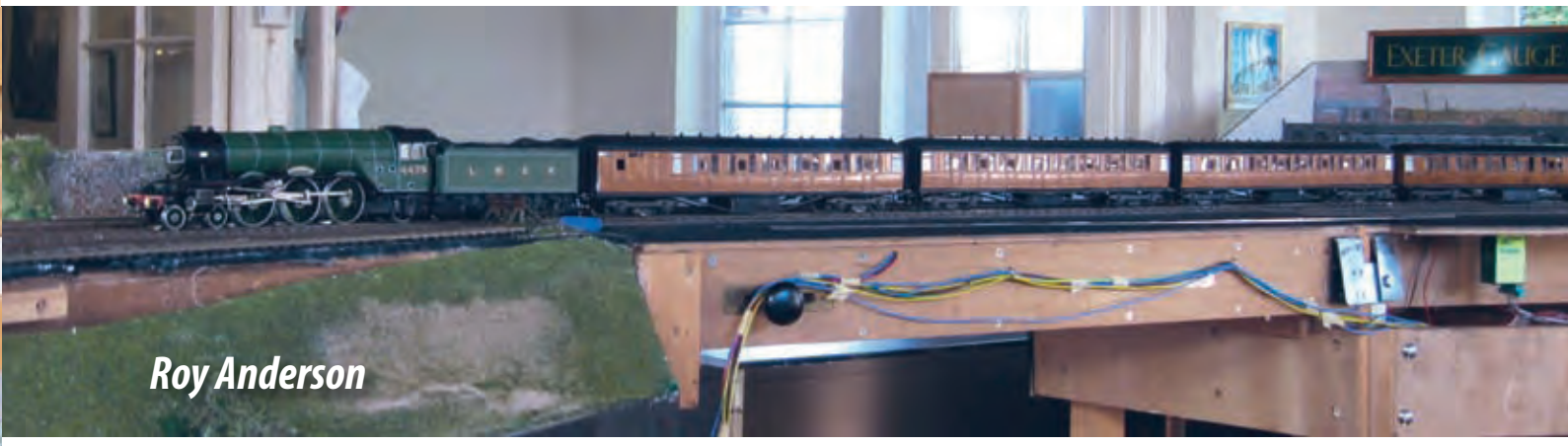
Those of you who have built any of Ian Kirk's coach kits will be familiar with his modular system of building up components to form a coach side. This works well providing you have an abutment which is straight and upright allowing you to place the modular units side by side until you eventually have a coach side; hopefully the correct length.

It would be fair to say that I have seen a similar jig used by one of the demonstrators that attends the Guild's major events. The jig featured here was built for me a railway modeller, who is also a professional antique furniture restorer; he is rather more skilled with wood than most.

The jig is constructed from a solid piece of timber 20 inches long and 4 inches wide. There is a rebate the same height as the modular components that enables the coach builder to press each piece into place side by side. A further lower rebate has been formed to accept 12mm white plastic strip provided in the kit that sets the correct 1.5mm ledge at the bottom of the coach side. This allows the coach floor to sits correctly in place.

With the aid of this jig you can build the coach as Ian suggests by gluing or tacking the parts to the 12mm strip, knowing that when you remove the side the door frames etc will be perpendicular to the roof section when it is fitted. Once you are satisfied all is well solvent can be run into the joints from the back as suggested in the assembly instructions. This jig also enables the builder to construct additional coaches by using extra modular units to build up the coach side, for example GWR 57ft & 60ft Bow End Composite coaches.

The jig was made by Gwyn Williams, the proprietor of J Moore Restoration. He may be persuaded to make some more jigs, but he is as yet uncertain of the price. Gwyn can be contacted at: Gwyn Williams proprietor of J Moore Restoration. College Farmhouse Workshops, Chawston Lane, Chawston, Bedford. MK44 3BH. Email:info@jmooreantiques. co.uk



Roy Anderson

HACHETTE PARTWORKS LNER A1

I built my 4475 *Flying Fox* from the Hachette partworks kit. It was completed in my 78th year. The photographs were taken on its inaugural run on the Exeter group's layout. It only gave me one constructional problem; securely fixing the return crank at the bottom end. This problem was kindly fixed by Bob Alderman, the Guild TIO.

To assemble the loco I used super glue, epoxy resin and solder, particularly around the bearings, the bogie and trailing truck. In my view the quality of the etchings, castings, and instructions was good, leaving aside my opinion of the transfers (below). I made a few changes in the method of construction. In particular I substituted plastic rod instead off 0.5mm brass to make the simulated rivet heads on the boiler casing as I feared a misdirected file cutting into the resin. Also I painted, transferred, and varnished the wheels, brake parts, and chassis prior to assembly. The same applied to the bogie and tender. The idea of completely assembling the chassis and then dismantling it for painting only to reassemble it again was not for me, too many potential problems. The idea of spraying varnish after assembly seemed wrong as it could easily get into the bearings and seize up the axles in the bearings.

In my opinion the quality of the supplied transfers was poor, and while I used some of them, I used mainly HMRS Pressfix for the lining and Fox transfers for the lettering. Also I fitted the wheel hub transfers putting the black screws through to assemble the axles. There may be better methods, but at the time I was unaware of the very active discussion of these kits taking place on the guild weforum.

Regrettably the first Buhler motor I tried had an internal short circuit and burned itself out and had to be replaced; not a Hachette problem.

LNER CLASS A2 PACIFICS AT WORK ON WALLSEA

Barrie Walls

The theme for this article came about because of a summer visitor to Wallsea. He had an obvious passion for the locomotives that worked on the Southern end of the East Coast Main Line from the Cross to Peterborough and its surrounding lines; in particular the Class A2 Pacifics and the workings they were employed on. As both an enthusiast and an ex-professional railwayman in the operating department, my views conflict over the Gresley-Thompson debate.

I have worked on locomotives produced to the designs of both of the above engineers. The good and bad parts of the locos have probably all been highlighted many times over the years, and I could talk more, but I will not bore you here. During my years on the railway we saw nearly all of the A2s, and Peterborough New England shed always had many of the class allocated to the depot which appeared regularly south of Grantham. Wallsea has five A2s work.

1. *The A2/3 class leader was No 60500 named* Edward Thompson *after its designer. My model is seen here entering North Tunnel after traversing Digswell viaduct with an up Class C (fish) train.* Edward Thompson *was a 35A engine and was rarely clean.*
2. *60501* Cock O' the North *is really the leader. It was originally a Gresley design with a Mikado wheel arrangement (2-8-2) that was never really a success. This resulted in Mr Thompson having it rebuilt into a Pacific 4-6-2 wheel arrangement with the cylinders located behind the bogie wheels. This arrangement lead to the long exhaust pipes and problems keeping them steam tight. 60501 was a 50A York engine and was a rarer visitor to the South end than those of the A2/2 class allocated to 25A New England 60504/5/6 (one of these is on my building programme). 60501 was chosen because I liked the name and it was usually reasonably clean. It is seen here in charge of a Palmers Green - York Parcels Class C train which if course would travel on the loopline joining the ECML proper at Langley junction. In my case still needing to be diverted at Hitchin to Cambridge and Ely to March (Wallsea) rejoining the main line at Peterborough North.*
Below: *60500* Edward Thompson *again, seen with same fish train at Leasham Cross, crossing from up fast line to up relief slow line ready to enter the marshalling yard.*


3


3b


3c


4


5


6

3: *A powerful image of the only Class A2/1 regularly seen south of Grantham, 60508* Duke of Rothesay *of 34A Kings Cross Topshed. Seem here speeding north with a Class C Parcels Train on the down fast line at Kings Oak East.*

3a: *Same engine and location, but the cameraman has climbed up higher for another shot of 34As only A2/1. Originally its brother, 60507, was shedded with him for a while, but then went to 64B to work on the North end of ECML. 60508 was always kept in a very good order by top shed staff. I don't know if the footplate crews liked it, but he is a popular locomotive on our railway as witnessed by the number of photographs taken of it.*

3b: *Having arrived into Westwood Bridge Street with that Class C Parcels train, the station pilot has shunted the stock into the centre carriage siding. The A2/1 is seen reversing out of platform 3 to access the MPD for turning ready to work back to the Cross.*

3c: *Having been turned Class A2/1 50608* Duke of Rothesay *has now backed onto its train, a Peterborough - Kings Cross Semi fast which runs Class B to Hitchin then Class A onwards to the Cross. This shot illustrates the A2s problems; the short connecting rod and bunched up valve gear, and the very long smokebox. The long exhaust passage from front of cylinder block through the main frames to the smokebox saddle very low slung above the bogie is clearly seen.*

4: *Another of New England's Class A2/3 is 60514* Chamossaire *is seen here passing Wallsea North Box, Scotland bound with a Class C (empty meat vans). He is reasonably clean for a 35A Pacific*

5: *This is a Peppercorn designed Class A2 in LNER lined green livery as running in 194; number E530* Sayajirao. *Although the name is rather a mouthful, we never had difficulty with its pronunciation. It was painted in this early livery because when top shed got the larger wheeled Class A1s this too was transferred to 64B, finally ending its days at Dundee Tay Bridge shed. Its front number is painted on the buffer beam together with Class A2 and Kings Cross its parent shed. New England did have 50533* Happy Knight, *which I always considered to be spoilt by that outside regulator rodding running from the cab to the added MSL regulator on the smokebox top. In this snap E530 is shown leaving Platform 3 at the Cross, bound for Newcastle.*

6: *Not an A2 at all, but my latest Class V2 No 60800* Green Arrow *seen arriving into Westwood with a Kings Cross - Leeds Relief Train. The V2s were used on the same diagrams as the A2 Pacifics and could match them with the same size driving wheel. They could even be coaxed into the jobs performed by the 6ft 8in Pacifics. Just like the full size the V2s, my V2s proved to be a popular choice and are used on any service where their route availability (RA9) will allow. Recently I read a book describing an unprecedented sight on the GE Main line that occurred on 15th April 1953 when V2 No 60835 of Heaton, was specially rostered to work a troop train of its namesake,* The Green Howards *throughout from Darlington (the train originated at Barnard Castle) to Parkeston Quay. How it managed on the cross country route across East Anglia, which is basically a RA7, I don't know. Class K3 was allowed, being RA8 classified. So how on earth a V2 was given permission to work across makes me wonder. Or maybe the sighting was more imaginary than real? We will never know unless someone somewhere managed to photograph it en-route. It is said that there is always a prototype for anything. Were you one of the squaddies travelling on the train probably bound for the British Army of the Rhine? I was there in BAOR, but not on this train.*

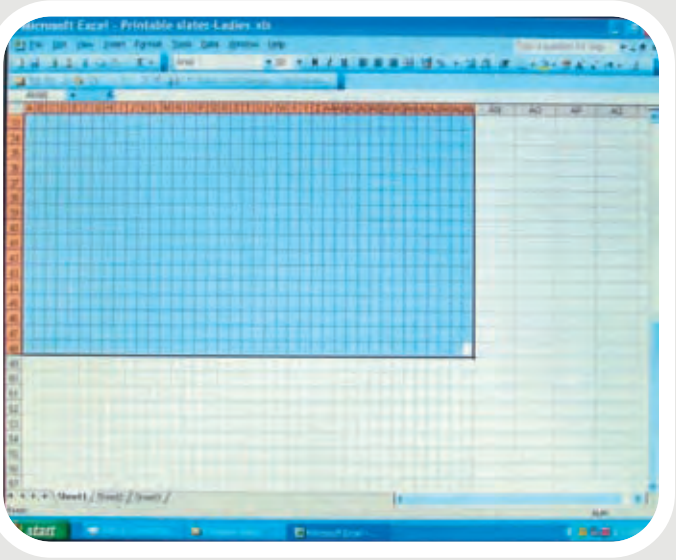
SLATE ROOFS AND A BIT OF COMPUTER AIDED DESIGN

Bob Alderman

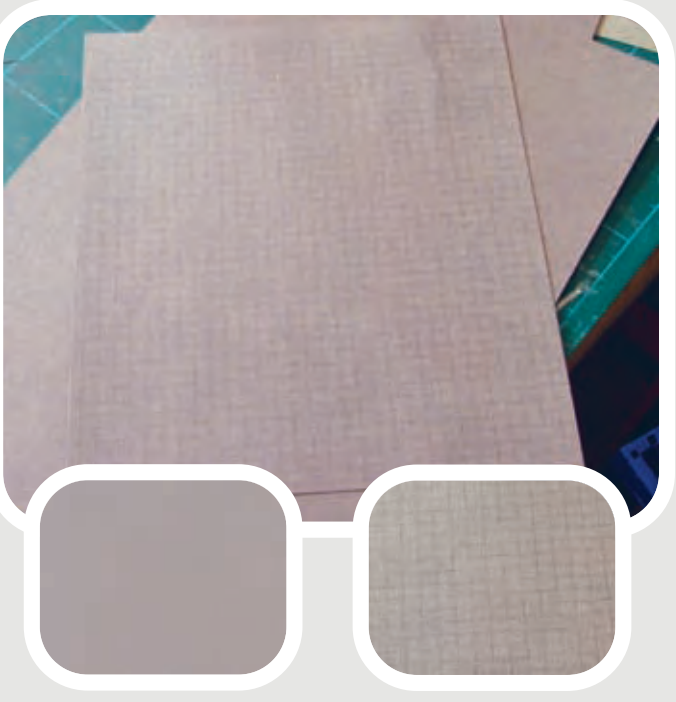
Some time ago I was shown a method of making slate roofs with coloured art paper. This involved drawing the slate sizes onto the paper. This is a somewhat time consuming, and it also proved to be an inaccurate way of doing it. Although I was trained as a draughtsman dividing a length into small components ends up with inevitable errors. In the case of tile making, these showed up as a phase shift in the slate positions when they were laid on the roof.

It occurred to me that I could use the printing accuracy of the computer to draw the slates. I do not have a Computer Aided Design (CAD) package on my PC, but like most I have a spreadsheet programme. I used this to create the slate pattern. It took a little experimenting to convert the quoted cell sizes to the scaled millimetres, but it did not actually take very long, just a few passes through the printer to check how they come out.

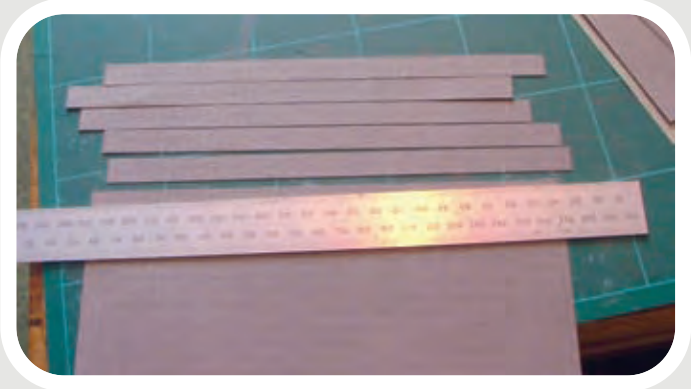
The cells have to be defined by the finest outline line available. This gives enough guidance for cutting them out, but they remain discreet if the cut line is not exactly on them. The on-screen illustration shows the result. This is sized to be the best fit to an A4 sheet; adding or subtracting cells from the bottom and side.



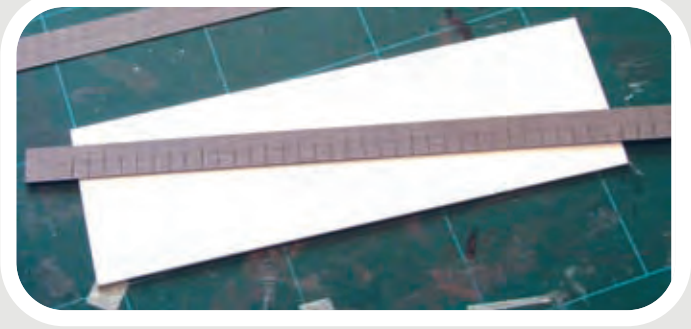
Once a satisfactory result has been obtained then the file can be saved for future use.



The illustrations show a whole printed sheet and a detail of part of a sheet. A slate is one cell wide and two cells deep. The sheet is then cut into strips. A new scalpel blade is recommended for this.

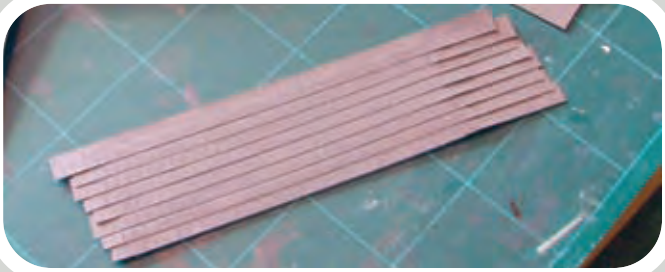


Further cuts are made in the strips to represent the gap between each slate. This cut should extend just beyond the middle line in the strip



Once you have number of strips they can be stuck to the panel that will form the base layer of the roof. In the illustration this is 0.040in Plastikard. I use one of the modelling pva adhesives to stick the slates to the styrene. If the Plastikard is roughened with coarse wet and dry paper it provides a better key for the adhesive. It does not bond the surface like normal Plastikard adhesive, but forms a mechanical joint on the surface.

The first strip is stuck along the bottom edge of the foundation. More adhesive is applied on the strip and on the foundation above it. Apply the next strip with joint in the slates halving the slate below. Continue to the top. On a small roof the horizontal lines on the strips should give guidance for each strip and they will remain parallel to the edge. It may be easier to be accurate by drawing a number of parallel horizontal lines across the foundation as references. They do not need to have any reference to the pitching of the slates. On a large roof these lines are essential..



Once the roof panel is complete allow the adhesive to dry overnight. I often put it under the cutting mat so that it remains flat. For a larger roof bonding a sheet of the same paper as the slates to the inside surface of the Plastikard will stop it from curling. If in spite of this there is an element of curl then dampen the slates with water and gently flatten the panel and replace it under the mat and add some weight to force it flat.

Once it is dry the slates can be trimmed to the end of the foundation panel

There are several types of 'art' paper available from artist's suppliers. They are heavier than the copy paper typically used in the PC printer and one of the principle advantages is that they are coloured through the body of the paper. There are no white edges on cuts. There are various shades of grey, some have a texture on one side. If one of these is used then the texture side is the glue side. For some reason they are not a metric size so when cutting them into A4 sheets to pass through the printer there is some potential wastage. My printer will accept shorter paper and print as if it is a full sheet; no special setting, just put the odd piece in and print. This may not work for all printers so backing it with another sheet of normal paper should convince the printer that it is the usual sheet size.

The finished roof in place on an as yet unfinished signal box

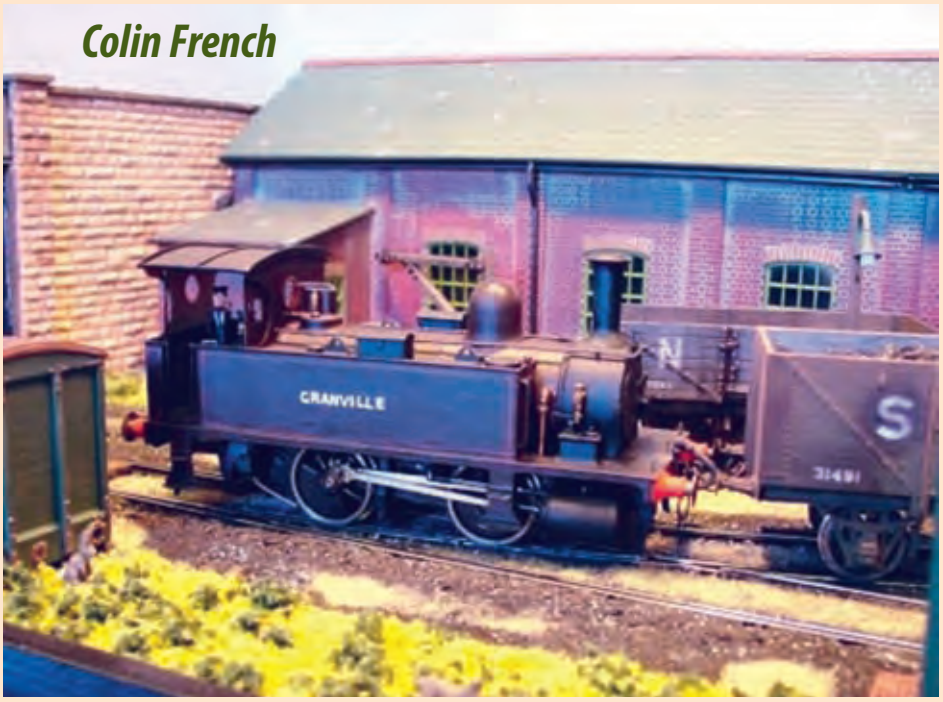
TABLE OF SLATE SIZES

Name	Size - Inches	7mm scale	Name	Size - Inches	7mm scale
Princesses	24 x 14	14 x 8.16	Wide Ladies	16 x 10	9.3 x 5.8
Duchesses	24 x 12	14 x 7	Broad Ladies	16 x 9	9.3 x 5.25
Small Duchesses	22 x 12	12.8 x 7	Ladies	16 x 8	9.3 x 4.6
Marchioness	22 x 11	12.8 x 6.4	Headers	14 x 10	8.1 x 5.8
Wide Countess	20 x 12	11.6 x 7	Small Ladies	14 x 8	8.1 x 4.6
Countess	20 x 10	11.6 x 5.8	Narrow Ladies	14 x 7	8.1 x 4.1
	20 x 9	11.6 x 5.25	Small Headers	13 x 10	7.6 x 5.8
	18 x 12	10.5 x 7	Doubles	13 x 7	7.6 x 4.1
Wide Viscountess	18 x 10	10.5 x 5.8		12 x 10	7 x 5.8
Viscountesses	18 x 9	10.5 x 5.25	Wide Doubles	12 x 8	7 x 4.6
	16 x 12	9.3 x 7	Small Doubles	12 x 6	7 x 3.5

The names come from the Welsh quarries. They were apparently the only items in the quarries with female names .

LEDSHAM STREET YARD

Colin French



Ledsham Street Yard is a purely fictional O gauge fine scale micro shunting layout based on an industrial setting somewhere in the United Kingdom. The layout represents a small area of a much larger industrial complex in the early 1930s.

The design was inspired by an article for a small OO gauge layout called Balls Yard that appeared in the August 1992 issue of *Scale Model Trains*. It has been adapted for my own use and converted to O gauge. I think the planning of the layout took almost as long as the building of it. Sketches were made and pieces of paper cut out to represent wagons and locos to move about on the layout to make sure it would work when built and be operationally interesting. The overall size of the layout is 45 x16 inches.

The baseboard is of conventional design. The fiddle yard end has internal framing that allows the layout to be stored on its end when not in use. As three link couplings are used throughout, a simple bolt on lighting pelmet is used.

Because there was a need to use sharp curves it was decided to build the track in situ. Peco code 100 flat bottom rail soldered to copper clad sleepers was used for this, and checkrails are soldered in so that the trackwork can be buried tramway style and disguise the soldered joints. The point is of three feet radius as are most of the other curves on the layout.

The fiddle yard is a sector plate consisting of a length of soldered track with a single screw fixing at the far end to act as a pivot. Check rails are again soldered in which makes this length of track very rigid. The sector plate is just long enough to hold the largest loco plus one wagon. Other screws are placed at either side of the maximum swing of the sector plate to ensure it lines up with the appropriate track.

At the front of the layout is a small loco shed with the usual basic facilities. The middle siding gives access to a brewery and the back siding is used for servicing the Brewery Engineer's, Quality Control, and Coopers Departments.

The buildings at the back of the layout are modelled in half relief from a Top Link kit (sadly no longer available). The loco shed is from a Heljan kit, the grounded van body is from Slaters and the coal stage is an Invertrain kit. The working yard lights are Viessmann HO models, but they look right in this setting. Other details are mainly built from Duncan Models castings.

The wagons are mainly Parkside kits with a couple of Websters (now Peco) GWR kits included.

I have a small collection of 0-4-0 and short wheelbase 0-6-0 tank engines of both industrial and main line origin that are used. For exhibitions, the main locos are an LSWR B4 (Vulcan Kit) in Southampton Docks 1935 brown livery and an Andrew Barclay 0-4-0T (Tower Models). For home operations, six wagons are used on the layout plus a loco coal wagon for nuisance value. Each of the wagons has a card with its description written on it, and the cards are numbered one to six. A die is thrown to select three wagons, two wagons for the middle siding and one for the back siding. The loco coal wagon has to be moved to suit. There is a penalty whenever the loco

coal wagon is away from the loco coal stage apart from the beginning and end of the shunting session when room has to be found in the back siding for this wagon to allow access for the locomotive to and from the locomotive shed. Any new wagon coming onto the layout has to be positioned before outgoing wagons are removed. This can provide a lengthy shunting session and allows continual operational interest for such a small layout.

At exhibitions only four wagons plus the loco coal wagon are used, and these are shunted in rotation, two wagons for the middle siding and one for the back siding with the loco coal wagon having to be moved to suit. Again, there is an imaginary penalty whenever the loco coal wagon is away from the coaling stage, but something is always on the move for the paying public to see which, I feel, is important.

Why Ledsham Street? This is the street where I was born in a well known railway town; and the layout had to be called something.

Who hasn't got room for a model railway?

TradeNews

Sandy Gorski

I would like to say thanks to the Guildford O Gauge Group once again for an excellent Reading Trade Show, despite the dreadful weather conditions. A few traders could not make it, but I did see Invertrain and Parkside-Dundas, both from the snowy Kingdom of Fife. As I write this report, a good fortnight after the event, we are still up to our knees in snow. I hope that by the time you come to read it the snow will be but a memory.

New products keep appearing and being developed by both the smaller traders and the larger concerns, which bodes well for the future of the hobby. There is the promise of quite a few new products for Kettering, so make a point of getting out there to see them.

Please remember that VAT has increased from 17.5% to 20% since the Reading show, and check with the traders for any price increases that have resulted from this

Ace Products (W. Ascough). 7 Ringley Road, Reigate. RH2 7BJ
Tel. 01737 248540
Email: aceproductsinfo@supaworld.com
Website: www.a4ace.supanet.com

Ace Products are pleased to announce that they have recently added further locomotive kits to their already extensive range of O gauge steam engines that ran on the London North Eastern, Metropolitan and Caledonian Railways. For those who model the LNER the most recently released is Gresley's streamlined P2/3. The mighty 2-8-2 was once Britain's most powerful express passenger locomotive. Introduced in 1936, four engines were built to work between Edinburgh and Aberdeen. Previous engines *Earl Marischal* and *Cock o' the North* were rebuilt to this design in 1936 and 1938 respectively. The chassis for this new kit is in 0.028in nickel-silver, and the superstructure and tender are made of brass in order to reproduce all the detail of the prototype. The boiler comes pre-shaped and the wide firebox is partly preformed. The front and buffer beam are both formed from quality castings. Some nameplates are included in the kit. The price is £269.99.

The most recent kit is for the Metropolitan Railway (later London Transport) K class 2-6-4 tank with a footplate stepped over its cylinders. This kit is also to the usual all metal specification, and includes a mirror imaged chassis in nickel-silver. The body is in brass with the boiler pre-rolled for ease of construction. The price of this kit is £169.99.

Another kit recently introduced is the Caledonian Railway Pickersgill 944 class 4-6-2 tank engine. Made for the Clydeside commuter traffic, these locomotives were known as the Weymss Bay tank engines although they spent much of their time working as Beattock bankers. The specification for this model is similar to the above, with a mirror imaged chassis in nickel-silver and the body in brass with the boiler pre-rolled for ease of construction. This kit is also priced at £169.99.

CPL Products. 4 The Glade, Newbury, Berks. RG14 7AT
Tel. 01635 44001

If you want your coaching stock to have real glass for the windows, then cover slips are available at £6 per hundred. These slips are what are used for covering the sections that are mounted for studying under microscopes. A diamond cutter comes at a further £4.

C&L Finescale. Cadbury Camp Lane, Clapton in Gordano, Bristol. BS20 7SD
Tel. 01275 852027
Email: sales@finescale.org.uk
Website: www.finescale.org.uk

Laser cut building kits are available for a GWR signal box at £95,

C&L FInescale GWR signal box and low relief buidlings

and a 3 ft long low relief factory or warehouse at £105. These kits also come in 4mm scale, which might be useful for backgrounds giving a diorama effect.

David Andrews Locomotive Kits. 20 Hillside Gardens, Woodmancote, Cheltenham. GL52 9QF
Tel. 01242 672744
Email: davidandrews@locomotivekits.com
Website: www.locomotivekits.com

The Belpaire firebox versions of the recently released LNWR Experiment and Prince of Wales 4-6-0s are now available. The kits are priced at £279 each. These kits have the cut down cab as required for use on the former Midland Railway lines, but this cab is also now offered for the round top firebox versions. These more specialized kits can be had for £299 each. In a similar vein, the Midland lines version of the Claughton is also now available at £339.

The range of kits for the GWR eight coupled tank engines has been further expanded, and now includes one to build the 2-8-2T engines in the number series 7240-53. These curved footplate locomotives had a deeper bunker than the earlier series 7200-19. The kit is priced at £239.

The releases planned for 2011 include further variants of existing kits, revised and improved versions of kits also available elsewhere, and some completely new subjects. As has always been the policy the designs will all be produced in-house and there will be something from each of the Big Four pre-nationalization companies.

The prices quoted are correct at the time of writing and include tenders, but not wheels, motor or gears. All kits can be supplied to order with all nickel-silver etchings for an additional 10% on the price. Details of any kit can be had on receipt of a stamped addressed envelope, as can a full list of all those available. Information can also be obtained from the website where there is a downloadable price list and a good selection

of photographs of completed models. As the range has increased it has become impossible to keep all the kits in stock at any one time so advance ordering is strongly recommended, especially if required at a show.

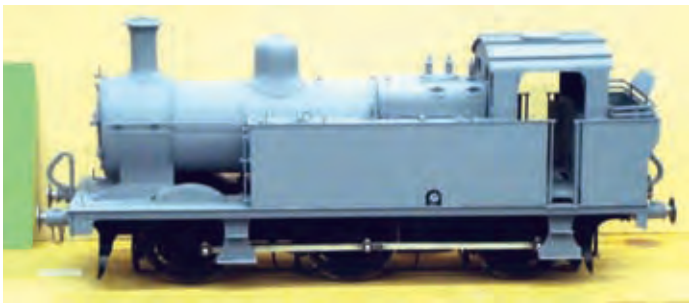
Easy-Build Coaches (Shawn Kay). 'Tenarth' Victoria Road, Camelford, Cornwall. PL32 9XE
Tel. 01840 213295 Mobile. 07834 063966
Email: shawn_easybuild@btinternet.com
Website: www.easybuildcoaches.co.uk
The latest colourful production gracing Shawn's stand at Reading was the HYDRA, the prototype of which was derived from one of three Class 129s put into departmental use as a laboratory for hydraulic testing. This kit costs £195 and only requires paint, glue and transfers to complete. Transfers are available. Price on application. Classes 121 and 122 are now on sale at £245, complete. The Class 116/117 kits are well under way and are being packed as we go to press.

Easy-Build HYDRA.

Electrifying Trains. 15 Hadley Highstone, Barnet. EN5 4PU
Tel. 0208 440 5918
Email: info@electrifyingtrains.co.uk
Website: www.electrifyingtrains.co.uk
See under Radley Models.

Gladiator. Gun Hill Farm, Lamp Lane, Arley, Coventry. CV7 8QE
Tel. 01676 540628 Mobile: 07796 384977
Email: contact@ gladiatormodelkits.co.uk
Website: www.gladiatormodelkits.co.uk
There was a lot on show from Gladiator at Reading. For Southern fans there was the LBSCR H2 Atlantic 4-4-2 kit selling at £345. The delightful model on display was painted by Ian

Gladiator Ex-LBSCR H2 and LNWR Experiment.



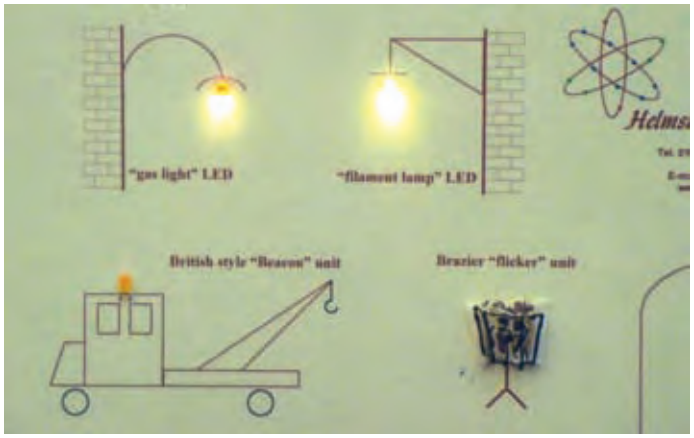
Gladiator Jinty tank.

Rathbone. Alongside the H2 was an LNWR Experiment 4-6-0 kit which costs £290. To complete the trio there was an LMS/BR Jinty 0-6-0 Tank seen for the first time at Reading and retailing at £205 for the kit. There was also an exquisite LNWR diag 77 Picnic Saloon kit for £145, which includes pre-built bogies (wheels required).

Golden Age Models Limited. PO Box 888, Swanage, Dorset. BH19 9AE
Tel. 01929 480210
Email: Quentin@goldenagemodels.net
Website: www.goldenagemodels.net
The latest from Golden Age is the SR Merchant Navy class 4-6-2 pacific. Although unpainted at present it will be seen in all of its finery at the Kettering show.

SR Merchant Navy pacific.

Helmsman Electronics Ltd. 31 Faringdon Ave, Blackpool, Lancs. FY4 3QQ
Tel. 01253 343056
Email: rail@helmsmanuk.co.uk
Website: www.helmsmanuk.co.uk
The Helmsman LEDs now allow layouts to be lit by simulated gas light as well as electric light. The photo shows the difference



LEDs for gas and electric lights from Helmsman

in intensity, as well as the pool of light spread by the LEDs. Ideal for those Victorian stations, although I can remember lighting the gas lamps at Dysart station in the mid-sixties during my sojourn as Leading Porter (District Relief) on the Fife line. The LEDs cost £1.75 for the LED and resistor.

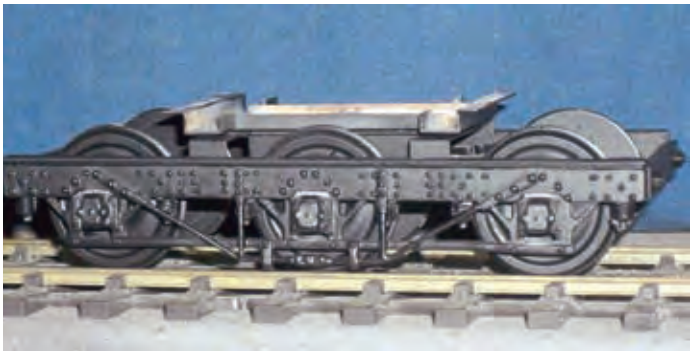
Hobbyhorse Developments. 255A Halfway Street, Sidcup, Kent. DA15 8DQ
Tel. 0208 302 4913
Email: info@hobbyhorse.co.uk
Website: www.hobbyhorse.co.uk
Always a source of new products at the trade shows is Hobbyhorse Developments. At Reading they had casting resin for £8.50 and RTV moulding compound at £15 per jar.

Various pigments for simulating rust, dirt and general muck are available at £3.99 per jar. Limonene, which smelt as if it would mix well with a gin and tonic, is selling at £6 for 100ml. This lemon essence is all part of a plan to prevent coach and other windows from frosting. The range of brass and nickel-silver sections, angles, rods and tubing is constantly growing.

Casting resin and RTV moulding compound from Hobbyhorse.

Invertrain. 33 Rose Gardens, Cairneyhill, Dunfermline. KY12 8QS
Tel. 01383 880844
Email: info@Invertrain.com
Website: www.Invertrain.com
Available from December 2010 are two new Wayoh bogie packs. These are based on a new 11ft 6in bogie etch, and a new white-metal sideframe for the L&Y bogies and a Peter Cowling resin sideframe for the LNWR version.

WMR042 L&Y 6-Wheel (white-metal sideframes)	£29.50
WMR043 LNWR 6-Wheel (resin sideframes)	£32.50



Invertrain's 6-wheel coach bogie.

Laurie Griffin Miniatures. Highcroft View, West Woodlands, Nr Frome. BA11 5EQ
Tel. 01373 455194
Email: info@lgminiatures.co.uk
Website: www.lgminiatures.co.uk
New from Laurie was the 2011 catalogue costing £2. This has been improved with information on more castings and all the kits in his range.

Lionheart Trains. 5 Gibbs Marsh Farm, Stalbridge, Sturminster Newton, Dorset. DT10 2RU
Tel. 01963 364363
Email: lionheartrains@yahoo.com
Website: www.lionhearttrains.com
This very colourful version of the GWR auto coach was on display at Reading for £329. Also on display was a ready to run BR mineral wagon for £79.90, to diag 1/108 welded or diag 1/109 riveted.

GWR Autocoach (above) and BR mineral wagon, both from Lionheart Trains.

M&M Models. 38 Parkwood Road, Bournemouth, Dorset. BH5 2BL
Email: mail@modelrailwaywagons.co.uk
Website: www.modelrailwaywagons.co.uk
The Bogie Bolster C which was pictured at Telford unpainted was shown in the fitted version complete with a partially damaged load (the result of some rough shunting, I think).

Meteor Models. 34 Coppice Drive, Parklands, Northampton. NN3 6NE
Tel. 01604 671831
Email: info@meteormodels.com
Website: www.meteormodels.com
For £205 you can buy an LBSCR/SR C2 0-6-0 tender loco kit from Meteor Models. This is their latest kit and will be on show at Kettering.

LBSCR C2 0-6-0

Minx Microdrives. Winchester House, Walton on Thames, Surrey. KT12 2RH
Tel. 01932 225568
Email: minxmicrodrives@hotmail.com
Website: www.minxmicrodrives.com
This new point actuator is the size of a postage stamp. It is auto calibrating, detects and alarms faulty operation, has a pre-wired connector to the controller. It has simple plug-in additional switching, is easy to install on or below the baseboard, gives a solid mechanical connection to the point, and incorporates an adjustable point blade travel rate. The analogue version will be available early in 2011, and a DCC compatible version by mid 2011.

Minx Microdrives also sell a range of high quality motors, some with gearbox drives, some tiny, and suitable for many modelling applications. Register your interest by email or snail mail for information on when the actuator will be available for purchase.

Point actuator from Minx Microdrives.

MTH
The advent of LMS coaches mentioned in the previous Trade News is coming ever-closer. MTH are concentrating on the continental coaches at present, but the LMS ones are in the pipeline. If you want to see what's on offer then an online catalogue is available from either Stephane Orliac at SMR & Concept Ltd, 27 Applins Farm Business Centre, Farrington, Dorset DT11 8RA, tel: 01747 812250 (email: the.big.four @orange.fr), or from Klaus-Juergen Bieger, the holder of the German franchise (email: klaus-juergen@bieger.de)

Radley Models. 3 Ross Road, Polner, Ringwood, Hampshire. BH24 1XG
Tel. 01425 479377
Website: www.radleymodels.co.uk
If your underground railway is in trouble then what you may need is a 1/43 scale 1936 Leyland Cub 11 foot 4-wheel truck at

1936 Leyland Cub


L11 Acton shunter (above) and 1905 electric loco.

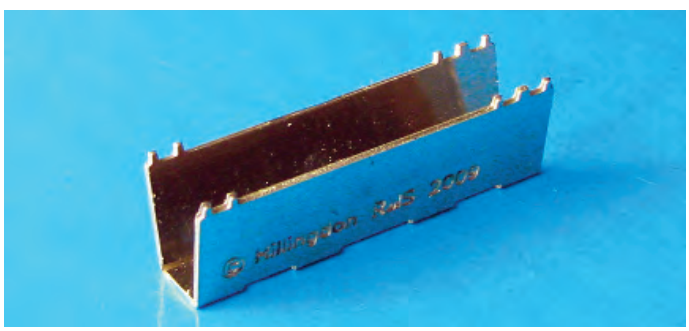
£65 for the kit. Other kits include the L11 Acton shunter kit powered at £309, and the 1905 Electric kit powered for £289.

Electrifying Trains had a 48DS 0-4-0 Diesel shunter, chain-driven on the second axle, on show on the stand. This will be ready for purchase at the Kettering show.


48DS Diesel shunter

Replica Railways. Unit 46, BSS House, Cheney Manor, Swindon. SN2 2PJ
Tel. 01793 642594
Email: enquiries@replicarailways.co.uk
Website: www.replicarailways.co.uk
This is a new source of numerals for 7mm Diesels. These are for the green and blue periods, and would also be suitable for electric locos. The cost is £3.95, I think, and would do for a dozen locos.

Roxey Mouldings. 58 Dudley Road, Walton-on-Thames, Surrey. KT12 2JU
Tel. 01932 245439
Email: dave@roxeymouldings.co.uk
Website: www.roxeymouldings.co.uk
As a result of the work he did in reassessing the standards for Fine Scale, Jim Snowdon's club (Hillingdon Railway Modellers) adopted 31.5mm gauge for its current exhibition layout. Its successor is currently under construction, also to 31.5mm gauge and since there are currently no gauges available commercially,



31.5mm track gauge.

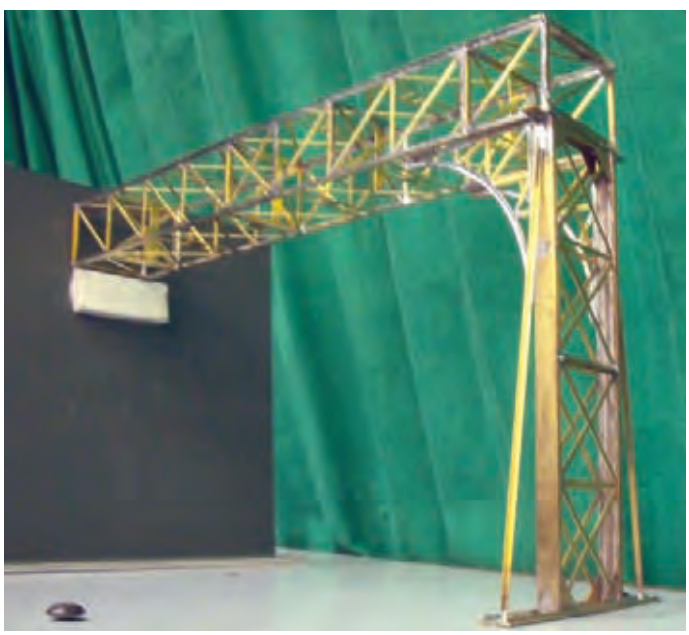
he developed a simple fold-up gauge for 31.5mm track, etched in 0.030in nickel-silver, an example of which is shown in the attached photograph. This will not only set the rails to the correct gauge, but will also set the check rails. For locations with particularly tight curvature, where some widening might be judicious, a second gauge, set to 31.75mm was also made. In conjunction with Roxey Mouldings, both of these gauges are being made available, priced at £4.50 per pair, obtainable either at shows or via mail order (post and packing £2 per order).

Roxey also have ScaleSeven coach wheels at £14 for two axles and 4 foot Diesel wheels at £12 for two axles. Not quite yet in production were a pair of Southern constituent coaches. These should be more advanced by Kettering.

Sanspareil Kits & Components. Unit 4 Millside, How Mill, Brampton, Cumbria. CA8 9JU
Tel. 01228 670167
Email: sanspareilics@aol.com
I could not resist this display from Sanspareil of the various continental, mainly French, models and kits which they produce.

Sanspariel display.

Scale Signal Supply. 135 Green Meadows, Westhoughton, Bolton. BL5 2BW
Tel. 01942 817350
This LNWR gantry is based on the one at Chester, which was subsequently used as the standard LMS type. It is in process of being developed, and I look forward to seeing further developments at Kettering.



LNWR signal gantry.

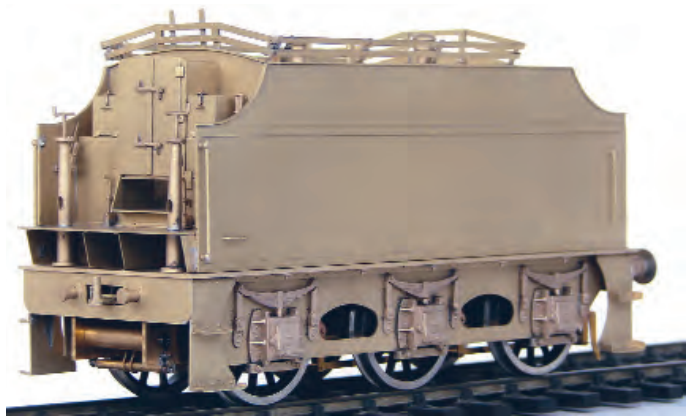
Swanage Model Co. 20 Anglebury Avenue, Swanage. BH19 1QP
Tel. 01929 424650
The latest from Swanage is a Resistance Soldering Unit which retails at £139 plus £10 postage and packing.

Resistance soldering unit.

Tower Models. 44 Cookson St, Blackpool. FY1 3ED
Tel. 01253 623797/9
Email: sales@tower-models.com
Website: www.tower-models.com

TOWER BRASS
The first batch of Castles with Collett tenders is completely sold out. A second and final batch is due around April. The latest addition to the Tower Brass range is the BR Castle with a Hawksworth tender. The Castle is supplied completely ready-to-run with a variety of optional parts including steam pipes, chimneys and lubricators allowing the model to be completed to depict a specific locomotive in the 5013 series at a particular time. The price for an unpainted Castle is £1025. Tower Models can supply the Castle fully finished including painting, lining, numbering, glazing and fitting name, number, shed and makers plates for £1310 for a clean finish or £1335 for a weathered one. The customer can choose the name and livery. Locomotives finished to customer's requirements normally take about 3 months to complete. There are normally a few fully-finished Castles available off the shelf.

The next locomotive will be the original (un-rebuilt) Patriot. It is planned to offer two versions. The first version will be the as built LMS condition. This will be supplied in basic factory painted Crimson Lake. A second version, depicting the locomotive in BR days is now in preparation. This will be supplied in factory painted BR green. Tower Models painting service will again be available to complete the locomotive to the customer's requirements. It is unlikely that the Patriot will be available before the very end of this year at the earliest so it is not possible to give any indications of price at this stage.



Bachmann water tower and signal box

BACHMANN SCENECRAFT

The first two buildings in this range of fully assembled, painted and ready-to-use buildings are a superb GWR signal box at £55, and a riveted water tower at £25.50. Both buildings are produced in a weathered finish and represent excellent value for money. These are produced as a limited batch of only 300 of each building. Tower Models have now purchased all of Bachmann's remaining stocks. Bachmann have stated they will not produce any more of the buildings, but will produce two completely new models later this year.

PECO

Peco have extended their range of trackside accessories. The first step was to re-brand the former Ratio range of signals, telegraph poles and fencing as part of the Peco range. The first two models are plastic kits for a GWR-type yard crane which Tower Models offer at £18.75 and a pair of loading gauges at £10.65. Further new items are expected later this year.

Peco yard crane and loading gauge

HELJAN

Heljan have now sold all of their existing stocks of both Class 37s and Class 20s to Tower Models. It is unlikely that Heljan will produce any further batches of either of these locomotives, so this could be the last chance to obtain one of these fine models. Tower Models have both blue with yellow front and green with yellow warning panel Class 37s, and have the Class 20s in the same liveries plus a handful of the limited edition Class 20s in the original plain green livery without the yellow panel. All of these are £435 each.

Heljan Class 20.

A note on some operating practices on the H B & C Railway

The Harrietstown, Ballysophia, and Cashelcorinna Railway has been described in the *Gazette*, most recently in February 2010 (Vol 17, No 10). Here a single illustration enables some aspects of train working on the railway. A train of tank wagons is climbing past Francestown Halt. Part of a shelter for waiting passengers can be seen. Beside the shelter is a signal post carrying co-acting bi-directional semaphores. The signals are normally 'off', as shown; but intending passengers can request trains to stop by placing the arms 'on'. The practice is adapted from the Highland Railway, where, for example, similar signals were operated by passengers at Glencarron on the Kyle line.

The train is hauled by a Faller-built Prussian Class T3 outside cylinder 0-6-0T (Baureihe 89). These tank locomotives were equipped with either four or six wheeled tenders. Here the engine is coupled to a redundant Derby designed tender from a Fowler LMS 4F 0-6-0. The T6 is battery-driven; slow and strong, it is a doughty climber of gradients. The locomotive's chimney has a spark arrestor; it is the preferred motive power on the H B & C for haulage of dangerous liquids. The three leading tank wagons come from ACE Trains. The, as yet unpainted, wagon next to the brake van is of Chinese manufacture.

The tinplate brake van is a Bassett-Lowke design dating from early BR days.

Single-line staffs on goods trains of the H B & C are carried in the brake vans. Part of a red staff can be seen. Also visible is a tail lamp (side lamps are not carried). On the white target arc the letters LV. This is an adaptation of Indian practice; the letters indicate 'Last Vehicle' and are regularly carried on the Queen Mary type brakes to be seen at the end of freight trains in India.

George Huxley

A Railway Empire at Last

J50 at the Hill Street platform

For many years it has been my ambition to own and operate an O gauge railway empire, probably as a result of spending too much time admiring such layouts as Jack Ray's Crewchester. Alas time and money, or rather an absence of both, meant that the best I could ever achieve was a couple of minimum-space 7mm efforts. Approaching dotage has provided now me with a space to build, but sadly no more money or time.

So this was a moment to reflect. I must have a model railway, but how was it to be achieved? First the space available; not much for my projected empire as it turned out. A careful survey of what I laughingly call my office revealed that by some major removal and repositioning of bookcases, filing cabinet, desk and computer gubbins, I would have a space of 16 x 2 ft. A careful search of the garage revealed some bookshelves and an old dresser which could form the foundations for the railway. This also posed a problem; the surface on which any track was to be laid was solid shelving, which suggested that the wiring and other infrastructure would have to be surface mounted. The good news was that the expenditure thus far was nil.

The next task was to get something running. I made a quick survey of the enlarged shelf that is all that my piece of real estate could be described as. I could, I thought, make a sort of layout cum test track using four Peco points and a very few yards of track. Sadly after costing this out, it was found to be beyond the finances available. But now came a stroke of good fortune. A really thorough search of every nook and cranny of the house and garage revealed a cache of elderly Marcway points and some rather battered Peco track. Some careful cleaning and renovation work provided five more or less operational points and about four yards of track. Even better, an old chest of drawers contained some rolling stock and even some sadly forgotten locomotives.

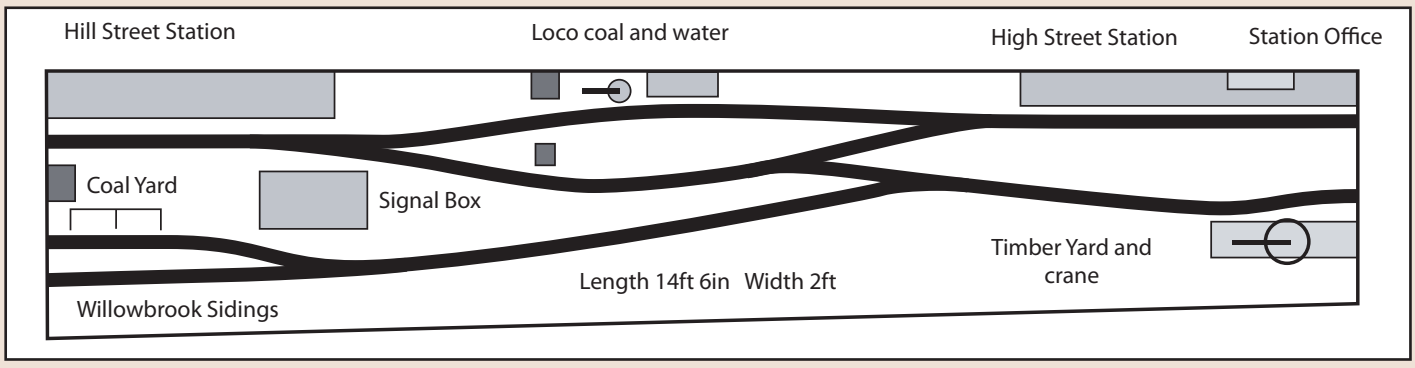
Surveying recommenced, a major 'earthwork' was undertaken in cutting a short tunnel through a bookshelf support to get track to the old dresser; then track laying began in earnest. Expenditure now commenced, for I had to purchase a couple of yards of new Peco track, some cork underlay and a few yards of wire. After rolling a couple of wagons about, some unexpected gradients were revealed. However, the track laying continued. To my great joy I had found among the rolling stock a GER J69 locomotive that I had purchased many years ago from the late Norman Wissenden's emporium. After a little cleaning and oiling, it proved to be in full working order. My treasure trove of rolling stock included a dusty, but otherwise fully serviceable Metropolitan Railway brake van. After connecting up an elderly controller to the newly laid 'main line', I had for the first time in some years a working railway. For the moment operations were limited to push-pull brake van trips along the main line and through the newly opened tunnel onto the dresser end of the railway; a total run of nearly 16 feet.

An impatient-looking railway manager awaits his tea

The successful test run was followed by much searching for any model-related odds and ends and forgotten tools. More investment in track pins, fishplates and some solder, meant that some points could now be installed and a couple of sidings made operational. It was all very good so far but I wanted an empire. First a station; a platform was built at one extremity of the line. So now a little shunting was possible, but all the trains still had to operate on a push-pull basis (students of Isle of Wight railway history will know that on the Bembridge branch goods vehicles were pushed along the branch to the station, so there was a prototype for this sort of operation).

Some history

Having got something operational, I needed to put the model into some sort of context so that there was a reason for the trains to run to and fro. My thoughts focused on the Grand Surrey Canal in south London. In my imagination I closed it down in the late 19th century, filled it in, and laid a short extension of the East London Railway over it. It was more a siding than a branch line, but it gave access from New Cross to Peckham High



Street. Goods formerly carried on the canal (mainly timber and building materials) now travel on the railway. The local geography suggested that a station should be built at Hill Street, just around the corner, so I put a platform at the other end of the main line from High Street. The empire was growing; two stations and a siding at High Street. I decided that the High Street siding was primarily for timber traffic. General merchandise could be dealt with at the platform.

At this point the railway took on a life of its own. A timetable had to be devised to give some order to train movements and thought had to be given to the orderly use of wagons. A passenger service of sorts came into operation. A visit to a toy fair resulted in the purchase of a splendid Hornby signal box (I have always had a sneaking admiration of tin plate). Now the empire had a control centre. The Operations Manager of the branch quickly installed himself in the new box, which was a much better place to observe operations and make tea than the assortment of sheds that had grown up around the branch.

The empire expands

Business on the branch was good; a passenger train ran shuttled back and forth and vans were left for unloading at the platform. The crane at the wood yard found further employment handling the occasional container (a good excuse for the deployment of a couple of Hornby containers). A survey suggested that a small goods yard/coal delivery siding could be build near Hill Street station, so the Willowbrook yard was built and connected by a short branch to the wood yard siding. More importantly, the management saw that a new line from Hill Street to High Street would ease operational problems. Suddenly the empire was complete, with two stations, a goods yard, a timber terminal, all in a space of 16 x 2ft.

A further improvement was to build a new line parallel to the original, providing a goods route and enabling the loco to run round wagons. Now there were lots of traffic objectives, and an interesting layout to work. Importantly, it also has an interesting and credible fictional economic and engineering history. I could almost find myself talking to the 'little people' who inhabit (and theoretically operate) it. It is a splendidly satisfying railway to operate and provides a home for a collection of models that I have accumulated over the years. By modern standards the whole railway is very crude and lacking in engineering and constructional excellence, but it retains scope for development and improvement, but above all it provides a source of education, entertainment and information.

Operation

There is no fiddle yard on the line so normally it is operated on the 'one engine in steam' principle. Thus the signal box is normally switched out of use and the train crew and assorted shunters operate the points and control movements while the signals remain immobile.

The first train of the day usually consists of a passenger brake vehicle which can accommodate the occasional passenger plus substantial parcels deliveries for the High Street shops. On busy days a van carrying beer might also be attached. Alternatively, one or two coal wagons will be added. Notionally the train could commence its journey from as far away as Liverpool Street, but most journeys are in fact trip workings from New Cross. The train emerges onto the modelled section at Peckham Hill Street station, where it pauses to unload parcels and any merchandise that can be conveniently delivered from here. Sometimes a passenger will get off, and even more rarely one will get on. Leaving Hill Street this train will now pass the signal box and take the 'old road' (the original route through the book case arch) to arrive at Peckham High Street platform. Here the crew will pause for tea and breakfast while the van is unloaded and any passengers are directed to the footpath to the High Street. Shunting moves are then required to separate any vans or wagons destined for the Willowbrook sidings. These vehicles are usually left on the Willowbrook line while the loco collects the passenger brake van and pushes it back to Hill Street as the midday passenger service. This train now heads back towards High Street, if necessary pausing at the signal box to collect the foreman and any other staff wanting to take lunch at one of the High Street hostelries. On arrival at High Street, the loco and van set back to a small watering and servicing point just beyond the platform. Once the loco is watered and oiled, all can retire for lunch.

After lunch the loco crew collect their engine, and usually the shunter as well, run down to the wood yard siding, and push the morning's wagon arrivals along the Willowbrook line to the sidings. Some shunting is usually necessary to position the wagons in the most appropriate places for unloading and there may be a an empty wagon to collect. In order to do this I have to leave my desk and walk to the far end of the room to deal with coupling, uncoupling and point changing at the Willowbrook sidings. The loco then makes a speedy run with its one or two empty wagons back to the wood yard siding. Now it is time for the crew, shunter, me, and any other bodies about the railway to take afternoon tea. A little more shunting is required to assemble the empty wagons plus the passenger brake which has been left at the loco servicing point. The whole ensemble then rolls gently into High Street station ready to form the late afternoon train to Hill Street. The occasional shopper and homeward bound workman have been known to take this train. According to the timetable this train goes all the way to New Cross. In reality it gives me a chance to change the vehicles ready for the next day's cycle of operations.

The original GER J69 at Hill Street

At times, additional goods trains operate to deliver timber or building materials, and this can make shunting quite demanding. Recently the civil engineering department has cast envious eyes on the wood yard siding, as it has a useful crane and loading dock. At present the civil and permanent way engineers who maintain the branch must use the Willowbrook sidings, which they consider inconvenient being a long walk to the station facilities at High Street.

An A1 working at Willowbrook sidings

TIO Special Report by Bob Alderman

TRACK & WHEEL CLEANING

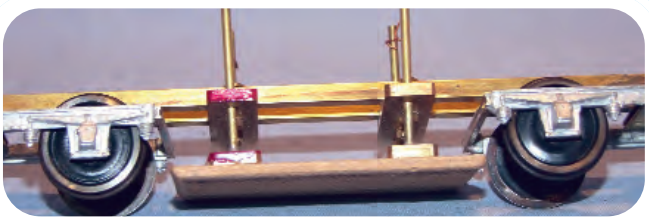
For as long as we have used electricity to run our railways, keeping the rails and wheels clean to provide conductive surfaces has been an issue. Over the years many methods of abrasive and chemical cleaning have been developed. Opinion is divided about the best method and we have all developed our favourite system.

Abrasive rail cleaning was probably the earliest method used. Fine emery paper being one of the earlier favourites. This has been followed by abrasive rubbers. These I suspect are derived from the erasers used to remove ink from paper. Latterly we have had abrasive particles bound into rubbery blocks like those produced under the Garryflex name. They come in various grades from very fine to a coarse one that would probably clean the railhead at 12inches to the foot! The brown (fine) one seems most suitable for our use.

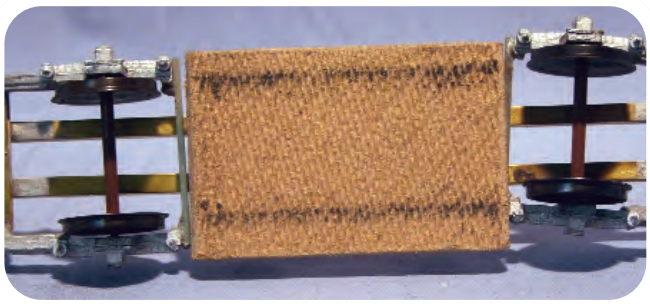
There are problems using abrasive cleaning. Unless the track is further cleaned by vacuuming there is a danger that abrasive particles ripped off on check rail ends and rail joints can remain in the four foot and subsequently enter mechanisms. Further if the abraded surface has small scores in it. Theses scores provide lodging for dirt. A repetitive cleaning cycle may be initiated.

With advent of more realistic chaired track there can be another more subtle problem. The chaired track prototypically cants the rails inwards to present the railhead square to the cone of the wheels. If this cant is not accommodated then the railhead is not totally cleaned, and it can be worn flat parallel to the sleeper top.

If abrasive cleaning is a favourite then a fine Garryflex block is probably most suitable as it will wear to conform to the railhead.



A gentler abrasive method is polishing. A well tried method is a vehicle carrying a hardboard pad rubbing on the railhead. The pad has the textured side on the track. On the vehicle illustrated it is pushed around the track and is probably best suited to a continuous runs. As can be seen it is of simple construction from various brass section. The coach bogies are a kit that used an alternate design leaving these spare, but a very simple bogie could be made from brass strip.



The pad simply slides across the railhead and, as can be seen, collects dirt. When full the pad can be easily replaced as it is stuck onto the two riding pads with double sided sticky tape. If you wanted to you could coat the hardboard with a fine emery paper.

There is a similar vehicle commercially available from the United States, the CMX Clean Machine ™ (available in the UK from several sources). This has two pads, one for abrasive and the other to apply solvent cleaner. It heavy, 1.5kg, and needs substantial motive power to move it. I have experience of this vehicle on a garden railway which is probably its best application; notwithstanding the only locomotive able to move it unassisted on this railway was a Laurie Loveless Deltic. Note on the example shown the Kadee couplers have been removed and buffing beams and three link couplings added.

The abrasive pads can carry different grades of abrasives and the tank can be filled with a variety of solvents, of which more later. The rate of flow to the pads can be adjusted.

Thanks to Terry Dumbell for the pictures of the CMX Clean Machine.

As an aside the enterprising modeller could add a tank and flow control to the DIY cleaner described earlier.

There are a number of chemical products available for rail cleaning; Railzip, Goo Gone, isopropyl alcohol (IPA), acetone, and white or methylated spirit to name a few. Some of these can be spread through track cleaning vehicles or via a rag or pad.

Railzip is a preparation intended to be spread onto the surface of the rails. Its properties maintain a conducting surface on the railhead. However I have heard of several cases of once tried never again. The other products all have degreasing properties. I am not convinced that both white spirit and methylated spirit are that good. Some white spirit can be oily. The dye in blue meths can be left on the railhead as the spirit evaporates. Lighter fluid may be a better alternative to both.

There is one method that I particularly favour. That is an application of graphite from an HB pencil onto the rail head. Having heard about this I have tried it with much success on my layout 'Albion Quarry'. An annual application is all that seems to be necessary. I use a carpenter's pencil as they have a broad lead. It does have one disadvantage. Its lubricating properties mean that on a gradient a loco with a heavy train can loose its grip and slip

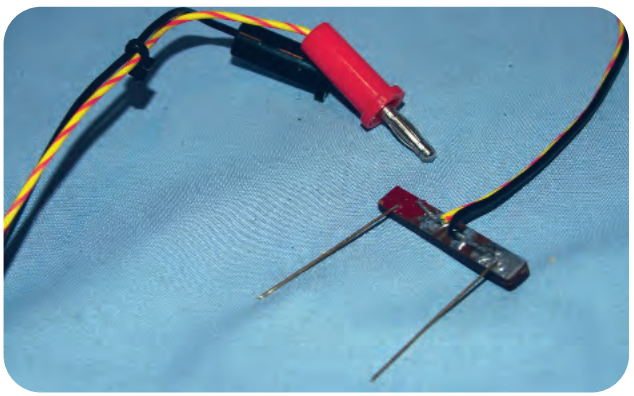
As well as clean track we also need clean wheels. Locomotive wheels usual become dirtier than the wheels on other stock. I don't know why; could it be the passage of the electric current, or stray lubricating oil? Other vehicles will build up a dirt deposit on the tread too so they need attention too.

We all have our favoured methods for wheel cleaning. I have never had much success with the split wire brush applying power to the wheels. Its intention is to have the wheels turn under the bristles that scrape off the dirt. The bristles can get tangled with brake gear and I have also had to remove broken bristles ones from mechanisms.

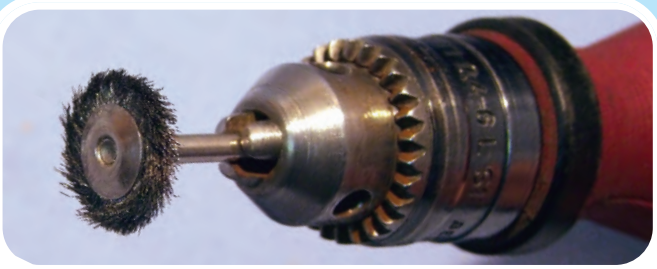
I prefer to use isopropyl alcohol (IPA) on a cotton bud. It is applied to the tread whilst power is applied to turn the wheels. I have a device to make electrical contact with the wheels. Aerosol IPA (switch cleaner) is also very useful for blasting dirt and debris from mechanisms.

Applying power to the wheels.

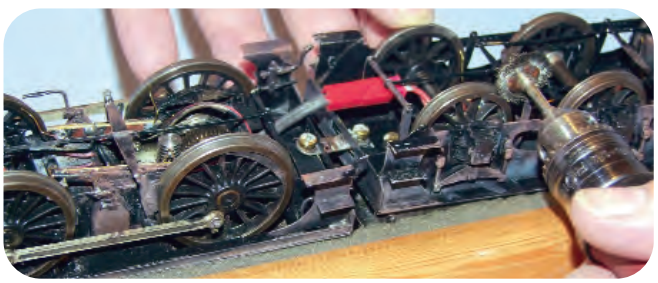
Cotton bud and IPA



Power applicator/scraper



Just occasionally the application of a steel wire brush in the modelling drill is needed when the IPA fails to dissolve the muck. This drives the wheels around as well cleaning them. A finger on the opposite wheel on uncoupled loco, wagon and coach wheels to brake it slightly ensures the bristles skid on the surface. This method is good for wagons and coaches.



An essential piece of kit for wheel cleaning stock is the foam lined cradle. Whatever your favoured method clean rails and wheels make for satisfactory running.

Address for questions and contributions:
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Email: bobalderman72@gmail.com
Please prefix 'Subject' of the message with 'TIO'.
eg. 'TIO – Coupling query.'

LOCOMOTIVE ALLOCATION ON CHESHIRE LINES

Martin Cheshire

The Cheshire Lines appeared in the *Gazette* August 2008 (Vol 17, No 8). Operation is an important part of the railway, and the operating schedule of the trains was described there. My concern here is with the system of allocating locomotives to the trains. Until very recently this was done in a written schedule. This was fine except that with every acquisition of a new locomotive, a new schedule had to be made to incorporate it. Each page of the schedule describes 25 moves, so more than 8 pages are required to cover the all the moves, of which there are more than 200. With six operating positions each requiring a copy of the schedule this amounts to a lot of paper, never mind the effort of remaking the schedules.

The Longbottom/Penn system at the Diggle, Halebarns and Westport railway now uses such a defined allocation, but also has a relatively fixed stable of locomotives. I have been told that in the past the operators chose the locomotive of a suitable class for the train from those on shed. The problem with this was that they would run the more reliable or favourite locomotives at the expense of the less favoured.

Barrie Walls of the Wallsea railway uses a card system; a card for each locomotive describes the route availability that can be related to the train for which the locomotive is required. The On Shed cards are arranged in order of arrival at the shed, the last to arrive being placed at the back of the pack. The route availability was, I think, essentially an LNER system. As my system is a joint LNER/LMS one, we have applied a modification of this scheme. We have a series of colour-coded cards, one for each locomotive. Each one describes the power classification of the locomotive on the scheme used by the LMS. Although the LNER did not use this, they did have a loading classification system which is detailed in Part 1 of the RCTS Locomotives of the LNER. When both companies become part of BR, the LMS system was applied to all the surviving LNER classes, so it is possible to work out what classification most of the LNER locomotives would have had. As with Wallsea, the cards are held at each of the three main sheds in two compartments, Off Shed and On Shed. As a locomotive arrives at the shed its card is moved from the Off Shed pack to the back of the On Shed one. Suitable locomotives for new duties are selected from the cards nearest the front of this pack.

Off Shed and On Shed colour coded cards

The table shows a small part of the operating schedule. A different colour is used for each locomotive classification, and these colours correspond to the colours used on the locomotive cards. In this way, it is easy for the operator to select the next available locomotive of the correct classification for the following train in the schedule.

No	CO	Type of train	Service	Loco	Stock	Next move
144	NE	PARCELS	Man - Stal	5MT	PARCELS 2	279
145	LMS	SPL Goods	Man-Leeds	3F	COAL	
146	LMS	SEMI	Leeds-ROSE	5P	SET 11	176
146	NE	SUB	Stal-Leeds	2P	SET 14	298
147	LMS	GOODS	Leeds-Hudd Via Tunnel	5MT	VARIOUS + MILK	
148	NE	GOODS	Hudd-Man	7F	Fitted GOODS	
149	NE	SUB	Wake-Hudd	3P	SET 17	38
150	NE	SUB	Leeds-Dews	4P	SET 12	170
151	NE	SUB	Leeds-Wake	2P	SET 18	163
152	NE	P/U GOODS	Man-Hudd	4F	VARIOUS	
153	NE	EXPRESS	Man-Leeds	7P	SET 1	208
154	NE	SEMI	ROSW-Man	1-2P	SET 21	164
155	NE	EXPRESS	Leeds-Man	7P	SET 2	167
156	NE	SUB	Man-Leeds	3P	SET 19+	220
157	LMS	EXPRESS	Man-Leeds	7P	SET 9	203
158	LMS	XP GOODS	Man-Leeds	5MT	VARIOUS	

Schedule showing the colour coding

Locos on shed at Manchester

Mailvan

You can't please all the people all the time

The new look *Gazette* and *Guild News* are top class. Thank you

David Kingsley

What on earth has happened to the front cover of the *Gazette*? When I first saw it, I thought that it was an advertising leaflet from my local undertaker, it is so morbid and dull.

Can I respectfully remind you that this is a railway magazine and therefore I do not expect to see articles on model boats in its pages (A Wee Puffer, Vol 18,No 1). Considering that this was the issue after Telford I would have thought that you would have more than enough model railway topics to fill your pages as opposed to articles of a nautical flavour.

Barry Weston

***Gazette* online archive**

I would just like to extend my great appreciation for the recently introduced online *Gazette* back number archive. I have been a member for only a short time and this is a truly excellent addition. Just what a new member needs; masses of information, thank you all. I came into O gauge after my wife bought me a loco and Lima coach on eBay, when it arrived it was O gauge and I saw what I'd been missing, so the large OO gauge layout I have built since moving to France has been deserted for now as I start building an O gauge layout in the workshop. One of the first things I decided to do was to considerably upgrade the Lima coach which by any standard didn't look very good. I thought I would take photographs and notes along the way and send a short article on the work to the *Gazette*, only to find, thanks to the online publications, that it has already been done, although I have gone a lot further and did it differently. So once again, thank you for this excellent addition to the website

William Atkin

Scaleseven

As one of the Scaleseven mafia I write to congratulate you on yet another impressive issue of the *Gazette* (Vol 18,No 1). Both Peter Mann and I ask ourselves each time can it get any better? And it does.

We were glad to see Vic Burge's West Country Class has received recognition (Cover photo Vol 18,No 1) . A number of us have watched the development of the wheel sets over the last year or two.

We are also glad to see that Richard Davidson is continuing to contribute to the editorial output. I had a most pleasant time both meeting and talking with him at the S7 stand while at Telford; after all those years of correspondence. He lifts the standards of the hobby and is a genuinely decent man.

Tony Watts

Editorial challenge

I think John, you are in danger of crossing the Rubicon (*Gazette* Editorial Vol 18,No 1). Yes, one can accept your interest in the LMS and LNER, but if you want a new challenge, how about SR branch lines. A fascinating subject, I should know having built one myself. The other railway must continue to be ignored. There was only one proper railway at Swindon - the Midland and South Western Junction. Continuing through your editorial, I was interested in your comments on continental railways. I have always been interested in the railways of Germany and am a member of the German Railway Society (GRS) as well as the South Western Circle and the Guild. I've been planning a German N gauge layout for years, but over the last year or so I have concluded that I am fundamentally an O gauge modeller. So a Bavarian branch line terminus has been planned with building due to be started in 2012 and stock is being purchased. In order to run the stock and for the benefit of my local GRS group, I have built a demonstration track which is called Blindheim, and have put pen to paper for the GRS magazine

Bill Bishop

Outdoors in Africa

Our editor has certainly written some thought provoking, challenging editorials in recent *Gazettes*, particularly 'The art of compromise" (Vol 17, No 10) and 'Why do we do it?' (Vol 17, No 12). Everything in life means different things to different people; there are no stereotypes. Just as super-detailed fine-scale models require exceptional skills, so do garden railways like the one described by Peter Ager (The well trained garden - Vol 17, No 12). They are all really works of art, garden railways adding another dimension. Skills in landscaping, masonry work and horticulture are all in evidence. I recently read an article on the fitness and cardiovascular benefits of gardening. It even went into detail about the number of kilojoules burned and the muscle groups worked by each activity. In the case of garden railways, there are also the benefits of lugging heavy things around and mixing concrete; a veritable outdoor gym.

My mentor was the late Ted Pechè who I first met in Salisbury (Rhodesia) in the 1960s. He had a ground level coarse scale garden layout called Marlborough Central (after the suburb in which we lived). It was a no-frills double track figure of eight running through a sunken outbuilding about 4m wide and 3m deep. The building housed a multi-track through station that acted as an open fiddle yard, a short goods branch and his railway workshop. The total track length was about 70m; I can testify to this because I bought all his collector rail when he changed from 3-rail to 2-rail. Ted eventually retired to Fishoek (Cape) where he built another garden layout which, sadly, I never saw. He was a member of a local multi-gauge society and told me his layout always worked quite well when he hosted open days at his house. This shows just how tough and long lasting a well constructed no-frills layout can be.

I must confess that I am currently an armchair modeller, but take great delight in reading the *Gazette*. I find the idea of using battery powered radio control very interesting – it even opens up the possibility of using plastic track. Perhaps the RC units in those cheap plastic cars could do the trick? O gauge modelling is rare in South Africa and the climate in the Limpopo low veld where the winters are warmer than UK summers lends itself to many other activities, especially outdoor. I did put down a few metres of track in the garden when I first moved to Phalaborwa (Limpopo Province, South Africa) from

Rhodesia in 1976 but had to move house after a few months and have never felt inspired enough to give it another go – until perhaps now.

Alan Cole

Lack of operational interest at Telford 2010

I have to confess to raising a smile at Barry Grant's letter 'Telford' in the last issue of the *Gazette* (Vol 18, No 1), when he mentioned the general lack of activity on some of the layouts. He went on to write 'We did spend much time at two other layouts, the splendid Happisburgh, where the operations in three different parts of the set up were immaculate, and just to watch the trains go by at Hassle Harbour Bridge…'

So why the smile? Well, as part of the MRC Happisburgh team, I was naturally flattered that we should receive this accolade. We do on such occasions try very hard to keep the public entertained. This isn't always as easy as it looks, particularly on an end-to-end layout such as Happisburgh. But we are mindful that the public have paid good money to come and see us, so we always do our best to keep something moving; with appropriate stock, which is what most people want to see at an exhibition, even if this does involve running a non-prototypical accelerated timetable.

However, sometimes everything can go pear-shaped on any layout, particularly when you consider most are moved around the country in the back of some bumpy truck. This vibration can cause point motors to fail or delicate electrical contacts beneath baseboards to become unsoldered, and this often takes quite some time to locate and rectify. So perhaps a little patience is needed from the public if things aren't running as well they might – if this is the cause.

Another consideration possibly not appreciated by the public is the amount of concentration required whilst operating a layout such as ours (we normally only do one hour shifts on the main control panel, any more and your brain goes funny). When answering questions and talking to the public whilst operating one has to strike a balance so that operation isn't slowed or stopped as sometimes happens. A questioned answered or a comment accepted needs to be briefly, but politely, answered, to enable operation to continue smoothly. If you want an in-depth conversation it is best directed at a team member not under pressure at that time.

In defence of 82G, I personally think it's a fabulous model layout of a busy locomotive depot and to say that it is stuffed full of locomotives is surely an endorsement? One has to realise that the principle reason for the owners building the layout in the first place was to showcase the numerous models that each of them had constructed. Surely far better than just to view them on a demonstrators desk?

But my whole point in writing is that I basically agree with Barry. There is no excuse for a lack of operational interest on any layout if it's simply caused by the operating team stopping to have a chat behind the backscene, something we witness far too often. What stock is run on any layout is up to the operator, but again I agree with Barry that it does seem a shame that you do sometimes see totally inappropriate items being run. Their presence immediately shatters any illusion of the real railway the layout is trying to portray. So come on guys – smarten up. You're supposed to be putting on a 'show'!

David Coasby

Single driving wheel

I am writing to ask if anyone can offer advice on powering single-wheelers. I am building a 2-2-2 well tank. I am tempted to power the leading and trailing wheels using axle hung traction motors concealed in the well tanks, but I thought I should try and power it the proper way first. I did try this on a 2-2-2 tender loco several years ago, but gave up and powered the tender. So, how should I go about powering the drivers? Do I need to redistribute the weight using compensation beams? I should add that I'm actually modelling now in gauge 3. I'm sure the principles would be the same, it's very similar to O gauge: Slaters wheels, Peco track, just bigger and as yet, lacking a magazine as full of expertise and inspiration as the *Gazette*.

Geoff Nicholls

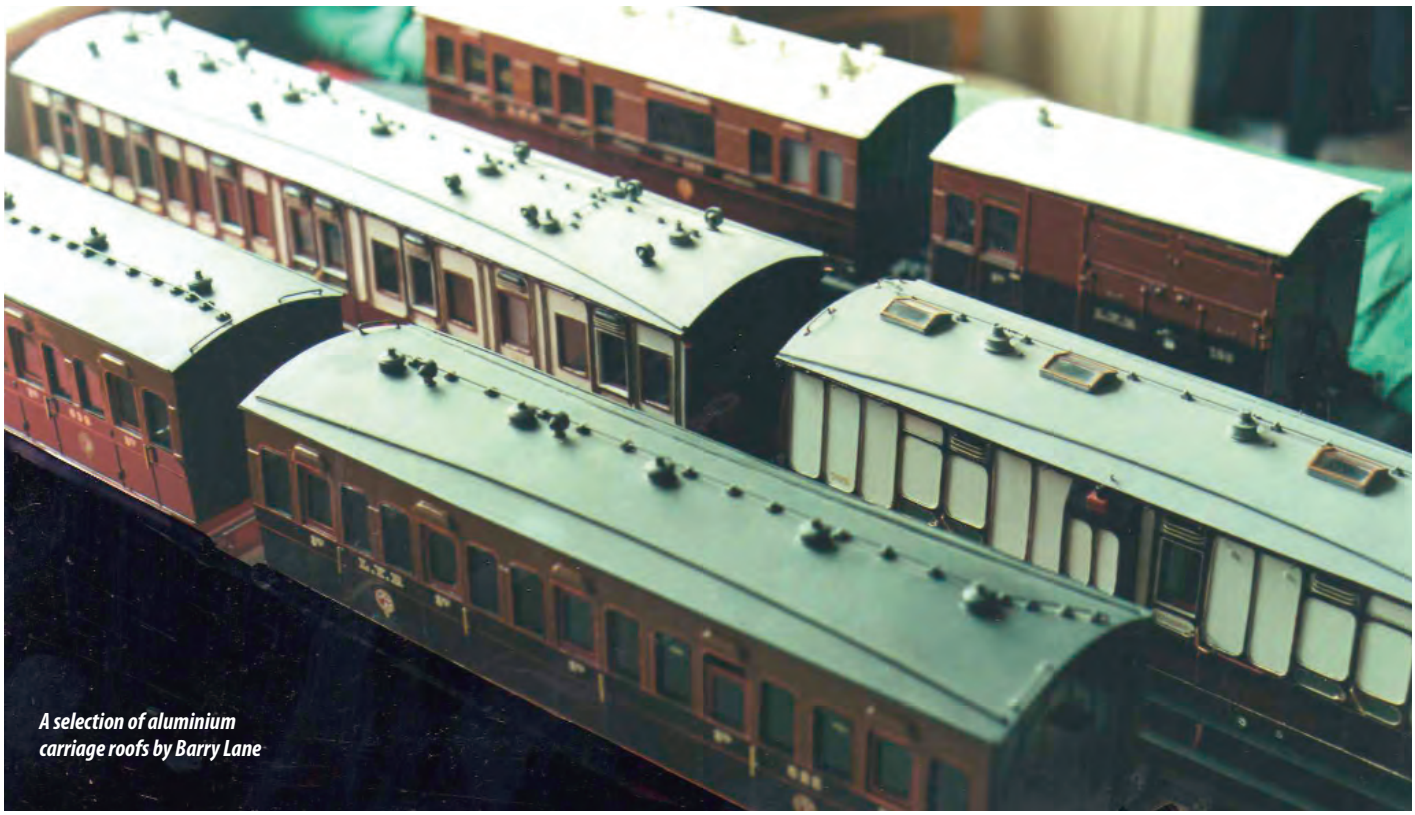
The conical boiler

Readers of the article with the above title that was published in the November issue of the *Gazette* under my name, should note that it is a very much shortened version of the original, being approximately half of the original's 3,341 words (Vol 18, No 1). In addition, with the exception of one short paragraph, the remainder of the article has been almost completely rewritten, both actions carried out by the editor to enable the article to be fitted into the space available in the *Gazette*, but in which I played no part. Another small point to note; because the sketches in the published article are smaller than those in the original the paper version of the boiler for the O gauge model of an LMS Class 1000 engine, referred to in the 3rd paragraph from the end of the article, will be the correct shape but not the correct size for the model. If any reader is interested in reading the original article I will send them a copy if they will send their address to me via the editor.

Arthur Wesson

I enjoyed reading the article by Arthur Wesson on conical and taper boilers (Vol 18, No 1), but wish to comment on a somewhat misleading statement where he refers to the model in the photograph Duchess of Sutherland as being a typical example of a taper boilered locomotive. Whereas the Class 1 boiler of the Princess Class was an oblique truncated cone, the boilers for the Princess Coronation Class were of a slightly different design needed

Geoff Holt's splendid Princess Coronation Class No 6233 **Duchess of Hamilton.**



A selection of aluminium carriage roofs by Barry Lane

to accommodate the extra number of small tubes which A E Langridge recommended for this new boiler. It was designated Class 1X, and I quote from the works of A F Cooke, 'The rearrangement of the tubes (for the class 1X boiler) was helped by the barrel being a true, or right circular cone, instead of having the taper almost all on the top as in the class 1 version'.

I also note that the Gresley pacific boiler was described as follows, 'the Gresley firebox was round-topped and the taper of the barrel was symmetrical (that is in mathematical terms it was a right circular cone) whereas the other barrels followed Swindon practice in having the bottom of the barrel horizontal with all of the taper on the top making them oblique cones'.

Geoff Holt

Carriage roofs

The latest issue of the Lancashire and Yorkshire Railway Society's magazine has an article by Paul Knight in which he says that if you spray the brass model with Halfords acrylic primer you can then add plastic strip by using poly adhesive like Mekpak. Just apply liberally and it sticks very securely. Then seal it up by spraying on more primer.

I wish to apply roof gutters to aluminium roofs such as those in the Sidelines kits. The above method makes it very easy. The real gutters are 1¼in wide by ¾ in high. In 7mm scale this is 0.030 x 0.020in, and is the size of Slater's Microstrip, catalogue No1007.

I mentioned this to my friend Barry Lane and he said that he uses Rapid Araldite to fix his gutters using Sellotape to hold them on the curve while the adhesive hardens. He says that after 10 minutes the Araldite will have set enough to allow the Sellotape to be removed. Any excess glue can be trimmed with a sharp pointed craft knife a couple of hours later when it will trim away as easily as toffee. Barry has used aluminium for carriage roofs for over thirty years. He uses thinnish sheet obtained from any source he can. When he was short of some thicker sheet he actually laminated two thin sheets together. Barry says that the advantage of aluminium is that it does not dint like brass sheet, it takes well with rapid Araldite (as long as the surface is cleaned bright before application) and takes paint better than most other materials as well as being light in weight. Barry has provided a photo showing the roofs of some of his coaches.

Robert Fielding

The Portescap dynamo.

I was cleaning track and loco wheels ready to entertain a visitor to my layout and as each loco was serviced I placed it on a dead section of track. When I started to assemble a few trains I needed to move a loco so I pushed it gently along the track; it is Portescap powered so it would freewheel. As I did so another loco, also with a Portescap motor, followed it. I pushed the first loco back again and the second one retreated back to its original position. My conclusion is that the motor of the pushed loco acted as a dynamo feeding current into the track which powered the second loco.

John Walker

Wagon Lits

One of the less pleasant sides of the English people is to regard to anything east of Dover as of the same unimportant exotic lands. But this should not go so far as on page 68 of the last *Gazette* (Vol 18, No 1) where a distinguished Wagon Lits Pullman coach was downgraded to a German Rheingold coach. I think this should be corrected as I do hope you are not of the same opinion as a well known English industrialist who, on his layout, put German police into Austria. When I protested against this I was not only told off like a stupid schoolboy, but he pleased to add to the extent that England had the right to dispose of other nations as it liked. Now I am ardently waiting to meet him on Austrian territory to straighten out accounts. Please be kind and give justice to the French not German coach.

Karl Pischl, Austria

Wheels

Wheels have always been intriguing to me; they can either make a model stand out or relegate it to it to just another model. My reason for writing is due to the lack of information about different wheel manufacturers. At a swap-meet yesterday

I purchased an April 1981 copy of *Model Railways* which contained the second part of a two-part survey on 'Wheels for the finer standards'. Alas the item related to the various 4mm scales and I doubt if many of the manufacturers are now still producing wheels. Could an article not be enveigled from one or other scratch-builder who is in the know about wheels and who would be able to render a comparison of current wheel manufacturers and publish the manufacturers, names, contact details and websites.

The article that I read in, *Model Railways* summarised the following wheel manufacturers: Ultrascale, Mike Sharman, Maygib, Studiolith, Romford / Hamblings and MGW. Each manufacturer's product was discussed under the sub-headings of availability, construction, quality, consistency, ease of use, compatability, fidelity, and value for money,

The article also gave a table of sizes e.g. 6ft 6in, 22-spoke big-boss, 28in throw pin, as well as a section on crankpin systems and quartering of driving wheels.

I would really appreciate an article about scale wheels in the *Gazette*.

Andre Rossi

Taking it with you

I am leaving middle age and the next milestone will be 80. I was talking to my younger neighbour, a dentist and a spasmodic model railway enthusiast; I told him that I had just finished building a 12 foot baseboard for a new layout. "Oh" he said with a dead pan face, "I suppose it's an underground railway; we can bury it with you, so you can play trains to eternity." With such thoughtful friends I will die rich.

John S Middleton

In Memoriam

Jim Featherstone 1953-2010

Jim was born into O gauge (the Wingham branch converted from OO in 1953) and he learnt to go to sleep to the sound of the old flat belt driven lathe in the shed just the other side of our bedroom wall. After an apprenticeship under our father Deryck in Wingham Works he scratch-built his first loco an LNER F7.

On moving to Doncaster he joined the 7mm group and the Wally West finishing school. He became a very fine craftsman in wood, plastic or metal, and increasingly strove for perfection in all that he made. He loved to talk about what he was doing and demonstrated at the Halifax show on a number of occasions. The extent of his research into Manchester Ship Canal tipper wagons and the construction of embankments brought enquiries from professional civil engineers, and the resulting working models are a tribute to his abilities.

Readers can get an impression of his skills from his article on the GER water tank in the August *Gazette* (Vol 17, No 12). His models will continue to bring lasting pleasure to, and respect from, all who see them. He was an exceptional model engineer who will be greatly missed by his family and friends.

Peter Featherstone

Henry Excell

Henry Excell, latterly resident in South West Wales, passed away on 26th October 2010, aged 92. He was a rather private person and so will not be known outside a small circle of contacts, but he was a very competent modeller in traditional 7mm coarse-scale standards. His favoured line was the LMS and he scratch-built several locomotive models (mainly LNWR types), as well as building kits, many items of rolling stock, and an extensive 3-rail layout.

He was born in 1918 in Hampstead, North London, the youngest son of a gardener. A by product of his time at school was the proximity of the Midland Railway main line; many of the boys were fascinated by this, but there were grave penalties for those who even so much as glanced sideways through the windows as the train passed, rather than concentrating on the blackboard. Notwithstanding, this inspired a lifelong interest in railways, which he shared with a school colleague. He made many trips to see LMS locomotives in distant parts of the country, keeping a detailed log book (in the days long before Ian Allan) and taking some photographs.

On leaving school he secured an accountancy post with the Great Western Railway. From his school days and into this period there was a vibrant culture of 'making things', shared with his school friend and with his brother. They built a large model railway in a redundant shed and also built a substantial model engineering workshop in a shed that they created from scrap timber; the crowning glory was a foot-powered lathe, which they purchased second-hand and then transported in pieces, with the heaviest parts slung from a bicycle crossbar.

After service in the Royal Air Force in WW2, mainly in Egypt, he tried to get back to work on the railways, but prospects there were poor and he was fortunate instead to obtain a post with a bank, in which he rose to a senior level. Despite this high-powered career, he still made time to make things as a hobby, principally building parts of his substantial model railway.

After retirement, he and his wife moved to Pembrokeshire and significant effort was put into rebuilding and completing his railway and extending the stocklist. He remained in excellent health until shortly before his death, but his time had increasingly been taken up with caring for his wife. Nonetheless, he built his last locomotive in the early years of this century and occasionally found time to run the railway.

His son Peter (also a Guild member) comments that Henry's commitment to 'making things', the education that he gave Peter in model engineering skills, and his introduction to railways as a unified engineering system, have been an immense inspiration that has stood him well in building his own career as a Professor in Engineering fields, and for these he gives very grateful thanks.

Peter Excell

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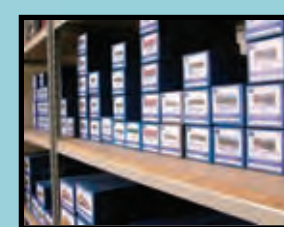

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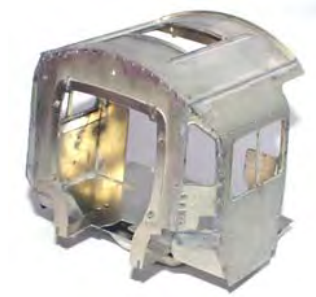

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NS094 3/32in. dia. £1.00
NS125 1/8in. dia. £1.50
NS188 3/16in. dia. £2.00
NS250 1/4in. dia £3.85
NS312 5/16in. dia. £5.30
NS375 3/8in. dia. £8.00
NS437 7/16in. dia. £13.50
NS500 1/2in. dia. £13.90
NS562 9/16in. dia. £15.80*
NS625 5/8in. dia. £18.00*
NS750 3/4in. dia. £27.80*
NS812 13/16in.dia. £31.35*
Other sizes available, up to 1 1/2in. (38mm)

NICKEL-SILVER CHEQUERPLATE
Use for loco footplates, bridge decking etc.
NSC7 6 panels, 42 x 30mm £5.15

NICKEL-SILVER HANDRAIL WIRE
In *STRAIGHT* 1 500mm lengths. Minimum 5 metres please!
NSW4 0,4mm dia. £0.30
NSW7 0,7mm dia. £0.30
NSW10 1,0mm dia. £0.35
NSW!2 1,2mm dia, (ex-coil) £0.35

NICKEL-SILVER TUBE - see website

BRASS SHEET Soft grade, sheet size 24 x 12in. (600 x 300mm). Half sheets pro-rata, plus 50p.
BS010 .010in. (0,25mm) £10.20
BS015 .015in. (0,38mm) £14.30
BS018 .018in. (0,5mm) £16.35
BS022 .022in. (0,52mm) £17.90
BS028 .028in. (0,7mm) £21.00
BS036 .036in. (0,9mm) £27.35
BS048 .048in. (1,2mm) £31.65
BS064 .064in. (1,6mm) £41.90

BRASS ROUND—IMPERIAL (24in. lengths)
B062 1/16in. dia. £0.85
B094 3/32in. dia. £1.00
B125 1/8in. dia. £1.60
B188 3/16in. dia. £2.25
B250 1/4in. dia. £2.55
B312 5/16in. dia. £3.35
B375 3/8in. dia. £7.15
B500 1/2in. dia. £10.75

BRASS WIRE & ROUND BAR – METRIC
(500mm lengths)
B05 0,5mm dia. £0.30
B06 0,6mm dia. £0.35
B07 0,7mm dia. £0.45
B08 0,8mm dia. £0.45
B1 1,0mm dia. £0.50
B2 2,0mm dia. £0.85
B3 3,0mm dia. £1.45
B4 4,0mm dia. £1.65
B5 5,0mm dia. £2.05
B6 6,0mm dia. £2.80

BRASS SQUARE—IMPERIAL (24inch)
B125/125 1/8in £1.80
B156/156 5/32in. £2.35
B188/188 3/16in. £2.70
B250/250 1/4in. £4.50
B312/312 5/16in. £6.15

BRASS FLATS - IMPERIAL (24in. lengths)
B250/062 1/4in. x 1/16in £1.60
B375/062 3/8in. x 1/16in. £2.10
B500/062 1/2in. x 1/16in. £3.10
B750/062 3/4in. x 1/16in. £4.45
B1000/062 1in. x 1/16in. £4.85
B1250/062 1 1/4in. x 1/16in. £6.00
B1500/062 1 ½ x 1/16in. £7.15
B250/125 1/4 in. x 1/8in £2.85
B375/125 3/8in x 1/8in £3.85
B500/125 1/2in. x 1/8in. £4.60
B750/125 3/4in. x 1/8in. £6.65
B1000/125 1in. x 1/8in. £8.70
B125/032 1/8 x 1/32 x 6ft. coil £5.10

METRIC BRASS SECTIONS (500mm long)
Machined (not folded) with crisp, square corners
** **New sizes being added - see website.** **

SQUARE & ANGLE
B040/040 1mm x 1mm square £1.00
MBA11 1mm x 1mm angle £2.10
MBA1515 1.5mm x 1.5mm angle £2.30
MBA21 2mm x 1mm angle £2.50
MBA215 2mm x 1.5mm angle £2.55
MBA22 2mm x 2mm angle £2.55
MBA251 2.5mm x 1mm angle £2.55
MBA2515 2.5mm x 1.5mm angle £2.75
MBA252 2.5mm x 2mm angle £2.95
MBA2525 2.5 x 2.5mm angle £2.55
MBA31 3mm x 1mm angle £2.80
MBA315 3mm x 1,5mm angle £2.80
MBA32 3mm x 2mm angle £3.00
MBA33 3mm x 3mm angle £3.00
MBA3535 3.5 x 3.5mm angle £3.45
MBA42 4mm x 2mm angle £3.05
MBA43 4mm x 3mm angle £3.35
MBA44 4mm x 4mm angle £4.10
MBA52 5mm x 2mm angle £4.10
MBA53 5mm x 3mm angle £4.10
MBA55 5mm x 5mm angle £5.30
MBA63 6mm x 3mm angle £4.90

CHANNEL
MBC21 2mm x 1mm channel £2.65
MBC215 2 x 1.5mm channel £2.65
MBC22 2mm x 2mm channel £2.35
MBC32 3mm x 2mm channel £2.95
MBC33 3mm x 3mm channel £2.80
MBC415 4mm x 1,5mm channel £3.10
MBC42 4mm x 2mm channel £3.15
MBC52 5mm x 2mm channel £3.60
MBC62 6mm x 2mm channel # £4.60
MBC63 6mm x 3mm channel # £5.00
MBC64 6mm x 4mm channel # £5.30
MBC83 8mm x 3mm channel # £6.15
MBC84 8mm x 4mm channel # £7.05
MBC104 10mm x 4mm channel # £11.00
Available in 1 metre length, price pro-rata.

T -SECTION
MBT1515 1,5 x 1,5mm £2.35
MBT33 3,0 x 3,0mm £2.80

I BEAM SECTION
MBI42 4mm x 2mm I section £3.40
MBI 63 6mm x 3mm I section £4.60

FLAT STRIP
BF151 1,5 x 1mm £1.30
BF21 2 x 1mm £1.35
BF251 2,5 x 1mm £1.50
BF31 3 x 1mm £1.60

ROUND BRASS TUBE - IMPERIAL(12in.)
Telescopic, each size fits inside the next.
BT062 1/16in o.d. £1.30
BT093 3/32in o.d. £1.40
BT125 1/8in o.d. £1.70
BT156 5/32in o.d. £1.80
BT188 3/16in o.d. £2.05
BT218 7/32in o.d. £2.15
BT250 1/4in o.d. £2.25
BT281 9/32in o.d. £2.75
BT312 5/16in o.d. £3.15
BT375 3/8in o.d. £3.55
BT437 7/16in o.d. £4.30
BT500 1/2in o.d. £4.85
BT562 9/16in o.d. £5.70
BT625 5/8in o.d. £6.15

ROUND BRASS TUBE - METRIC (500mm)
Telescopic, each size fits inside the next.
BT2 2mm o.d. # £1.85
BT3 3mm o.d. # £2.00
BT4 4mm o.d. # £2.45
BT5 5mm o.d. # £2.60
BT6 6mm o.d… # £3.05
Available in 1 metre length, price pro-rata

SQUARE BRASS TUBE – IMPERIAL (12in.)
Telescopic, each size fits inside the next
SBT062 1/16in. x 1/16in. £1.65
SBT094 3/32in. x 3/32in. £1.85
SBT125 1/8in. x 1/8in. £2.15
SBT156 5/32in. x 5/32in. £2.25
SBT188 3/16in. x 3/16in. £2.55
SBT218 7/32in. x 7/32in. £2.65
SBT250 1/4in. x 1/4in. £3.05

SQUARE BRASS TUBE – METRIC (500mm)
SBT15 1,5mm x 1,5mm £2.70
SBT2 2mm x 2mm £3.00
SBT3 3mm x 3mm £3.05
SBT4 4mm x 4mm £3.80
SBT5 5mm x 5mm £4.30
SBT6 6mm x 6mm £5.40
SBT8 8mm x 8mm £6.65
SBT10 10mm x 10mm £7.65

RECTANGULAR BRASS TUBE Imperial & Metric. Please ask re. sizes and prices.

PHOSPHOR BRONZE
Springy flat strip, 1.25 x 0.25mm.
Ideal for pick-ups, boiler-bands etc.
PBS Per metre coil £0.75

SILVER STEEL IMPERIAL (13in. lengths)
SS094 3/32in dia. £0.80
SS125 1/8in dia. £1.00
SS156 5/32in dia. £1.30
SS188 3/16in dia. £1.50
SS250 1/4in dia. £2.00
SS312 5/16in dia. £3.00

STAINLESS STEEL IMPERIAL (24in. Long)
STS125 1/8in dia. £2.55
STS188 3/16in dia. £3.30
STS250 1/4in dia. £4.55
STS312 5/16in dia. £6.60
METRIC (500mm)
STS2 2mm dia. £2.05
STS3 3mm dia £2.55
STS4 4mm dia. £3.05
STS5 5mm dia. £3.30
STS6 6mm dia. £4.10

CORRUGATED STEEL SHEET Mild steel shim, only 2 thou (.002in.) thick. So real, it even rusts if you don't paint it!
CSS7 contains 10 pcs, scale 8ft. x 2ft.6in. AND 5 pcs, scale 6ft. x 2ft.6in. £7.50

PLASTICS

PLASTIC MODELLING CARD
0.5, 1.0, 1.5 & 2.0mm thicknesses.
Sheets 330 x 220, 440 x 330, and 660 x 440mm
Prices on website
ROUND TUFNOL ROD 11½ in (292mm.)
TR6 6mm. £3.05 **TR8** 8mm £3.55
TR10 10mm. £4.10 **TR12** 12mm. £6.15
TR16 16mm. £8.70 **TR20** 20mm. £10.25

CUTTING TOOLS

DRILL SETS
DS160 Nos.1—60 £29.50
DS6180 Nos. 61-80 £11.50
DS0316 0,3—1,6mm £11.50

B.A. TAPS
State preference—Taper, Second, Bottom
6BA Each £3.55 Set of 3 £10.25
8BA Each £4.15 Set of 3 £11.30
10BA Each £7.15 Set of 3 £20.50
12BA Each £10.25 Set of 3 £30.00

2-BLADE MILLING CUTTERS (SLOT DRILLS)
1.0mm-6mm on 6mm shank Each £6.15
1/16in-1/4in on 1/4in shank Each £6.15

KITS

TURNTABLES
RANSOMES & RAPIER well type
RR60K 60ft. diameter £107.75
RR70K 70ft. diameter £118.00

GWR over-girder type, surface mounting
GW65K 65ft. diameter £107.75

PRE-GROUPING well type
PG42K 42ft. diameter £97.50
PG50K 50ft. diameter £107.75
PG60K 60ft. diameter £112.75
PG70K 70ft. diameter £112.75

COWANS & SHELDON modern type. As per Camden, Carnforth, Haymarket, Kings X etc.
CS70VK 70ft. (with vac tanks) £148.00
CS70K 70ft. (without vac tanks) £127.75

TURNTABLE INSTALLATION MODULES
These enable the well to be constructed, and the turntable tested before being installed in the layout as a complete unit.
TIM2 for 42ft. & 50ft. turntables £56.75
TIM3 for 60ft. & 70ft. turntables £60.75
TIM3GW for 65ft. GWR turntable £51.50

TURNTABLE MOTORISING KIT
Geared 12vdc motor and belt-drive system for scale-speed turning. Fits all sizes of turntable.
MU6 Motorising unit . £65.90

NOTE re. UK postage. We now use 500mm postal tubes for our metal sections. Anything we can stuff into these tubes can be sent by Letter Post for £2, £2.50 or £3, depending on weight. Longer items, especially heavy and bendy things, need special packing and must be sent by Parcel Post, at greater cost. So **PLEASE** advise if we can chop your metals in half, or less, to facilitate packing.

WARNING Floquil Paints Due to increasing difficulties and costs involved in bringing these into the UK, it is likely that we may have to discontinue the range, once stocks are exhausted.

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READING EXHIBITION 2011

THE ORIGINAL LARGER SCALE MODEL RAILWAY SHOW

Saturday 7th May 2011

AT THE RIVERMEAD LEISURE CENTRE READING RG1 8EQ

Opening times: 10:00am - 4:30pm

Confirmed 0 Gauge layouts: Lelant (GW 1880s mixed gauge), Milwall Goods & Arnold Lane (LNW c1900), New Normandy (SR 1930s), Swansea Riverside (BR(W) 1950s), Colnrade (DB 1960s), Glasgow (Wallace St.) - Ian Futers new BR 1970s layout, Leavesden (BR 2000 - 2010). Plus others from S Scale to G Gauge.

65+ TRADE STANDS, PLUS DEMONSTRATORS AND SOCIETY STANDS. ASSOCIATION BRING & BUY. SEE www.alsrm.org.uk FOR LATEST CONFIRMED LIST OF ALL THE ATTRACTIONS.

ADMISSION: ADULTS **£8.00**, ACCOMPANIED CHILDREN AND PARTNERS **FREE**, Members of ALSRM Free

(DISCOUNTED ADMISSION FOR GAUGE 0 GUILD MEMBERS £7)

Ace: Locomotive Kits S.R.

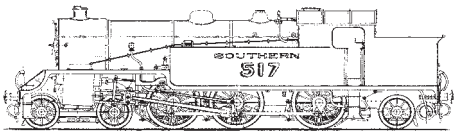
Introduce some new products for you

Website: a4ace.supanet.com Email: a4ace@supanet.co.uk

To accompany our other Southern engines on your layout, our next kit is planned to be the **Urie H15.** Class engineered to take scale 6'-0" wheels, together with all necessary parts to build the superstructure in BRASS. Chassis and cylinders in NICKEL SILVER. Produced in photo engravings, super detailed with parts for cab-interior complete with LSWR Bogie Tender, also available as a Maunsell engine - similar to our S.15 kits illustrated below

– kit priced at **£199.99**

"Urie" LSWR S.15. Class 4-6-0



L.S.W.R. Urie H.16 Class – 4-6-2 tank

To model the LSWR and SR H.16 tank, we offer a new kit. In common with all our kits a pre-rolled boiler is included and a fine set of castings by SE Finecast for the prototype. Includes cast metal and brass fittings – also available ready to run. Kit price £169.99 (all kits need motor, wheels and gears).

All from:- GOG 6579: W. ASCOUGH
7 RINGLEY PARK ROAD, REIGATE, SURREY. RH2 7BJ.

Also Available:-
E.2 Class 0-6-0T (and Thomas)
E.5 Class 0-6-2T (£110.95)
Terrier A1 or A1X
C.12 Class 4-4-2T or C.13
C.14 Class 4-4-2T (£110.95), also C.15 and C.16
R/R1 Class 0-6-0T
N.1 Class 0-6-2T
N.7 Class 0-6-2T (£110.95)
J.52 Class 0-6-0T
N.L. Rly-Park 0-6-0T **priced @ £99.95**
J.50 or J.51 0-6-0T
J.67 or J.69 Class 0-6-0T
Y.5 "Coffee Pot" **priced @ £89.95**
LTSR 37 or 51 4-4-2T
LNER V.3 2-6-2T. LBSCR B2 and B4 4-4-0
LBSCR J. 4-6-2T or C2X 0-6-0 or 1.3. 4-4-2T
GNR D.2 4-4-0 or J.1 0-6-0
GNR J.6 0-6-0 **priced @ £139.95**
GNR K.2 2-6-0 Metropolitan 'K'
LBSCR L. 4-6-4T or K Class 2-6-0
NBR D.30 Scott or D.34 Glen
S.R.W 2-6-4T, LNER B12/3, Caledonian 944
D.49 Class Hunt/Shire, D. 16/3 Claud or D.15/2
K.3 or K.4 2-6-0 **priced @ £169.95**
GNR Large or Small Atlantics, SR Schools
LBSCR H.1 or H.2 Atlantics, Schools 4-4-0
GNR 0.2 Class 2-8-0, or Stirling Single
SR U/N Class 2-6-0 **priced @ £189.99**
N15 King Arthur, N15X Remembrance or S15, V4
B.17 4-6-0 Sandy, UnRebuilt Bullied **priced £199.99**
Lord Nelson 4-6-0 **@ £229.00**
LNER A.1./A.2./A.3. and A.4 Pacifics. B17/5, V.2 Rebuilt – W/C/BB **priced @ £249.99**
Gresley 'Earl Marischal', "Hush Hush" or P2/3 **priced @ £269.99,** Cock o' the North **£289.99**

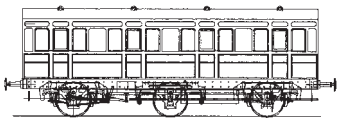
GP MODELS

COMPLETE KITS

7mm Fine Scale including all parts except paint & transfers

LNER Clayton Railcar (W/Metal Castings)	£280.00
LNER Clayton Railcar Trailer	£95.00
GCR Barnum Carriage Brake Third	£155.00
GCR Barnum Carriage Open Third	£155.00
GCR 15t 6-wheel Goods Brake Van	£59.00
GCR 10t Fish Van	£40.00
GCR 10t Diag.16 Covered Goods Van	£40.00
GCR 3 Plank Drop Side Wagon	£36.00
GCR 4-4-0 class 2, 2A LNER class D7	TBA
GCR 0-6-0 Class 5A LNER J63 Robinson's Dock Tank	£205.00

COMING SOON!



GCR 6-Wheelers-most types

Postage on all kits, please add 10% (Couplings, any quantity, £0.60 p&p)
All kits are CAD designed for accuracy and feature etched Brass chassis, tag and slot assembly. We supply complete kits with full instructions and historical notes including wheels, motors and gears where necessary but exclude patience, paint and transfers. The box will hold the finished model. Loco kits now include Slater's pick-ups and wheels.

NEW! Laser cut mild steel imitation screw couplings are now available at £4.50 / pair. These do not actually have working screws but are robust, look the part and suitable for those using a magnetic shunter's pole. Send for details with an SAE or e-mail for a photograph. See samples of these kits in conjunction with **EmDee Works at Shepshed or the 2011 GOG Shows**

SAE to: G.P. MODELS 44 WOLSEY WAY, LINCOLN, LN2 4QH
Tel: 01522 520170 email garth.patrick@hotmail.co.uk

1930 LMS KARRIER RO-RAIL BUS

An '0' GAUGE WHITEMETAL KIT, FEATURING DETAIL PARTS IN BRASS, NICKEL SILVER AND RESIN, WITH PROTOTYPE SPECIFIC TRANSFERS. MOTORS/GEARS AND RAIL WHEELS ARE NOT INCLUDED.

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Standing LMS Conductor in correct 1930 uniform £3.50 *GOG 17262*

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Tel 01775 750505. Mon - Fri 8am - 8pm

GUILD VIDEO LIBRARY

Latest programmes

Programme 93 - Birmingham MRC. (Paul Boot)

Paul has been promising me a video of the Birmingham MRC's layout for some time, but things were delayed due to the club's enforced loss of premises, and the need to move to a new clubhouse. This programme, made by Paul, features the club's 7mm layout, 'Kenmore', and also covers the creation of, and the move to the new clubhouse, for which a grant from the Heritage Lottery Fund became available.

The programme also includes a section of photographs covering 40 years of club history.

Running time; 50 minutes.

Programme 94 – Hassell Harbour Bridge (Alsager MRA).

This programme, made by the Alsager Model Railway Association, is a comprehensive study of the popular exhibition layout, 'Hassell Harbour Bridge'. This programme was given to me at Telford 2010, and is a worthy addition to the video library.

The programme covers the construction of the bridge, and of the whole layout, and shows how it is set up at exhibitions. There is extensive footage of the layout in operation, and special features are made of the colliery and of the working travelling crane. Club members provide the commentary.

Running time; 1 hour

For the future

I am always looking for more material including constructional, or 'how to' material to add to the programmes already available. At the time of writing, there are no major new programmes on the horizon, so I earnestly ask for your help.

Guild Video Preview

This is a programme containing extracts from all Guild video programmes. It has been updated to include the latest programmes, and is now on 4 DVD's. This is available for purchase only at £12.

Sorry: no longer available on VHS

Guild Slide Library

Many programmes can now be borrowed in DVD format. Enquiries are welcome.

Contact: **Chris Simpson**
99 Mains Lane, Poulton-le-Fylde, Lancs. FY6 7LD **Tel: 01253 896298**
chris_simpson99@btinternet.com or use the link on the Guild website.

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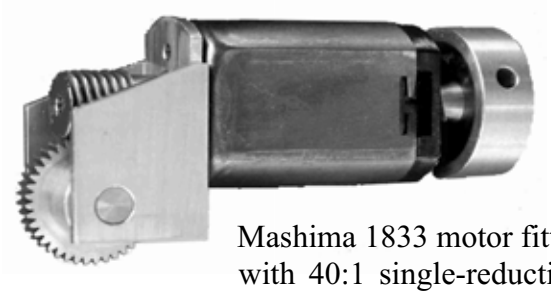
GOG Number 11390

MSC MODELS

COACH WHEELS for 'O' Gauge

Standard disc wheels - per axle £3.50
Mansell pattern wheels - per axle £4.50
both above include top-hat bearings
(post and packing per pair of axles ..... £2.00)



Mashima 1833 motor fitted with 40:1 single-reduction gearbox unit & flywheel

MSC MOTORS AND GEARBOXES

Crailcrest 8-pole motor/gearbox/flywheel units - 3/16th axle
DOUBLE REDUCTION GEARBOX
Unit with 14:1, 25:1 or 33:1 Ratios ..... £105.00 (£80.00) £3.50 p&p
Gearbox only ..... £63.50 (£48.50) £3.00 p&p
Motor only ..... £49.00 (£37.50) £3.00 p&p
Also available with 1/4 inch axle.

JH 5-pole motor/gearbox/flywheel units - 3/16th axle
DOUBLE REDUCTION GEARBOX
Unit with 12.5:1, 19:1 or 25:1 Ratios ..... £95.50 (£73.00) £3.50 p&p
Gearbox only ..... £63.50 (£48.50) £3.00 p&p
Motor only ..... £42.50 (£32.50) £3.00 p&p

SINGLE REDUCTION GEARBOX
Unit with 12.5:1, 18:1 or 25:1 Ratios ..... £66.50 (£50.50) £3.50 p&p
Gearbox only ..... £33.50 (£25.50) £3.00 p&p

NEW 40:1 ratio gearbox units for MSC SM and Mashima 1833

SM 5-pole motor/single reduction gearbox units - 3/16th axle
Unit with 12.5:1, 25:1 or 40:1 Ratios ..... £56.00 (£42.50) £3.50 p&p
Gearbox only ..... £36.50 (£28.00) £3.00 p&p
Motor only ..... £30.00 (£23.00) £3.00 p&p

Mashima 1833 motor/single reduction gearbox/flywheel units - 3/16th axle
Unit with 25:1 or 40:1 Ratios ..... £60.50 (£46.00) £3.50 p&p
Gearbox only ..... £40.50 (£31.00) £3.00 p&p
Motor only ..... £25.50 (£19.50) £3.00 p&p

Prices in brackets are for Association of Larger Scale Railway Modellers and Gauge 'O' Guild members
For free products lists please send a large SAE to the address below or call Tel: 020 8398 2415
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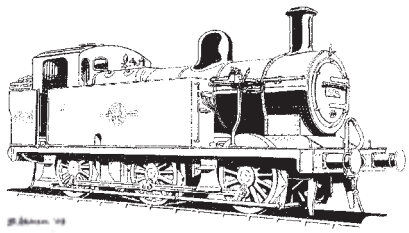
NEW



LMS/BR 3F (JINTY) 0-6-0T £205
Also newly available - LNER/BR/NER G5, LNER/BR N8, LMS (EX LXY HIGHFLYER) ATLANTIC

NEW! THREADED CRANKPIN BUSHES TAPPED 10BA SET OF 6 - £3.50

LNWR 'JOY' VALVE GEAR
As included in our 19" Goods Locomotive Kit.
NEW! AVAILABLE SEPARATELY - £21 INCLUDING CASTINGS

Please see August 10 Gazette for full list of loco, coach and wagon kits.

BOGIE SIDE CONTROL UNIT (2 TYPES).....£17
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MIKE DANBY

Locomotive Builder

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Tel 0113 287 3997 Mob 07976 575065
Email: m.danby34@btinternet.com

First of all please note new email address, other contact details remain the same. I have just realised that it has been so long since I updated the advert that I now have 40 years experience building scratch and kit built locomotives in both O Gauge and Gauge 1!

Obviously this experience enables me to tackle just about any request for your particular favourite Loco.

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Inside front cover	£325.00	390.00	–	–
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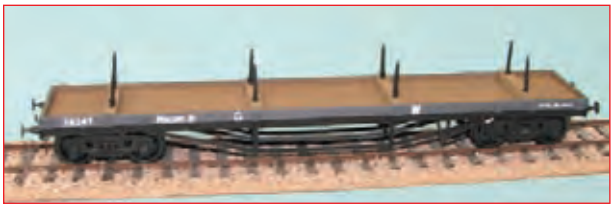

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