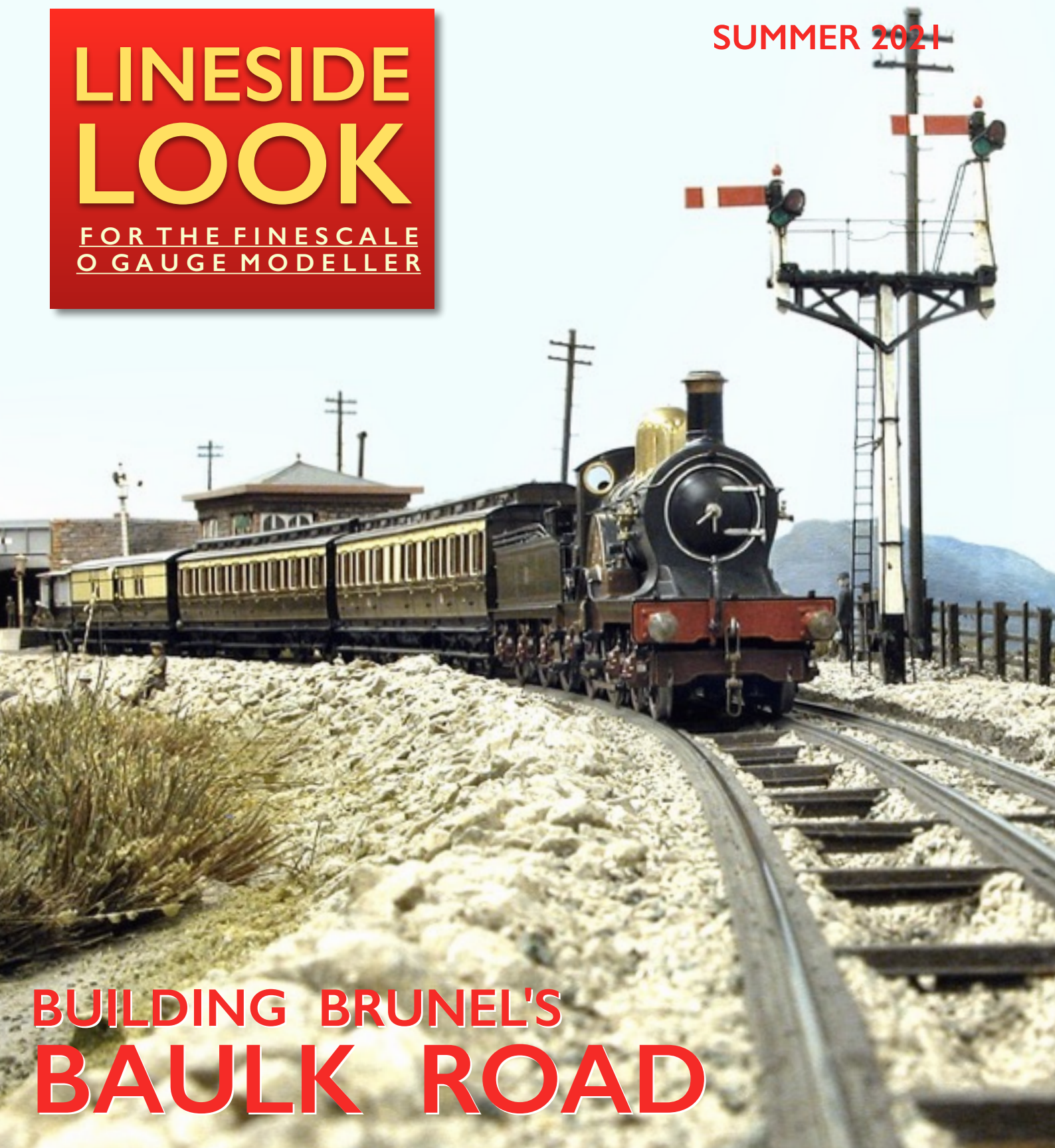


LINESIDE LOOK

FOR THE FINESCALE
O GAUGE MODELLER

SUMMER 2021



BUILDING BRUNEL'S BAULK ROAD



BR MEAT VANS



DEPARTMENT 'S'

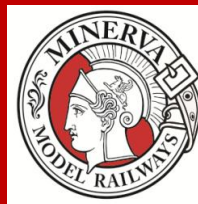


LIONHEART Mk.1s

Minerva Model Railways

Quality 0 Gauge RTR

Find us on Facebook



The new D95xx Class 14



Prices: DC £290, DCC £345, DCC Sound £415; + £9.50 P&P per loco

Note Cab colour subject to alteration – Being assembled in July – Confirmed!!

PECKETT E Class



Lined Light Green, Dark Green
and Plain Black liveries
DC £265/DCC £320 P&P £9.50
Carriage £9.50

MW 0-6-0 Tank



Plain or Lined Black, Lined Red
and Lined Deep Blue liveries
DC £255/DCC £310
DCC Sound £380 P & P £9.50

GWR 97XX 0-6-0PT KIT



RTR Chassis and cab; resin, whitmetal and brass castings.
Topfeed and non topfeed versions.
DC £355/DCC £410/DCC Sound £490 P&P £9.50

Available NOW!!!

GW Wooden Minks to Dia.V4, V12 and later V12



£48 each, £45 each for orders of 5 or more
Carriage £4.50 per order

GWR OPEN A 5-PLANK WAGON



GWR and BR liveries
£46 each or £43 for any mix
of 5 or more wagons
Carriage £4.50 per order

Gunpowder Vans in 4 liveries



£42.00 each
Carriage £4.50 per order

Minerva Model Railways Ltd | www.minervamodelrailways.co.uk
Email: sales@minervamodelrailways.co.uk | Tel: (UK) 02920 531246



6 On Brunel's broad way ...



19 Building a bogie gas tank wagon



30 Taking stock at Brimscombe

Published by Lynx Models,
Unit 6, Southview Buildings, Burton Road,
Heckington, Lincolnshire NG34 9QS England
Tel: (UK) 01529 469010
Tel: (outside UK) +44 1529 469010
Email: lynxmodels@icloud.com
Website: www.ogaugeonline.co.uk

FOLLOW LINESIDE LOOK



SUMMER 2021

A LOOK INSIDE LINESIDE LOOK

Vol.2 No.1

Summer 2021

4 Right Away !

6 Track Pass

*End of an era - Bob Harper on modelling
Brunel's broad gauge baulk road*

12 Street Life

Dave Coasby brings a Scammell back to life

17 Caught on Camera

A graceful old lady at Eastleigh

19 Going Departmental

*Peter Jary undertakes a mammoth kit-bash
to produce this SR bogie gas tank wagon*

26 Pages from the Past

Whistle Language

28 Freight Only

The BR 1952 Meat Vans

30 Track Pass

Taking stock at Brimscombe

35 Club & Society

38 Last Words

On the transfer list



Cover photo: Tony Wright

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means electronic or mechanical without prior permission in writing from the publisher. Views expressed by contributors are not necessarily those held by the publisher.

All material © 2021 John Emerson unless otherwise credited.

Next issue published October 2021



Welcome to the Summer issue of **LINESIDE LOOK**. With the lifting of restrictions imposed over the past 18 months, it looks like we might be finally on the road to normality. However, I have the feeling

that it may be a rather longer road than we all would like, especially as far as exhibitions are concerned. Warley MRC have just announced the cancellation of the 2021 Warley National show at the NEC. In a statement released by the Warley club, show manager Nigel Smith said 'despite the lifting of many covid restrictions the ongoing perception of risk means there are too many uncertainties to deliver a successful event in 2021'. The event has now been rescheduled for November 26-27, 2022.

Also cancelled is the Swindon Railway Festival at the STEAM museum in Swindon. The show has suffered a double blow this year with the sudden death of Owen Gibbon on July 2nd, at the age of 67. For many years Owen organised



the layouts, demos and trade stands for the show, and was a leading light in the Association of Larger Scale Railway Modellers, organising the annual Reading show at the Rivermead Centre. He will be another much missed figure in the hobby - I will certainly miss setting the world to rights in our two hour phone conversations - and my sincere condolences go to his brother John and family for their loss. This year's show would have also been the last outing for Bob Harper's broad gauge layouts Maristow and Teign House Sidings, featured in this issue.

The Gauge O Guild have also cancelled this year's GUILDEX showcase event which was planned to be held on the weekend of September 4/5. The show dates for next year's GOG events have now been published - see the **Club & Society** pages for details. However, an enterprising group of O gauge modellers based on the Severn Valley Railway have organised an O gauge 'get together' on what would have been the GUILDEX weekend. The event will take place at the Engine House, Highley, with a number of familiar O gauge layouts and traders. Again, for full details see the **Club & Society** pages.

With a limited number of events beginning to appear on the show calendar, a reminder to clubs and societies to please let us have your diary dates, announcements and club news for the **Club & Society pages** for the next issue. Email details to lynxmodels@icloud.com

Answers on a postcard please . . .

Does any reader know where I can get hold of a Panasonic KX-T308 PBX, or happen to have one they wish to dispose of? I am looking to acquire one in working condition for the phone system on the layout. I am told by those in the know that this is just the thing to power old fashioned dial phones. I'm also on the look out for a couple of GPO 711 wall hung phones - if you can help, please let me know!

Owen Gibbon in animated conversation with Rob Bishop at the STEAM museum in 2013. ALSRM Chairman David White pays tribute to Owen on page 35. John Emerson

'Old Boys' reunion at the MRC

Since moving to Dorset four years ago, **LINESIDE LOOK** contributor Dave Coasby had not managed a visit to The Model Railway Club, so was pleased to hear MRC member Ray Baskerville was organising a get-together of old friends at the Club on the afternoon of Thursday, August. 12. Dave continues:

'We had a delightful time, running lots of different O gauge locos and stock we'd brought along, chatting about old times and drinking lots of beer. In fact Hugh Smith announced later in the afternoon that we'd drank the bar dry of draught bitter !

At 6.00pm we packed up our bags and headed down to Nenno Pizza in the Caledonian Road for an excellent Italian meal. Although I was the first to leave, to catch my train at Waterloo, I was the last one home, not arriving at my front door until gone 11.00pm. Although I was tired I'd had a lovely day and we have since decided to make this an annual event - get more beer in next time Hugh !'

Where am I ?

Over the last 18 months or so some of us (of a certain age) may well have identified with the character of 'No.6' in the cult 1960s TV series *The Prisoner*.

I've always been a fan of the series and also long been fascinated by the exotic location of Portmeirion, where I was fortunate to be able to stay on a press trip some years ago. It is a truly stunning place to visit, and of course there are a great number of railway and other interesting attractions in the area - we were certainly made to work for our supper on that trip ! The irony is that these days 'the village' is full of CCTV cameras - and just across the estuary is a railway line. Why didn't No.6 just sail across and catch the train home ? It would have saved an awful lot of all that messing about. Until next time -

Be seeing you ! **LL**



'Old boys' at the MRC - left to right: Mick Boyd (Luton MRC and former MRC member); Bob Smith (Chelmsford MRC and former MRC member), Ray Baskerville (MRC), Roger Barnes (MRC); Dave Coasby (Central Southern Gauge O Group & MRC); Nigel Adams (Luton MRC) and Bob Elkin. Unfortunately former MRC member Martin Long (from East Anglia) was unable to attend.





A BROAD GAUGE JOURNEY IN 7MM FINE SCALE

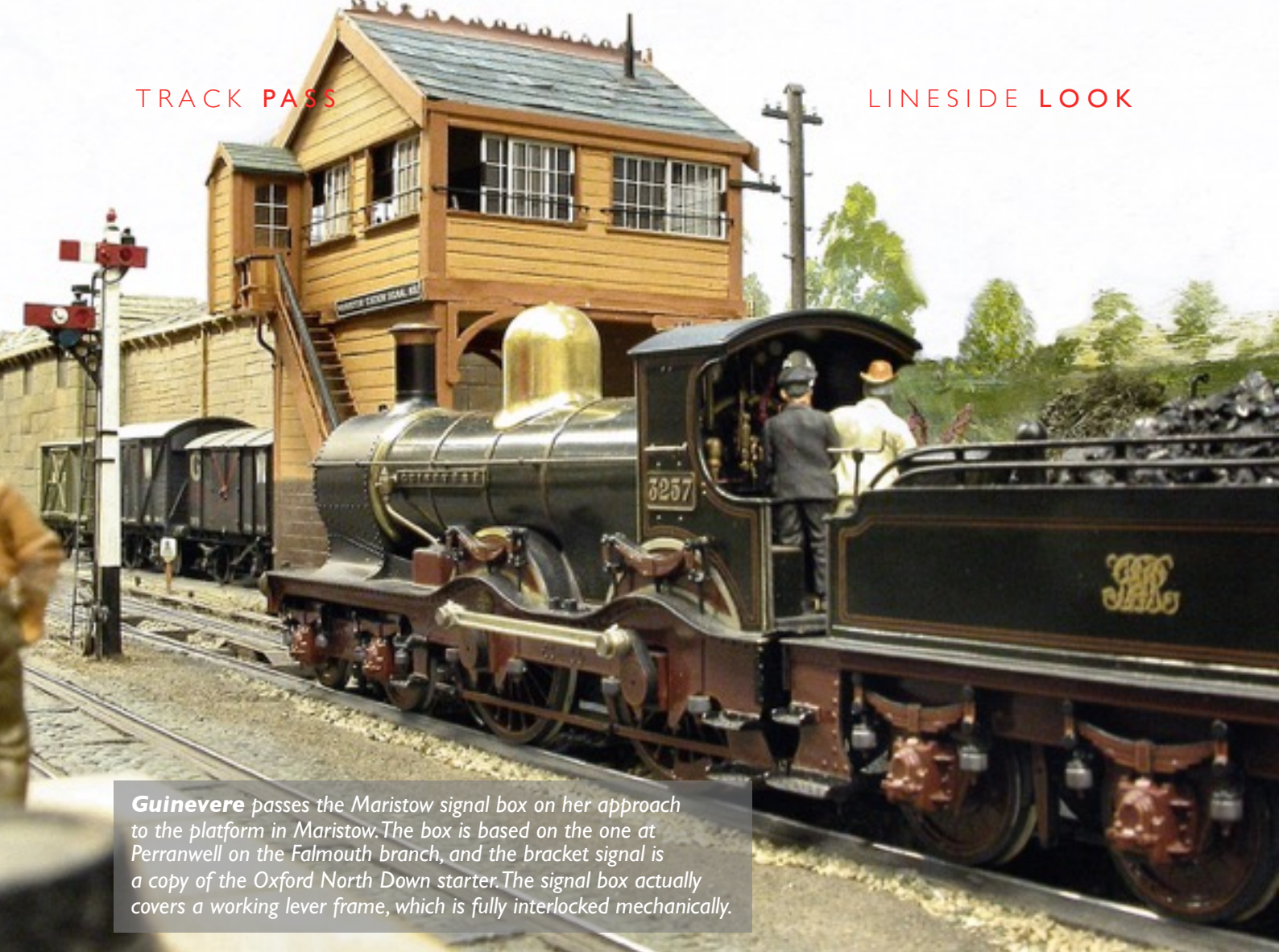
Bob Harper describes Teign House Sidings and its predecessors.
Photography by Tony Wright, courtesy of BRM.

I last wrote about Teign House Sidings in 1998, so a lot of water has flowed under the bridge since then! Teign House Sidings was the last in a series of three O scale GWR layouts that I built, and between them they have clocked up nearly 300 exhibition appearances over the last 30 plus years. However, time has taken its toll on both the layouts and me, so until the pandemic intervened, September 2021 was

ABOVE: 0-6-0ST No.2138 **Stromboli** and its train of broad gauge 'convertible' coaches wait in the loop at Teign House Sidings. **Stromboli** was one of four 'Banking' class locos, rebuilt from the Standard Goods class tender engines that **Europa** belonged to (see photo on page 10). There is only one known photo of the real **Stromboli**, taken from about half a mile away, so her construction needed some guesswork! The pots on the coach roofs are the tops of the oil lamps - the only illumination that branch trains had until the end of the 19th century - along with no corridors or toilet compartments, the passenger hoped that the journey wasn't too long!



LEFT: Bristol & Exeter Railway 4-4-0 saddle tank, still under construction. The B&E was a constituent of the GWR, but steered an independent path in loco design and construction. The Chief Engineer, Pearson, was a Quaker, and painted all his locos plain black, compared to the lined green and polished brass of the GWR locos. In general they were lacking in any adornment, and were clearly identifiable by their enormous 'diving board' footsteps up the cab, in front of the rear driving wheels.



***Guinevere** passes the Maristow signal box on her approach to the platform in Maristow. The box is based on the one at Perranwell on the Falmouth branch, and the bracket signal is a copy of the Oxford North Down starter. The signal box actually covers a working lever frame, which is fully interlocked mechanically.*

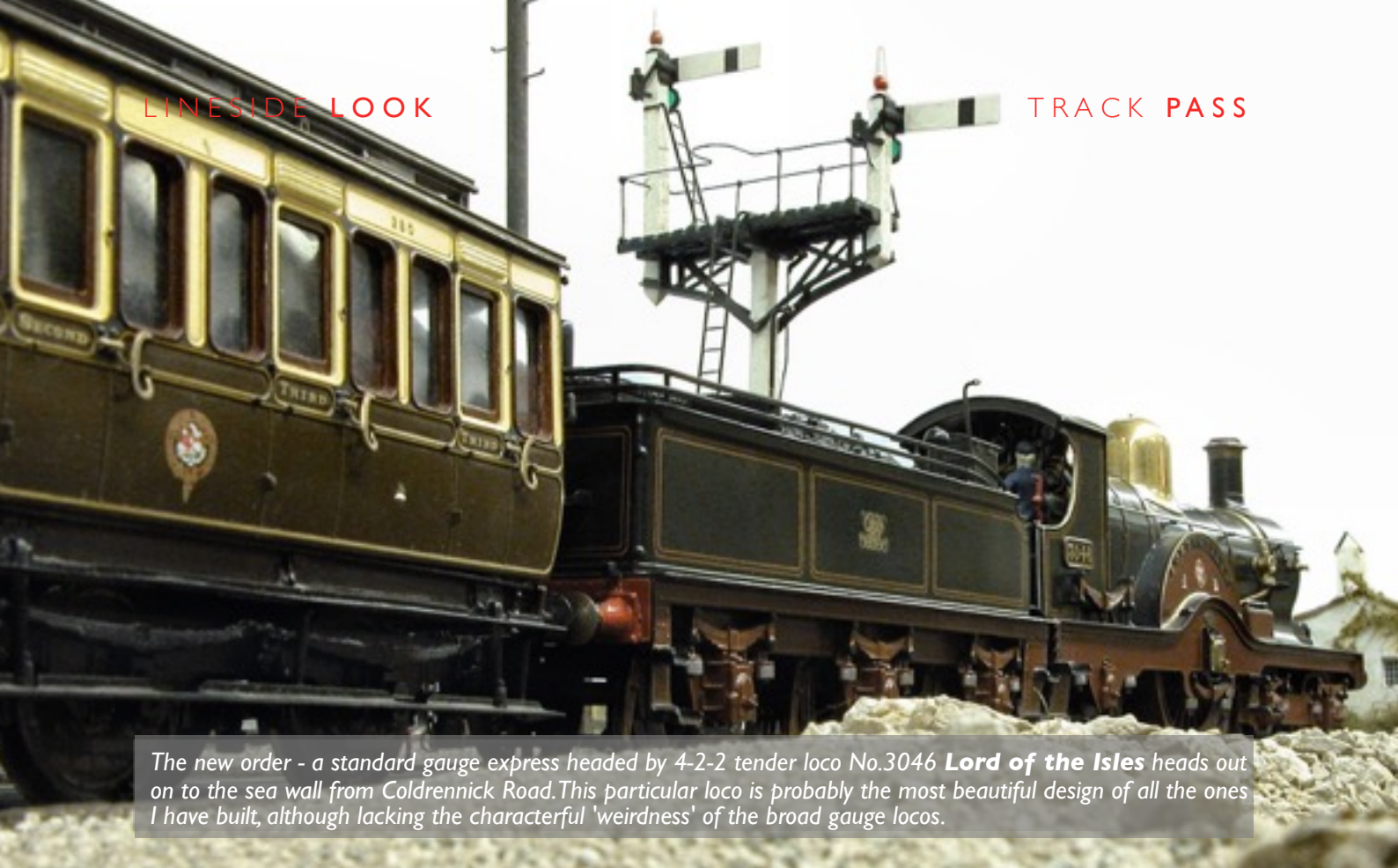
scheduled to see the very last public appearances of both Maristow and Teign House Sidings before they - together with Coldrennick Road - disappear for good. Although the article focuses on Teign House Sidings, the photos cover Maristow and Coldrennick Road as well.

than on any other lines, and the foundation for all this was his unique broad gauge track. Known as Brunel's baulk road, it featured a new design of wide, low 'bridge' rail, continuously supported by longitudinal timber baulks, and held to a gauge of 7' 0" by timber cross-

The GWR was conceived from the start as a long-distance trunk route, and Isambard Kingdom Brunel thought through every detail of this intended trunk line from scratch, rather than adopt a basically stretched colliery tramway standard. Large locomotives, sweeping curves, easy gradients, wide stable passenger carriages, and high capacity freight wagons were needed to carry the predominantly passenger traffic with stability at speeds far higher



*'Duke' class 4-4-0 No.3257 **Guinevere** pulls into Maristow with a train from Plymouth.*



*The new order - a standard gauge express headed by 4-2-2 tender loco No.3046 **Lord of the Isles** heads out on to the sea wall from Coldrennick Road. This particular loco is probably the most beautiful design of all the ones I have built, although lacking the characterful 'weirdness' of the broad gauge locos.*

transoms and iron tie-rods every 6' 0", with a central drainage cess (an extra ¼" was soon added to the gauge to help cornering). Unlike most other 19th century railway empires, however, the GWR was initially averse to building in-house extensions west of Bristol, and a series of independent companies carried the broad gauge on to Cornwall and West Wales. Although subservient to Paddington, it wasn't until 1876 before they were all absorbed formally into the GWR. The South Wales Railway beyond Gloucester, and the Bristol & Exeter, South

Devon, Cornwall, and West Cornwall Railways south-west from Bristol, all had the common factor of Brunel as Chief Engineer, though the differing geographies of the countryside passed through led to widely differing characters of the individual companies.

The whole system was magnificent, totally unique and far ahead of its time, but sadly already an anachronism within a few years of its birth. Railways spread rapidly, and interchange points quickly sprang up between the broad and standard gauges, with all the inevitable inconvenience of transhipment between gauges.



*4-4-0 saddle tank No. 2134 **Heron** and broad gauge branch train standing in the train shed at Teign House Sidings, after arrival from the junction at Newton Abbot - at this date still known simply as Newton. In the background is a tall disc and crossbar arrival signal - another of Brunel's inventions. Another 'convertible' vehicle, in this case a Diagram K3 40' luggage van is in the loading dock, and the width of the pure broad gauge track is very obvious.*



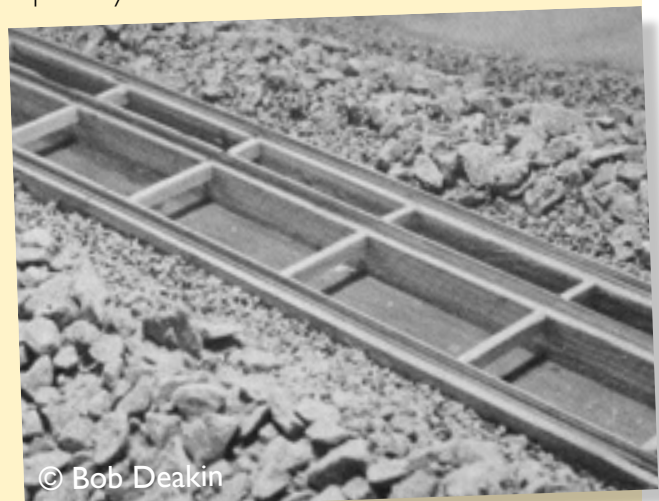
Lord of the Isles on the sea wall at Coldrennick Road - the narrow width of train compared to the broad gauge train it had replaced is very noticeable. She runs beautifully as well, and as a party piece at exhibitions, I run her train round the main line three times, getting faster each time. By the third loop she is doing a scale 200 mph, and still glides along smoothly without any apparent effort. So Brunel's wide track gauge for stability at speed didn't really turn out to be so essential after all !

Building the baulk road

A close up of the mixed gauge main line on the sea wall embankment of Coldrennick Road shows the construction before the ballast and tie bars were added. The timber baulks were cut to size at the local wood shop and glued to the track surface with wood glue. The top surfaces were then planed to a true horizontal top (superelevated on curves), and nickel silver bridge rail (available through the Broad Gauge Society - www.broadgauge.org.uk) glued down using super glue gel. Cross transoms are standard size wood section from ship model shops, glued in place after the rail was finished.

At baseboard joints small brass screws were let into the ends of the timber baulks and the rail soldered down firmly before being sawn through. The rail joints in mid-baseboard are also soldered to screws underneath to help maintain the curve and avoid doglegs. Electrical

connection is simply by wire droppers soldered to the nickel silver rail and dropped right through the timber baulk and baseboard to meet a wire runner that parallels the rail above. Only two wires are needed (fed from the controller) since the two rails which are closest together on the mixed track are of the same polarity.



© Bob Deakin



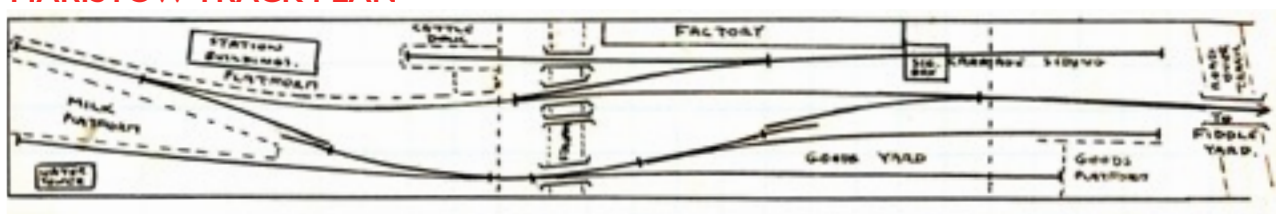
Europa and mineral train comes off the sea wall into Coldrennick Road. One of Daniel Gooch's Standard Goods class, she was the only one to be rebuilt with a cab, and lasted until the end of the broad gauge in 1892.

Although it was conceived within a few years of the start of the 'Railway Age', it was already too late, and the Gauge Commission of 1846 decreed that all new trackage that was not a feeder to an existing broad-gauge line had to be standard gauge. The resulting decline of the broad gauge was inevitable – initially the GWR had to start adding a third rail to parts of the system, and then wholesale conversion of broad to standard. The remnants of the broad gauge system lingered on until May 1892, when over 200 miles of track were finally converted in little over 24 hours; a miracle of organisation probably impossible today!

I have been modelling the broad gauge in various forms for over 30 years now, but as building a fleet of broad gauge vehicles takes time, my initial layout, 'Maristow', was standard gauge, but built with Brunel's baulk track as a

test-bed to see whether it was feasible or not. This led to a simple diorama style layout, 'Coldrennick Road', which is mixed gauge, so that I could run my standard gauge stock and gradually add broad gauge trains as construction allowed. Finally I had enough broad gauge stock to allow me to build my third layout, 'Teign House Sidings', which is a purely broad gauge branch line terminus set in South Devon. Because the original lines, and hence express rolling stock, were built for very generous curvature I have had to generally build models of the smaller, branch line locos and coaches that have a chance of going round the inevitably tighter curves of a model. All the broad gauge stock is built to Scale 7 standards, with a track gauge of 49.2mm (the 0.2mm is the extra ¼"!). All the layouts have been a joint effort, with my old friend Bob Deakin being the scenic expert, whilst I do the mechanical and electrical side of things.

MARISTOW TRACK PLAN



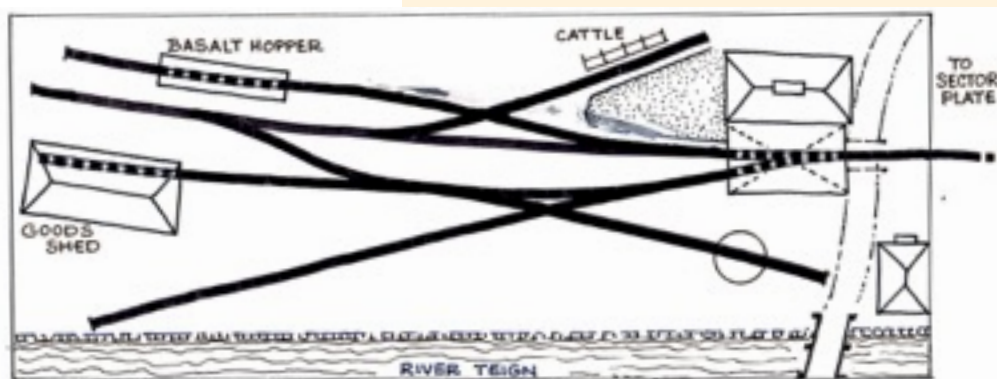


Unlike Maristow and Coldrennick Road, Teign House Sidings (pronounced 'Teen') actually existed as a place on the railway map. Originally promoted in 1863 as a broad gauge branch up the Teign Valley in South Devon, it was finally opened in 1882 as a standard gauge line to Ashton, with an extended siding to the Teign House, a pub near Christow. Modellers license has allowed me to imagine it as actually broad gauge, and the main scenic features, the pub and bridge, have become much more typical of rural Devon than the very dull reality of the actual place. The station building is based on Starcross in the 19th century, and the station is served by the typically short trains of the 1890 period in the West Country, hauled by 4-4-0 or 0-6-0 saddle tank engines.

Rolling stock is a mixture of genuine broad gauge vehicles and 'convertibles', which mostly had narrow gauge bodies on broad gauge underframes, so making them easily converted to standard gauge after 1892. **LL**

The junction at Coldrennick Road - mixed gauge main line to the right, standard gauge branch to Maristow to the left. Since only standard gauge trains take the route to Maristow, the switch here has only one moving blade - broad gauge trains pass through on the main line automatically, with check rails pulling them onto the correct route. A broad gauge 'Buffalo' class convertible 0-6-0 saddle tank runs into Coldrennick Road with a mixed freight train - the light blue box van is a Cornwall Railway gunpowder van. 'Convertible' locos were a short term answer to an unexpected upsurge in traffic before the final abolition of the broad gauge in 1892. Double-framed standard gauge locos were fitted with temporary longer axles and wheels outside the outer frames. With their standard gauge width boilers, tanks and cabs, they looked even more unusual than normal broad gauge locos.

TEIGN HOUSE SIDINGS TRACK PLAN





RIDING TO THE RESCUE

Dave Coasby restores an old white metal Scammell Mechanical Horse to recreate this once typical goods yard scene. Photography by the author.

I purchased a partly built model of a Scammell lorry and trailer (possibly a Roxey kit ?) at a model railway exhibition bring and buy stall. It's a model of the early three-wheel 'Mechanical Horse' with the flat bonnet (1), although the rear wheels were missing. Built from 1934, a few were still chugging around in service into the early 1960s. By the 1950s this type of Scammell was being replaced with the more familiar rounded bonnet 'Scarab', with other types being introduced even later. The final version, the 'Townsmen', finally ceased production in 1968 when Scammell was absorbed into British Leyland. There were obviously a few bits missing from the kit and the original owner had painted it GW brown and cream. As I model BR



Southern Region in the late 1950s this would have to change, but first I had to undertake some research, particularly regarding the colour scheme. I thought perhaps Southern Region lorries would be painted green, but this guess was to be proved incorrect.

After lying dormant in my 'to do' box, my interest was rekindled when I obtained a copy of *A Pictorial Parade of Southern Region Road Vehicles*. A most interesting book, with lots of detail pics of Scammell tractors and their trailers. It would seem that there was a huge variation in their details (ie: window frame, mirrors, lights, horn, etc.), but the photograph on the back cover was more or less spot on for what I wanted my model to look like and confirmed to me the livery at that time (even for the Southern Region) was indeed BR crimson and cream. I obtained some replacement wheels, as some were missing from the kit, and managed to prise off the roof so that I could add some detail inside the cab



and be able to glaze the windscreen and add a couple of tax discs (always at least two on commercial vehicles).

Apparently the prototypes didn't have side glazing on their doors.

The colour scheme was

changed to BR crimson and cream and I prepared artwork on my computer for custom transfers, obtained from Precision Labels. I made a crank handle and the rather unique Scammell front bumper from scrap bits and pieces. The single headlamp and two side lights were scavenged from an old Lesney 'Models of Yesteryear' car, together with the steering wheel. 'Fred the driver' was found in yet another of my scrap boxes and was glued in place, like all the other bits and pieces, with Gorilla Super Glue (2).

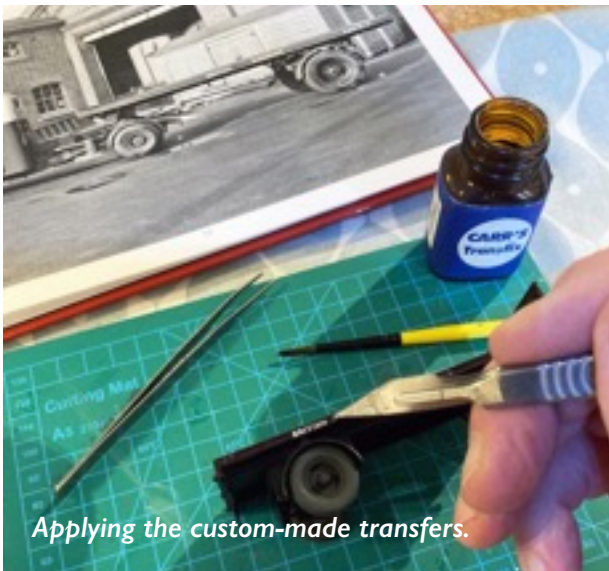


The trailer gave me great fun in my attempt to 'bring it to life'. Costa Coffee stirring sticks were cut to size and glued with fast setting PVA on to the flat bed to form a convincing wooden floor (3). Then, from that magical scrap box of mine, I found a suitable resin casting for a load of wooden crates (Skytrex - I think). Fred's mate, the loader, was also to be found there, together with an old wagon buffer which was used for the 20mph limit sign at the rear of the trailer, together with the number plate cut from styrene sheet, both glued to suitably bent pieces of thin brass strip. The folded up tarpaulin was a scan I took from the

front cover of the book, printed out, cut to size, folded up and glued in place with PVA. Finally I wanted some coiled rope on the trailer. A raid on my wife's sewing box proved unsuccessful, but fortunately I was able to buy some model ship rigging rope from **Active Scale Models**. I cut a short length and wound it around my finger, then ran it under the tap to make it more pliable before

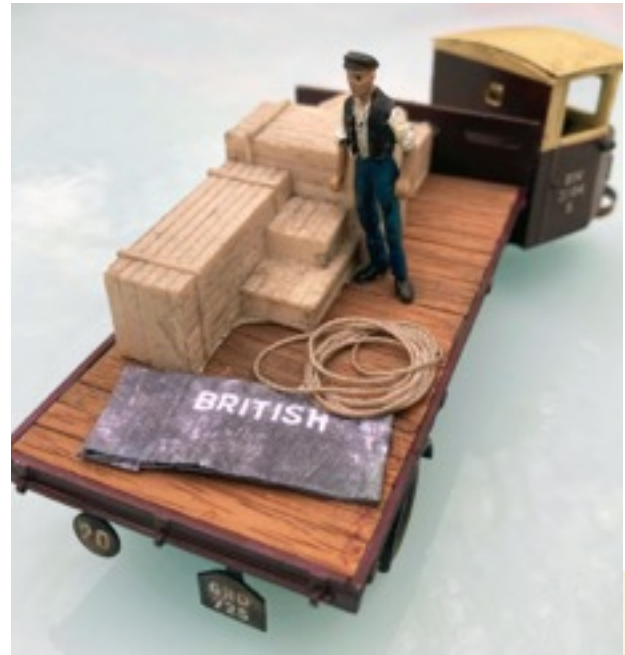


A chance encounter with this derelict Scammell Mechanical Horse at North Camp Station, near Farnborough in 1962, set the seeds in my mind for a possible future model. It's taken me nearly 60 years to achieve this!



Applying the custom-made transfers.

smearing a little PVA over it. I laid it on a hard surface (so it wouldn't stick) and let it partially dry. I was then able to mould it into a suitable shape and glued it in position with more PVA to the trailer floor. The whole model was given a light dusting of Halfords Matt Lacquer (to fix the transfers) before being brushed with some very dilute dirty colours to give it a well-used appearance. My model looks like it is just about hanging on in revenue earning service of the Southern Region of British Railways. At the time of photography I was still trying to source a windscreen wiper (they only had one), horn and driver's mirror, but I'm sure it will fit in very well once placed in my layout's goods yard. **LL**



The completed model - and yes, it even has two tax discs ! But I am still on the lookout for a suitable driver's mirror, windscreen wiper and horn (Dave has since been furnished with wing mirrors and bulb horn from the Lynx Models range ! - Ed).

FURTHER READING

A Pictorial Parade of Southern Region Road Vehicles
Bruce Murray & Kevin Robertson -
(Crecy Publishing 2010) ISBN: 9781906419295

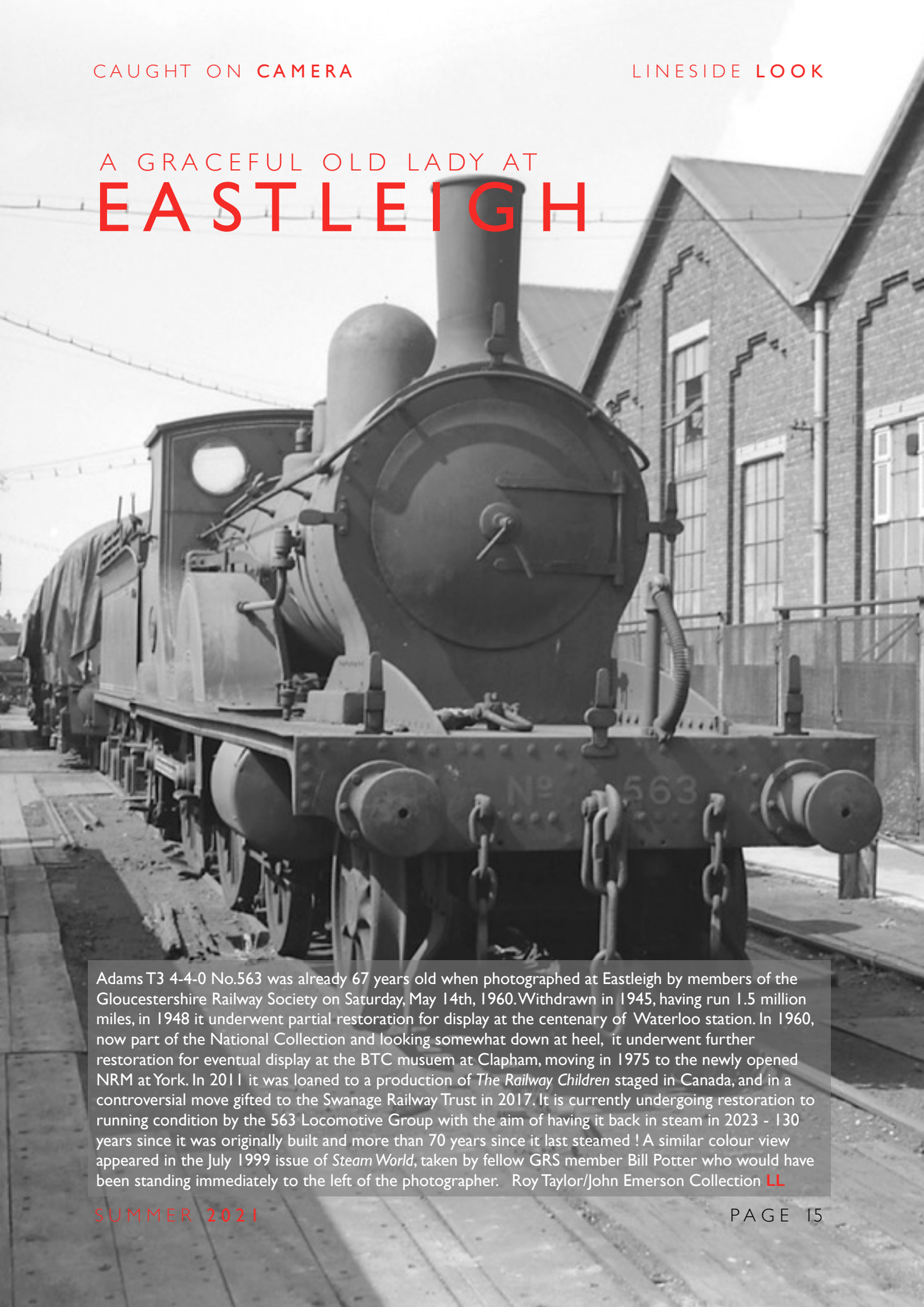
USEFUL WEBSITES

www.precisionlabels.com
www.activescalemodels.co.uk



The trailer being unloaded with crates, folded BR tarpaulin and coiled up rope - a true 1:43 scale commercial vehicle that could grace any 1950s goods yard.

A GRACEFUL OLD LADY AT EASTLEIGH



Adams T3 4-4-0 No.563 was already 67 years old when photographed at Eastleigh by members of the Gloucestershire Railway Society on Saturday, May 14th, 1960. Withdrawn in 1945, having run 1.5 million miles, in 1948 it underwent partial restoration for display at the centenary of Waterloo station. In 1960, now part of the National Collection and looking somewhat down at heel, it underwent further restoration for eventual display at the BTC museum at Clapham, moving in 1975 to the newly opened NRM at York. In 2011 it was loaned to a production of *The Railway Children* staged in Canada, and in a controversial move gifted to the Swanage Railway Trust in 2017. It is currently undergoing restoration to running condition by the 563 Locomotive Group with the aim of having it back in steam in 2023 - 130 years since it was originally built and more than 70 years since it last steamed ! A similar colour view appeared in the July 1999 issue of *Steam World*, taken by fellow GRS member Bill Potter who would have been standing immediately to the left of the photographer. Roy Taylor/John Emerson Collection **LL**



UNDER PRESSURE

Peter Jary has an absolute gas with this scratch/conversion lock-down project to build an ex-Southern Railway bogie gas tank wagon. Photography by the author.

The 'Big Four' railway companies all had their versions of gas container wagons with their coal gas content. The Southern Railway was no exception, using these types of unique wagons as well as other types on three axles loaded with double cylinder gas tanks, and some bogie wagons similarly loaded for the refilling and top up of over 2,250 gas lit coaches and passenger vans on its system from the 1920s until 1939. However, these vehicles were still continuously used on and off until the 1960s, servicing workshops and depots that, incredibly, still retained a gas supply. Restaurant cars certainly needed gas for cooking until later conversions to Calor gas, and some outlying stations still relied on gas well past the 1960s, so the Southern Railway luminaries inform us in books like *Service Stock of the Southern Railway*, etc.

The model represents a vehicle from the 1950s AVB (Automatic Braked Vehicle) list in the number range 2101S-2133S, (becoming DS2101, etc.), all on bogie frames lettered 'Empty to Eastleigh' or

'Empty to Rotherhithe Road', and were referred to as 'new'. Sadly, I cannot find any reference to its tare weight and can't read it off the photo, but if pushed would estimate about 27T 2 cwt. (27-2). The solebar wording does apparently vary as another (sadly) poor photograph, has come to light of DS2121, with the wording 'empty to EASTLEIGH' all in one line, 'Eastleigh' being in capitals, and showing the whole vehicle's other side to good effect. It also confirms the all over black livery. Interestingly, in the second photograph it shows quite distinctly the vacuum pipe on the *opposite* side to the first photographed example. This, I think, proves





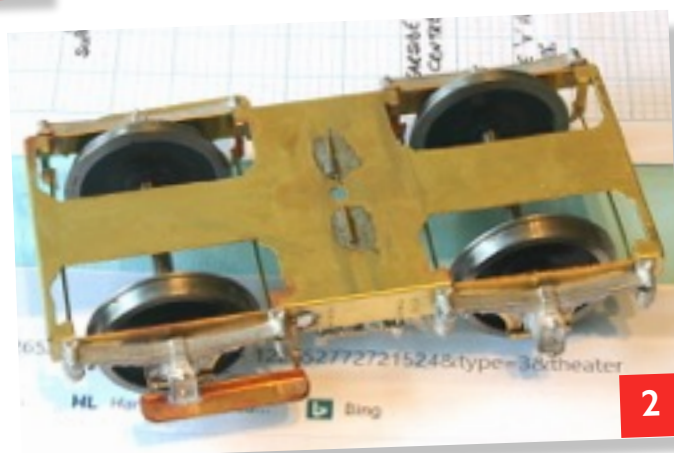
that when the chassis was made available, the tank and its piping were just loaded as it was presented to the chassis, and attachments then made. Chassis and tanks I think also varied in length either way by a couple of feet. It all seems a bit vague but makes sense in the long run as each chassis was cut and shut to no appreciably exact length. The second photograph shows this if carefully inspected.

Old gas barrels or flasks were re-used as part of the exercise and mounted onto newer bogie underframes culled from existing carriage stock. This example was cut and shut possibly from an old LSWR 56' 0" non-corridor composite coach frame, having a large flitch plate mounted centrally, which usually is a good indication to its parentage. This brings the chassis frame length to 47' 0" (329mm in 7mm scale) plus buffers (see the previous paragraph). This is not in line with some people's suggestions that the chassis may have come from redundant 'Queen Mary' chassis. This is not the case since the QM chassis are only 36' 6" (39' 0" over buffers), also, the fact that at this time the QM's were needed in traffic. Unfortunately, there seems to be only one clear photograph of this example available, being DS2108, at Dorchester South goods yard in September 1952, and this is what I've worked from, being educated guesses in most cases.

Bogies

The pressed steel frame bogies are 8' 0" Fox coach bogies (1), a standard kit of brass construction with white metal springs, available from **Roxey Mouldings** (7A520). Wheels are standard 3' 7" three-hole type. If the footboards supplied with the kit are to be used, they should be modified as described below, otherwise

construct in 'Plastikard' - or even wood for the purists - suitably supported against the axle's bogie and carriage/wagon solebar. The bogies are made up as per the kit and are straightforward when following the instructions. The tie bars are removed as per the prototype. I drilled 0.8mm holes in each of the brake blocks before they were bent up in order to fit the brake rods later. The other difference is the positioning of the board steps (2).



Remove the step drop supports on the bottom of the bogie frame and make new examples to conform to an 'L' support from offcuts of fret. Bend to the required shape in order to support and fasten the new step to the bogie frame which is cut and shaped from the kit's original set of steps, all soldered together against the bogie frame, making sure there is enough space to fit over the axle box. Wheels are standard 3' 7" coach wheels from your chosen manufacturer - I used **Slater's** (7137) which conform to a finer wheel flange. I made only a suggestion of the brake tie rods with 0.8mm wire strung between the brake blocks, which were much too far from the wheel rims anyway, but it's only a suggestion. If more detail is required, then fit some Slater's plastic ones - Slater's provide a spares service upon request.

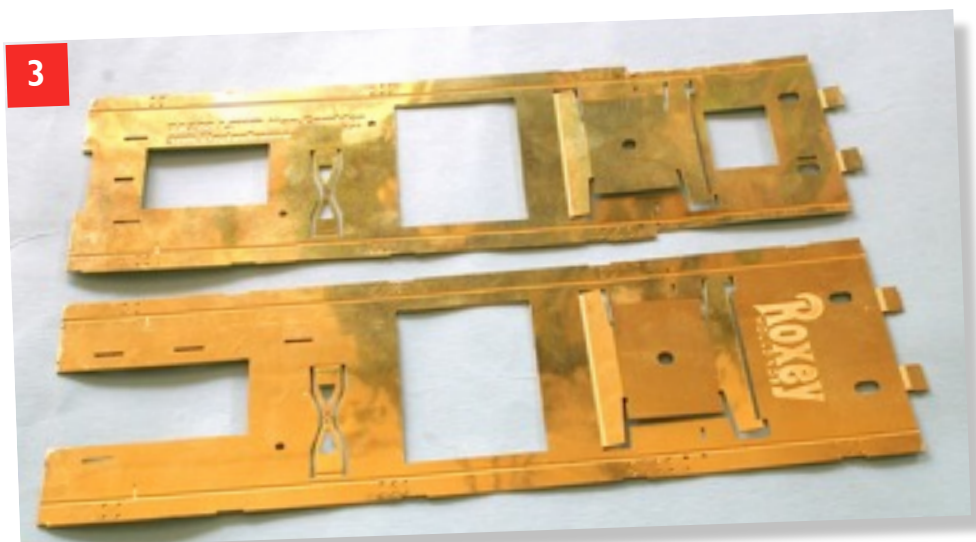
The frame

The brass frame/chassis base is again available from Roxey (7A260) and duly cleaned up removing the inserts that appertain to the coach (ie: window frames, hooks, couplings and steps). Rivets were punched out at this stage leaving a flat surface to work from. I then cut it in half, exactly at 19.4mm (3), **before** doing any

bending of solebars or bogie mountings (4). One of the bogie mountings doesn't fit very well when folded up, as the tabs don't fit where the slot is, so a bit of fettling is needed here.

To shut or meld the frame together, I used brass stretchers - available from **Hobby Holidays** (ZH15 5.0 x 2.0 mm unequal angle) - across the joint and down the sides, firstly laying the two halves of the frame against a straight edge. The 'L'-shaped stretchers were then soldered down the length on each side of the floor frame (5) making sure that the floor doesn't move, so tack soldering is needed here. I also made sure that the floor frame was anchored down against the straight edge so it wouldn't move during the tack soldering operation.

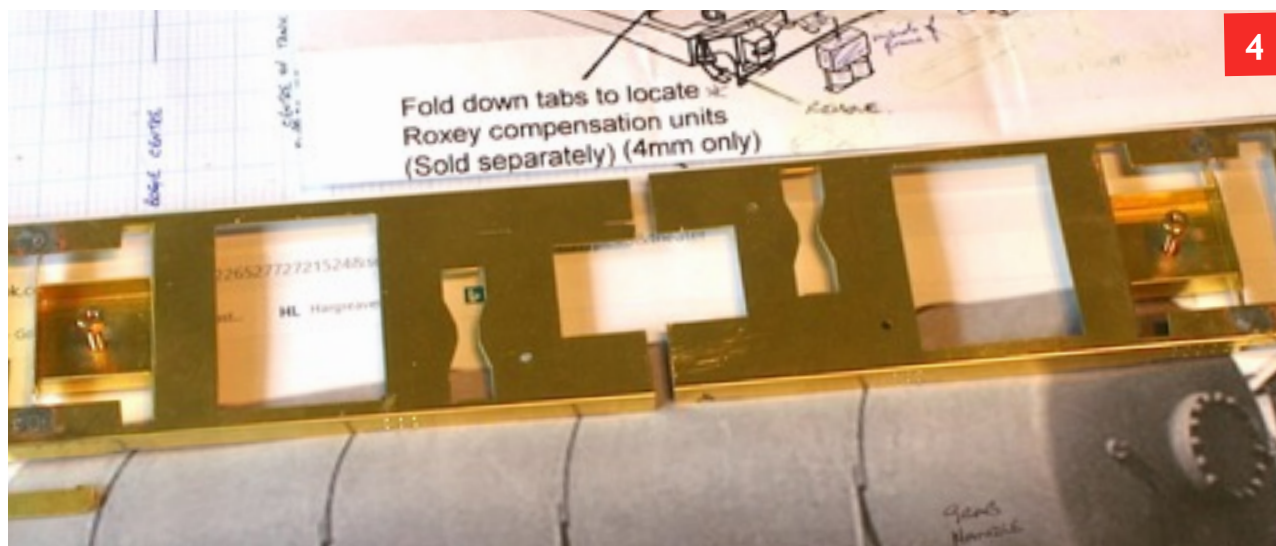
The underframe pattern was copied from the LSWR coach book (48' 0" Third of 1894 and 1899), although this pattern could have been and probably was modified to suit. The buffer beam laminates were addressed at this point and made up. They fit in the tabs provided, with a bit of juggling! I used **Dapol** screw couplings which are ready blackened and quite robust. These are available direct from Dapol in batches of pairs of five or *via* eBay. Roxey lost wax vacuum pipes (the non-corridor coach

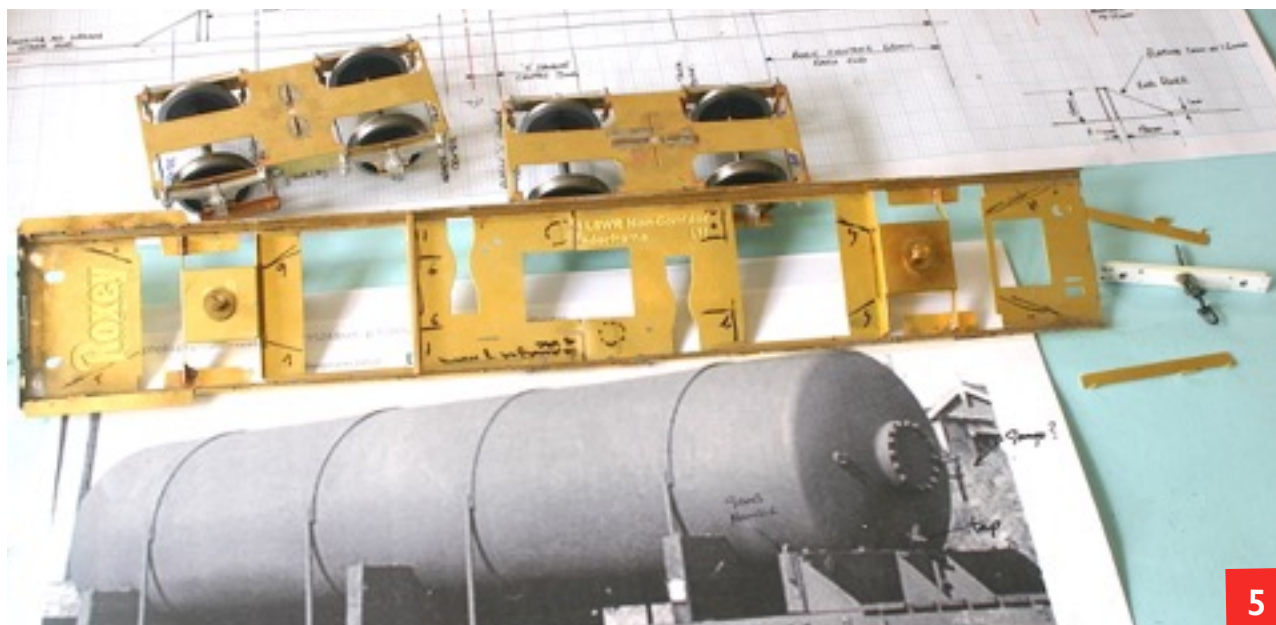


type that dangle) were later fitted on the lower right ledge of the buffer beam (in case they were damaged during building).

The flitch plate is either made of 'Plastikard' or thin brass scrap, and is designed to strengthen the chassis re-join. I used scrap steps fret measuring 35mm (5' 0" prototypically). Rivets were marked and punched in at this stage copying the photograph. Beware, as it seems that there are *eight* rivets on the right-hand side and *four* on the left. The space in between is to make way for both the 'V' hanger and the brake lever hanger support which are riveted **over** the flitch plate.

The addition of frame beams or stretchers was planned and added to the floor. On the prototype these were constructed of wood, as was the whole frame. The main supporting underframe beams in this case were of flat





5

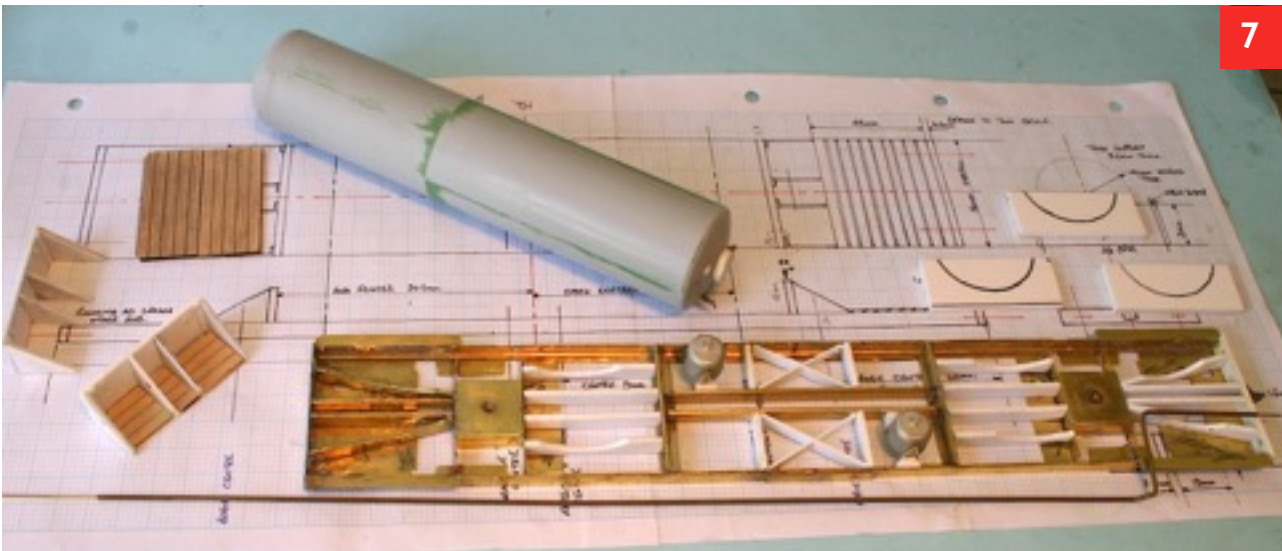
brass bar from **Noggin End Metals** (CZ121 1/16" x 1/4" x 12") to represent the wooden beams, cut and soldered into position (6). The secondary supporting beams are 2.0 x 6.3mm plastic (**Evergreen** 169), used partly for speed of construction but partly because soldering generated too much heat for the surrounding delicate brass work, resulting in things dropping off! Using plastic on another medium such as brass doesn't present too much of a problem so long as both surfaces are clean - either contact adhesive, superglue or epoxy resin can be used so long as the joint is **not** load bearing. Before the secondary beams were put in place, the centre of the chassis frame was cut out.

After the beams were positioned on the chassis, it became necessary to file a clearance space on the beams so that the bogie wheels - after their positioning on the chassis - would clear them when traversing. This can only be accomplished when the bogie is in its position and thus the wheel flange is marked on it against the beam. I then used a rotary grinding tool (7).

Vacuum piping is represented by 1.6mm tubing. This had to have 0.7mm wire run through its length as it needs bending at either end and in the middle. This negates any kinking when the tube is bent, but don't bend it too much as it will snap. The prototypical positioning of the vacuum piping is shown in the header photograph and runs under the forward steps at either end. Its ends are difficult to see due to the shading on the vehicle's photograph. Pipe brackets and stays are made up of scrap, again as to their positioning, see the photograph - I used pieces of brass offcut. If this method is not up to your skills, then use solid brass wire of 1.6mm diameter, but do not fit at this stage. The frame steps at each end were created from the existing frame kit's length of steps cut and shaped accordingly. Provision is made for the step attachment on the frame in the form of tabs. The 'V' hangers were then sited and fixed in position. I elected to use nickel silver examples from **Ambis** (WVI). The brake gear was again fabricated in brass. The handle is of a special type and is shaped in brass as per the



6

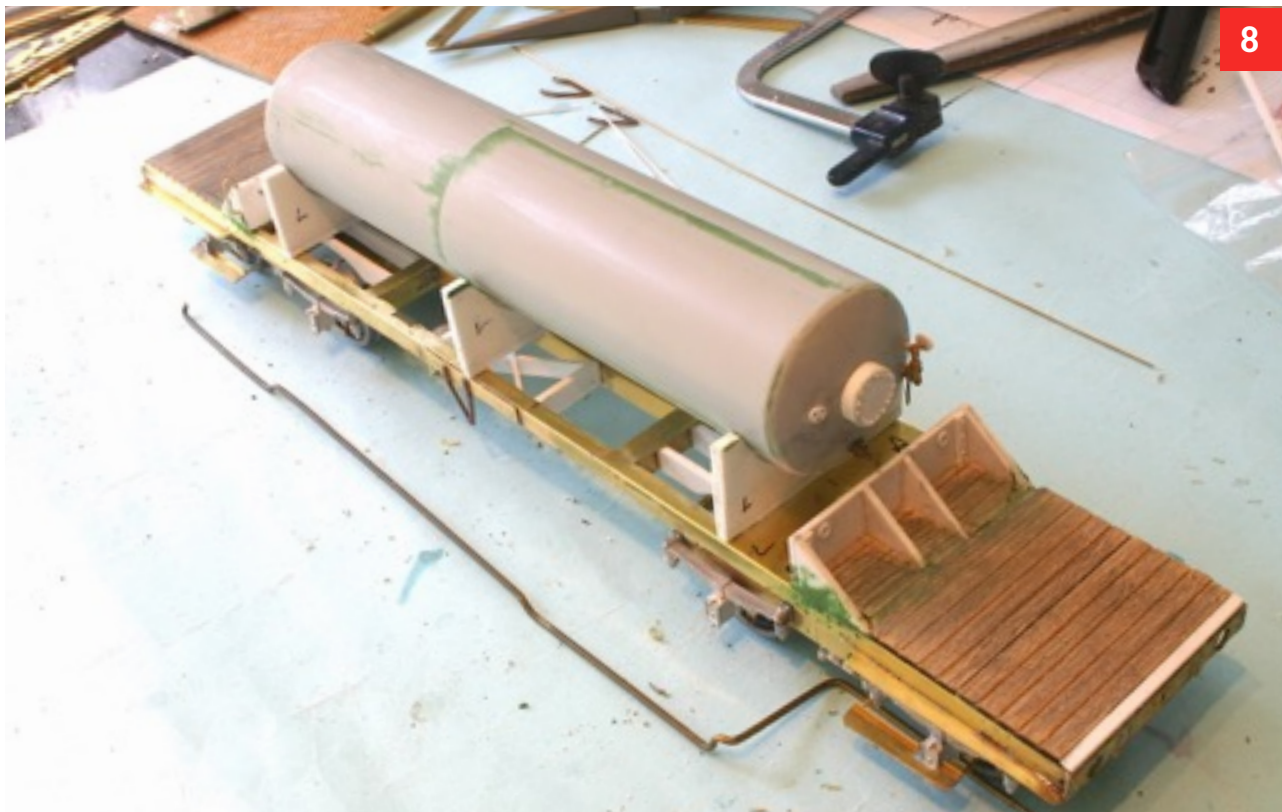


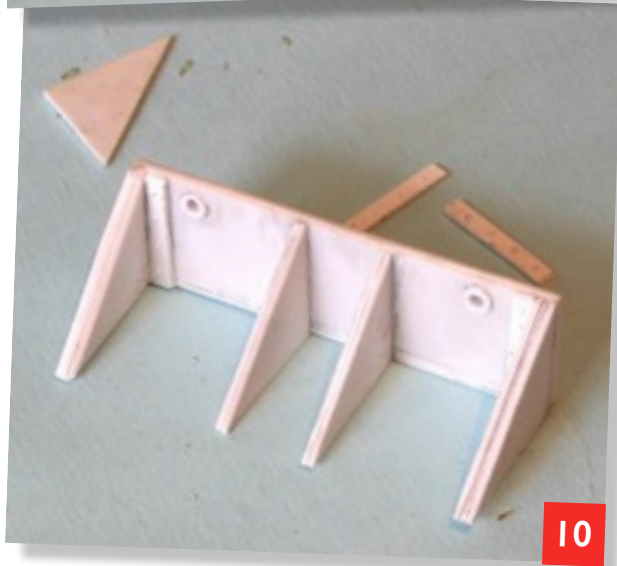
prototype (see photo) as are the hangers, but the brake link is plastic. Do not fit at this stage.

Wagon Frame Surface

I commenced at one end counting out how many wooden planks were needed from the buffer beam to the edge of the supporting tank end plates (ten), this number then gave me the position of the end plate in relation to the photograph (8). **Poppy's Woodcraft** planking (PWW7B07) from their plank wagon inserts was used. This comprises real wood and when duly weathered gives the desired effect. I used

Colron wood dye, a dark almost black stain. It commences from the edge of the buffer beam up to the tank's end plates necessitating seating between the middle supporting buttresses thus needing another three and a half planks cut to size. I started with the end plates constructing them from 'Plastikard' sheeting. The vertical plate was from laminates made up to 2.5mm thickness (9). Both side buttresses were of the same (10) cut at 13mm in height and 20mm in length giving not quite a 40° angle. The end side pieces were also joined with a piece of 0.4 x 2.5mm riveted strip on the inside. Two further





pieces of the same configuration but to a thickness of 1.5mm were added with 12mm spacing leaving a 9mm space in the centre. A small reinforced lifting hole with a supporting ring both sides is also added. This was made using a belt strap hole-puncher and drilling a 1.5mm hole through its middle. This tool is very useful for making similar holes of varying sizes out of 'Plastikard'. Sadly, no hole sizes are provided on this tool.

Once the basic tank is constructed (very slightly under radius to be truthful) the three wooden mounting plates/cradles can be measured up, together with radius and length, to sit on top of the frame. Again, laminated 1.0mm 'Plastikard' was used, 18.25mm in height (8). With these constructed, lay aside so that the wooden planking can commence from the buffer beam edge (ten planks), cut and glued to the brass surface utilising contact adhesive. Then the end plates are glued down in the same manner with the wood planking inserted between the

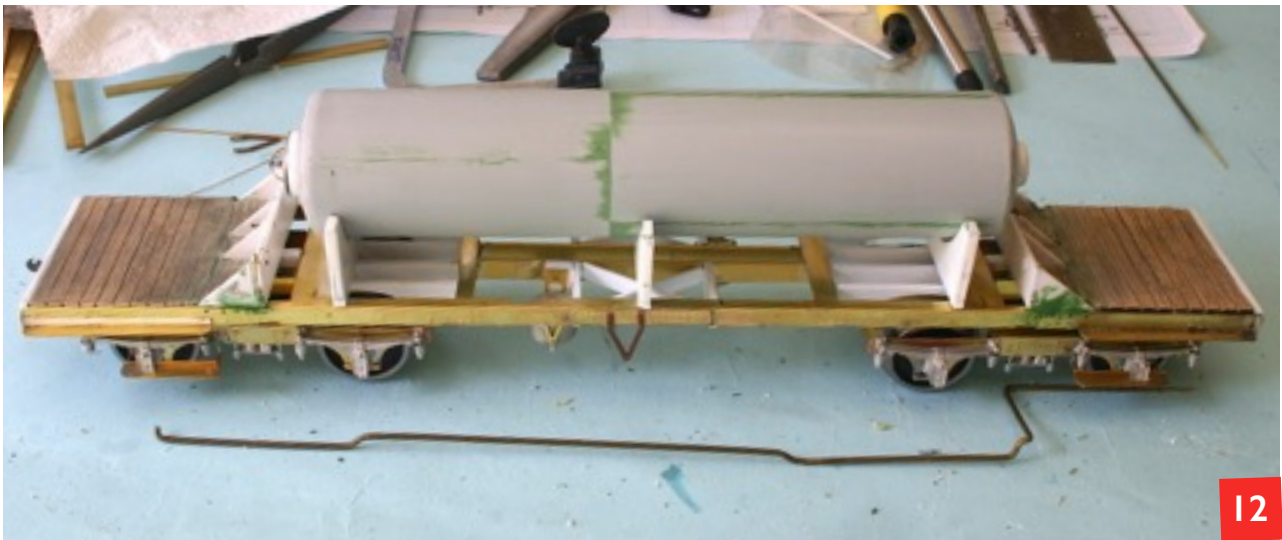
buttresses. This vehicle, it seems, was essentially a skeletal type construction. So like similar RCH petrol tanks this mimicked them in so much as the tank bearers were laid directly onto the solebars with no further floor surface apparent.

The tank or flask

The tank, (25' 0" shoulder to shoulder), was originally made up of two plastic tanks taken from Slater's 2,000 gallon LMS milk tank wagon, cut and shut to give a scale size of 175mm in length. It has smooth surfaces, but after making it up it looked and actually was too small. I then tried Slater's again and ordered their RCH Petrol Tank (7056). Although these two tanks were cut and shut in the same previous way, a lot of filing off of rivets, tank internal tabs and added plastic filler was needed to ensure a prototypically smooth external surface, since they are made up of six barrel mouldings and two ends.

The prototype also has additional differing tank fittings either end on the tank which are made up from the spares box, one of which at one end is very passable, namely an LNER Gresley boiler manhole from **Laurie Griffin** (20-001) with a brass semi loop added (see photos). This has a plastic collar made up first then the cover is fitted on top. It must be explained at this point that this is conjecture based on photos taken of one of the twin flask gas wagons on page 46 of Kidner's book. The other end is another collar constructed to roughly the same size with a flat disc placed on top.





The disk has 16 bolts around its circumference. It also has one small cover with three bolts on it placed at the left-hand side of the central cover disc (11). In order to show off these bolts, 16 holes of 0.7mm size must be drilled into the circumference of the cover in order to glue 0.6mm diameter plastic rod into them, severing them just before they meet the covers surface. If care is taken, they'll look like rivets !

The 'furniture' on the tank can be added at this juncture, as there's nothing much more to do on it, so bits and pieces again from the spares box - mostly from the Laurie Griffin range - were added, such as a modified tap or release valve, and what I think is a gauge of some sort on the right side bracket made up of bits. The supporting tank cradles were made up from three laminates of 1.0mm 'Plastikard', 3.2mm

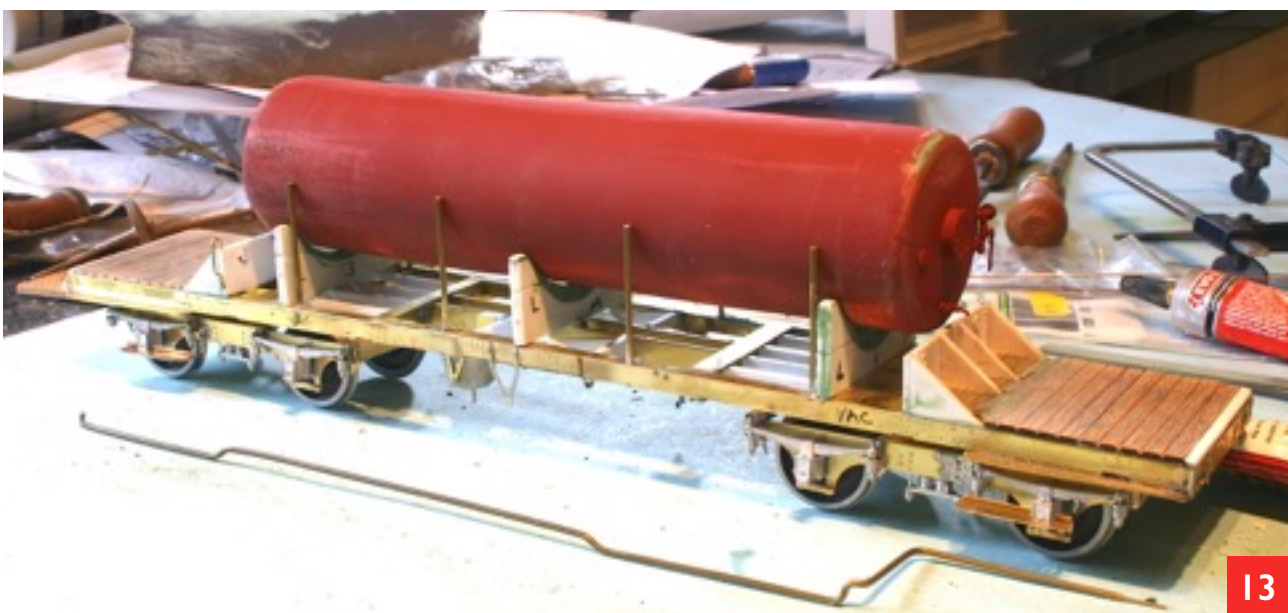
thick and 52mm wide by 18.25mm high, added to the chassis base (12) as well as adding the wooden flooring and end fences. For ease of construction the order should be - first the flooring, then the fences, and finally the three cradles (see previous section). The grab handles are added to the side of each top end fence wall (13). The tank cradles are now mounted on the chassis at three points.

As these are fabricated from laminated plastic, I thought that the mounting point should incorporate a 1.2mm diameter brass peg as 'belt and braces' for additional strength when fitted to the frame. Their positions measured from the fence at these intervals are:

1 - 20mm

2 - Middle

3 - 20mm



GOING DEPARTMENTAL

The cradles themselves are prototypically made from wood in two halves and are secured with two bolts which can be made in the same way as the bolts on one of the end disks. Score along the cradle's surface in order to simulate a joining of two (bolts ?) of wood (see photo), 9mm from its bottom surface.

Once the cradles are secured, make up four tank securing hoops or bridles (stays) from 1.6mm brass tube and solder 0.7mm wire to 1.58 x 0.005mm phosphor bronze strip - I used Slater's 1220 then insert it in the tube. The eight brass wire tubes, four almost equally positioned on each side are positioned towards the inside of the frames. The wire is soldered to the bronze strip (**14**) and the whole dropped into the securing 1.6mm tube which is soldered

LINESIDE LOOK



The brake handle gear is now addressed. No short cuts here I'm afraid, it all has to be made from scratch. I used brass sheet for the handles, again using bits of offcut. The 'V' hangers have all been fitted, so the sizes can now be judged

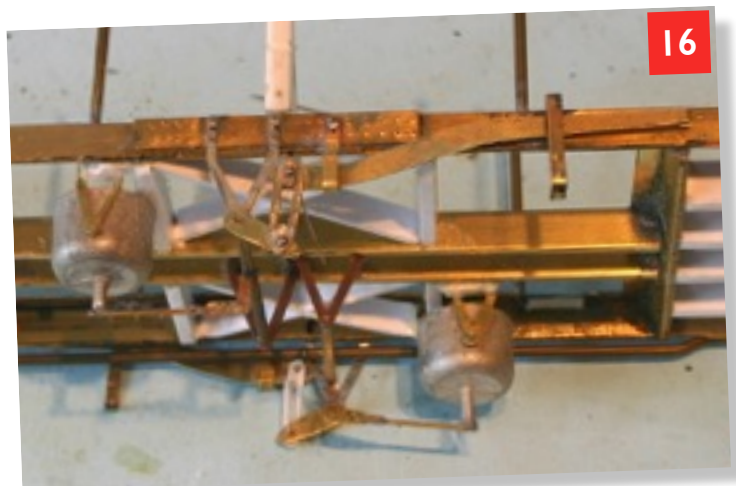
from these and the photograph.

The links were easily scratch-built from plastic using three pieces of 0.30 x 0.30mm Evergreen strip (**13**) **but** when attached the links - being thin plastic - broke ! So, back to making them out of brass, again from fret offcut in the same way as the plastic versions (**16**) - this worked and was consequently much stronger. Before the brake handles etc. are fitted, the vacuum piping can be measured, bent and fitted to the chassis underframe and

solebar, together with pipe straps. Three pipe straps made from thin brass strip are bent round the vac pipe then attached to the solebar. For positioning, see the prototype



to the frame after boring a hole of 1.6mm. The tube is 30mm in length with one end nipped flat to prevent it slipping right through the hole when soldering onto the chassis. The phosphor bronze strap (**15**) is approximately 85mm in length (this is because the tank may vary in circumference slightly at certain points). As an aid to bending the strap, run it through your nails and this will give it a permanent bend. Pre-war, the ends of the flat strip used to make the straps would have been forged down to a round section of pre-threaded rod, which would have been what they did when building these earlier wagons, but BR seem to have opted for the cheaper version, simply welding together strip and strap.





photograph. Of note here, the 'V' hanger on this side is jinked out to accommodate the pipe. With this all in place, the brake gear can be addressed. (17). Once this has been attached, the rest of the fittings can be added such as buffers, screw couplings (Dapol 7A-000-003), and vacuum buffer beam pipes. No steam pipes are shown fitted - if fitted they were often removed during the summer months to extend the hose's life. At this late stage (15), the piping from the front of the tank to the side tank bearer can be fitted.

Colour scheme

Since this vehicle is represented as in BR(S) service and was part of their Engineering Department, it would seem that it would be black all over. This fits with the photographs' interpretation. Take note that the black covering does initially look blackish, since it is heavily weathered all over in frame dirt. Lettering - I think - would be in white as this vehicle was built in the late 1940s and photographed in the early '50s and therefore its lettering style would have probably remained early BR without alteration until its demise. Overhead electric warning signs were mounted on its front tank saddle on both sides on some models where the step/grab handles are present. This vehicle is DS2108 - the 'D' denoting Departmental. The lettering in white displayed on the right side of the sole bar states 'Empty to Eastleigh' and **not** as so many caption writers refer to the notice as 'Return to Eastleigh'. Unfortunately, the tare weight is indistinguishable. Lettering varied in style between both of these examples and no doubt did so, on most others. **LL**

This has been a mammoth task in so much as it was constructed during 'lock down' and was an exercise in scratch-building and making something different. Trying to obtain parts and materials during this time depending on postal services and availability from manufacturers was to say the least, a nightmare !

Rare transfers were luckily obtained from a kit manufacturer; but when applied, fell apart ! So beware of transfer manufacturers who state 'they'll make you anything' - they won't.

My thanks for their invaluable help go to Dave Hammersly of Roxey Mouldings for his modelling services and photos, Mike Simpson and Jim Snowdon for their technical advice.

Further Reading

Service Stock of the Southern Railway

R W Kidner (Oakwood Press 1980/1993)

Useful Websites

Roxey Mouldings

www.roxeymouldings.co.uk

Slater's

www.slatersplastikard.com

Hobby Holidays

www.hobbyholidays.co.uk

Noggin End Metals

www.nogginend.com

Evergreen Scale Models

www.evergreenscalemodels.com

AMBIS Engineering

www.ambisengineering.co.uk

Poppy's Woodtech

www.poppyswoodtech.co.uk

Colron wood dyes

www.colron.co.uk

Laurie Griffin Miniatures

www.lgminiatures.co.uk

Intentio

Model Railways



Lasercutting your landscape

**Suppliers of Multimedia Architectural Kits, Lineside Equipment,
Signal Boxes, Bridges, Stations, Goods Sheds, Engine Sheds,
Sleepers and Track Bases Cut from Templot Plans
Laser Cutting, 3D Printing and Metal Etching
Bespoke Design and Build Commissions Undertaken**

phil@intentio.co.uk • 07730 412592 • www.intentio.co.uk

Ever get the feeling that, even with the most sophisticated of DCC systems, many layout operators aimlessly sound the steam loco whistle - or diesel horn - just for the hell of it? There were sound laid down procedures for using the whistle, found in the **Rule Book** and **Sectional Appendices**. The following article, originally published in the April 1946 **Meccano Magazine**, illustrates the use of 'whistle language' on the full size railway, whilst the 'new' BR standard whistle codes appeared in the September 1952 issue of **The Railway Magazine**. The relevant Rules from the BR Rule Book have been added in parenthesis.

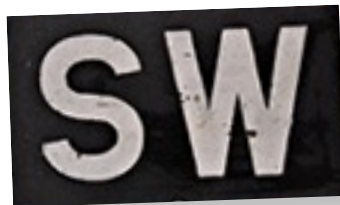


walking into danger. This has saved many lives, and on hearing it you will notice that railwaymen at once look round, to see what is wrong.

Local whistle codes may be listed in the **Appendix to the Rules** issued by each company, or in Divisional instructions, which require certain whistle calls to be used at various junctions to denote to the signalman the correct route of the train or destination of a light engine. The understanding of

'To the enthusiast the delights of railway observation are not limited to the sights he sees. The hiss of a brake valve, the 'chink' of buffers or the call of a whistle - all these sounds convey information to him, even during darkness or in the compartment of a train. The whistle language is an interesting study. The use of the whistle in certain circumstances is, of course, laid down in the **Rule Book** in force on all the main line companies. To take examples, there is the long full note used when a train is approaching an adverse signal, to remind the signalman of the presence of the train, usually followed by a 'pop' whistle when the signal is cleared. Drivers of freight trains must give three or more short, sharp whistles if the assistance of the guard's handbrake is required (**Rule 148**) and if a banking engine is in rear, crow or 'cock-a-doodle-oo' whistles are exchanged between the drivers before starting the train (**Rule 133/c**), whether freight or passenger.

A series of 'pop' whistles is required by the Rules to be sounded frequently when a train is travelling on the wrong line in an emergency or in special circumstances making this working necessary (**Rule 185** and **204**). It is interesting to note that the use of a succession of 'pop' whistles has become the accepted warning of sudden danger; by reason of the agitated sound of this call. If, for example, six or more hurried 'pop' whistles are heard in a shunting yard it may mean that a driver has spotted a wagon running away or observed a shunter



WHISTLE LANGUAGE

by 'Shed Superintendent' (Meccano Magazine April 1946)

these codes requires some local knowledge. There are nearly always descriptive code whistles in force at the exit from a locomotive depot, especially at a big depot whence light engines travel to a number of different places to take up their duties. Then there are variants in whistle calls used by individual drivers. For instance the Rules stipulate whistling during the passage of long tunnels (**Rule 127**) but the type of whistle call is not defined in words, and I could always tell when a certain driver was in charge of the train by hearing his peculiar and effective tunnel whistle, which was a long drawn-out wail ending in an expressive 'pip'.

Other whistle calls established by custom, which certainly do not appear in the **Rule Book**, include the 'Cooee' whistle used in greeting one's colleagues on the line, the 'V'-sign whistle accorded to Mr Churchill, and the jubilant whistling that occurs to celebrate the return home of a football team that has won the Cup Final. Last there is the short, low whistle known to schoolboys as the 'Cave' warning, which, on the railway means simply - 'Look out, here comes the Superintendent'. **LL**



STANDARD CODE OF ENGINE WHISTLES

A standard code of engine whistles which will cover all the main railway operational requirements, has been introduced throughout British Railways. In addition, codes of a local nature will be retained by the Regions. In order to avoid annoyance to passengers at stations and residents in the neighbourhood of the Railway, Drivers are requested not to make more frequent use of the engine whistle than is absolutely necessary to ensure safe and efficient working in compliance with the Rules and Regulations.

(Details taken from *The Railway Magazine*, September 1952, Gloucester Traffic District **Sectional Appendix**, October 1960, and *British Railways Rule Book 1950 - reprint including amendments up to 1st October, 1961*).

Description

Whistles

Approaching signals at danger or when necessary to indicate when ready to proceed on same line :

Main or Fast Lines	1 long
Line next to Main (Slow or Goods)	2 long
Line next to Slow or Goods	3 long
(One additional long whistle to be given for each additional line farther away from the Main Line.)	

Approaching geographical junctions and requiring to proceed through junction :

† On Main Line and requiring to proceed to left	1 long 1 short
† On Main Line and requiring to proceed to right	1 long 2 short
† On Slow or Goods Line and requiring to proceed to left	2 long 1 short
† On Slow or Goods Line and requiring to proceed to right	2 long 2 short

† These codes to be given at Signal Box in rear of the Box controlling the Junction unless otherwise shewn (but do not apply to the Southern Region).

To or from Goods Line or Slow Line or Loop and Main Line	5 short
To cross from Main to Main	4 short
To or from Bay or Platform lines	1 crow 1 long
Down Main or Fast, Slow or Goods or Loop to Down Sidings	1 crow
Down Main or Fast, Slow or Goods or Loop to Up Sidings	2 short pause 3 short
Up Main or Fast, Slow or Goods or Loop to Up Sidings	3 short pause 1 short
Up Main or Fast, Slow or Goods or Loop to Down Sidings	3 short pause 2 short
Up Sidings to Down Sidings or vice versa	3 short pause 3 short
Train ready to leave Sidings	2 short pause 1 short
Shunt from Sidings to Main Line	2 short pause 2 short
To or from Loco Depot	2 short
Express Trains requiring fresh engine at next stopping place	3 crows
‡ Fire on Lineside	1 crow 1 long 1 crow

‡ To be repeated when passing next Permanent Way men, Station, Signal Box or Crossing Keepers hut.

Engine requiring water	1 long pause 3 short
To indicate light engine is clear of points which require to be turned	1 short
To indicate that train or light engine has been shunted clear of points leading from one running line to another (Rule 69)	1 crow 1 short
To indicate that train or light engine has been shunted clear of all running lines (Rule 69)	3 short
Before starting train assisted by engine in rear (Rule 133/c)	2 crows

NOTE - The term 'Slow Line' includes Relief Line.

EXAMPLES OF LOCAL WHISTLE CODES

Brimscombe East

Assisting engine buffered up and ready to depart	3 - 1 - 3
Train engine to acknowledge with	3 - 1 - 3
(conflicts with driver's account of giving 'two crows on the whistle' in <i>Gloucester Locomotive Sheds</i> by Steve Bartlett)	

Worcester (Shrub Hill Junction)

Train approaching from Tunnel Junction	1 (extra long)
--	----------------

Bishops Cleeve

Cheltenham Loop at Gloucester Engine Shed Junction	1 crow 2 short
--	----------------



THE 1952 BR MEAT VANS

In the Summer 2019 issue of **Lineside Look** mention was made of the BR 10T meat van, popularised back in the 1960s by the 'two Bob' Airfix kit, and available in 7mm as a kit from **Slater's** (7065), or RTR from **Dapol**. A total of 150 were built to Dia.1/250, based on the standard 12T planked van. They were not insulated but had additional side louvres and four hooded vents at each end for ventilation. Internally they were equipped with 12 meat bars and hooks to hang carcasses. The wood floor was covered in 'Decolite' with the sides zinc lined to a height of 3' 0". When these vehicles first appeared some - if not all - were initially painted in the crimson livery for non-corridor passenger stock.

The reason why is uncertain and has long been a subject of contention, although as some LMS meat and fish vans were painted in passenger livery before nationalisation (some of the fish vans built at Wolverton having side and end louvres), maybe it was simply a continuation of this policy on a similar vehicle until instructed otherwise. In a thread on **RMWeb**, Paul Bartlett mentions a December 1958 BR painting

instruction confirming that the livery style for ventilated meat vans was crimson with yellow lettering, with the underframe and running gear



*Carcasses hung on meat racks in a BR container.
Transport Age/John Emerson Collection*

BR 10T MEAT VANS (VB)

Dia.	Lot	Nos.	Built	Notes
1/250	2320	B870000-99	1952 Wolverton	Ventilated - four end vents and side louvres
1/250	2417	B870100-49	1952 Wolverton	Ventilated - four end vents and side louvres
1/251	2321	B872000-199	1952 Wolverton	Insulated - no end vents, altered door detail
1/251	2418	B872200-49	1952 Wolverton	Insulated - no end vents, altered door detail

black with white lettering, although a year or so later the standard freight Bauxite (Freight Stock Red) was the approved livery. With the gradual loss of fresh meat traffic, and the move to containerisation, many vans were later used for general merchandise, with a number branded 'ALE' for use with ale cask traffic. Some of these vans lost their side ventilators (some also having three of the end vents removed), so there is limited scope for 'kit-bashing' by substituting the sides from a BR standard 12T van. The model illustrated above was built from the Slater's kit with the sides altered as described.



Also built at Wolverton in 1952 were the more numerous insulated meat vans (250 built to Diagram 1/251). As with the ventilated meat vans, these were based on the standard 12T van body, the sides zinc lined internally to a height of 3' 0" and the wooden floor covered in 'Decolite'. Apart from the very obvious lack of end ventilators, the doors on these vans were shorter than on the standard 12T vans, and also had a different locking arrangement - for the obsessively pedantic the lower door hinges seem to be positioned slightly lower as well. Unfortunately these details are not replicated on the currently available RTR version from Dapol, and I suspect corrective surgery would be difficult, although not impossible. Slater's produce a kit (7066), and it was also available in the old Freightman range, two examples of which are regularly to be seen on Brimscombe.

Livery was originally white with black lettering - standard for insulated vans and containers -

later being altered to 'Ice Blue', although not all vans received this apart from some random 'patch' painting of repairs, etc. With the decline in the original traffic they were intended for they reverted to general merchandise traffic and standard Bauxite livery. It is possible that many vans would have received all three liveries during their lifetime whilst others soldiered on in the rusty remains of their original livery. **LL**

FURTHER READING

British Railways Diagrams of Freight Stock
CMEC Doncaster, December 5th, 1960

MRN (September 1969)
'After Airfix' - Don Rowland

BR Standard Freight Wagons - A Pictorial Survey
David Larkin (Bradford Barton, 1979)

British Railways Wagons - the first half million
Don Rowland (David & Charles, 1985)

Railways in Profile Series No.3 - British Railways Vans
Compiled by Geoff Gamble (Cheona, 1997)



TAKING STOCK AT BRIMSCOMBE

Several new **Lionheart** ready-to-run BR Mk.1 coaches have recently arrived at Brimscombe. I've followed their development with interest since they were first announced and have to say that the long wait for them to finally arrive has been well worth it. This is a huge undertaking with some 90 or so DC/DCC/livery variations eventually being produced, all based around four body types - BSK, SK, SO and CK. Some - especially the unnumbered models - have sold out long before being released, such has been the demand for these much anticipated models.

Further releases will include Commonwealth bogied vehicles, and it is to be hoped that some other body types may also appear in the future.

The models arrived securely packed in crush proof packaging, complete with two bags of add-on details - early/late corridor end boards, flexible corridor top covers, vacuum and steam heat pipes, as well as replacement double-ended jumper cables for those running fixed rakes. A comprehensive 'owner's manual' is also included with each coach.

At first glance the models appear dimensionally accurate in all respects, including the radius of the tumblehome body side, and with windows correctly inset. Full interior detail - down to luggage racks and compartment lamps - is fitted as standard, along with appropriate roof and underframe details. Internal lighting to compartments, corridors and the guards/luggage area also comes as standard, all controlled *via* miniature switches on the underside or by DCC decoder. Magnets in the novel working corridor connections ensure they stay together when the coaches are coupled.

Knuckle type couplers are fitted as standard to the SK/SO and CK to allow easy coupling, although the height was not compatible with the Kadee fitted kit-built stock running on the layout. A hook is also fitted to allow screw coupling fitted stock to be attached, always a difficult proposition with corridor stock as the hook is usually





tight to the underside of the bellows. In fact - and this is no criticism as it is common to all corridor stock - I found it almost impossible on the layout so it might be easier coupling any screw fitted vehicle off the layout before placing on the track. The BSK has a knuckle coupler at one end and screw coupling at the brake end for coupling to locomotive or other stock. Rather annoyingly the turned brass retaining pin parted company with the shank of the coupling after a few circuits of the layout allowing the coupling and spring to fall out. The couplings on both BSKs on the layout have since been fitted with split pins to ensure no future failure in service. The overall impression is of some excellent, well detailed and thought out models, at a pretty decent price considering all the built in features and the quality of finish.

There are one or two things I might tweak over time - certainly the mod for the screw coupling, and also toning down the pristine slightly shiny roof. And as someone used to running kit-built stock where turned brass door handles, brass wire grab rails and commode handles are

the order of the day (but may well be a tad over scale), to my eye the fittings on these new RTR coaches seemed very, very fine. They may be to exact scale but it will be interesting to see how well they survive constant handling on exhibition layouts - I have a few packets of turned brass door handles put by just in case !

Paintshop 'Pro's'

With the relaxation of restrictions imposed on us all over the last eighteen months, visitors are once again welcome in the barn. Recent guests included Geoff Haynes, his brother Ivan, and master model painter Alan Brackenborough. Just to prove that it is indeed a small world, before moving to Lincolnshire to work on **BRM**, I lived in Hardwicke, south of Gloucester - it was a short walk across the playing field to the village hall where the annual GLOSGOG meet was held, and where Alan was also one of the regular visitors.

Geoff Haynes has been building and painting models full time since 2015, and has established a well-earned reputation, with several of his customer's locos having previously graced the layout. Rebuilt 'Battle of Britain' class No.34077 603 Squadron is one of Geoff's latest builds, and took to the track for a test run (1). Geoff has also written a very useful book - **Painting and Lining Model Locomotives and Coaches** - packed full of information, practical advice and how-to-do-it tips for the novice painter. Covering such topics as how to clean and prepare models for painting, using an



LINESIDE LOOK

airbrush and lining pen, dealing with faults or problems, and how to get the best out of transfers - just the thing for the bookshelf if you don't already have a copy. The 192 pages are illustrated with 500 or so full colour photos. Available from the publisher Crowood Press, price £19.99, or most railway book sellers. For information on Geoff's painting and lining services visit his website at: geoffhaynesmodelmaker.com

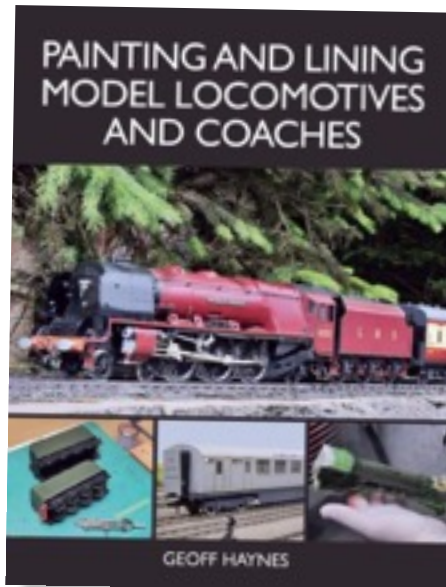
The layout's not for turning

The Brimscombe 'project' has certainly evolved over the short time since work first started. I never could work to a fixed plan, always wanting to 'tweak' things as I go along. Some liberties have been taken with the station as the buildings are not accurate models of Brimscombe, which were built of stone, but are more like Minety, further towards Swindon which were of brick construction. 'Off the shelf' laser-cut kits have been used, the original intention being to replace them with scratch-built structures as and when time allowed. However - and as I quite like them as they are - I suspect they will become permanent additions !

There has been the inevitable compression of distance and shortening of loops and sidings, and slight alterations to the yard track plan, including an extra siding which should provide more operational interest. As there are now a number of cattle wagons on the layout, this may - or may not - include cattle pens (2). There were cattle pens at

TRACK PASS

Brimscombe but they were inconveniently on the road leading to the goods shed - just where a control panel is situated on the layout. The platform edge has been laid using the excellent 3D printed diamond pattern platform edging strip (3) obtained from **CWRailways**. Each strip is 163mm long approx. and is easily cut to size. Visit their website for more details at: cwrailways.com



A cattle market was held at Cirencester; on the branch from Kemble, and a cattle train ran from Gloucester on market days, but unfortunately information is scarce. Hopefully more details of this interesting local train will come to light in due course.

A second water crane (4) has also appeared at the 'west' end of the yard. This was acquired some time ago from a friend, ready built from a **Duncan Models** white metal kit. Unlike the water crane at the loco shed, this has a 'cranked' arm. When the 'King' class 4-6-0s first entered service they were paired with 4,000 gallon tenders that had the fillers located in the corners of the tender as the 'straight arm' water cranes were unable to reach over the higher sided tenders (5). The cranked arm was introduced, and later built tenders reverted to conventionally placed fillers. As the 'Kings' were 'Double Red' engines, and the route restriction on the line from Swindon to Gloucester was 'Red', they were banned from working over the line as the axle weight was considered excessive by the civil engineer. So a 'cranked' arm water crane may not be strictly or prototypically accurate, but it does look nice - and after all it is my layout ...

One problem I found with the various water crane kits I've built is that a length of non-descript flexible material is usually included for the 'bag', which gives a totally unrealistic appearance. On Gifford Street the offending material was junked and replaced with a more realistic looking hose made up from styrene sheet around a wire armature which fitted to the water crane. The hose on both water cranes at Brimscombe is a more simple affair; made from a piece of brass tube, suitably 'swaged' - a technical term for bashing it into shape with a hammer !

Although the colour scheme for GW water cranes is usually described as 'buff/brown' or similar; in practice - and through looking at available colour photos - they could range from all over black or dark grey to patch repaints, and



pristine chocolate and cream. A common trait seems to be the 90° angled pipe between arm and hose to be painted grey, regardless of the rest of the colour scheme. The original water crane at Brimscombe was demolished in the collision between two freight trains in October 1961 and its replacement remained in a dull grey until removal on closure of the shed.



Work continues at the engine shed with the ash pit and coaling stage having now been added (6) and single tongue catch-point installed - a similar 'trap' has also been laid in on the new 'High' siding. Single tongue catch points remained in use on the GW/WR where speeds were low, such as refuge sidings, goods loops, etc., otherwise a double tongue trap was standard. Although non-working, they may be made operational at some future date. At the other end of the scenic section, the original plan was to model the cutting and west portal at Sapperton tunnel. But after lengthy deliberation, this has been abandoned in favour of providing a small railcar halt with 'Pagoda' style waiting room, crossing and signal box. This will be an amalgam of the arrangements at St Mary's Crossing Halt and Brimscombe Bridge.

Likewise a representation of the viaduct at Frampton Mansell has given way to a girder bridge based on St Mary's viaduct over the Thames & Severn canal. This was removed and filled in some time after nationalisation and caused no end of confusion when trying to find the actual location on Google Earth compared with old photographs. The mocked up signal box - blown up from the *EricPlans* drawing - and girder span are seen in the photographs (7 & 8). So from initial ideas of an accurate replica in model form, my 'broad brush' approach is giving a flavour of the line

running through the Golden Valley - perhaps it's now more akin to the Madder Valley than the exacting standards of Pendon ...!

Mention was made previously of the 1:43 scale **IXO** diecast BMC FG tipper truck. Two more examples arrived before the end of last year from Germany - within 48 hours of ordering actually and thereby missing any post-Brexit argy-bargy. All three have now had the tipper bodies removed and are loaded onto 'Lowfit' wagons (9). In due course

they will be converted to right-hand drive and correctly chocked and chained down. **LL**



Severn Valley Railway O Gauge Modellers

A group of SVR based O gauge modellers are organising an O gauge 'get together' at the Engine House, Highley, on September 4/5. Six layouts are confirmed including Bewdley MPD groups Burlish Road, Ventnor West, Little Burford (as featured in *Hornby Magazine*), plus Willowbrook Marsh and Treloar Sidings from Luton MRC. An impressive coarse scale display is also planned along with a diorama of Bridgnorth Station from the Bridgnorth station team and 'Woodys Wagons' from Martin Wood. Dapol will be showing their latest projects and have a selection of factory seconds. Other traders include Modelu, Connoisseur Models, Ragstone Models and Walsworth Models.

We've tried to hold something on what should have been GUILDEX weekend. So far we have managed to put together this event at no cost to the SVR with thanks to layout owners for offering their masterpieces for nothing. Please note that car parking is extremely limited at the Engine House, so we advise arriving by SVR train. There is a small car park at Highley Country Park on Station Road. (WV16 6NU), alternatively there is parking in Highley village, a 20 minute walk away.

The Severn Valley Railway are running their current covid safe service which entails booking a seat/compartment for the duration of the day. We advise for flexibility to book on the 'Adventurer' or 'Explorer' services which call at Highley four times during each day. The 'Flyer' service is also planned to run on Saturday which includes an hour stop at Highley in the morning. We would like to point out that a saving can be made by booking a compartment as opposed to individual seats.

For those arriving by public transport, Diamond Bus operates the 125 Halesowen-Bridgnorth service on Saturdays.

For further information contact Tom Clarke at: tomclarke7802@yahoo.co.uk

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

Gauge O Guild 2022 show dates

The Gauge O Guild have announced the dates for their trade shows and GUILDEX showcase event next year. The **Kettering Trade Show** will take place on **Saturday March 5th** at the Kettering Conference & Leisure Centre, Thurston Drive, Kettering NN15 6PB.

The **Doncaster Trade Show** at the Dome, Doncaster Lakeside, Bawtry Road, Doncaster DN4 7PD will now take place on **Saturday June 11th**. This event has been moved from the usual weekend to avoid clashing with the Platinum Jubilee celebration and extended Bank Holiday weekend.

Dates for the **GUILDEX** weekend at the Staffordshire County Show Ground, Weston Road, Stafford ST18 0BD are **Saturday 3rd and Sunday 4th September**. All are subject to any ongoing Government restrictions.

Association of Larger Scale Railway Modellers

Owen Rees Gibbon

It is with great sadness that the Association of Larger Scale Railway Modellers announce the passing of Owen Gibbon, one of the Association's founders, and MD. He had a unique influence both as an organiser and exhibitor on many general and specialist model railway shows across the UK which will probably never be matched.

Owen was unique in his quiet and caring approach to all he met in the model railway hobby. His enthusiasm and personality was such that he had the ability to encourage people to take on responsibilities for model railway shows and if there were problems he was always there in the background to help out. He always fulfilled what he said he would do, usually in a backstage role. He never looked for credit, and was quite happy for someone else to get the recognition for a successful show.

I am honoured to have been counted as one of his friends as I am sure many of his other friends are too. There are some people you meet in life that you are glad your paths have crossed, Owen was one of those people.

David White, ALSRM Chairman

Central Southern Gauge O Group

CSGOG meet at the Allendale Community Centre, Hanham Road, Wimborne BH21 1AS. Meetings start at 7.00pm where visitors of all ages and experience are welcome. The test track can accommodate most O gauge stock, from fine or coarse scale, three-rail, narrow gauge, analogue/DCC, etc. Members bring along models to run, or to seek advice from more experienced modellers. Models vary from a simple coal wagon, made up from a plastic kit, to a sophisticated locomotive hand-crafted in metal and other materials.

Early steam locos from the 19th century, right up to the end of steam in the mid 1960s can be seen. Diesels too have their place amongst the membership and again models appear of early types to modern classes on today's railways. We are pleased to note that with an increasing availability of ready-to-run stock - sometimes at quite reasonable prices - this is stimulating new interest in the hobby and in particular this scale of railway modelling. Some evenings we hold film shows or hold quiz nights, but one thing that is constant is a mid-evening break for a cuppa and a good natter.

Our programme for 2021

August 24 Track Night

September 8, September 24 Track Nights

October 13 Track Night

October 24 ANNUAL EXHIBITION

October 27 Track Night

November 17 Trains, Boats & Planes Part 2

Hosted by Clive Arnold (Note changed date)

December 8 Christmas Party & Track Night

The Annual Exhibition on Sunday 24th October promises to be our best ever, with seven O gauge layouts (plus the large CSGOG test track), eight specialist traders and four railway related societies - all for just £5.00 entrance charge - accompanied children go free. This will be held at the Allendale Community Centre from 10.00am-4.00pm. Refreshments available and plenty of nearby parking.

We are always pleased to see new faces at our meetings, where you will be given a warm welcome from a friendly like-minded group of modellers. Visit www.csgog.org for latest details or phone David Churchill on 01202 887703.

David L O Smith

It is with deep regret to note the passing of David Smith (DLOS as he was widely known). Although I only knew David in recent years, we became good friends and immediately gained my (and others) admiration and respect for his capabilities as a model engineer as well as other related skills. Living in Bedfordshire when we met, he subsequently retired to the Welsh borders near Montgomery where I visited his extensive workshop on a number of occasions. David joined our 7mm group (LOGGIES) after meeting us at one of our working sessions when developing and fettling our group layout. This was extremely fortuitous as David might have never visited or joined our parent club (Luton MRC), as he never regarded himself as 'a club person', as he put it.

David's talents were wide ranging - in agricultural engineering (soil mechanics), director of a number of related companies - and travelled widely through America and Africa during his formative years as well as later leading horse trails to exotic countries. It was his railway passion that gained him wide ranging appreciation from many people both in and outside of the Gauge O Guild, serving on their Technical Committee for many years. David's other passion was clocks and he was very adept at restoring old timepieces to health. But his real forte was model railway engineering and his skill with lathe and mill was much admired by many. I feel privileged to have a number of small projects he worked on for me. Never having his own layout, he enjoyed running his stock on others. An accomplished scratch builder, often working from kits as a basis, throwing out many parts and making his own where the originals were not to his accepted standard. Some fine GWR and LMS locos were created by his hands with him professing to like all steam railways - and even the occasional diesel!

A number of commercially produced models benefited from his advice and input during their design and planning, particularly the Ixion/Minerva ranges of 7mm locos, where he is credited in the information leaflets accompanying the models, along with the HMRS (who he supported on their stand at shows). It was a source of amusement to many of our group when David produced some exquisite model with a statement like 'I have just made a few small improvements!' - the list running to several sheets of paper. David's legacy is the fine body of superb models he created, which will surely live on and grace layouts in many people's care over time. David is survived by his partner Liz - to whom we extend our heartfelt condolences at his loss. I, like others, have lost a great friend.

Nigel Adams (LOGGIES)

IAN KIRK O GAUGE COACH PACKS

A bit different from a standard plastic kit these packs provide modular injection moulded plastic parts for the sides, a vacuum formed roof and injection moulded parts for ends, basic underframes and bogies. There are over 50 types and the modular system allows other things to be built too.

Full details on my website:

www.iankirkmodels.co.uk

or email: iankirkmodels@hotmail.co.uk

or write to

Ian Kirk, 10 North Street, LESLIE KY6 3DJ

BOB PEARMAN BOOKS

Mostly new, some second-hand, some remaindered. Search service. Advertised or reviewed, we've either got it or should be able to get it (subject to the publisher producing it). Virtually any English language title in print on any subject as well as railways. Some titles discounted, some post free in the UK - all orders £30 plus post free in UK.

Check out our website with secure ordering:

www.pearman-books.com

We take National Book Tokens -

Most cards (not AMEX) - PayPal accepted

If it's not there, email, fax or telephone.

**BOB PEARMAN BOOKS, 8 FFOLKES PLACE,
RUNCTON HOLME, KINGS LYNN,
NORFOLK PE33 0AH**

Tel: 01553 810673

email: pearman.books@idnet.com



ASSOCIATION OF LARGER SCALE RAILWAY MODELLERS

FROM S SCALE TO 7 1/4" GAUGE

Annual membership is just £12.00 giving you :

- ✓ **FOUR** magazines per year
- ✓ **DISCOUNT** on purchases from Slater's and other manufacturers
- ✓ **FREE** entry to annual Larger Scale show (including partners and accompanied children)
- ✓ **TEST TRACKS** for O, G1, G3
- ✓ **BRING and BUY** stand at ALSRM show

**Download membership form at www.alsrm.org.uk
or send A5 SAE to Mark Sanders, 1 Heath Road,
Hockering, Norfolk NR20 3HT**

Recently applying transfers to a 'Polybulk' wagon, the instructions glibly stated that I should 'soak in warm water and slide onto the model'. They failed to mention the fact that each transfer would need to soak on average for around ten minutes (or more) before even showing the faintest signs of being ready to apply - and even then would be extremely reluctant to part company from the backing paper. In the process of trying to encourage them with a soft brush loaded with hot water, the thin carrier film broke up. The then cold water had to be replaced with fresh hot water, the next transfer soaked for another ten minutes and so on - wasting much valuable time and ending up with hands shaking so much out of sheer exasperation that I was quite unable to carry on !

Now I've used transfers from various manufacturers over the years - Fox, CCT, RailTec, PC/HMRS, Model Master, etc - usually with great success and hasten to add that the offending transfers were **not**

from any of their ranges. Perhaps there was a manufacturing fault, or maybe they had been left 'on the shelf' for far too long. But having produced transfers myself over 25 years ago - some designed for Slater's and Freightman BR van kits, others for Appleby Model Engineering kits - I think I can confidently say that I do know a little about waterslide transfers and how they are produced and should be used.

Of course mine were drawn up in a pre-digital age (ie: hand-drawn at a much larger size and then reduced down photographically to size for printing), and silkscreen printed by Boost Midlands, at the time a company based in Bewdley and specialising in transfers for the R/C model car racing community, so they needed to be both robust and extremely durable - and easy to apply. They even went to the trouble of sourcing a suitable blue backing paper (from the States if I remember correctly).

I still have a small number of the various sheets - some of which are pictured. They are all still perfectly viable some 25 odd years later - the instructions stating that they should be immersed in warm water for about 10-20 seconds, and then taken out for about a minute, before applying. It's just a shame that hardly anyone wanted to buy them at the time.

So I can well understand Peter Jary's comments about the quality of some modern day transfers in his article on building the Southern bogie gas tank wagon ! **LL**



ON THE TRANSFER LIST



GET THAT LINESIDE LOOK



White metal cast accessories for road and rail, second-hand models and books. Mail order only.

Available from
LYNX MODELS

Unit 6, Southview Buildings, Burton Road,
Heckington, Lincs. NG34 9QS
website: www.ogaugeonline.co.uk
Payment by cheque (payable to 'Lynx Models'),
PayPal or bank transfer - details on request

LINESIDE LOOK

Edited by John Emerson
FREE quarterly online magazine for **ALL** 7mm modellers - just visit www.ogaugeonline.co.uk to subscribe or email: lynxmodels@icloud.com

STILL AVAILABLE:

MODELLING RAILWAYS IN O GAUGE

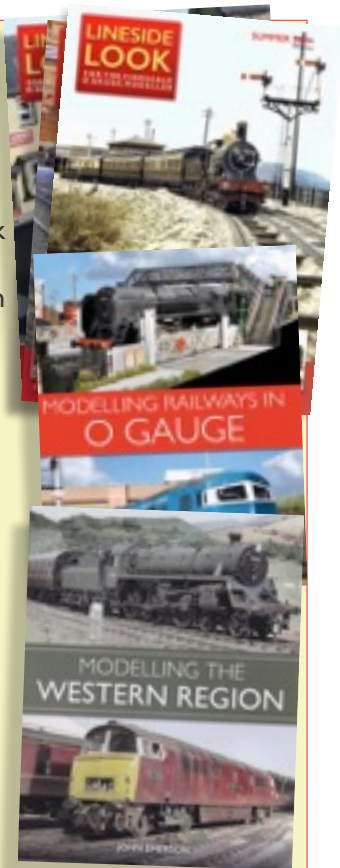
by John Emerson

£18.99 POST FREE

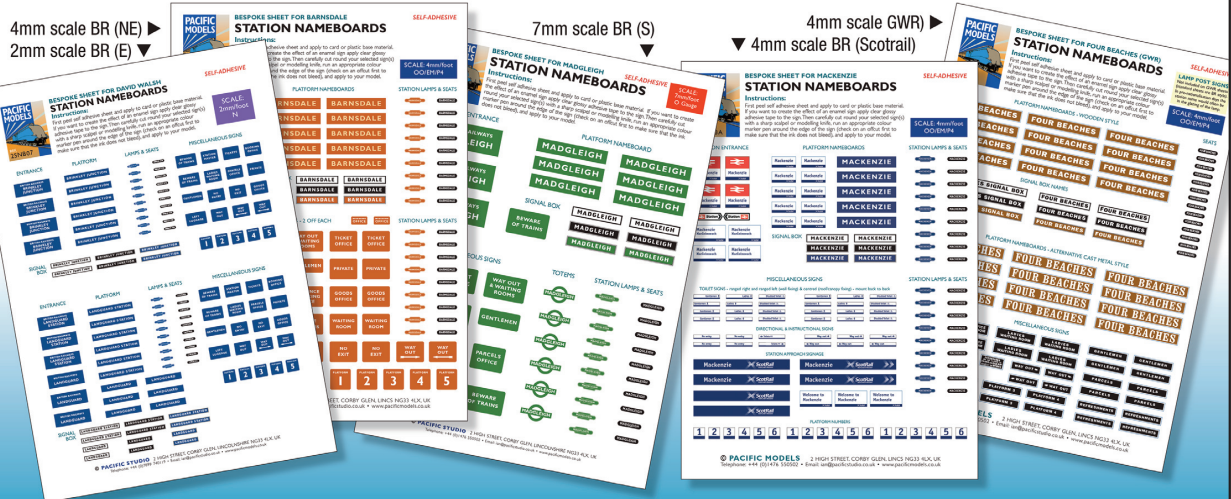
MODELLING THE WESTERN REGION

by John Emerson

£19.99 POST FREE



Little details that make a big difference!



BESPOKE STATION NAMEBOARDS in all scales including 7mm/ft

Signage for your own stations & signal boxes...

LAMPOSTS & SEAT BACKS plus a selection of other Platform Signs

SELF-ADHESIVE to apply to card or plastic. In regional colour as appropriate.

ONE STATION **£18.00** (incl. p&p) EXTRA STATION NAMES **£7.00** ea

Regional variations and other scales to order!

Payment by Cheque, BACS or PayPal invoice (sent by email, pay by PayPal or card)

Prices include post & packing. See website for other products and order form, or call 01476 550502

PACIFIC MODELS

2 High Street, Corby Glen, Lincolnshire NG33 4LX
www.pacificmodels.co.uk

WAGON & CARRIAGE WORKS

7mm and Gauge 1 RTR for sale

O GAUGE FINESCALE



O1 2-8-0 No.63879 - built from Ace Products kit, superb runner, early BR	£1,495
Derby Lightweight 2-car DMU built from Westdale kit - Dark green	£750
C12 4-4-2T No.67384 - built from Wagon & Carriage Works kit, early BR	£550
Bachmann Brass Derby Lightweight 2-car DMU - Light green	£850
Bachmann Brassworks (San Cheng) 3F 0-6-0T 'Jinty' 47247 - late BR	£450
Bachmann Brassworks Class 08 - green/wasp stripes DCC sound	£350
Heljan Class 37 - original issue, BR green, un-numbered, as new, box scuffed	£550
San Cheng 'Black Five' 44662 weathered BR, painted Warren Haywood	£1,625
San Cheng B1 No.61010 Wildebeeste - late BR, painted Warren Haywood	£1,650

O GAUGE LIVE STEAM

Westside Model Co USA 4-6-2 - unpainted, hydraulically tested by Mike Pavie **£895**

OTHER SCALES

Gauge 1 DRB Class 41 2-8-2 No.41-018 - finescale scratch-built, 2-rail electric	£1,500
Gauge 3 GRS Y6 (GER G15) - live steam 0-4-0 Tram Loco kit, gas powered	£845
3 1/2" gauge 'Rainhill' loco - live steam, part-built chassis and tender	£200

Prices do not include P&P - details/photos available upon request.



ALLAN DOWNES BUILDINGS

Duke of York Low relief pub/hotel building suitable for corner location - 10.75" wide x 10.25" high x 3" deep approx. Card carcass with embossed card overlays and plastic detailing.

'Gabled Shops' Half-relief shops with two-storey bow fronted accommodation, gabled roof over. 12.25" wide x 11.75" high x 4" deep approx. Card carcass with embossed card overlays and plastic detailing.

Many other Allan Downes buildings available - contact us for details and current prices.

See website for mail order purchases - viewing and collection by appointment.

Southview Buildings, Burton Road, Heckington, Lincolnshire NG34 9QS

www.wagonandcarriage.co.uk

Tel: 01529 469595