

WINTER 2023

LINESIDE LOOK

FOR THE FINESCALE
O GAUGE MODELLER



THE ENTERPRISING MR THERM



TAR TANK TRIO

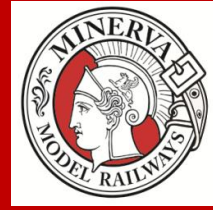


SIGNAL SUCCESS



CONDOR MOMENT

Minerva Model Railways



Quality 7mm Scale RTR

Find us on Facebook

Expected Spring 2023 – Great Western Railway
Siphon G to Dia.033 (059 and 062 Parts included)

Order at <https://www.minervamodelrailways.co.uk/wp-content/uploads/2022/04/Order-form-Siphon.pdf>



The fabulous Chrezo 140C 2-8-0



Available Now – Only £780.00 Carriage £15.00

D95xx Class 14



Prices: DC £315, DCC £360, DCC Sound £440
£10.50 P&P per loco

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



7 Installing Dapol signals



12 Classical Gas



29 Modelling the 'Condor'

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



WINTER 2023

A LOOK INSIDE LINESIDE LOOK

Vol.2 No.7

January 2023

- 4** **Right Away !**
Premium range Bulleid coaches
- 7** **Track Pass**
Installing Dapol's ready-to-use signals
- 12** **Lost Traffic**
The art of the Gas Works shunt
- 18** **Freight Only**
Slater's undervalued rectangular Tar tank
- 22** **Pages from the Past**
BR named freight trains
- 23** **Freight Only**
A Lineside Look at Container Traffic
- 28** **Caught on Camera**
Ticket to Ryde ...
- 29** **D&E Modeller**
Forerunner of the Freight Liner - modelling the 'Condor' in 7mm scale
- 35** **Club & Society**
Four GOG events for 2023
- 38** **Last Words**
Challenging times in the year of the Rabbit



Cover photo:
Peter Marshall
Collection

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 © 2023 John Emerson unless otherwise credited.

Next issue published April 2023



Welcome to *Lineside Look* and I hope that it's not too late to wish readers a Happy New Year. There are two main themes in this issue, both freight oriented, looking at gas works and also container traffic, including a 7mm version of the 'Condor' overnight express freight

service. A forerunner of the later Freightliner concept, the 'Condor' was the most well-known of the named express Class 'C' freight train services running on BR in the 1960s, although all were relatively short-lived.

ONE STOP ROAD VEHICLE SHOP

Shamrock Trains have launched a 'one-stop' online shop exclusively for 1:43 scale diecast road vehicles. Working closely with Hornby Hobbies (Corgi Vanguards and Oxford Diecast), and manufacturers such as IXO Models who have developed a range of 1:43 vehicles such as their London bus models, the initiative will see the most substantial range of 1:43 scale diecast vehicles available from a single retail source. The website has four categories - Buses and coaches; Railway vehicles; Commercial vehicles and vans, and Cars. The range on offer will grow significantly in the coming months, spanning the 'Big Four', British Railways, British Rail and 'Modern Image' eras, covering the period from the 1930s to the present day. Models from several manufacturers primarily producing models for magazine partwork releases will also be offered as 'Shamrock Specials'.

For more details visit:

<https://shamrocktrains.com>

PREMIUM BULLEID COACH RANGE

Greenwood & Pring have announced development of new O gauge premium finescale Southern Railway Bulleid coaches. Manufactured to a high specification in Korea, these new models will consist of the Bulleid three-coach sets (Nos. 770-793), and 'skirted' six-coach 'Bournemouth Dining Sets' (Nos. 290-300). All have the smaller 10¼" ventilator windows.

Bulleid three coach sets Nos. 770-793

Built between December 1946 and November 1947, formed up into 24 specific three-coach sets comprising two Semi-Open Brake Thirds and a Composite Corridor. They remained in green livery throughout their working lives, initially Malachite, and BR green post-1956. Many sets were destined for the West of England line and Devon and North Cornwall tourist destinations, and were a defining feature of the 'Atlantic Coast Express' (ACE).

BULLEID THREE-COACH SETS

Nos. 770-793

Available options:

Set Nos. 771; 774; 775; 777; 782; 787 and 789

Two livery styles - Southern Railway Malachite green and British Railways Southern Region green.



'Bournemouth' six-coach sets Nos.290-300

Set Nos.290-300 were colloquially known as the 'Bournemouth six-coach sets' or 'Bournemouth dining sets'. Eleven sets of six-coach fixed-formations (designed to minimise maintenance) for premier express services were completed just before Nationalisation. Built at Eastleigh, they entered service on the Waterloo-Bournemouth line from early 1948. Visually distinctive, the 'Bournemouth' sets had coach bodysides extending from the gutter down over the carriage solebars, and were often referred to as 'skirted' sets. Originally painted in Malachite green, some sets were repainted in BR 'Blood and Custard' (Carmine and Cream). Set Nos. 291/293/294/297/298 and 300 all received 'Blood and Custard' livery and all were repainted in BR Southern Region green between 1956-1959.

**BULLEID COACH SPECIFICATION**

- * Detailed hand-made brass soldered construction
 - * Interior LED carriage lighting
 - * Ball bearing mounted axle boxes for free running
 - * Solid stainless steel disc wheels
 - * Back-to-back set at 29mm
 - * Robust oven-baked satin paint finish
 - * Both 'skirted' and 'non-skirted' coach types
 - * Removeable body for access to fit figures
 - * Famous express coach nameboards
 - * Three coupling types - standard Kadee style with conversion packs for screw link drop or alternative buckeye couplings (standard on Bulleid coaches). The screw link drop coupling is suitable to align with ACE style drop link couplings
- Conversion packs are also available for standard/coarse scale Hi Rail wheels set at 27.5mm

PRICE : £625 per carriage or £600 each when ordered as a set.



Although the pre-production samples show the ends incorrectly coloured, they will be black on the production run as per prototype. Along with the non-skirted Bulleid three-coach sets, the six-coach 'Bournemouth' set coaches will be produced in two phases as outlined below. For full details, availability and individual carriage numbers in each set please see the Greenwood & Pring website at <https://greenwoodandpring.co.uk>

'BOURNEMOUTH' SETS (PHASE I)

(Individual coaches numbered in 43xx series)

Set Nos.290/2/5/6

SR Malachite green or BR (SR) green

Set Nos.291/3/4/7/8/9*

BR 'Blood and Custard'

Set No.300

SR Malachite green

* Set No.299 may be produced in experimental 'Plum & Spilt Milk' livery if sufficient interest.



'BOURNEMOUTH' SETS (PHASE 2)

(Individual coaches numbered in 76xx series)

Set Nos.290/2/5/6

SR Malachite green/green ends

Set Nos.291/3/4/7/8/9

SR Malachite green/black ends or

BR 'Blood and Custard'

Set No.300

SR Malachite green

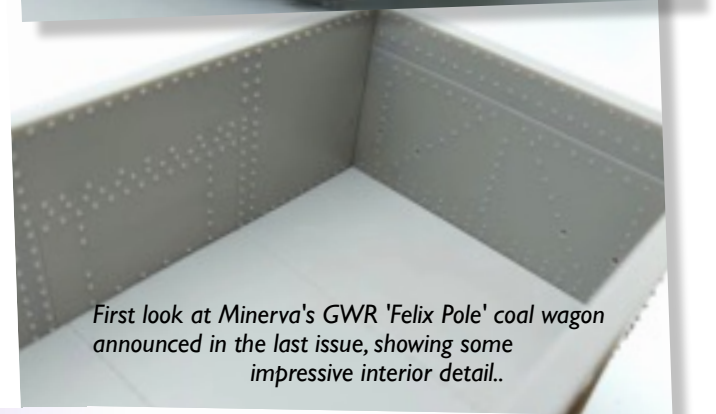
A later phase will cover the 22 Open Seconds transferred to the ER and ScR in the 1960s and painted in lined maroon livery. Pre-production samples will be on show at all GOG and other specialist events in 2023. Samples may also be viewed in person at Godlingston Manor Farm. Contact Greenwood & Pring Ltd at Godlingston Manor Farm, Washpond Lane, Swanage, Dorset BH19 3DJ, email: info@greenwoodandpring.co.uk or visit: <https://greenwoodandpring.co.uk>

IN MEMORIAM

Sadly, since the last issue was published we have seen the passing of a number of well-known names in the hobby, including prolific modeller and author Ian Rice, Trevor Cousens of Mercian Models, Dave Brooks at JPL, Phil Radley of Radley Models, and Peter Cowling. Condolences are extended to the families of all these personalities who will be much missed by modellers at shows and in the hobby in general. Yet another sad passing, although of a very different nature, is Eileen's Emporium, which has gone into administration leaving yet another gap in the list of ever diminishing hobby businesses.

Until next time
Happy Modelling! **LL**

Liveried samples of Minerva's new GWR 'Siphon G'. These long-lived vehicles lasted well into BR days with the BR built Dia.062 versions living out their last days as Newspaper vans in Rail Blue livery.



First look at Minerva's GWR 'Felix Pole' coal wagon announced in the last issue, showing some impressive interior detail..





DAPOL READY-TO-USE SIGNALS

Making the most of these easy to install servo-operated signals by adding simple interlocking.

With the onset of the colder Winter months the layout goes into an annual maintenance routine, the majority of the rolling stock is packed away, and organised visits are suspended until the Spring. Any faults that may have developed can be attended to and work carried out on outstanding jobs such as scenic development or installing signals, etc. Major work this year has seen a persistent leak in the roof eliminated, and new industrial guttering replacing the ageing and delaminating asbestos cement guttering along the outside of the barn, an annoying source of water ingress whenever there was heavy rain. But before the Winter shut down the LOGGIES made their annual pre-Xmas visit. The cold and miserable weather didn't dampen the spirits and an interesting variety of motive power and rolling stock was brought along including a radio-controlled Heljan GWR 'Mogul' and Ray Baskerville's 'Condor' container train - see feature starting on page 29.

As has been mentioned before, the 'Gloucester' end of the layout is purely fictitious, although hopefully still reflects typical GWR/WR practice. Earlier in the year the Down Loop, which originally terminated in

a headshunt, was extended through into the storage roads to provide limited movements independent of the main lines, and some thought was given as to how this would be signalled. A Ratio 'wooden' post signal with single ringed arm, although not working, in theory at least controlled the exit from the loop line. Now it would also control access to the yard (in reality the off-stage storage roads). First thoughts were to add a 'cash register' mechanical indicator although as the operating balance levers were positioned through the centre of the signal, the wooden post was actually in two halves being connected by a pair of substantial metal plates.

I didn't really fancy the idea of sawing the post in two, although a suitable kit was at one time available from Scale Signal Supply. Several alternative solutions looked at included that at Winchester Chesill where

The heading photo shows the Down Loop on the left, now extended through into the storage roads, and a Dapol bracket signal already installed. A second bracket on the right controls the exit from the Goods Loop and 'Back Road' but has yet to be made fully operational..

LINESIDE LOOK

two ringed arms were stacked one above the other (on the GWR the ringed signal arm was equivalent to a ground disc). The upper arm would control access to the storage roads, the lower access to the Down Main, both being interlocked with the points.

In the end I decided to go back to a mechanical indicator, either on a tubular steel post, or utilising the wooden post Scale Signal Supply kit if still available. With that particular problem sorted out (on paper at least), it still left the question of how to signal the main line. It had always been the intention to have a bracket signal for this purpose and a mock-up, based on a two-doll tubular steel bracket signal, had previously been quickly knocked up from Evergreen styrene - a couple of kits had also been stashed away for the purpose. But although I much prefer to build my own signals, the advent of the 'ready-to-use' Dapol signals had caught my interest, particularly when the GW bracket signals were announced and I was able to view one at close quarters at an O gauge show.

THE DAPOL BRACKET SIGNAL

One thing that can often put modellers off installing signals is the not inconsiderable problem of making them work, but with the Dapol signals installation is a simple and rapid affair. The signals consist of two main parts, the signal and a 'black box' fitted below the baseboard that contains the operating servo-mechanism and all connections for the electrics. First a 15mm diameter hole is drilled through the baseboard where the signal is to be located. Then the threaded base of the signal is dropped through and a nut screwed up to secure it in place, making sure it is not over tightened. You may also need to recess the signal into any track underlay. The servo box is offered up under the baseboard and gently pushed into place until a satisfying 'click' tells you that it's securely clipped in place.

Mechanical linkage and electrical connection are automatically achieved - there is no need to worry about connecting up angle cranks, bits of wire or soldering anything in place. All that then remains to be done is to connect the red and black wires to a suitable power source (DC or AC supply as well as DCC operation are all covered in the instruction

TRACK PASS

sheet supplied), and plug in the pre-wired toggle switches (one switch with the single arm signals, two with the brackets) making it virtually a 'plug and play' installation. The 'bounce' action can be adjusted using the controls on the servo-mechanism 'black box'.

As with all commercially produced models certain allowances have to be made to aid commercial production. The arms are plastic mouldings so a little thicker than etched-brass arms although only really noticeable when viewed side on - nothing that a spot of

judicious weathering would help to disguise. I did consider replacing the ladder with soldered up etched-brass stiles and wire rungs - it's clipped in place at the base, but appears to be very solidly glued to the post and landing so trying to remove it may cause damage to the signal and is not to be recommended.

ABOVE: What you get - the actual signal, under baseboard 'black box' mechanism, and pre-wired toggle switches - only one switch is supplied with single arm signals. Full instructions are also included.

BELOW: The yellow stripe makes correctly locating the 'black box' virtually fool-proof. The mechanical linkage at the bottom of the signal automatically locates with the servo-mechanism - no awkward angle cranks, bits of wire or soldering required !



However, a snag inevitably encountered will be that the signal is located some distance from the control panel, lever frame, power supply, etc. Fortunately Dapol supply extension cables pre-fitted with plug and socket to easily extend the wiring to the toggle switches. To extend the power supply you will need some extra lengths of red and black wire and screw connector or solder tag strip. But this didn't help my particular requirements which were to interlock the signals with the Down Loop to Down Main points, the points giving entry to the storage sidings, and to use the lever frame instead of the toggle switches.

ADDING INTERLOCKING

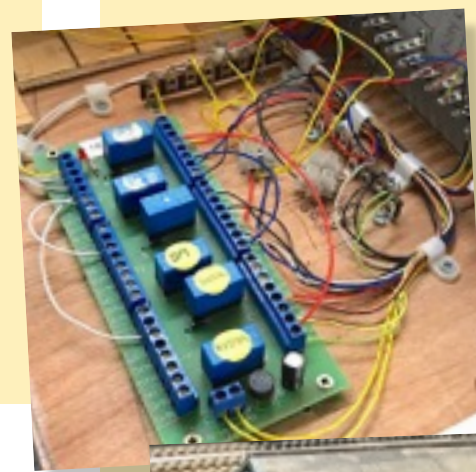
As the layout is analogue, not DCC, a suitable scheme was worked out using miniature relays (actually a six-channel relay board recovered from the old layout). It was also expedient to use just one lever in the lever frame (No.7 Selective). This not only made things simpler but nice as they are, also avoided the expense of yet another DCC Concepts Cobalt lever. Lever No.7 operates one of two relays that replace the toggle switches. Two more relays operate according to which way the two pairs of points are set, acting as 'interrupters' in the circuitry from the lever frame to effectively unlock or lock out the arms. Basically the logic is :

Loop and storage road points	Normal
Down Main arm	Unlocked
Subsidiary arm	Locked out
Loop points	Normal
Storage road points	Reversed
Down Main arm	Locked out
Subsidiary arm	Unlocked
Loop points	Reversed
Storage road points	Normal or Reversed
Both arms	Locked out

An extra circuit operated by the Down Main arm relay will be linked to the preceding Distant signal which will automatically operate when the main arm on the bracket (and the Down Home) are both pulled 'off'. But if the subsidiary arm is pulled 'off' the Distant will remain 'on'. Before final installation the rather too pristine looking signal was toned down with a spot of weathering. As the left-hand arm is located virtually right over the exit from the Down Loop where it would receive the full effect of the blast from the chimney of departing engines I decided to treat it appropriately, based on a photo of a bracket signal at Oxford in a similar



ABOVE: Test fitting the Dapol GW bracket signal - as the servo-mechanism had not been fitted, both arms are 'off'. The Ratio wooden post signal on the left will be replaced by a similar signal with 'cash register' mechanical indicator.



BELOW: A six-channel analogue relay board recovered from the old Gifford Street layout controls all switching functions as described in the text. The relay board, solder tag strips and wiring are hidden under the lineside

factory building. This was previously used as the bus garage on my old Gifford Street layout, but now repurposed for a new lease of life - railway modellers should never throw anything away !





position and condition. Although the LEDs are quite bright the instructions recommend they can be dimmed by inserting a suitable resistor in the power circuit. I have yet to try this but It certainly worked with the Roger Murray colour light ground signals that were used on Gifford Street.

Overall I'm very pleased with this 'ready-to-use' bracket signal. The only alteration made was the addition of a 'Rule 55' diamond from a brass etch, glued to the post in a fairly high up position because of limited clearance with the Down running line. A second slightly modified bracket has been installed in the goods yard, to control the exit from the 'Back Road' and the Up Loop into those off-stage storage sidings. It has been said that GWR signals were the most elegant design of all the railway companies, and to my eye Dapol have really captured the look of these stylish junction signals with their ready to use 7mm models - although other prototype railway companies signals are also available !

MORE SIGNALS

The opportunity was also taken to review the two signals required at the other end of the layout where the auto-train halt is situated. A notable feature of the route through the Golden Valley was the number of signals sited on the far right of the tracks, mainly for easier sighting over the sinuous nature of the line, particularly by drivers of right-hand drive ex-GWR locomotives. Consequently the mocked-up bracket mentioned earlier has now been positioned at the end of the Halt's Up platform so that it would be easily visible to the drivers of Down trains on the left-hand curve

LEFT: With the locating hole drilled through the baseboard and cork tile underlay removed to allow it to sit flush, the Dapol GW bracket signal is test fitted to check clearance. As it is not yet connected to the servo-mechanism both arms are 'off'.

BELOW: The mocked-up tubular steel post bracket temporarily positioned at the end of the auto-train halt. A Distant arm will be added during construction.

coming out of the short tunnel. When finally installed it will also include a Distant arm, interlocked with the Down Home signal at the main station. Although this bracket signal and its location makes full use of modeller's licence, the signal further towards the station on the Up side will be based on an actual prototype that once stood at St Mary's. This will be another wooden post Home and

Distant protecting the crossing. However, the three signals at the station - Up Starter/St Mary's Distant, the Engine Shed Spur Starter, and the Down Home/Distant will probably be the next ones to be constructed although not finally installed until the scenery along the canal area has been completed.

CANAL ROUTE TREATMENT

A start has also been made on adding the sub-base for the disused canal which runs alongside the railway for a considerable distance at a lower level. Use was made of more recycled material, this time 12mm MDF shelving salvaged from the workshop, simply cut to size and screwed to the cross bearers. Although quite rigid, some additional support may be added in due course using scrap aluminium angle. There will be a change in level as the canal passes

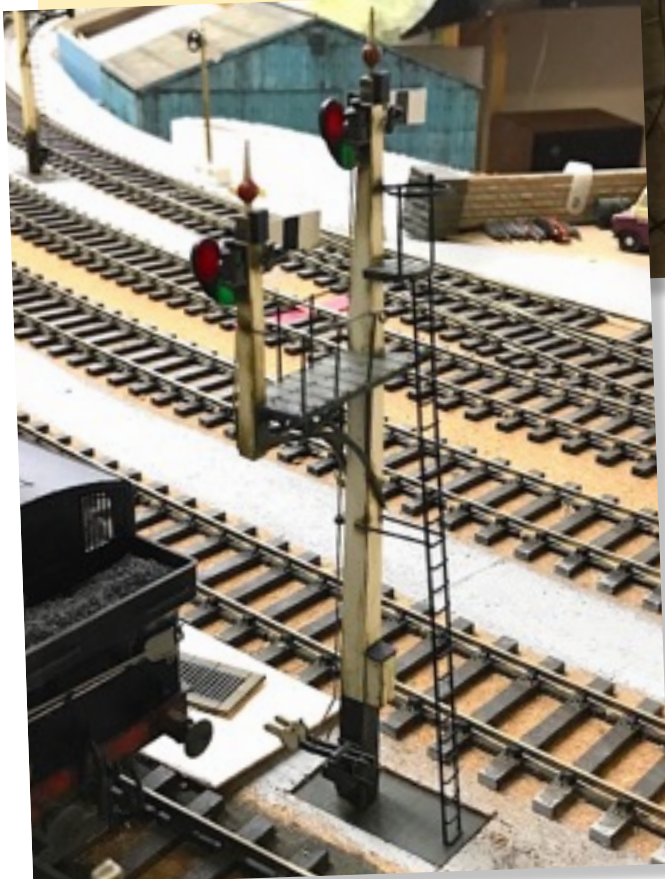


through the remains of the old lock, roughly between the second and third bearers visible in the upper photo. The plan is to use clear Perspex for the canal surface, raised up on small section strip wood to give some illusion of depth, and suitably treated to give a convincing water effect. The area of the canal has been painted in grey emulsion to give some idea of how it will eventually 'flow' alongside the railway before curving 'off-scene' to re-appear again where it passes under the line at the far end of the layout. **LL**



RIGHT: Adding the sub-base for the disused canal which runs alongside the railway. This is 12mm MDF salvaged from the workshop cut to size and screwed to the cross bearers.

BELOW: The Goods Yard exit signal after weathering and installation. The back light blinkers were removed and contact enclosure boxes added, with a battery box also fitted at the base of the post. On full size signals these would have operated repeaters on the instrument shelf in the signal box.



RESOURCES

Railway Modeller - September 1965, February, May & September 1966
 'Western Region Signalling Practice' by B P Mills

Glory Days - Western Signalman
 Adrian Vaughan (Ian Allan, 2000)

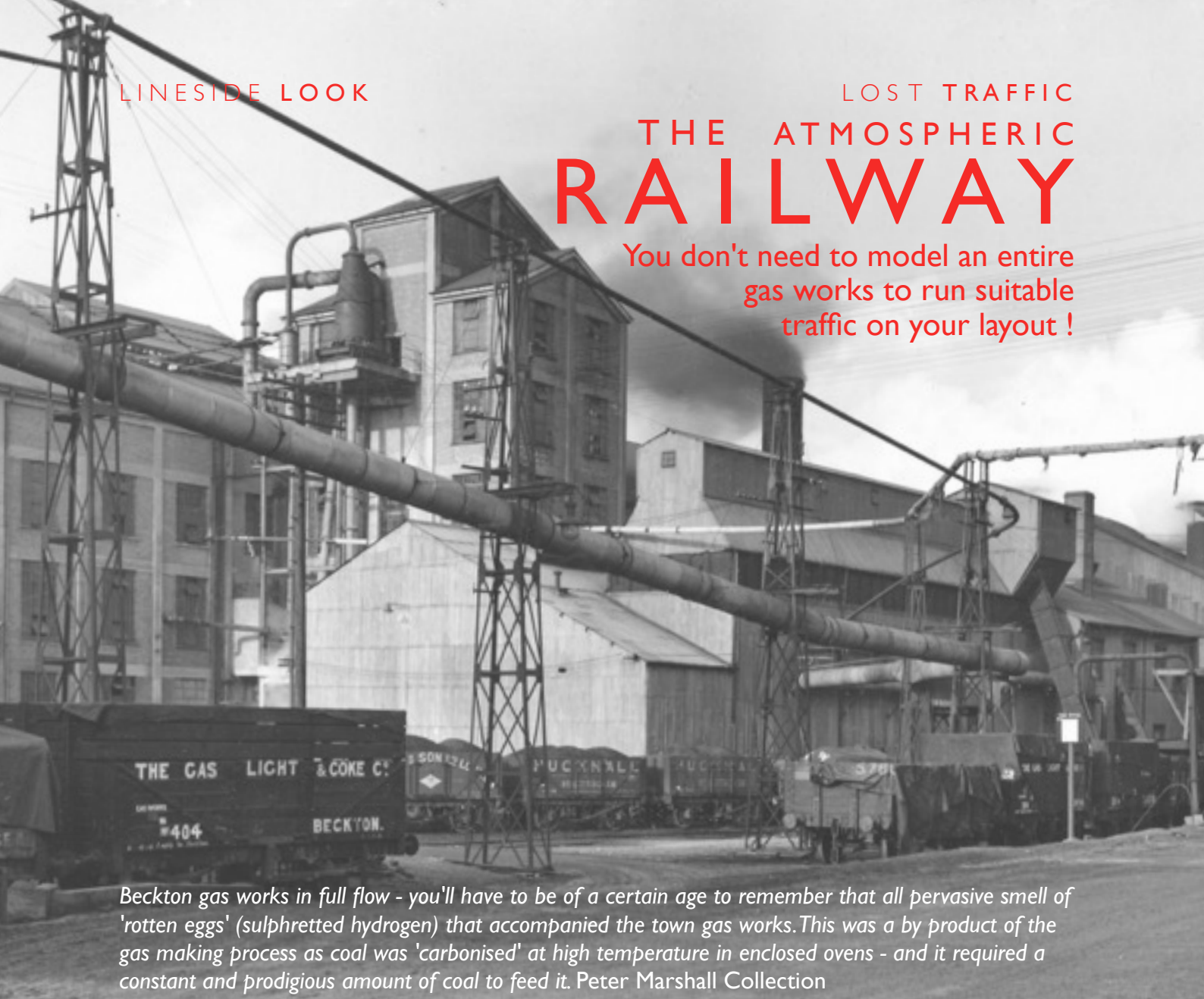
Western Region Signalling in Colour
 Kevin Robertson (Ian Allan, 2008)

A Scratch-builder's Guide to Semaphore Signal Construction
 Peter Squibb (Wild Swan, 2010)

Signalling Record Society
www.s-r-s.org.uk

THE ATMOSPHERIC RAILWAY

You don't need to model an entire gas works to run suitable traffic on your layout !



Beckton gas works in full flow - you'll have to be of a certain age to remember that all pervasive smell of 'rotten eggs' (sulphretted hydrogen) that accompanied the town gas works. This was a by product of the gas making process as coal was 'carbonised' at high temperature in enclosed ovens - and it required a constant and prodigious amount of coal to feed it. Peter Marshall Collection

Coal gas, also known as Town gas, was a source of energy and heating for domestic and industrial users in the UK until the discovery of North Sea (natural) gas in the 1960s. Most towns, and until the 1930s many smaller villages, had a gas works.

Gas was commercially produced by heating coal at high temperatures in enclosed ovens (retorts) by the process known as carbonisation, first discovered in the 18th century. Many useful products including coke, tar and hydrocarbons were also produced, although a number of these byproducts also contributed to heavy and lasting environmental pollution - the latter day use of old gas works sites for 'brown field' redevelopment requiring

large scale and costly decontamination. Initially used just for street lighting, with the later growth of reliable networks of underground pipes coal gas



RIGHT: Beckton again looking over the coal stacking area in this undated view. Peter Marshall Collection

became popular for domestic lighting and heating, in the process having a profound and lasting effect on the way we all live. Gas works varied in size from the modest installations to heat and light large country estates, through small works in many villages to the larger scale town and municipal works, one of the largest being Beckton in London. Works were also built to serve the railways and industrial concerns. All relied on vast quantities of coal brought in by river, canal or rail, although not all gas works were connected to the rail network. Some, such as Aberdeen and Huddersfield, were connected by street tramways, the locomotives traversing the tramway being fitted with tram-style 'skirts' covering wheels and motion in order to protect the public and avoid frightening the horses !



The gas works shunt - tar tanks destined for Higginshaw gas works at Royton Junction, taken from a July 1957 photograph by the late Jim Davenport in The Oldham Loop Part One - Manchester Victoria to Shaw & Crompton (Foxline Ltd, 2002).

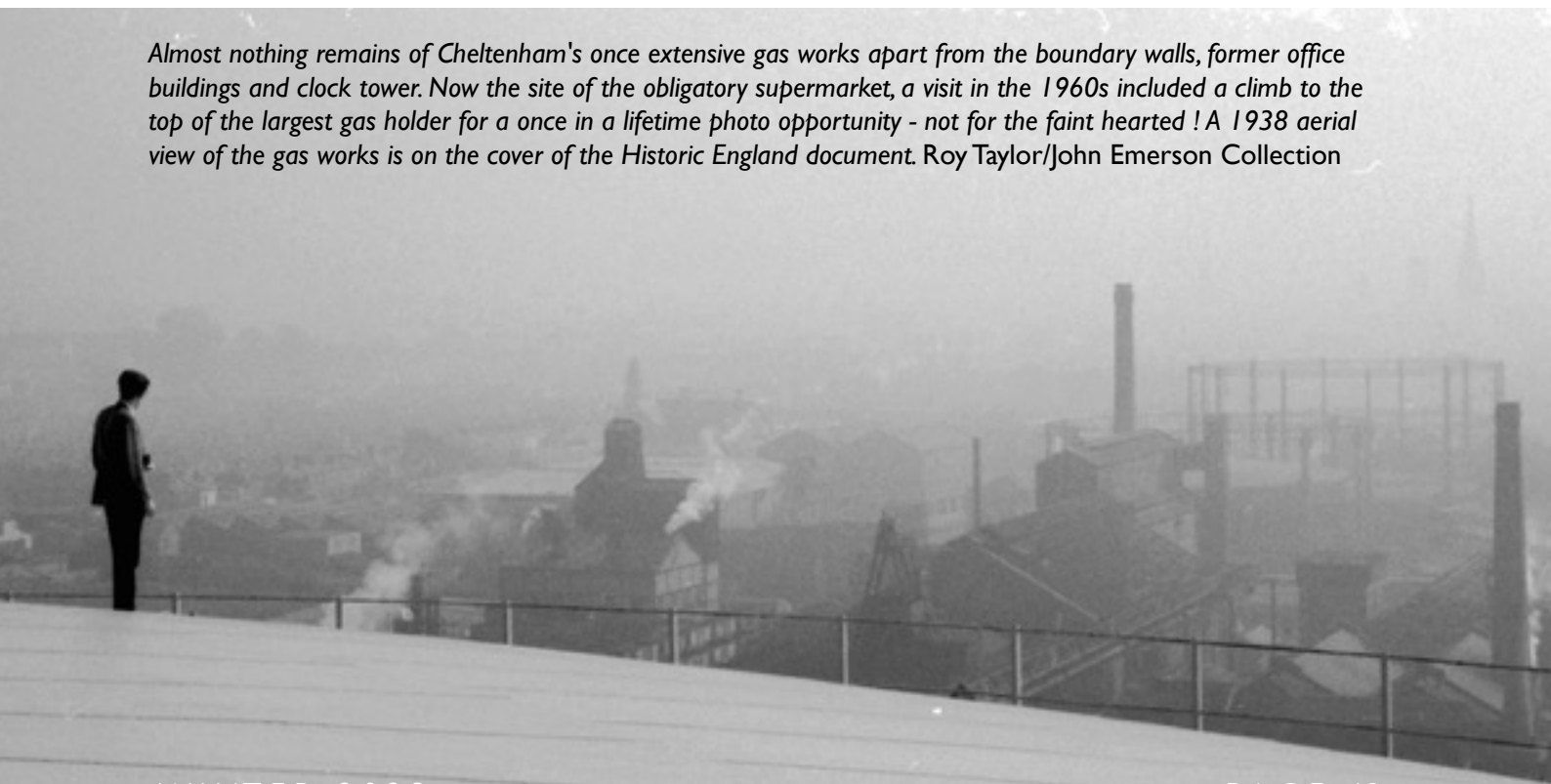
FROM MR THERM TO BRITISH GAS

Following WWI, a period of consolidation saw many smaller works taken over or absorbed into larger concerns, formalised by the **1920 Gas Regulation Act**. Local production often ceased, followed by closure with just the low pressure gas holder and ancillary buildings remaining. In 1931 freelance illustrator Eric Fraser created 'MrTherm' for the Gas, Light & Coke Company, the symbol becoming synonymous with the gas industry, and continuing to

be used in advertising, on road vehicles and signage until the 1970s. In 1949 the **1948 Gas Act**, saw the nationalisation of 1,064 local gas companies resulting in the formation of 12 regional gas boards.

The **Clean Air Act 1956** further popularised the use of gas heating instead of coal fires. Following the **1972 Gas Act**, the British Gas Corporation was formed and the regional Gas Boards dissolved. This

Almost nothing remains of Cheltenham's once extensive gas works apart from the boundary walls, former office buildings and clock tower. Now the site of the obligatory supermarket, a visit in the 1960s included a climb to the top of the largest gas holder for a once in a lifetime photo opportunity - not for the faint hearted ! A 1938 aerial view of the gas works is on the cover of the Historic England document. Roy Taylor/John Emerson Collection



paved the way for the privatisation of British Gas as a result of the **Gas Act 1986**. The discovery of gas in the North Sea during the late 1960s led to the transformation of the gas industry and the run down and consequent demolition of gas works across the country. Today the only extant sites are at Fakenham in Norfolk, Biggar in Scotland, and at Carrickfergus in Northern Ireland, operating as museums open to the public at various times throughout the year. In recent years what remains of many old gas works sites are once again facing clearance and in 2020 Historic England published a document looking at recording and conservation of remaining gas industry sites and artifacts.



THE 12 REGIONAL GAS BOARDS

- East Midlands Gas Board
- Eastern Gas Board
- North Eastern Gas Board
- North Thames Gas Board
- North Western Gas Board
- Northern Gas Board
- Scottish Gas Board
- South Eastern Gas Board
- South Western Gas Board
- Southern Gas Board
- Wales Gas Board
- West Midlands Gas Board

AFFECTING ALL ASPECTS OF LIFE

When coal is heated in a retort combustible gas is given off together with a liquid, ammoniacal liquor (ammonium hydroxide - ammonia dissolved in water) and coal tar. The liquor was used to prepare ammonia, washing liquids, smelling salts, baking powder, fertilisers and high explosives. Coal tar was boiled, the vapour condensing to give 'light oils' or coal naphtha. Increasing the temperature produced naphalene, phenol and carbolic acid. Further increasing the temperature yields creosote, and a further increase separates out anthracene and 'green oils' with pitch as a residue. The four

'fractions' - light oils, middle oils, heavy oils and anthracene oils were the starting point for around a quarter of a million compounds discovered by chemists from coal tar. Each of these groups could be distilled at accurately controlled temperatures to give a completely new series of substances important to industry. A ton of coal gave 75 therms of gas and 2.5 gallons of National Benzole Mixture - 'the most powerful motor-spirit known'.

NATIONAL BENZOLE MIXTURE

This advertisement featuring 'Mr Therm' and 'Mr Mercury' highlights the use of Benzole, a coal tar derivative produced during the gas making process. Founded in 1919 National Benzole's blend of petroleum and Benzole became a market leader until WWII and the introduction of the petrol 'Pool'. When branded petrol became available again in 1955 National Benzole Mixture was one of the highest selling premium petrols in the UK. In 1957 National Benzole became part of the Shell-Mex/BP group. An RTR model of an anchor mounted 'A' Class tank wagon in the attractive National Benzole livery is available from Dapol.



THE GAS WORKS SHUNT

Modest sized gas works have featured on several well known layouts in the smaller scales, but for the 7mm modeller contemplating a gas works the main problem will be one of size. Even a modest village gas works will require a fair amount of space for the retort house, coal and coke storage, exhaust house, tar tank, washers, scrubbers, condensers, offices and stores, various other ancillary buildings and the all important gas holder (erroneously referred to as a 'gasometer' - derived from the French *gazometre*, a laboratory vessel for measuring the volume of gas). In these circumstances one of the best solutions is to just model *part* of the gas works, as the Yeovil MRG have done with their successful 7mm scale 'Gas Works' exhibition layout. However, an even easier option for the essentially lazy modeller is to not model the gas works at all, but to suggest it is in fact off stage somewhere. You can then run all the necessary traffic to keep your imaginary gas works running efficiently, but without all that tedious business of building the darn thing !

All you will need is suitable rolling stock to cater for the regular and occasional traffic - some of the most common vehicles are shown on the next page. Regular inwards traffic would of course include coal, and lots of it. Depending on the period of the layout, this would be carried either in 13T wooden or 16T steel mineral wagons. Taking a figure of 20 tons of coal used per day for a small works (Peter Denny suggested 18 tons in the July 1989 RM), plus stocking the coal stacking ground, this would approximate to nine or ten wagonloads per week, but considerably more for larger works. This would also produce around nine or ten tons of coke which might be used to heat the furnaces on site, with any surplus being sold locally for domestic consumption or if large quantities were produced, transported off site for industrial use or further processing.

For layouts set before or in the early years of WWII this would be as good an excuse as any for running lots of private owner wagons in their colourful liveries. Following pooling during the war years the private owner liveries of these wagons gradually deteriorated, with any major repairs or replanking of the body carried out being left unpainted. After nationalisation most of the PO fleet was absorbed into BR stock, and renumbered with a 'P' prefix, although inevitably the BR number differed from the original PO fleet number. Other inwards traffic would include empty coke and tank wagons, and the occasional delivery of new plant and equipment, or steel, bricks and cement, etc, for building and

SOME COAL BYPRODUCTS

Each ton of coal produced around 10,000 cu ft of gas, half a ton of coke, and 10 gallons of Coal Tar. Tar yielded around 3.5 lbs of Benzene and Toluene, 1.25 lbs of Phenol, 6 lbs of Napthaline and 2oz of Anthracene - from these few basic materials chemists built an industry affecting all aspects of life.

COAL GAS

From coal heated in the absence of air at high temperature (carbonisation)

COKE

Used to heat the retorts, with surplus sold for domestic or commercial use

AMMONIACAL LIQUOR

(Ammonium Hydroxide) used in preparation of Ammonia, washing liquids, smelling salts, baking powder, fertilisers and explosives

TAR

Crude coal tar distilled in 1-2,000 gallon stills at various temperatures produces four 'fractions' for further uses :

LIGHT OILS

(Coal Naptha) - Benzene used in dry cleaning and added to petrol, aniline (dyes), food flavourings, TNT - Bakelite, the first thermosetting plastic produced in 1907 was made from formaldehyde and phenol (from benzene)

MIDDLE OILS

Aspirin, picric acid, disinfectants, drugs, dyes, nylon

HEAVY or 'DEAD OILS'

Creosote (hydrogenated to produce petrol), kerosene (paraffin)

ANTHRACINE or 'GREEN OILS'

Drugs, anesthetics, laxatives, dyes

Tar distilled with steam and treated with sulphuric acid produces aromatic hydrocarbons

XYLENE

Used in paint manufacture

TOLUENE

Used in production of glues, drugs, and TNT

BENZENE

Synthetic dyes (coal tar dyes used in textiles and food industries), drugs, flavourings, detergents, insecticides, artificial silk (trade names include Rayon, Nylon, etc)



7 & 8-PLANK MINERAL WAGONS - KIT & RTR

A huge variety of colliery and railway owned wagons were used in pre-nationalisation days. During WWII the PO fleet was 'pooled', ownership passing to British Railways from 1948, most gaining a 'P' prefix - although not necessarily retaining their original numbers. Wagons could still be seen in the remains of their ex-PO liveries until mass withdrawals in the 1960s

KIT: Parkside (illustrated), Slater's, CRT Kits/POW sides
RTR: Dapol/Lionheart



16T MINERAL WAGON - KIT & RTR

A staple of the BR period although some examples were built for the 'Big Four' companies and by the MoWT in WWII. BR built more than a quarter of a million on many different diagrams.

KIT: Parkside, Peco - ABS (not currently available)
RTR: Dapol/Lionheart (illustrated)

Semi-scale RTR versions were also produced by Tri-ang and Lima.

13T COKE WAGON - KIT & RTR

Typically seven or eight-plank open wagons fitted with 'coke raves' to increase carrying capacity. Many were in various private owner liveries, although pooled during wartime and absorbed into the BR wagon fleet upon nationalisation.

KIT: Not available
RTR: Dapol/Lionheart (illustrated)



TAR, OIL & ACID TANKS - KIT & RTR *

Tar was not only carried in rectangular tank wagons, later larger 14T and 20T tanks were also used. Acid was transported in much smaller and usually elderly vehicles. A variety of other liquids was carried in 14T tank wagons.

KIT: Slater's/CRT Kits
RTR: Dapol/Lionheart - * Bachmann Brass (no longer available)

Meteor Models produced a kit of a 14T tank wagon, but current status is unknown. The Bachmann Brass RTR 14T and 20T tank wagons rarely appear for sale, but now command high prices.



maintenance work. Materials would arrive in a variety of flat or open wagons, and the odd covered van for bagged cement. Fresh Iron Oxide would also be brought in to replenish the purifiers, although this might only amount to a single wagon or so per year.

As coal tar production would be roughly in proportion to the amount of coal consumed in the gas making process, it might be a reasonable assumption to allow one tar tank for say, every ten to twelve wagonloads of coal brought in when planning traffic for the layout, although the empties would probably arrive two or three at a time. In addition a suitable tank wagon for acid or other liquids may be required. Outwards traffic would include coal empties, any returning flats, opens and vans, the occasional wagon load of spent oxide, plus loaded coke wagons. As coal expands during the carbonisation process by around 15%, the resulting coke is not only lighter but takes up more volume,, usually transported by rail in seven or eight-plank wooden open wagons fitted with 'coke raves', or in larger capacity wagons at the biggest works. Traffic to and from the gas works might arrive at the local goods yard either in a regular goods service or as a trip working for sorting and forwarding as the 'gas works shunt', giving plenty of opportunity for shunting the yard or sorting sidings with a definite purpose, and much more preferable to the aimless shuffling of wagons sometimes seen on layouts. **LL**

RESOURCES

Science in Everyday Life

William C Vergara (Sphere Books, 1982)

Railway Modeller, July 1989

'Building a Model Gasworks' - Peter B Denny

British Railway Modelling

December 2003, May & August 2004

'Westport Gasworks' - Michael Walshaw

The Acquired Wagons of British Railways Vol.2

David Larkin (OPC/Crécy Publishing, 2019)

Introduction to Heritage Assets: Gasworks & Gasholders

<https://historicengland.org.uk/images-books/publications/iha-gasworks-gasholders/>

Fakenham Museum of Gas and Local History

Hempton Road, Fakenham, Norfolk NR21 7LA

www.fakenhamgasmuseum.com -

National Gas Museum Trust

195 Aylestone Road, Leicester LE2 7QH

www.nationalgasmuseum.org.uk

Biggar Gas Works Museum

Gas Works Road, Biggar, Lanarkshire ML12 6BZ

www.historicenvironment.scot/visit-a-place/places/biggar-gasworks-museum/

FLAME : Gas Works Museum of Ireland

44 Irish Quarter West, Carrickfergus,

Co. Antrim DT38 8AT

Site closed in April 2022 following funding issues

Like many gas works Cheltenham was rail connected, served by the Midland Railway's Birmingham to Gloucester main line, situated behind the photographer. Lines of mineral wagons are visible near the retort house in this view taken on a misty, murky day, from the top of one of the gas holders - they were never called gasometers !
Roy Taylor/John Emerson Collection



A TRIO OF RECTANGULAR TAR TANKS

Making the most of an often undervalued Slater's kit.

In 1907 the Railway Clearing House (RCH) set out its standards for 8, 10, 12 and 14 ton rectangular tar tanks on steel or wooden frames, drawings showing the alternative methods of securing the tanks to the frames. I think it would be fair to say that most modellers seem content to build the Slater's kit straight from the box, the only nod to any kind of variety being the application of a different set of transfers, so this trio of tar tanks is an attempt to portray some of these differences, and lay to rest a long held assumption that these drab utilitarian vehicles were just old fashioned relics of an earlier railway age.



Scottish Tar Distillers No.78, preserved at the SRPS Museum, Bo'ness after a 90 year long career, is the oldest surviving Scottish-built standard gauge wagon. Built in 1877 at Cowlairs Works, Glasgow, it was registered by the NBR.



However colourful some of the original liveries may have been, the main purpose of these tank wagons was conveying coal tar from gas works for distilling at other industrial plants - a dirty, messy business, filling taking place through the filler on top of the tank, with unloading by bottom discharge through outlets beneath the solebars. In other words, they would not have remained clean for any length of time. As a vehicle carrying 'B' class products, for the most part rectangular tar tanks lasting into BR days,

Probably not appreciated is that Charles Roberts built rectangular tar tank wagons as late as 1946, and a number of elderly rectangular tank wagons lasted long enough into the British Railways era to acquire overhead electrification warning flashes - Northern Gas Board No.2, registered by the LMS, is a case in point photographed at Carlisle in the Spring of 1970. Some modellers insist on erroneously referring to these vehicles as 'Rectanks'. They are most definitely **not** 'Rectanks' which is a telegraphic code name reserved for military bogie flat wagons carrying a very different kind of tank!



FREIGHT ONLY

LINESIDE LOOK



LEFT: ACC No.43 is a straight build from the Slater's kit, the only additions being the tank restraining straps and bottom discharge valve/handwheel.

BELOW: A sorry looking Shell-BP rectangular tar tank at Locomotion, Shildon, in 2013. The bottom photo shows the discharge outlet located between the legs of the 'V'-hanger.

and presumably also during the 'Big Four' years, invariably appeared to be a dull all over black livery, relieved only by the numbers, lettering and six-pointed 'traffic star.' Prior to 1913 these tanks were restricted to a maximum speed of 20mph, but this imposition was relaxed by the RCH allowing tanks with a wheelbase of not less than 9' 0" with draw/buffing and running gear built to the 1907 specification to run at an average speed of 35mph. Vehicles complying with the above were marked with a 2' 0" white star (on black or dark coloured tanks) and plated by the owning company on the solebar. In 1916 a further condition was imposed putting a limit of 40 miles of continuous running.

ACC No.43

This was a straight build from the Slater's kit, the only additions being the tank restraining straps bent up from brass strip and connections to the frames from odds and ends, and a handwheel/valve added to the top of the tank. There appears to be a similar fitting on Scottish Tar Distillers No.78 illustrated above. Construction is a fairly straightforward and simple affair following the kit instructions - it is basically in two parts, the tank and the frames/running gear, which are then mated together.

A notable absence in the kit is anything for the bottom discharge outlets, although you could use the brass castings in detailing pack X705601, or knock something up from styrene tube or rod which is the route I will probably take when retro-fitting my three tanks. However, as the tank is open at the bottom this will need to be secured to the frames. The photographs show up the fact that the brake lever guide is also somewhat crude compared to more recently produced kits (the rectangular tank kit has been around for a *long* time !) and could do with being replaced by something more accurate, either from the old ABS range or an etched fold-up job. The tank has been lettered for the Associated





Chemical Company of Wakefield, using the transfers provided in the kit, although the number is fictional. A photograph of ACC No.435 showing livery detail appeared in the February 1970 *Model Railway News* as part of Peter Matthews 'Wagons of the Private Traders' series, although this is actually a 10' 0" wb wagon with a larger tank than that in the Slater's kit.

J E C LORD No.63

This is a kit-bash of the Slater's kit to produce a very different looking vehicle, based on a photograph of J E C Lord (Manchester) No.63 in *Railways in Profile Series No.4: British Railway Wagons - Railtanks* (Plate 42 on page 27). Additions are extra end stanchions (found in the spares box, but easily built up from styrene section) and diagonal bracing, and the prominent tank filler - again one of the brass castings from the Slater's cylindrical tank wagon kit which can also be purchased separately. The hand wheel to operate the bottom discharge outlet was usually located within the tank filler. The curved base/saddle of the filler casting was carefully sawn off and then Araldited in place on the tank top - you could cut a hole in the tank top and glue in the casting from underneath, a much riskier option. Otherwise it is a straight build from the Slater's kit. For the time being it's running in an anonymous state until I can sort out some decent transfers for the company lettering.

ACC No.435

As mentioned earlier, a photograph of No.435 appeared in in the February 1970 *MRN*, apparently taken especially for the series by then operator Albright & Wilson Ltd (Associated Chemical Companies Division). Presumably the photo was taken in the late 1960s as the article was being prepared so it was a long-lived wagon, although not necessarily still in traffic - probably why it had not acquired OHW flashes.

As mentioned earlier this is actually a 10' 0" wb wagon with a larger tank. Although I was more than happy to increase the height of the tank, it was convenient to quietly ignore the longer wheelbase, so this is something of a 'halfway house', but thankfully no one has yet taken me to task over the awful truth !

The height of the tank was increased very simply by adding sections cut from a second-hand example

acquired cheaply at a show, the cut conveniently being masked behind the horizontal bracing rod. The filler is again a Slater's brass casting, although I still have to add the bottom discharge outlet between the solebars. Even more conveniently the transfers from the kit are actually for this particular wagon but have yet to be applied. I'm also minded to get etched or laser-cut owner's plates made up instead of using the transfers included with the kit.

REFERENCE MATERIAL

For those interested in modelling these vehicles reference photographs are an absolute must, but are relatively few and far between. Some published ones

RCH 1907 & 1927 STANDARDS FOR RECTANGULAR TANKS

1907 RCH STANDARDS FOR 10 & 12T TANKS

L	W	H	Over headstocks
14' 3"	7' 0"	3' 8"	15' 0"
15' 9"	7' 0"	3' 4"	16' 6"

1927 RCH 1927 STANDARD FOR 14T TANKS

L	W	H	Over headstocks
15' 9"	7' 0"	4' 0"	16' 6"

Taken from 'British Tank Wagons' by Arthur North, Scale Model Trains, June 1995.



FREIGHT ONLY

are given below, although most will also be found in *Petroleum Tank Wagons of Britain* and *Oil on the Rails* - two essential 'bibles' for those interested in tank wagons. Fortunately several rectangular tank wagons survive in preservation at the SRPS museum at Bo'ness and Locomotion at Shildon, some also in running order on heritage railways in the UK.

A drawing of **Bristol & West Tar Distillers Ltd No.74** by E B Trotter, along with a photograph of **William Butler & Co No.73** appeared in a 1955 issue of *Model Railway Constructor* (page 115). Both were 14T wagons built by Charles Roberts & Co. Ltd. Some tanks had 'duck boards' around the filler - shown on the Bristol & West Tar Distillers drawing.

A photo of **W Walker & Sons No.23**, the subject of the transfer sheet in the Slater's kit (but seen with OHW flashes) appeared in a 1969 issue of *Model Railway Constructor* (page 368). It was acquired from Shell around 1945 and finally scrapped in 1967.

A photograph of **Dale & Co (Chemicals) Ltd No.49** appeared in the November 1970 *Model Railway News*. This was a 12T wagon built by Central Wagon Co. Wigan in 1914 and registered by the L&YR. The date of the photograph is unknown.

New Northern Quarries No.115, photographed in 1960 from a passing train was published in an issue of *Backtrack*. No further details are given, the issue date is unfortunately not recorded.

Road Reconstruction Ltd Nos.T.11 and T41 were photographed on September 19th, 1952 and appear in the *HMRS Journal* Vol.20 No.9.

Yorkshire Tar Distillers No.664, built by S J Claye of Long Eaton in 1926, was photographed in storage in 1984 and published in *Model Railways*, July 1990.

LINESIDE LOOK

A photo of **Shell-Mex and BP Ltd No.395** appears in a 1967 issue of the *Model Railway Constructor*. This was a 12T wagon for Class B fuel oil, registered by the L&YR in 1907. Similar to the preserved vehicle at Shildon, it was photographed at Purfleet in 1961.

A drawing of **South Eastern Tar Distillers No.36**, a 14T wagon built by D G Hall & Co. Ltd, Swansea, and registered by the SR appeared in the December 1970 *Model Railway News*.

Scottish Tar Distillers No.78 photographed in 1971 at Falkirk prior to preservation, appears in David Larkin's *Private Owner Freight Wagons on British Railways* (D Bradford Barton, 1976),

Finally two photographs of four unidentified rectangular tar tanks seen in 1962 at Nechells gas works and at Curzon Street, Birmingham, appear in an article by Arthur North in the June 1995 issue of *Scale Model Trains*. **LL**

RESOURCES

Private Owner Freight Wagons on British Railways
David Larkin (Bradford Barton, 1976)

Model Railways, July 1990
'Tank Wagons' by Paul Bartlett & Peter Fidczuk

Railways in Profile Series No.4:
British Railway Wagons - Railtanks
Geoff Gamble (Cheona Publications, 1997)

Oil on the Rails
Alan Coppin (HMRS, 1999)

Petroleum Tank Wagons of Britain
R Tourret (Tourret Publishing, 2009)

HMRS Journal, Vol.18 No.8
'Stars on Solebars' by John Greenough



The three rectangular tar tanks built from the Slater's kits and a modest amount of 'kit-bashing'. You can see these on my weathering demo at Kettering.

BR NAMED CLASS 'C' FREIGHT TRAINS



The Birmingham Braked (NER)

6.45pm Park Lane - Lawley Street

Blue Spot (ScR)

11.30pm Aberdeen - Kings Cross

The Bristol (NER)

5.40am York (Dringhouses) - Bristol

The Condor (LMR)

7.23pm Hendon - Glasgow (Gushetfaulds)

The East Essex Enterprise (ER)

2.00pm Chelmsford - Whitemoor

The Fenland Freighter (ER)

3.45pm Kings Lynn - Temple Mills

The Fifer (ScR)

8.30pm Irvine - Dundee

The Hielan' Piper (ScR)

7.15pm Glasgow (Bell's Yard) - Inverness

The Humber-Clyde (NER)

5.10am Hull - High Street (Glasgow)

The Kings Cross Freighter (NER)

7.25pm Park Lane - Kings Cross

The Kitty (ScR)

5.25pm Dumfries - Kittybrewster

The Lea Valley Enterprise (ER)

2.55pm Tottenham - Whitemoor

The Lothian Piper (ScR)

6.55pm Stranraer - Edinburgh (Lothian Road)

The Tees Tyne Freighter (ER)

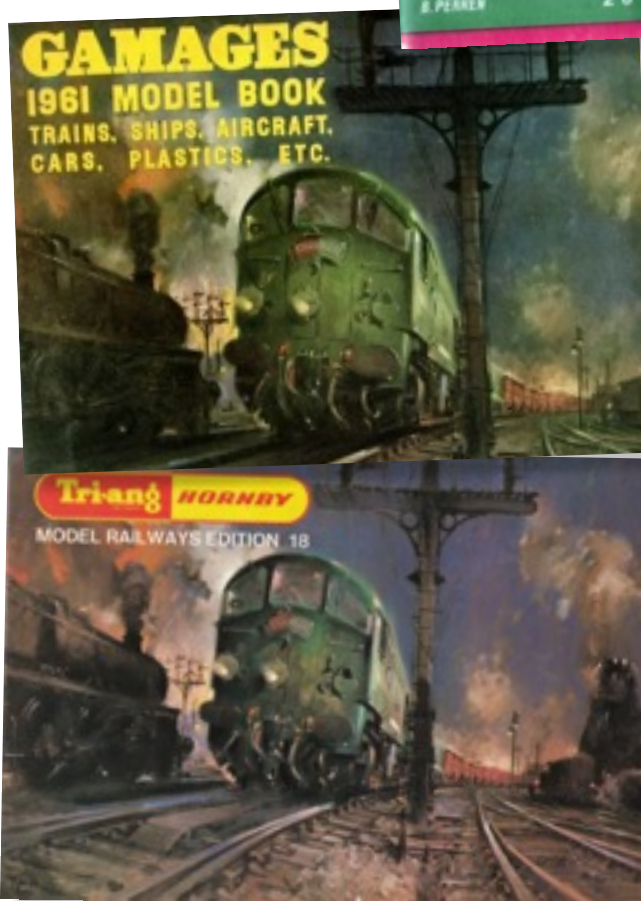
8.10pm Kings Cross - Newcastle Forth

The Welshman (NER)

5.10am York (Dringhouses) - Cardiff

The 'Condor' was perhaps the most famous named freight train running on BR in the 1960s, no doubt helped by Cuneo's iconic 'Night Freight' painting which featured on the cover of the January 1961 *Transport Age*, the 1961 Gamages and 1972 Tri-ang Hornby catalogues, as well as descriptions of its overnight journey in publications such as the 1961 *Locospotters Annual*. Although many other timed express freights were also given official and semi-official names in an effort to attract traffic away from the growing competition by road transport, possibly apart from the 'Blue Spot' and the 'Lea Valley Enterprise', they never achieved the same celebrity status as the 'Condor'. All were relatively short-lived, and ultimately the drive towards the Freightliner concept as outlined in the Beeching Report would see them all consigned to the dustbin of history.

British Express Freight Trains, by Brian Perrin, was a useful guide published in Ian Allan's abc series around 1962/63. Perhaps not as well known as the familiar spotter's books and shed guides, it's well worth a read if you happen to come across a copy. **LL**



A LINESIDE LOOK AT CONTAINER TRAFFIC

Container traffic is not just a modern day phenoma, the widespread use of containers by rail dates back to at least the early years of the Grouping. At first open wagons were used but gradually a variety of container flat wagons were developed to carry the growing number of container types used for different traffics. Containers offered significant advantages to customers, not least a 'door to door' service, without the need for the contents being transhipped *en route*. Although the containers were built to standards laid down by the Railway Clearing House, the wagons carrying them were developed by the individual railway companies, many passing into BR ownership, the Ideal Stocks Committee basing their standard design on the type evolved by the GWR. Apart from the ex-SR vehicles, all had a number of chain securing points on the sides of the wagons. However, the SR 'Conflats' relied on roping to secure the containers making them unpopular with operating staff, preferring instead to use other companies wagons to convey containers.

Unlike modern ISO containers, the older 'A' and 'B' types were secured to 'Conflat' wagons by four chains, fitted with tightening screws or 'dogs', and recommended ways of doing this were laid down by the railway companies. BR produced a staff booklet

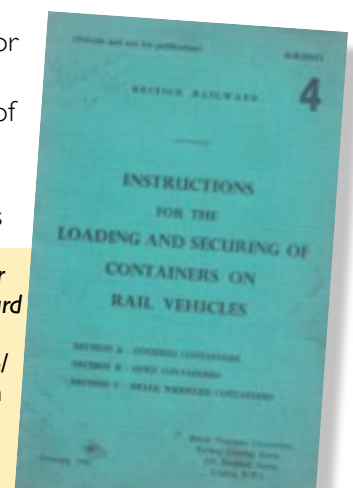
giving instructions for securing containers - *Instructions for the Loading and Securing of Containers on Rail Vehicles* (my copy BR20427, February 1961), and the following notes are taken from this publication. They may be of help in correctly modelling container traffic on your layout.

TYPES OF WAGONS TO BE USED

'The standard wagon for the conveyance of all covered containers (other than for bulk material) is the 11, 12 and 13T 'Conflat A' (painted numbers prefixed 'B').'

For 7mm modellers again it seems that the GWR and BR wagon types are reasonably well catered for with kits and an RTR model. But for followers of the other 'Big Four' companies it is a rather dismal picture: several kits

ABOVE: *Lifting a container from a 'Conflat A' for onward transport at Burnley, Lancashire. Transport Age/John Emerson Collection*
RIGHT: *BR instructions for loading containers.*



GWR 'CONFLAT A' - KIT & RTR

Painted numbers prefixed 'W'

ABS listed kits for Dia.H10/11 now available from David J Parkins. Oldbury Models also produced a kit although the current status is not known. Parkside's kit builds a Dia. H7 vehicle - Nos.36520/36831-33/36871/3/96 were converted to Dia.EE1 container tank conflats in 1938-47. Dapol also produce their RTR model in GWR livery,

KIT: ABS (Dia.H7 & H9), Parkside (Dia.H7)

RTR: Dapol (illustrated)



BR 'CONFLAT A' - KIT & RTR

The Slater's kit can also be modified to produce most variants of the BR 'Conflat A'.

KIT: Slater's/ABS (not currently available) RJH also produced a 'Conflat A' kit, current status unknown.

RTR: Dapol

Model built from a Slater's kit, AX container scratch-built.

BR 'CONFLAT B' - KIT-BASH/SCRATCH-BUILD

The Dia.1/076 'Conflat B' was built to carry two of the larger 'AFP' containers for Bird's Eye traffic. No kit or RTR models appear to be available in 7mm so this is a scratch-build/kit-bash by an unknown builder, using Parkside or Slater's parts.

KIT: Uses parts from Parkside/Slater's kits

RTR: Not available



BR 'CONFLAT L' - KIT

Several versions of the 'Conflat L' were produced for carrying 'L' type bulk powder containers. Possibly the most well known were the Dia.1/068, some ending their lives as runners for Class 03 diesel shunters. A kit of this variant is produced by Mousa Models, along with the 'L' type containers.

KIT: Mousa Models

RTR: Not available

BR 'CONFLAT P' - KIT

The Dia. 1/060 'Conflat P' wagons were converted from redundant 22T 'Plate' wagons, retaining the ends but with new buffers, roller bearings and vacuum brakes. They were specifically constructed for the overnight 'Condor' container service. After withdrawal some were converted to 'Timber P' wagons for use on Scottish timber traffic.

KIT: Judith Edge

RTR: Not available



were available in the ABS '43 to '1' range, since acquired by David J Parkins, although allowing for the sheer number of kits in the old ABS range it may be a considerable time before any are realistically likely to reappear. As always an option is to scratch-build, but again many components previously used are no longer readily available.



SECURING ARRANGEMENTS

'Containers must be placed centrally and the top hooks of the securing chains attached to rings on corner pillars of container and the bottom hooks to convenient rings on side of 'Conflat' so as to provide a pull inwards. Both upper and lower hooks must be inserted so that the points are standing outwards.'
'Two 'A', 'AF' and/or 'AFU' containers may be loaded on 'Conflats A' or on 'Conflats' with painted numbers prefixed 'E', 'S' or 'W'. Normally the containers should be loaded door to door (with exception of 'AF' and 'AFU' types which must always be loaded with door facing the buffers). The containers must be secured by the chaining method already described. If sufficient chains are not available they must be chained at the outer ends and the inner ends roped by securing the two securing rings on the corner pillars together and taking the rope down to convenient rings on wagon side. Where hooks are fitted on wagons, these should not be used, the rope being secured to some other appropriate wagon fitting.'

two small covered containers ('A' type) could be conveyed unroped in high-sided merchandise wagons. However, a single small covered ('A' type) container had to be roped as shown in the diagram on page 26. One large or small covered container could be loaded in medium-sided merchandise wagons, but were to be roped at each end in the manner illustrated in the diagram. Two small containers had to be loaded as on a 'Conflat', and roped at each end as illustrated. The inner or door ends of the containers also had to be secured by roping the two securing rings on the corner pillars together and taking rope down to a convenient point on the wagon in accordance with the diagram.

HIGH & MEDIUM-SIDED WAGONS

'Covered containers (except the types specified below) which must be loaded centrally, may only be loaded in high-sided or medium-sided merchandise wagons where suitable 'Conflats' are not available and it is known that units can be dealt with at destination.'
 The exceptions were containers despatched to private sidings, meat containers, and highly insulated containers 'AF' and 'AFU' types. One large ('B') or

There were also prohibitions on the use of 'Lowfits' and shock wagons to carry containers: *'Owing to the internal width of these wagons (8' 2")*, containers are liable to move sideways on them and become out of gauge. *For this reason the use of 'Lowfits' for loading containers is prohibited. Owing to the floor height of shock absorbing wagons, (4' 4")*, all covered containers are out of gauge when loaded on these vehicles; such loading is prohibited.'

BR BUILT 'CONFLATS' & CONVERSIONS

Dia.	Type	Mfr	Notes
1/060	22T 'Conflat P'	Judith Edge	Conversions from 22T 'Plate' wagons
1/061	13T 'Conflat A'	Dapol RTR (ABS *)	Morton brake
1/062	12T 'Conflat A'	ABS *	Morton brake
1/068	14T 'Conflat L'	Mousa Models	
1/069	13T 'Conflat A'	Slater's (ABS *)	Clasp brakes
1/076	12T 'Conflat B'	Scratch-build	12' 0" wb

Notes

The Slater's kit can also be modified to produce most variants of 'Conflat A' - RJH also produced 'Conflat A' kits, current status unknown. Some 'Conflat B' wagons were also converted from pipe wagons and 'Flats ED'
 * ABS range acquired by David J Parkins - kits not currently available.



LNER 12T 'CONFLAT S' - SCRATCH-BUILD

Container flats and redundant cattle van chassis' ('Conflat V') were used by the LNER before the introduction of the standard 12T Dia.104 'Conflat S'. They were long-lived vehicles lasting into late BR days. A kit was listed at one time by ABS, model illustrated is a scratch-build.

KIT: Listed in ABS - not available

RTR: Not available

The model 'Conflat S' illustrated is a scratch-build by Andrew Baldwin - the only commercial parts used were buffers, couplings and underframe components. The white unpainted areas are where the container will be glued to the floor.

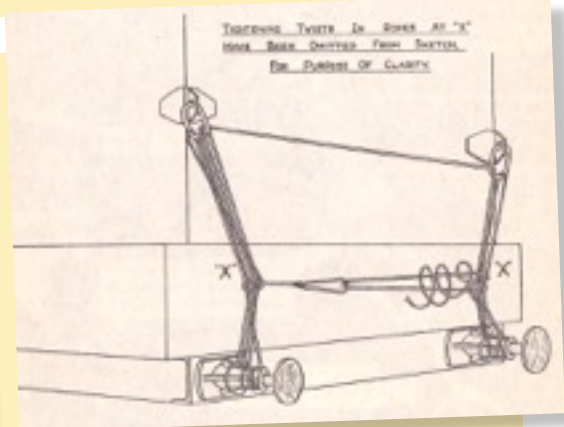


LNER 'CONFLAT' WAGONS

Painted numbers prefixed 'E'

'Container must be placed centrally on 'Conflat' (in the case of LNER vehicles fitted with end chocks, these must be placed in position) and top hook of securing chains attached to rings on corner pillars of container.'

Under construction is a Dia.1383 SR 'Container Truck Long', another scratch-build by Andrew Baldwin. Solebars, sides, floor and ends are sheet and strip styrene - the lower photo shows the cut outs in the floor for the inset lashing rings.



SR 'CONFLAT' - KIT * & SCRATCH-BUILD

Painted numbers prefixed 'S'

'These vehicles are not fitted with facilities for chaining and containers must be secured by roping at each end, from corner securing rings to buffers, in accordance with the method illustrated.'

The SR built several designs of fitted and unfitted container wagon to Diagrams 1382 and 1382A ('Conflat D') - both were listed in the ABS range - and 1399 ('Conflat A'). All were AVB fitted by 1937. Diagram 1383 was a longer 18' 7" wb vehicle designed to take two containers. Nos.39582 and 39614 were transferred for use as baggage trucks on the 'Golden Arrow'.

KIT: ABS * - not currently available

RTR: Not available

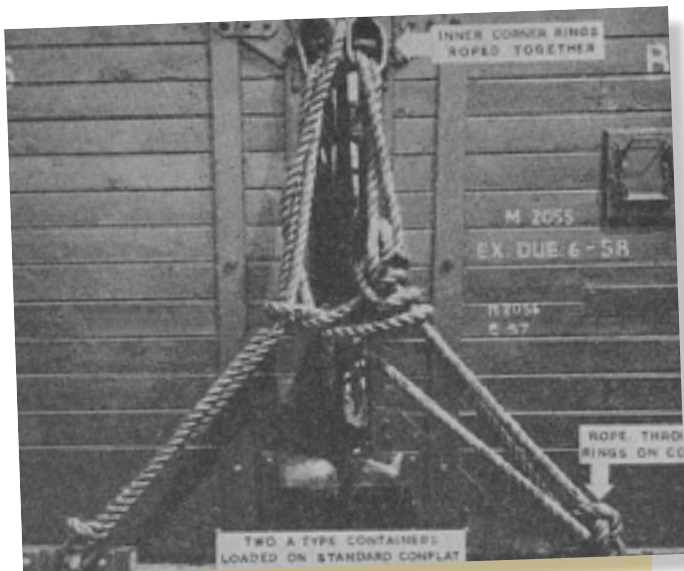




'AFP' CONTAINERS ON 'CONFLATS B'

'AFP' ('Bird's Eye' and 'Mac Fisheries') containers were 7' 11" over body (8' 4" over fenders) and could only be loaded on special 'Conflat B' wagons. In order to prevent damage to the paintwork of these containers special loading and securing arrangements were laid down :

There must always be two 'AFP' containers on each 'Conflat B' and each must be loaded with their doors facing the buffers. The end chains must be attached to the securing rings on the headstock, and the centre chains crossed and attached to convenient rings on side rail to ensure outwards pull. The securing chain screws must always be at the top, away from the container body to avoid damage to paint work.'



Two 'A' type containers loaded on a standard 'Conflat' showing how they should be roped together to prevent them moving in transit, taken from the BR Instructions for the Loading and Securing of Containers on Rail Vehicles booklet. The caption at the top reads 'INNER CORNER RINGS ROPED TOGETHER' and the caption to the right 'ROPE THROUGH RINGS ON 'CONFLAT'.

OPEN CONTAINERS

'Open type containers must be loaded in Low, Medium or High-sided merchandise wagons. 'Conflats' must **NOT** be used as the side securing rings of the containers are not designed to take the strain set up by chaining.'

BULK MATERIAL CONTAINERS

'Type 'L' and 'LD' containers must be loaded on the special 'Conflat L' wagons and, in the case of 'L' type containers, with the bar, on which the lid pivots, towards the centre of the 'Conflat'. If containers are loaded with the bar across the 'Conflat', difficulties arise at the loading points during the filling operation.'

EX-LMS CONTAINER CHASSIS - KIT *

Painted numbers prefixed 'M'

'These are only suitable for the conveyance of ex-LM meat containers and **must not** be used for other types. Containers to be placed in the corner sockets and held down by short securing gear permanently attached to frame; the hooks being inserted in loops positioned about two feet from base of container on side lifting straps.'

The LMS took a different approach to container wagon construction, building large numbers of 'skeletal' flats to Diagrams D1813, D1838, D1975 and D1976 between 1932-39. These were designed for conveying different types of insulated meat containers (see notes above and below). Other types of containers appear to have been loaded onto LMS low or high sided opens. In 1941 a further series of similar skeletal flats were built to D2065. In 1937 a number of redundant milk tank chassis had also been converted for container traffic. A kit of the D1976 vehicle was at one time listed in the ABS range.

KIT: ABS - * Not currently available

RTR: Not available

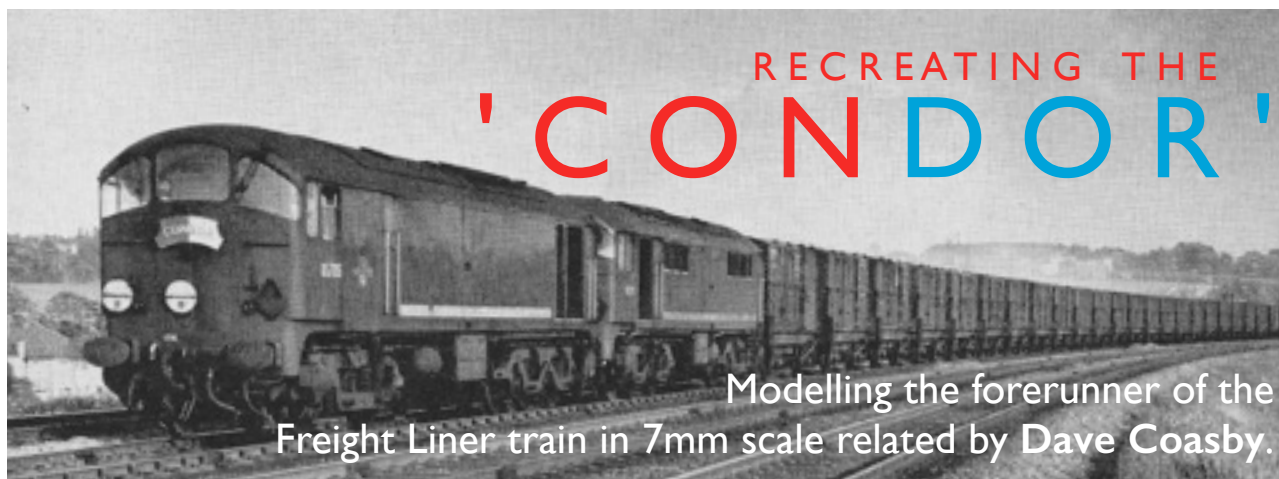
MEAT & INSULATED CONTAINERS

'All meat and highly insulated ('AF' and 'AFU') containers are lettered 'LOAD ONLY ON CONFLAT' and **THIS INSTRUCTION MUST BE RIGIDLY ADHERED TO.** Failure to do so causes difficulties at Ports and Cold Stores when containers remain on rail vehicles whilst the contents are loaded or unloaded. In addition the loading of highly insulated ('AF' and 'AFU' type) containers in open merchandise wagons causes damage to parts of the container.' **LL**

TICKET TO RYDE

I have to admit that I've only ever visited the Isle of Wight once - crossing the Solent from Portsmouth to Ryde by paddle steamer on a memorable summer's day in the late 1950s ! A few years later on July 3rd, 1963, the Pier Head station at Ryde is seen in all its former glory. After years of neglect it is currently undergoing a multi-million pound restoration and upgrade. Although the pier tramway closed in 1969, Wickham car No.2 survives, and following an extensive rebuild, entered service on the Isle of Wight Steam Railway in 2022. Below, journey's end at Cowes, also on July 3rd 1963. It's still possible to travel behind an O2 Class 0-4-4T as the preserved No.24 Calbourne is also based at the Isle of Wight Steam Railway. Roy Taylor/John Emerson Collection





When you hear the word Condor you may well think of the giant South American vulture. Or if you are as old as me and remember TV ads from the 1960s, a well-known pipe tobacco of the same name that used the slogan 'That Condor moment'. So perhaps you'll indulge me by sharing a 'Condor moment'. Neither of the above but a British Railways named freight train. I only knew of this one officially named freight train at the time although BR had other named freight services, and the GWR and LNER also operated named fast steam-hauled freight services. However, it was not unknown for the odd unofficial names to be used. There were at least two 'Flying Kipper's' and a rather smelly train that transported household rubbish out of London, onto the ex-LNER branch that ran from just north of Hatfield to Luton (Bute Street), dumping it's load on the way in a huge pit near to Wheathampstead. This was known by us local train spotters as the 'Flying Dustbin' - not that it ran very fast !

But I digress. During British Railways modernisation plan of 1955 the 'Condor' was conceived as an attempt by BR to woo freight traffic back onto the railways. The name was derived from CONTainers - DOOR-to-Door. Following a test run from Hendon to Glasgow on October 1, 1958, and a return trip the next day, the new 'Condor' service was inaugurated on March 16th, 1959, running on the Midland main line at relatively high speeds between London (Hendon) and Glasgow (Gushetfaulds) and vice versa. The two trains departed London (Hendon) at 7.23pm (**SX, SuX**) and Glasgow (Gushetfaulds) at 7.50pm (7.35pm **SO**) travelling overnight, the only scheduled stop being two minutes allowed at Carlisle for crew changes. Not only was it the fastest freight train in the country but



ABOVE: This cast aluminium 'Condor' headboard sold at auction in July 2012. Although badly pitted with corrosion, the price realised was £1,500 plus commission and VAT. Courtesy Great Central Railwayana Auctions

RIGHT: The January 1961 *Transport Age* featured Terence Cuneo's iconic 'Night Freight' painting of the 'Condor' overnight container service in full flight. It also graced that years Gamages catalogue and a decade later was the front cover of the 1972 Tri-ang Hornby catalogue.



at 301 miles was also the longest regular non-stop run of any train. It also ran under a special bell code - 1-3-1. At one time Carlisle (Kingmoor) men worked out and back to London, and Glasgow men Glasgow to Carlisle and back, but later Carlisle crews worked both turns. Two steam locomotives, usually a 'Black Five', and later Sulzer Type 2s acted as stand by engines in case of failure. The north and southbound trains would arrive at their destinations between 5.00am and 6.00am the following morning. Using this overnight schedule avoided congestion on the tracks, so good speeds could be maintained.

The train initially comprised 27 'Conflat' wagons, modified from 22T 'Plate' wagons fitted with roller bearings. Each was loaded with a type 'BD' and a smaller type 'A' container, pre-loaded by the customer, thus saving the manual loading in and out of vans by railway staff. The cost of hiring a container in 1962 was £18 for a 'BD' container or £16 for the smaller 'A' container, including road pick-up and delivery by British Road Services lorries. However, commercial success was not to come very quickly, and the train was soon reduced to 13 'Conflats', hauled by a single locomotive. After about a year trade began to pick up, and the 'Condor' reverted to 27 'Conflats' and a pair of locos once more. The 'Conflat P' wagons were replaced by 'Conflat E' bogie wagons in 1964, the 'Condor' service ceasing in 1965 with the introduction of BR's 'Freightliner' service.

THE CASE OF THE CURIOUS CO-BO

Motive power for the was provided by a pair of the new Metropolitan Vickers Co-Bo's (later TOPS Class 28), built in 1958

under the Pilot Scheme for diesel locos as part of the Modernisation Plan. As far as I know these were the only diesel locos in the UK to ever have this wheel arrangement, 'Co' indicating a six-wheeled bogie and 'Bo' a four-wheeled bogie. Strange as this may seem it gave these Type 2 loco's a distinct advantage in giving them a relatively high tractive effort. Having five driving axles also gave them good grip without wheel slip. However, the reign of the Co-Bo's was relatively short

TRIAL RUN OF THE 'CONDOR'

The Railway Magazine, November 1958

'The first two of the new Metrovick-built Type 2 diesel electric locomotives, Nos.D7500 and D7501, were moved south from Derby to Cricklewood to haul a test freight train over the Midland route to Glasgow on September 22 (1958). However, because of an electrical fault in one of the locomotives, the run was delayed some days, and the other engine meanwhile was working semi-fast passenger trains from St. Pancras. On October 1st Nos.D5700 and D5701 left Hendon yards in tandem hauling a fully-fitted freight train of 24 'Lowfit' (sic) wagons loaded to 18 tons each in an attempt to reach Glasgow (Gushetfaulds) in six hours with only one stop, at Leeds, to change crews. All the wagons had roller bearings as did the standard BR Guards van, and the ex-LMSR Dynamometer car was attached next to the engine.'

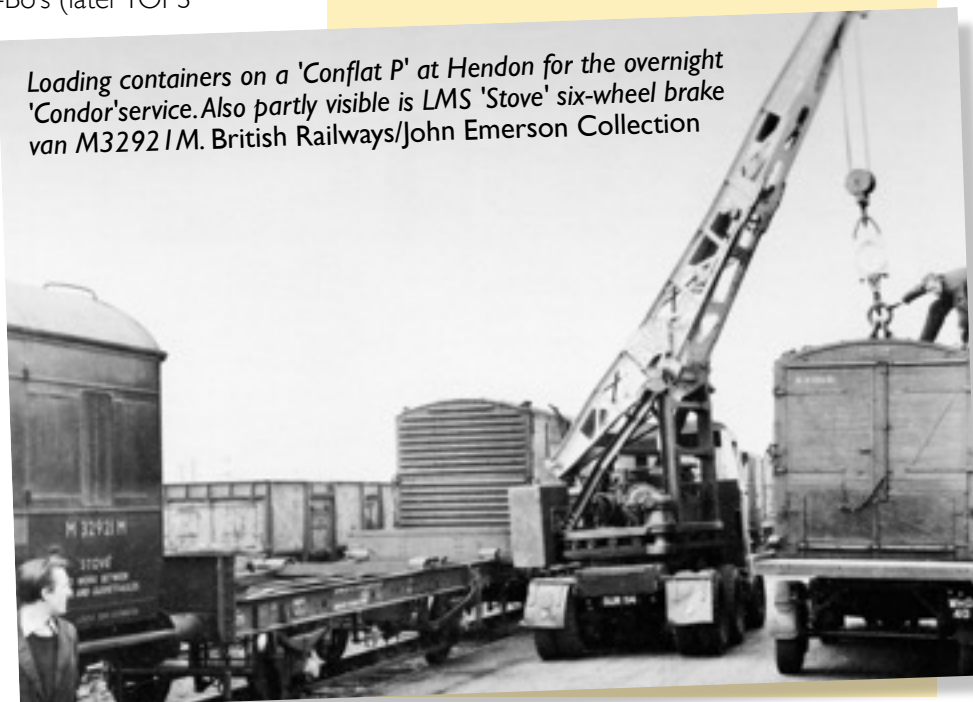
Trains Illustrated, December 1958

'The load comprised a dynamometer car, 24 'Platefit' wagons modified to carry two containers apiece and a 20-ton brake. The journey began at Hendon early on October 1 and a Cricklewood crew manned the diesels to Carlisle, taking an ER Inspector at Rotherham. At Carlisle, Polmadie men took over for the run via Beattock to Gushetfaulds goods depot, Glasgow. As the train was recorded at Radlett at 8.30am and at Cambuslang at 6.50pm, total journey time was probably in the region of ten and three-quarter hours. Next day Nos.D7500/1 made a return journey by the same route and on October 5 they worked to Derby for braking tests.'

The caption to the photograph accompanying the article also stated :

'The train is the prototype of a new 'Freight Liner' service for container traffic, for which trains of flat wagons will be kept permanently coupled and which will link major traffic centres regularly and at high speeds. The wagons seen in the train above are branded to work between Hendon and Gushetfaulds and a regular service between these two yards is expected to begin in January.'

Loading containers on a 'Conflat P' at Hendon for the overnight 'Condor' service. Also partly visible is LMS 'Stove' six-wheel brake van M32921M. British Railways/John Emerson Collection



lived, giving way to pairs of BR Sulzer Type 2s (later Class 24) from Cricklewood depot around 1961/62.

The 'Metro-Vicks' were powered by Crossley eight-cylinder super-charged two-stroke engines, which unfortunately proved unreliable in service, as did their unique wrap around windscreens, which were known to fall out on occasion. Several modifications were carried out to the 'Metro-Vicks' but by 1965 the writing was on the wall and they ended their days mostly pulling local passenger trains around the Barrow area. All were withdrawn in 1968, D5705 surviving long enough to enter preservation, under long term restoration by the Class 15 Preservation Society at the East Lancashire Railway.

POWER FOR THE 'CONDOR'

A single Type 2 diesel can take 25 'Platefits'

A single Type 4 diesel can take 42 'Platefits'

Two Type 2 diesels can take 46 'Platefits'

MIDLAND SPOTTING DAYS

Like several of my school mates, I was an avid train spotter. Armed with our Ian Allan *abc* books we'd frequently cycle to St Albans station, near to where we all lived, for a session of spotting on the old Midland main line watching the variety of locos going past. At the time I think we were all excited by the modernisation plan and seeing several new diesel types for the first time. 'Out with the old and in with the new' we thought at the time. Obviously years later we lived to regret this sentiment when all the steam locos were dispensed with in such rapid haste. The four-track main line at St Albans had a

D5703 is one of a pair of Co-Bo's built by Richard 'Dicky' Dockerill for Andrew Baldwin, and is seen in action on Gifford Street. Courtesy Paul Bason



MODELLING A 'WONDERLOAF'

Cuneo's painting of a pair of Co-Bos on the overnight 'Condor' freight service certainly fired the imagination of a young Richard Dockerill. But it would be many years before he got the chance to build a 7mm model, based on a Steve Beattie kit. Although not in the same league as the JLTRT kits, if one is prepared to enhance the basic kit with a lot of scratch-building and some extra time and effort, then an excellent result can be achieved. Additional work included fitting 10 thou. plastic sheet over the hatches midway along the body and adding hinges from plastic rod. Bodyside lifting covers were tackled in the same way. Bolt heads were represented by embossing with a Peco track pin in a pin vice.

One thing that lets the kit down is the quality of the resin castings. While they can be utilised, the finished model can be taken to a different level by replacing certain items with scratch-building - the roof vents and silencers being good examples, fabricated from styrene strip, filed and sanded to shape before being superglued to the roof panel.

The raised lip of the silencer is a piece of scrap etch, much improving the appearance of the roof. Laurie Griffin lamp irons and MMP air control pipes grace the cab ends. The bogies were a fairly straightforward build, powered by Mashima motors and flywheels, with plunger pick-ups. Livery is JLTRT BR Brunswick green and Duck egg blue, with numbers and crests from Fox Transfers. Fox's N gauge headcode letters and numbers were used for the shedcode on the loco front. A coat of Railmatch varnish sealed everything in before weathering the finished loco.



D5712 built for Ray Baskerville by Richard Dockerill and now DCC sound fitted.

Ray was persistent. Turning on his charm, and after waving a lot of money in front of Dicky, he relented. So a few months later Ray became the proud owner of his much longed for Metro-Vick. Dicky had produced a most incredible model from the very basic kit, but I don't think he will ever want to be asked again! About a year later Ray got Coastal DCC to fit sound to the loco. Amazingly they managed to source the sound from a two-stroke diesel loco from abroad.

crossover from the Down Slow to the Down Fast. If you had been standing near the signal box around 7.30 in the evening you would witness the signal being pulled to allow a train to cross over. Inevitably you'd soon hear the distinctive noise of the pair of 'Metro-Vicks' as they rounded the curve hidden behind St Albans MPD (14C). The driver would be slowing, ready for the crossover, then as they passed us spotters by, with the train now on the nearby Down Fast, the loco's would be opened up once more with plumes of black smoke belching out into the evening sky. We loved the sight and sound and grew very attached to both the locos and the train.

MODELLING THE 'CONDOR' IN 7MM

Let's roll the clock forward approximately 60 years. I have to mention Ray Baskerville here, one of my old loco-spotting school mates. Ray left school and has been a mechanical engineer ever since but has always been fanatical about anything powered by a diesel engine. A few years back I twisted his arm and got him into O gauge modelling, and what with his particular interest in diesel traction, a large collection of locos soon built up. But all along he wanted a model of a Metro-Vick Co-Bo. None of the RTR manufacturers made one in 7mm, but there was a kit produced by Steve Beattie, although everyone Ray talked to told him it was really only an aid to scratch-building. However, Ray had seen a beautifully finished model built by Dicky Dockerill, so asked him if he'd construct one for him. Dicky needed a lot of persuading as he reiterated how hard it had been to turn the kit of parts into a decent looking model. However,

Ray soon decided he'd like some suitable 'Conflats' to accompany his new loco, but again, no 7mm scale models were available. However, Judith Edge Kits did produce a 4mm scale 'Conflat' that was of the correct type, and after some persuasion, and a promise by Ray that he would buy at least 13 of them, it was agreed to enlarge their brass etches and produce a 7mm scale kit. Invertrain supplied the Dowty buffers and Peartree wheels and axles. Once again Dicky was asked to construct them all, and once again did a marvellous job. Ray discovered that Skytrex produced resin castings of both the 'A' and 'B' type containers and the refrigerated version that the 'Condor' sometimes conveyed. Roger Barnes, another old school friend, loco spotter and later a BR driver, said he'd clean up the castings and paint them for Ray. He then set about applying some suitable transfers, other details, and generally weathered all 13 wagons using suitably coloured aerosols. Roger's skilled artistic work brought the whole train to life.





ScR), with the stencil style typeface picked out in white. This would have worked but then I saw an advert in the GOG Gazette for etched-nameplates. I spoke to Diane Carney, the proprietor, and explained what was needed. She had a bit of a waiting list but I received the etch a few weeks later. It was perfect but needed painting, so yet another job for Roger, as my eyesight isn't up to small detail work these days.

The one remaining vehicle to source was a six-wheeled 'Stove', usually marshalled in the middle of the 'Conflats' instead of being at the end of the train to prevent it swaying around giving the guard a rough ride. To obtain this Ray approached M & J Models who built one from scratch. Had I still lived near Ray and Roger I'd have probably lent a hand with the wagons, but as I now live in Dorset there wasn't much I could do. However, the 'Condor' had a very distinctive headboard and being a graphic designer this was something I could do for Ray.

Unfortunately there aren't a lot of photographs of the train for reference, probably because it ran at night and it only lasted a few years. But I managed to get enough information and was going to replicate it on my computer, then do a high-quality colour print-out on thin card that would need to be carefully cut out. The headboard is divided into two halves, the left-hand painted maroon (representing the LMR) and the right-hand side pale blue (representing the

Ray, Roger and myself are all members of The Model Railway Club (MRC) in London, so I made the pilgrimage to London for an afternoon running

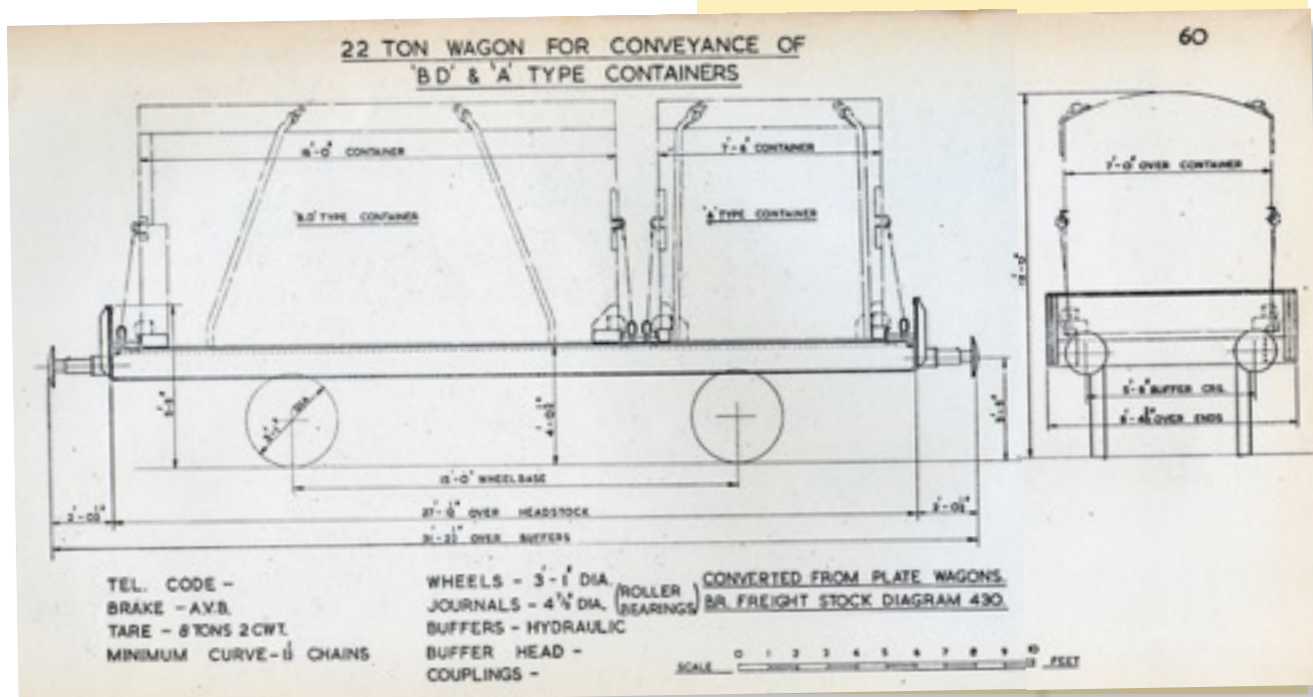
22T 'CONFLAT P' ('PLATEFIT')

Originally allocated Dia. 1/433, but altered to Dia. 1/060 in the 'Conflat' series. Introduced 1959.

Dia.	Nos.	Built Notes
1/430	B930000-931049	LMS design, unfitted
1/431	B931050-932824	LNER design, unfitted
1/432	B932825-934024	LNER clasp brake, VB
1/434	B934025-936524	BR clasp brake, VB

REBUILDS

Dia.	Notes
1/433	VB ex-Dia. 1/430 and 1/433 rebuilt as 'Conflat P', later allocated Dia. 1/060
1/121	8 'Conflat P' wagons later converted to carry ISO containers
1/439	Redundant 'Conflat P's converted to 'Timber P' from 1966 for timber traffic between Crianlarich and Corpach paper Mills.



session. We were joined by Martin Long (President, Gauge O Guild), Anthony Cox (MRC Chairman), friends from the Luton MRC's O Gauge Group, and Bob Smith and Peter Mann (former colleagues from our MRC 'Happisburgh' days). Finally we were also joined by a few of the original old St Albans train spotters, who had come to witness Ray's 'Condor' running again. It was a joy to see and also brought a smile to everyone's faces. **LL**



Ray Baskerville sets the 'Condor' up for its inaugural run on the test track at Keen House, London home of The Model Railway Club. Dave Coasby



The 1960 British Pathe film 'Railway Artist' features Terence Cuneo sketching a Co-Bo diesel for his painting 'Night Freight'. Presumably shot in 1959 it clearly shows a different style of headboard with the legend 'Condor' on a green background. There appears to be supplementary wording on it, possibly relating to the inaugural or trial run. Can anyone shed further light on this and when it changed to the more familiar LMR Maroon/ScR Blue?

RESOURCES

The Railway Magazine, November 1958
 'Motive Power Miscellany'
 London Midland Region - Midland Lines

Trains Illustrated December 1958
 'Locomotive Notes' - London Midland Region
 (contributed by Mr Peter J R Bradley)

Locospotters' Annual 1961
 'Night Ride on the 'Condor''

British Express Freight Trains
 Brian Perrin (Ian Allan, 1962)

Model Railway Constructor Annual 1983
 'BR Plate Wagons and some related conversions'
 Paul W Bartlett & Trevor Mann

Traction Magazine March/April 2011
 Baking a 'Wonder Loaf' - building the Steve Beattie Co-Bo kit by Richard Dockerill

Judith Edge Kits
www.ukmodelshops.co.uk/catalogue/judithedge.html

Invertrain Model Railways
<https://invertrain.com>

M&J Models
www.mandjmodels.co.uk

Diane Carney
www.loco-nameplates.co.uk

Coastal DCC
www.coastaldcc.co.uk

Great Central Railwayana Auctions
<https://gcrauctions.com>

FOUR GAUGE O GUILD EVENTS FOR 2023 !

The Gauge O Guild has **FOUR** events in 2023. The first is the Spring Show at **Kettering** on March 4th. Advance tickets are on sale now and they are one pound cheaper than the price on the door ! For more details about Kettering show see page 37 or visit : https://www.gaugeoguild.com/events/guild_shows.aspx?id=4

NEW GOG SOUTHERN SHOW

Members in the South have been requesting a Gauge O Guild southern show for many years. Having consulted with traders about available dates at Kempton Park Racecourse for a Southern Show, the overwhelming majority have opted for May 20th 2023. Although this is only two weeks before the Summer Show at The Barnsley Metrodome, it is expected that the two shows are so far apart geographically, that they are likely to attract members from different parts of the country and, with good planning, traders will have sufficient stock for two shows in quick succession.

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.

There is a lot of interest in this new show which will include layouts, demonstrations and traders. More information will be published as soon as possible, but in the meantime save the date in your diary. Kempton Park Racecourse is easily accessible from the M25 and M3 and is only 16 miles from central London. The venue has over 800 free parking spaces. Kempton Park Racecourse also has its own railway station which enters straight onto the car park and is just a short walk from the main entrance to the show (40 minutes from London Waterloo).

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

MORE VIRTUAL EVENTS IN 2023

The virtual show on November 5th again received very positive feedback. The next date is November 4th, 2023. The videos are all still available on the Gauge O Guild YouTube Channel. We can confirm that the monthly **Evening With** seminars by Zoom and annual **Virtual Show** will continue so that we can always include members in events despite the fact they cannot travel to face-to-face shows. These events also include speakers and exhibitors from across the world and we get to see layouts *via* video that can never be seen at exhibitions because they are fixed into a house, a garden or a shed. In addition, we started filming 'highlights videos' of the face-to-face events for those who could not attend. This will continue and we will also do some live streaming where possible.

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

2023 'AN EVENING WITH' DATES

Ian Allen has kindly taken over organising speakers for the **Evening With** Seminars in 2023, which relieves some of Jackie Kneeshaw's workload. Topics for the first half of the year are:

February 26

Ian Allen *Templot Part 3*

March 26

Simon George *Heaton Lodge Junction Layout, Britain's Biggest Model Railway*

April 26

Peter Reynolds & Guests *Layout Control*

May 26

Will Heath & Jackie Kneeshaw *Building Bowater Paper Mill Layout (St. Neots MRC)*

June 26

Nick Dunhill *Scratchbuilding Locomotive Frames*

All are scheduled for the 26th of the month and will start at 20:00 hrs in the UK so that overseas members can join us. They are all *via* Zoom and instructions about Zoom are included with joining instructions. Members attend free of charge, non-members can register on line *via* the Gauge O Guild website for £2:00 per session. Tickets are available from the 27th of the preceding month.

YORK SHOW RETURNS ON EASTER WEEKEND 2023

Easter 2023 marks the return of the **York Model Railway Show** after a three year absence. Planning has been a moderately easy ride as most layouts were booked for the cancelled 2022 show.

Highlights for the O gauge enthusiasts include Bankfield Road by Jackie & John Kneeshaw, Bridgwater by Trevor Gibson, Central Works by Nigel Adams (Luton MRC) and Kirtley Bridge by Bob Hordern.

Up on the demonstrations floor on the first floor mezzanine will be regulars like Gordon Gravett who will be showing how he creates trees. Regular visitors to the York and Leeds shows will see Andy Ross's Hunslet works; Andy is bringing a far larger display in 2023 featuring the cranes which will be working - Hunslet locos being built in 7mm !

For more information, please see our website at www.yorkshow.org.uk and we look forward to seeing friends old and new in 2023.

HILLINGDON RAILWAY MODELLERS

TEST TRACK OPEN DAYS

Saturday, February 4th
Saturday, April 1st

At Yiewsley Baptist Church Hall (side entrance), 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF. Open from 10.00am-3.00pm.

Entrance £5.00. 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 good opportunity to meet fellow friendly modellers, chat, and test out your models. Expert help is on hand from knowledgeable club members if you have any problems with your models. 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:

<http://www.hillingdonrailwaymodellers.co.uk> or phone Peter on 020 8368 4090.

Central Southern Gauge O Group

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

Forthcoming events

February 8

AGM and Quiz Night

March 8

Track Night - *Bring along your models to run*

April 12

Michael Walshaw presents *The Swanage Railway: a broad sweep from 1806-2022, followed by My life with Model Railways.*

DIARY DATES

FEBRUARY 2023

- 4** **Hillingdon Railway Modellers - Open Day**
See panel opposite for details
- 4** **ALSRM Trade Show @ STEAM, Swindon**
Firefly Avenue, Swindon SN2 2EY
www.alsrm-events.co.uk
- 8** **Central Southern GOG - AGM & Quiz Night**
For details see panel above
- 18/19** **Sedgemoor GOG Annual Show**
King Alfred School & Academy,, Burnham Road, Highbridge, Somerset TA9 3EE
wamrc.co.uk/club-index/sedgemoor-o-gauge-group
- 26** **Gauge O Guild Virtual Seminar**
Templot Part 3 - An Evening with Ian Allen
Details on previous page

MARCH 2023

- 4** **Gauge O Guild Kettering Trade Show**
Kettering Leisure Village, Thurston Drive, Kettering NN15 6PB
www.gaugeoguild.com
- 8** **Central Southern GOG - Track Night**
For details see panel above
- 26** **Gauge O Guild Virtual Seminar**
Heaton Lodge - An Evening with Simon George
Details on previous page

APRIL 2023

- 1** **Hillingdon Railway Modellers - Open Day**
See panel opposite for details
- 8/9** **Gainsborough MRS - Open Days**
Florence Terrace, Gainsborough, Lincs.
www.gainsboroughmodelrailway.co.uk
- 8-10** **York Model Railway Show**
Knavesmire Stand, York Racecourse YO23 1EX
www.yorkshow.org.uk
- 12** **Central Southern GOG - Michael Walshaw - The Swanage Railway from 1806-2022**
For details see panel above

The biggest and best 7mm model railway shows in 2023 from the Gauge O Guild

SATURDAY 4TH MARCH
10am - 4pm

SPRING SHOW • KETTERING
Kettering Leisure Village, Thurston Drive,
Kettering NN15 6PB

NEW SHOW • NEW LOCATION
SOUTH SHOW • KEMPTON PARK
Staines Road East,
Sunbury-on-Thames TW16 5AQ

SATURDAY 20 MAY
10am - 4pm



NOTE NEW VENUE
SATURDAY 3RD JUNE
10am - 4pm

SUMMER SHOW • BARNSELY
Barnsley Metrodome,
Queens Ground, Queens Road,
Barnsley S71 1AN

GUILDEX • STAFFORD
Bingley Hall, Stafford Showground,
Weston Road, Stafford. ST18 0BD
Sat 10am - 5pm • Sun 10am - 4pm

BIG TWO DAY EVENT
SATURDAY 2ND & SUNDAY 3RD SEPT

THERE'S SOMETHING FOR EVERYONE

**LAYOUTS, TRADE STANDS, DEMOS,
TEST TRACKS AND SOCIETY STANDS**



For all shows - Ticket admits purchaser, partner and their children under 16

To buy an e-ticket or for more information
www.gaugeoguild.com

CHALLENGING TIMES IN THE YEAR OF THE RABBIT

Happy New Year ! And Happy Chinese New Year ! This is the year of the Rabbit, and speaking as a Metal Rabbit (born 1951), I'm very much looking forward to it - despite the soaring food prices and unprecedented high cost of energy, increased cost of raw materials and finished goods putting households and businesses under immense strain. Hobbies are not immune from these pressures either, and in what promises to be a challenging year it will be no good sticking your head in the sand in the vain hope that somehow these problems might all go away.

When **LINESIDE LOOK** was first published it was merely a quarterly newsletter for a dozen or so layout 'groupies' who used to come to the barn from time to time to 'play trains'. Five years later it has far outgrown that original premise and seems to have found its own particular 'niche' in the hobby with a substantial and still growing readership. The subscription list now includes active 7mm modellers not only here in the UK, but also in many countries around the world from Australia and New Zealand, to Europe, Canada and the USA. The great increase in the readership has been due for the most part purely to recommendation by 'word of mouth' and mention on various blogs, chat groups and websites, all greatly appreciated so a huge vote of thanks to all those who have helped 'spread the message'. From the outset there was never any intention to turn **LINESIDE LOOK** into some sort of instant 'cash cow', and consequently I've been more than happy to underwrite production costs and continue publishing on a free subscription basis.



However, with this year looking particularly challenging, the time is rapidly approaching when it may no longer be possible to underwrite publication of **LINESIDE LOOK** and the question arises of how to either make it pay its own way, or at least offset the impact of increasing costs. There would appear to be a number of possible options available, ranging from the least desirable - reducing the frequency of publication or ceasing publication altogether - to increasing the amount of paid advertising content in each issue, or looking at some form of 'crowd funding' such as pledges, sponsorship, donation page, or monetising the website, etc. Yet another option would be to introduce a modest annual subscription, probably pitched somewhere around what you would currently pay for one or two issues of one of the more popular model magazines. Each has its merits and its down side, so it would be of immense value to hear from readers their views, especially any positive or negative reaction to introducing some sort of paywall or subscription.

Of course another way to help **LINESIDE LOOK** is to send articles on your 7mm scale layout or modelling activities. I'm sure there must be many potential authors out there with something to write about, and a global readership waiting to see it in print ! If you prefer to talk in person I will be one of the modelling 'demons' at the Gauge O Guild Kettering Trade show on March 4th, so do please feel free to drop by and chat about these or any other modelling issues. **LL**

Investing in LINESIDE LOOK - a new 24" iMac is already helping to make production easier and faster. Updating database and mailing software is another area in need of investment this year.



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 £40 plus post free in UK.

Check out our website with secure ordering:

www.pearman-books.com

Most cards (not AMEX) - PayPal accepted

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

BOB PEARMAN BOOKS,
8 FOLKES PLACE,
RUNCTON HOLME, KINGS LYNN,
NORFOLK PE33 0AH
 Tel: 01553 810673
 email: pearman.books@idnet.com

SHAMROCK TRAINS

Something different for finescale, standard scale and coarse scale O gauge modellers as Shamrock Trains introduces a comprehensive range of display ready 1:43 scale diecast vehicles designed to grace any model railway layout.



Offered in four distinct categories of buses and coaches, railway vehicles, commercial vehicles and vans, and cars spanning Big Four, British Railways, BR Blue and Grey to Modern Image eras.

Working with Hornby and their Corgi Vanguards and Oxford Diecast brands, IXO Models and Shamrock Specials featuring a range of 1:43 scale models from



manufacturers from around the world as magazine partwork releases.

And with a range of price bands from budget to highly detailed models. A real one-stop shop for 1:43 scale diecast vehicles.



Godlingston Manor Farm, Washpond Lane, Swanage, Dorset BH19 3DJ
 enquiries@shamrocktrains.com | 07759 310098 | www.shamrocktrains.com

BR CARRIAGE DESTINATION BOARDS in 7mm Scale

BR WESTERN REGION

7CBW11	CORNISH RIVIERA	£10.00
7CBW12	TORBAY EXPRESS	£10.00
7CBW13	MAYFLOWER/GOLDEN HIND	£10.00
	ROYAL DUCHY	
7CBW21	BRISTOLIAN/MERCHANTVENTURER	£10.00
7CBW22	THE CORNISHMAN/THE DEVONIAN	£10.00
7CBW31	CATHEDRALS EXPRESS	£10.00
	CHELTHENHAM SPA EXPRESS	
7CBW32	PADDINGTON - BIRKENHEAD	£10.00
	THE INTER CITY	
7CBW33	CROSS COUNTRY TRAINS	£10.00
7CBW41	THE RED DRAGON	£10.00
	CAPITALS UNITED EXPRESS	
7CBW42	SOUTH WALES PULLMAN	£6.00
7CBW43	CAMBRIAN COAST EXPRESS	£10.00
	PEMBROKE COAST EXPRESS	

BR MIDLAND REGION

7CBM11	THE ROYAL SCOT/MID-DAY SCOT	£10.00
7CBM12	CALEDONIAN/ROYAL HIGHLANDER	£10.00
7CBM13	THE BON-ACCORD/THE GRAMPIAN	£10.00
7CBM14	THE GRANITE CITY/SAINT MUNGO	£10.00
7CBM21	MANXMAN /MERSEYSIDE EXPRESS	£10.00
7CBM22	THE RED ROSE/THE COMET	£10.00
7CBM23	LANCASTRIAN/MANCUNIAN	£10.00
7CBM24	THE LAKES EXPRESS	£10.00
	THE NORTHERN IRISHMAN	
7CBM31	THE WELSHMAN/THE IRISH MAIL	£10.00
7CBM32	THE SHAMROCK	£10.00
	THE EMERALD ISLE EXPRESS	
7CBM33	THE ULSTER EXPRESS	£10.00
	THE BELFAST BOAT EXPRESS	
7CBM41	THE PALATINE/THE ROBIN HOOD	£10.00
7CBM42	THE THAMES-CLYDE EXPRESS	£10.00
	THE WAVERLEY	
7CBM43	MIDLAND & GREAT NORTHERN	£10.00

BR SOUTHERN REGION

7CBS11	ATLANTIC COAST EXPRESS	£10.00
7CBS12	BOURNEMOUTH BELLE/ROYAL WESSEX	£10.00
7CBS13	DEVON BELLE	£10.00
7CBS14	OKEHAMPTON CAR CARRIER	£10.00
	NEWSPAPER TRAFFIC	
7CBS21	PORTSMOUTH/SOUTHAMPTON #1	£10.00
	WATERLOO PORTSMOUTH ISLE OF WIGHT	
	VICTORIALON BR CHICHESTER PORTSMOUTH	
7CBS22	PORTSMOUTH/SOUTHAMPTON #2	£10.00
	WATERLOO SOUTHAMPTON DOCKS	
	BRITTANY EXPRESS - NORMANDY EXPRESS	
	PORTSMOUTH SOUTHAMPTON EXETER PLYMOUTH	
	PORTSMOUTH SOUTHAMPTON BRISTOL CARDIFF	
7CBS23	OCEAN LINER EXPRESSES	£10.00
7CBS31	MAN OF KENT/THANET BELLE	£10.00
	KENTISH BELLE	
7CBS32	GOLDEN ARROW/NIGHT FERRY	£10.00
	CONTINENTAL EXPRESS - SHORT SEA ROUTE	
7CBS41	EASTBOURNE & HASTINGS	£10.00
	LONDON EASTBOURNE HASTINGS	
	LONDON BEXHILL WEST HASTINGS	
	LONDON TUNBRIDGE WELLS HASTINGS	
7CBS42	BRIGHTON	£10.00
	LONDON ARUNDEL BOGNOR/LITTLEHAMPTON	
	LONDON BRIGHTON HOVE WORTHING	
	BRIGHTON BELLE	
7CBS43	CROSS COUNTRY ROUTES	£10.00
	BRIGHTON SOUTHAMPTON BRISTOL CARDIFF	
	MARGATE REDHILL BANBURY BIRMINGHAM	
	RAMSGATE RUGBY LEICESTER NOTTINGHAM	

Printed on good quality self adhesive paper ready to cut and apply to your choice of card or plastic. Many sheets include train headboards.

Payment accepted by cheque, BACS or PayPal. Details call 01476 550502 or 07899 740119 Email: ian@pacificstudio.co.uk

PACIFIC MODELS

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

BR EASTERN REGION

7CBE11	THE CAPITALS LIMITED	£10.00
	THE ELIZABETHAN	
7CBE12	THE FLYING SCOTSMAN	£10.00
	THE NIGHT SCOTSMAN	
7CBE13	THE ABERDONIAN/FAIR MAID	£10.00
7CBE14	TALISMAN/HEART OF MIDLOTHIAN	£10.00
7CBE15	THE NORTH BRITON	£10.00
	THE QUEEN OF SCOTS	
	ANGLO-SCOTTISH CAR CARRIER	
7CBE21	NORTHUMBRIAN/NORSEMAN	£10.00
7CBE22	THE TEES-THAMES	£10.00
	THE SCARBOROUGH FLYER	
7CBE23	THE WEST RIDING/THE WHITE ROSE	£10.00
7CBE24	YORKSHIRE PULLMAN	£10.00
	TEES-TYNE PULLMAN	
7CBE31	THE MASTER CUTLER	£10.00
	THE SOUTH YORKSHIREMAN	
7CBE32	MARYLEBONE - NOTTINGHAM/	£10.00
	MANCHESTER/SHEFFIELD	
7CBE33	KINGS CROSS - GRANTHAM/	£10.00
	DONCASTER/CLEETHORPES	
7CBE34	KX - LEEDS/BRADFORD/HULL	£10.00
7CBE35	KINGS CROSS - YORK/NEWCASTLE	£10.00
	YORK - NEWCASTLE	
7CBE36	KX - EDINBURGH/ABERDEEN	£10.00
	EDINBURGH - NEWCASTLE	
7CBE40	TRAINS TO CAMBRIDGE	£10.00
7CBE41	NORFOLKMAN/EAST ANGLIAN	£10.00
7CBE42	THE BROADSMAN/THE FENMAN	£10.00
7CBE43	TRAINS TO NORWICH	£10.00
	THE EASTERLING	
7CBE44	THE DAY CONTINENTAL	£10.00
	THE HOOK CONTINENTAL	
7CBE45	THE ESSEX CONTINENTAL	£10.00
	THE ESSEX COAST EXPRESS	
7CBE46	THE SCANDINAVIAN	£10.00

ALL PRICES INCLUDE POST & PACKING

WAGON & CARRIAGE WORKS

7mm and Gauge 1 RTR for sale



O GAUGE FINESCALE

San Cheng BI No.61010 Wildebeeste - late BR, painted Warren Haywood	£1,650
O4/5 2-8-0 No.63879 - built from Ace Products kit, superb runner, early BR	£1,495
Bachmann Brass Derby Lightweight 2-car DMU - Light green	£850
C12 4-4-2T No.67384 - built from Wagon & Carriage Works kit, early BR	£550
Bachmann Brassworks (San Cheng) 3F 0-6-0T 'Jinty' 47247 - late BR	£450
Bachmann Brassworks Class 08 - green/wasp stripes DCC sound	£350

P&P extra - see website for mail order purchases - viewing and collection by appointment.

THE WAGON & CARRIAGE WORKS

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

www.wagonandcarriage.co.uk

Tel: 01529 469595

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

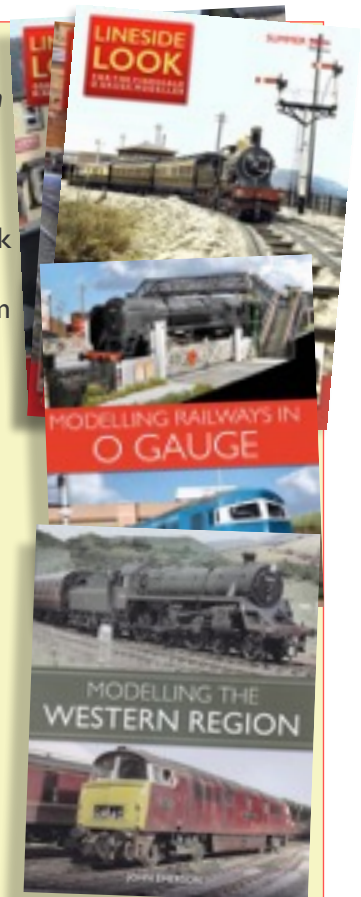
by John Emerson

£18.99 POST FREE

MODELLING THE WESTERN REGION

by John Emerson

£19.99 POST FREE



YOUR DATA AND GDPR

At Lynx Models we take your privacy seriously and will only use your personal information to administer your account and provide the products and services you have requested from us. Lynx Models will not pass personal information on to any third party.

Credit and Debit card orders are administered by PayPal who may store card numbers and personal data. Lynx Models website is hosted by Weebly.com and uses cookies to personalise your experience, analysis of site usage, and offer tailored promotions. Contact [PayPal.com](https://www.paypal.com) and [Weebly.com](https://www.weebly.com) to review their GDPR policies.

If you no longer wish to receive notification of the latest issue of *LINESIDE LOOK*, please email lynxmodels@icloud.com or write to Lynx Models, Unit 6, Southview Buildings, Burton Road, Lincs. NG34 9QS and your details will be deleted from the mailing list and database.

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



ALSRM Presents

A unique 7mm Specialist Trade Show at:

STEAM

Firefly Avenue, Swindon SN2 2EY

Saturday 4th February 2023 : 10.00am-4.30pm

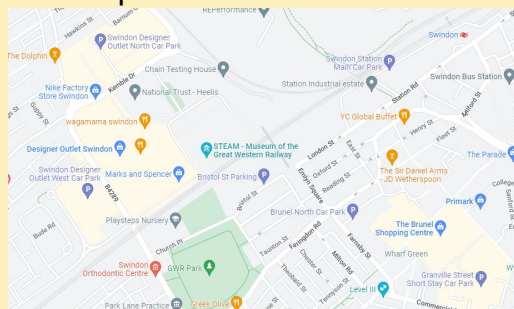
Approx. 60 Traders, Demonstrators, Test Track, Bring & Buy

Refreshments on site or at the Swindon Designer Outlet Village opposite

Admission: ALSRM members & families FREE * Adults £14.50 (includes admission to STEAM)

Accompanied children under 14 FREE

Designer Outlet
Village Parking Rates
£1.00 for 5 hours
(North and West
Car Parks)



Website: www.alsrm-events.co.uk



10 minute walk
from Swindon
Railway Station

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

YORK



MODEL RAILWAY SHOW

At the
KNAVESMIRE STAND
York Racecourse
YORK, YO23 1EX

OPEN DAILY
From 10am to 5pm
Monday close 4.30 pm

Easter Saturday, Sunday, Monday
8th, 9th, 10th April 2023

Signposted from A64 York Outer Ring Road

120* Stands including
40* Working Layouts

Demonstrations by expert
modellers—show you how.

TRADE STANDS to supply

ALL your modelling needs.

Scale and Preservation Societies

Parking for over 800 cars.

(ground conditions permitting)

Full Refreshment Service and

Licensed Bar.

(* Estimated Numbers)



Admission Prices:- Adult £13 , Child £2, Family(2A+3C) £28

Visit our website for full details :-

www.yorkshow.org.uk

*Starting our 7th
decade of shows !*