

LINESIDE LOOK

FOR THE FINESCALE
O GAUGE MODELLER

AUTUMN 2022
**NEW FROM
MINERVA FOR
2023 !**

See inside for details of this
exclusive announcement

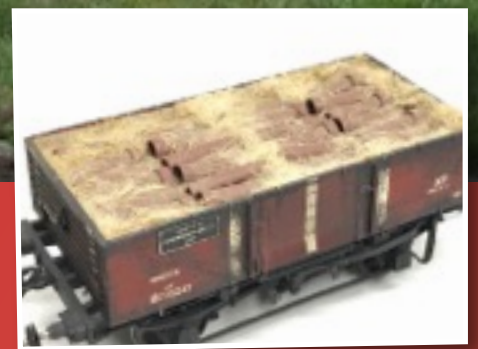
LIVING IN
THE PAST



THE 'XP' FILES



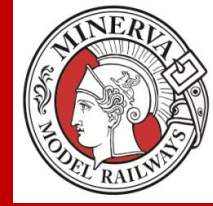
RULE OF THREE



PIPE DREAMS

Minerva Model Railways

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Cover photo:
John Emerson

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Next issue published January 2023

MINERVA'S RTR 'FELIX POLE' COAL WAGON

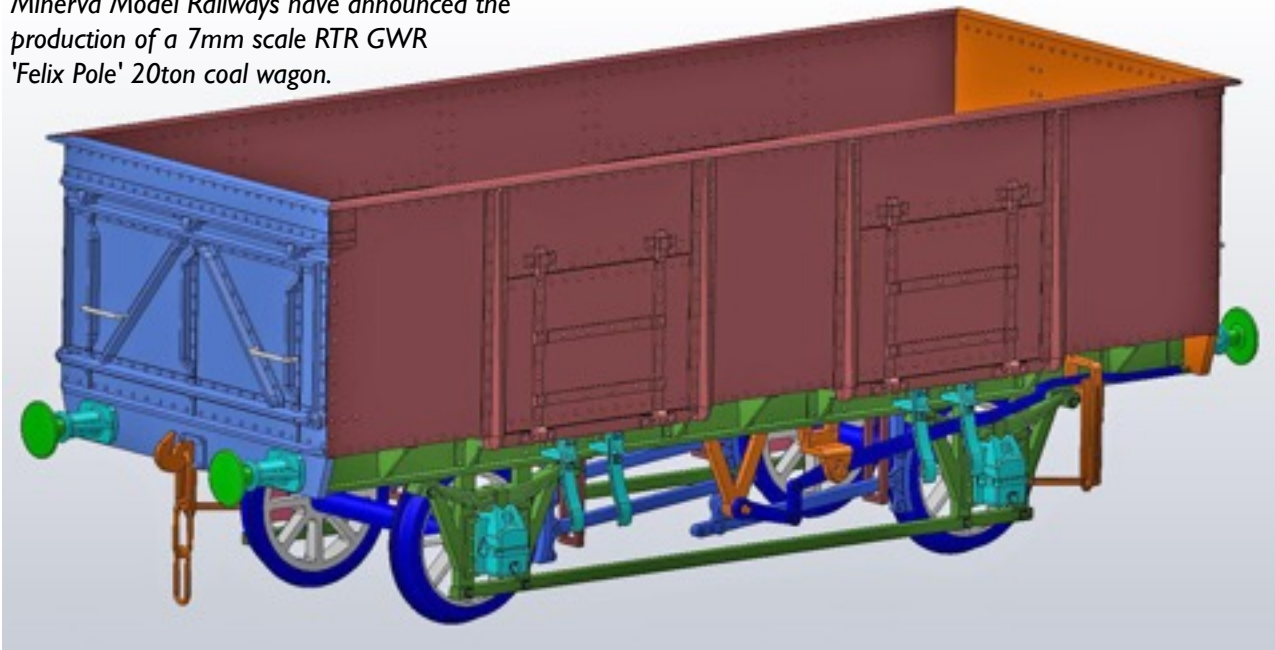
EXCLUSIVE ! - GWR Dia.N32 20T coal wagon announced for 2023.



Welcome to the Autumn 2022 issue of *Lineside Look* and the announcement by **Minerva Model Railways** of a brand new RTR model for 2023. There has been considerable interest shown in what this new model would be, so after a long wait all is revealed exclusively here !

Minerva Model Railways have announced the production of an RTR GWR 'Felix Pole' 20ton coal wagon in 7mm O gauge (1:43.5 scale). In 1923 the Great Western Railway started a concerted effort to introduce larger capacity coal/mineral wagons in an effort to save shunting and enable shorter train lengths. They were colloquially known as 'Felix Pole' wagons, after the GW's energetic General Manager, who worked hard to promote their use. These 20ton wagons were built to a variety of diagrams, and in 1933, 5,000 were constructed to Dia.N32 at a cost of £1 million, and rented to collieries on what was known as 'redemption hire'.

Minerva Model Railways have announced the production of a 7mm scale RTR GWR 'Felix Pole' 20ton coal wagon.



These wagons had one fixed and one opening end, and were similar to the Dia.N24 vehicles introduced ten years earlier, although these had two opening ends. Paradoxically, Dia.N27 had two fixed ends, and Minerva will be looking to run batches of both the the Dia.N24 and N27 wagons in the future.

They appeared in several private owner liveries, and Minerva will be offering some of these in addition to the normal GW and BR colours - initially two or three PO liveries will be offered. After the coal industry was nationalised in 1947, they started to appear all over the UK and were generally repainted into BR colours. Many were used for power station traffic, and also for railway loco coal. Tooling is well advanced and deliveries are expected to commence

SPECIFICATION

Injection-moulded body weighted for good running
Fine scale wheels to 32mm gauge
Alternative liveries, including Private Owner
Sprung buffers, hook and draw-gear with three link couplings
Up to four different liveries will be offered with appropriate lettering, with others to follow



*Dia.N32 'Felix Pole' coal wagon seen at Severn Tunnel Junction on September 21st, 1958.
Roy Taylor/John Emerson collection*

in Summer 2023 with the price of each model expected to be around £55-£60. This has yet to be confirmed due to currency fluctuations. For further information on the new RTR 'Felix Pole' wagon and all Minerva Models call **02920 531246**, email: sales@minervamodelrailways.co.uk or visit: www.minervamodelrailways.co.uk

GOING DEPARTMENTAL

Continuing with the Departmental theme, the latest RTR rolling stock announced by **Ellis Clark** are the BR 'Shark' ballast plough, along with 'Seacow' and 'Sealion' bogie ballast hoppers. A number of livery variations are promised which should enable the 7mm modeller to run Engineer's trains from the 1950s right into the early part of this century. Ellis Clark are rapidly gaining an enviable reputation for their RTR rolling stock if the popularity of the recent

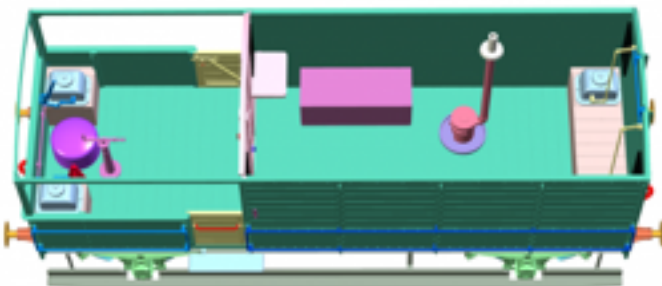
'Presflo' bulk cement hoppers is anything to go by. Several examples have recently appeared on the

layout and these newly announced RTR models should prove just as popular and equally impressive.



LATEST FROM DAPOL

There's plenty more good news for 7mm modellers with yet more announcements of new rolling stock. First up are **Dapol** announcing at the recent SVR 'O Gauge Get Together' two new models to add to their successful series of BR and 'Big Four' vans - a GWR Dia.G31 plank sided 'MOGO' convertible goods van, and SR standard 12ton plank-sided van.



Also announced is the GWR 'Toad' brake van, to be available in three versions - Dia.AA15, AA19 and the vacuum braked AA21. Many 'Toads' later found a new lease of life in Departmental service due to the large spacious van body - well into the diesel era Departmental 'Toads' could be found all across the UK. These are expected to be available from the fourth quarter of 2023, with the new vans in the second quarter.

RAPIDO J70 PROJECT

Rapido Trains are a new entrant into the 7mm market, announcing a GER/LNER J70 tram loco as a first project, although Rapido say this will only go ahead if enough interest is expressed from modellers. Based on their 4mm scale version the 7mm model will feature opening doors, sliding windows and a detailed interior. It will be available with and without

the tramway side skirts, This would make an ideal small loco and deserves support - for more details and to express an interest visit the



Rapido Trains website at: www.rapidotrains.co.uk

Along with re-runs of locomotives and coaches from several manufacturers, it looks like 2023 is set to be a very good year for O gauge modellers!

Until next year
Happy Modelling! **LL**



UNLOCKING THE MYSTERY OF THE RULE OF THREE

Combining a spot of 'head-ology' with the art of railway modelling !

Now I don't know about you but these days I make much use of my camera, phone and tablet as a sort of digital sketch book to record progress on the layout. The resulting images are not necessarily meant for general or wider consumption but are useful to look at later along with a cuppa - or something much more stimulating - on the larger screen of the computer. There, often things not noticed with the naked eye will leap out at you as glaring errors which can then be altered, corrected or even ripped out wholesale to be replaced at leisure. However, I began to notice something vaguely curious about some of these images; there appeared to be many instances where things on the layout had unconsciously been grouped in threes.

A well known and much used principle in writing is the rule of three. This can refer to a collection of three words (look again at that headline above), repetition in phrases (eg: *Life, liberty* and the pursuit

of *happiness*), sentences or lines (the three lines in the standfirst above), chapters and even books. This is thought to be based on the fact that the brain processes information as patterns, with three being the smallest number we humans remember as a set. The principle of the rule of three is well known to copywriters and ad agency creatives. The question is, does its influence also extend to railway modelling ?

Take a look at the photo above and see if you can spot the rule of three at play. There are three groups of three road vehicles, those on the forecourt arranged in a triangle (three sides !), three figures looking at the cars for sale, three petrol pumps, and three lamp posts. The garage building and vehicles form a linear grouping of three, there are three lines of advertising on the wall each composed of three words, and an extended line of three figures from the garage to 'Nurse Gladys Emmanuel' (that's another three !) and her Moggy Minor through to the the AA Landrover.

Looking beyond the garage scene, the garage, signal box and factory form another triangular group of three, there are even three locos in view forming yet another albeit temporary triangle. Furthermore you may have counted three paragraphs on the previous page and that the page number is 6 - that's two more threes - how spooky is that ! However, it has to be said that there was hardly any deliberate planning in the placement of any of the various groupings in the above photograph, all were placed, played around with or altered until they just 'felt right'. Confirmation perhaps of the ability of the brain to instinctively recognise patterns and in so doing influence our actions ?



Of course, you may feel that this is all just so much baloney, but I reckon there is probably something in it. LMS inter-corridor sets consisted of a composite sandwiched between two BSKs, and a three car DMU always seems to look better than a two car set (a bit too short) or a four car set (too long). The empty coal wagons in the coal yard were chosen because the doors were either modelled open or could be opened, and at least one had the brakes 'on'. Is it just coincidence that these made a group of three ?



At weathering demos my group of three horse boxes built from Parkside kits always seemed to attract admiring glances and comments - but maybe it wasn't the modelling or weathering they were attracted by, was it the fact that there were three of them so the rule of three was at work ? I wonder what the reaction would have been if just one or two were on display. It seems that the rule of three can be seen at play in many areas of life even including model railways - why not take a look at your layout and see if you can find the rule of three at work ? If not maybe now is the time to make it work for you ! **LL**



TOP: A row of three coal wagons being unloaded in the coal yard - although all are different the rule of three still applies.

CENTRE: The same comment applies to these three horse boxes stabled in the goods shed road.

BOTTOM: These rectangular tar tank wagons seen in the Down loop are built from Slater's kits, but again all are 'the same but different'.

A LOCO SERVICING & MAINTENANCE 12 POINT PLAN

Brian Daly lists these simple steps to better running on your layout.

It doesn't matter if you use DC or DCC, cleaned and serviced locos are very important for good running and enjoyable operation. This is a short introduction to loco servicing and maintenance and is broken down into small sections, designed for the average modeller, and able to stop at any point and pick up later. This work is based on many years of attending exhibitions with various layouts in different scales and gauges - the principles are the same.

1 Materials/tools required

Cutting mat

Service cradle - to hold loco & prevent damage, and able to hold loco upside down

Power supply - DC and/or DCC

Various cables & crocodile clips

- to connect power

Controller - for DC or DCC

Laptop & loco buffer - for DCC

Length of track

Note pad & pen

Rolling road - optional

Wheel back-to-back (BTB) gauge

Cotton buds, tooth picks & pipe cleaners

- loads of them!

Rags or kitchen towel

Cleaning solution - I find Slater's Track & Mech cleaner best, but rubbing alcohol is OK

Oil - I use sewing machine oil or Nano oil 10 & 85 weight or Labelle 107 or 108

Digital camera or smart phone

Small glass jar

Grease - I use Nano grease or Labelle 106

Various screwdrivers

Pliers - long nose and flat

If using Kadee couplers - coupler height gauge, pliers, spare springs, etc.

2 All engines inspection

1 Examine loco for defects and or missing parts - note these down for later

2 If Kadee's fitted, check working correctly - if not note to change later

3 Inspecting a new engine

1 Place on test track - confirm if DCC or DC

2 Check DCC address - change to your requirement

3 Run loco forward and back - note any issues. Start off slow

4 If fitted, do headlights and other lights work? Note defects

4 Testing - all engines

Place on track and connect the correct power source. Run engine in forward and reverse noting any issues - start off slow. This should be both visual & for any odd noise



5 Clean the wheels

- 1 Turn loco upside down in your cradle and connect track power
- 2 Set speed to about 25%
- 3 Using cotton bud dipped in cleaning solution clean each wheel - *this may require the use of several cotton buds*
- 4 Also clean any pick-ups and the backs of the wheels. Don't over use fluid and take care with it - *they can damage plastic*
- 5 When a wet bud remains clean after pressing against the wheels you are done
- 6 Repeat for all the wheels and pick-ups

6 Check wheel back-to-back

- 1 Using the correct back-to-back gauge, check all the wheels on the loco - *including non-powered and tender wheels*
- 2 Adjust any wheels that are found to be out of gauge - *too tight is as bad as loose*

7 Grease the gears

- 1 You may have to remove some of the brake gear to gain access to the cover plate - *place any items removed in the glass jar. If needed, or you are unsure, take pictures before you start removal of these components*
- 2 Clean away as much of the old grease as you can, use a rag and a toothpick to clean all gear and worm wheels - *sometimes grease can go hard, and this should all be removed*
- 3 Inspect the gears for condition and signs of splitting. If found to be satisfactory continue to the next step - *if this is not the case the repairs need to be carried out before you progress*
- 4 Using the grease in the material list, apply a small amount to the main gears - *I use a toothpick to apply a little dab in several places and on multiple gears*

8 Check wheel back-to-back

- 1 Any old oil should be removed using cotton buds, rag, or kitchen towel - *the word here is sparingly - lubricate the bearings for the wheels using the oils in the material list.*
- 2 Then with the loco the correct way up, place a tiny drop of oil on the valve gear and con rods where they connect or parts touch - *the trick here is a little goes a long way!*

9 Run the loco

- 1 With the wheels cleaned, gears greased, and the bearings lubricated, run the loco in forward and reverse at about 25% speed for a few minutes to check you have a good running loco - *this is best done on a rolling road but can be done on a test track*
- 2 Check that there is no binding and that all the valve gear and rods are working correctly - *it's very easy to bend some of the fine linkage and this test should pick this up*
- 3 Repair as necessary

10 Check Kadees (where fitted)

- 1 Ensure all wheels are on the track. Using your gauge on the track, and with power off:
- 2 Check front coupling for height
- 3 Check the trip pin for correct height
- 4 Adjust either of the above as required
- 5 Repeat for the other end



11 Repair any damage

Any missing or damaged parts should now be dealt with

12 New engine set up in DCC

- 1 If the loco is new, or has just had DCC fitted, I recommend setting up the DCC on the loco at this stage
- 2 I use JMRI and instructions for its use will be found in 101 JMRI and its use
- 3 Don't forget to save all the settings when you are finished

I also record the date the service was completed for my own reference, but it's helpful if you have a large pool of locos to maintain. I would suggest for an exhibition layout the above should be done prior to every show. For a home layout the above should be carried out every six months, depending on usage.

Should a loco fail or start to run poorly then this process should be the first stage of your fault finding. I would also say that track needs to be cleaned every day for an exhibition layout and before any operating session on a home layout. Clean track is as important as clean locos. I also Hoover the track on a home layout before an operating session and do this when an exhibition layout hasn't been used for a while - spiders can get everywhere !

With the track once cleaned I have seen people use HB pencils to maintain the track-to-wheel electrical connection. This does work great; however, it is not recommended to be used if the locos or stock are used on other layouts or on modular groups. The main reason for this is on any layout with a gradient, stock laying down graphite will reduce the friction on the rails and trains will not be able to climb up even shallow gradients.

The last point is on coach and wagon wheels. These get dirty too and do require cleaning, but not as often as a loco. Should the vehicle have pick-ups for sound and or lighting then it should be treated as a loco and cleaned as above. **LL**



How many grown men does it take to clean a few wheels . . ? Ron Bailes looks on in disbelief as Brian Daly shows the editor the right way to go about it on Gifford Street. Tony Wright



RHYMNEY RAILWAY NUMBER 38 GETS A
CHASSIS REBUILD

Dave Roberts describes how he set about installing Slater's sprung hornblocks in a rigid 0-6-2T chassis. Photography by the author.

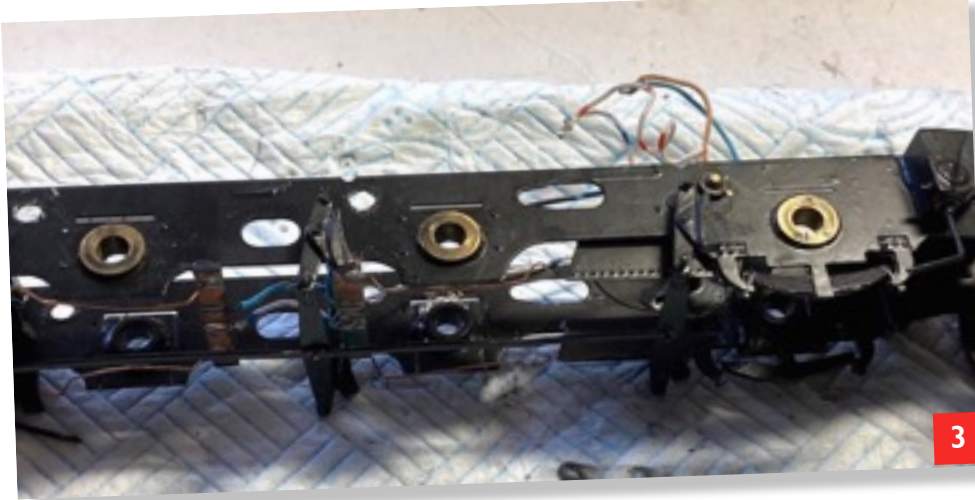
Ex-Rhymney Railway R Class 0-6-2T BR(W) No.38 arrived at Crymlyn 'A' Shop for a heavy general. This would mostly involve converting the rigid chassis using Slater's sprung horn blocks. The locomotive is seen above, waiting outside Crymlyn 'A' Shop. It was built from a Dragon Models kit (now available from TaffVale Models) many years ago. The first job was to pivot the coupling rods.

An etch for a new set of articulated rods suitable for the class was obtained from Michael Morris of 88D Models (1). They were laminated together soldering the supplied rivet at the back which was then filed flat. What a pleasure not having to ream out the rods to fit the Slater's crank pin bearings, only having to clear out any excess solder. At this stage I didn't know what the spare pair of laminations were for.

The chassis is seen before dismantling (2) - the spots of white paint on the wheels have a pencil note to indicate the wheel's position. The chassis is seen again with wheels and

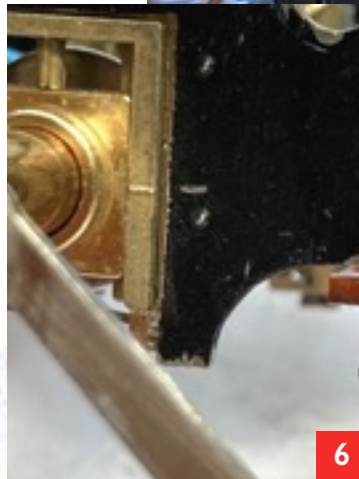
motor now removed (3) and in close up showing one of the rigid bearings that will be removed (4).





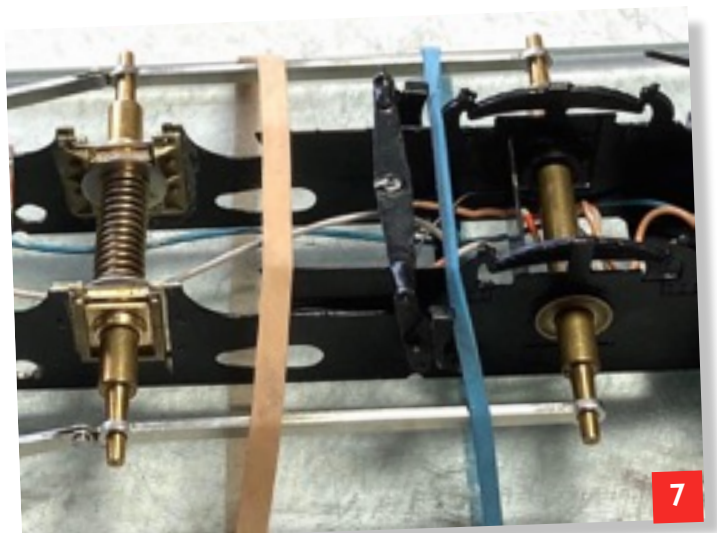
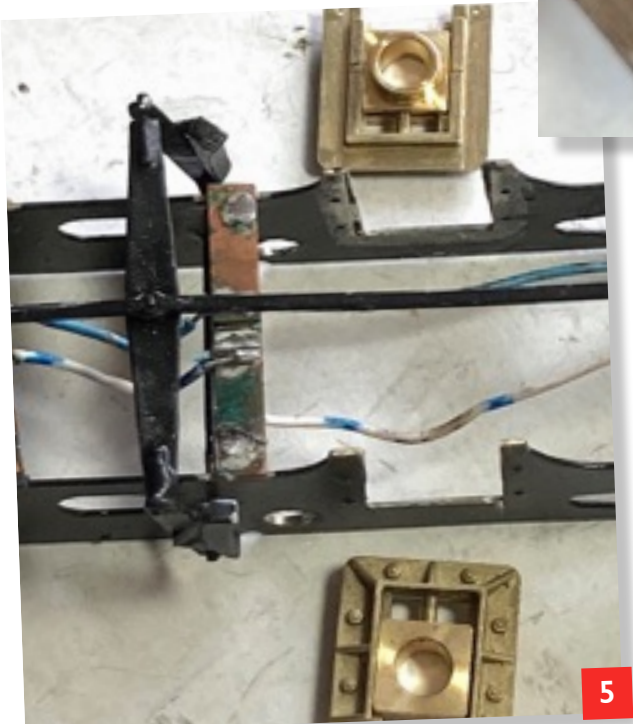
each side of the cut-outs in the frames to align with the cast centre mark on the horn blocks. Fortunately this aligned perfectly without any adjustments being necessary (6). It is also important that there is a small gap between the sides of the horn blocks and the frames so that the coupling rods

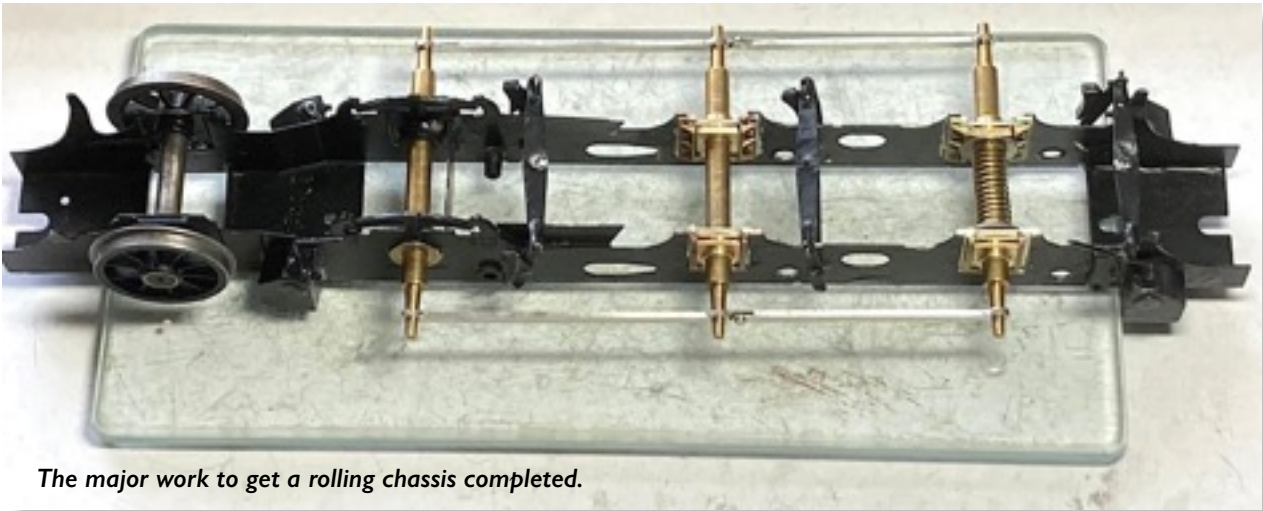
Fortunately, the frames had a slot etched to represent the gap between the top of the axle box and the frames, and a half-etch mark to indicate where to cut out metal for the Slater's horn blocks which considerably helped this process. Fitting the first pair of horn blocks by cutting out the existing bearings is not for the faint hearted - there was no going back now ! After comparing the width of the Slater's horn blocks to the half-etched guides inside the frames, I cut down the guides with a razor saw and cleaned up the cuts with a file (5) also clearing off some paint on the inside of the frames where the horn blocks were to be soldered. Well, would be soldered if my soldering iron hadn't given up ! The axle boxes were fettled until they were a nice sliding fit without any side play. I scribed a mark at the axle centres



can move the horn blocks to the correct position. If the horn blocks touch the sides of the frame cut-outs they can't move it to the exact position. Hopefully the pictures illustrate this.

Below, the jig is seen set up using the Midland Railway Centre's tapered axles (7). Michael Morris of 88D





The major work to get a rolling chassis completed.

Models informed me that those spare full length rod laminates in the etch that I used is for this purpose. I can understand this as the pivoted front part of the rods could easily be damaged here. I managed to solder the centre axle horn blocks with my 40W iron, thankfully there were no plastic bits nearby !

Both axles moved freely when held in position by the rods. I was uncertain about cutting out the leading axle bearings at the same time as I felt the frames could distort with the centre bearings cut out so waited until the central horn blocks were soldered in to strengthen/brace the frames. The front pair were then cut out with sufficient clearance for the fettled leading horn blocks. The picture shows the three axles fitted with the dummy axles held in position by the rods with the leading horn blocks awaiting soldering. The brake gear and pick-ups will need rebuilding and much of the original paintwork was damaged, so I thought that once the motion was fitted and working satisfactorily it would be dismantled, soaked in paint stripper and treated to a repaint.

I soldered in the front horn blocks using the same method as the centre pair. The outside of the axle box bearings were filed back to give the same width as the rear rigid bearings (8), digital callipers helped here, and the top plates which help locate the small coil springs were soldered in place. I adjusted the width across the outside of the bearings to 1mm

less than the inside of the wheel bearing surfaces. The axle boxes were then reassembled, adjusting (carefully filing down) each top stop in the horn blocks to match the



8

bearing height on the front axle to the fixed rear axle. I also adjusted the centre pair to give an extra 0.3mm clearance so that the centre axle could 'float' above the rail with the coil springs applying sprung contact to the rail. More on this later.

The wheel sets were refitted (9) having previously identified each one's position. The rods were then refitted and, with fingers crossed, it only took half a turn before it locked solid ! Fortunately, this was down to an errant part of the loose brake hangers jamming one of the coupling rods - phew ! Anyway, the motion turned extremely freely with virtually zero slop, a spot of oil on axle and crank pin bearings further improving things. The real railways would never send out a locomotive with tight spots, well the GWR certainly wouldn't !



9

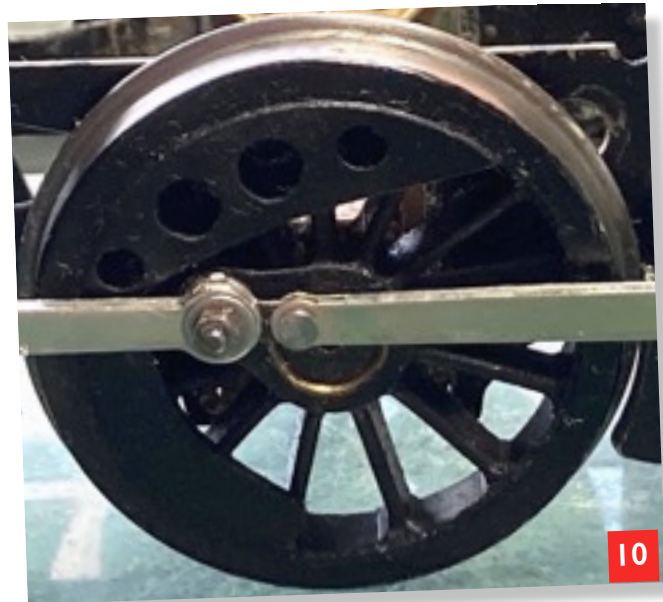
LINESIDE LOOK

A close up of the centre wheel set (10) shows that at some point in its life the locomotive had been rebalanced. The balance weight would have been cast in the wheel necessitating the metal to be drilled out and a new plate fitted to contain the weights. This feature seems to be quite common on rebuilt pre-grouping Welsh Railway locomotives.

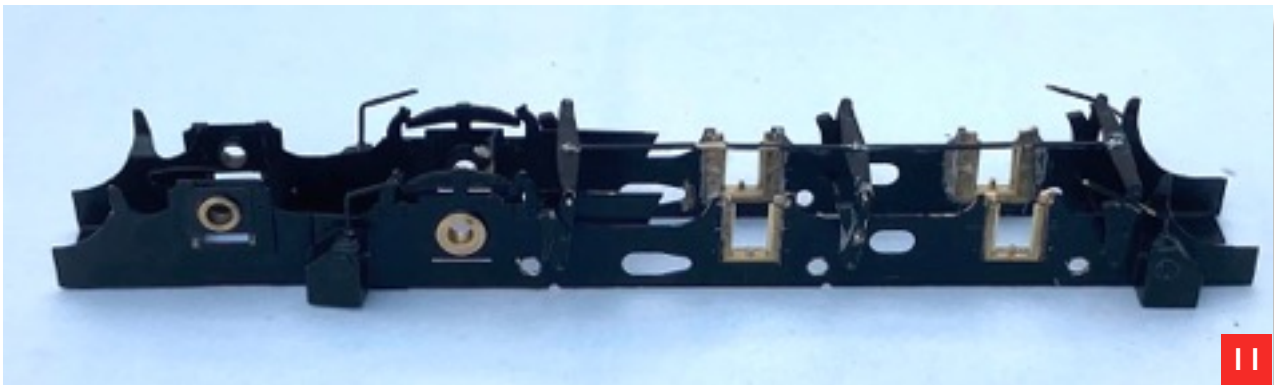
More on the rebuilt frames

I refitted the damaged (my fault) brake gear along with the dislodged sand pipes. I suspected that the paintwork on the frames wasn't too badly damaged and as the model is in a dirty, weathered condition decided that ex-works frames wouldn't look right - I'll go with just touching up the paintwork. The wheels and motion were removed and the chassis given a good scrub with 'Shiny Sinks', hot water, and a toothbrush. The wheel sets, axle boxes and new coupling rods were then treated to a coat of gunmetal paint, although they would have been dirty steel.

IN THE WORKSHOP



maze of leads that I will attempt to refit. The front pick-up pad has been glued in place, although it



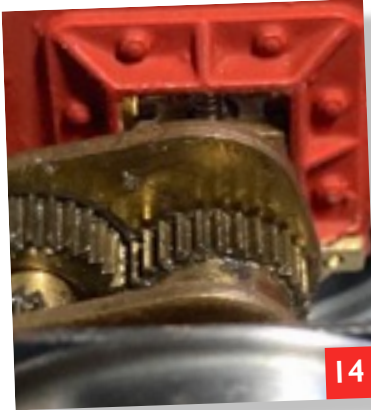
The frames then had the bare brass surfaces primed and the inner front frames had their first coat of red, applied on the prototypes so that cracks could be more easily identified. All the rest had a coat of matt black other than the bearing surfaces (11). The frames were left for the paint to dry and harden before being given a second coat of red. The springs, axlebox keeps, rear plunger pick-ups, wheel sets, coupling rods, motor and gearbox were then refitted (12). The bundle of wires are the original

came loose every time I attempted to straighten the wires so left it to harden overnight. I had to ease the coupling rods ever so slightly as, even though everything was free earlier, probably the weight of the motor/gearbox and the coil springs were distorting the mechanism slightly. It would have been OK in the running position with the weight of the body but was easier to adjust now than later if necessary. One of the leading axle boxes showing the coil spring and the wheel position RL (right



IN THE WORKSHOP

leading) is seen (13) although the photo shows it on the left side before being swapped over. Part of the gearbox on the centre axle is also shown (14). The front and rear driven axles carry the weight of the

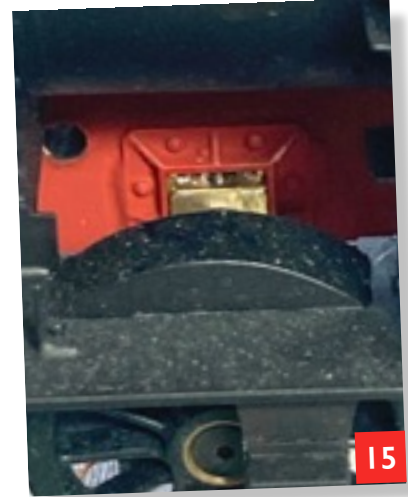


body with the axle boxes resting on the horn block stops. The centre axle has another 0.3mm vertical clearance before the stops to prevent the model rocking on this axle.

Normally with

rear wheel drive (to hide the motor in the firebox) the only pressure on the centre axle is from the springs. As this is a side tank the motor can be fitted to the centre axle so that its weight is carried on this axle. The view between the frames (15) shows the new horn blocks - the compressed spring acting on the axle box is visible. The leading axle boxes carry the weight of the locomotive via a 'pin' which

also locates the spring. If the locomotive passes over a dip in the track the spring pushing down on the axle box will keep the wheel in contact with the track to maintain electrical contact and traction.



The Crymlyn 'A' Shop foreman was pleased to announce that the 'Boys' had completed the chassis rebuild of ex-Rhymney Railway No.38, and it will be worked to Pantyfynnon Junction for acceptance trials. A good place to observe and photograph these workings is from upstairs in the Pantyfynnon Social Club between 6.00 and 9.00pm ! **LL**

Website addresses

88D Models

<https://88d.uk>

Taff Vale Models

[www.http://taffvale.wales](http://taffvale.wales)

BELOW: *The completed No.38 basks in the morning sunlight outside Crymlyn 'A' Shop. Dai the paint touches up the paintwork on a repair to a front lamp iron under the watchful eye of the foreman.*





LIVING IN THE PAST AT
RIPPPINGALE

Rippingale station on the GNR's Bourne & Sleaford Railway opened in 1872. The expected passenger traffic never materialised, and the line closed to passenger traffic in 1930. A daily goods train continued until it closed to all traffic in July 1956, the line then being used for several years to store redundant mineral wagons. Total closure came in 1965, but the station buildings at Morton Road, Rippingale, Billingborough & Horbling, and Aswarby & Screddington all remain either in private hands (as here) or in business use.



Rippingale station is the best preserved, at one time boasting several steam and diesel locos on the short length of relaid track including 1922 built Avonside 0-4-0ST ELIZABETH when photographed in April 2013. The site has since changed hands, the new owners installing a large OO scale model of Bourne in the old goods shed. Open days are advertised on their Facebook page when the layout can be viewed. BOTH JOHN EMERSON



DOES YOUR LAYOUT HAVE VAN VARIETY?

A brief survey of what is - or isn't - available from the trade !

Well before the demise of our 4mm Hayley Mills layout, a stock construction programme had been contemplated for a new 7mm layout. The premise was a mill town, some of the old mills now used by the growing empire of mail order companies, and with the goods yard still open to serve this traffic. Mail order traffic is nothing new - until the late 1960s almost all mail order goods were dispatched by rail. According to Alan Earnshaw and Bill Aldridge (*Road Vehicles 1948-1968*), Oldham dispatched around 20,000 parcels a day in the early 1960s, and around 88 million parcels were moved annually by passenger and parcels trains. So a large number of 7mm vans would be required - and one advantage of running vans of course is that the casual observer will not know if they are full or empty !

Besides the recently built BR standard vehicles, a staggering variety of pre-nationalisation four-wheel vans were still common up until the late '60s and early '70s and the mass clear out of non-BR types. With two exceptions, this brief survey only covers

vehicles from the 'Big Four' and BR periods with a 10' 0" wb and which conform to 'XP' requirements, most of which have featured on my 7mm layouts.

1 GWR TYPES

Following nationalisation, British Railways inherited a large number of vans from the 'Big Four', each company having evolved its own distinctive style of design. GWR vans changed little over the years, mainly an increase in length and wheelbase, with vertically planked doors replacing the older outside framed type, and RCH or Morton brakes instead of the Dean-Churchward pattern. Many vans were built under two Diagram numbers, covering fitted and non-fitted versions. All were built at Swindon apart from the Dia.V35 vehicles. From 1957 a programme to convert some non-fitted vehicles to fully fitted was instituted by BR. After withdrawal many survived in Departmental use, or as barrier wagons, etc.

Dia.V23 12T 'MINK A' - KIT & RTR

These were of planked construction and built from 1934-41. Dia.V24 covered the non-fitted version, many later being vacuum fitted by BR from 1957 onwards.

KIT Parkside, Walsall Model Industries (ex-WEP Models)
RTR Dapol announced an RTR version earlier in the year.

A kit was listed in the ABS range for Dia.V21/V23, since acquired by David J Parkins but not currently available. The Freightman also produced a kit, now long out of production. The model illustrated was built from a Parkside kit.



Dia.V28 12T 'SHOCVAN' - KIT-BASH

Apart from the Southern, all pre-nationalisation companies developed shock-absorbing vans in an attempt to prevent damage to fragile goods in transit or when being shunted. The body was slightly shorter than a 'normal' 12 Ton van and mounted on springs to absorb or dampen sudden shocks.

As no kit or RTR model of the Dia.V28 is available, this was a 'kit-bash' using a shortened and altered body from a Freightman kit - components from Parkside's kit (PS24) could be used instead - married with underframe parts from a Slater's shock van/wagon.



Dia.V35 12T 'MINK A' - KIT *

Not built at Swindon ! During WWII the Southern Railway built 650 unfitted vans with their distinctive uneven planked bodies at Ashford for the GWR (Nos.144269-918)..The model is a modified Parkside kit masquerading as a BR vacuum fitted van with replacement 'even' planks until a more correct replacement is built using a Freightman kit.

KIT Freightman kit - * no longer available
RTR Not available

Dia.V36/V37 12T 'MINK A' - KIT

Post-war development of the standard GWR design with plywood body - unfitted versions given Dia.V37, although many were later fitted with the vacuum brake in BR days.

KIT Parkside, David J Parkins (ex-ABS)
RTR None available

A kit was also available from The Freightman. The model was built from a Parkside kit (PS28) but has since lost the tiebar between the axleboxes - time for a spot of TLC !



Dia.G31/G43 12T 'MOGO' - KIT & RTR

The 'Mogos' (MOTOR car GOods) were designed as convertible goods vans. Dia.G31 (built 1933-36) had planked sides, the later Dia.G43 (built 1946-47) had a ply sided body.

KIT Parkside, David J Parkins (ex-ABS)
RTR Dapol recently announced their RTR model

The Dia.G31 and G43 vans listed in the ABS range are the ex-DJB kits, currently available from David J Parkins.

The model (below) was built from the Parkside Dia.G43 kit (PS35).



Dia.Y8 12T 'FRUIT A' - KIT & RTR

Originally introduced to convey tomato traffic from the Channel Isles via Weymouth, and also built in BR days.

KIT Parkside, Walsall Model Industries (ex-WEP Models), and David J Parkins (ex-DJB/ABS kit but to BR Dia.1/231)
RTR Dapol recently announced their RTR model

I believe Haywood Railway also produced a kit, but the current status is unknown. The model illustrated is a straight build from the Parkside kit (PS29),

**OTHER GWR TYPES (NOT ILLUSTRATED)**

The Dia.V21/V33 unfitted vans built 1929-33 are available as kits from David J Parkins (ex-ABS) and Parkside (PS24). However, their kit PS26 can be built as a number of versions including the Dia.V23 van (seen on page 17), as well as the Dia.V26 'Parto' variant, and unfitted Dia.V26 and V34 - these were included in BR's fitted stock conversion programme from 1957, the converted vans subsequently acquiring 'XP' branding.

All the GW vans described so far had an overall body length standardised at 17' 6". Odd man out is the long wheelbase 20T 'Mink G' (Dia.V22) of which 100 (Nos.112801-900) were built 1930/31. These were fitted vans, 30' 0" over headstocks with a wheelbase of 19' 6" designed mainly for use on overnight express freights. They lasted into BR days and an ex-JLTRT/MMI example was slated for the new layout. Fortunately the etched-brass ex-WEP Models kit is available from Walsall Model Industries.

New build orders for two GW designs of van were completed only after nationalisation, but given BR diagram numbers - these were Dia.1/203 and 1/205 ply sided VB and unfitted vans, and the Dia.1/207 ply-sided shock van.

**2 LMS TYPES**

The GWR/WR modeller is well catered for but it's a pretty barren landscape for the LMS/LMR man as far as 10' 0" wb vans are concerned with only one of the 14 or so LMS diagrams likely to be readily available in the future.

The defunct Freightman range had a number of useful LMS types and it's worth keeping an eye out for the odd kit that may crop up from time to time on eBay, and elsewhere although they are becoming few and far between. The ex-JLTRT/MMI Models kits included many useful LMS types but are sadly also no longer available. It highlights how the loss of small manufacturers can have profound effects on the hobby. On a more optimistic note Dapol's announcement of 'Big Four' designed vans to complement their successful series of BR vans will fill at least one gap in the list of LMS types.

Along with the LNER, LMS designed vans made use of two and three-part corrugated steel ends, this feature eventually appearing on BR standard vans. Sliding doors were also a feature of both companies van designs instead of the 'cupboard' type opening doors favoured by the GW and SR. As with the GW vans, most types lasted well into BR days with many ending up in Departmental and other uses such as barrier vans, etc.

D1891 12T VENTILATED VAN - KIT *

Unfitted plank sided van, built 1934-40. Part of the 1957 programme to fit vacuum brakes by BR

KIT Freightman & JLTRT/MMI - * no longer available
RTR Not available

The model was built some years ago from a Freightman kit and is finished as later fitted with vacuum brake by BR. Although no longer available worth looking out for the odd example that may turn up on eBay, etc.

D1897 12T VENTILATED VAN - RTR

VB fitted plank sided van, similar to D1891 vehicles. Built 1935/36., some vacuum fitted lots had eight-shoe clasp brakes, 'J'-hanger suspension and LMS brake gear. Other lots unfitted Morton brake from new but later VB fitted as part of BR's 1957 programme. Some vans also gained diagonal side strapping.

KIT Not available

RTR Dapol recently announced their RTR model



D2108 12T VENTILATED VAN - KIT *

Ply sided fitted van built Wolverton 1944, with diagonal side strapping, three-part corrugated end, 'J' hanger springs, clasp brakes and roof vents. Also built by BR to Dia.1/200 with altered doors.

KIT Freightman - * no longer available

RTR Not available

The model was built some years ago from a Freightman kit and finished as later VB fitted by BR.

D2097 12T VENTILATED VAN - KIT *

Unfitted ply-sided van, built 1944. Later vacuum fitted as part of BR's 1957 programme.

KIT The Freightman & JLTRT/MM1 - * no longer available

RTR Not available

The model was built some years ago from a Freightman kit and finished as later VB fitted by BR.



OTHER LMS TYPES (NOT ILLUSTRATED)

Kits of Dia.D2070 and D2088 were at one time available from JLTRT/MM1 Models. Two possible alternatives are the Diagram D2078 and D2079 vans built during the Second World War. The D2078 vans were built by the SR at Ashford in 1942 and 1944 (Nos.521140-289 and 523290-539) as the balance of the unfitted GW vans detailed on page 18, so could be built from a Parkside SR van kit.

Dia. D2079 was allocated to the 250 LNER Dia.170 'Austerity' vans (Lot 1335, Nos.521290-2539) built Darlington 1942. They had steel solebars, but due to wartime restrictions on the use of steel, wooden ends and end stanchions. Originally unfitted, they were also VB equipped as part of the BR 1957 programme. A suitable kit was listed in the ABS range and is currently available from David J Parkins.

3 LNER TYPES

The LNER fares a little better than the LMS when it comes to 10' 0" wb vans, although the demise of the MM1/ex-JLTRT range has again had an impact on what is available. Parkside produce a kit for the Dia.106 wooden underframe fruit van (Nos.187087-586) built at Darlington 1935/36 (PS46). In BR days these carried a plate reading 'Fruit only return to Whitemoor GE'.

The ABS LNER Dia.170 (LMS Dia D2079) van is available from David J Parkins as mentioned earlier, although the substantially similar Dia.161 kit is not. They had steel solebars, but due to wartime restrictions on the use of steel, wooden ends and end stanchions. Originally unfitted, they were vacuum fitted as part of BR's 1957 programme.

Dia.88 12T FRUIT VAN - KIT

Vertically planked fitted van with half louvred timber ends, vertical stanchions and underframe. Built Darlington 1934-36, they lasted well into BR days..

KIT Connoisseur Models
RTR Not available



Dia.94 12T VENTILATED VAN - KIT

Vertically planked fitted van with timber ends, vertical stanchions and underframe. Built Darlington 1934-36, along with similar vehicles lasting well into BR days..

KIT Connoisseur Models, Parkside
RTR Not available



Dia.116 12T VENTILATED VAN - KIT *

LNER vertically planked fitted van on steel underframe with corrugated ends, built at Shildon, Darlington and various outside contractors. 750 also built by the Southern Railway at Ashford and Eastleigh in WWII. Kit could also be built as Dia.102.

KIT Freightman - * no longer available
RTR Not available



Dia.152 12T FRUIT VAN - KIT *

Built 1938 Shildon (Nos.221982-831 & 226522-771) on steel underframe, with louvred lower half of ends.. The earlier Dia.121 was identical apart from being 2" wider:

KIT Freightman - * no longer available
RTR Not available

4 SR TYPES

The evolution of the 'standard' SR 12 ton van is a complex story to say the least ! Even and uneven (2+2) planking appeared on the same diagrams as well as two different designs of brake gear. Other types not illustrated include the Dia.1455 uneven planked vans, an 'Austerity' design produced during the war but lacking VB brake gear, being added later as components became available. A kit of the Dia.1486 ventilated meat van is also available from Parkside (PS101). This is an interesting

vehicle, 19' 0" over headstocks with a 10' 6" wb and of planked and plywood construction. As already mentioned, just like the LMS vans the range of SR 10' 0" wb vans has taken a hit with the loss of the MMI Models/ex-JLTRT range. An RTR model of the even planked SR 12 tonner has recently been announced by Dapol, otherwise it's scouring the model press or eBay for the old Freightman kits. The demise of small and medium size manufacturers has a consequent impact on the hobby with the loss of the variety of prototype vehicles available - and many are unlikely to ever be taken up by the large manufacturers looking for high volume sales - maybe enterprising 3D printers can fill the gaps !

Dia.1458 12T VENTILATED VAN - RTR

From 1935 the wheelbase was lengthened to 10' 0" on all new 17' 6" SR vans, and the first of these is the subject of the new RTR van from Dapol. The final two lots had RCH underframe gear.

KIT Not available

RTR Dapol



Dia.1458 12T VENTILATED VAN - KIT *

Surely a signature model - the uneven (2 +2) plank version of the standard SR van. It would be surprising if this wasn't tooled up for a future RTR model.

KIT Freightman - * no longer available

RTR Not available

Dia.1452 12T VENTILATED VAN - KIT *

Wartime timber shortages were solved by the use of plywood construction, although interiors were planked to half height. Again, some vans were built without VB fittings which were added later - another ideal RTR model.

KIT Freightman & JLTRT/MMI Models - * no longer available

RTR Not available

The Freightman kit was also available as the BR Dia.11202 version (as illustrated) and was always a popular choice with modellers. Two more are waiting on the work bench !



5 BR BUILT TYPES

At last we come to the BR standard built vans, first introduced 70 years ago. They were the result of the Ideal Stocks Committee taking the best features from the 'Big Four' designs, although initially some designs continued to be built either as stop gap measures or orders placed prior to Nationalisation (Diagrams 1/200 - 1/207), with Dia.1/208 becoming the first true BR design.

Kits are available for many of these BR standard types, with several of the more common vehicles also having appeared as RTR models from Dapol. A spot of kit-bashing will help fill some of the gaps.

Dia.1/206 12T 'SHOCVAN' - KIT-BASH *

The LMS style planked body is a very different animal to the usual BR ply bodied shock van seen on layouts. The body is a shortened Freightman planked van with added diagonal strapping on a Slater's shock van underframe.

** As Freightman kits are no longer available this would now be a scratch-build job.*





Dia.1/208 12T VENTILATED VAN - KIT & RTR

Most common type of BR design lasting well into the Blue diesel era, many passing into Departmental and other uses after withdrawal from revenue service.

KIT Slater's
RTR Dapol

Weathered Dapol model illustrated. The Freightman and MMI Models (ex-JLTRT) also produced kits, no longer available.

Dia.1/211 12T 'PALVAN' - KIT

Built 1952-63 and possibly the least successful of the BR designs, fork lift trucks entering the van with palletised loads affected the springing making them unstable at speed. They were eventually taken out of traffic following a series of derailments. Similar vans were also used by the MoD.

KIT Slater's
RTR Not available



Dia.1/213 12T VENTILATED VAN - KIT & RTR

Ply-sided version of standard BR standard design. Other diagrams had eight shoe clasp brake gear and Oleo buffers.

KIT Slater's
RTR Dapol

Weathered Dapol model illustrated. The Freightman and MMI Models also produced kits, no longer available.

Dia.1/217 12T 'VANWIDE' - KIT & RTR

Built 1962, a long lasting and a successful follow on to the 'Palvan', the last 100 having translucent roofs. Dapol also produce the refurbished VEA vans with FAT 19 suspension.

KIT Slater's
RTR Dapol

A kit was also produced by Appleby Model Engineering.



Dia.1/218 12T 'SHOCVAN' - KIT

BR development of the shock-absorbing van with ply-sided body. Modelling earlier BR diagrams, which followed pre-nationalisation designs, would involve a reasonable but satisfying amount of kit-bashing or scratch-building for the body, but using Slater's underframe components.

KIT Slater's (JLTRT/MMI Models kit no longer available)
RTR Not available

Dia.1/219 12T 'PALVAN SHOCK' - KIT-BASH

Shock absorbing version of the 'Palvan' but with corrugated steel ends and roller bearings, being built between 1958-61. As no kit or RTR version was available - or is ever likely to be ! - this was an extensive kit-bash/scratch-build exercise by my brother Steve to provide a model of one of these interesting and unusual vehicles.



Dia.1/230 12T FRUIT VAN - KIT-BASH *

BR build of LMS design ply sided-van fitted with four air scoops each side for additional ventilation. A very simple kit-bash using a Freightman kit.

KIT Freightman - * no longer available

RTR None available

Dia.1/233 12T FRUIT VAN - KIT

Slater's ply-sided Dia.1/213 BR van kit includes parts to produce the BR Dia.1/233 Fruit Van, although the model illustrated was done the hard way - a Freightman kit with air scoops laboriously carved from plastic strip !

KIT Slater's (JLRT/MMI Models kit no longer available)

RTR Not available



Dia.1/250 10T MEAT VAN - KIT

Immortalised by the Airfix 4mm kit, these were designed for the carriage of fresh meat in the form of carcasses hung from hooks and rails in the roof. The prominent end and side vents were a distinctive feature of these vans.

KIT Slater's (JLRT/MMI Models kit no longer available)

RTR Dapol

With the increase of fresh meat transported in refrigerated lorries, rail traffic declined and the vans became redundant. A new use was found for many of them as 'Ale' vans and the model on the right shows a meat van in this condition. Some vans had three of the end vents removed along with the louvred vents in the sides - others had just the side vents removed but retained the four end vents, achieved on the model by merely substituting the sides from a 12T planked van for those in the kit. Other vans - modified or in original condition - went into freight traffic.



6 EPILOGUE

It's commonly assumed that only vans could work in express parcels or passenger trains, but other vehicles such as the 13T 'Opens', loaded 'Conflats' and, until 1968, 'Lowmacs' could also be used as long as they complied with the 'XP' requirements outlined below. Film evidence of a 'Castle' hauled express leaving Gloucester with a loaded 13T 'Open' attached as a 'swinger' behind the last coach shows this did happen. However, only vehicles fitted with steam heat pipes could be marshalled next to the locomotive on passenger trains, effectively ruling out any of the 10 0' wb vans - at least in the winter months. Some 'XP' branded vehicles were subject to a maximum speed limit - 'Lowmacs' and vans with a wheelbase less than 15' 0" were not permitted to exceed 60mph. Otherwise most types of van could be pressed into express parcels traffic providing they fulfilled these requirements, taken from the BR General Appendix:

- * Minimum wheelbase of 10' 0"
- * Vacuum braked or vacuum through piped
- * Screw couplings and long buffers
- * Branded 'XP'

No general purpose 9'0" wb vans were built by BR, although 9' 0" wb fitted vans ran in fast fitted trains until an ASLEF ban c.1955, presumably following derailments at speed. They could still be seen in slower freights, however, but all seem to have been

Dia.1/215 12T PALVAN SHOCK - KIT-BASH/SCRATCH-BUILD

The only one of its kind - this plank-sided shock absorbing Palvan was built at Derby in 1956 under experimental Lot 9001. It had corrugated ends and four shoe Morton brake.

The model illustrated built by Andrew Baldwin features a scratch-built body on a Slaters shock van underframe.



withdrawn or transferred to the Engineer's fleets by the late 1960s. There were also recorded instances of non-compliant vehicles being incorrectly branded 'XP' - you have been warned! Finally, to round off this brief survey, here's a 'one-off' experimental 'Palvan' and a couple of insulated vans that also saw service as freight and parcels vans towards the end of their lives, some again being repainted into Bauxite or Freight Brown livery. **LL**

Dia.1/251 10T INSULATED VAN - KIT & RTR

Insulated version of the standard BR van with plain corrugated ends without ventilator. The shortened doors and special locking arrangement are lacking on the RTR model. Some later received Bauxite livery.

KIT Slater's
RTR Dapol

The model illustrated was built from a Freightman kit, no longer available.



Dia.V32 10T 'TEVAN' (ex-X9 'MICA') - KIT

1938 conversions for Lyon's tea and coffee traffic, lasting in service into the mid-'60s. Most had roof hatches removed. Some repainted into Bauxite freight livery, some also seeing occasional use in banana traffic.

KIT Parkside, Haywood Railway
RTR Not available

WHEN FACT MEETS FICTION

Baker Street, with its iconic alto sax solo is probably the best known track on Gerry Rafferty's 1978 album *City to City*. It deals with disillusion with the music industry, but for me it also stirs memories of a terrifying white knuckle ride to Marks & Spencers head office in Baker Street with the sales manager of a packaging company. I don't remember if they bought the designs for a point of sale chocolates dispenser, but the many boxes of pralines we brought back were delicious! While M&S vacated their offices at Michael House in 2015, Baker Street is still 'home' to its most famous resident Sherlock Holmes, Sir Arthur Conan Doyle's fictional consulting detective. Number 221b Baker Street is surely one of the most famous fictional addresses of all time, and to which countless letters have been addressed and answered by The Abbey House (Abbey National Building Society) - formerly at Nos.219-229 - from 1932 until 2005.

Devotees of Holmes are either 'Sherlockians' or 'Holmesians' (depending on which side of the Atlantic you were born on), with around 300 societies worldwide devoted to those who study the canon, first and most prestigious being the 'Baker Street Irregulars' - membership strictly by invitation only! A Metropolitan Railway electric locomotive was also named in Holmes honour - the original Baker Street underground station was on the Metropolitan line. Train travel often featured in the stories, although many question the authenticity of some of these journeys. In the *Boscombe Valley Mystery* Holmes and Watson journey to Ross on Wye through the 'beautiful Stroud Valley and over the broad gleaming Severn', implying crossing by the Severn railway bridge instead of changing at Gloucester, which would have been the more convenient route at the time.

A vast amount of literature has been published over the years discussing the stories, the characters and historical or factual fidelity, including an intriguing piece of detective work by Gavin Brend in *My Dear Holmes* (George Allen & Unwin, 1951). Brend cites that at the time of the fictional Holmes the present number 221 was actually located in Upper Baker Street. It was only in 1930 that Upper Baker Street merged with Baker Street, both being renumbered. He goes on to say that all available evidence in the

stories suggests that Holmes address was on the west side of Baker Street - south of Dorset Street and north of Blandford Street - his chief source of information being *The Hound of the Baskervilles*. He then goes on to speculate that the actual location of Holmes address was one of numbers 59, 61 or 63 Baker Street, in all probability the location of the fictional 221b being at No.61. Of course all has long been swept away by redevelopment, leaving no trace of the 'Holmes era' buildings. But here's the pay off. At the time of writing (1951) Brend noted that 'by a curious coincidence No.61 is at the present time tenanted by Messers Walkers and Holtzapffel Ltd, who bear the first two letters of 'Watson' and the first three letters of 'Holmes'. Does this mean that the ghosts of the original occupants of Baker Street have returned in a new line of business?'



An early Walkers & Holtzapffel advert appears in the December 1951 issue of the *Railway Modeller* - one of the first issues to appear after the fledgling magazine was acquired by Peco - and under the editorship of a recently appointed young chap by the name of Cyril Freezer. Walkers & Holtzapffel would become better known as W&H Models, later moving to premises in New Cavendish Street, their annual illustrated catalogue becoming something of a modeller's 'bible' for the smaller scales until the firms demise in the early '90s. An interesting intertwining of fact and fiction - I might even go as far as to say that it's 'elementary my dear Watson' - although as far as I'm aware, the greatest consulting detective never actually said that ..! LL

KEEPING UP APPEARANCES

Visitors to the layout often make a welcome appearance ...

The header photograph shows a pair of Met-Cam two-car units meeting at the station on the layout. Although DMUs ran along the 'Golden Valley' and through Brimscombe, it was not until after the auto-train service had been withdrawn and the closure of most of the intermediate stations and halts along the route. From then on, the Gloucester-Swindon service called only at Stonehouse (Burdett Road), Stroud and Kemble. Residents from the villages no longer served by rail had to rely on the bus or car - and in all probability had been driven away from rail travel altogether. Noticeable in photographs taken of the halts and stations along the line is that most appear to sport the three-car stop signs normally associated with DMU services, although as far as I am aware there seems to have been no intention to deploy DMUs on the Chalford Auto service following the elimination of steam on the Western Region. The suggestion is that they were for the steam hauled auto trains, although these normally consisted of just one or two trailers. Perhaps a reader can shed more light on this ?

Another welcome visitor was 'Britannia' Pacific No.70024, formerly named Vulcan. Built from a Seven Models kit by Dicky Dockerill, the loco is scheduled to undergo a heavy weathering job to reflect its final anonymous days in service !

The two Met-Cam units are part of the late Peter Marshall collection and were regular performers on Gifford Street, but nine years after he sadly passed away, were having a final outing on the new layout before going into storage and a decision made on their future. Other visiting motive power on the layout in recent months has included some of the output from Dicky Dockerill, who brought along his 'Britannia' Pacific seen below. This was the first time it had run for several years but gave a good account of itself hauling a seven-coach train on the layout. Nice as it now looks it's destined to receive some very heavy weathering, the condition the former *Vulcan* ran in during its last days on the LMR.



LINESIDE LOOK

Another of Dicky's projects is a 'kit-bashing' exercise to produce a three-car Class 501 EPB set. This uses bodyshell and underframe parts from Peter Clarke, plus a fair amount of scratch-building and the results to date do look exceptionally good. It's already had a good test run around the layout in its part complete state and I'm certainly looking forward to seeing the finished unit. Hopefully I can persuade Dicky to write a few words about it for a future issue - although I won't be installing third and fourth rail on the layout. Members of the KLOGGIES have also paid a visit to the layout on two separate occasions during the past few months, bringing along an interesting variety of motive power including this delightful O2 0-4-4T all the way from the Isle of Wight - now that's a first for the layout !



Work in progress

Ongoing work has seen the temporary switch panel at the station now replaced by a DCC Concepts lever frame. The original idea had been to install the lever frame at a lower level, or even build it into a removeable drawer, but a simpler solution was a

BELOW: Class 501 EPB unit under construction, built from parts supplied by Peter Clarke.



TRACK PASS



ABOVE: The temporary switch panel controlling points in the station area has been replaced with a DCC Concepts lever frame. The photos show stages in installing the shelf for the now commissioned lever frame. When the signals are finally installed this will be increased to a 20 lever frame. The lower photo also shows the first part of the sub-base for the canal running alongside the line at this point.

TRACK PASS

shelf recessed into the scenery, set at a slightly lower level so that the levers are not too obtrusive. The 16 levers operate points in the station area with several spares for signals, and one lever to electrically release the single lever ground frame at the 'High Siding'. When I eventually get round to installing the signals, the number of levers will increase to 20, although that is still some way off.

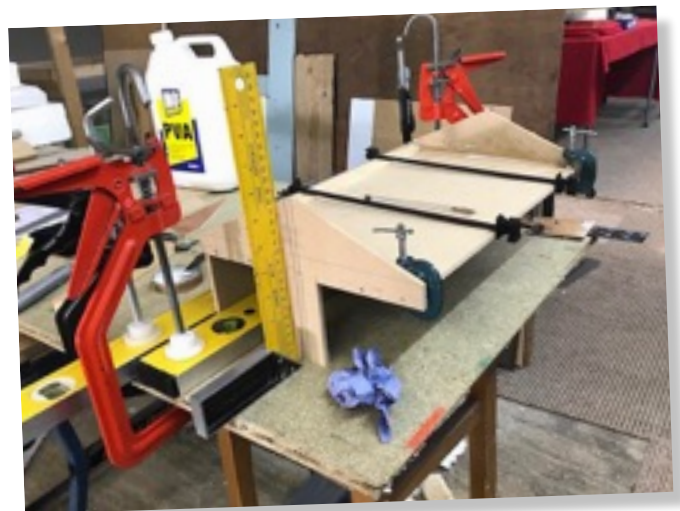
At the same time the opportunity was taken to level up the track on this side of the layout. The spell of extremely hot weather a few months back took its toll on the track with some of the effects still being discovered around the layout. Remedial work included opening up gaps at rail joints and packing any dips, lifting and relaying where necessary. Other work has seen most of the temporary - that word again - cardboard mock-ups of various structures replaced by equally temporary sheet styrene mock-ups. This gives a better idea of what the permanent buildings should eventually look like and iron out any errors in shape, dimensions and overall appearance before actual construction starts.

However, the carcass for the goods shed was cut out from MDF sheet and is almost ready for cladding and detailing, with the apertures for the windows in the front wall needing to be carefully sawn out. The goods shed posed a few problems in how it was to be assembled. The model consists of the front and back walls - the rear wall not as tall as the front wall as it is sited on the loading bank/ access road - and the ends. You will see from the photos that there is very little wall space to glue or screw anything to, and I was not a little concerned

LINESIDE LOOK



Distorted track following the hottest day of the year - although there is no thermometer in the barn the ambient temperature didn't seem to be all that high. I suspect the sun coming through the skylights in the roof void during the afternoon was the cause.



ABOVE: The goods shed carcass under construction. As this will be subjected to a lot of handling when adding styrene sheet cladding and other detailing work, it needed to be of robust construction which ruled out any thoughts of accurate 'scale' construction. Everything is clamped up to ensure all was square.

LEFT: The MDF carcass in situ - the front wall is not fixed in position as this will have the windows and most detailing work completed in the 'flat' on the workbench. As can be seen there is not much 'contact' between the sides and end walls, so it was built around a solid piece of MDF acting as a false ceiling.



about structural integrity, especially as a considerable amount of handling will be needed when adding the cladding and detail work. The solution was to forego any interior roof detail - the situation makes viewing the underside of the roof almost impossible anyway - building the rear and ends around a false roof or ceiling. After cutting out and cleaning up, the parts were jiggled up and clamped together, glued with PVA and all joints reinforced with strip wood, glued and screwed. The result is a strong assembly, the front wall will be added at a later stage during the detailing work after being worked on and detailed in the flat on the workbench.

Moving on to the station area, the platform tops have now been fixed in position. These were glued and pinned after testing with a variety of locos and stock which failed to uncover any major problems with clearances. The next step will be to add the edging slabs and detail the platform surfaces - these were paved in the immediate area of the station buildings and under the canopies, but the rest of the platforms just had a cinder/ash facing. There has also been a slight revision on the Down platform side with the addition of an approach road to the rear of the station building. As I've mentioned before, the actual Down side building at Brimscombe was hard against the Thames & Severn canal which ran at a lower level, and the rear of the Brunellian style building - not easily seen unless you happened to take a walk along the canal towpath behind the station - extending almost to the level of the canal and with what would appear, from looking at some fairly indistinct old photographs, to be storage or wharfage built into the cellars. This is all conjecture as I have yet to see anything in print or indeed any other photographic evidence indicating what this actually was. An enlarged portion from one of only two photographs I have seen of the rear of this building is shown at the top of the page.

First thoughts had been to reproduce this on the layout but as work progressed it was soon realised that it would be impractical for a number of reasons, not least being the position of the cross members supporting the baseboard surface. Looking for a suitable alternative I came across several photos of the Down side of Minety station in Neil Parkhouse's monumental series *British Railway History in Colour - Volume 5b: Gloucester to Swindon and Branches Part 2: Stroud to Swindon* (Lightmoor Press, 2022). For anyone interested in the railway history of Gloucestershire this series is a



This enlargement is from one of only two photographs I've come across clearly showing the rear of the Down side station building at Brimscombe. The lower part of the building - level with the Thames & Severn canal - has a series of arches which may just be supporting the building, although the larger arch is suggestive of a doorway possibly into a storage area. To date I have not seen anything in print or online that acknowledges this feature - a ramp down to the canal is also visible to the right. Copyright/ownership of original photo unknown.



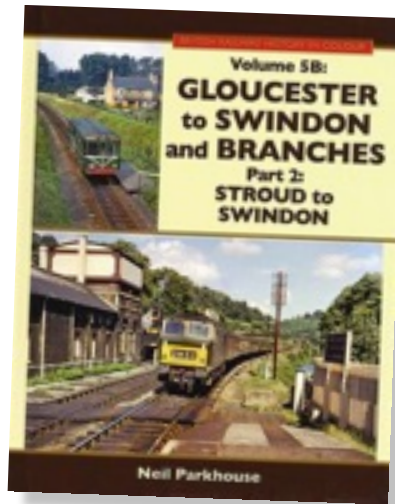
Unfortunately the situation on the layout meant it was impractical to follow the prototype exactly. Instead an approach road climbing up to platform level was simply built up from ply offcuts supported on wooden blocks. The period car is a Ford V8 Pilot from the later Dinky Toy/Matchbox range and the figures are by Preiser - lovely but rather expensive. Fortune smiled once again as these were discovered in a pile of second-hand figures! The chimney stack is rather out of keeping with the rest of the Brunel design building so will be replaced in due course with something more akin to those on the Up side.

TRACK PASS

must for the bookshelf - although you may need to strengthen the shelves to support the entire series ! The photos showed part of an approach road to the Down side building, so the idea was taken up for the layout, which now owes as much to Minety as it does to Brimscombe. However, this poses the question: what to call the layout ?

What's in a name ?

I've often thought building a layout is very similar to how the preserved railways go about restoring their lines. Piles of bits and pieces lying around, Permanent Way and signalling equipment to be restored, dismantled locos and stock in pieces waiting to be rebuilt (or in our case unbuilt kits in boxes), and the constant search for suitable buildings and other structures to help recreate and enhance the illusion of that long lost railway scene. Or maybe it's the other way round - the preserved lines are really following us ! Quite often long lost gems or sought after items will turn up from the most unexpected sources. It just so happened that I decided to replace the water crane in the yard with a GWR 'parachute' water column, and after some searching



LINESIDE LOOK

on the web to see if I could find anything suitable, came across an online blog which described the construction of a cast white metal kit which looked exactly what I was looking for. This was a Holt (or Mike's ?) Models kit which I have a feeling is no longer available. Out of the blue one turned up almost immediately amongst some items being disposed of by a friend - more remarkable

was the fact that he lived only a few streets away in the same village. Although nicely built it was fixed to a piece of aluminium by a self tapping screw, an easy job - or so I thought - to free up and remove. Unfortunately it was very firmly Araldited in place and any attempt to remove it by force would easily result in some serious damage.

Plan B was to remove the horrible green scenic dressing from the top of the base, then drill and countersink four holes, and screw it to the baseboard. However, this was also fixed with



Araldite, something I'd never come across in scenic work before. Some deft work with craft knife and chisel blade chipped it away, liberating showers of shrapnel in the process. With a repaint and a few slight alterations it will sit at the end of the goods yard as seen in the photographs. The cast 'bag' will be replaced with a piece of flattened brass tube which gives a much better appearance, and at some stage I'll add a new ladder. Although not particularly common in Gloucestershire, one of these columns was located at the town end of Malvern Road station in Cheltenham, but supported on an 'H'-shaped girder column - a useful 4mm drawing by Eric Illett appeared in one of his popular plan books.

Readers may also notice some developments in the background to the photos of the new water column. The West box at Brimscombe was a smaller version of the brick-built box on the station - although only open for a short time each day when the yard was being shunted - and was closed completely on Sundays. In contrast the East (station) box was open 24 hours a day. As this part of the layout does not follow the full sized railway - the line running past West box onto the Bourne viaduct, not a viable proposition with the tracks exiting into the storage roads - it struck me one day that maybe I didn't need to slavishly follow the prototype, and allow myself the freedom to model a different style of GW signal box. For the time being the L&Y timber box from the old layout is masquerading as a GW timber-built box - it's approximately the same footprint but slightly taller. The new box will make a nice contrast with the brick-built East box on the station and the small brick and timber box at the Halt which will be based on the still extant and listed prototype at St. Mary's Crossing. This was also the subject of a 4mm scale plan drawn by Eric Illett.



Although referring to the layout as 'based on Brimscombe', or the Brimscombe 'project', it has gradually moved away from any pretence of being an accurate depiction of Brimscombe. For a start the station buildings, although Brunellian in design, are of brick and more akin to the station buildings at Minety, between Kemble and Swindon. Liberties have also been taken with the track plan in the goods yard, and the Halt is based on a combination of features taken from St. Mary's Crossing and Brimscombe Bridge. The area around the transition from the scenic section to the off-stage storage roads at the other end of the layout is pure fiction.

Back in the 1970s I started a OO gauge layout based on a Cyril Freezer plan in *60 Plans for Small Layouts* which, for some obscure reason, became known as Oldbourne. As with many early essays into the hobby it never really progressed very far before eventually being scrapped. But the name stuck in the memory. Coincidentally part of the parish of Brimscombe is known as Upper and Lower Bourne, whilst near the West signalbox is Bourne viaduct - so why not Oldbourne? **LL**



ABOVE: Latest acquisition on the layout is a GW 'parachute' water column, nicely built from a Holt Models (or Mikes Models) cast white metal kit.

LEFT: All our yesterdays! A glimpse of the 4mm Oldbourne layout from the 1970s with a 14xx shunting a 'Toad' brake van. Both were built from K's white metal kits, although I never did get the 14xx to run successfully.



MAKING REALISTIC WAGON LOADS

It's quite a shock - pun intended! - to discover that the pair of 'Shock' wagons on the layout have been around for over 20 years. During that time many questions have been asked about the weathering and how I went about making the loads - quite by accident they also won an award at the East Midlands show, but that's another story. Making realistic loads for wagons is not a difficult task, but needs a little care and some patience to get it looking 'just like the real thing'. Let's start with an empty wagon - the Dapol BR 13T 'Open' seen on the right has been suitably weathered on the inside as well as the outside. This is important as a first step - get the inside looking right regardless of whether it's going to run empty or loaded. Open wagons, wooden or steel, hardly ever had a carefully applied coat of paint on the inside, most were either bare work stained wood or rusty work stained metal. Some, especially mineral wagons, had a sort of dark coloured load or 'tide' mark where wet coal or other mineral loads had reacted with the steel plate. Get that right and we're half way there - if the wagon is to be loaded then you'll only need to paint the top third or so of the interior.



For the load a piece of expanded polystyrene, about 15mm deep, was cut to fill the interior of the wagon - you can use whatever is to hand instead. This was then glued in place with PVA providing a suitable base for the load and to represent the layers of pipes we don't need to model. A fillet of glue around the interior effectively seals the polystyrene in place so there is no going back now! Once the glue has set the top was then painted cream (Humbrol matt 103) to mask the polystyrene base. The pipes were made from 5mm diameter plastic tube, cut to size - roughly 23mm in length - I wasn't exactly sure what length they should be, but four pipes laid end-to-end along the length of the wagon looked about right. The flanges were made from parts taken from a Knightwing 4mm scale pipework set in the spares box, simply glued to one end of the tube. As I only had enough for one load of pipes, I resorted to slipping slices of 7mm tube over the smaller diameter tube to make up the rest. It's worth running a file over them after assembly to smooth out any sharp edges.

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LINESIDE LOOK

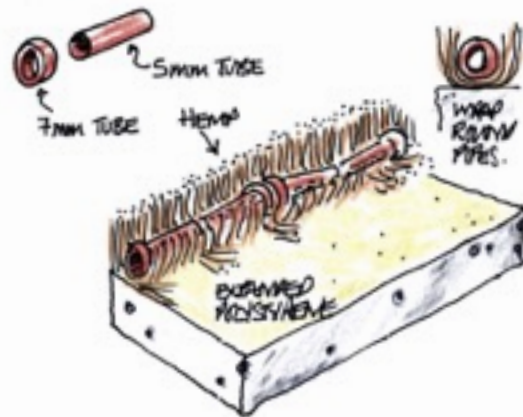


FREIGHT ONLY

A variety of other wagon loads can be seen on the layout, including this cable drum load, scratch-built following the 'Distant Drums' article by Martyn Welch in *Model Railway Journal*. Each drum consists of 40 separate components, and although very time consuming was a very satisfying build. The lettering was applied using an old dry print transfer sheet, struck through with a black ink pen to give a stencilled effect. Loaded drums were always carried upright and securely roped to prevent any movement. The wagon is a Parkside GWR open.

The straw packing is made from plumber's hemp, available from most DIY stores or hardware shops. Cut about an inch (25mm) or so, apply a layer of PVA to the top of the painted polystyrene and press the hemp into the glue (see sketch opposite). Apply glue to the underside of the pipes and press into place, staggering them end for end, adding more hemp as you go. Don't worry that the hemp is overlong as it will be trimmed down when finished. Any gaps between the pipes can be filled with the hemp, and some of the pipes completely buried in it. When the wagon is filled and all the pipes are correctly positioned, leave to set overnight. The hemp can then be trimmed back, although try not to get a too regular and even effect or it will end up looking as if it has had a short back and sides. Any unsightly gaps can then be filled in at this stage.

Often straw packing protruded through the doors, you can achieve a similar effect by carefully glueing some hemp around the door and trimming when dry. When finished you are left with a convincing straw packed load.



Finally, the easy option for those not wishing to get too involved in making their own wagon loads, is a set of three coal loads available from Parkside for 16T mineral wagons. The only real work required is a little trimming for a snug fit, adding a thin layer of PVA, and sprinkling on some coal ! **LL**



WARLEY NEC SHOW 2022

The Warley MRC's Annual show returns to Hall 5 of the NEC on **November 26/27**. This will be the club's 53rd show, and the 28th at the NEC, with over 80 layouts on display and prototype inspiration in the shape of new build BR Standard 3MT 2-6-2T No.82045 from the 82045 Locomotive Trust and Severn Valley Railway, and a 'Palbrick' wagon from the National Wagon Preservation Group.

7mm scale layouts include: *Newchapel Junction, Worthington Shed, Palins Yard, Charnwood Forest, Kensington Addison Road, Heyside, Old Elm Park, Willowbrook Marsh, Templegate Wagon Works, Burlish Road, and Challow Road* (all 32mm gauge), *Cobbolds Wharf (S7), St Mary's* (narrow gauge), and *Inver* (Irish narrow gauge) being shown by the Warley MRC in memory of John Seward.

The trade is well represented with over 130 trade stands including the big names in the hobby as well as a Small Suppliers Forum encouraging small manufacturers to promote themselves at the show.

The Club is continuing its successful 'Kids for a Quid' promotion, and advance tickets are on sale through the Ticket Factory at the NEC - visit www.theticketfactory.com or call **0844 5810737**. Please note that the NEC is now a cash free venue, all transactions outside Hall 5 must be made with a credit or debit card, including tickets, food and drink outlets. Adults £18.00 (one day); £33.00 (Two day); Junior (age 5-16) £1.00 for a one day ticket or £2.00 for two days. An administration fee of £2.00 applies to all ticket purchases made by credit/debit card via The Ticket Factory. Prices on the door are £20.00 adult (one day); £35.00 (two day); Junior £1.00 (one day) or £2.00 (two days). Juniors must be accompanied by an adult.

The show is open from 9.45am to 6.00pm on the Saturday, and from 9.45am to 5.00pm on the Sunday. Advance ticket holders are admitted to the exhibition from 9.15am on both days.

For the latest updated information visit the Warley MRC website at www.thewarleyshow.co.uk

Send your Club & Society diary dates, news and announcements to LINESIDE LOOK
email: lynxmodels@icloud.com
or visit: www.ogaugeonline.co.uk

Central Southern Gauge O Group

We meet at the Allendale Centre, Hanham Road, Wimborne BH21 1AS from 7.00 pm, usually on the second Wednesday of the month, where visitors are always made welcome. If you live locally and are interested in 7mm scale modelling, you can obtain further information at:

www.csgog.org

Forthcoming events

November 9

Track Night - *Bring along your models to run*

December 14

Christmas Party and Track Night

2023

January 11

Track Night - *Bring along your models to run*

February 8

AGM and Quiz Night

DIARY DATES

NOVEMBER 2022

- 5** **Gauge O Guild Virtual Model Rail Show**
Live and recorded layout tours, demos, virtual trade show, live Q&A sessions - for details visit: www.gaugeoguild.com
- 9** **Central Southern GOG - Track Night**
For details see panel above
- 26** **Guildford O Gauge Group Trade Show**
Spectrum Leisure Complex, Guildford GUI 1UP
<https://gogg.co.uk/tradeshows.html>
- 26/27** **Warley MRC National Exhibition**
National Exhibition Centre, North Avenue, Birmingham B40 1NT
<https://thewarleyshow.co.uk>

DECEMBER 2022

- 3** **Hillingdon Railway Modellers - Open Day**
Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
<https://hillingdonrailwaymodellers.co.uk>
- 4** **Gainsborough MRS - Open Days**
Florence Terrace, Gainsborough, Lincs.
www.gainsboroughmodelrailway.co.uk
- 14** **Central Southern GOG - Christmas Party and Track Night**
For details see panel above
- 27/28** **Gainsborough MRS - Open Days**
Florence Terrace, Gainsborough, Lincs.
www.gainsboroughmodelrailway.co.uk

JANUARY 2023

- 11** **Central Southern GOG - Track Night**
For details see panel above

NEW DATE AND VENUE FOR ALSRM 2023 TRADE SHOW

The **Association of Larger Scale Railway Modellers** has announced a new trade show which takes place on **Saturday, February 4th, 2023** in the magnificent surroundings of **STEAM** - the Museum of the Great Western Railway, Firefly Avenue, Swindon SN2 2EY. STEAM museum is housed in restored Grade II listed buildings at the heart of the former Swindon works. With around 60 traders, demonstrations, test track and 'Bring and Buy' stand, the new show will be open from 10.00am-4.30pm. Refreshments will be available on site or at the Designer Outlet Village opposite the museum.

Admission is FREE * to ALSRM members and their families, non-members £14.50 (includes admission to the STEAM Museum), with free admission for accompanied children under 14. The Swindon Designer Outlet, also located in part of the old works, is open from 9.00am-7.00pm., and with over

100 stores selling top name brands, and a wide range of catering outlets, it makes for a great day out for all the family !

Parking is £1.00 for up to five hours at the Outlet Village North and West car parks. For those travelling by rail, the venue is a ten minute walk away from Swindon Railway station, served by GWR services from London (Paddington), Wales and the South West, as well as Birmingham and the Midlands via Cheltenham.

For updated information on the new show visit the ALSRM website at : www.alsrm-events.co.uk

Trade enquiries to Liz Marsden at : trade.alsrm@gmail.com

** To qualify for free admission as an ALSRM member this must be purchased prior to February 4th, 2023.*



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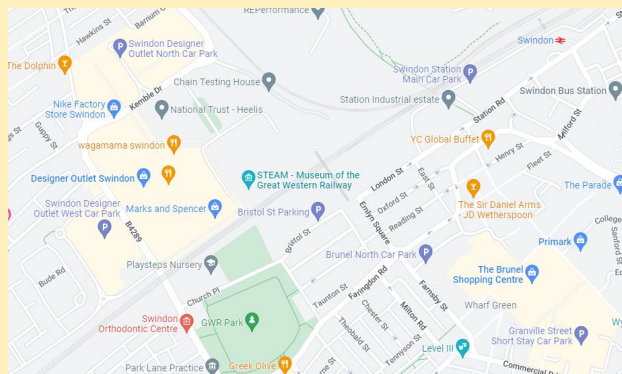
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LINESIDE LOOK

Are you a tea or coffee person? Growing up in the 1950s we lived one door away from 'Topsy's', the local shop. Hilda Jones - 'Aunty Topsy' - often took me for a drive in her Vauxhall Velox LIP, which probably explains why a kit of one is waiting to be built for the layout. But there were also days when one of those famous red Brooke Bond Tea 'Trojan' vans would make a delivery to the shop. Of course Dinky Toys and Matchbox examples were an essential part of those formative years !

Many years later I became addicted to NAAFI tea - a long story which I won't bore readers with here, but there was a time when it was available over the counter at the NAAFI store at RAF Innsworth, then headquarters of the RAF Record Office and where scriptwriter Barry Took did his national service in the 1940s. The shop was on the other side of the road from the base, so it was a simple matter to stop and nip in for a packet or two of tea. Later The Model Railway Club's annual show at 'Ally Pally' provided the opportunity to pay a visit to W Martyn in Muswell Hill, to purchase some of their fine teas. Established in 1897 Martyn's are on Fodor's list of 15 of the oldest shops in London that you can still visit today and well worth a visit. And a press trip to Snowdonia in 2008 included a memorable visit to the splendid Cemlyn Tea Shop where again some excellent teas were sampled.

The perennial question of course is - leaf tea or the convenience of the tea bag ? I remember an Iranian friend once telling me that his late father, who had been a tea merchant in Tehran, was of the opinion that the 'English drank the sweepings off the floor' - and I have viewed teabags with great suspicion ever since. But whatever your view, teabags are really happiest in a mug, although my favourite Hornsea Pottery example literally descended into oblivion many moons ago. However, a motley collection of

mugs is kept in the barn - all souvenirs from various shows attended over the years across the country - along with the obligatory large box of teabags.



LAST WORDS

On the other hand a fresh pot of leaf tea deserves a decent cup and saucer, and is preferably poured from a traditional shape 'Brown Betty' - made from the red clay found in the Stoke-on-Trent area, and decorated with Rockingham glaze - it's claimed by those 'in the know' to produce the best brew. My own

cup of choice is from Kaj Franck's green Kilta ware range, a design classic, and quite collectable these days, thus making it almost impossible to complete the set bought in the 1970s but now missing several vital pieces. And it was not so long ago that railway modellers used dried tea leaves as a sort of scenic dressing, whilst back in Victorian days scullery maids would sweep them over carpets to clean them - how times have changed.

SAVE ENERGY AND HAVE A BREW!

But regardless of whether it's the finest leaf tea served in a bone china cup or bog standard teabag in a chipped mug, everything stops for tea ! These days however we have to watch how much energy we use when having a 'brew', either at home or in the club room. Opinion varies on whether to boil just enough water in the kettle, or to boil a full kettle before making a pot of tea and pouring the rest of the hot water into a Thermos flask for later use. I favour the latter approach as there is usually enough to enjoy at least three more mugs of tea later down the barn - and all at no extra cost.

I also boil the kettle on the gas hob, as apparently it's much cheaper than using an electric kettle. And for the really thrifty, a teabag will often stretch to two mugs or cuppas - you could even strain left over tea from the teapot into a Thermos flask to drink later. A bit like the bottle of cold tea engine crews would take with them to have with their 'snap' - now there's realism for you ! So why not sit back, enjoy a refreshing hot cuppa and take time out to reflect on how you've just done your bit against those evil thieving energy fat cats - every little helps when you stop for tea ! LL

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Photos: courtesy Railway Modeller

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