

Association of Shrewsbury Railway Modellers



August 2020 Newsletter

Welcome to the August edition which, since we do not normally meet in August, comes as a pleasing bonus end to this year's strange changes. I hope that this finds you all fit and well, and that you enjoy the contributions below. Please continue to contribute articles as we go through the summer (what summer, where?). Next month's editor is Nick Coppin, so please send your writings and photographs directly to him.

Peter Cox

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“That’s not what it was meant for originally!”

Inspiration comes from unexpected places. We were in Stephen’s railway room and Tim brought out an OO ready-to-run loco and some rolling stock, put it on the circuit of OO track, turned the controller knob and off it went, round and round. I have always made railway modelling as *difficult* as I possibly can for myself. Scratch building locos and wagons, hand made track, odd scales (Scale Seven, Gauge 1 and 15mm to the foot), live steam and prototypes with no drawings available! Could it get any more difficult? And here was Tim playing trains without having to do anything other get the stuff out of its box! I thought, “I want one of those.”

I went home and pondered on how this could be achieved. I was already building an O gauge end-to-end Great Eastern layout in the garage but I needed a continuous run. Could I fit an O gauge circuit in the garden? It was already taken over by the 16mm to the foot garden railway. Adding another layout would not improve the garden, so what was to be done? Not the sharpest pencil in the box, it gradually dawned on me that the garden railway was 32mm gauge, the same as O Gauge. Recently I had re-gauged and fitted radio control to a GW diesel railcar my Dad had built for me during my Scale Seven ‘Jackfield Halt’ phase and I tried it out on the SM32 track in the garden. It went through the points with a bit of a bump but stayed on the track. I had my O gauge layout already built under my nose!

Life is full of sorry tales and mine involved a very expensive live steam kit that refused to go together. After I had got my 90% refund, I had enough cash to buy a ready made and running live steam 16mm scale loco and a Dapol GW pannier and six Parkside wagon kits for 16T mineral wagons.



‘Before’ Photo taken by Gordon Woods

I decided to make up a National Coal Board train to run on the outdoor line. The pannier was repainted and modelled on 9792 which was sold by BR to Mardy Colliery and later scrapped. Some Dapol wagons were added to the Parkside and I had an NCB coal train.



The loco has eight AAA batteries packed into the panniers and a Deltang receiver/motor controller packed into the boiler. The on/off switch is stuffed down the chimney and the charging socket is accessed by prising off the coal in the bunker. I removed the vacuum pipes, valve bonnet and the tool boxes, replaced the screw couplings with 3 link couplings. The lovely GWR livery was covered in matt black paint and then weathered.



Now I can watch trains in the garden going round and round and round. Lovely!

Nick Coppin

A possible Cameo layout: Uetliberg – the “Top of Zurich”

In the June issue of our Newsletter Nick Coppin suggested a Cameo layout as a possible minimum-space project to work on while we are spending so much time at home. I had been looking for just such a project, so Nick's suggestion was timely. I think the guidelines in Iain Rice's book on the subject set out some useful principles for constructing such a layout, so the next stage was to decide on a suitable location to model.

I first thought I might choose a subject new to me – perhaps a pre-1948 British scene in 7mm scale. But that would involve buying new track and rolling stock, for a layout that would not be used much when completed. So in the end I decided to stick with Swiss Z Scale, of which I already have plenty of rolling stock and spare track. That brought me back to researching Switzerland, where I discovered Uetliberg - promoted to tourists as the “Top of Zurich”.

The line operates on 1200v DC. But at the Zurich end the track also has 15kv AC overhead catenary (the Swiss standard). In order for the 2 systems not to interfere with each other the Uetliberg catenary is offset from the track. The EMUs used on the line are fitted with a pantograph mounted on a sledge, enabling it to be moved between the offset position, where it picks up the 1200v DC supply used at Uetliberg, and the conventional position at the centre of the train, where it picks up the Swiss standard 15kv AC. When the pantograph is in the offset position the train looks most odd. The upper part of the line has an incredible maximum gradient of 7.9% (1 in 13) and is the steepest standard-gauge adhesion railway in Europe.

The Uetliberg station complex comprises 2 terminus platforms and a large building containing the station facilities, a restaurant, bar and a few motel-style rooms. A variety of external seating, kiosks and stalls are set up for tourists in the summer season. I think the whole scene will make an ideal cameo layout.



Uetliberg Station. Despite appearing to be in the middle of nowhere, it is in fact only a few miles from the centre of Zurich.



An aerial view of Uetliberg, with Lake Zurich in the background. From this view you can get a feel for the line's steep gradient (of up to 7.9%) and its proximity to Zurich.



A view of Zurich from the observation tower at Uetliberg, accessed via a footpath from the Station.

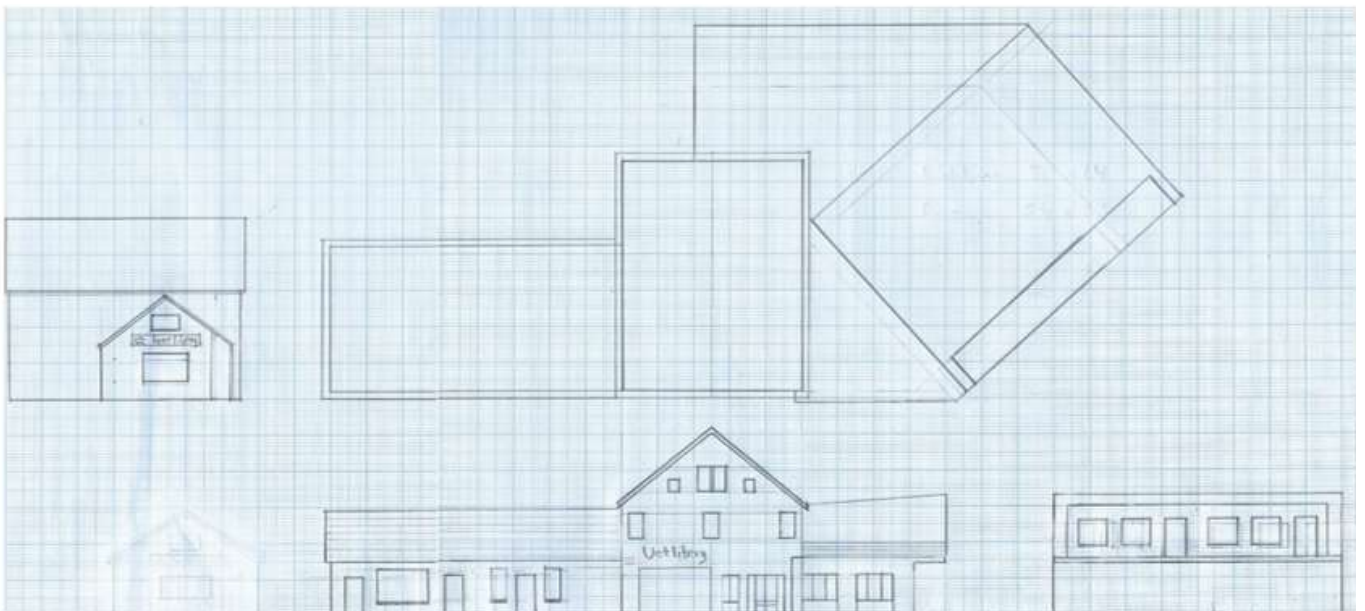


The station complex at Uetliberg.

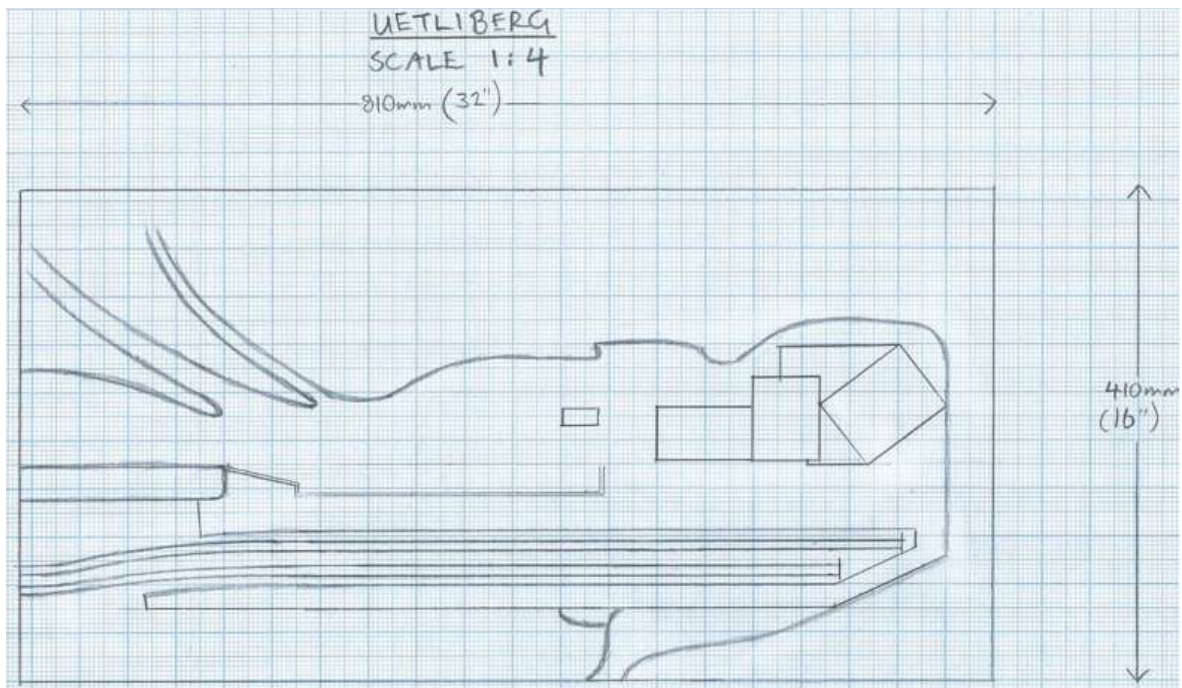


A Stadler Be510 EMU at Uetliberg station. The offset catenary and pantograph can be clearly seen in this view.

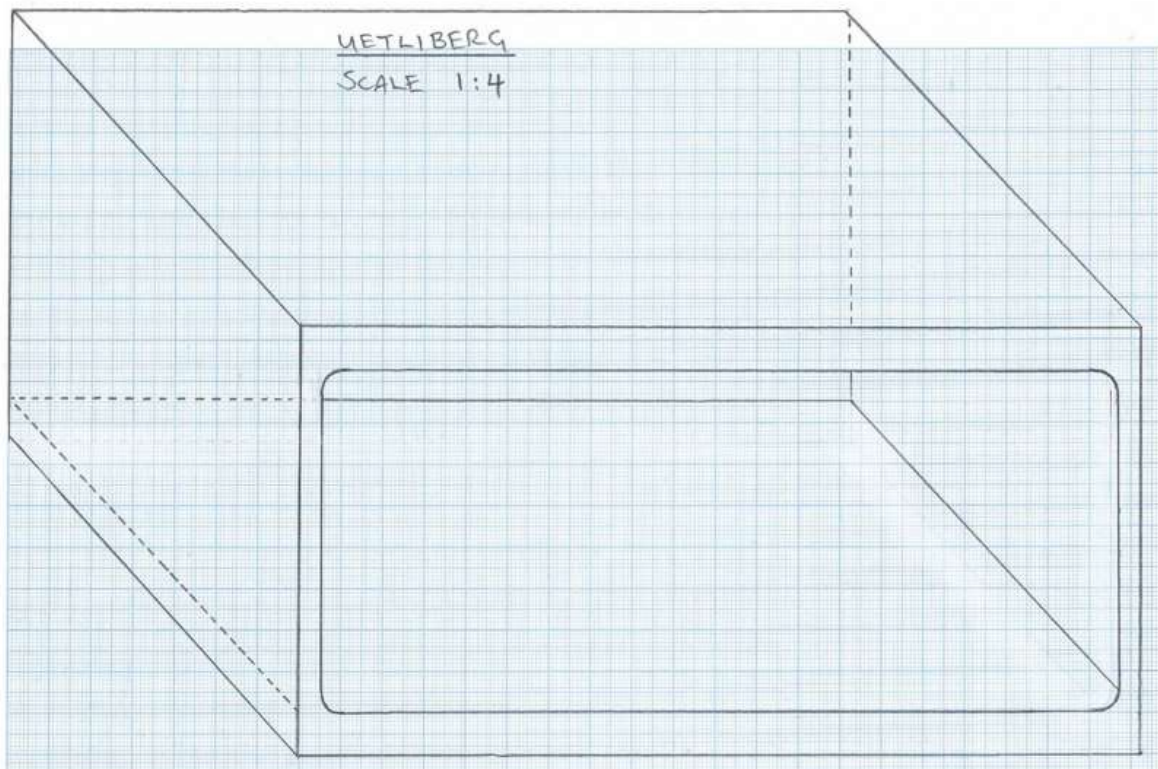
I have produced a few rough drawings, showing how I think the scene can be contained in a small cameo layout. My current thinking is to construct a box, 810mm x 410mm (a standard MDF sheet size) x 320 mm high (about 32" x 16" x 13"). This will be sufficient to accommodate the station building correctly to scale, plus the platforms of correct width but compressed length, and will be sufficiently deep to allow a gradient at the rear where 3D trees can merge into a 2D backscene. This will test my limited artistic skills to the maximum ... I'll let you know how I get on.



The main Uetliberg station building complex. The overall footprint in Z Scale (1:220) is 240mm x 105mm. This is equivalent to a full-size building of 175' x 75', which seems about right.



A layout footprint of 810mm x 410mm will allow room for the station building and platforms long enough accommodate 3-car EMUs, in addition to the surrounding infrastructure, trees and a background that will transition from 3D to 2D.



The dimensions of the box look reasonably well-proportioned. The whole layout will need additional tracks on the left-hand side, long enough to accommodate 3-coach trains (about 375mm), plus any pointwork. I haven't yet decided whether to build a separate fiddle yard or use cassettes. Due to the very small number of trains required, the latter may be simpler and less obtrusive.

Dave Gotliffe

Static Grass – on the Cheap

I was in the process of sorting out my scenery scatters etc. for my 'in progress' layout, amongst which was a pack of static grass made by Noch passed to me by a family member. A little 'garish' for my liking, I had never seen grass of such brilliant green colour but I had also spotted an advert in Railway Modeller for Woodland Scenics which was much more realistic and very impressive.

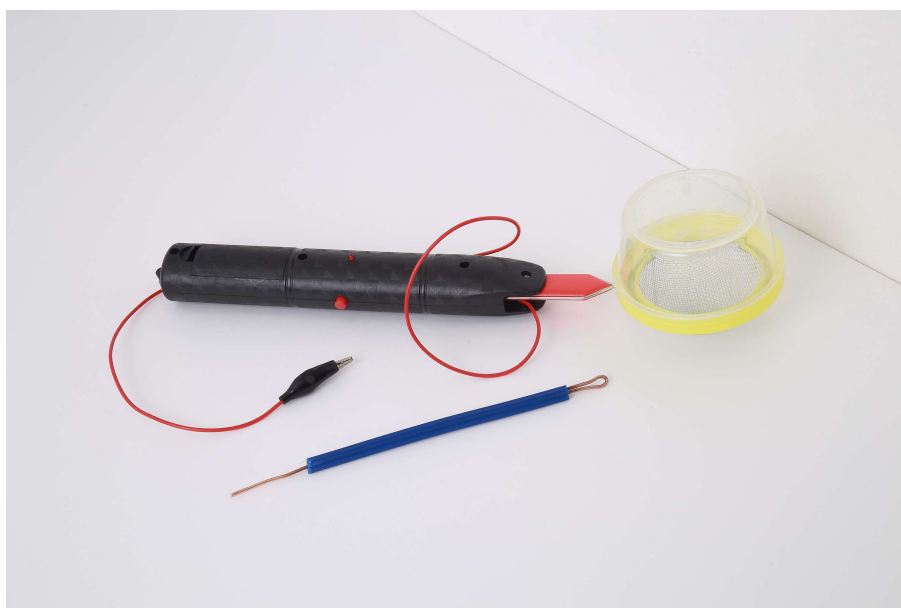
Having been using scenic scatter, lichen and crushed sponge etc. previously, the attraction of static grass seemed very appealing. I then found the cost of the static grass applicators. The prices were unreasonable for me to simply buy to try! Having had a very expensive experience converting my good running engines into bad running engines by converting to dcc, I was not in the mood for a similar failure.

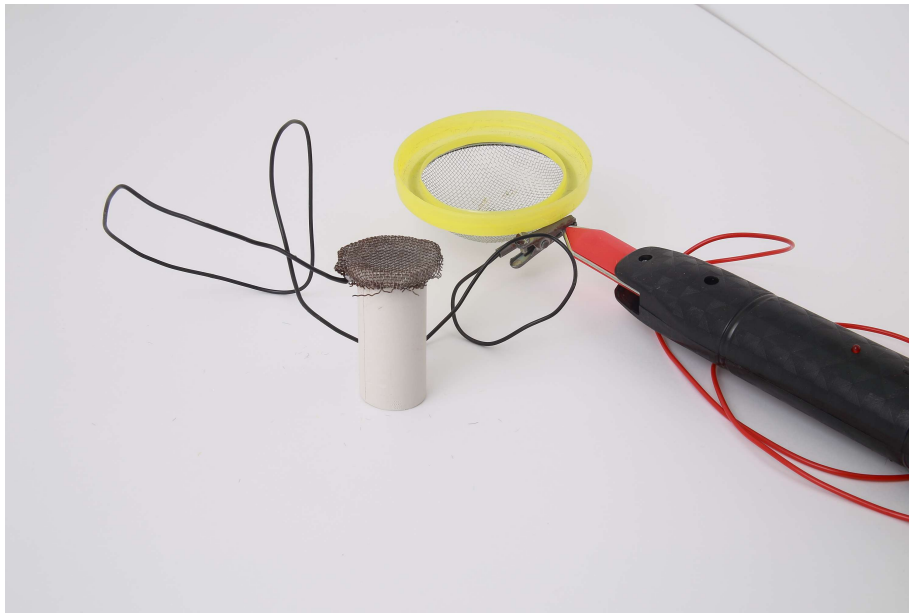
So, as a new member, a few weeks ago I contacted Nick Coppin to ask if the Association operated a loan system of tools or similar items that were available for members to borrow and if there was an applicator. Sadly not (*it is a good idea though – Ed.*), and so I started looking elsewhere – by that I mean the internet.

I found videos how to make your own, and maybe I will one day, but there were several links to ebay where I noted many cheap items and bought one for £16.55, made in China of course. Even if it was useless, I still had a tea strainer, an LED, switch, crocodile clip and a battery compartment for other projects.

The applicator needs two AA batteries and converts 3V to 3000V dc, which creates a magnetic field causing the nylon fibres to align with the polarity of the field. The applicator mesh dispenser is one pole and the crocodile clip the opposite pole. PVA glue can be used on the layout onto which the fibres can be scattered – again much cheaper than the recommended adhesives.

My photos show the item together with a home-made probe and a smaller mesh applicator made to get into confined spaces. The probe, or an ordinary pin is needed where the grass is being laid, to provide conductivity to the PVA laid on the surface. The crocodile clip connects to either.





Other photos show the results of using this device on my partly completed layout and also some grass clumps made for isolated locations like goods yards etc.

I am modelling 4mm and the static grasses used were 2, 4 and 6mm lengths. I chose colours to try and reproduce a moorland edge finish of barren grass with few trees and scattered vegetation. The static grass was from PECO and The Model Tree Shop (MTS). I preferred the MTS products for their colours although the PECO range worked just as well with the applicator.





My disappointment was that the grass seemed to lay down rather than stand up. For this I found that a too thin PVA/water mix was a problem. Holding the applicator too high above the opposite pole also indicated that 3000V dc was a little underpowered. Keeping the PVA quite thick and holding the applicator close to the surface helped. Passing the empty applicator over the laid grass, very, very close also caused the individual fibres to rise and align with the field.

The supplier 'Take Cover Terrain' provides instructions and fortunately these are written in plain English and not a confusing Sino-English translation. There is also a link to the proprietor's video tutorial which is well worth watching before wasting too much grass.

I must add that I have not had any use of other makes and so I cannot make any comparisons. What I can say is that it is unlikely I will be spending big money on expensive variants.

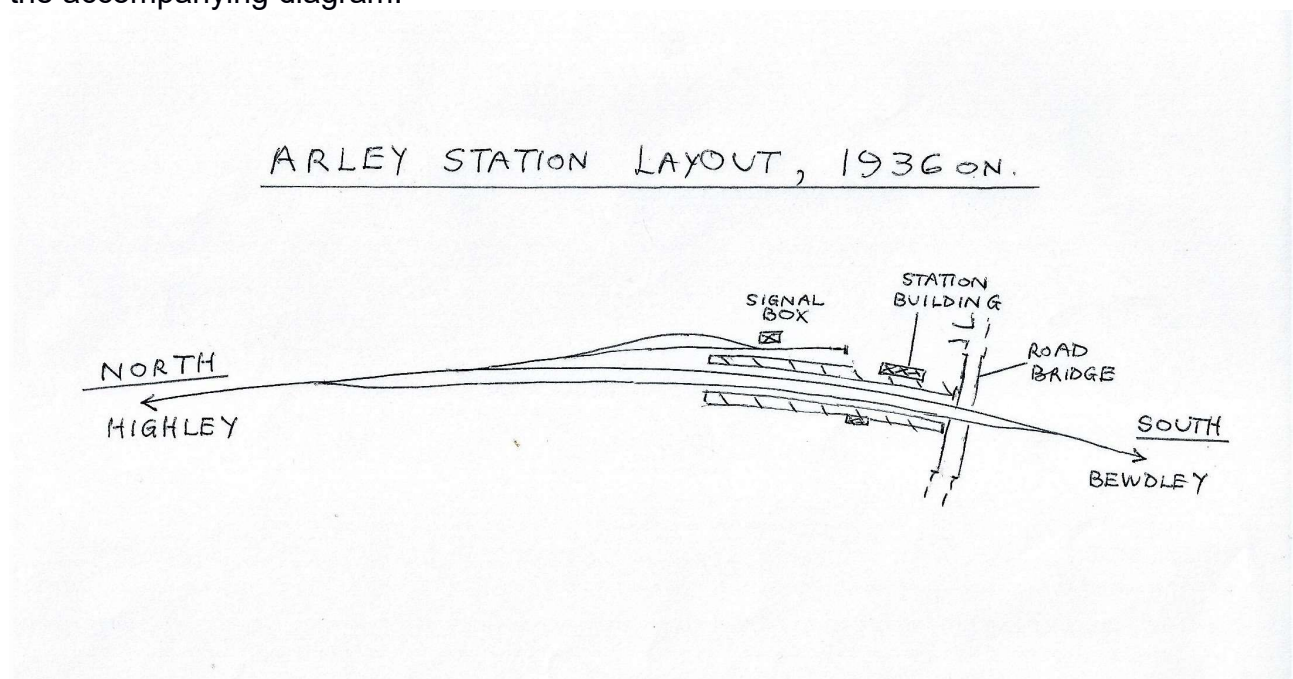
Graham Betts

Shunting at Arley

At Model Railway Exhibitions (remember them?) I've always been drawn towards layouts where an attempt is made to operate like a real railway. Passenger trains offer limited scope at through stations. They arrive and, after an interval, depart; but only imagination sees passengers (not customers) board or alight. More can be done with goods traffic, in the steam era at least. Wagons are detached, shunte, repositioned, collected. The innocent bystander can spend hours watching these manoeuvres.

My layout is based on Bewdley, on the Severn Valley Railway, and run to a timetable set in 1939, just before the war, though I have extended it in order to create more operational interest. Passenger timetables were easy to obtain and altered little over the years. Working timetables, however, were more elusive, until Peter Cox kindly found some, for 1936 and 1948, on the internet. These supplied essential information which I have been able to incorporate in my own version.

How was a small station like Arley shunted? Plans of the station layout are published in R.A.Cooke : "Track Layout Diagrams of the Great Western Railway and B.R.Western Division", Section 32, "East Shropshire". This was kindly lent to me by Nick Coppin. The original track layout (1880) was modified in 1883, 1907, and 1936 – the version shown on the accompanying diagram.



From this I could deduce how north-bound goods trains were shunted, especially if wagons for Arley were marshalled next to the engine. South-bound trains were more problematic, because the operation looked complicated and time-consuming.

Working timetables solved the riddle. In 1948 there were two stopping goods trains daily, in each direction. (Coal trains were timetabled separately, given the volume of traffic to and from the mine at Highley/Alveley.)

Times at Arley (approx) :

Up trains (south-bound) :	arrive	5:28pm	8:02pm
	depart	5:28pm	8:02pm
Down trains (north-bound) :	arrive	10:36am	4:05pm
	depart	10:45am	4:05pm

Only one, north-bound, train shunted at Arley, and then only briefly. Presumably south-bound traffic was carried on to Bewdley (or even Hartlebury) and marshalled eventually into a north-bound train.

Can any member tell me where north-bound goods traffic originated? The timetable begins only at Hartlebury, surely too small a station to possess a major goods dépôt. My guess is that trains began at Worcester and were divided at Hartlebury, with a locomotive travelling light engine from Kidderminster to take on the Severn Valley portion. Only a working timetable for the line from Worcester to Kidderminster (and beyond) can settle this. South-bound traffic was straightforward: it originated at Coton Hill, Shrewsbury.

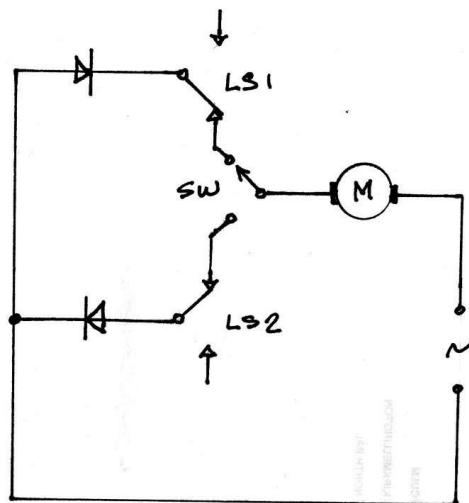
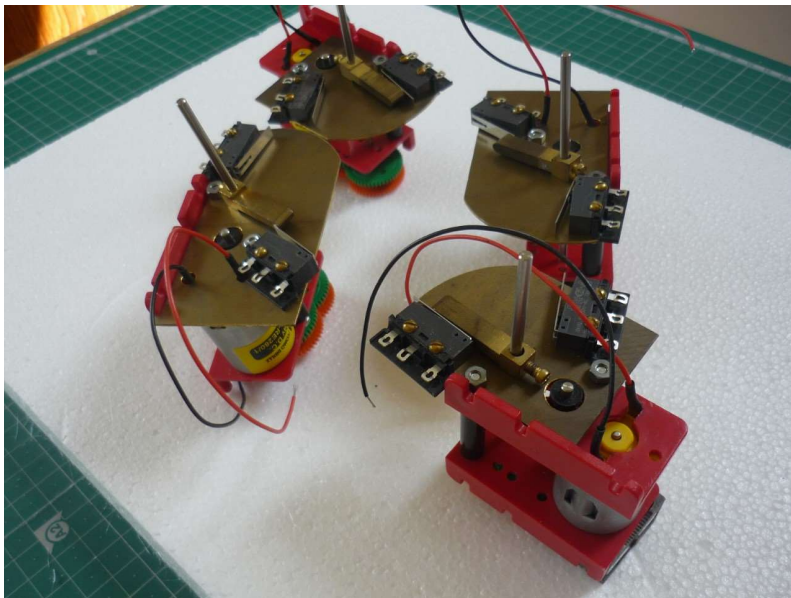
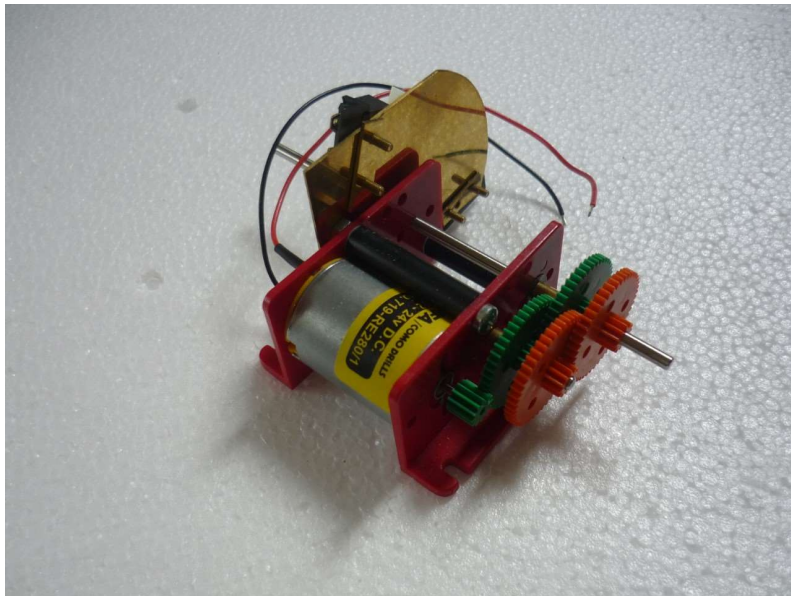
Michael Ling

Pendre Level Crossing Gates

Operating level crossing gates can sometimes be a problem. I think that the best approach is to devolve all the mechanical work and to try to reduce the complexity of the electrical wiring.

The prototype, on the Talylyn Railway at Towyn Pendre, had the usual four gates, but these were operated by hand, one at a time. The mechanised version had to be reliable and wired so that the gates operated one after the other. Commercial gearbox units from Como Drills allowed me to choose a suitable ratio for realistic operation and gave me a robust shaft on to which I could mount the gates. I fitted a baseplate on which I mounted two limit switches, the crossing is set at an angle so the pairs of gates move through a different angle, hence the need for two different baseplates. Each limit switch is operated by an arm, connected to the drive shaft.

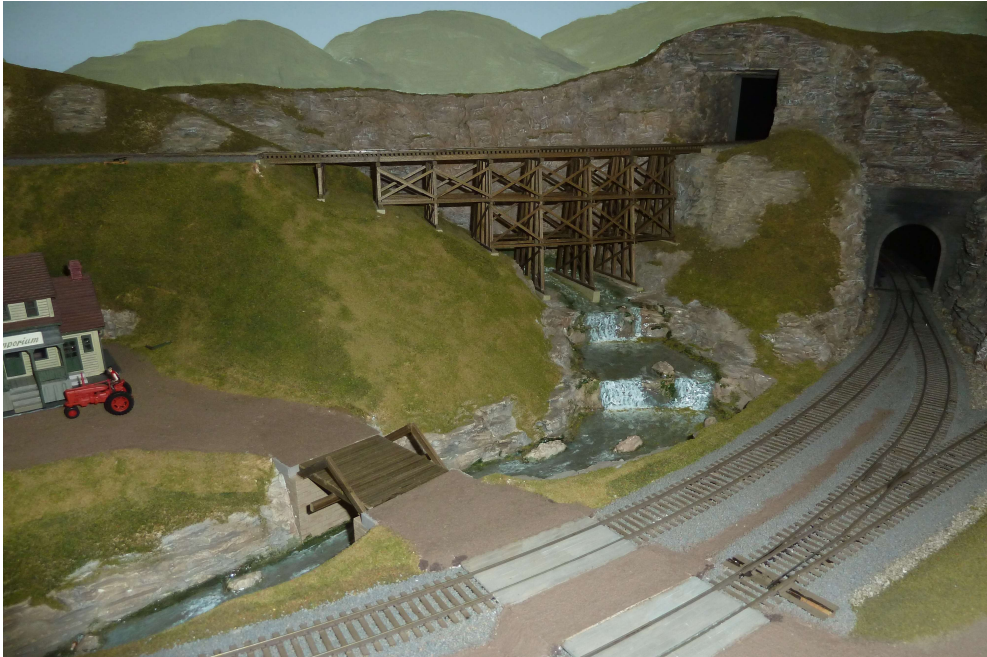
The electrical circuit is very simple, those who know will recognise the wiring of the Lemaco / Fulgurex point motor. I have four sets of this wiring, one to each motor unit. The limit switches LS1 & LS2 are at each end of the arc of travel, in my case the limit switch for gate 1 supplies power to gate 2 and gate 2 supplies power to gate 3 and so on. The limit switch on gate 4 then operates a relay which energises the track over the crossing and illuminates a green light on the control panel.



Trevor Hughes

Filling a Corner

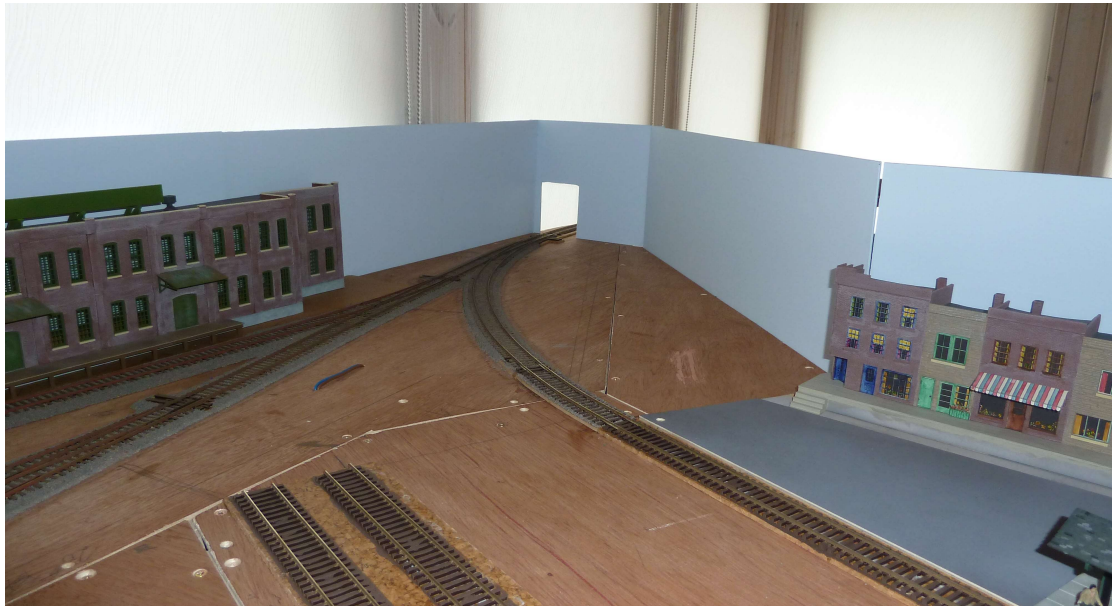
For those who do not know my layout, which is centred on the Norfolk and Western in the Appalachians, it involves a round and round base level circuit of which only the front portion, depicting part of a small coal mining community and country depot (station to us) in rolling hill country, is visible. From this line a short line (branch to us) can be seen leaving to the right of the picture below, climbing on a continuous 1 in 50 grade to reappear after a full circuit to service a coal mine and then traverse the curved timber trestle which some of you have seen before. (Please do not mention the lack of the necessary trees: you already know of the anguish this is causing me!)



It then continues climbing to reappear at the small town of Diggory, a completely separate scene to the left of the main circuit. You may recognise the portion of the station and town which I showed as a diorama.



The spiral bringing the track up to Diggory can be seen in the background above, but obviously is not intended to be visible. The place where it reaches the town level is about four feet back from the viewer, so not too much detail is needed, but, as with any entry or exit point, the eye has to be distracted from the 'hole in the wall'. The next photograph shows what that looks like before scenery is added. Ouch!



I constructed a self-contained mini diorama from 3mm MDF, stripwood, gummed paper and card, plasticard stone sheet, plus a small ready built plastic house that I had which was cut down to shape, various ground cover, and two trees which finally reached my standards of acceptability. (Mind you that four foot distance does help!) I was able to build this separately on the workbench - much easier - and then just place in position, as below.



Here it is in close-up. The camera flash has bleached the retaining wall. In fact it looks more like the piece on the left, though it would benefit from some staining with powders. The ground below it needs earth cover and the road needs white lines, but I am pleased with the way it disguises the entry point.



Eventually the scenery will be gradually 'pulled forward' to link with the town foreground by means of the workshop seen in the final photograph. The workshop will be mounted on the next piece of 3mm MDF scenic base (for which the newspaper is the template, waiting for a supply trip to B&Q).



Peter Cox

The Mont Blanc Tramway (TMB)

Three years ago I was able to spend a month touring Switzerland by car. The primary objective was to visit corners I had not visited during previous trips which would include 20 mountain passes. Needless to say a number of rail trips were also included in this itinerary but as I neared the end of the planned stages and with extraordinarily fine weather I decided to go “off piste” and give the Tramway du Mont Blanc a coat of looking at.

But first I needed to locate a camp site to pitch my tent. I arrived just after 13:00 hours to find the reception shut until 15:00 hours reminding me that I was back in France. Having lunched well en-route and not wishing to hang about for nearly two hours I retraced my steps into Saint-Gervais-les-Bains to see if I could find the Tramway du Mont-Blanc. Easily located adjacent to the SNCF station the next train up the mountain was in just a few minutes at 14:00 hrs.



Saint-Gervais-les-Bains

There are three overhead electric tram cars each of two coupled units. The motor coaches are named Anne, Marie and Jeanne - the names of the three daughters of the line's owner at the time of electrification.

I estimated that each train could hold between 300 and 500 people. With no less than 501 shoe-horned in for the descent I was relieved that all were French and while they can talk, it is in their sing-song quiet way of communicating and the noise level was one of a mild burble unlike my experiences throughout Switzerland where my fellow train passengers hailed from a different and noisier continent.



Driving Position



Inside of Car

In order not to overload each train, tickets are issued for specific return times and having alighted at the top the priority is to book a train down again. I allowed myself 100 minutes thus enabling a climb to the viewpoint with time for photographs and some essential refreshment at the cafe.

I had sat on the right going up in which position it is wise to wear brown trousers, and so to come down I sat on the other side and was rewarded by a fine display of mountain flora including masses of native bluebells. In the extreme heat and with the carriage jammed full, all windows were open which resulted in some strange and rather nasty flying insect entering the carriage whereupon two brave lads intrigued us with their antics to dispatch the beastly thing. But when it sought sanctuary on a lady's right gland the lads were somewhat abashed and wisely withdrew but not without some Gallic gesticulations.

The single track is adhesion as it climbs slowly through the outskirts of Saint-Gervais-les-Bains, the remaining 80% length of track being of the Strub rack and pinion system. Only at passing loops does it revert to adhesion. The two car tram is driven from the rear with the driver leaning out of his window, his hand behind him to control. Occasionally he would tire of this most uncomfortable position, move fully into his cab and as the two cars were relatively empty look through to the not-too-visible track beyond. When we halted to change points at a passing loop I was relieved to find there had been a girl in the cab of the front (trailer) car. Clearly she was not in charge of any of the controls except the audible warning but I would like to think she could operate a brake in the case of an emergency.

I realised I have been indoctrinated into the finer points of health and safety whereas the French, irrespective of any new EU regulation, do what they have always done, and frankly I doubt if anyone has suffered as a consequence.



Passing Loop



Point Changing



24% gradient



Arrival at Nid d'Aigle

Once clear of the built up area the line then climbs very steeply. The total rise to the top station at Nid d'Aigle (Eagle's Nest) is 5879ft demanding an average gradient of 15% (1 in 6.6) which increases to 24% (1 in 4) in many places. Opened in 1907 the 1m gauge line was originally steam operated until 1956 when it was electrified with overhead 11kV AC. It climbs to 7808 ft above sea level* and is 7.7 miles in length. The journey took one hour and 20 mins and from my vantage point immediately behind the driver I noted a maximum speed of 17 kph (11mph). 7 years after work commenced the track reached Nid d'Aigle in August 1914; whether it was intended to proceed further I am unaware but in any event the first world war would have ended any further construction. Having walked up to the cafe it would appear any extension would entail extensive civil engineering works including further tunnelling and so a continuation would now appear unlikely.

**There appears to some discussion about the exact altitude, but this is the figure displayed on the line's information board together with Mont Blanc summit at 4810m or 15,781ft)*

Mike Bennett

Engine Shed Progress

In the April Newsletter I had a photograph of my 'O' Gauge Engine Shed, which I had built for the Plastikard Challenge ready for the AGM.



Following on from April, I have progressed with making the double doors and providing hinges. The doors were easy to produce, but I had to work out how I could make hinges that would look right and work well. The hinges had to be very small and strong enough to allow the doors to open and close. To find a possible solution, I had a look through boxes of spare items, which I have accumulated over time, to try to find an answer.

After a search, I found I had a number of long and short handrail knobs available. These, I decided, could be the answer, and I have used some for the hinges. The doors have three hinges each, with the long h/knobs used and glued in position. The short h/knobs were fixed in the door frame and each had a short length of 0.7mm brass rod glued in to form the hinge. The final location of the hinges was not an easy task, to ensure the doors were correctly aligned within the shed door frames. However, I managed in the end and these can be seen in the photograph below.



After fitting the doors and hinges, I had to decide what colour finish would be suitable for the Engine Shed. You will see that the walls have been made to represent blocks of sandstone, size 18 x 9ins approximately. This was a much easier choice, rather than trying to produce standard bricks to 'O' Gauge dimensions.

I already had a quantity of acrylic paint, and used that to produce a red sandstone colour, finishing off by creating an aged finish. The photograph below shows what I have managed to do so far.



Howard Mainwaring

Baseboards – a Modern Cheat!

(This is a longer version of a post I put on our Facebook Group. We have a small group of 11 members at the moment and interaction is pretty slow.)

So there I was stood in a Local Model Railway shop a few years back and this gentleman and his son were asking the proprietor about how to get going in Model Railway Hobby. I couldn't help but listen in as the shop was deathly quiet and he proceeded to describe to them about making a baseboard from a softwood frame and a sundeala top... I was horrified. I've made a baseboard from those materials and rigid it was not. Cumbersome



yes... the sundeala top wasn't dense enough to hold a track pin... it was dreadful, like papier mache. I have over the years build baseboards out of half inch chip board and softwood, Plywood and Chipboard, Plywood and MDF and combinations of all those ingredients. They' ok but are nearly always very heavy.

One day I was 'surfing the net' looking for inspiration or answers and stumbled across a new method. The author had pictures of some huge baseboards he had made and the description of how to

make them read something like as follows:

Obtain some 3mm plywood from your local timber merchant and ask them to cut it into 3" strips. Use 6mm MDF for the top of your base board. The strips of 3mm Plywood should can be cut to length using a Stanley knife... make a few passes against a steel rule. Lengths can then be stuck using a Hot Glue Gun right around the edge of the MDF.... Then cut lengths to criss cross inside to make something of a honeycomb until the whole lot is rigid and strong. Simple.

The first photo shows a small baseboard I made over 10 years ago that never got any track laid on it... I got as far as building a beautiful turn table and then it got put away and forgotten about. Just recently it has been dug out of storage only to find my wife had stacked some pretty heavy objects on it which has forced failure (had it have been on a flat surface it would have survived this easily). After many years it held itself nice and flat and was extremely rigid. I'm very impressed with it.

The second photo shows the underside and the simplistic nature of its construction... a Stanley knife and a hot glue gun and you're away.





The Third Picture shows a close up of the rough and quick way in which it was constructed... but I assure you it remained very rigid and very strong.

Another of my false starts was an attempt at a garden railway that came to nought too... Can you spot the theme here! This was made in the same manner but from 6mm Ply cut into 4" strips. It was really only a trial of the method before I could attempt full scale production and one of the stumbling blocks for me was forming the corners and curves to make a loop for a mamod loco to run round... well that was the desire back then. However after all these years being stored in our cold and damp shed, (again 8 years or more I would think) it is still as sturdy and rigid as the day it was made... and straight.





The final picture is not mine but taken from Google and shows how this simple and cheap technique could be developed for an open frame landscaped board with lots of relief. This hasn't been built in the same manner but imagine it with the criss cross of lattice work to build up the rigidity.



Finally, I intend to add this article to the website under the heading 'How to', which I intend to build up into a series of articles (with all your help) to show a new comer to the hobby some of our ideas on how to build a model railway. So this of course is not definitive and if you would like to air your methods on baseboard building for the website please let me know... as this is just my take on it. In the future I wouldn't consider building a baseboard any other way! Email me at [redacted] if you have anything to 'chip in' for the website and I'll get Ian to include it as and when we update. You'll find us here:- <http://shrewsburyrailwaymodellers.co.uk/>

Scott Stephenson

On my Workbench

LSWR 33ft 6-Wheel Saloon A little while back I had built the chassis for this coach and I have now constructed the body. It is now at the painting stage and having received the main body colours of salmon and brown awaits lining, fixing door furniture, glazing and fitting out the inside. It doesn't take long to put the main structure together, but finishing takes a lot longer. This was a Southwark Bridge kit.

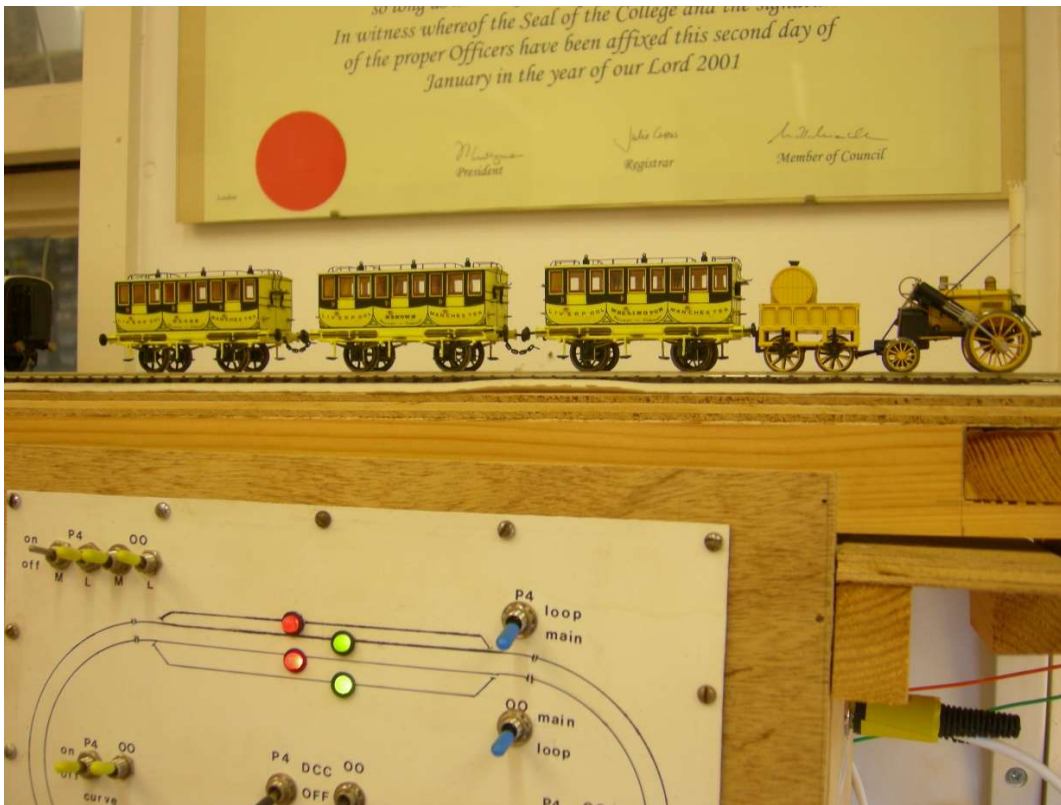


LSWR 18ft Passenger Luggage Van This little van was built from a Bill Bedford (Mousa) kit. What you get in one of these is a sheet of etch brass and some 3D printed axleboxes and springs, buffer stocks and vacuum pipes. There are **NO** instructions. This is OK for the main part of the kit as construction follows conventional lines but the brake gear is a puzzle – there are bits on the etch which might be meant to make the brake gear but I couldn't see how it was meant to fit together. So I bodged bits from scrap brass. These vans had skew brakes, and this means that there is a connection between the brakeshoes that bear on either side of the wheel on the **outside** of the W irons. See the arrow on the picture. The body is only sitting loosely on the chassis and the roof needs touching up. There is no lining required, but most pictures of these vans show little evidence of cleaning so some weathering is needed.



NEW ARRIVALS

The trade is doing us well with new models of interesting prototypes. One that I just had to have was **Stephenson's Rocket**. The Rocket had success in the Rainhill trials but it was another year before passenger trains were run on the Liverpool and Manchester Railway, by which time Rocket had been superseded by the next generation of steam locomotives – the Northumbrian Type. It is unlikely that Rocket ever did much work on first class trains as depicted by the yellow coaches. Hornby are going to produce some open blue second class coaches in the future. I have no plans to have a 1830's layout.



Three LSWR locomotives have appeared on the scene in recent months. The first was from **OO Works** who specialise in making short runs of locomotives to 4mm/OO scale. This was an **LSWR mixed traffic 4-4-0 loco of class K10** – these were known as “small Hoppers”. The “Large Hoppers” were the L11 class of 4-4-0. It awaits having a chip fitted and converting to P4. Livery is Goods Green.



The second loco was made by **Dapol** who produced the **LSWR B4 0-4-0T**. This came in a variety of styles reflecting their development over their years of use. The design was introduced by William Adams in 1890 and intended for station pilot duties. When the LSWR took over Southampton Docks in 1891, B4s were drafted in to work the docks. An additional 10 locos were ordered in 1893 for use in the docks and these had a cut away cabs to improve visibility. The model I bought was *Guernsey* number 176 and this is painted in the goods dark green livery.



Just arrived is the third loco, which was **Hornby's LSWR Terrier 0-6-0T** tank engine. As with the B4 there is a range of liveries and details to select from and I chose the LSWR variant. Two Terriers were purchased by the LSWR from the LBSCR with the intention that they could work the lightly built and curvaceous line to Lyme Regis. They were not successful and were replaced on that line by the Adams Radial 4-4-2T locos. The LSWR sold their two onto the Isle of Wight.



Hornby have produced two items of rolling stock suitable for a pre-group layout in LSWR liveries. The first was a **20 ton brake van** and came in a peculiar tan colour and not the dark brown it should have been. So the two vans I purchased had a respray to be the correct colour. Just released is a **3-plank dropside ballast wagon for engineers use**. They got the colour correct for this one.

The wrong shade of brown.



As resprayed in dark brown together with the engineers wagon.

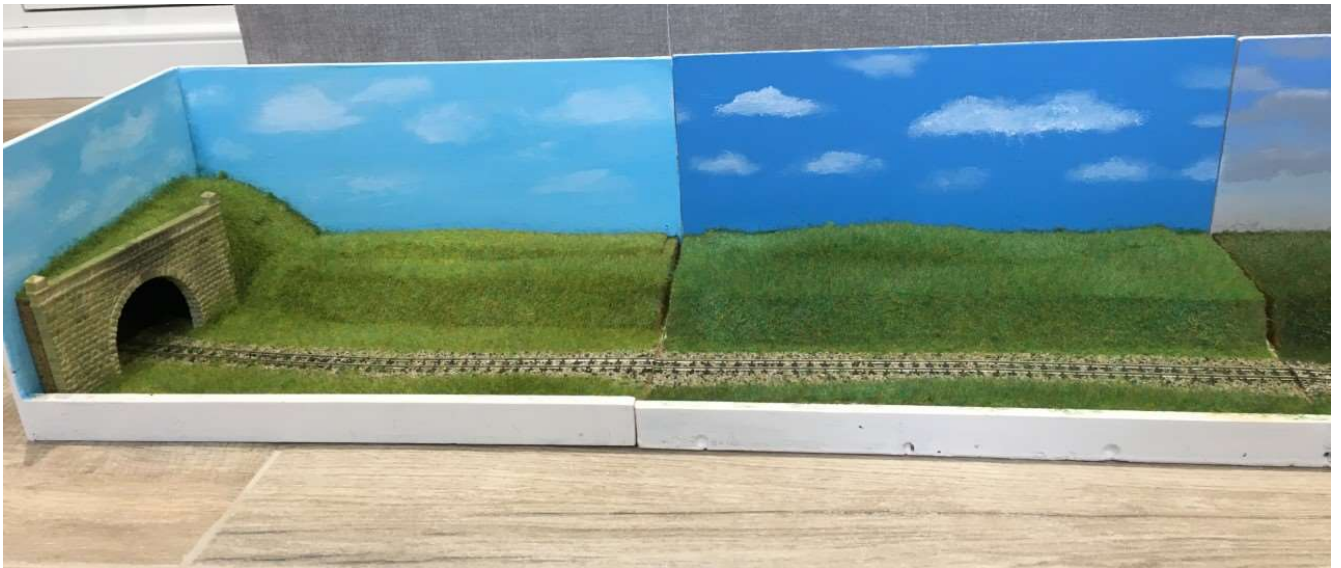


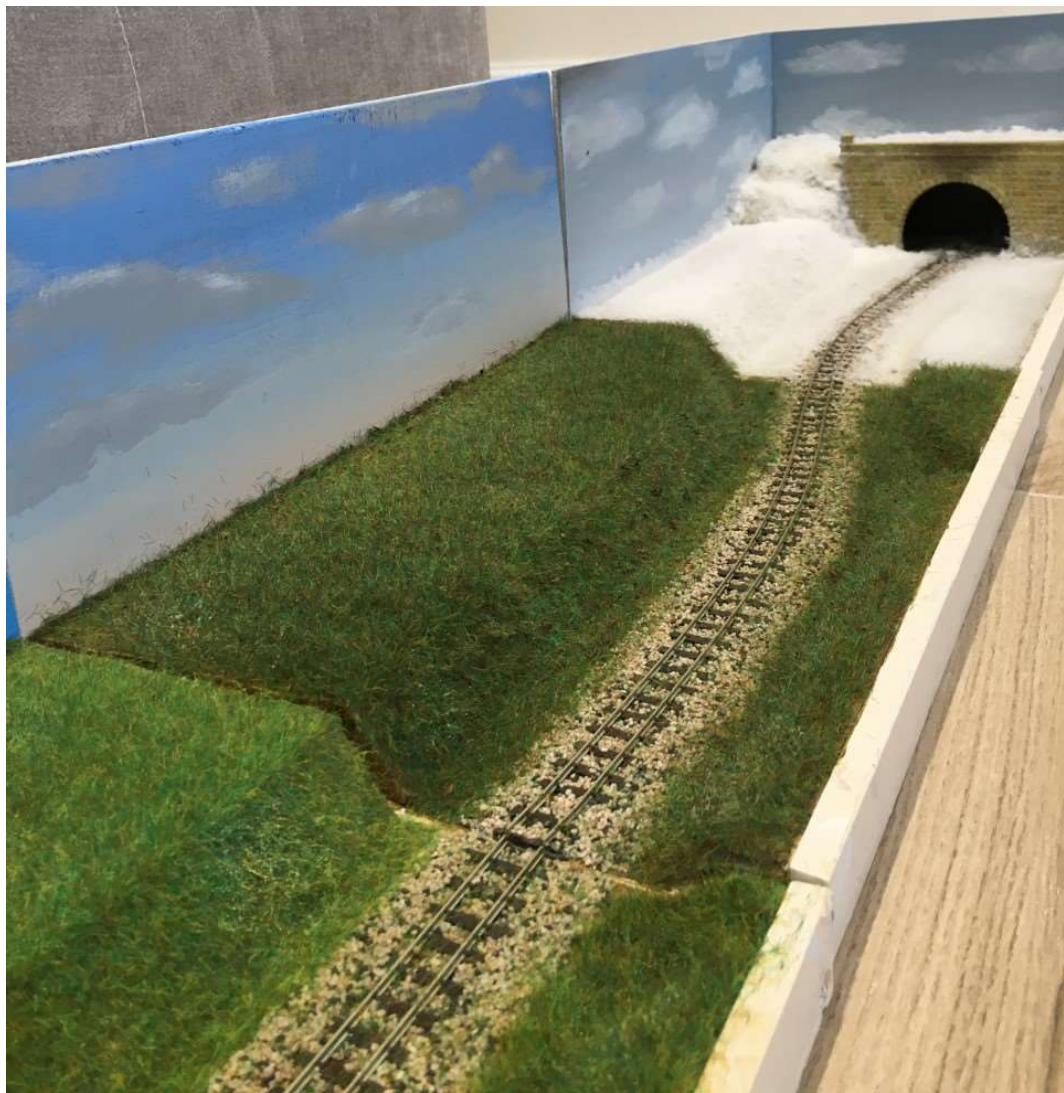
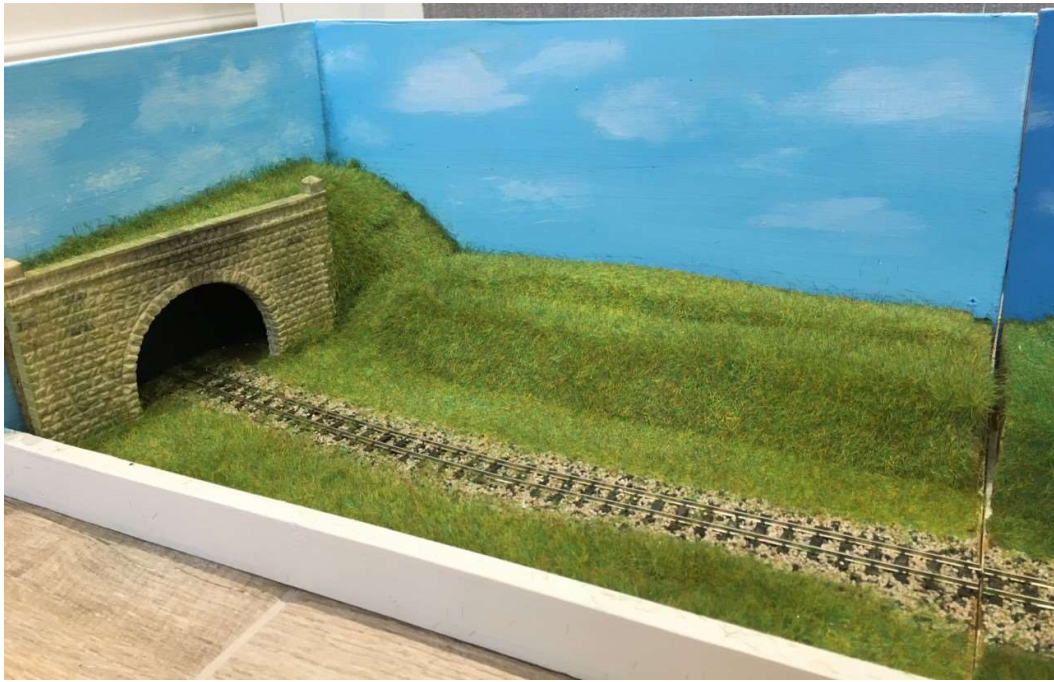
Stephen Duffell

Progression of the Seasons

Due to work commitments, my progress with my 'Four Seasons' has been slow and steady. But thankfully made a bit more progress recently. Finally got the static grass applied and ready to start adding the bushes, trees and fencing along through the seasons. Hoping to have a go at making my own trees (although won't be anywhere near the skill level of Andrew's tree making).

I've been having a go at using dried loose tea leaves to act as brown autumn leaves to scatter onto the ground. My only issue I'm having is how to keep them in place without them falling off, so any research material or advice would be gratefully received.





Also have been reading 'Lives on the Line' by David Maidment (who attended our last proper meeting back in March). It's a very good book and certainly dives deep into the lively lives of railwaymen during that period. Well worth a read.



Sam Ryan

and finally, if you are all sitting comfortably, -

The Titfield Thunderbox?

We all need cheering up in these uncomfortable times and Auntie Wainwright thought you would like to see a photograph of this fine example of the positive and inventive way our nation is responding to the pandemic. Is this an early trial of a possible prototype for new social distancing toilet arrangements for passengers on Network Rail? Clearly the innovative genius of Stephenson, Brunel, and James Dyson still exists in this green and pleasant land. It makes you proud to be British.



Er, no - in reality, it's a works train on the South Devon Railway. It went down the line in April with contractors, to do some repairs to damage at Nursery Pool Bridge, where the swollen River Dart had loosened and damaged the stonework, and they collected a Portaloo for the benefit of the workmen. The line is not yet open to the public and it was the first train movement (*unfortunate choice of word there – Ed.*) since March.

Eric Challoner

And that's all folks!

Peter Cox

PS. Thank you for all your brilliant submissions. I have very much enjoyed reading them, but I also have to admit that editing has proved to be rather more onerous than I expected because of the difficulty in marrying up the different formats in which your articles have been submitted. I have tried to produce a coherent overall look and a smooth flow, though I suspect you are not really much bothered one way or the other. I apologise however if any of you feel I have not done your item justice – but that's show business!

Peter