

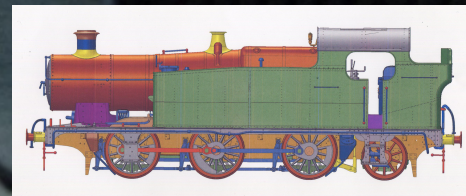
LINESIDE LOOK

FOR THE FINESCALE
O GAUGE MODELLER

SPRING 2023
Vol.2 No.8



MINERVA ANNOUNCE NEW
56XX 0-6-2T - DETAILS INSIDE



RIVETING READ



GLEBE LANE



MORE FISH TALES



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9 Speedlink at Glebe Lane



20 Footbridge kit bash



31 Entertaining visitors

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FOLLOW LINESIDE LOOK ON  

SPRING 2023

A LOOK INSIDE LINESIDE LOOK

Vol.2 No.8

April 2023

- 4 **Right Away !**
Minerva's next RTR loco is a 56xx 0-6-2T
- 9 **D & E Modeller**
Ian Futers describes his Glebe Lane layout
- 13 **Caught on Camera**
21st Century survivors
- 14 **Forgotten Traffic**
A brief survey of GW and LMS fish vans
- 20 **Kit Bash Special**
The story of a long-lived footbridge
- 24 **Freight Only**
Jim Snowdon scratch-builds an unusual 16T mineral wagon
- 30 **Pages from the Past**
Disappearing Diagram Books
- 31 **Track Pass**
Wired for sound - adding DCC to the Brimscombe project
- 35 **Club & Society**
- 37 **Last Words**
Rolling back the Years



Cover photo:
Tony Wright

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LINESIDE LOOK



Welcome to the Spring 2023 issue of *Lineside Look* - the issue has been held over for a few days to include news of the new GWR 56xx 0-6-2T that has been announced by Minerva Model Railways, see the next pages for full details. It does say something about the lasting legacy of the GWR

that modellers of other persuasions still feel the need to be disparaging and dismissive of its much envied longevity, falling back on that long outdated slur of the 'great way round'. In part I suspect that this is due to the GWR being the only railway company that kept its identity at the Grouping, by which time a series of mileage saving cut-off lines brought into use in the early years of the 20th century should have put an end to this particular piece of nonsense. When looking at available 7mm

RIGHT AWAY!

locomotives and rolling stock, it would seem that the GWR is particularly well served by RTR items as well as kits. Minerva's new RTR 56xx 0-6-2T will add yet another valuable class to what is already available for the follower of the GWR/WVR. I get the feeling it might be modellers of 'God's Wonderful Railway' who will be having the last laugh!

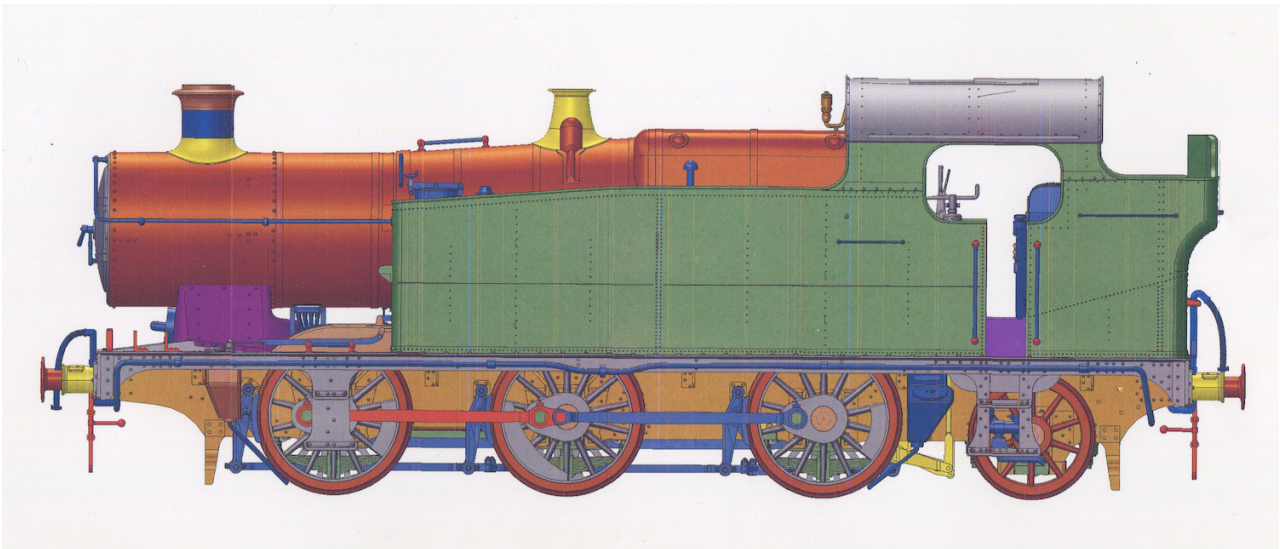
KCC CLOSURE SHOCK

Just before publication it was announced that the Kettering Conference Centre is to close at the end of May, the management citing significantly increased costs and effects of the pandemic making operation of the venue financially unviable. The Gauge O Guild, had already been looking at alternative venues for the Spring trade show at the venue as the current contract with Compass Group Services which manages the Kettering Conference Centre would have expired next year. For more information and further updates visit the Gauge O Guild's website at: www.gaugeoguild.com

SPACE - THE FINAL FRONTIER . . .

Creating a lot of interest at this year's Kettering show was Dave Tailby's 'Templegate Wagon Works' micro-layout, measuring just 3' 9" x 1' 6" depicting a small wagon repair facility in BR days and designed to fit in the back of a small car for transport. A Class 08 diesel shunter moved mineral wagons in and out of the works, served by three sidings accessed by an innovative traverser/storage road system operated by a window opener - which also created an equal amount of interest! It just goes to show that that the old excuse of not having enough space for an O gauge layout is a complete fallacy.





MINERVA ANNOUNCE NEW 56xx 0-6-2T

Minerva Model Railways, the independent company formed by Chris Basten and the late Chris Klein, has announced the production of a finescale, injection-moulded O gauge model of the Great Western Railway 56xx 0-6-2T in 7mm (1:43.5 scale), for 32mm standard gauge.

The 56xx was C.B.Collett's solution to replacement of the numerous 0-6-2Ts from the Constituent companies merged in 1923. As many of these were old and in need of significant work, it was decided to replace them with the new build 56xx Class. 200 were bought into service very quickly, with 50 being outsourced to Armstrong Whitworth. The first locomotive was introduced in 1924, with the last four years later. All lasted into BR days, seeing out the end of steam on the Western Region and slightly beyond in the North West. Originally all were painted in plain Great Western green, with lettering appropriate for the period. In BR days, they were initially outshopped in plain black, and later in plain green. It is said that Caerphilly Works painted over 120 with BR passenger lining added. Minerva will initially produce four liveries, with alternative safety valve covers and other optional parts available.

The new 56xx will have the same general specification as Minerva's other locomotives - GWR 57XX/

56xx Class No.6650 is seen basking in the sun outside the shed at Radyr in 1964. Chris Basten

8750 0-6-0PT, Kerr Stuart 'Victory' 0-6-0T, Manning Wardle 'K' 0-6-0ST, Peckett 0-4-0ST locomotives and the Class 14 Diesel 0-6-0.

SPECIFICATION

Injection-moulded body with over 250 individual components

Die cast metal chassis and Fine scale wheels

Six-wheel electrical pick-up

High-torque flywheel-equipped motor with 40:1 precision gearbox for slow, smooth running

Options include DC/DCC ready, DCC-fitted and DCC sound-fitted using the latest technology

Detailed cab, sprung buffers and draw-gear with cosmetic screw couplings

Four liveries : lettered Great Western, plain green, BR unlined black and BR lined green



LINESIDE LOOK

A bespoke DCC sound project is being developed, and design work is almost complete. The 56xx is expected to be delivered in 2024. Retail prices, including UK VAT, are expected to be £360 (DC); £415 (DCC fitted); £495 (DCC sound fitted). Advanced orders taken before the end of business on 30th September 2023 will qualify for a discount of £30. Minerva does not take deposits and payment is not taken until the models have been delivered, tested and are ready for dispatch.

N32 'FELIX POLE' WAGON NEWS

Minerva have also received decorated samples of the new N32 'Felix Pole' coal wagons for the initial four liveries being released this year. In 1923, the GWR started a concerted effort to introduce larger capacity coal/mineral wagons, to save shunting and enable shorter train lengths. Colloquially known as 'Felix Pole' wagons, after the GW's energetic General Manager, who worked hard to promote their use, these 20T wagons were built to a variety of diagrams, and in 1933 some 5,000 were constructed to Dia.N32 at a cost of £1 million, and rented to collieries.

They appeared in several Private Owner liveries, and Minerva will offer some of these additionally to the normal GW and BR colours. The four liveries are for the 16" GW livery, 'Amalgamated Anthracite', 'Blaenavon' and British Railways. The price of each model is now expected to be £62.50, with postage £5.50 per order, only available direct from Minerva Model Railways via mail and phone orders, the Minerva website and from the Minerva stand at selected model railway shows. Further information is available from the Minerva Models website at: www.minervamodelrailways.co.uk

RIGHT AWAY!

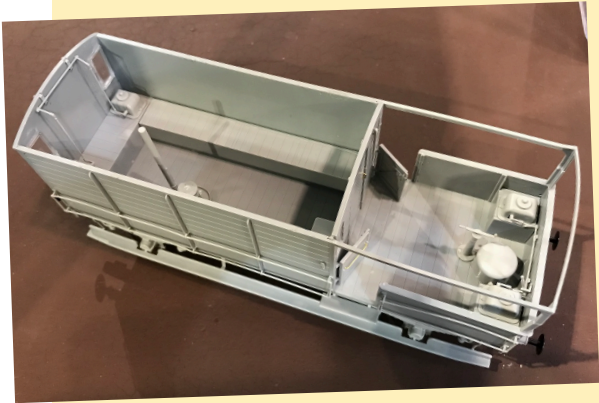


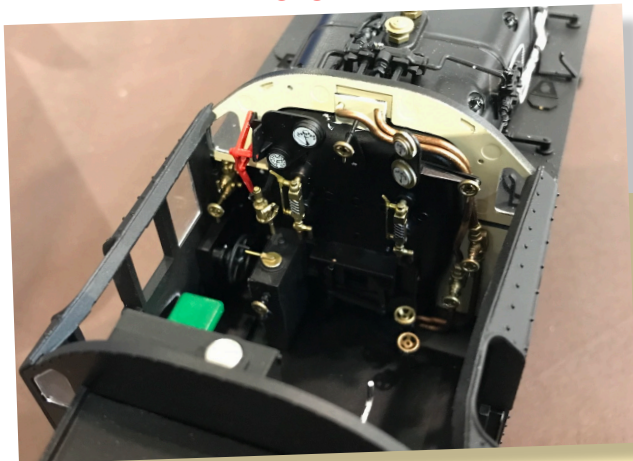
You can also contact Minerva via e-mail at sales@minervamodelrailways.co.uk or telephone 02920 531246.



DAPOL ON DISPLAY AT KETTERING

Amongst many items seen on the Dapol stand at the Gauge O Guild's Spring Show at Kettering in March, were decorated samples of the GWR and LMS vans, and TTA tank wagons. Engineering samples of the GWR 'Toad' brake vans were also on display, featuring fully detailed interiors. The much anticipated Dapol/Lionheart BR Standard 3MT 2-6-2T was shown in BR mixed traffic black and lined green liveries, again featuring a high standard of cab and external detail. Also not to be missed were superbly decorated samples of the new range of L&B locos and rolling stock, which should create a lot of interest with 7mm modellers looking for something a little different.

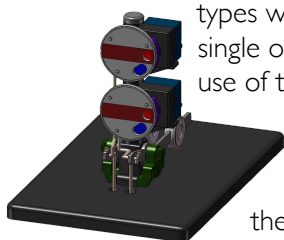
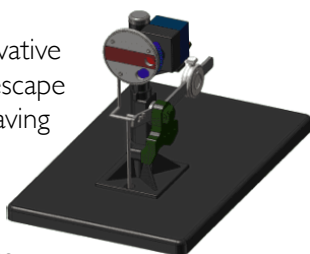




A look inside the cab of the Dapol/Lionheart BR Standard 82xxx 3MT 2-6-2T showing an incredible amount of detail. Newly announced Dapol GW and BR ground disc signals (below) due for release late this year/early 2024.

DAPOL 'DUMMIES'

For some reason these innovative ground signals managed to escape my attention at Kettering. Having already installed two Dapol GW bracket signals on the layout (see last issue), I am very much looking forward to their release towards the end of the year or early in 2024. Known as 'dummies' by most railwaymen, two types will be available - GW and BR - as single or double disc versions, making use of the well proven under baseboard servo 'box' mechanism already fitted to their existing 7mm signals. Due to their relatively small size, ground signals have always proved



annoyingly awkward to make work - at least for me - and I'm sure these will become a welcome addition to many 7mm layouts. No excuse for incorrect working on layouts now !

LOOKING ACROSS THE POND

I've never really taken too much of an interest in US railroads, but recently I've been looking at live webcam feeds from various locations across the States. It's opened up a whole new interest in how the American rail network operates, and of course those legendary 'mile long' freights that have to be seen to be believed. Many of the webcams are situated at 'grade crossings' (level crossings in our parlance), and I have developed a great sense of admiration for the American public patiently waiting for these seemingly unending freights to go past - more so if two trains happen to cross each other at the same time. I'll never complain about being stuck

at a level crossing here in the UK again ! For anyone interested, the Union Pacific main line at Kearney in Nebraska is as good a place as any to watch these lengthy freights in action, there are also webcams on the fabled Tehachapi Loop, and preserved steam action at Strasburg, home of the 'Pennsy' museum, as well as many other locations across the USA.

MYSTERY GUEST

This year sees the 30th anniversary of the first publication of *British Railway Modelling*, and although it's much too late for 'April Fool' jokes, I thought readers may be interested to see this image recently unearthed from the depths of my 'archive' and to ponder the identity of the distinguished Sir Hubert Guest. The eagle-eyed amongst you may have already 'guessed' it ! It was produced for me eleven years ago by Ian Wilson - alas no longer the track plan illustrator for *BRM*. The intention was to mock up a 4mm scale 'Warship' with fake nameplates and photograph it for inclusion in the April 2012 dated issue. But, as so often happens in publishing, other things contrived to get in the way so it has never seen the light of day - until now. At the time it seemed a rather appropriate name for a 'Warship', bearing in mind that D800, the first of the Swindon built class, was named *Sir Brian Robertson* after the then Chairman of the British Transport Commission (a post he held from 1953-1961). Although there are no prizes for guessing, if you know Sir Hubert Guest's claim to fame, let me know on an email.



BOXING CLEVER

Finally it may or may not have escaped your attention that the 9th of April was the birthday of one Isambard Kingdom Brunel, born in 1806. One of Brunel's well-known and celebrated achievements was the Box tunnel, near Bath, the alignment of which is reputed to allow the rising sun to be seen through the bore on the morning of the 9th. In fact I believe Network Rail published a photograph a few years ago shewing that this was indeed the case, although it can actually vary by a day or so due to various atmospheric factors. What you may not have been aware of is the nearby but long gone signal box, the nameplate of which proudly proclaimed to the world - 'Box Signal Box' - I wonder if it still survives somewhere ?

Until next time,
Happy Modelling ! LL

SPEEDLINK SERVICES AT GLEBE LANE

Ian Futers describes his latest small shunting layout in 7mm scale.

Small shunting layouts have frequently been a normal way to engage in a new scale, often only requiring a couple or so locomotives along with a small collection of rolling stock. Glebe Lane utilised a track plan I had used before (Victoria Park was the first layout I used with my usual three turnouts), so I was familiar with the concept and knew it really worked as a small exhibition layout. It actually initially used an older layout called Fisherrow Yard which commenced life as a small shunting layout for my ever growing collection of fish wagons. The particular layout actually had a very poor track section so I decided to rebuild the layout with new trackwork and also include DCC operation.

As a result, I also decided to utilise some rather modern rolling stock and set the layout as a small Speedlink Depot, somewhere in the Central Belt of Scotland. This would allow me to use air-braked wagons and vans which had recently been

introduced by Heljan along with my small fleet of Type 2 diesel locomotives, which of course were used within Scotland for many years. I set the layout around the early 1980s period. Some of the structures from Fisherrow Yard were once again utilised on the layout, but I did have to construct a small freight shed to fit onto the now named Glebe Lane. A small amount of research was undertaken to establish the history of Speedlink, which in reality only lasted a few years. It was during the period when privatisation was lurking about after the

Conversation piece at Glebe Lane (above) as Class 20 No.20 149 shunts VBA vans at the Transit Shed. The loco and vans are Heljan products. The driver of the Class 08 shunter (right) keeps a careful watch from the cab as it moves a brake van from the headshunt.





British Rail period but as ever, it did not last and during the early 1990s, was more or less abandoned. However, a few new small shunting yards had been established around the country with the usual Government grants, as many larger marshalling yards had been closed. These new freight depots were often only a couple of sidings with either a small freight shed or sometimes just a couple of 'Portakabins' for staff. Most had a concrete hard standing so that road vehicles could pick up what were basically small amounts of freight, which were then transported to local destinations.

As mentioned, a few had smallish transit sheds and it is possible to see drawings of such structures on the web in order to model them and I picked out such a shed, but added some roof supports in order to provide a modicum of shelter for some of the rolling stock. As it happens, this actually created a problem, in that you have to be very careful when shunting where you place the rolling stock, as once under the shed roof, it becomes extremely difficult to couple up the three link couplings I usually use !



SPEEDLINK - A BRIEF HISTORY

During the late 1960s, much of British Rail's activities were making a loss and the Governments of the day were providing vast grants and funding. A Freight Plan was created in 1968 to assist the declining wagonload business, still being carried in very old rolling stock. It was desired that all freight stock should soon be carried in modern air-braked vehicles. Longer high-speed journeys should be planned for in order to increase efficiency and create profits. It must be remembered that many of the passenger services were also supported with financial grants too, and this led to the infamous Dr Beeching being appointed in order to sort out the problems.

In the 1970s British Rail reduced much of its rolling stock and infrastructure whilst by the late 1970s a third of the marshalling yards were closed. Freight depots were considerably reduced too, yet the air-braked wagons doubled in number to nearly 1,400 wagons and vans. The air-braked era had arrived. In 1977 the Speedlink service arrived and was to last until 1991. The operation of the newly introduced Speedlink services were more restrictive than the older slow lumbering wagonload freights and pick-up goods services of the past, as they kept to rigid time-tables and a more limited number of destinations. Air-braked rolling stock could operate at 75mph compared with older unbraked rolling stock which was frequently only allowed to operate up to 45 mph.

Originally the new air-braked vehicles were introduced with a brown or bauxite livery but soon this changed to a distinctive yet attractive bright red and light grey livery. Naturally these new colours did not remain clean for long ! Some new and smaller freight depots were built, sometimes consisting of only a couple of sidings with a concreted area for road vehicles and a portable cabin for staff. After 1991, Speedlink was disbanded and Railfreight Distribution (RfD) was formed, and later freight services were privatised.



The layout only consists of three short sidings plus a small kick-back siding where I invariably park a class 08 shunting locomotive. That is an important feature as there are no run-round facilities on the layout, but there is an add-on set of three hidden sidings for storage in the form of a sector plate.

The scenic side of the layout is only 9' 0" in length and the hidden siding board adds a further 4' 6", making the layout just under 14' 0" long. Furthermore, the scenic section has a two-piece fascia bolted above the layout which in turn has two LED lighting boards which rest upon the fascia. This gives the scenic side of the layout plenty of light for viewing and operation.

The three turnouts are operated by SEEP point motors which I have used for many years and the layout is operated with quite a basic Gaugemaster DCC system, although I have now progressed to NCE units for operation. The whole layout can be set up within half an hour, whilst after an exhibition

it can frequently only take about ten minutes to dismantle the layout, put away the stock, in the two purpose built carrying frames, plus stock boxes in the car and be back on the road home after about 15-20 or so minutes. Living in Norfolk, that is an extremely important consideration I can tell you !



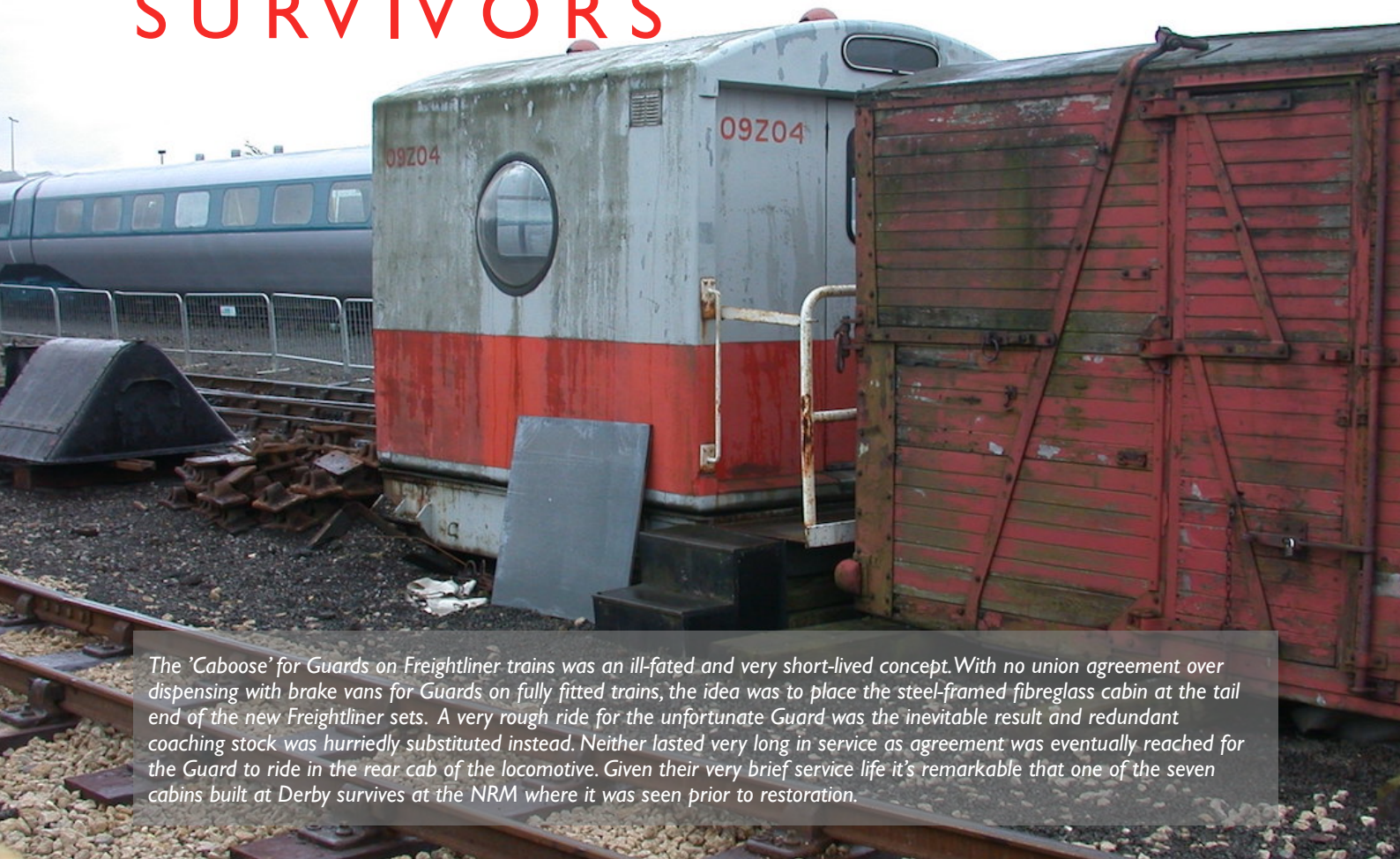


The layout was exhibited at two small shows in East Anglia in 2019 and then of course Covid arrived. It was actually featured in the December 2019 *Railway Modeller* but naturally it has only been seen at Pontefract Show 2019 and during 2022 at Wigan. It has been an excellent layout to operate

and I like to think my DCC locomotives have given the layout an added experience, but I feel the time has come to move onto new projects and really require the space it takes up in the second shed. Do contact me if it has perhaps whetted your interest ! **LL**



21st CENTURY SURVIVORS



The 'Caboose' for Guards on Freightliner trains was an ill-fated and very short-lived concept. With no union agreement over dispensing with brake vans for Guards on fully fitted trains, the idea was to place the steel-framed fibreglass cabin at the tail end of the new Freightliner sets. A very rough ride for the unfortunate Guard was the inevitable result and redundant coaching stock was hurriedly substituted instead. Neither lasted very long in service as agreement was eventually reached for the Guard to ride in the rear cab of the locomotive. Given their very brief service life it's remarkable that one of the seven cabins built at Derby survives at the NRM where it was seen prior to restoration.

Defiantly standing sentinel over the entrance to the long gone Whitemoor Yard in August 2022, this upper quadrant bracket signal at Twenty Foot Crossing remains in remarkably good condition after 40 years of patiently waiting for a train that will never arrive. Although the site of Whitemoor Yard is now a prison, a 'virtual quarry' was created on part of the old site to store ballast. The old trackbed here now forms the entrance to Rings End Nature Reserve. Both John Emerson





To round out this brief survey of fish vans that lasted in traffic into BR days, this second article looks at the GWR and LMS vans (see Summer 2022 *LINESIDE LOOK* for LNER and BR vans). But to start with, a quick detour onto the Southern Railway, the only one of the 'Big Four' not to build their own fish vans. Instead the SR preferred to use their fleet of CCT/PMV 'Utility' vans for the relatively small amount of traffic carried - oysters from Whitstable being a notable example quoted by David Gould in *Southern Railway Passenger Vans*. Kits are available from Slater's and CRT, with an RTR version on the way from Heljan. However, a variety of fish vans would have worked through from other regions, to destinations across the SR/Southern Region system.

GWR FISH VANS

Fish vans did not appear on the GWR until 1909, previously traffic was carried in open bogie and six-wheel wagons coded 'TADPOLE'. From 1913 vans for fish traffic were transferred from freight stock to the 'Brown Vehicle' list. These were 9' 0" wb vehicles based on freight vans, built between 1909 and 1912 - the Dia.S6 vans are listed in Table 1. Another batch was built in 1925 with updated and modernised features, but neither lasted very long into BR days, a few lingering on in Departmental service, with none surviving into preservation. For modellers the ex-WEP etched-brass kit of the original Dia.S6 vehicle is available from Walsall Model Industries, and Invertrain produce a pair of resin cast 'X'-braced ends with louvred shutters to convert the Peco van kit into a Dia.V12, similar to the early Dia.V13 fish vans. They later lost the end louvres and 'X'-bracing,

MORE NATURAL SELECTION

2: A brief look at GWR and LMS fish van fleets.

and from 1926 were given Dia.S2, finally being withdrawn between 1946-58.

From 1916 the more familiar 'BLOATER' fish vans appeared. These were again based on an existing freight van design, being 28' 6" over headstocks with an 18' 0" wheelbase. Several different diagrams were issued to cover the various batches, some being dual braked (vacuum and Westinghouse) and designated 'BLOATER A'. These were all built at Swindon apart from the final series (Dia.S11) built by Metropolitan Carriage & Wagon Co. The Westinghouse brake equipment was gradually removed through the 1930s and the vans were then redesignated 'BLOATER'. There were various detail alterations between the batches such as self-contained buffers, slight variations in height, etc. With the decline in fish traffic, many vans were then used as parcel/freight vans, some eventually being transferred to freight stock, although others were taken back as fish vans. In later GW days many had replacement vertical planked doors fitted, transforming their appearance, and being easily mistaken for the later and similar looking 'FRUIT D' vans.

ABOVE: GWR Dia.S10 'Bloater' fish van built from a JLTRT kit by Ted Kanas. Ted's son Jarek did the CAD work for this kit when he was CAD designer for JLTRT. Courtesy Ted Kanas

GWR 'INSIXFISH' insulated fish van. Courtesy CRT



With the introduction of newer BR-built fish vans, most had been withdrawn by the mid to late 1950s, a few going into Departmental service. Happily nine vehicles survive in various states of preservation. The ex-WEP kit of the Dia. S9 vehicle is available from Walsall Model Industries but the JLTRT/MMI kit for the Dia.S10 'BLOATER' is unfortunately no longer available. For the full story of the GWR fish vans the reader is recommended to read *GWR Goods Wagons* - details at the end of this article.

The final GW fish van design was a quite radical departure from the 'BLOATER', developed from the 1936 built six-wheel 'Palethorpes' sausage vans. Although a GW design it was built under BR to GW Dia.S13, appearing in 1948. These were refrigerated vans with internal ice hoppers loaded through four roof hatches with 'Drikold' (solid carbon dioxide). Access was by end ladders and roof walkways. Originally branded for specific traffic flows on the Western Region, they later appeared at various

I: GWR 'BROWN VEHICLE' FISH VANS

Dia	Lot	No's	Built	Notes
S6	-	2089-2113	Swindon 1912	Originally Nos.85831-55 in freight stock series - to 'Brown Vehicle' list 1913. Last two withdrawn 1958, No.2111 surviving in WR use until 1972 as DW150134.
S12	-	2630-49	Swindon 1925	Updated version of Dia.S6, all withdrawn by late 1950s, No.2644 in Departmental use until 1960 (DW150149).

'BLOATER A' (Dual vacuum and Westinghouse brake) and 'BLOATER'

18' 0" wb, 28' 6" over headstocks, three doors each side

Dia	Lot	No's	Built	Notes
S8	1258	2139-2213	Swindon 1916-19	'BLOATER'
S9	1259	2114-38	Swindon 1919/20	'BLOATER A' - Westinghouse brake removed 1930-35
	1271	2214-53	Swindon 1920-22	'BLOATER' - self-contained buffers
	1272	2254-67	Swindon 1922	'BLOATER A' - Westinghouse brake removed 1930-35
	1307	2268-88	Swindon 1922	'BLOATER'
		2601-29	Swindon 1922	'BLOATER'
S10	1356	2650-99	Swindon 1924-26	'BLOATER'
S11	1381	2700-49	MC&W Co. 1926	'BLOATER'

Dia.S8 No.2179 Stores Van at Pantyffyon (Internal User No.060919), Dia.S9 No.2127 became Internal User No.060426. Nine vehicles survive in preservation - Nos.2115, 2135, 2240, 2617, 2625, 2660, 2661, 2671, 2740.

8T 'INSULSIXFISH'

Dia	Lot	No's	Built	Notes
S13	1718	3301-50	Swindon 1948	Six-wheel insulated fish van, later branded 'INSUL-X-FISH'

locations well off the WR, No.Sc3304W being branded 'RETURN TO/ABERDEEN'. They were originally painted cream (stone ?), and branded 'INSULSIXFISH', later painted the standard all over white for insulated stock branded 'INSUL-X-FISH'. With the ban on six-wheel vehicles running in passenger trains, these distinctive 'XP' rated vans would run in fitted freights. None have survived in preservation, a 7mm kit is available from CRT Kits.

LMS FISH VANS

To complete the picture, a brief look at ex-LMS vans, which were listed as Passenger stock. Apart from the six-wheel D2115 vehicles, these were all 17' 6" over headstocks, with sliding doors. When built all were painted in crimson lake livery, lasting into the early BR period, some or all receiving the short lived BR crimson with black ends - an example is M39767 seen when condemned at Mallaig in 1951 (Plate 15, *Railways in Profile Series No.3 - British Railway Vans*). As these were not insulated vehicles they would later be repainted into freight bauxite livery. Withdrawals began in the 1950s and these are listed as Table 2.

The first LMS vans built specifically for fish traffic were of a slat-sided construction on a 9' 0" wb to Diagram D1884 (Derby 1924/25 and 1928/29). Diagram D1885 (Derby, Wolverton and Newton Heath, 1925/26) was another 9' 0" wb vehicle, but with planked sides, and end and side louvres. Plates 155 and 156 in *LMS Standard Coaching Stock Vol. 1* clearly show vehicles altered to 10' 6" wheelbase (Nos.39019 and 39172). Some of both diagrams were fully fitted, others were through piped. The D1884 vehicles were transferred to freight stock in 1937, but some of the later D1885 vehicles survived until 1963. Unfortunately there appears to be a total lack of kits available for LMS fish vans, although the committed 'kit-basher' could use the Parkside LMS Beer van (PS08) with the ends from the 12T van (PS07) to produce a D1884 van. Haywood Railway produced a kit of the D1885 van, although its current status is unknown, so again going down the kit-bashing route one suggestion would be to use Parkside's LMS meat van kit (PS18) as a suitable starting point, using the solebars from the SR meat van (PS101) to give the correct 10' 6" wheelbase.

2: LMS FISH VANS

Dia.	Lot	No's	Built	Notes
D1884	105*	39021-73	Derby 1924/25	* Part lot - 9' 0" wb, transferred to freight stock 1937 as Banana vans, to Ale vans 1947.
D1885	66	39000-19	Wolverton 1926	9' 0"wb - some or all altered to 10' 6" wb (all Lots) * Part Lot
D1855	105 *	39020/74-119	Derby 1925	
D1885	336	39120-69	Newton Heath 1928	
D1885	399	39170-219	Newton Heath 1929	
D1982	456	39220-79	Newton Heath 1929	10' 6"wb (weight diagram shows 9' 0"wb amended to 10' 6")
D1886	589	39280-345	Wolverton 1931	10' 0" wb
D1886	592	39346-79	Wolverton 1932	
D1887	660	39380-99	Wolverton 1932	10' 0" wb
D1887	691	39400-39	Wolverton 1933	
D2059	1299	39440-514	Earlestown 1941	10' 0" wb - wartime 'Austerity' build, bodies built at Derby
D2107	1390	39515-59	Wolverton 1945	10' 6" wb
D2115	1428	40200-49	Wolverton 1946/47	Six-wheel vans - all Lots still rated at 6 Tons BR Built
D2115	1445	M40250-99M	Wolverton 1949	
D2115	1509	M40300-39M	Wolverton 1949	

SIX-WHEEL FRUIT & MILK VAN CONVERSIONS

Dia.	Lot	No's	Built	Notes
D1873	223	40000-99	Wolverton 1926	100 vans converted to Fish vans (dates not known) 125 vans finished as Fish vans from new
D1874	304	40100-24	Derby 1927	

*LMS D2115 fish van M40226 seen on a visit to the SRPS Museum, Bo'ness, painted in 'LMS Passenger Maroon'.
John Emerson*

Diagram D1982 was a more conventional style of van built at Newton Heath in 1929. It's not clear if these were originally built with 9' 0" wb but were later altered to 10' 6". Again fitted and through piped versions were built. In BR days the surviving vehicles were demoted to wagon stock (c.1965), some even lasting into the 1970s. Again, for the kit-basher, the Parkside LMS box van kit (PS07) looks a suitable place to start.



D1886 were 10' 0" wb vans of planked construction with end louvres, built at Wolverton in 1931/32. As before, some lots were fitted others through piped, and some vehicles had clasp brakes and 'J'-hanger suspension. Like the D1982 vans, some were demoted to freight vans, lasting into the 1970s in various other uses. The almost identical 10' 0" wb D1887 vans (Wolverton 1932/33) reverted to louvres either side of the sliding door instead of at the ends. As with the two previous Diagrams, some vehicles were transferred to freight stock, with some soldiering on in Departmental use into the early 1970s. Dia.D2059 were 10' 0" wb vans built in the

era of wartime austerity (Earlestown 1941, bodies built at Derby). A photo in *BR General Parcels Rolling Stock* shows M39464 still in crimson livery in 1962. The D2107 vans (Wolverton 1945) were very similar apart from having a 10' 6" wheelbase. These appear to have originally been lettered in the style of freight stock, and initial livery is uncertain. These were the last 'traditional' LMS four-wheel fish vans. No kits appear to be available for any of these vans.

The six-wheel Diagram D2115 vans were 31' 0" over headstocks and, as with the GWR 'INSIXFISH', marked a complete change from previous practice,



LMS Diagram D1873 Fish van under construction - the sides and solebars are scratch-built in styrene, with Slater's ends and side louvres taken from the Parkside LMS Meat Van kit.

although retaining the planked body style but with an extra sliding door either side. Three lots were built at Wolverton in 1946/47 and 1949, the last two under the new BR regime. With the decline in fish traffic many passed into Departmental use, a useful list giving original and Departmental numbers appearing on the LMS Coaching Association website - details at the end of this article. An etched-brass kit was at one time produced by The Wagon & Carriage Works, subsequently passing to CRT Kits, although it no longer appears to be available.

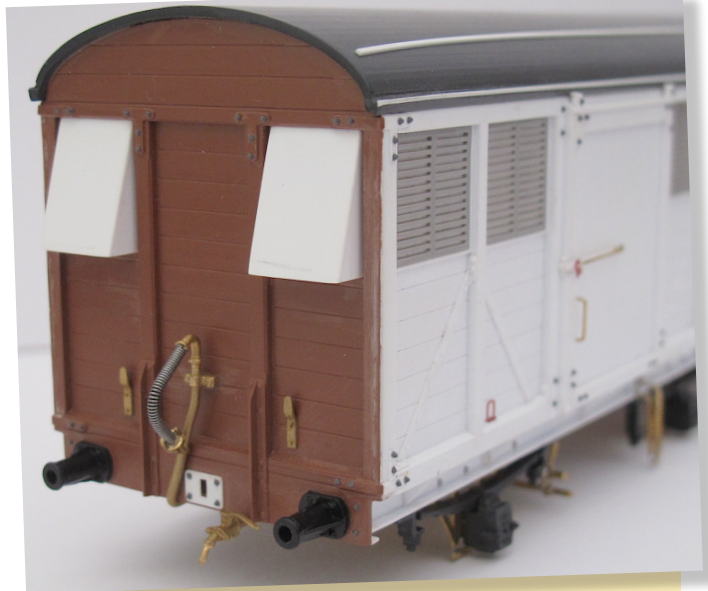
CONVERSIONS

A photograph taken at Lowestoft on September 18th, 1948, shows LMS Diagram D2103 12T ventilated van M524876 in use as a fish van. This has appeared in *LMS Coaching Stock* and *British Railway Vans No.3* - it is seen in bauxite livery, branded 'FISH', so it could reasonably be assumed that others may have been similarly treated. The late Bob Essery in *LMS Coaching Stock* states that it is not known if others were also used for fish traffic, although in *The 4mm Wagon* Geoff Kent indicates 'a number of otherwise standard LMS fitted vans were branded for fish traffic'.

Diagram D1873 was given to the 145 fruit and milk vans built between 1924-26 on redundant six-wheel MR underframes. These had slatted sides, similar to the Slater's kit. With the move to transporting milk in bulk, 100 vehicles from Lot 223 were converted to fish vans, replacing ageing pre-grouping vans. Alterations involved boarding in the sides, fitting louvre vents, and renumbering into the fish van series. A further 125 D1874 vans were completed as fish vans from new, these being identical in appearance to the D1873 vans. Both conversions were long-lived vehicles, lasting well into BR days, withdrawals starting in 1957 with the last going in 1963. No kit is available for the D1873/1874 conversions, but the photos show a scratch-built 7mm model of one of these interesting vehicles under construction, detailed below.

D1873 FISH VAN CONVERSION

The photographs show a 7mm scale LMS Dia. D1873 six-wheel fish van built using parts from the Slater's MR Milk Van kit (7C019). The extensive kit-bash comprised new sides and solebars built up from strip and sheet styrene, with scribed planking and outside framing also added from

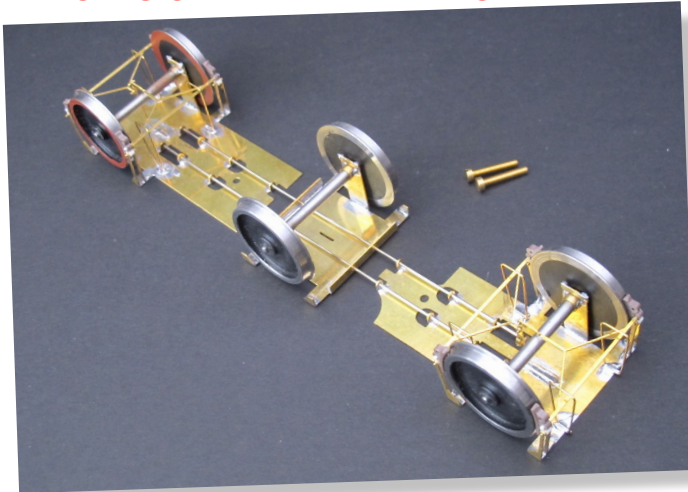


PRESERVED LMS FISH VANS

No ex-LMS fish vans seem to have survived into preservation apart from at least one D2115 van (No.40226), located at the SRPS Museum of Scottish Railways at Bo'ness, although there may well be others in various states of preservation. In this respect there appears to be more information that is readily available online and elsewhere about surviving GWR freight and coaching stock remaining in preservation than some of the other 'Big Four' company's stock - I'm more than happy to be proved wrong on this point - so if you know better, please feel free to correct me !

ABOVE and BELOW: Two further views of the LMS D1873 Fish Van under construction. The end ventilator hoods were built up from sheet styrene on the Slater's end mouldings





styrene strip shaped to the correct profile. Added bolt detail makes extensive use of items from the now defunct American Grantline range. The side louvre vents were sourced from the Parkside LMS meat van kit (PS18), which conveniently are an exact match. The deep end ventilator hoods were again made from scratch using sheet styrene, added to the Slater's end mouldings. The various underframe details and Cleminson truck seen above are also Slater's components. The model is one of a series of three similar Midland/LMS vehicles built to a high standard by Andrew Baldwin. **LL**

RESOURCES

BR General Parcels Rolling Stock - a Pictorial Survey
David Larkin (David & Charles, 1978)

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

The Illustrated History of LMS Standard Coaching Stock I: General Introduction and Non-Passenger Vehicles
David Jenkinson & Bob Essery (OPC, 1991)

The 4mm Wagon Part Two - General Merchandise Vans, Special Purpose Vans and Tank Wagons
Geoff Kent (Wild Swan, 1995)

GWR Goods Wagons, a Historical Survey
Atkins, Beard, Tourret (Tourret Publishing, 1998)

Railways in Profile Series No.3 British Railway Vans
Geoff Gamble (Cheona Publications, 1998)

'Blood and Custard' -
A Railwayman's website for Railwaymen
<https://www.bloodandcustard.net/bluespot.html>

LMS Carriage Association
<https://lmsca.org.uk>



The Dia.D1873 fish van seen on the right along with two companion models also constructed by Andrew Baldwin. Above, the six-wheel Cleminson truck was built up again using Slater's components.



CROSSING THE LINE

The tale of a long-lived footbridge built from a long-lived plastic kit . . .

Most layouts will need a footbridge somewhere along the line, either at a level crossing or on the station for instance. This was certainly the case on Utterly, the first O gauge layout that I built many years ago. There have been several kits produced for 7mm modellers over the years, from the expensive etched-brass variety to the relatively inexpensive injected moulded plastic type. As the layout was to be set on an ex-L&Y route in BR days, something that looked vaguely 'Lankyish' was required, and the Kittle Hobbies kit seemed to fit the bill, or at least provide a suitable starting point for a 'kit-bash'.

This is a long-lived kit of a fairly universal design of footbridge that would not look out of place on most layouts. The tooling was produced by Heljan, and although it was out of stock for some time, is available again. However, it would seem that most modellers are quite content to build it straight out of the packet (it's not supplied in a box!), but with a little care and a few alterations it can produce an excellent, typical and much more importantly, a quite authentic looking model.

The Kittle Hobby footbridge as built, spanning two tracks on Utterly, my first excursion into O gauge. Unlike Hayley Mills and Gifford Street this was never a 'lucky' layout and was eventually scrapped without ceremony in 2001.

First, it would appear that many footbridge kits (in all scales) are made to span the tracks from *ground level*, not platform level. This is important as if the kit is built just as it comes and is then placed on the station platform, there will be a large unsightly gap between the underside of the bridge and the trains passing beneath it. In other words it will appear to be too high above the platforms. Looking at the majority of prototype footbridges, and indeed other bridges crossing the line, there is often not a huge amount of space between the boiler fittings or carriage roof and the underside of the bridge.

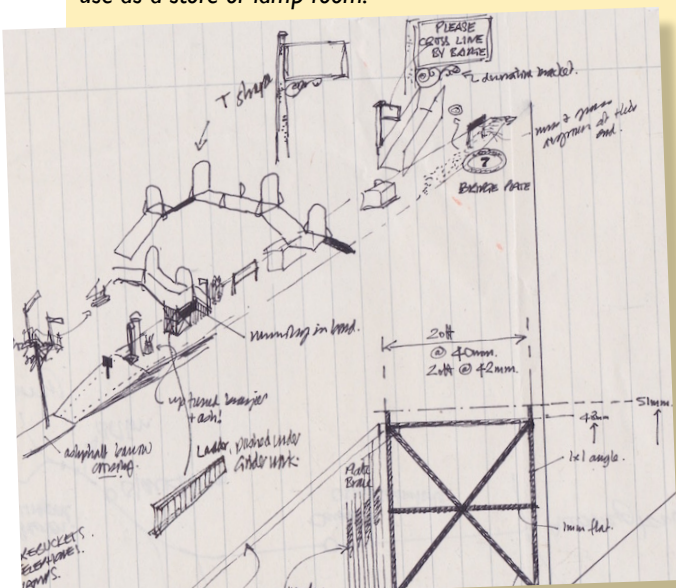


Obviously modellers will have to be a bit more generous with their loading gauge, but to my eye an unsightly gap does not lend a completely authentic appearance. There is only one way to overcome this, by reducing the height of the first flight of steps up to the half-landing, removing some of the steps with a fine saw cut. You will also have to cut the lattice side walls to suit, not as difficult as it sounds if done with care and making sure that the cut is vertical. Styrene strip fixed to the cut end will provide a mating surface when assembled to the lattice work on the half landing. The supports will also need shortening, although I would be inclined to relegate them to the spares box, or bin them and scratch-build an alternative way of supporting the bridge. For Utterly a typical L&Y arrangement was chosen, soldered up from 1mm brass flat and angle strip, soldered into a piece of copper-clad paxolin as the base. A further piece was then fixed to the top for the half-landing to sit on. The two supports were drilled and screwed to the platform the bridge itself merely resting on the supports and easily removed for transport, track cleaning, etc.

STRETCHING IT A BIT . . .

When Utterly was dismantled, the footbridge was earmarked for Gifford Street, initial thoughts being that a station would be included on the curved boards (where the tunnel was later added) and the footbridge would be used there, as seen in the photo of the mocked up area. Thought was given to sitting the bridge on brick piers, going as far as to build them out of sheet styrene before abandoning the idea altogether, although this would have given it

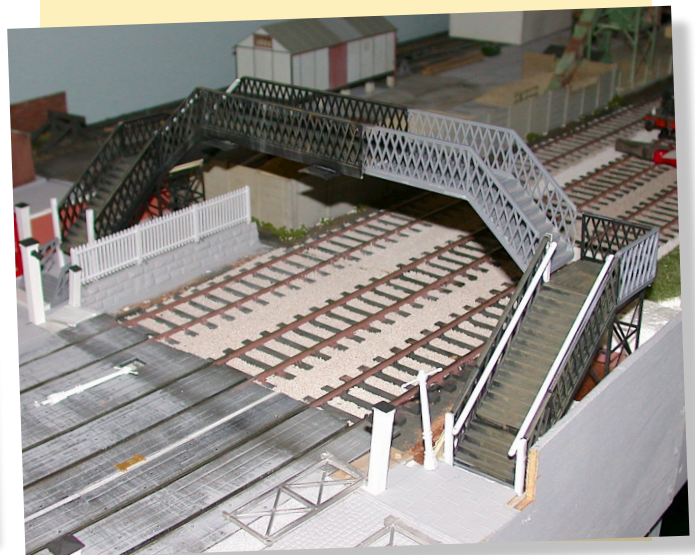
Sketches produced to get an idea of how the footbridge would sit on the island platform at Utterly. One idea was to board in the area under the steps with wooden slats for use as a store or lamp room.



EVOLUTION OF A FOOTBRIDGE

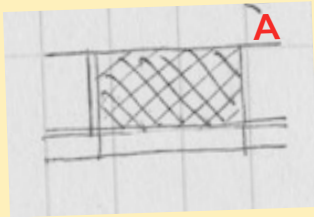
ABOVE: It was originally intended to have a station on the curved boards of Gifford Street, and the pseudo L&Y style footbridge from Utterly would have been sited on brick piers, spanning just two tracks.

BELOW: In the end the original footbridge was enlarged to span the three tracks at Calvert Street Crossing, with handrails added from half-round styrene section strip.



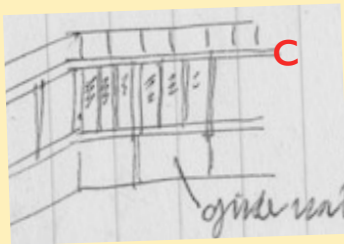
FOOTBRIDGE VARIETY ON THE L&Y

Observations and some very rudimentary sketches taken from available published photographs. The descriptions are purely unofficial and not definitive, but used as inspiration when constructing the 7mm scale footbridge for Utterly/Gifford Street.



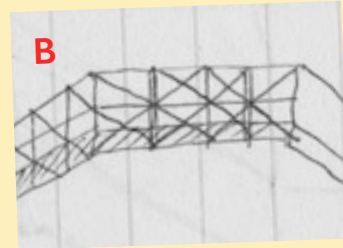
A: 'LATTICE' (Two types)

Examples at Greetland, Werneth, Chapel Street, Great Harwood, Huncoat (with brick stairway on one platform at least), Rishton, Hoghton, Bolton, The Oaks, Entwistle, and Farnworth (enclosed)



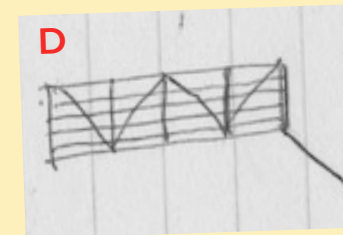
B: 'CRISS-CROSS' (Two types)

Examples noted at Ormskirk, Shaw & Crompton, Bradley Fold (replaced 1953), Burnley Barracks (originally enclosed, boarding on inside of lower bracing), Turton & Edgeworth, Lostock Junction



C: 'ENCLOSED'

Examples were at Broadfield, Accrington, also at Burnley Barracks (see above), and Farnworth (see above)



D: 'ODD MAN OUT'

Single example noted at New Hay

a completely different look. Some bridges also had the area under the first flight of steps boarded in for use as a lamp hut, store, etc, again something that would give it a completely different appearance. The station idea was eventually found to be unworkable in the space available and abandoned, with the

footbridge then being re-sited at the new level crossing, which crossed the Up and Down lines and a Goods Loop. As the bridge was only wide enough to span two tracks, a second kit was acquired in order to alter the width to accommodate the extra track. As can be seen in the photo on the previous

A two-car Met-Cam DMU runs over the level crossing and under the footbridge at Calvert Street. The DMU is one of a pair built from Westdale kits and part of the late Peter Marshall's collection. Tony Wright



page, this was accomplished by cutting the original bridge in two, discarding one half and building a new section down to the half landing, then mating them together. The lower flight of stairs was carefully cut away from the discarded part of the old bridge to be reused on the newly extended bridge. The underside was then reinforced with sheet styrene and left to harden off for a couple of days before any further work carried out.

This was not to be the end of the conversion work however. You may remember that the footbridge had been originally cut down to sit correctly at platform height on Utterly, but as it was now going to be sat on the ground next to the level crossing, it had to be raised up to something like its original height once again! You can 'see the join' where an extra section of steps has been added to the lower flight of steps in the photo above. This is not an unprototypical feature, as you can see a similar thing has been done to the footbridge at Bo'ness in the header photograph on page 18, where it looks like the bridge has to clear some telegraph wires. Other work carried out included adding 10mm deep girder work under the bridge decking and flights of steps, simply cut out of sheet styrene, with lengths of square section 'Microstrip' added to suggest some decorative detail. Smoke deflectors, provided in the kits, were also added, positioned above each track. The soldered up supports were

also reused, although these sat on blocks of strip wood to bring them up to the right height. An easier and less time consuming operation than going to the trouble of building new ones, and not obviously a compromise to anyone viewing the layout. Finally bannister rails were added from half round styrene strip, with the ends being rounded off. These were drilled to take small pieces of brass wire bent into an 'L'-shape, and glued into holes drilled in the latticework. The completed bridge was painted with a dull black 'rattle can', the decking and steps suitably weathered, and the bannister rails picked out in brown, and given a coat of satin varnish to represent well worn varnished wood.

The only other addition over the years has been the complement of 'spotter's that gradually appeared on the bridge. These were all just standard cast metal figures from various ranges, acquired by design or accident and well before the advent of the mass use of laser scanning and 3D printing. Apart from the odd repaint, the only thing done to them was to drill a hole in the feet and glue a small brass wire spigot which located in a suitable hole drilled into the decking or steps. The figures were arranged in two main groups and glued in position on the bridge giving a reminder of those halcyon days when 'spotters' were a familiar and everyday sight on stations and elsewhere. And as far as I remember, none of us ever wore an anorak! LL



Motor-fitted Ivatt 2-6-2T No.41275 heads a local watched by spotters on the footbridge at Calvert Street Crossing. Tony Wright

AUSTIN MAESTRO

Jim Snowdon's build of this unusual 16T mineral wagon is a riveting read ...



Looking for something to make as the next project, I delve into one of my several crates of Parkside wagon kits produced a standard BR 16T mineral wagon. Did I want yet another bog standard Dia.108 mineral wagon? Not really. What about a variation on the theme? Unfortunately, the options for converting it into one of the other versions are somewhat limited. The riveted examples have too many fundamental differences, and I already have an ex-LMS 16 tonner. A vacuum braked one? Possibly, but that would ideally benefit from a custom etch for the different brake gear. If not a 16 tonner, then what? Gracing the front cover of Volume 2 of David Larkin's *Acquired Wagons* is a steel 12T wagon built

for the Austin Motor Company in 1928 by Charles Roberts. Various of the established builders were playing around with steel bodied coal wagons in the late '20s, most notably the Butterley Company, and whilst most were plain side and bottom door examples this one was, unusually, a side and double end door version. With just a photograph, some basic dimensions and the set of RCH drawings for the 1932 steel bodied 20T coal wagons (the 1923 standard 12T series does not include a steel bodied option) I set to on the CAD to work out a nominal GA drawing for a model, based on the materials I would use - styrene sheet and Evergreen strip.



As ever with a wagon, it's a case of starting by cutting the sides, ends and floor, in this case from 20 thou (0.5mm) sheet, rather than the usual 60 thou sheet I would use for a timber bodied wagon. It's as good a compromise as any between the scale thickness of 3/16" plate (0.1mm) and practicality, but it is very flexible! The bright yellow colour is simply because it was to hand (1), and the added bits and

ABOVE: The finished Charles Roberts Austin Motor Co. 16T mineral painted in BR livery.

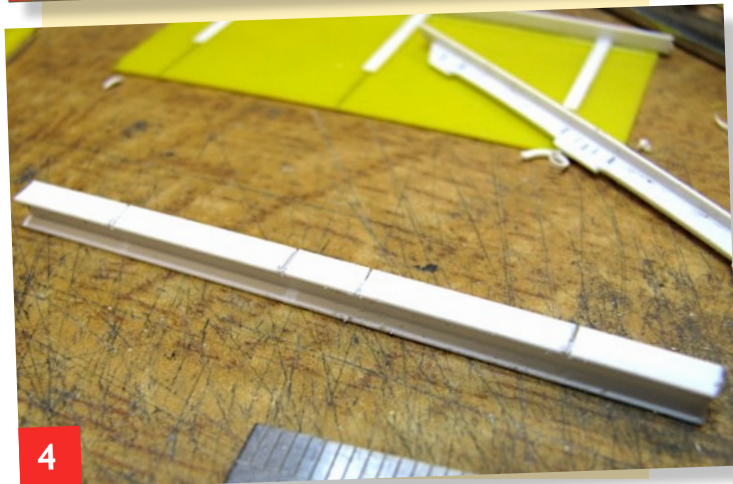
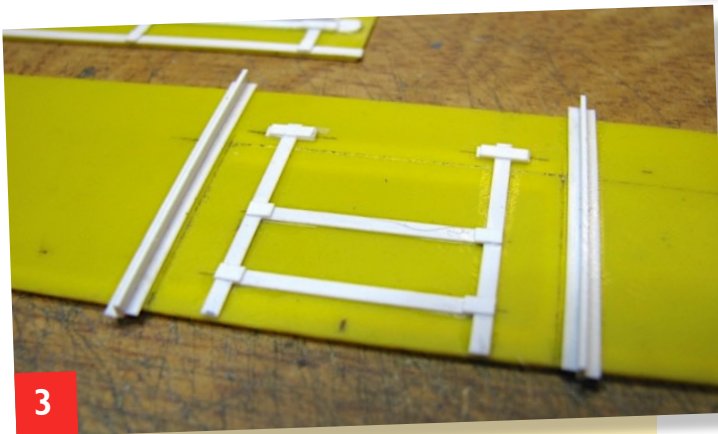
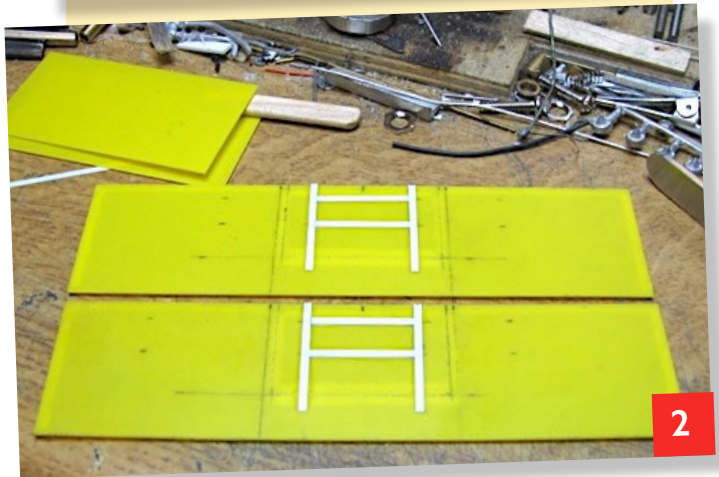
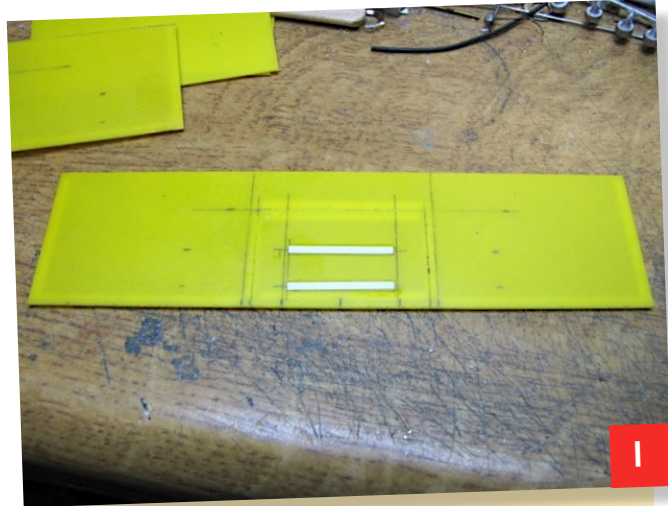
LEFT: The prototype wagon in the livery of the Austin Motor Company. Author's Collection

FREIGHT ONLY

pieces stand out more clearly in photographs than they would on white sheet. Normally, when building a wagon from scratch, I start by erecting the basic box then add the detail. However, not only is this body somewhat insubstantial but, compared to the welded BR design we are all used to, is anything but plain on the inside. There is quite a lot of ironwork inside these riveted wagons, with various angles holding things together; plus body knees at the end door ends, the various flat strips against which the side doors close, and, of course, a large bucketload of round headed rivets holding it all together.

Whilst I would use tiny squares of styrene strip for the nuts on a wooden wagon, I didn't think that would really do for a wagon that is held together with round rivets. They're going to be done by inserting umpteen pieces of 0.5mm rod. Because that means drilling the body, and since some of these rivets go through steelwork on both sides of the wagon, that means adding the outside detail as well. The outcome of all this is that, for once, this was going to be a case of detailing the sides and ends first, and then building the body (2). Working out what went outside and inside was a case of referring back to the 1923 series RCH drawings for steel bodied 20T wagons, scaling down the ironwork to 7mm scale, and adjusting it to

LINESIDE LOOK

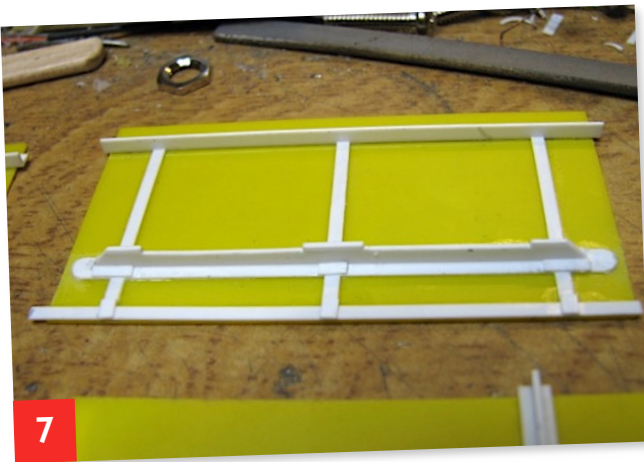
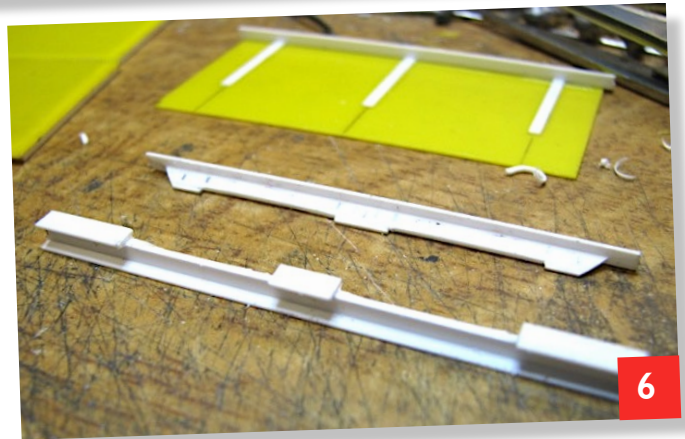
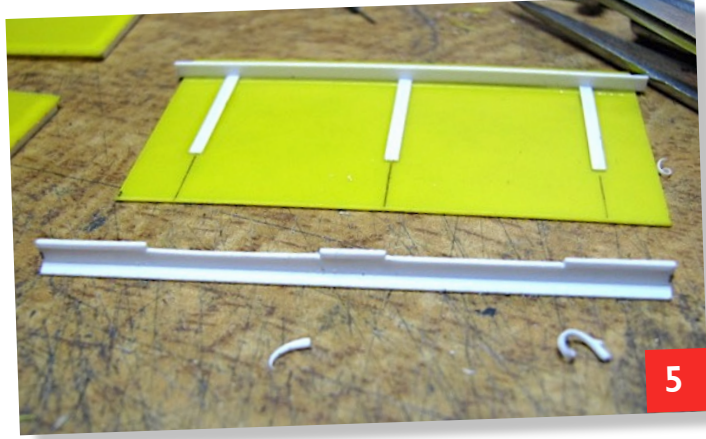


suit the available Evergreen strip sizes. The CAD drawing that developed as I went along was not of the full size prototype, but its model version, using all the actual strip thicknesses that I would use to build it. This meant that the 'T' section side stanchions for example, were not 'T' section, but assembled from 0.5 x 1.5mm for the web, flanked by two 0.25 x 1.0mm strips (3). Door framing and catches are 1.5mm strip, doubled up where necessary to give depth to the joints where they overlap.

The end doors are more of a challenge, with the overlapping joints between the hinge straps, angle section door hinge bar and a hefty 'T' section bar across the bottom that both stops the door from bowing outwards and takes the door catches. Assembly is a case of working from top to bottom, and if the measurements are right, the bottom strengthening bar comes out flush with the bottom of the door. Essentially it is all 1.5mm strip, except for the door hanging bar, which is 2mm Evergreen angle, and the fastening bar, made from Evergreen 3.125mm (1/8") 'H' section (4).

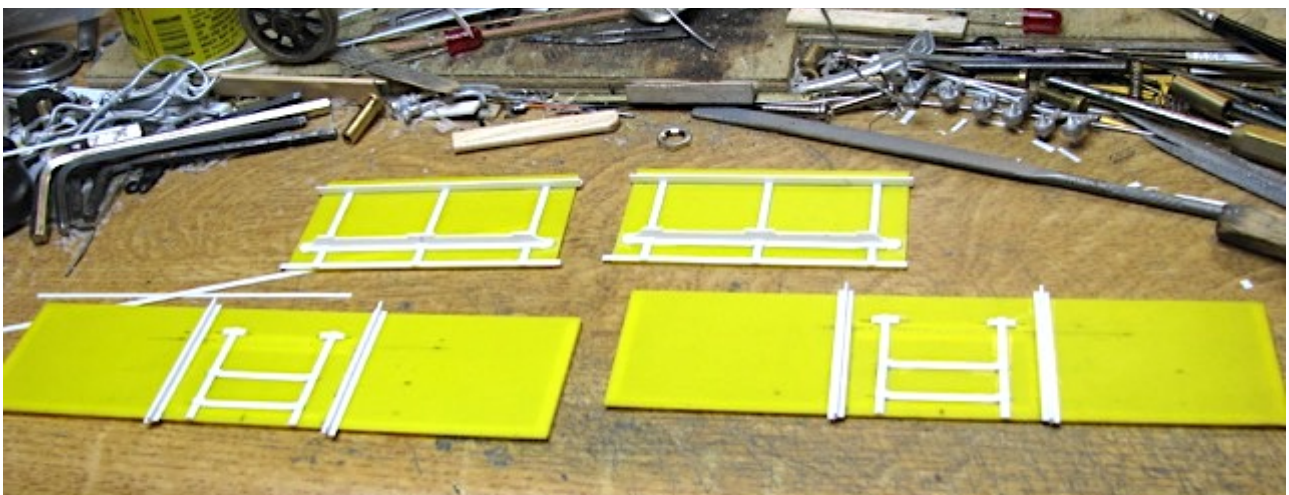
The real fastening bar is made from 5 x 4" 'T' iron, and just to make our lives fun, is joggled where it passes over the three hinge straps. Modelling the joggled flanges is simple enough - short pieces of 1mm wide strip attached to the foot of the 'T' section. The joggle in the web requires a bit more thought. Although there are 'T' sections in the Evergreen range, they are rather heavy and, as far as I am aware not available from our usual suppliers in the UK - I can't recall seeing any, and I certainly don't have any. Usually I make 'T' section by cutting the flanges off 'H' section. I thought about reducing the 1/8" 'H' section to a 'T' and then adding short sections of very small strip to the edge of the web, and dismissed that thought as too fiddly.

What I did instead is shown in the photographs, namely to cut through the flanges on one side at the points where the joggles would be (5), cutting only just into the web, and then cutting off the flanges between the saw cuts. Then, with a sharp scalpel blade, the remaining sections of flange were cut off the sides of the web (6). The piece at the rear (5) is a finished fastening bar, with the ends trimmed and shaped (although I forgot to round them before I stuck them in place).



As an aside, the device without which this whole wagon would have been a good deal more difficult is a North West Short Line 'Chopper' that I acquired many years ago on holiday in San Francisco. It's great asset is the ability to cut lengths of strip square and to a repeatable length. Most of the time I use it on thin strip, ie up to a millimetre, but with care it is capable of handling styrene up to at least three times that thickness, as well as the larger channel and other sections.

Once all of the 'flat' detail is in place, the fun task of adding the rivets can begin. This wagon, being steel, has hundreds of the things, with round heads inside

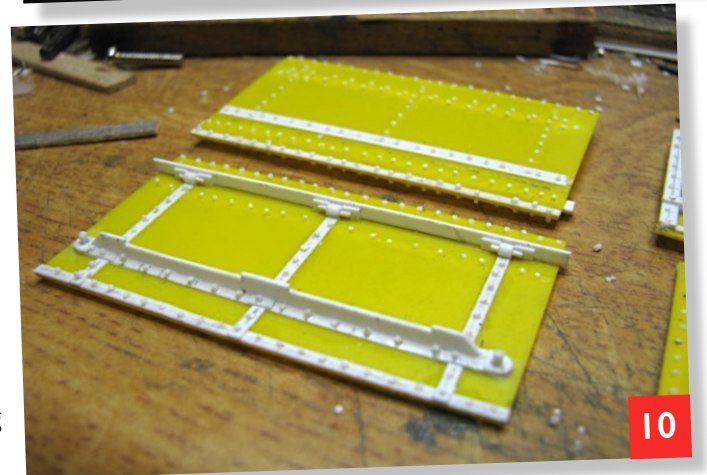
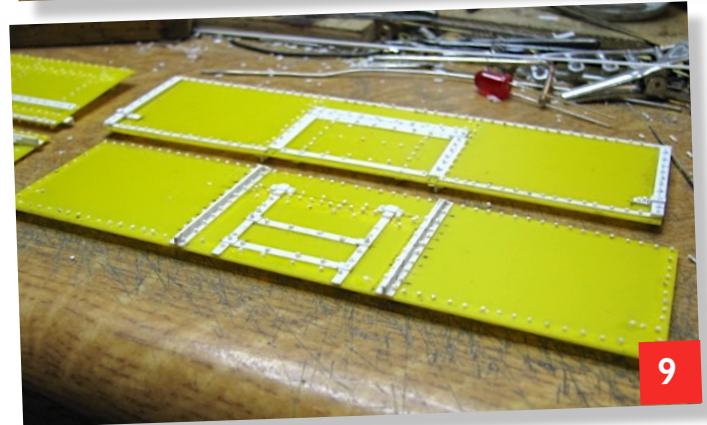
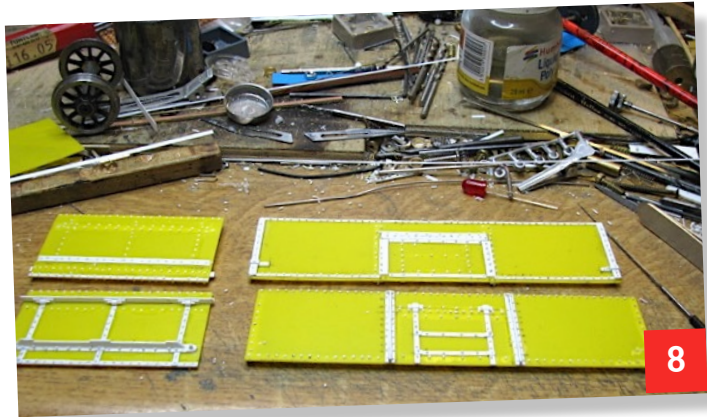


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and out. The technique is to drill umpteen holes (8) with, initially, a 0.4mm drill. I have a Proxxon 50/EF (the version with a proper chuck) and set to with the power supply at minimum and the drill set to minimum speed. The technique is to keep the speed as low as possible and the drill cleared of swarf after every hole. If it is hole with any real depth, the trick is to drill a little bit, then pull out, clear the swarf and go to a different hole until any heat in the first one dissipates. The fatal error is to let swarf build up on the drill, as when this heats up through friction, the result is an oversize hole. This is also why I opted for an undersize drill to start with - it is better to drill small and then take a very fine cut with the final size drill to open the hole out to the finished diameter.

Finally, with all of the holes drilled comes the equally tedious task of cutting a bucketload of short lengths of Evergreen rod and inserting them into the sides and ends (9). The whole of this process is a test of just how well the inside and outside ironwork was lined up when it was applied. There were a few places where I had come out in the edge of a piece of the inside plate work, necessitating the addition of a length of very fine strip before inserting the rivets. Inserting the rivets is a tedious process with tweezers, with the occasional one going 'ping' into the darker corners of the workbench, and then securing them with solvent (10). One thing about building a wagon this way is that it cannot be rushed. There is so much that, having been applied, has to be left at least overnight for the solvent to dissipate and the joint to become hard enough to allow trimming, using a sharp scalpel, to be done. Once riveted, and the rivets trimmed to length using a guide made from a piece of scrap etch, the body components can

LINESIDE LOOK



finally be assembled (11). Even then, it is a case of one side at a time (12), as the joint area is quite small and the whole body, even when complete is both delicate and very flexible (13).

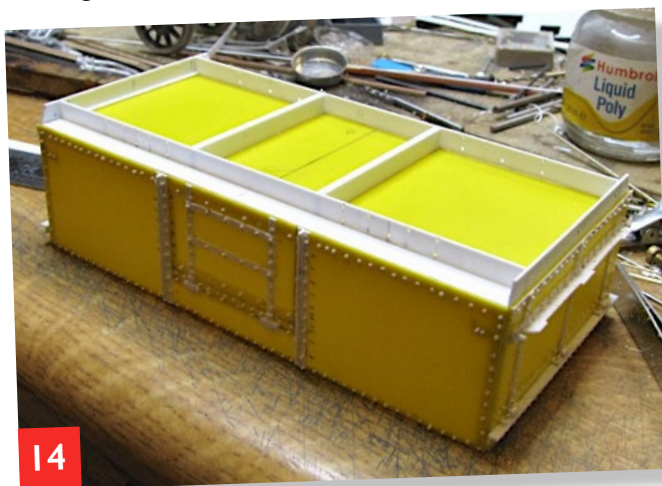
The solebars and headstocks are built up from Evergreen strip - 4.8 x 0.5mm for the web of the channel and 2 x 0.5mm for the bottom flange (14). The top flange, not that you can see it, is formed from 0.5mm strip carried out to the back of the body side so as to keep everything parallel and to support the turn under of the body stanchions. 2mm is a little wide, but was determined by the spare Parkside joggled 'V' hangers that I was going to fit. As often with this wagon, there is a need to think about two steps ahead of construction, which

11

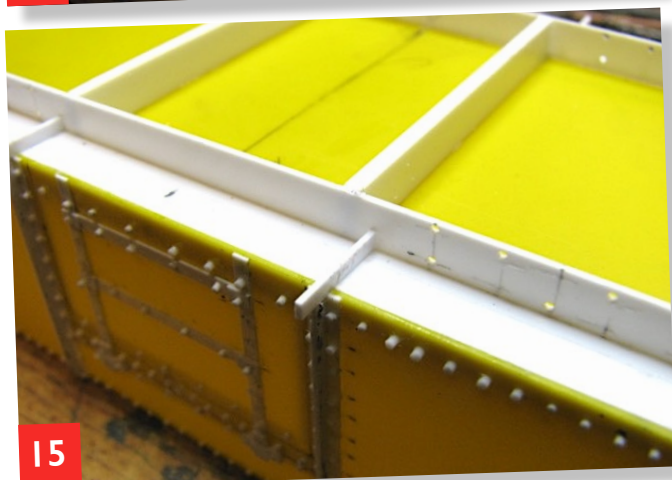
LINESIDE LOOK

at this stage meant marking and drilling the holes for the axleguard rivets before the solebars were assembled, otherwise access would be blocked. This also revealed some interesting things about the Slater's moulded axleguards that I was going to fit to this wagon in due course. These, along with the springs and axleboxes are off a moulding that comes with their BR Shock Absorbing wagon (7060). However, the moulding is identifiable as X7060G and, although it is not listed in their catalogue, Slater's will happily sell them separately. They are narrower than prototype, fortunately not by much, but enough to determine that the rivet positions needed to be adjusted. I have drilled out the holes for them at this stage as leaving their marking out until later would be made more difficult once the bottom flange of the solebar is in place. The two centre cross members, to which the brake gear will later be attached, are fitted in order to help support the solebars.

Then it's on to making the bottom dog leg of the body side stanchions. This is really just a process of building them up *in situ*, bit by bit, then waiting for the joints to harden before they can be trimmed and shaped (15). Until they are done, the solebar flange cannot be added.

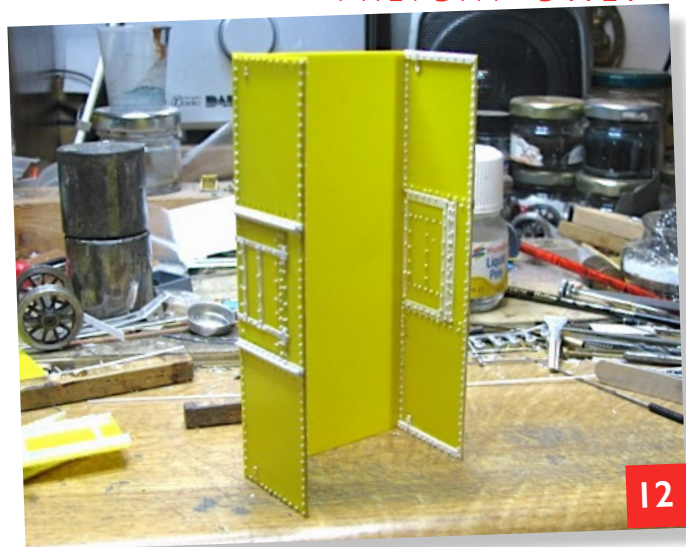


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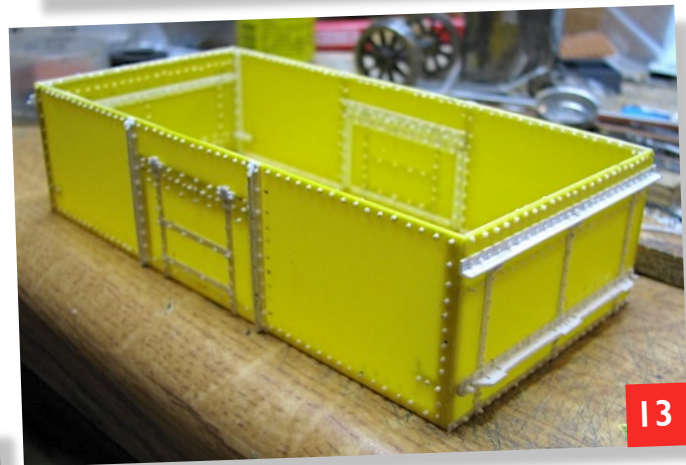


15

FREIGHT ONLY



12



13

How these were forged in full size is something that I would dearly love to have seen. Bending 'T'-iron through 90°, even when red hot, is a challenge. It is costly as well, and it is really no surprise that the railway companies took to using straight stanchions attached to brackets on the solebars. The surprise is why it took most of them so long to make the change. Completing the solebars essentially breaks the back of the job, as from here on it's almost all a case of adding pre-made components. Axleguards, springs and wheelsets are all either stock items or from the X7060G moulding referred to earlier (16).

The springs needed a piece of 0.5mm strip added to them to make them sit correctly under the solebar, and the axleboxes benefitted from being packed out to the same extent from the axleguards, this time using the thin backing piece that comes with Parkside axleboxes. It came the right size and with a hole already in it for the axle bearings, saving a bit of work. The brakes are straight Parkside (17), as are the door springs. The buffer guides needed modifying from the stand RCH 4-rib type as used by Parkside, but only because for some reason Charles Roberts had built these wagons with a

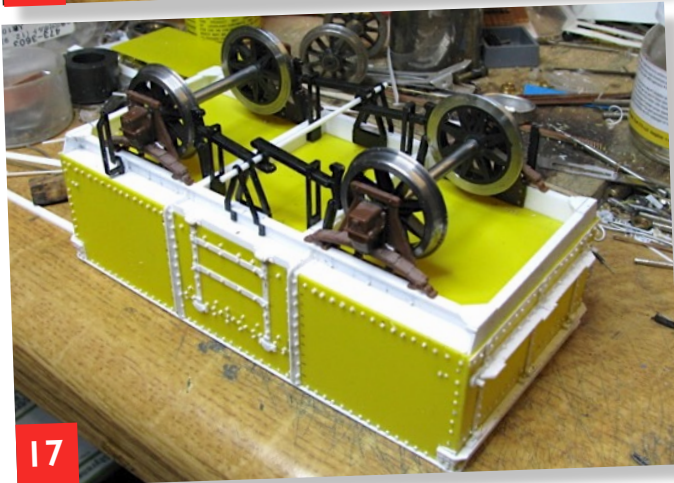
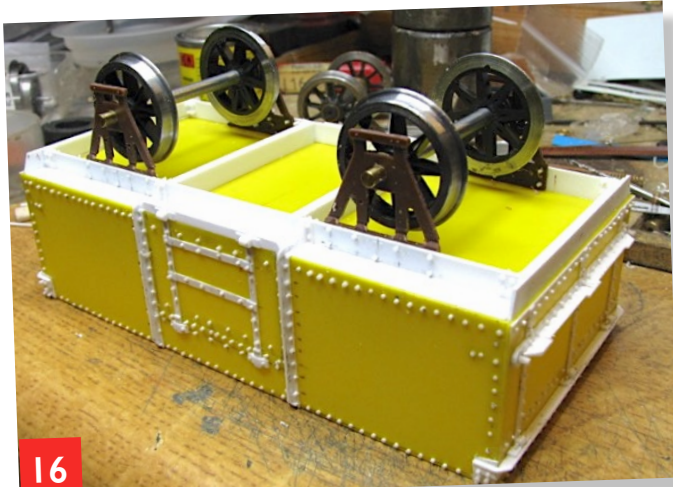
FREIGHT ONLY

two-rib design, similar to that used by several of the railway companies on the earlier examples of their 'standard' goods wagons. I did decide not to try

LINESIDE LOOK

drilling 2.5mm holes in the headstocks for fear of tearing the plastic, and instead cut the spigots off the plastic buffer guides. I had found by measurement that the larger diameter hole to accommodate the buffer spring went only as far as the base of the guide. With the spigot removed, all I needed to drill in the headstock were the small diameter holes that would be sufficient to take the threaded end of the buffer shank (18). The buffer shank would locate the guide whilst it was attached with solvent.

Suffice to say that, as two of the four wagons were known to have received 'P' numbers and survived to at least 1962, the completed wagon was painted in BR grey, although still awaits final weathering. LL



THE RISE AND FALL OF THE DIAGRAM BOOK

It's more or less true to say that every locomotive and item of rolling stock in use on Britain's railways began with a specification issued to the Drawing Office where a set of detailed plans would be produced enabling the workshops to begin construction of a number of identical vehicles. Subsequent alterations to the design would almost certainly require a new set of drawings. All of these drawings would be given their own individual reference numbers, and all would then be recorded in a drawing index or register, to enable easy retrieval for future reference.

The various railway companies evolved their own individual systems for referencing drawings with some, the GWR for example, using a letter to indicate the type of vehicle: 'V' for ventilated vans, 'Y' for Fruit vans, 'O' for open wagons, 'AA' for brake vans and so on. A simplified version of the 'general arrangement' drawings was then produced for everyday staff use giving details of axle weights, overall dimensions, type of brakes, route availability, etc. Commonly referred to as 'weight diagrams' these were bound together, usually in loose leaf format, into Diagram Books. British Railways continued the system but with a new series of Diagram numbers for rolling stock using a three digit numerical code - eg: 1/100, 1/353, 2/241, etc. - the prefix indicating which particular BR Diagram book the vehicle was allotted to.

The BR books covered steam, diesel and electric locomotives, multiple unit and coaching stock, freight stock, containers, cranes and plant, and the fleet of special vehicles, as well as railway road vehicles. Although not showing every detail they have proved invaluable to modellers over the years, at one time single sheet copies being sold at model shows.

The Diagram Books later moved to metricated dimensions and with the introduction of TOPS, design codes began to replace the traditional Diagram numbers. As the design function moved to CAD, and physical media has been replaced by electronic communication it has only

recently been recognised that a possible threat to the archiving of railway documentation for retrieval by future generations has arisen as systems, media and storage become outdated. And as with most railwayana, Diagram Books have now acquired a collectable value that easily puts them out of reach of most modellers. All is not lost however as the Barrowmore MRG have put their collection of BR material including many of the BR Diagram Books online. Happily you are able to view them at: www.barrowmoremrg.co.uk LL



All material seen here is from the Editor's own collection acquired over the years - sadly the BR Coaching Stock Diagram Book has gone missing!



BREAKING THE SOUND BARRIER

Progress and a few setbacks on the Brimscombe project layout.

Progress has been somewhat slow on the layout in recent months, partly due to the cold weather and a reluctance to switch expensive heating on, but also doing something annoying to my knee, making working in the barn a little uncomfortable. However, something of a milestone was reached over the Easter weekend when the first DCC loco ran over the layout. Although designed and wired for 12v DC (analogue) operation, as most of my locomotive stock is not DCC fitted, it was always in mind to see if it was possible to run DCC on at least one track for visiting DCC equipped locos, something that was a particular feature of Gifford Street in its later days. However, on Gifford Street, although there was a trailing crossover connecting the Up and Down lines on the scenic section, it was only ever a 'cosmetic' feature and never intended to work. Consequently it was just wired up to only allow trains to run straight through on the main lines. In fact the layout was worked as two entirely separate circuits with both common returns also being separated out so that both circuits were totally isolated from each other.

This meant that DCC operation could then be carried out safely on the inside and goods yard tracks without any disastrous effects on the outer 12v DC (analogue) tracks. But the present layout poses a different set of circumstances and problems. First is the trailing crossover at the station that allows banking engines and the odd auto-train to be shunted from the Up to Down line (or vice versa) whilst under the control of the Up controller. There is also a trailing connection to a goods loop via a diamond crossing that crosses the Down line, and at the West end also trails into the Down line. In the storage roads, facing double slips at either end of the loops on the Up and Down lines

Above, the 'bobbie' looks on as the 'Midland Pullman' makes a test run prior to a return to traffic. On the right, a JLRT D63xx which recently arrived from Bakewell Street to take up permanent residence on the layout. Both are DCC sound fitted.





are also part of crossovers between the Up and Down lines. Each has the potential for some serious problems if you try to work with both DC and DCC. Obviously the easiest solution is to run the entire layout as DCC. But as mentioned earlier, with a large number of 12v DC locos, for the time being at least the retro-fitting of DCC (sound) decoders has to be ruled out on grounds of cost. A second best solution would be to entirely disable and isolate the 12v DC tracks when DCC is being operated on the Up line, whilst the third, and most interesting, solution is to try and run DC and DCC at the same time, but as completely separate systems. And that is the important bit - you cannot mix the two without producing a fairly serious puff of smoke !

The first thing was to see if DCC would actually work on the new layout. The DC controllers were disconnected on both lines, and my Digitrax 'Super Chief' system unearthed from its dusty box where it had remained unused for five years or so. Hooked up to the Up line with nothing more than a couple of crocodile clips, it was switched on and a series of beeps announced that it was indeed actually alive and kicking. However, not having used the system for so long it probably took more time to get used to it again than it did to actually make the layout work ! But by Good Friday a train hauled by the newly acquired D6329 had successfully traversed the layout and without incident,

The visiting Bulleid Q1 0-6-0 seen above is a Richard Dockerill build on a test run before delivery to a customer at the Kettering show. The LNER J27 (NER P3) 0-6-0 (right) is a DJH factory build from the Pete Marshall collection that was being tested on the layout prior to being sold.

followed a day or two later by the six-car 'Midland Pullman'. There followed a series of tests with the multi-meter to see if any leakage of current could be detected, and a short circuit test was also carried out to ensure that the command station could detect any potential shorts. On Gifford Street, DPDT centre-off switches were used to isolate the analogue controllers, the centre common tags being wired to the track, with the DC and DCC feeds wired to the other contacts. When the switch was thrown this ensured each system was securely isolated from the other. Altogether a very successful 'weekend possession'. A start has been

made on installing old UP5 faceplates and Loconet cabling around the layout (recovered from Gifford Street), although a lot of work remains to be done before regular DCC operation can begin in earnest, including upgrading the Digitrax DT400 throttle. Ultimately it is also intended to look at working towards some form of Wifi operation using smart phones and tablets, something we did during the final days of Gifford Street on the exhibition circuit.

BACKWARD IN COMING FORWARD

From the earliest days of Hayley Mills in 4mm scale to Gifford Street and the latest 7mm project, visiting locomotives and their owners have been a most welcome and entertaining feature of running a layout. It's refreshing and always fun to see different types and classes of locomotive and rolling stock in action on the layout. And being a rather large layout it provides an opportunity for visiting loco's to 'stretch their legs', but it can be rather a surprise for owners to suddenly find that their pride and joy runs the opposite way to how the controller is set.





Two generations of electric traction - built from a PRMRP kit, the Class 85 is another tasty looking loco from Richard Dockerill, but the APT in the background is just a static BR publicity model.

In other words it is wired 'back to front'. Surprisingly this is not just confined to 'home-built' locos, as some professionally built models have also been known to suffer from the same syndrome. But in the long run does it really matter? Well, perhaps not if you are running locos on your own layout and they all run the same way regardless of how you wire the track. However, it can be very annoying and frustrating when running exhibition layouts at shows, especially if operators are not wholly familiar with the locomotives or if you need to double head or bank trains. Now I might not be the world's most prolific loco builder, but in all honesty I can see no reason why this should happen. When wiring from pick-ups to the motor, I temporarily fit the wires (with crocodile clips, etc) and test on the track to

ensure that the chassis actually runs the correct way. Once this is established, the wires can be permanently fitted. Of course this only works if the track has been wired up correctly. Many years ago a standard convention for two-rail 12v DC operation was established, and to the best of my knowledge has been published many times since, including in the *Gauge O Guild Manual*. The relevant bit in my rather dog-eared copy (dated June 1993) is Part 8, Section 1, and is set out below.

STANDARD FOR 2 RAIL RUNNING

' Briefly the standard for two-rail systems is that when facing along the track if the right-hand rail is positive the locomotive will move forward.'

The easiest way to check this is with the multimeter - the 'common' or negative potential rail should be on the left and 'positive' on the right. Alternatively you could place an RTR locomotive on the track, and if it runs forward when the controller is set to forward, then everything is ok - if it runs in reverse swap over the feed wires to the track. Unfortunately there is no standard for the forward/reverse switch on DC controllers - some have 'Forward' to the

Another splendid model to emerge from Richard Dockerill's workshop is this Class 205 three-car 'Hampshire' unit, built from a Peter Clark kit. More commonly known as 'Thumpers' due to their 500hp English Electric engines - later updated to 600hp - it's just crying out for DCC sound ! It's seen here posed alongside a kit-built Wickham trolley, reminiscent of scenes in 'The Great St Trinian's Train Robbery' filmed on the long gone and much lamented Longmoor Military Railway.





Newly arrived North British B-B D6329 heads a Permanent Way train through the station - the first train to run under DCC control on the new layout. It was built from a JLTRT kit by Chris Hopper for his Bakewell Street layout which featured in the Winter 2020 issue, but now has a new home on the Brimscombe project.

right, some to the left. The protocol adopted on the double track exhibition layouts I've built over the years is that this becomes the convention for the *outside* track (ie: the track nearest to the viewer at exhibitions). This means that for the inside track, looking in the direction of travel, the left-hand rail will now be designated the 'positive' rail and the right-hand rail the 'common' when facing forward, and the locomotive *will* run the opposite way to how the controller is set on one of the tracks, although applying a meter to the track will prove the above rule still holds. If you wire the inside track in any other way, you will instantly run into trouble with any crossovers or connections between them.

Incorrectly wiring the feed to the track only partly explains why some locomotives may be wired 'back to front'. It may also be due in part to the increased use of Digital Command Control where the track is always 'live' at around 18v AC, and it does not really matter too much which wire out of the two goes to which rail. By extension the builder may incorrectly

Empty coal sacks wrapped over wagon sides or on lorries are easily modelled using metal foil, such as that found on wine bottles, etc. The rope handle is made of fuse wire, and two slivers of styrene.



A DATE WITH MURIEL . . .

Not a lurid exposé of midnight romps under the baseboards, just a respectable Rijoca that happened to be knocked down from nine quid to £6.50 a bottle in the local supermarket. Whilst enjoying a glass or two and reflecting on how warm and pleasant life suddenly seemed, removing the foil around the cork had brought to mind how useful metal foils can be for the modeller. Long before the widespread use of plastics there was a time when this versatile material could be found in a variety of domestic goods such as toothpaste tubes, and of course bottles, of wine. In these days of laser cutting, CAD design and 3D printing, we are apt to forget some of the older but very useful materials that have been used by model makers over the years. The pliable metal foil is great for replicating such things as the empty coal sack seen draped over a 16T mineral wagon in the photo. I've also used it for the 'bobbies' raincoat hanging up in a signal box amongst other things. Just two examples, but I'm sure that modellers will be able to think up many more other creative uses.

And before you throw the cork away (but not one of those horrid plastic things), you can use it in the toolbox or on the workbench to safely sheath sharp blades on scalpel, modelling knife, etc. It goes to show us modellers are nothing if not resourceful - Cheers! **LL**



GOG SOUTHERN SHOW NEWS

With only a few weeks to go, the new Southern Show at Kempton Park Racecourse is progressing well and we look forward to seeing you on Saturday, 20th May, 2023. The venue is on the A308 between Sunbury-on-Thames and Hampton Court, less than one mile from Junction 1 of the M3 via Junction 12 of the M25. We also know it will not be within the Low Emission Zone (I have an image for this, if required, from the racecourse). There are 800 free car parking spaces and Kempton Park railway station is located beside the car park not far from the North Entrance which is where you will find the ticket desks.

GOG SOUTHERN SHOW DETAILS

Saturday, May 20th, 2023

10.00am - 4.00pm

Advanced ticket holders from 9.30am

Tickets on sale from January 2023,

You can view a slide show of the Barnsley venue and the Kempton venue on the respective Event pages of the Gauge O Guild website at:

Many of the traders have increased the size of their trade stands this year so the ground floor of the main grandstand filled up very quickly and we made the decision to have the upper floor of the grandstand too. The ground floor is all traders, upstairs is layouts, societies, demonstrations and Guild Stands and there are lifts to the second floor.

Access from the car park to the grandstand is all on one level and there are facilities providing a range of refreshments during the day. All of the exhibitors and traders who are attending are listed on the Southern Show page which can be found in the Events Menu on our website. Please note that we have written to Clubs in the area asking if any members from the local area would like to be stewards for which you get free entry and a free lunch, plus time in between the duties allocated to see the show. If you have not heard anything or do not belong to a Club, but would like to help, find out more via jackiegoevents@gmail.com

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

Members have wanted a show in the south for many years so we hope that the event meets your expectations.

ADDITIONAL ATTRACTIONS

In addition, we are currently in discussion with a local engineering society to see if they can bring some portable track for a ride-on railway outside. The Hampton, Kempton Waterworks Railway are having a Gala Day and tenth Anniversary that weekend (advanced booking only), which is a great day out for enthusiasts, families and everyone who loves railways and steam. You can also visit Kempton Steam Museum right next door to the railway who are having a 'weekend of power'. Here you can see the world's largest steam engine which is as high as four stacked double-decker buses working and 'in steam'. Not to be missed! Definitely an excuse for making your visit to our Southern show a weekend trip (NB: You have to book train and museum tickets separately).

ADVANCED TICKETS

Advanced tickets for our Southern Show are on sale now at £8.00 for members and £12.00 for other visitors. Tickets admit the purchaser, their partner and any children under 16 years of age; tickets are £1.00 more on the door.

All advanced ticket numbers will be entered into a free Prize Draw set up with LCUT Creative who are celebrating ten years in business in 2023. Two numbers will be drawn out of the hat at the show and each will win a £100 voucher for LCUT Creative products.

One word of warning if you have booked accommodation at the Premier Inn in Sunbury-on-Thames. Please be aware that the car park turning points are very tight and the paint on the walls at each turn shows the damage that can be done! Cars can be left overnight at the Racecourse if required and you can walk to the hotel. There is also a limited amount of space for caravans and motorhomes to overnight on site, but there aren't any hook up points. If you would like to find out more about this option, contact jackiegoevents@gmail.com

*Jackie Kneeshaw,
GOG Chair of Events & Trade Manager*

HILLINGDON RAILWAY MODELLERS**Test Track Open Day Saturday, June 3rd**

At Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF. Open from **10.00am-3.00pm**. Entrance **£6.00**. Bring your O, OO or N gauge locos and trains to run on our clubs' three separate test tracks. DC and DCC available, but sorry no 'live steam'. Please note that this is **NOT** an exhibition, but a chance to meet fellow modellers and try out your models. Expert help on hand from knowledgeable club members if you have any problems with your models. We very much welcome new members should you wish to join the club. Refreshments will be available all day. Nearest station: West Drayton (12 minutes' walk). Local bus services 222, 350, U1, U3 and U5. Visit our website at: www.hillingdonrailwaymodellers.co.uk or phone Peter on **020 8368 4090**.

GlasGOW 2023**Scotland's major O gauge only event
Saturday 10th & Sunday 11th June**

Organised by **Strathclyde O Gauge Group**, the show takes place at Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow G43 1NE. Open from 10.00am-4.00pm on the Saturday and 11.00am-4.00pm Sunday. Admission is £6.00 adult, accompanied children FREE. The halls are opposite Pollokshaws West station on the East Kilbride/ Barrhead lines, or a 5-10 minute walk from Shawlands station on the Cathcart Circle. Bus services 57 (First) and 3 (McGills) pass the door. By car, follow signs for Pollok Country Park & Burrell Collection from M77 Junction 2 or M8 Junction 22. The halls are on the opposite side of the road, with free off street parking. There will be a variety of layouts, a test track, demonstrators, traders, 'Bring & Buy' and café. Further information from Bob McLay on 0141 637 4189 or Bill Campbell at wcampbell23@yahoo.co.uk

CENTRAL SOUTHERN GOG (CSGOG)

We meet at the Allendale Centre, Hanham Road, Wimborne, Dorset 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.csogg.org For forthcoming events see the 'Diary Dates' panel opposite.

DIARY DATES**MAY 2023**

- 10** **Central Southern GOG - Track Night**
Bring along your models to run
www.csogg.org
- 13/14** **Market Deeping MRC**
Stamford Welland Academy, Green Lane, Stamford, Lincs. PE9 1HE
www.mdmrc.org
- 14** **The Model Railway Club - Spring Open Day**
Keen House, Calshot Street, London N1 9DA
www.themodelrailwayclub.org
- 20** **Gauge O Guild Southern Show**
Kempton Park Racecourse, Staines Road East, Sunbury-on-Thames, Middlesex TW16 5AQ
See details on previous page or visit :
www.gaugeoguild.com
- 26** **Gauge O Guild Virtual Seminar**
Will Heath & Jackie Kneeshaw
Building Bowater Paper Mill Layout (St. Neots MRC)
www.gaugeoguild.com

JUNE 2023

- 3** **Gauge O Guild Summer Show**
Barnsley Metrodome, Queens Ground, Queens Street, Barnsley, S71 1AN
www.gaugeoguild.com
- 3** **Hillingdon Railway Modellers - Open Day**
See panel opposite for details
- 10/11** **GlasGOW 2023 (Strathclyde GOG)**
Pollokshaws Burgh Halls, Pollokshaws Road, Glasgow G43 1NE
See panel opposite for details
- 14** **Central Southern GOG - Track Night**
Bring along your models to run - also hosting Bournemouth & District Society of Model Engineers
www.csogg.org
- 17** **Gainsborough MRS - Open Day**
Florence Terrace, Gainsborough, Lincs.
www.gainsboroughmodelrailway.co.uk
- 21** **Central Southern GOG - Track Night**
Evening visit and BBQ at Bournemouth & District Society of Model Engineers, Littledown.
www.csogg.org
- 26** **Gauge O Guild Virtual Seminar**
Nick Dunhill *Scratch-building Locomotive Frames*
www.gaugeoguild.com

JULY 2023

- 12** **Central Southern GOG - Track Night**
Bring along your models to run
www.csogg.org
- 15** **East Sussex O Gauge Group - Open day**
Village Hall, Pett Road, Pett (near Hastings), East Sussex TN35 4HB
Contact Mike : 07712 887753
- 23** **Gainsborough MRS - Open Day**
Florence Terrace, Gainsborough, Lincs.
www.gainsboroughmodelrailway.co.uk



In 1931 William A Stanier was approached by the London Midland & Scottish Railway to become their new CME. Leaving the GWR in 1932, where he had been Works Manager at Swindon, Stanier took with him various innovative ideas including the taper boiler, which he then used with great success on the 'Jubilee' and 'Black Five' 4-6-0s. Later attention turned to the parallel boilered 'Royal Scots', then coming up for boiler renewal. At the time the frames and other parts of the ill-fated high-pressure locomotive *Fury* were still at Crewe works, and these, combined with a No.2 taper boiler produced No.6170 *British Legion*, the first of the 'Rebuilt Scots' in 1935. Later, in 1942, No.2A taper boilers were fitted to two 'Jubilees' - Nos. 5735 *Comet* and 5736 *Phoenix* - and in 1943 the decision was taken to re-boiler the 'Royal Scots', also with the 2A taper boiler, although this was not completed until after nationalisation in 1955.

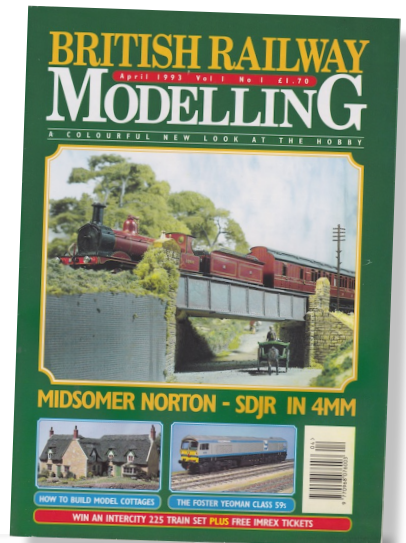
ROLLING BACK THE YEARS



Tony Wright snapped Michael Warner and Bob Essery (above) chatting at Gifford Street during the Harrogate show. Happy days at BRM (right), although I don't recall what the occasion was that saw the editorial team at the Black Horse at Grimsthorpe Castle near Bourne for lunch!

A 7mm scale model of *British Legion* was built by Geoff Holt for David Jenkinson, with its construction being described in *Modeller's Backtrack* ('The Red Scots', Vol.3, Nos.1 & 2). The loco was later acquired after David's passing by Michael Warner, founder of *British Railway Modelling*, and is seen in Tony Wright's photograph while on a visit to Gifford Street during the BRM show at Harrogate - still bearing the 'Royal' head code carried when rostered for the LNWR Royal train that David had built for his own layout.

The first issue of *British Railway Modelling* appeared in 1993. So the story goes, it was founded after a sales trip to Devon to see if Warners could get the contract to print the *Railway Modeller*. In the event this proved unsuccessful, but during a stop on the way back to Lincolnshire, it was decided to start their own model railway magazine. It was a great privilege to have known Michael Warner, and indeed to meet many of the well-known names from the hobby during my time on the magazine. Whatever one's view of the current crop of magazine's, it's worth noting that Tony Wright and I represented BRM at the funeral of the late Cyril Freezer - the only model railway magazine to be represented at the funeral of someone who had such a tremendous impact upon our hobby, and to whom we all owe a great debt of gratitude. So as BRM celebrates its 30th anniversary it's only appropriate to say 'Happy Birthday' BRM! LL



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Full details on my website:

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or write to

Ian Kirk, 10 North Street, LESLIE KY6 3DJ

FOR SALE



A number of items of railway interest from the collection kept in the barn are being offered for sale including wagon plates, speed restriction sign, signal arms, lamps, etc. Buyers to arrange collection of heavy or large items. For details contact lynxmodels@icloud.com

Lynx Models, Unit 6, Southview Buildings,
Burton Road, Lincs. NG34 9QS



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Sheets are printed on self adhesive paper and have 22 destinations, comprising 12 boards for each destination plus 24 boards for KINGS CROSS.

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