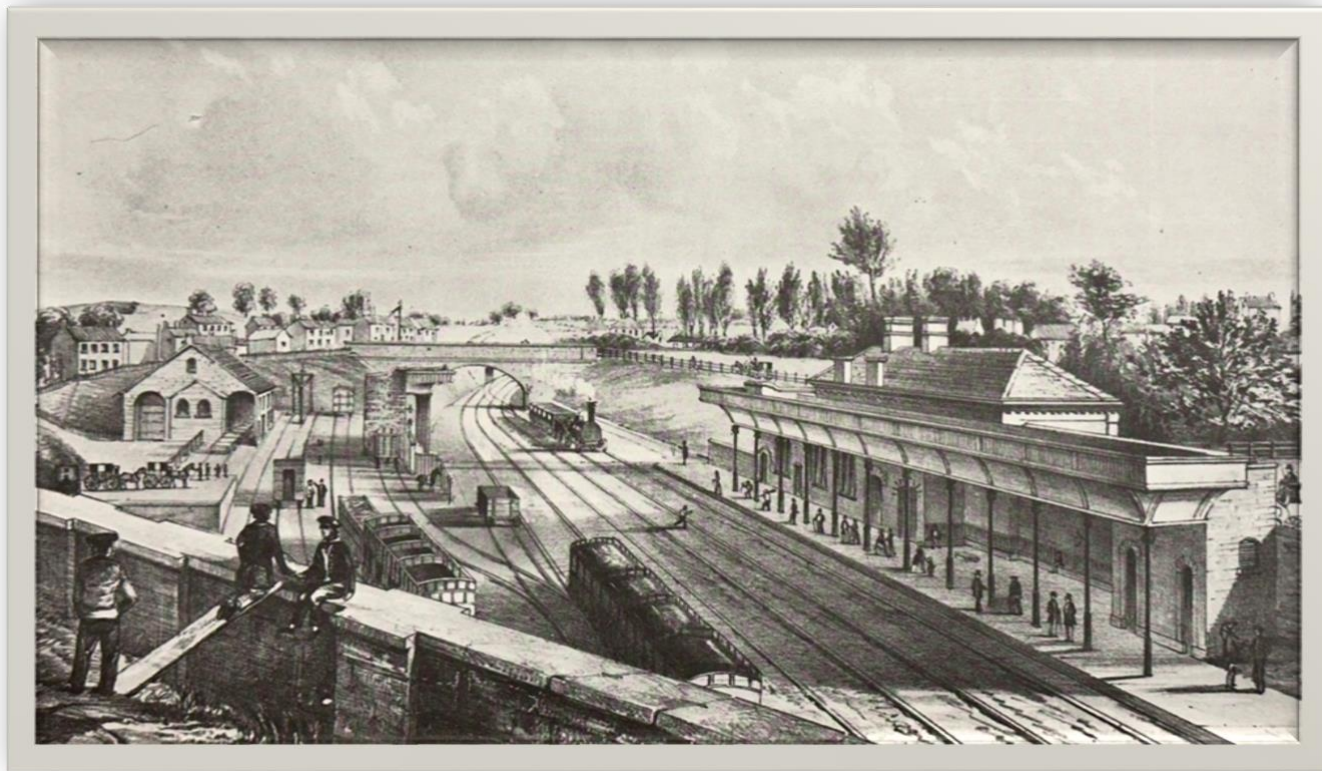


Association of Shrewsbury Railway Modellers

Newsletter No.30 December 2024



Wellington Railway Station, Shrewsbury & Birmingham Railway by C. J. Greenwood, July 1849. Parliamentary approval for the line, including a branch to Coalbrookdale, was granted in 1846, the line's chief engineer was Robert Stephenson. This black and white lithograph was published by J. Houlston of Wellington to celebrate the arrival of the railway. Note the extensive sidings and sizeable shed for handling goods traffic, an important aspect of the local economy. The unusual station canopy must have presented some interesting challenges in terms of drainage, but then perhaps poor drainage is a peculiarly Wellington thing!

Editorial

I would love to be able to say I was coerced into becoming the regular ASRM Newsletter editor, held at ransom by dastardly model railway mafiosi hell-bent on persuading me to do their dirty work. Perhaps, it was brain-fog brought on by traces of local anaesthetic from a recent small operation on my right leg, perhaps the effects of overwork, an excess of alcohol, lack of sleep, but no, I simply volunteered. The truth is I rather enjoyed my stint at the helm of Newsletter No.29 and thought that perhaps a permanent editor might be helpful in terms of providing one contact for contributions, a fixed timetable for deadlines and publication, and a regular format that can grow and adapt as required. Thus, I find myself tapping away at my keyboard, once again marvelling at the variety of excellent articles, many thanks to all who have contributed, and yes, you'll have to put up with me for a bit longer! I won't always get it right of course, please do provide feedback good or bad and I'll do my best to respond.

You may notice a slight bias towards the earlier period of our illustrious railway history as that is the period I am interested in and as your editor, I may exhibit unapologetic evangelistic leanings in this direction. On that note may I recommend a collection of photographs recently digitised by the National Railway Museum. They were taken by J. B. Pyne of Haverstock Hill and J. Ward of Euston Road, London, and record the construction of St. Pancras station in the 1860s, follow the link below.

[https://collection.sciencemuseumgroup.org.uk/objects/co442043/photographs-of-the-works-in-progress-of-the-midland-railway-photographs.](https://collection.sciencemuseumgroup.org.uk/objects/co442043/photographs-of-the-works-in-progress-of-the-midland-railway-photographs)

This will be the last ASRM Newsletter, at least under that heading, as from 2025 it will become the ASRM Journal. It is hoped that the new title will have a healthy mix of articles, regular features, and even perhaps a longer, serialised account (*yes, I've been listening to too many podcasts*) to reflect the publication's role to inform, educate, and entertain, less a 'letter of news' but more of a place to share your railway related experience, modelling projects, historical research, photographs new and old, even your holiday snaps (*as long as they involve railways*)!

The ASRM Journal will be published in March, June, September, and December 2025. Deadlines for contributions will be as follows:

February 28th - May 30th - August 29th - November 28th

To assist with my task of editing, please could contributions be in the form of a simple email or an attached Word document with all images as separate jpegs (not embedded in the text). If you have a lot to send and/or the file size is large, then file transfer tools such as WeTransfer.com are free and easy to use and save clogging up the email system.

chriscox5and9@gmail.com

07496 161 142

So, pens to paper, fingers on keys, send me an email about your projects big or small, upcoming events, sales and wants, tips and advice, anything that floats your boat. Remember, it's highly likely to float someone else's too. In the meantime, I wish you all a very relaxing and rewarding Christmas.

Chris Cox

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Confessions of a Train Collector

Essentially competing with the tank engines of my beloved Great Eastern, on the alternative route from London to Southend, for many years Whitelegg's LT&SR 'Tilbury Tanks' ruled.

To me, as a piece of design, I have to admit, the Tilbury Tank was the epitome of how perfectly balanced a 4-4-2 Atlantic tank could look. The leading four wheel bogie sat directly centred beneath a line through the chimney and outside cylinders, the 6' 6" driving wheels sat perfectly within the width of the side tanks, the wheels on the trailing bogie centred beneath the coal bunker. The running board extended proportionately in front of the smoke box door. The cab roof, although similar to those on GNR locos, had a gracefully curve to it, I could go on.

I waited years and years for such a model to come along, and then guess what.....two came along at once!



Which should I buy? The splendid 'Thundersley' version as restored for the lines 1956 centenary, in its original LT&SR colours, or the far more common version, in beautifully lined B.R. black. Both conformed to my Stratford rule, which is; If it was ever seen at Stratford, I'm allowed to buy it. I had to make a really difficult decision...



...so I bought them both!

Andy Butler.

Bachmann and the Swanage Railway

Members of the Bachmann Collectors' Club will be aware that once a year 150 of their number are able to enjoy a free day at a preserved railway. While living near Rochester the Bluebell Railway was within easy reach just as was the Llangollen once we had moved to Wales. Excellent days out with other like-minded anoraks. This year Bachmann selected The Swanage Railway, and although not close to here, it is within easy reach from an offspring's home, wherein this "Aged P." is assured of free board and lodging.



After registration the day started with a conducted tour of the mining museum and a short descent into the adit. The mine used to extract white ball clay of a very fine quality which was shipped by boat from Wareham to Stoke-on-Trent where Josiah Wedgwood employed it for his fine ceramics. Evidence has been found that mining here had been ongoing since Roman times, and more recently this

high-quality clay found a market in Denmark and Sweden.

We then boarded the train at Norden for the 23 minute journey to Swanage. This was in a reserved Mk1 coach painted in that classic BR Southern Green of yesteryear, so unlike the gaudily decorated rolling stock of today. We were hauled by a 4-4-0 Adams T3, presented in immaculate London and South Western livery. On arrival at Swanage, we were able to take a Queen Mary brake van ride in similarly immaculate condition. Not all the stock is immaculate though. No.34070 Battle of Britain Class "Manston" has been preserved in a working condition with faded and dulled paintwork. In this condition the paintwork has been matt varnished to preserve this appearance.



One wonders if in this state it is easy to know when exactly to stop cleaning? As to whether this decision is considered the right thing or not must be left to the individual, but as someone who does not generally weather their models, I admit I remain unconvinced.

After the packed lunch, provided by Bachmann, we were treated to a presentation of the company's latest project launched under the EFE Brand. This was given by a knowledgeable member of the South Western Circle – the historical society for the LSWR. No prize for guessing that this is a OO gauge model of an Adams T3 in various guises such as with, and without, the stove pipe chimney,

along with other variations to suit the modeller. On the return to Norden a stop was made at Corfe Castle for a visit to the signal box and Bachmann's display of a large quantity of 'practically perfect' models, these being items that had been returned to the manufacturer and now for sale 'as seen' at about half the RRP and available exclusively to club members.

I remembered from a previous visit that the best photograph of Corfe Castle, like Durham Cathedral, is to be had from the railway station. Alas, as the train pulled into the station the heavens opened, and visibility was dramatically reduced – just another one of those episodes designed to thwart the best laid plans...etc. Unpainted samples (EP's) of the OO scale T3 were on display for this presentation and despite being a committed 'Nthusiast', I nevertheless found the story of the T3 of interest, and if the little grey cells allow, I will summarise what we learned.



THE LSWR T3 CLASS

The first T3 was constructed by the LSWR in 1892 and within a year the fleet of 20 had been completed. At Grouping in 1923 the entire fleet was absorbed into the Southern Railway, but as the SR was largely electrified many of these locomotives were surplus to requirements. Within 10 years only three remained and these were subsequently withdrawn in 1936, 1942 and 1948.

Adams designed the locos for use on the undulating lines west of Salisbury and they worked from depots on the Bournemouth and the West of England Lines. During their time in service several changes and improvements were made and when Drummond was appointed as Chief Mechanical Engineer the stove pipe chimney was replaced by one of his own design. Some examples also received Drummond's boilers.



The last remaining loco was no.563 which was stored pending the 1948 centenary of Waterloo Station, following which it was assimilated into the National Collection, first at Clapham and subsequently at York. Fast forward to 2017 and the NRM transferred ownership to the 'Swanage Railway Trust 563 Locomotive Group' which culminated in the full restoration to steam in October 2023.



As is now common practice with models nowadays, a number of variations will be produced by Bachmann together with a quantity of accessories for the purist to model the exact period and to display authentic route patterns. We were shown some of these variations with different types of boiler, chimney, whistle, coupling rods, splashers and with equalising beam suspension or traditional springing. Something that has always niggled me is the excessive gap between the loco and its tender, but with this model the two are linked by a snap-together drawbar with integral close coupling and electrical connections to enable fitting a Next18 decoder in the tender.

NOTES ON THE SWANAGE RAILWAY

The Swanage Branch off the main line from London to Weymouth not only facilitated coal into Swanage but enabled the clay to reach Wareham for shipping and Purbeck Stone for onward transmission. From the 1880's to the 1940's the line thrived with the numbers of visitors to the Isle. Like so many lines the increased ownership of cars during the 1950's caused a decline in numbers and British Rail closed the line in 1972, objections having delayed the original proposed closure from 1967.

In the summer of 1972 seven miles of track were lifted, but five years later The Swanage Railway Society was granted a one-year lease of the disused Swanage Station and in 1977 the first train was run, albeit for just a few hundred yards. During the ensuing years much hard graft further extended the track until progress was thwarted as part of the old trackbed had been earmarked for the much needed Corfe Castle by-pass. Incredibly a public enquiry resulted in the Inspector allowing the track to be re-laid along the original route. The line continued to be further extended and today it now enjoys a signalled connection with the main line near Furzebrook, permitting uninterrupted train travel from London to Swanage.

Norden enjoys a park and ride facility for 350 cars enabling visitors the use of either the train or the bus to Swanage. At £4 this is perhaps rather more than we are used to at Shrewsbury or Chester, but it is cheaper than parking in Swanage and a far easier journey. Of course, if you take the train, it is not only easier but a lot more pleasant. From what I could deduce during my visit this option appeared quite popular, especially with children - and why not indeed?

A FITTING END TO A GOOD DAY OUT

On a purely personal note, when I returned to the off-spring's house no.1 grandson and his girlfriend were visiting (that is code for scrounging dinner) and not having met the girl before, found that she ticked all the boxes. She works at Waterloo Station and is heavily involved in sorting out the nationalisation of our railways. She and I engaged in a most interesting and protracted conversation about all things railway. The grandson is not into railways, and so he was totally excluded from the nerdy conversation over dinner – hard luck lad – if you marry this girl you are going to have to extend your horizons and get on the right track!



Michael Bennett

Calderbank gets point rodding

Earlier this year I received a packet from my good friend and former colleague (John) from my days at Eggborough Power Station. Inside was a very significant amount of 3D printed point rodding parts.

John had earlier told me that an associate in his model flying club had provided him with enough point rodding to complete the east coast main line – here was my share to do the west coast main line!

The photos show the progress to date, which is now more or less completed. This location is the South Box and the North Box has since been completed also. Having never fitted point rodding on previous layouts I feel very satisfied with my first efforts.

The main issue I found was the reluctance of the 3D plastic to bond with any suitable adhesive.

The Gorilla glue was taking days to set and was very unreliable with little strength. I resorted to using a 12W soldering iron to carefully join parts, mainly the bearing bases. I later found that the particular Gorilla glue was not 'cyano' based 'super glue' but one of their alternatives, so that's £9 wasted! I did find that UHU 'cyano' super glue worked much better.







Graham Betts

Scanning Railway Photos for Posterity

I belong to the Great Eastern Railway Society <https://www.gersociety.org.uk/> and they were looking for volunteers to scan their photograph collection. I put myself forward and nearly a year later a batch scanner arrived and about 3000 (mostly) postcard-sized photos. They are in batches of between one or two photos and over four hundred. Spreadsheets with details of the photos were provided and I just had to enter the reference number once scanned. All seemed pretty straightforward.



A lovely little J65, one of Iain Rice's favourite locos.

The process starts by sorting the photos into order; they are usually a bit jumbled up! Then they need checking to see if any are missing. The scanner allocates consecutive numbers to the scans which must be the same as the reference number. If a photo is missing, I put in a random colour photo to fool the software; otherwise all subsequent scans will have the wrong number and will need changing manually. I have had to do this too many times. The scanner does not like stickers. If someone has put a sticker on the back of the photo it rejects it and unless I stop and check the numbers, chaos can ensue. The photos which it rejects have to be taken to the flatbed scanner which has to be reset to scan to the highest resolution and then the resulting files need to be renumbered to fit into the sequence. A right fiddle!

When ready, the first batch of up to 35 can be loaded upside down and face forwards in numerical order, into the scanner. However, experience shows that if it goes wrong, 35 is a lot to renumber. I now only put in ten. Click on the scan button and away it goes.

Right: A sturdy J20. The text on the back of this postcard is reproduced below, all the detail you could want!



#8292, 'J20'
 Built Stratford, 1922.
 last overhauled at
 Stratford, September, 1932.
 Boiler # 3811, 180" fitted
 with Standard plugs.
 Taken 25.3.33, when
 it was shedded at
 March; working National
 Radiator shunting duties.
 Driver Dix & Fireman
 Lyons. (Hull D shed)

GER SOCIETY COLLECTION
 D/Z 346/7025/005
 ESSEX RECORD OFFICE

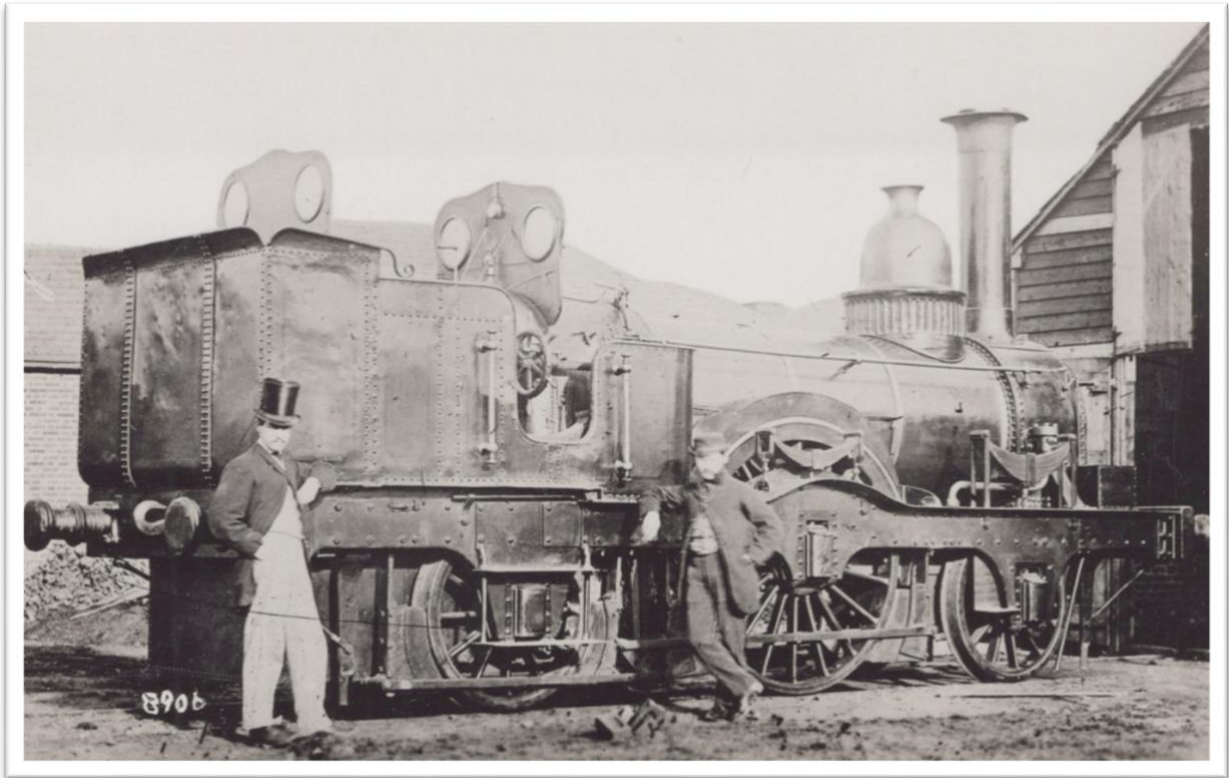
Rather alarmingly, it takes the photo from the bottom of the pile and scans it first but allocates numbers in the correct order! If all goes well, it goes the next batch and so on. It takes about 30 seconds to scan 10 photos. The scanner is set to scan at the highest resolution and the files are in TIF format and are rather large; typically 7 or 8 megabytes each. There is a front scan of the picture and a rear scan of whatever is written on the back.

Once the whole batch is scanned and the spreadsheet filled in, I send it to the photographic co-ordinator by We Transfer which is a way of sending very large files up to 2Gb free. A large batch will go in two or three tranches.

Below: Not all photos are Great Eastern; an ex LBSCR 2-2-2 on Colne Valley line.

Right, one hundred and twenty-six photos scanned this afternoon, two hundred and eighty-four to go!

Nick Coppin



Goods Stock Analysis 1920

Following on from Dave York's excellent and enlightening talk on November 6th, he has contributed a couple of files showing the full data regarding the Pre-Grouping Goods Stock analysis from 1920. He writes: 'The first is a scan of the original article by Bernard Holland which I think is from Model Railways magazine, not sure of the date but possibly late 60's or 70s. The second is an excel sheet of Table 1. There appears to be a couple of small errors in the original article in that the totals for GWR and LSWR do not equate to the sum of the columns - but it's not significant. The GWR is 300 out as I think the LNWR misc. figure has been incorrectly included. The LSWR is 33 out. Also, companies appear not to have analysed their stock consistently - I can't believe the L&Y and LSW didn't have any mineral wagons - maybe they are all included with the opens.'

Pre-Grouping Wagon stock

Analysis of railway companies types

Bernard Holland

Historical MRS

THE most striking development in railway modelling over the past few years is surely the attempt to obtain greater overall accuracy in the layout. Not only is this obvious in the carefully modelled locos, with correctly-spoked wheels (no more 4-4-2 Royal Scots!), and, authentic coach liveries, but even in the choice of the stock modelled. The development of styrene sheet has made it possible for anyone to model an individual wagon stud and I thought it would be of interest to modellers to prepare these tables of wagon stock figures. From these, and allowing for the "geographical location" of the layout, one can form an idea of the approximate number of various companies' wagons likely to be seen.

The figures are exactly as taken from the *Railway Year Book* for 1921 and give the position as at 31 December 1920. I have not included details for railways in the Isle of Wight, nor for a few dock railways: all other standard gauge lines are included, provided they owned wagons! The Manchester Ship Canal is included out of interest only, for I suspect that their large fleet was for internal use (with their 70 locos).

Not all the companies have analysed their stock, and of those who have, not all are analysed to the same pattern, certain companies listing, for example, brake vans as "miscellaneous". Service wagons, such as ballast wagons etc, are given separately and are *not* included in the total shown. In the case of certain smaller companies, no separate service vehicles are shown and I do not know if this means that they are included in the total, or if they did not exist.

A few points are worth mentioning:

The huge numbers of mineral wagons owned by the lowland Scottish companies, over half their stock.

The contrast in mineral wagons between the NER and the GWR.

The GWR and LNER were the principal movers of cattle together with the NER. Although the latter had slightly fewer vehicles, they did in fact carry rather more head of stock. The actual figures are GWR 1,790,399; NER 1,708,050; LNER 1,627,672.

The comparatively small number of vans owned by the Scottish companies.

The Barry Railway's large stock of vans—the only company to have more vans than opens. I wonder why?

The SMJ's small stock of cattle wagons. Yet they moved 16,703 head of livestock during 1920. That works out at over 53 head per wagon per week.

The lack of drawings and livery details for wagons of many smaller lines.

The "top eight" in 1920 owned more wagons between them than BR do now.

TABLE 2
RAILWAYS GIVING NO ANALYSIS OF GOODS STOCK

	Total	Service Vehicles
Furness	7,368	428
North Staffordshire	6,206	363
Cheshire Lines	4,419	91
Taff Vale	2,400	446
Manchester Ship Canal	2,125	—
Cardiff	1,724	42
Maryport & Carlisle	1,547	73
Rhymney	1,041	147
Rhondda & Swansea Bay	858	—
Brecon & Merthyr	640	—
Metropolitan	556	94
Port Talbot	411	—
Midland & Great Northern	388	—
Midland & South Western Junction	254	125
Cleator & Workington Junction	248	—
East & West Yorkshire Union	201	—
Colne Valley & Halstead	174	—
Neath & Brecon	120	—
Stocksbridge	68	—
Knott End	52	—
Plymouth, Devonport & S. Western Jn.	52	—
Llanelli & Mynydd Mawr	42	—
Shropshire & Montgomeryshire	35	—
Cleobury Mortimer & Ditton Priors	24	—
East Kent	21	—
Mid-Suffolk Light	21	—
Bishops Castle	19	—
Burry Port & Gwendraeth Valley	18	—
Hundred of Manhood & Selsey T.	18	—
Weston, Clevedon & Portishead	16	—
Kent & East Sussex	14	—
Derwent Valley	13	—
Nidd Valley	10	—

TABLE 1 RAILWAYS GIVING ANALYSIS OF GOODS STOCK

	Open Wagons	Covered Wagons	Mineral Wagons	Cattle Trucks	Rail & Timber Wagons	Special Wagons	Brake Vans	Miscellaneous	Total	Service Vehicles
Midland	78703	12722	24022	1695	1986	498	1530		121,156	7695
North Eastern	37785	9864	57679	2219	10723	211	1228		119,709	3785
Great Western	57266	13942	772	2423	2437	1617	2039		80,796	8114
London & North Western	44733	14934	9113	2367	3114	455	1806	300	76,822	7249
North British	14024	4369	35566	1733	963	111	683	13	57,452	1681
Caledonian	14222	2984	27734	1478		116		4352	50,886	1836
Great Northern	31599	4000		707	627	383	887		38,203	2882
Great Central	19626	3223	8174	394	2794	345	885		35,441	2866
Lancashire & Yorkshire	25461	6287						Others	35,031	2746
Great Eastern	18674	5337	175	1749	983	4	662	3283	27,584	2824
Glasgow & South Western	3461	1195	12037	660		36		1650	19,039	1324
London & South Western	9580	2689		863	831	2	583		14,581	709
South Eastern & Chatham	4085	1327	4994	268	168	11	310	68	11,231	667
London Brighton & S. Coast	7759	612	422	441	591	11	336	112	10,284	650
Hull & Barnsley	3533	406		40	440		112		4,531	296
Great North of Scotland	2710	516		249	81		72	134 (including service)	3,762	see misc.
Highland	1949	188		292	210	5		74	2,718	113
Cambrian	1346	110		191		6		412	2,065	213
Barry	693	752						118	1,563	573
Alexandra Docks	642	6					9		677	12
North London			263				34		297	225
Stratford & Midland Jn.	83	18		6	8		9		124	43
Wirral	77	3			3		3		86	16

91

Company	Open	Covered	Mineral	Cattle	Rail & Timber	Special	Brake Vans	Misc	Total	Service Vehicles
Midland	78703	12722	24022	1695	1986	498	1530		121156	7695
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Great Eastern	18674	5337	175	1749	983	4	662		27584	2824
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Alexandra Docks	642	6				20	9		677	12
North London			263				34		297	225
Stratford & Midland Junc.	83	18		6	8		9		124	43
Wirral	77	3			3		3		86	16

British Railways Modelling Standard Bureau

Some members will recall the recent talk by Dave York about EM gauge standards published by BRMSB.

I have in my possession, a copy of MODEL RAILWAYS HANDBOOK 6th Edition, published by Percival Marshall. This has provided me with a lot of guidance over the years and refers extensively to BRMSB, which it says started in 1941, when there was a war on you know! It goes on to say that the 1950 BRMSB dimension booklet ran out of print in 1957, adding the 'handbook' would therefore embrace all the smaller gauge standards. The exception appears to N gauge, but halving the EM dimensions works OK for me.

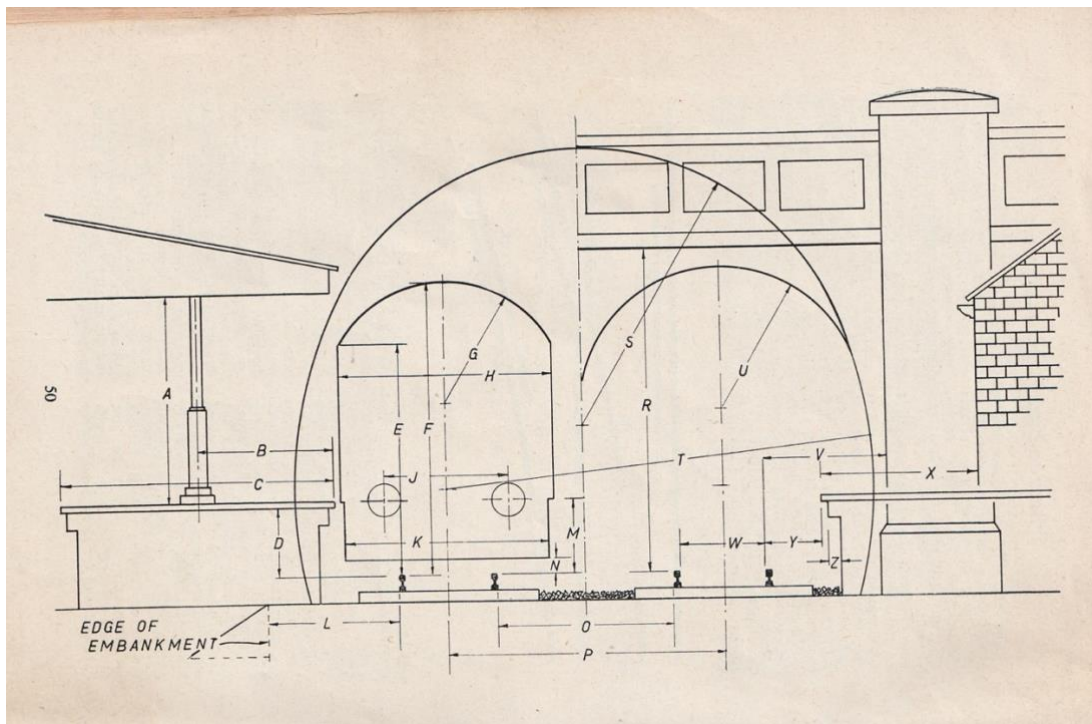
I have included a copy of the page covering LOADING GAUGE DIMENSIONS with this article and if there is enough interest I can scan the chapter covering the given dimensions, back-to-back and points etc.

Graham Betts

LOADING GAUGE DIMENSIONS

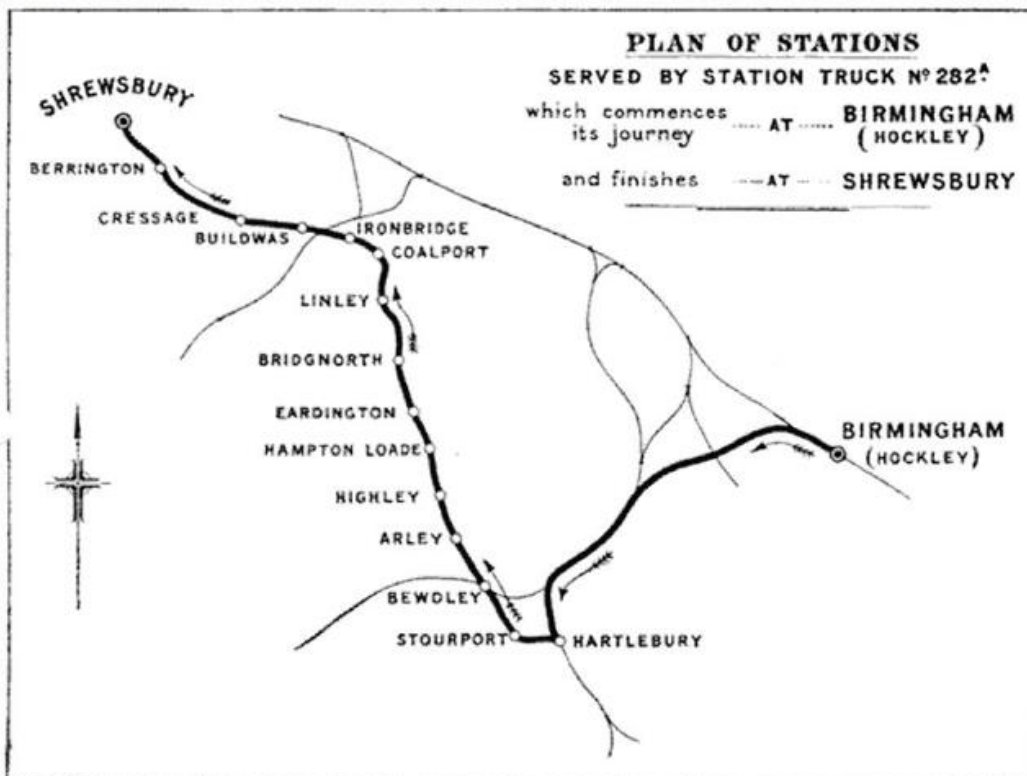
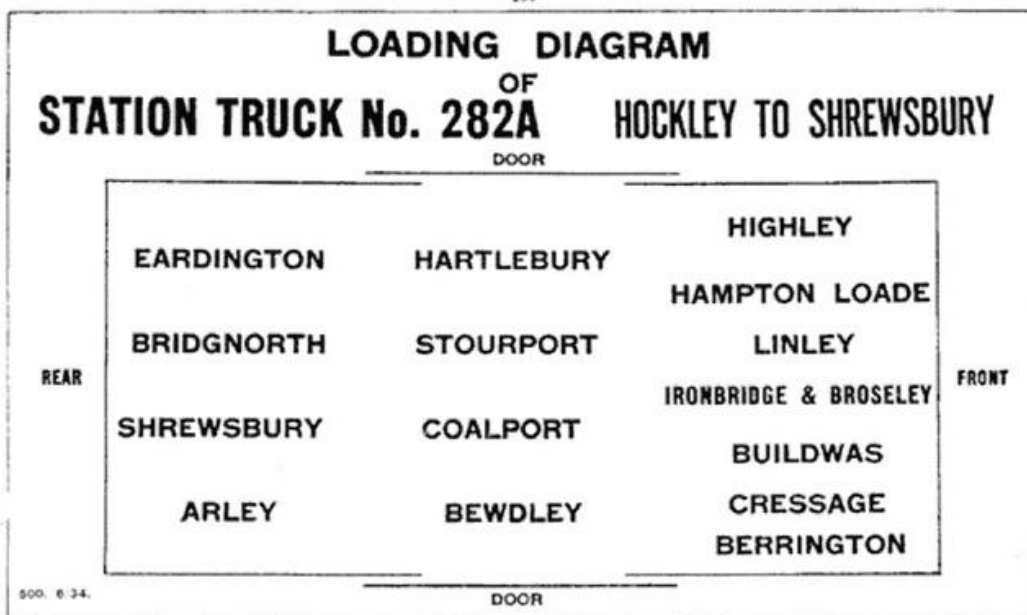
All dimensions in millimetres unless otherwise stated

Ref. Letter	PROTOTYPE (IN FEET)	T.T.3. 3mm.	HO 3-5mm.	OO 4mm.	EM 4mm.	"S" 7/16in	O Coarse 7mm.	O Fine 7mm.	1 10mm.	NOTES
A ¹	8.00	24.00	28.00	32.00	32.00	40.00	56.00	56.00	80.00	1 Minimum
B ¹	6.25	18.75	21.75	25.00	25.00	30.25	43.75	43.75	62.50	2 Standard (Minimum for prototype 2ft 9ins)
C ¹	12.50	36.75	43.75	50.00	50.00	62.50	87.50	87.50	125.00	3 Maximum
D ²	3.0	9.0	11.50	12.00	12.00	15.00	21.00	21.00	30.00	4 Prototype dimensions are minimum. (See remarks in the introductory paragraph)
E	10.50	31.50	36.75	42.00	42.00	52.50	73.50	73.50	105.00	
F	13.50	40.50	47.25	54.00	54.00	67.50	94.50	94.50	135.00	
G	5.50	16.50	19.25	22.00	22.00	27.50	38.50	38.50	55.00	
H ³	9.50	28.50	33.25	38.00	38.00	47.50	66.50	66.50	95.00	
J	5.65	17.00	19.75	22.50	22.50	28.25	39.50	39.50	56.50	5 In TT-3, OO and O coarse gauges, an extra 3mm, 5mm and 7mm respectively is necessary on curves
K	9.00	27.00	31.50	36.00	36.00	45.00	63.00	63.00	90.00	
L ¹	5.30	16.00	17.75	21.25	21.25	26.50	37.00	37.00	53.00	
M	3.50	10.50	12.25	14.00	14.00	17.50	24.50	24.50	35.00	
N	0.75	2.25	2.50	3.00	3.00	3.75	5.25	5.25	7.50	
O ⁴	6.50	23.75	21.50	31.50	25.00	30.75	53.00	45.00	65.00	
†P ⁴	11.15	38.00	40.00	50.00	45.00	55.00	90.00	80.00	115.00	DIMENSIONS ARE TO THE NEAREST .25mm
R ¹	15.00	45.00	52.50	60.00	60.00	75.00	105.00	105.00	150.00	
S ⁵	13.00	39.00	45.50	52.00	52.00	68.00	91.00	91.00	130.00	
T ⁵	19.50	58.50	68.25	78.00	78.00	97.50	136.50	136.50	195.00	
U ⁵	6.75	20.25	23.75	27.00	27.00	33.75	43.75	43.75	67.50	
V ¹	5.33	16.00	18.50	21.25	21.25	26.50	37.25	37.25	53.25	† Fine Scale (44.45mm in coarse scale)
W	4.71	12.00	16.50	16.50	18.00	7/8in.	32.00	32.00	45.00†	
X ¹	6.00	18.00	21.00	24.00	24.00	30.00	42.00	42.00	60.00	‡ For straight platforms. Increase on curves as necessary
‡Y ⁴	2.40	9.00	9.50	11.00	10.00	13.00	19.00	17.50	25.00	
Z ¹	1.00	3.00	3.50	4.00	4.00	5.00	7.00	7.00	10.00	
‡ Dimensions are for straight running roads. (Centre to Centre) for sidings increase as follows		45.00	50.00	50.00	50.00	60.00	110.00	90.00	120.00	



GWR Station Truck

The following is a fascinating article from a 1935 Great Western Railway Magazine describing the use of 'Station Trucks' and the arrangements for loading such vans, the example described here being one with a very local connection. The article was downloaded by Dave York many years ago from the UKModelshops website but appears to be no longer available. Nowadays, the 'station Truck' has been comprehensively replaced by a bloke in a white van...



Modellers Tips

Following on from Vernon Larcombe's sound advice in Newsletter No.29 entitled 'Five Things Not To Do When Modelling'.

MODELLERS TIP No.6: SLACK IN YOUR LAYOUT'S WIRING

A little slack in your layout's wiring is not a bad idea. There may be the odd dry joint that needs re-soldering, a wiring mistake that needs rectifying, an electrical component that needs replacing. All are made easier with a little slack in the wiring.

However, be warned, you can overdo it.....

Heralded as its first public appearance, the creator of this all new layout arrived at the exhibition venue a tad late. Undaunted, he set about unloading his van, dashing between the car park and the exhibition hall with each of the baseboards that formed his latest masterpiece. It wasn't until he entered the hall with the last of these, the one with the inbuilt control panel, that a huge swathe of his overly generous wiring caught round one of the halls door handles, with what can only be described as disastrous consequences.

Needless to say, to the disappointment of many, the layout made its debut as a static display.

Andy Butler.

Queen Adelaide's First Railway Carriage

Adelaide of Saxe-Meiningen was the Royal Consort (or in peasant speak – missus) of William IV who was crowned King of England on 8th September 1831. They were married in 1818 and perhaps owing to the somewhat wayward reputation of her husband, and the tragic loss of no less than four children either stillborn or dying shortly after birth together with several miscarriages, she gained the sympathy of the British public. Despite her personal distress she remained stoic and loyal to William until his death in June 1837, demonstrating '...dignity, repose, and characteristic grace.' She was never in great health and frequently travelled between the country houses of the aristocracy in the hope that this would be beneficial to her constitution. A consequence of this is that she became the first Royal to travel by rail on 15th October 1839. A collection of letters describing her journeys exist in the National Archives at Kew and provide a fascinating resource.

At the time, the London & Birmingham railway (L&B) were caught on the hop, not having a suitable royal carriage in which to convey her majesty. Joseph Wright the Company's carriage superintendent, hastily prepared a Mail carriage, stripping out the interior, re-upholstering, removing the rooftop imperial, re-varnishing, and generally sprucing up the vehicle, which was then mounted on bow springs, the creation of William Bridges Adams.



W. B. Adams had already established his patented bow springs as a more comfortable alternative to the leaf spring generally employed on road carriages. He was very keen to see it universally adopted on Britain's railways and managed to persuade several railway companies, including the L&B, to trial the system which consisted of two large oval, curved steel plates connecting brackets on the solebar to the bottom of the axlebox allowing for considerable rise and fall. To keep this in check, two simple shackles held the top of the axlebox either side, reaching back to the solebar brackets. There were no axleguards at all and passengers frequently complained of feeling seasick as the wheelsets were allowed

rather too much 'float' vertically and laterally. A combination of these springs and the converted Mail body, still retaining its scarlet Royal Mail livery made for a very unusual looking carriage which did

very well to last until 1845 when it was replaced with a similar but perhaps more suitable coupé on a more conventional underframe.

My 4mm scale model seeks to represent this unique vehicle in its original guise and forms the basis of what I hope will loosely constitute the first 'Royal Train'.

Further royal vehicles currently in the planning stage are two carriage trucks carrying a state landau and a luggage fourgon, a first-class carriage for servants is already complete. The image right shows the elegantly curved chariot end of the coupé, the distinctive narrow 'two abreast' body, and the curved bow springs.

The body is made from my own etches kindly drawn up by a friend, the underframe is built entirely from scratch, a process I must confess drove me to the brink of insanity. Adams' bow springs are exceptionally difficult to model in such a small scale and several attempts were made before something passable was achieved. My initial thoughts on fitting the tiny axleboxes with pinpoint bearings went out of the window (almost literally) and I resorted to internal carriers for the axles courtesy of MJT.



The image left shows the boot end which was not a container for luggage but a dormeuse. The seats at the end of the compartment folded down into a bed, the 'feet end' projecting into the boot space. The precarious seat on top was originally for the Mail guard but retained on this carriage for use by a suitably brave and loyal servant. To the right are the frames under construction prior to making and fitting the delicate shackles. The picture below provides an idea of scale. The carriage is tiny, looking more like something in TT scale. Thankfully, drawings and a full written specification for the Mail carriages survive so we know their diminutive dimensions are quite correct.



research made this model possible.

Chris Cox



Tales from the dining room table



On your editors dining room table this month is a half-built 4mm scale model of a Birmingham & Derby Junction second-class carriage c.1839. This is an etch I commissioned to represent this obscure little vehicle which will hopefully be joined by one or two more to run on my Coventry 1839 layout. I'm still working on the underframe and with any luck by the time this newsletter is with you it will be more or less complete. Lurking in the background you can see the bare bones of a scratchbuilt Bury 2-2-0 loco with its distinctive copper firebox.

Sales and Wants

Wanted – old broken bits and pieces. Contact: Graham Betts mgdriver@live.co.uk

If you have any unwanted items, wheels, gears, bent coupling rods, nuts, bolts and washers, old chassis, or complete with burnt out motors as parts donors: Hornby, Lima, Replica Railways, Airfix, Bachmann, Dapol, Mainline etc. I can accommodate them in my 'parts department'.

I enjoy trying to fix things, 'perversely' as my wife says when she would prefer a 'new' thingamajig, but "can't waste money lass", seems to work!

For a few years I have repaired/recycled models picked up or donated, and some members have brought me items to look at and repair, with success to date using whatever spares I could find. All of these have been at 4mm scale, and it is really helpful to have unwanted irreparable models as a spare parts source.

And finally...

Three photographs, one of the real thing and two of a model, both fine examples of what makes us tick as railway enthusiasts, come rain or shine.



Chris Kapolka's excellent study of Black Five 44871 passing Beeston on its way to Chester 23rd November this year in good old British weather!



The bucolic atmosphere of pre-war Sussex captured so beautifully on Gordon Gravett's 7mm scale Ditchling Green on display at this year's Scaleforum, the attention to detail is quite extraordinary.

