

## Association of Shrewsbury Railway Modellers



### March 2022 Newsletter

Even though, we hope, we are leaving winter behind now, I could not resist heading this newsletter with this magnificent photograph of Chinese QJ locomotives in Inner Mongolia taken by our new member, Chris Kapolka. He has travelled the world photographing railways, and there will be further examples of this and of his modelling work later in this newsletter. Welcome to the Association, Chris: this is an impressive way to introduce yourself.

There is a very broad spread of interesting articles below, as I am sure you will agree, and I am very grateful to all those who have taken the time and trouble to contribute, so many that I have not felt it necessary to put together an article of my own - so thank you for that!

I am sure we all hope that the worst of the covid epidemic is behind us and that, interesting and enjoyable as they have proved to be, the zoom meetings are a thing of the past. Even when be-masked, the in person meetings are so much more rewarding, and the new venue seems to be working well. I am looking forward to seeing your layouts next Wednesday.

**Peter Cox**

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**Royal Scot 46100 passing Whitchurch last summer.**

**Chris Kapolka**



## Triang 3F updating.

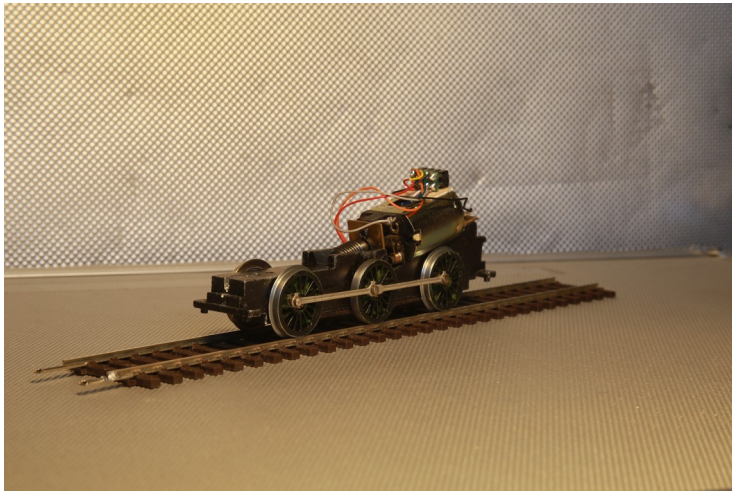
Just after the first Covid lockdown in 2020 I bought a redundant 'train set' from a chap who simply wanted the space for other purposes. Many would have thought it 'junk' due to its age and condition, and was in very poor condition. Regarding the loco's, none of the four diesels worked but the four steam did – badly. All have been repaired and some were brought along to the recent Association sale event. Alas, nobody was interested and I have since sold one on ebay for £51, so they did have some value.

This article is about two Triang LMS 3F's that did not appear at that meeting as they were under refurbishment for use on my NER/MR – LNER/LMS layout.

### The 3F 'Jinty'.

This had been dropped, had no chimney, steps missing, was partially repainted with aluminium paint and a wheel had a short circuit. I refurbished this by:

- Replacing the X03 motor from a redundant Hornby 'Smokey Joe' 0-4-0. The motor needed a front plate to fit the X03 slots and a rear plate to hold the bronze bearing. The motor was wired with a dcc harness.
- Replacing the Triang wheels with old Romford wheels, new bearings and a matched set of used Romford 40:1 gears. New coupling rods from Wizard Models cost £2.40.
- Cosmetics included a chimney from 247 Developments, handrails, a new step, coal rails, couplings, respray and transfers already at hand.
- To do: I need a new whistle.





### **The 3F Deeley.**

Painted in maroon, it did work but still had the wrong tender fitted. This was fettled, at a little cost by:

- Replacing the X03 motor by making up a Markits gearbox and Mashima motor I'd had for several years with nothing specific in mind. The chassis block was modified to fit and the motor wired with a dcc harness.
- The wheels were replaced with surplus Romford wheels and new bushes fitted.
- I bought a Bachmann 3F tender body for about £20. Proportionately, it seemed a lot at the time but it saved me hours of blood, sweat and tears! With a little persuasion, filling and determination I married it to the existing Triang chassis.
- The cosmetics included handrails, exterior boiler fittings, couplings, a respray and transfers already at hand. I also cut away part of the boiler moulding to give a gap between it and the footplate.
- To do: That chimney has to go and I need another whistle!





The conclusion to this little project is that I now have a couple of useful freight engines working well on dcc.

**Graham Betts**



## Awdry Extravaganza weekend

Back in August last year, I took a trip to Wales to visit a few Narrow-Gauge railways such as the Welshpool & Llanfair railway, the Corris railway and of course the Talyllyn railway.

My main purpose for visiting the Talyllyn was due to an event being held that was something of great significance to me as it was the very first event that was celebrating the works of the Reverend Wilbert Awdry.

The event was spearheaded by its own volunteers and organised by Luke Ryan (no relation), whom is an expert of all matters related to Wilbert Awdry and his work on the Railway Series.



The original artwork from the 'Railway Series' books was to me a truly wonderful moment as I'd grown up reading these books and to see the very original artwork that was used for the books was brilliant.

To also see in person the various written scripts the Reverend had written in his own handwriting and his first drawings he had scripted on rough paper was truly something. The props and merchandise they had were a nice touch as well.

But pride of place was the Reverend's 'Ffarquhar Branch' model railway layout. To watch some of the original models he had made, was for me remarkable.

However, for me, it was Reverend Awdry's 009 model railway layout 'Ulfstead Road' that stood out, as it was the inspiration and basis for one of my favourite stories as a child, 'Duke the Lost Engine'.







The layout and its various locos had been donated and displayed at Reverend Teddy Boston's Cadeby Light Railway in Cadeby, Leicestershire, until it sadly closed back in 2005 and was returned to the Awdry family.

After a long absence, the models and layout were kindly loaned to be displayed for the weekend event and after much careful and delicate maintenance and necessary repairs, it was proudly back up and operating for all to see.

Although a few of the models ran very loudly and clearly showed signs of their age, it was truly awe inspiring to see the original locos in person. Before the event, the only source material you could find was online and black and white photos.

I naturally spend quite a while observing and taking as many photos as possible of the layout for future references (the photos featured in this article are just a tiny fraction of what I took).



And of course, I did treat myself to a train ride on the railway.

It was a good weekend and looking forward to attending it again in July this year!

Sam Ryan



## **EARL'S HALL**

### **Layout Operation**

The planning of Earl's Hall, or perhaps more correctly the dreaming of it, had started back in 2010, but the final design, if indeed the word final may ever be applied to a model railway layout, was not completed until the summer of 2013. The gestation period thus exceeding even that of a large mammal. The eureka moment, for it was exactly that, did not, to the reader's disappointment, take place in the bath as I believe is supposed to be the traditional location. However the place where light appeared at the end of the tunnel was during a very lazy hot afternoon stretched out on a veranda overlooking the tranquillity of a Norwegian fjord; which in many ways provided an ambience not dissimilar to a bath.

The previous three years of avidly gaining ideas from magazines, books, and visits to exhibitions had suddenly crystallized into a design that suitably satisfied the criteria on which I had placed constraints. In truth these impositions were not that onerous, but acknowledged that at a certain age one has to realise this is to be the last layout, and if by some miracle it is ever to be finished must be constructed to provide sufficient 'play-worthiness'. This N gauge layout was originally designed to fit into a room 10ft by 7ft and would be what some call a folded figure of eight and with a double track would provide the appearance of slow and fast lines, although in reality the slow line would cross to become the fast line and vice versa. An advantage of N gauge and DCC being that the track length would enable two trains to run on each circuit. Two important things were to be included: firstly an MPD and carriage sidings to accommodate the ever growing inventory of rolling stock and secondly to use the numerous points I had managed to pick up at a very good price on a second-hand stall. However the stall holder (with whom I had worked with in a former capacity) had obtained all these brand new from somebody who had purchased them to create an N gauge layout but then decided he would change scale to OO. His loss and my gain, although as the bulk purchase included 30 yards of code 55 the wallet was subjected to a major incursion, but it was for the greater good.

A house move in 2018 enabled the 7'x2' MPD and carriage sidings to be separated with a long link to the main boards as has previously been described, and so operational interest was further improved as trains could now be made up before running down the branch line to join the down slow main and onwards. This then has enabled 4 trains to run on the main lines, one on the goods-only line which can be run independently, and a shuttle on the branch which at a scale speed takes 2 minutes each way. I now really thought that I had cracked it with the ability to run 6 trains simultaneously by myself and if joined by someone else further movements could be made at the same time within the confines of the MPD and the now extended sidings.

However this did not provide the satisfaction I had striven to achieve as having made up various trains away from the main running lines, once the signal cleared for them to start a journey on either the down slow or to cross to the up slow, the layout seemed to rapidly morph into a roundy-roundy. This was pleasantly relaxing to watch, especially as I could now step outside of the operating well to control and 'watch the trains go by' from different view points; but in reality this has limited long term appeal. And so I searched the bookshelves and took down that classic by C J Freezer entitled "Model Railway Operation in Accordance with Prototype Practice". A catchy little title first printed in 1993. How easy it is to lose oneself in Freezer's books, and when I came to Chapter 6 headed "Evolving the Timetable" my thoughts went into overdrive as I strived for a long time as to how I might run to a timetable.

But in the end I had to accept the layout did not lend itself to such formality, particularly as it had not been designed within the strict parameters of prototypical operation. If it had been then the available space would not have provided the complexity and interest I had sought following completion.

And so after much deliberation I abandoned the idea of a timetable but still felt that some discipline was desirable as opposed to the ad hoc running I had so far carried out based purely upon a whim of the moment. I therefore opted for what might be called a 'running sequence', which now details where stock should be stationed, how trains should be made up, which direction of travel and when they would dwell in the station or be held in a passing loop. Whether the fabrication of such a thing is easier or quicker than formulating a timetable I cannot say, but what can be said is that the construction of such a sequence is totally absorbing and at times, when testing theory against practice by actual running, can be quite frustrating having to ensure there are no conflicting movements. But now I have concocted over 4 hours of run-time taking 10 pages of instruction with a change of stock mid way which further rings the changes, and revitalises the little grey cells.

Of course there is nothing new in this and it is traditionally done with flip cards, but a quick count on a single page of instruction suggests something like 80 cards; and with the 10 pages so far produced would seem a mite unwieldy. I have to admit that a spreadsheet on 10 pages of A4 paper is not fully satisfactory but will have to do pending some future inspiration or welcome suggestion.

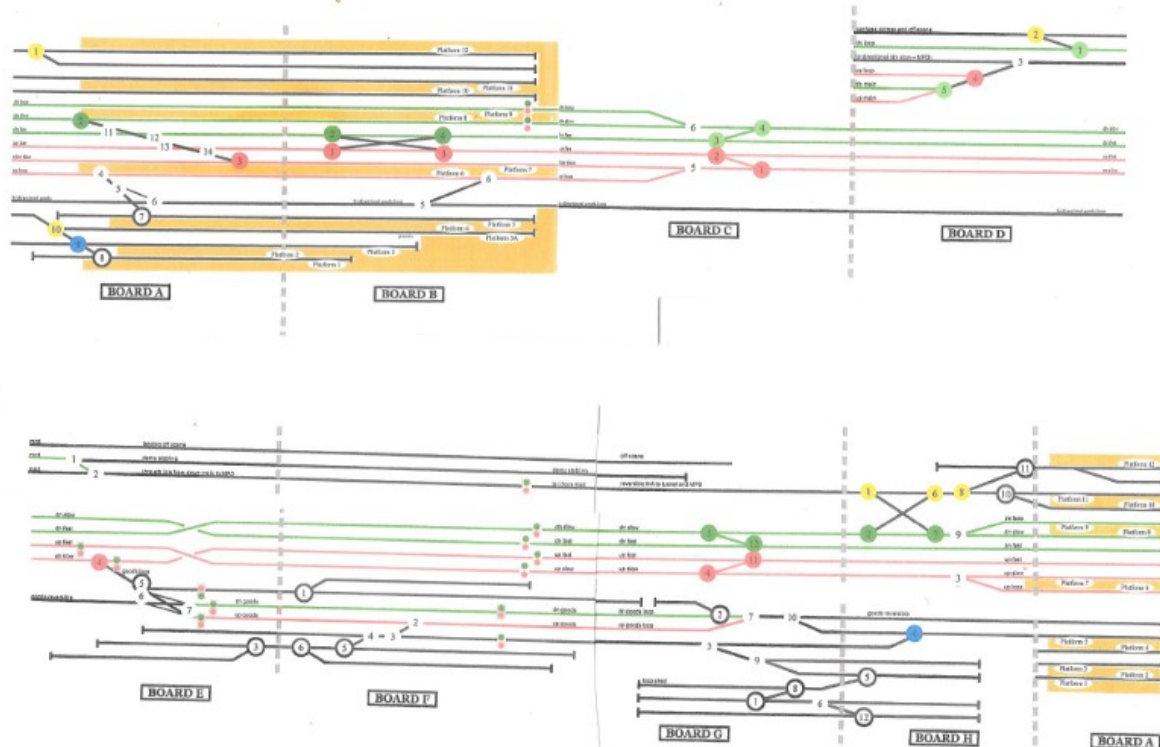
To reproduce those pages here would be a most boring thing as the detail, by definition, relates solely to Earl's Hall; however a sample is reproduced should it prove of any interest to anyone considering such a thing. This is part of the first page - later ones become more complex. The green banding indicates when the branch line is free to run any of the 5 available trains. These latter trains are indeed operated according to whim, but with the choice available I can accept this.

**Michael Bennett**

*(I have included a plan of Michael's layout, placing it and his running schedule example on the same page to assist in following what he has been doing. Note that for ease of interpretation Michael has cut (with scissors!) the plan so that the round and round appears to be linear – you will see that Board A appears top left and again at bottom right. I apologise that the plan is not as sharp as it might be, but I have not been able to improve it digitally. However, I hope it helps.*

*Peter Cox)*

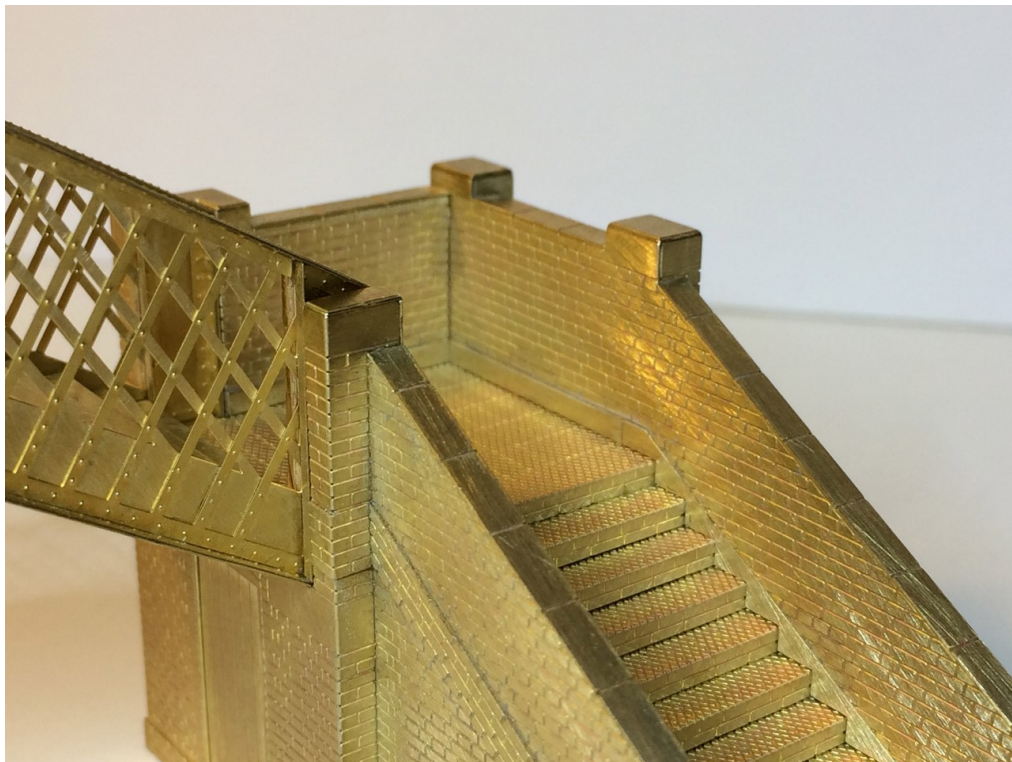
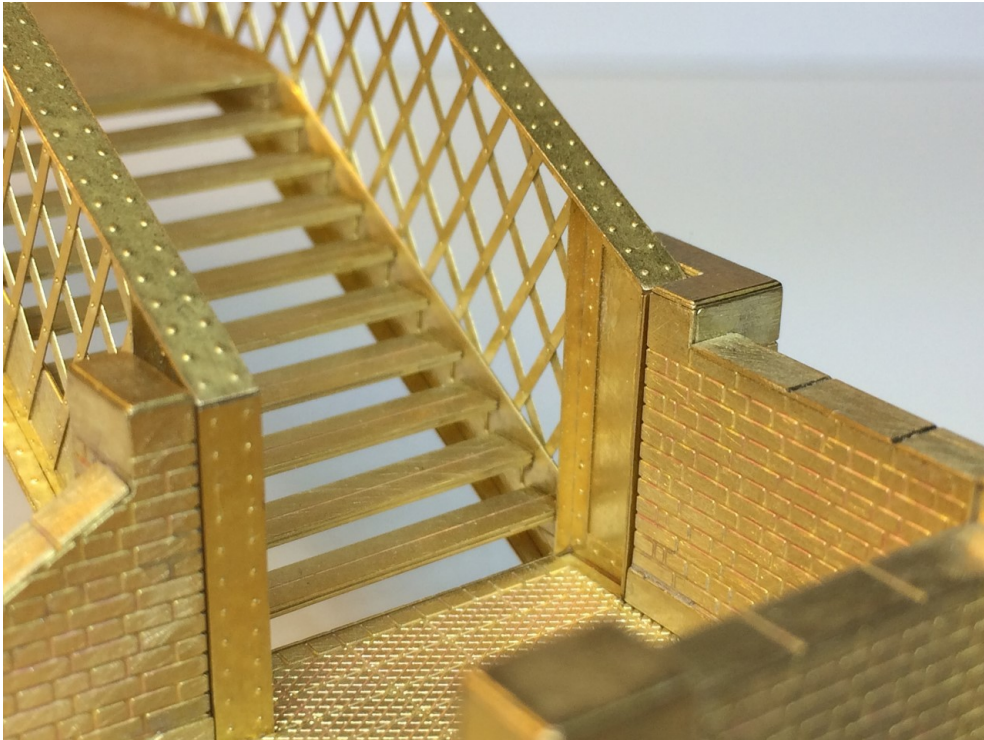




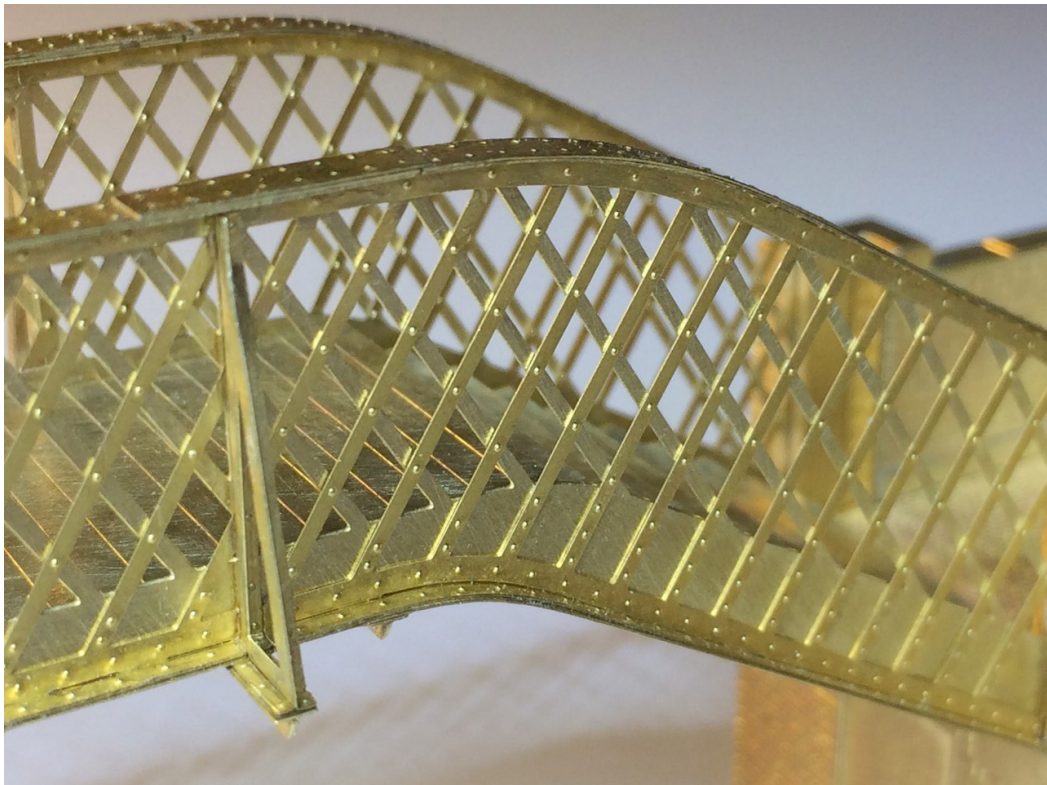
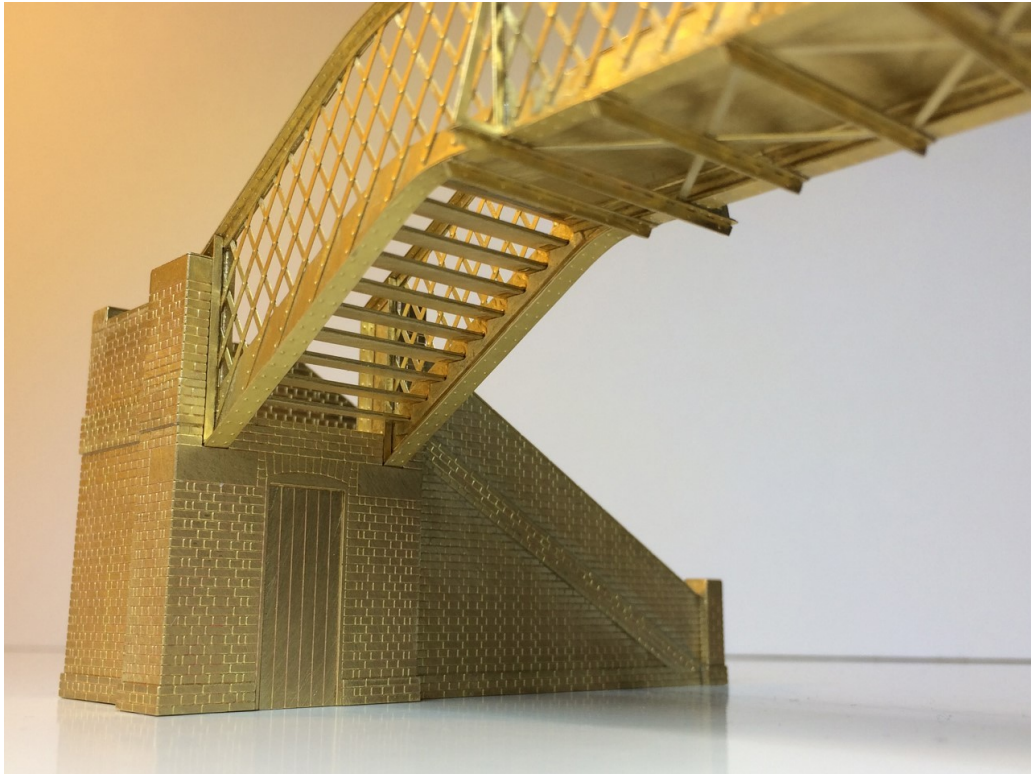
time hrs & mins	branch	move	class	number	CV.1	instructions
0.00		01	T9	313	13	loco backs onto waiting coal train
						coal train waits at top of bank to pin down
		02	108	2 car whiskers	82	moves to stabling siding (between <b>platforms 11 &amp; 12</b> )
		03	T9	313	13	proceeds slowly to ON gantry signal
		04	101	3 car whiskers	73	proceeds wrong line working on DN SLOW runs into <b>platform 9</b> (DN LOOP)
0.06		05	T9	313	13	coal train crosses to down slow & continues running
		06	101	4 car 1/2 yellow	1014	leaves <b>platforms 1 &amp; 2</b> & joins UP SLOW via UP GOODS LOOP continues running
		07	122	1 car white cab	71	moves and reverses to goods yard alongside banana vans
0.13		08	17	8585	8585	leaves MPD and waits at signal gantry
		09	101	4 car 1/2 yellow	1014	pulls into platform 6 UP LOOP leaving goods x-ing clear
0.18		10	T9	313	13	halts at either high or low level DN signal gantry
		11	17	8585	8585	loco crosses onto DN SLOW, crosses from DN SLOW to UP SLOW and proceeds into goods yard to couple up to 5 banana vans in loading dock
0.30		12	T9 & 4 car 101		13 & 1014	Once 8585 clear of main lines, T9 & 4 car 101 continue running
						hauls banana vans into <b>platforms 1 &amp; 2</b>
						propels 5 vans onto 3 banana vans at end of <b>platform 1</b>
		13	17	8585	8585	shunts 8 van banana train onto UP GOODS LOOP
						runs around train and propels train onto guards van returns fully made train to UP GOODS LOOP & uncouples

### **An OO Scale Lattice Footbridge**

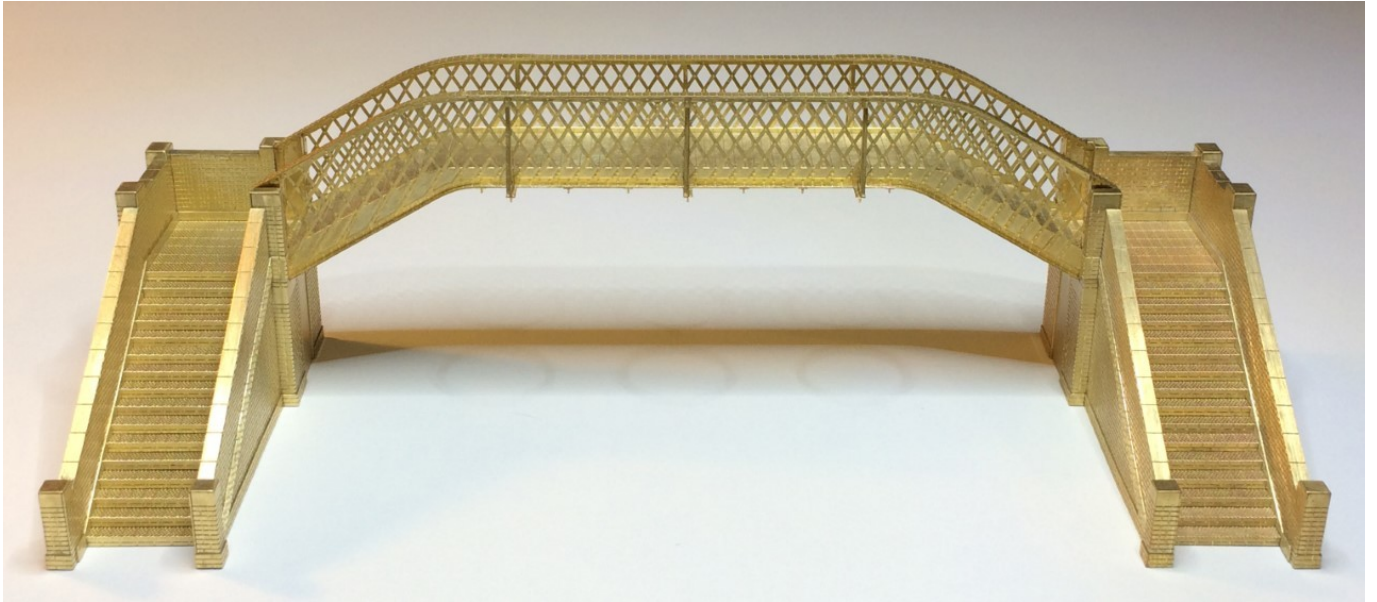
based on the bridges at New Milton (Hampshire) and Addlestone (Surrey) but apparently found further afield too. Another masterwork from Andy at Severn Models.











**Andy Vaughan**

And then there are serious bridges for trains, not just passengers:-



**Peruvian Central Railway**

**Chris Kapulka**

## Building a live steam locomotive in 0 gauge continued.

Having made and fitted the steam motor and the boiler, it was time to try it out. I made a small meths tank to fit between the frames and a couple of burners either side of the middle axle. For a pot boiler, you really need about  $\frac{3}{4}$ " clearance between the top of the burner and the underside of the boiler; I had about  $\frac{1}{4}$ " and it did not produce enough steam. I spent ages making burners in pairs and burners with little tanks underneath that nearly melted the whole engine. I even built a wagon to put the meths in, a bit like the tender wagons used in the Scottish coalfields.



I used a Slaters wagon kit with some other bits I had left over from kits. The meths tank was under the floor and the filler cap would have been covered by a pile of coal. It did work up to a point but I became aware that if there was some spilt meths, the whole wagon would melt! Anyway, it was to no avail; I could not really get it to steam properly. So I hacked the top off the burners to lower them, expecting the meths to come pouring out and set fire to the workshop. That did not really happen and when I got steam up, the loco shot off, supercharged! I put more and more wagons behind it until there were 14 loaded coal wagons and still it rattled round the track. Success. Due to the restricted size of the meths tank, you had to keep topping it up but I managed to get about  $\frac{1}{4}$  hour's running time on a boiler full of water.

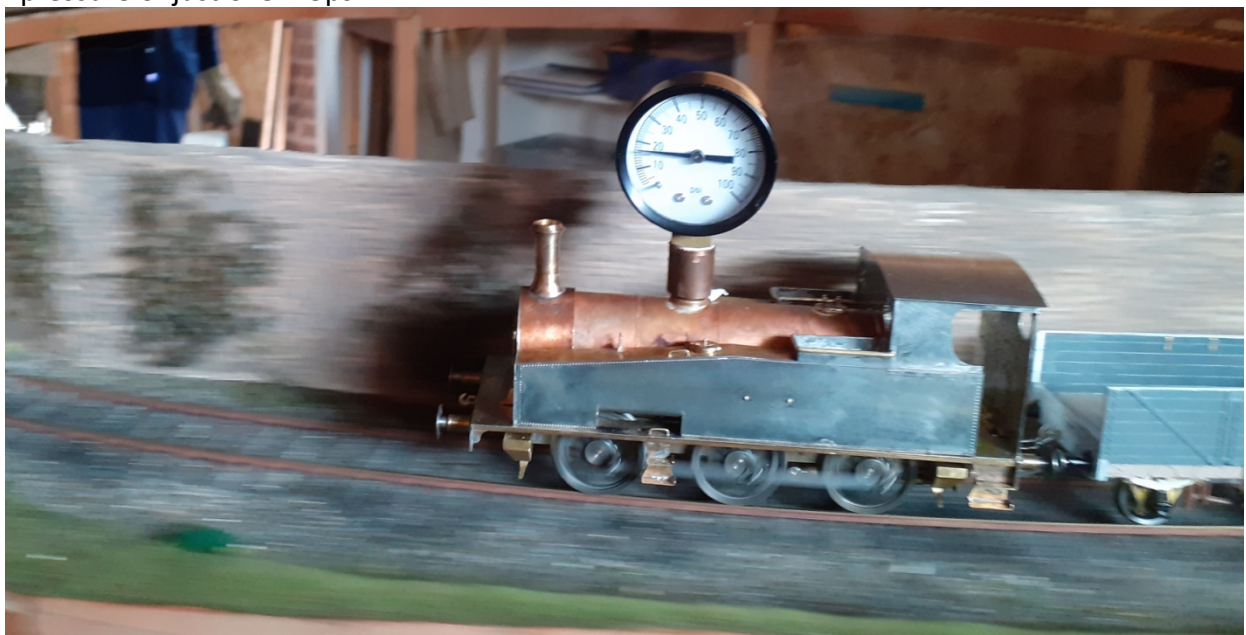
By this stage, the loco had progressed to the point where most of the cab, tanks and fittings were made. I ran it for a while in an unpainted state, ironing out problems like binding crank pins and buffers that fell off! Who would have guessed that a live steam loco cannot cope with white metal buffers, fixed to the buffer beams with low melt solder?! I needed sandboxes and I machined these in a long strip out of brass and then cut them to length before soldering them to the frames. I made the backs of the footplate steps on the pantograph engraver which is proving to be ideal for these small, intricate items; especially if there is more than one needed.





Sandboxes and backs to footplate steps

I was interested to see what pressure the loco was running at. It is difficult to fit a pressure gauge or water level gauge glass to such a small loco, so I took out the boiler filler and screwed in a large pressure gauge from my boiler testing kit. This indicated a working pressure of just over 15psi.



You can see I was still using the coal tender at this time.

With meths firing and a silver soldered boiler, you do not really need either pressure gauge or gauge glass as no real damage results from the boiler running out of water. You know when it happens as the loco stops and starts to smell. Time to blow out the burner! When I felt I had got it working satisfactorily, I took the loco apart and cleaned off all the oil and painted it with 2 pack etch primer, grey undercoat and a dark blue. Then I had to re-assemble it. The blue did not go on very well and as I had run out of oomph, I decided to weather it as a hard working colliery locomotive. Since then, I added a footplate crew and discovered that meths softens paint.



To conclude, it works reasonably well but is tricky to control. The regulator is in the cab and you have to poke your finger in one side or the other to move it. The loco runs nice and slowly as it is geared down but if it stops it is not self-starting. For that I would have to make one with two cylinders. That will be the next project.....

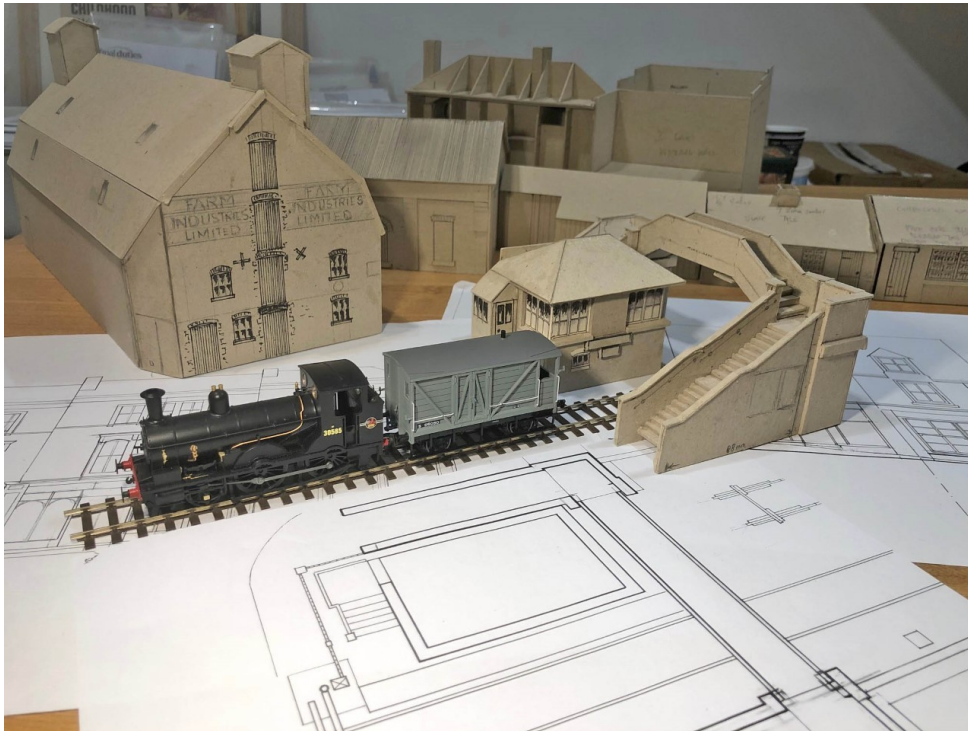


Nick Coppin



## Works in Progress

I have been planning a Scalefour working diorama of the Molesworth Street level crossing area that once existed at Wadebridge, Cornwall. Some dummy buildings based on drawings prepared from photographs have been assembled.



Progress is slow as distractions are plentiful...most recent being a 2mm FS diorama of Box Middlehill Tunnel to review the Farish Castle in the Great Western Society magazine:-



Here, for comparison, is the real thing:-



Built from card with Shreddies packets used for overlays ....the retaining walls have been made from the even more pliable Cadbury's Chocolate Finger boxes ( extra yum yum ! ) attached to mounting card formers. The keystone is made of ten strips of 20thou. Plastikard formed into a block and then painstakingly filed to shape ( a mere 10 hours work ! ) Track is from the 2mm FS association and grass matting from Hedgerow Scenics. The diorama is 18 inches square and thus easy to take out doors to exploit sunlight ( on rare days of availability ) for photography. Several other dioramas are in the course of construction so Wadebridge will be sort of continuing slow progress.

**Chris Kapolka**

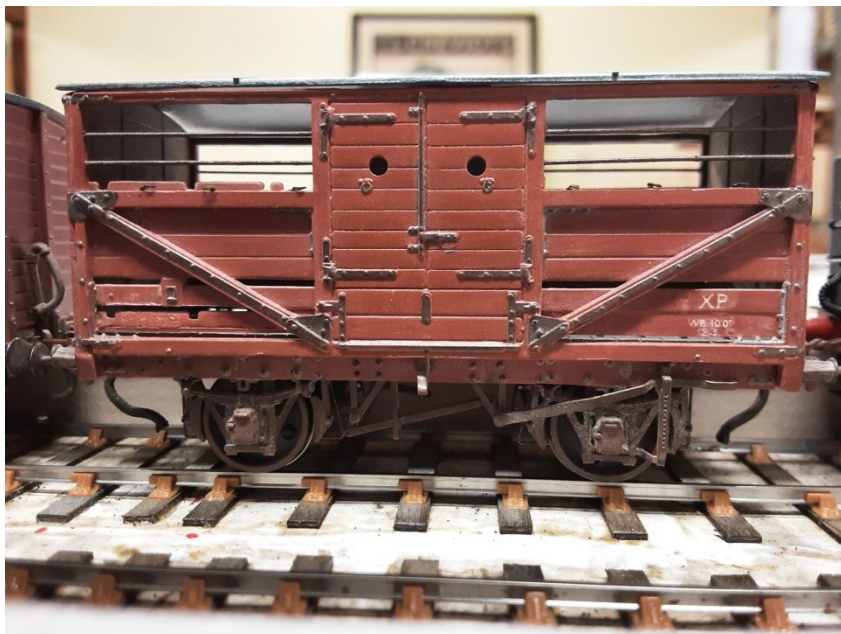


### On My Workbench - cattle wagons

As most readers will know, I'm slowly building a model of Coldstream as it was in the early years of Nationalisation. One of the features of the station was quite a sizeable cattle market, so I need a reasonable number of cattle wagons. I currently have a train of 9 wagons, shown here in the up platform at Coldstream:



These are a mixture of ex-LNER (5), ex-LMS (2) and ex-SR (2). Here's a picture of each type:



The LNER wagons are Parkside kits (9' wheelbase unfitted) converted to the 10' wheelbase fitted version, with Dave Bradwell LNER AVB underframes, scratchbuilt solebars and considerable extra detailing.



The LMS wagons are David Geen D1661 kits (which pre-date the Parkside (now Peco) one - see below).



The SR wagons are pure Hornby though I've changed the wheels and couplings. Not much else to do to them except a bit of weathering. A fine example of how good (some) RTR is these days.

When I first started planning the cattle train many years ago now, I assumed that I would need lots of LNER wagons so I bought around a dozen of the Parkside ones, plus a few others. I built the train shown above before all the debate (on various railway websites) about the relative proportions of cattle wagons from the Big Four in early British Railways days (which was partly provoked by the release of Oxford Rail's attempt at the LNER one). From this debate, and also from photographic evidence elsewhere, it became apparent that 5 LNER wagons was probably enough for the train I



want to build, and that I needed quite a few more LMS ones. So, I'm currently building 5 more LMS wagons to add to the train.

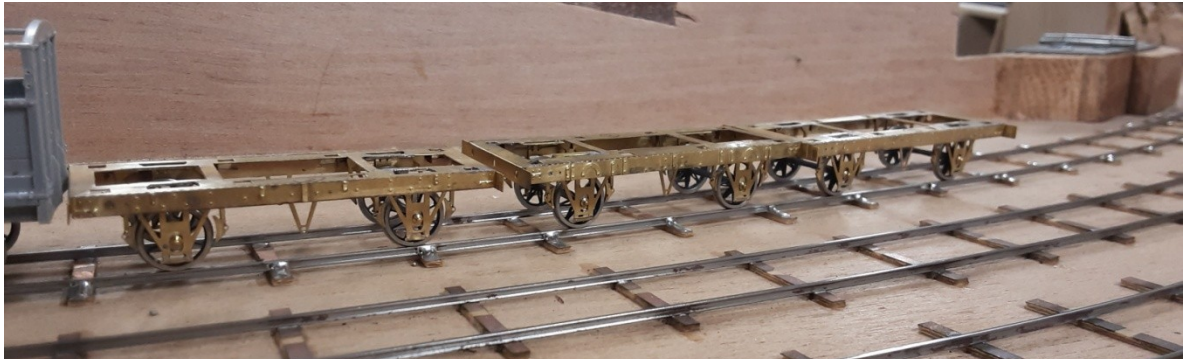
When Parkside released the D1661 LMS cattle wagon a few years back, I was surprised to read (in more than one place) in the model railway press that they had "filled a notable gap" in the cattle wagon market. I found this strange, because the perfectly good David Geen kit had been available for many years prior to the Parkside one (although it's not currently in production of course). I thought it was unfortunate that Parkside chose the D1661 (i.e. the same as the Geen kit) rather than the later D1840 (which is quite similar but is vacuum fitted and has detail differences) or, even better, the D1944 (which has internal framing, and really would have plugged a gap in the market). Don't get me wrong - the Parkside kit is excellent, I just wish they'd done a different diagram, especially as I really wanted some of the later ones. In terms of the body work, the main differences between the D1661 and the D1840 are in the drop doors and strapping detail. As I understand it, the D1661 had either 2 or 3 plank drop doors, whilst the D1840 always had 3 plank doors. In terms of brakegear, the D1661s were either unfitted or piped, whilst the D1840s were all fully fitted. The intention is that my cattle train is 'XP' rated, so is mainly fully fitted but including a few vacuum-piped vehicles: the two D1661s in the train so far are piped, so I didn't want too many more of those, and decided to convert four of the new builds to D1840 vacuum fitted ones.

The David Geen kit provides both 2 and 3-plank drop doors: the two D1661s I've built have the two different types of door, so I had one set of 3-plank doors 'spare' that I transplanted into Parkside sides. The two other Parkside-based D1840s had the 3-plank door formed by filling, scribing and adding new strapping etc. The fourth D1840 is based on a Geen kit so already has the 3-plank door. All four of the D1840s have Bill Bedford 8-shoe clasp brake underframes (available from Eileen's emporium). The fifth new build is another piped D1661 using a Parkside kit - not having to make numerous modifications to the body or the underframe mean that this is a very easy build compared to the others!

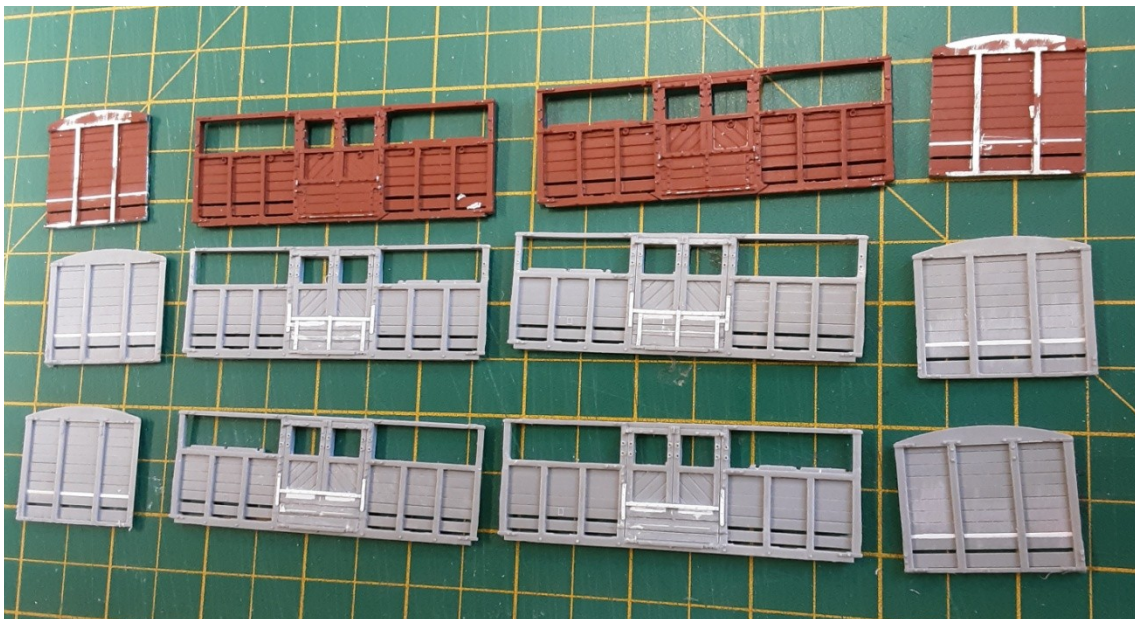
Here's some pictures of progress to date:



Here we see on the left a Parkside body with 'spare' Geen 3-plank door, sitting on a Bill Bedford underframe (incomplete), with some very nice axlebox/spring castings from Rumney Models. I have made a start on the ironwork modifications. On the right is the D1661 piped vehicle, sitting on Masokits sprung W-irons: Morton brakes to be added later.



Here are the remaining three Bill Bedford underframes awaiting bodies. I haven't yet attached the brake yolks and linkages, or the brake levers, as they're a bit fragile and I want to wait until most of the man-handling is done!



These are the sides and ends for the other three wagons (Geen at the top, Parkside below. The Geen end looks different to the Parkside end, but it's an illusion: the end fits inside the sides on the Geen kit, but it is a mitred joint on the Parkside.

As you can see, there's still some way to go. I'm fully expecting one of the RTR firms to announce this wagon just before I complete the rake!

I should really add a couple of ex-GW wagons to the train as well, but they will have to wait: these have taken a long time and I need to do something other than cattle wagons for a bit!

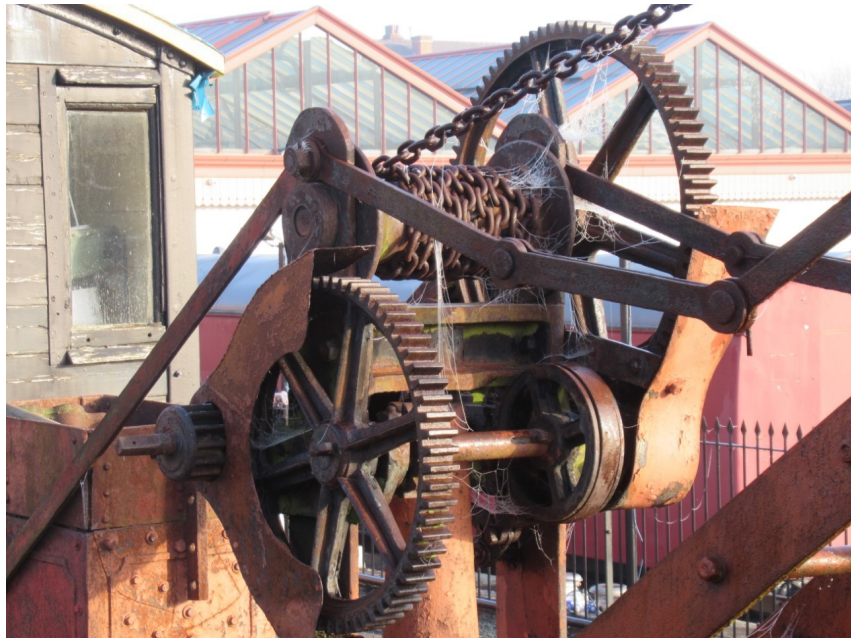
**Tim Lewis**



## The Ultimate Upsizing

Having moved from 4mm/ft to 7mm/ft, I thought I would now try my hand at some modelling in the larger 12"/ft scale. The pictures show a hand operated rail-mounted crane in its current condition at Kidderminster Railway Museum, with two images (from the South Devon railway) showing what the finished job should look like. It is believed to be from the Bristol and Somerset Railway, which opened in 1873, and joined an existing branch from Frome to Radstock. The line connected Bristol with Radstock and northern Somerset, running south for some 16 miles and thus allowing access to the Somerset coalfield. The line (and crane wagon) were originally built to Brunel's broad gauge of 7' 0.1.4" with a change of gauge at Radstock. Both were subsequently 'narrowed' to 4' 8.1/2" with work completed on 27 June 1874, in conjunction with the GWR, to enable through running of trains. I have started work on restoring it to working order. It's big, really big and quite windy when I am perched up on the jib (Health & Safety would have a fit). I can certainly see the rivet detail on this one!!!









**Eric Challoner**

*(This will make your pulse race! I remember seeing several of these magnificent beasts in steam at the station in Bulawayo. Ed.)*



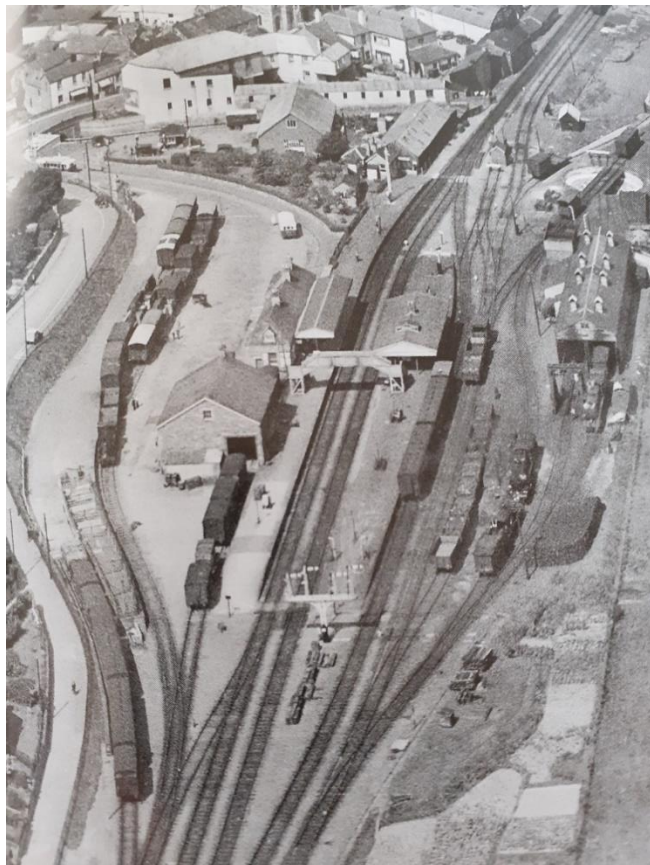
**Zimbabwe Garrett**

**Chris Kapulka**

## Wadebridge: North Cornwall in the 1960s

### The Engine Shed

Since November 2021, when I presented my previous update, there has been significant progress on Wadebridge. To quickly recap, this is an N Gauge layout under construction by my friend Phil Herdson, a lifelong railway enthusiast, based in Bridgnorth. Phil has been planning to model Wadebridge for many years, having spent much of his youth there.



***An aerial view of Wadebridge in 1932.***

Wadebridge is on the River Camel estuary in north Cornwall, a few miles inland from Padstow and Rock. In its day it was a busy railway town, served by the LSWR's (later the Southern Railway's) North Cornwall line that ran from Okehampton to Padstow via Launceston and Wadebridge. The GWR also operated services to Wadebridge via a branch line from Bodmin Road. Relatively under-used, the North Cornwall line became widely known as the "Withered Arm". The entire Southern Railway network west of Exeter, including the North Cornwall Line, was closed in the 1960s, the last passenger train from Wadebridge departing on 30<sup>th</sup> January 1967.

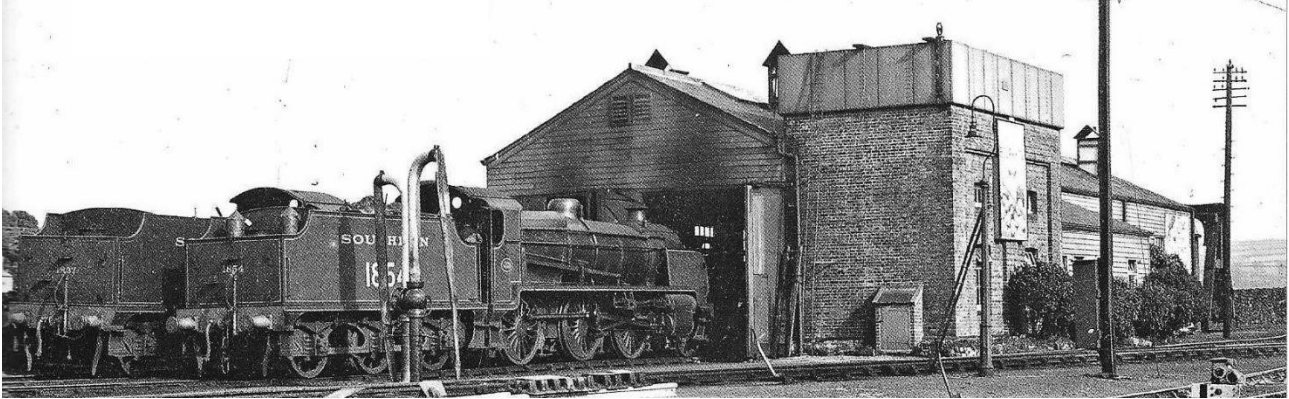
There are already several notable layouts of Wadebridge in existence; despite containing a station, goods shed and sidings, engine shed and sidings, and a turntable, the footprint of all this is relatively narrow, which means it can be replicated without the baseboards being too unwieldy.

Sadly, Phil now suffers from arthritis, as a result of which he is no longer able to carry out some of the more intricate aspects of layout construction. I am therefore constructing the buildings for the layout. By November I had completed the signal boxes and goods shed, and the main station building was under construction; these were featured in earlier newsletters.

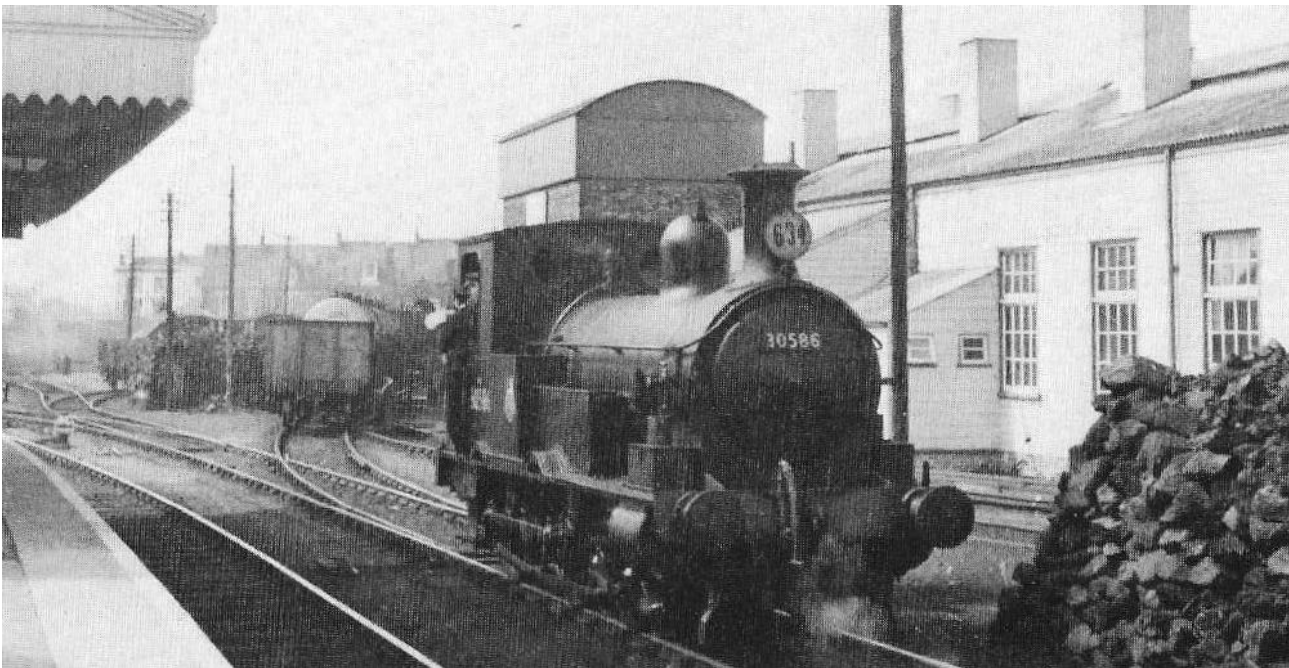
Phil has commissioned professional layout-builder Andy Altoft of Hoggies Model Railways based in Highworth, near Swindon, to build the baseboards, lay the track and install the wiring. From what we have seen so far, Andy seems to be doing an excellent job. Phil will be visiting Andy shortly, and he hopes to take delivery of the baseboards in March.



Meanwhile, I am now working on the engine shed. This is proving far from straightforward, although overcoming the difficulties is of course part of the pleasure of scratch-building. The first hurdle was to obtain a set of photographs from which to produce drawings. A variety of books have been published on the North Cornwall line, containing many photos of Wadebridge engine shed, but most seem to have been taken from obtuse angles. Also, the shed was modified in the 1950s by adding a cover to the water tower and removing the baffles on top of the roof vents. Phil's layout will represent the early 1960s, a few years before closure of the line, so we need to build the post-1950s version of the shed. Two photos from our collection are shown below.

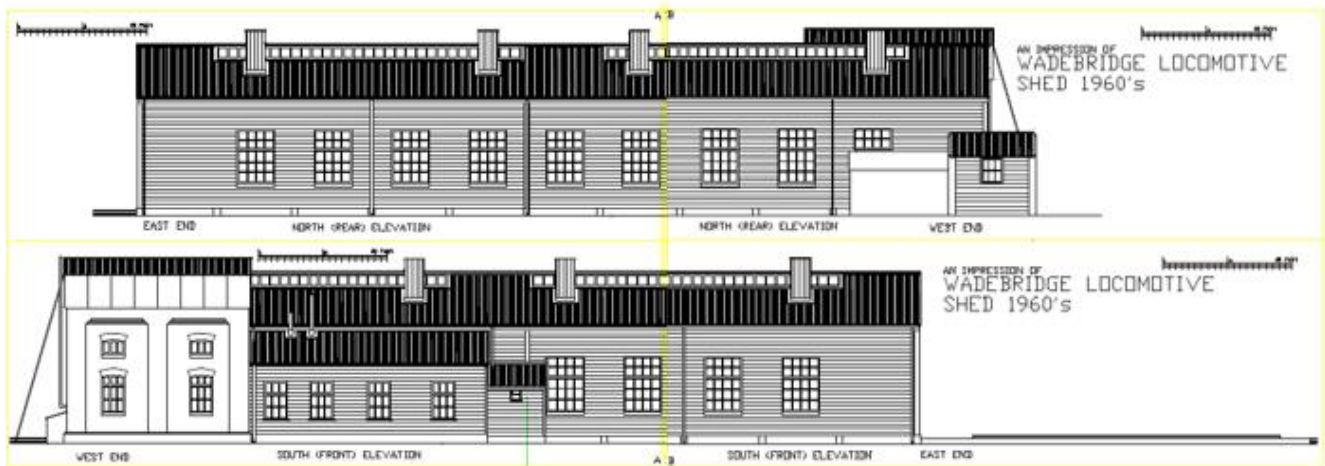


**Wadebridge Engine Shed in the 1930s; the cover had not yet been added to the water tower. Note also the baffles on the roof vents**



***Wadebridge Engine Shed in the 1950s; the cover has been added to the water tower and the baffles have been removed from the roof vents. Note the Beattie Well Tank no. 30586 in the foreground. Originally built by the LSWR for London suburban services, three of the class were transferred to Wadebridge in 1895, where they provided outstanding service until their retirement in 1962!***

As with many projects of this type, it was then necessary to estimate all of the building dimensions by using known dimensions such as brick courses, door height, track gauge and rolling stock sizes. The photos and estimated dimensions were then stitched together by our third team member John Treays (also mentioned in previous newsletter articles) to create CAD drawings using NanoCad.



**Wadebridge Engine Shed north and south elevations: CAD drawings by John Treays**

The next stage was to work out how to convert the drawings into an actual 3D structure. That's my job. The basic carcass of the building seemed straightforward enough, and for small scale buildings I don't usually concern myself with the interior, as generally not much of it is viewable from the outside. I therefore routinely build walls of overscale thickness and make liberal use of bulkheads to achieve rigidity. However, that doesn't apply in this case; the shed must carry two tracks through the structure, with open doors at the west end and no doors at the east end, so the interior cannot contain any obstructions, and will be (faintly) visible from the outside.

Furthermore, the main shed and office outbuildings are constructed on a brick base, with the walls above the base being clad with horizontal planking, which stands slightly proud of the brick base.

Finally, the main shed has thirteen large windows, each with 24 individual panes, split into 2 parts with the top part being openable. Again, with small scales I don't normally model such things meticulously as they are impracticable to create correctly in model form unless professionally etched at great expense. I usually compromise by either painting the panes onto transparent plastic sheet or creating the panes by criss-crossing pieces of microstrip, creating a bit of a mess on the inside wall which would not be acceptable for the engine shed due to the visibility of the interior as mentioned above.

Having mulled over these requirements for a while, I decided to build the shed walls from three layers of 0.5mm and one layer of 0.25mm styrene sheet, laminated to make a total thickness of 1.75mm (10.5 scale inches in N Gauge).

Layer 1 was constructed from plain 0.5mm styrene sheet.

Layer 2 was also plain 0.5mm styrene sheet, but leaving a 3mm gap at the bottom; the gap was filled with a 3mm strip of Slaters N Gauge embossed brick. The window openings were then cut out from combined layers 1 and 2.

Layer 3 was added to the outside, and was made from Evergreen 0.5mm embossed spaced planking, also leaving a 3mm gap at the bottom. This created the timber walls standing proud of the lower brick courses. The window openings were also cut into this layer.

The window frames were then added, and my rough-and-ready microstrip window panes added to the inside, 1mm longer at each end than the window openings (to enable them to be cemented to the inside walls).



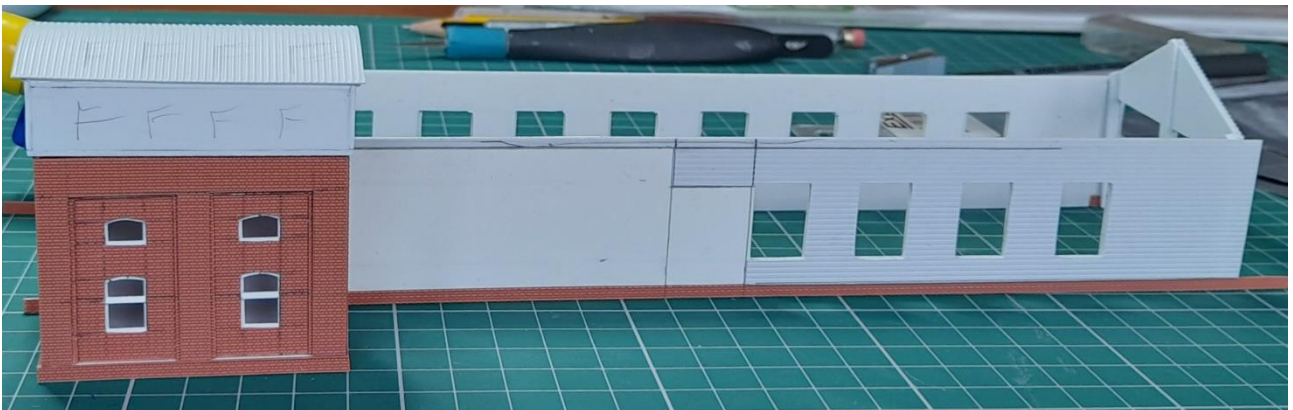
Layer 4 was then added to the inside walls. This consisted of a sheet of 0.25mm styrene sheet, with the rectangles cut out 2mm longer than the window openings, so that it would fit over the interior microstrip window panes.

Finally, sheets of transparent styrene sheet were fixed over the interior microstrip window panes, with 1mm edges painted to represent internal window frames.

It's not very elegant and wouldn't pass muster in a larger scale, where the interior would be far more visible, but I'm happy with the result, which I think struck a reasonable compromise between construction time and appearance.

A selection of photos is shown below of the structure so far. The next job is to build the roof (complete with skylights and tall roof vents).

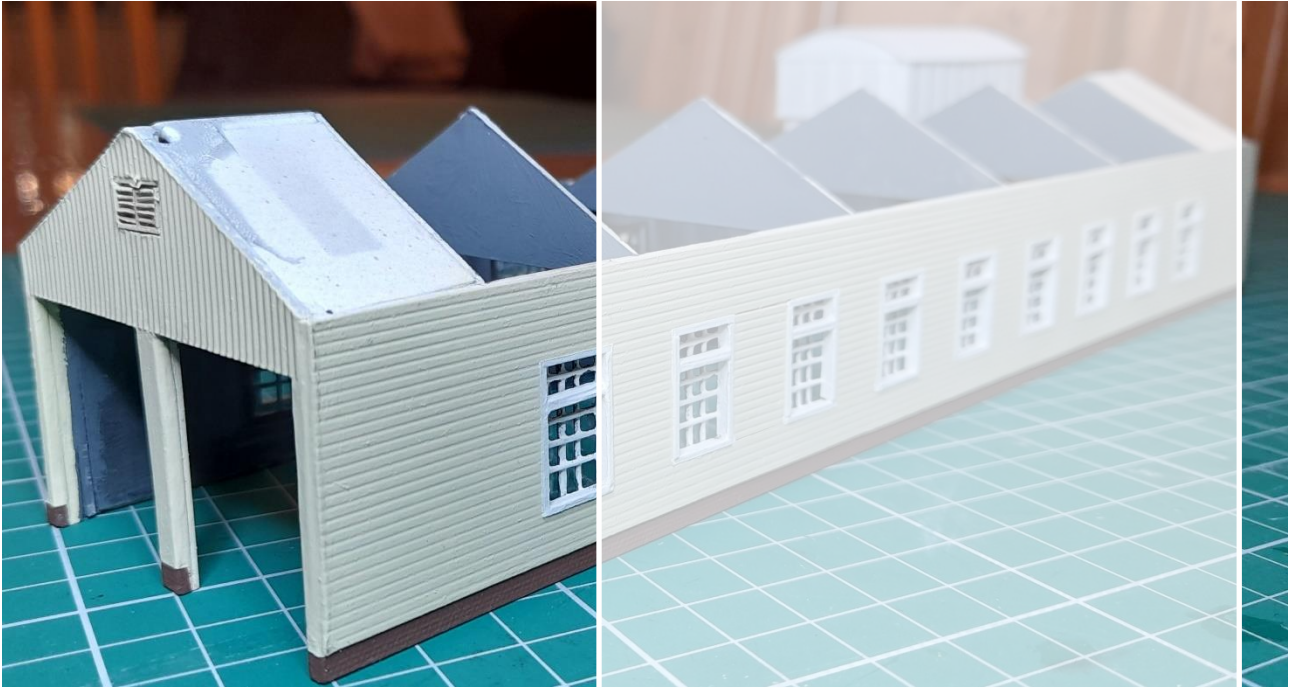
### **Dave Gotliffe**



***Wadebridge engine shed, during the early stages of construction. The lower brick course and external planking have been added to the walls and the window openings cut out.***



***In this view the window frames have now been added. The door opening is only just high enough to accommodate the test coach; however, the completed shed will sit at track-top height, so this will not present a problem.***



***In this photo, the window panes have been added and painting is in progress***



***The interior wall has now been added and overlaid with transparent rectangles to form the window glazing, the edges having been painted to represent the interior of the window frames. The interior wall has been painted grey with soot weathering powder added to make it look authentically dirty.***



***The following three photos show the shed in its current state. It now just needs a roof!***



## Beldman N gauge layout for sale

Mt N gauge North American layout is up for sale and if anyone is, or knows an interested party, please get in touch. Following my house move to Shrewsbury 7 years ago, space has been limited and I simply want to move on.

The layout itself has appeared in the newsletter before, but a refresher may help and I trust the following article and photos are OK.

The layout, based on the Rocky Mountains in Colorado, has been exhibited at a number of shows, both locally and in the Midlands, as well as appearing in two editions of PECO Continental Modeller.

Four baseboards make up the model to 16ft x 1-2ft. The 2ft width accommodates the curves into the storage sidings back scene. Adjustable stands, power source, Gaugemaster Model W controller and the following loco/stock are included:

Atlas #49309 SD-50 Locomotive Rio Grande. DCC decoder ready.

Atlas #3523 Great Northern 40' Stock car

Atlas #3419 40' Stock Car

Atlas #2383 New Haven 40' Box car

Atlas #3511 Frisco 42' Gondola

Atlas #2294 Deep Rock Tank

Atlas #35961 Caboose Rio Grande

Atlas Algoma Central Low loader; no box

Atlas Bulk Hopper; No box

Micro Trains #59030 ATSF Refrigerator Car

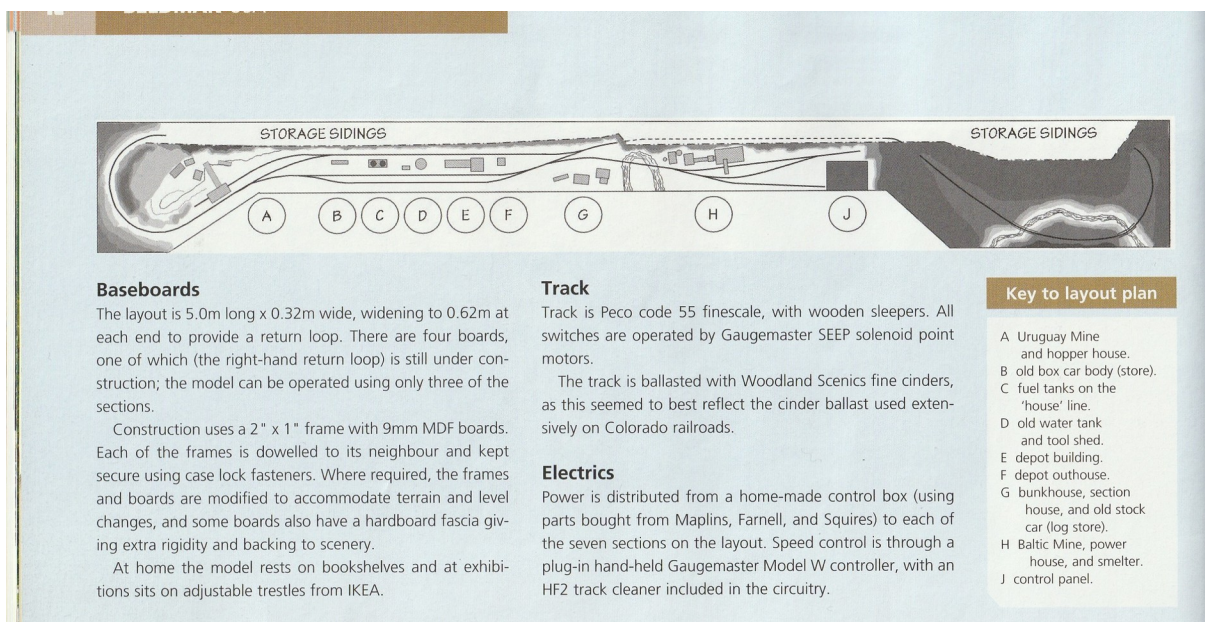
Roundhouse #8431 UP 60' Box Car

All are lightly weathered and have Kadее type or compatible couplings and the estimated ebay value of these items, stands etc, is circa £250.

The scenery comprises PECO code 55 track, bespoke buildings from plasticard based on Rio Grande Southern prototypes, additional mines and timber trestles, with a lot of cork bark to reproduce the terrain in the Rockies. I have also produced a CD of the PECO articles for verification.

Based on similar offers on ebay and my previous sales, I am asking £2000 for all of the above, and can be contacted or [mgdriver@live.co.uk](mailto:mgdriver@live.co.uk)

**Graham Betts**











That's all folks, but I began with a winter scene in Inner Mongolia, so perhaps it is appropriate to finish with something quite different, and much, much warmer:-



**Ore train in the Mauretanian Sahara**

**Chris Kapulka**