

Association of Shrewsbury Railway Modellers



December 2020 Newsletter

A warm welcome to the Christmas 2020 Newsletter. It's very pleasing to see so many of us continuing to carry out such a wide diversity of modelling activities. Thank you to everybody who has submitted articles for our newsletter throughout this remarkable year. Particular thanks this month go to Stephen Duffell for once again compiling our Christmas Quiz.

At this time of year we would normally be holding our Christmas meeting at the Priory School, and it is always an enjoyable evening. While we cannot meet as a group this year, we have done our best to create the nearest equivalent by correspondence and with online activities. We hope that you will take part and that we all continue to stay in touch by using our telephones, computers – and, of course, the Newsletter - until we are able to resume our meetings at the Priory School.

The January 2021 Newsletter will be edited by Peter Cox. Please send your contributions to Peter at [redacted] We always welcome new volunteer editors in order to vary the style and content of the newsletter, so if you would like to edit a future issue please contact Nick Coppin at [redacted]

Meanwhile, a very Merry Christmas to all members, and to your spouses, partners, family and friends.

Dave Gotliffe
Guest Editor
27th November 2020

Join us on Zoom:

Tues 1st December 2020, 7.00pm (Short practice session)

Wed 2nd December 2020, 7.00pm (Presentation by Nick Coppin)

To join in, click on this link:

<https://us04web.zoom>

See below for further details

In this issue:

Zooming into Christmas ...		3
... with Prizes Galore!		4
The ASRM Christmas Wish List		5
Working on the Locos	Gordon Woods	8
Layout Progress (or lack of...)	Mike Bennett	12
Painting my Midland Single: Part 2	Phil Rowe	14
Scalescenes Buildings	Peter Cox	15
Perils in the Garden	Ian Payne	18
December 2020 ASRM Workshop		19
<i>Our members' forum for items for sale, ideas, feedback, letters and comments</i>		
The ASRM 2020 Christmas Quiz	Stephen Duffell	20

Zooming into Christmas ...

An alternative way of holding our monthly meetings

We had hoped to resume our meetings at the Priory School before the end of this year; we were very much looking forward to laying on the customary Christmas bring-and-buy sale, quiz, raffle, mince pies, and perhaps even another wonderful selection of Ryan's pork pies. Sadly this will not be possible, although we will of course resume our meetings at the Priory as soon as we are able to do so.

Meanwhile, as you will have seen from Nick Coppin's email of 3rd November, we will be holding virtual monthly meetings on "Zoom" at the usual time - the first Wednesday of each month at 7pm ready for a 7.15 start - from this coming Wednesday, 2nd December. Obviously it's a new departure for the Association and we hope you will all give it a try. Presenters can give their talks live, present a slide show that they have prepared in advance, or a combination of both. The first presentation will be "**Mainly Trains**" by Nick Coppin - a presentation and accompanying slide show comprising a selection of Nick's archive of railway photos from the 1970s.

We envisage the Zoom meetings being quite short – a brief introduction and chat (much as we do at the Priory) followed by a presentation of around 25 – 30 minutes.

For those of you not familiar with Zoom (or computers and smartphones in general) you will need access to a computer, laptop, smartphone, tablet, or something similar that is connected to the internet, and has a camera or webcam (most modern devices have these). Nick has provided us with a link to the Zoom website. If you don't have it to hand you can use the copy on the title page or the one below:

<https://us04web.zoom.>

Just click on the link: for touch-screen devices such as smartphones and iPads, just tap the link with your finger. For non-touch-screen devices, such as most PCs and laptops, hold down the "Control" button while clicking on the link with your mouse (or copy and paste the whole of the underlined row into your internet search box). This should bring up the "Zoom" screen. The "host" (Nick) will press a button at his end to admit you to the meeting, and as we join our picture will appear on everyone's screens. Somewhere on the screen you should see a symbol marked "Gallery view". Clicking on this will split the screen into a series of small pictures of everybody taking part. Nick will pause his presentation periodically for any questions.

Nick will also be hosting a short meeting on Tuesday 1st December at 7pm, to give everybody a chance to practice logging on to Zoom.

My personal experience of Zoom is that I felt very self-conscious to start with but I got used to it very quickly. So please try to join in. It will probably be a bit chaotic to start with, but hopefully we'll have a bit of fun with it and it will become a good way for us all to keep in touch.

... with Prizes Galore!
The ASRM 2020 Christmas Quiz

A regular feature of our December meeting is Stephen Duffell's popular railway-themed Christmas Quiz. I am delighted to say that Stephen has once again compiled a quiz, covering a wide variety of railway categories. The quiz is printed on the last six pages of this newsletter. We hope you will all take part and submit your entries to reach the editor by Monday 14th December. Small prizes will be awarded for the top six scores, so please do your best to take part.

The notes at the top of the quiz sheets explain how you can submit your entries.

I have also enclosed a second copy of the quiz sheets as a separate Microsoft Word document. This version allows you to enter the answers online in the grey boxes. You can then save the completed copy and email it back to me. But if you prefer, you can submit your answers by any other method as set out at the top of the quiz sheets.

My usual strategy for the Christmas Quiz is to try to sit next to one or two knowledgeable railway buffs so that I can be part of a winning team. But this strategy won't work this year as we will each be on our own! Good luck to you all.

Dave Gotliffe
Guest Editor

The ASRM Christmas Wish List

Have your spouses, partners and loved ones asked you to draw up a Christmas wish list? Are you short of ideas on what to ask for? We present a few items currently being advertised for sale on the Internet that you may wish to consider.

1. 5" Gauge Live Steam Locomotive



How about this 5" Gauge live steam model of 6026, King John? Advertised on eBay with surprisingly sparse detail:

"One built I understand buy (sic) a leading model engineer--full details and photos from early build days--top boiler built by-"SWINDON BOILERS" say no more..its a crowned king"

Yours for just **£17,995** - including free Economy Delivery!

2. Z Gauge Swiss outline built to Swiss engineering standards



At the other end of the model railway scales, how about this Z Gauge Premier Commuter Set from Swiss Z Lines, with fully-fitted coach interiors and two brass locos, each of which is powered by a Swiss-made Faulhaber coreless motor. The total length of the whole train is just 520mm (21 inches). Listed on eBay USA, the seller claims that only three of these sets were made. One of them could be yours for the bargain price of \$2,151.50 (**£1,635**). Add an oval of track and a Marklin controller, and you have a train set that will fit on a baseboard just 2' x 1'6", that would make a lovely Christmas Present for your favourite nephew or grandson, for well under £2,000.

3. LGB Layout



Always fancied owning a large layout but never got round to building it? Here we have a ready-made LGB layout, conveniently located in Rugby, so not too far to transport. Like the 5" Gauge King John above, the description is surprisingly vague:

“This is a huge model railway with 100’s of track, trains and landscape pieces to make up one of the UKs largest model railways.”

Buy now for **£23,000** or make an offer.

4. Bid for a Collector’s Item at an Auction



Feeling a little more adventurous? This item will be up for auction at Specialist Auction Services in Newbury on 15th December. It is described as ***“an uncommon Milbro 0 Gauge 3-rail Great Central Railway 4-6-2 Tank Locomotive, in original GCR lined green/brown livery as no 373, overall G-VG, some wear to decals, tank and bunker edges.”***

To win the auction for this little gem, expect to bid around **£5,000 – £5,500**.

5. Garden Railway with attached House



Do you want a garden railway but don't fancy going to the trouble of building one, or even transporting a ready-built one and reinstalling it in your garden? No problem: why not buy a house that already has a garden railway? This one is in Tywyn, North Wales, within walking distance of the Talylyn Railway's terminus at Tywyn Wharf. The buyer can also catch a direct train to Shrewsbury for ASRM meetings! The asking price for the house is **£220,000**. The railway is for sale by separate negotiation at an undisclosed starting price.

6. Travel on the Belmond British Pullman



Enjoy a return day trip for two from London Victoria to Bath aboard the Belmond British Pullman. Includes brunch with Bellini on the outbound journey, Christmas Market and shopping in Bath, and a four-course dinner with wine and champagne on the return journey. Depart London Victoria 09.30; arrive back 19.45. A snip at just **£1,006** for two people (plus the cost of getting to London).

Working on the Locos

Gordon Woods

In the November 2020 newsletter, Gordon's article "Shed Bashing" described how he constructed a representation of shed 52A, Gateshead, for his brother's layout. Now Gordon explains how he helped to expand his brother's loco fleet, which at that time consisted exclusively of Deltics, in order to create a varied fleet of diesel locomotives to populate 52A.

Having built the shed, I began working on some of the locos that would occupy it, although my brother has not let me loose (yet) on any of his precious Deltics!

The Mainline Class 45 (right) picked up for a song at the Perth show a good few years ago, was one of the first through my workshop where it became a Class 46, many of which were based at Gateshead during the late 70s/early 80s. By this stage the 46s were pretty grubby and a 'heavy weathering' look was ordered by the client. The loco did not need a full repaint but the emblem, data panel and numbering had to be changed and were sourced from Fox Transfers.



Weathering was airbrushed Lifecolour acrylic Frame Dirt and Roof Dirt mixed in various proportions, and finished off with fuel & oil stains from the AK Interactive range. The rubbed clean number/data panel was an idea from a contemporary photo.

As well as the Class 46, my brother's loco fleet includes several static locos picked up as non-runners at various shows. All were given appropriate cosmetic treatment, which often included re-livery from BR green to the Blue period and in most cases a renumbering to suit Gateshead allocations. All of these were done on my workshop and it was a fantastic way of learning to repaint, renumber and weather locos that had not cost a fortune to buy. Even if you haven't got a brother wanting some 'dummy locos' I would encourage anyone who is wanting to get into repainting/weathering etc to use a cheap wagon, coach or loco body (it need not be the whole thing) to develop skills and confidence, especially with an airbrush.

2020: bringing the Gateshead story up to date

The most recent 'commission' (just finished in time for this article) was an ancient Hornby Class 25 in green livery. A poor runner (nothing new there) with deeply recessed windows, not a brilliant underframe and as always awful tension lock couplings at each end, but the body was reasonably well detailed. A full re-livery and re-numbering was also required; the spec also listed very light weathering,



(Left) The Hornby Class 25 as received. The bodyside grill immediately to left of the cab door needs to be plated, the three steps further down need to be filled and some attention given to that buffer beam and coupling!

Stage one (right) and the first fix using 20thou styrene as the plate over bodyside vents, and Deluxe Materials filler used to fill in the bodyside steps. The roof has been masked off at this point and the body sprayed with Halford's basic matt grey car primer. Brass wire handrails will replace the moulded ones under the cab front windows.



The underframe was painted with Citadel 'Abaddon Black' from Games Workshop (now called Warhammer in Shrewsbury) which gives a very nice finish.

The next stage was to begin the body respray. The text books say in general it is best to start a respray with the lighter colours and so the front end was suitably masked with the excellent Tamiya low tack masking tape. Even over the grey primer it took several light coats of the appropriate yellow warning colour from Precision Paints: always best to airbrush several light coats, rather than attempt too much in one or two coats. Yes, it means more airbrush cleaning, but better results all round is the reward.



When it came to the BR blue, two coats were sufficient. Leaving the paint to dry over night at each stage is also a really good idea. The Phoenix Precision Paint enamel has a satin finish which is just glossy enough to take decals/transfers. Most went on really well, but the BR double arrow with its six legs had a mind of its own!

The train-spotters amongst you will have noted that 25046 was a Haymarket engine at this period in its life, but it was on a special working when it got to Gateshead for a week in 1980 (well, some modeller's licence is allowed.) It is thought to be the last 25 with sealed gangway doors rather than replacement all over plating at the front end, so appropriate for the look of the model.

The final element was the flush glazing. If you get this right (like most things in modelling) it looks superb, but to be frank I have never enjoyed doing this. Shawplan supply flush glazing for a wide range of RTR stock and often for different manufacturers, and even for different toolings of the same loco. The absence of instructions from the manufacturer does not help but there have been articles in the model press over the years that I have filed and were generally helpful.



The big challenge is what to use to fix the glazing. The one thing I can say about this is use anything but glue! Stephen Duffel is a great advocate of the floor polish 'Klear' (made by Johnson's but now branded as Pledge Multi Surface Wax) for glazing and much more. I have used Klear as a 'varnish' successfully on coaches and locos but I had not used it as a fixative, and I have to admit that I did not, at least initially, find it easy to use so I tried using straightforward varnish which some articles suggest, but varnish is usually thicker and less easy to control and keep off the tiny bits of acetate. After some practice and a good few mistakes, the trick seems to be to ensure the glazing piece you are trying to fit is a snug fit in the window recess, and this can mean doing some very careful rubbing down of an edge with very fine emery paper. The other thing I discovered almost by accident was that the small amount of Klear that I had poured into a suitable container thickened just enough overnight to allow it to be slightly more tacky, which in turn meant the glazing was easier to position. I am reasonably satisfied with how it ended up, but as previously mentioned, practice makes perfect.

Having removed the tension lock couplings, the buffer beam detail was added again using photos to get the right hoses in the right place. A little 'polished steel' paint on the buffer shanks, and on the tread at the cab entrance, along with picking out the hand rails in white, using a 10x0 brush edge on, and new Headcodes relevant to the period completed the job.



The finished loco (above) on my test track: I even got it to run modestly well, but those old Hornby mechanisms are no match for the current generation of motors.

A move of house for my brother means 52A (Mk1) has been dismantled: I suspect I will be called upon to help create Mk2 in due course. The building and locos survive but the intention is to have an even more prototypical track layout. More anon. In the meantime, back to the early 1960s and 15 miles to the south of Gateshead on my own Dearness Valley Junction layout...

LAYOUT PROGRESS (or lack of...)

Mike Bennett

In the last Newsletter I foolishly said that I “really, really must get on with the link baseboard” leading to the MPD. After all, I had everything ready and waiting. However, I get easily distracted and whilst playing trains and stopping at imaginary platforms I thought how nice it would be to have some actual platforms. Again, I had most items necessary having previously purchased some Peco platform edging and downloaded plenty of platform prints from Scalescenes. All I now required was some more modelling card from Gerry Freestone and a further [large] supply of 10A scalpel blades. And yes, we do eat cereal, but I have found the quality of the modelling card to be far superior to Kellogg's boxes, and with the contingent advantage of having more than one thickness of card available.

These platforms turned out to be another marathon with the long through platforms able to accommodate an 8+2 HST. There are 7 platforms with 12 faces, which proved not only time consuming but somewhat repetitive. I would like to say that it all went smoothly but such was not the case.



***Platforms under construction
- showing the clearance spacers***

In the first instance I had designed the layout more for operational interest than for scenic impact, and in so doing I had reduced the platform widths such that the tracks only left a 15ft space and even, in some instances, the BR minimum of 12ft. Not very prototypical for through platforms and made worse because my initial track spacing was done using Mk3 coaches, whereas when I checked against a 9F with its outside cylinders it meant reducing the width still further to a scale 11ft. Still, the die was cast and hopefully nobody will notice if I keep quiet.



The 7 platforms with 12 platform faces

Nevertheless having now finished adding the platforms, together a Scalescenes wall to the rear, this does significantly enhance the fun of operating and provide a raison d'etre for stopping at what was previously purely an indiscriminate length of track.

As for the main concourse, station building and other paraphernalia, I fear these remain in the distant future because with the platforms done I really, really must get on with making the link baseboard...



Platforms complete and awaiting the trains



The Royal Mail loading bays

Painting my Midland Single: Stage 2

Phil Rowe

Following a search for a lockdown project, Phil Rowe has decided to paint a locomotive that he had previously assembled, but which had remained unpainted for some time. The loco is a beautiful live steam Gauge 1 Midland Spinner of the Princess of Wales Class. These locomotives were known as Spinners due to the sight they created when their huge (7' 9½" diameter) single driving wheel was moving at speed.

The livery is complicated due to the large amount of lining. When Part 1 of this article appeared in the June 2020 Newsletter, Phil had masked all relevant areas, including the axle journals, wheel rims and bolting faces for the cylinder block. The frames and wheels had been primed and undercoated and had one coat of crimson lake applied with a spray gun.

Painting of the locomotive is now largely complete, and Phil has sent us a photograph of his progress to date. Phil says:

“This is as far as I've got ... Paint is mainly Phoenix Precision and the lining is a mish mash of home-made and Fox transfers together with additional lining hand drawn with a bow pen and spring bows. I'm working on the tender now and hoping there'll be more to show soon.”

We look forward to seeing further progress on this splendid locomotive in future Newsletters.



Phil Rowe's magnificent Gauge 1 Midland Single Princess of Wales class loco no. 2602

Scalescenes Buildings

Peter Cox

I am sure many of you will be familiar with the downloadable card buildings offered by Scalescenes, but for those of you who have not used them I thought my experience might be of interest. I have a lot of real estate to build on in my town scene - as you may have noticed from earlier pictures - and plastic, wooden or scratch-built models tend to be expensive, time-consuming and too reliant on my dubious painting skills, so I decided to have a hunt for North American card equivalents. I was interested to find that Scalescenes was strongly recommended by American modellers; as I surveyed what was on offer, I realised why: most of the US examples were too gaudy and too flimsy to be worth trying. Unfortunately the Scalescenes models are based on UK prototypes, most of which do not translate comfortably to US practice. They are also only available in OO and N.

However, they do have a free sample of a low-relief background warehouse which seemed to be just what I was looking for to fit into a particular corner, so I downloaded the file, together with the very full instructions. It is a simple matter to convert to 1:87 HO from 1:76 OO. You just print out at 87% of full size. (It is nice and easy to remember as $76/87 = 0.87$, a pleasing coincidence.)

Here is a picture of the four sheets printed out. At top left is an OO sized sheet for comparison.

The five sides of instructions are exemplary, explaining clearly the three thicknesses of card you need, and full of hints as to how to get the best model.

As recommended, I sprayed all the print with artist matt spray varnish to protect the ink.



I had the card I needed (June used to do a lot of picture framing, until we ran out of wall), and I bought the Pritt-stick they recommend for gluing paper to card, which was indeed a very good way of doing it. For card to card I used standard PVA, while for smaller parts and windows I used my favourite standby, TackyGlue. Apart from the fact that cutting all the card was a little hard on my arthritic finger joints, it could hardly have been simpler from then on, just a matter of carefully following the instructions. I was most impressed by just how carefully the kit had been designed. The fit was millimetre perfect, and the way in which the printed parts were designed to fold round the card edges very clever.

This is a view from the back once the major structure has been built. Notice how solid those end walls are and how neatly the brick-paper folds round.

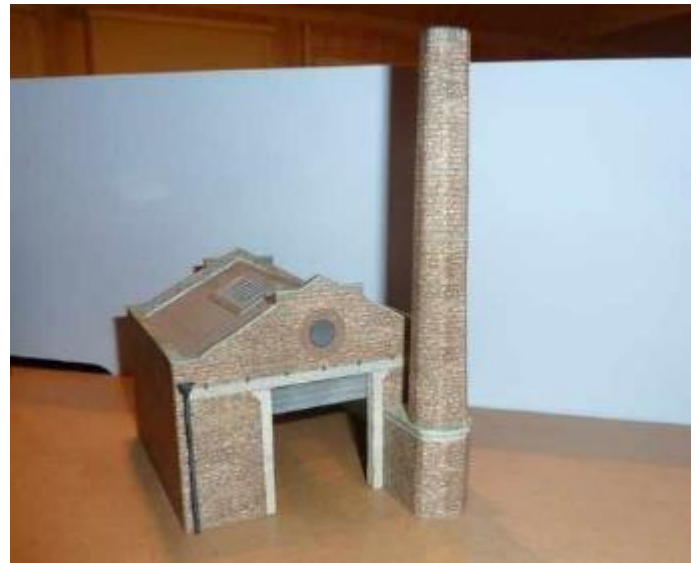


Below is the finished model on the concrete base paper that comes with it. The real pleasure comes from the fact that when you stick the last piece on, it really is finished!



The free sample worked well for Scalescene, because I promptly went back and spent all of £2.99 on a matching boiler house. Once you have paid your money you can print out as many copies as you wish, which is very useful if you make a mistake (I didn't!), or if, as in my case, you want to kitbash it a bit and change the shape to fit your plot.

Here are front and rear views of the boiler house as I altered it. It is going to need a boiler since I modelled it with the doors open. The skylights are (very!) carefully cut out paper from the print-out and Tacky-Glued onto clear perspex which is then glued over the roof spaces. I was gratified by how good they look.



Finally a picture of the two together in their approximate place on the layout. There is a lot of groundwork to be done yet, but I think they make a nice coherent little business group.



I have used Metcalfe etc. kits in the past, but these are arguably of a much higher standard, stronger, more realistic, and with very few card edges to be coloured over; and they are much cheaper, especially when considering their flexibility, the ability to go again if you make a mistake, and the possibility of multiple use. I would not use them near the front of the layout - though I think you could in N - but for more distant buildings I am very happy with them. It also occurs to me that there is the opportunity to print out at a reduced scale if you wanted to introduce forced perspective, which can be very effective. If you have not considered them, do go and have a look on their website (disclaimer, satisfied customer only): there are a lot of possibilities there.

Perils in the Garden

Ian Payne

We've all been there ... Our train runs over part of our layout and we notice it isn't as level as we thought it was. But we are sure it was level when we laid it!

Garden railways are no exception but forces beyond our control tend to take over and modify our alignment.



The problem showed up as unlevel track and unreliable running.

A quick check with a spirit level showed a definite hump in the track.

The cause – Tree roots.



Nothing for it other than to remove the offending roots and rebuild the line. Garden railways really are just like the real thing!



Out with the shovel, hammer and bolster! The line was excavated and the offending root chopped off.

The bricks and mortar that form the trackbed had been pushed up, so about 6 feet had to be removed to realign it to level.



After the tree root and the mis-aligned trackbed were removed, replacement could commence. Bricks were cleaned and relaid; then the track was replaced and ballasted. The line was reopened and I could get back to doing what we enjoy – running trains!



The ASRM Workshop

Our members' forum for items for sale, ideas, feedback, letters and comments

I have been contacted by Claire Wassall, who works at the Priory School. Her father is Les Tritton, who was a member of the Association for a short time a couple of years ago.

Sadly, Les is in poor health and is about to move to a smaller house, as a result of which he needs to dispose of his layout. We don't have much information about it, except that Claire thinks it is OO scale and is about 12 – 14 feet long. Les is looking to dispose of both the layout and the rolling stock.

If anybody is interested in finding out exactly what Les has available for disposal, Claire says they are welcome to pop round to Les's house at Bayston Hill to take a look (presumably, after the Tier 2 lockdown rules are rescinded!). If anybody would like to follow this up please let me know and I will put you in touch with Claire.

Dave Gotliffe

Section B: The UK Railway Infrastructure

11. Between which two towns/cities is the longest scheduled non-stop railway journey in the UK?
12. Class 230 EMUs, manufactured in the UK by VivaRail, are converted from which donor vehicles?
13. Which four stations will be served by Phase 1 of HS2?



14. Which company built the class 68 diesel locomotives? (Bonus point for the country in which they were built)
15. ...and in what way do the visually-similar class 88 locomotives differ from class 68?
16. What is a “Harrington Hump”?
17. Which is the longest railway bridge in the UK?
18. Locomotives in the UK are allocated a TOPS classification. What does TOPS stand for?
19. Where is the steepest gradient on the UK rail network?
20. Where is the railway bridge with the world’s widest brick-arch span? (Bonus point for naming its designer)

Section C: Railway Music & Literature

21. What was the (railway inspired) stage name of American country singer Lecil Travis Martin?
22. Which song contains the following words: “Down around the corner half a mile from here...”?
23. Who wrote the Orchestral music titled “Pacific 231”?
24. In the 1936 film “The Night Mail”, which distinguished British poet and composer wrote the spoken verse and accompanying music respectively?
25. In which classic 19th century novel is the heroine killed by a train? (Bonus point for the author)

Section D: Nicknames

26. In railway terms, what is the “Clockwork Orange”?
27. What was known as the “Dockers Umbrella”?
28. Between which stations did the “Necropolis Railway” run?
29. Where is “The Drain”?
30. Which line is known as “The Long Drag”?

Section E: Names, Numbers and Classes

31. What connects LBSCR no 333, LNWR Claughton no 1914 and GCR B3 no 1165 ?
32. What was the last steam locomotive to be named by British Rail?
33. What type of locomotive was loco number 1, acquired by BR in 1948? (Bonus point for stating its name.)



34. What class of locomotive is this?
35. Name any one of the three steam turbine locomotives built in the UK in the 1920s and 1930s.

--

--

Section F: Abbreviations

What do the following abbreviations stand for?

36. MS&LR	
37. PD&SWJR	
38. FY&NR	
39. MDHB	
40. WC&EJR	

Section G: Railway People

41. Which former chief executive of Chiltern Railways founded VivaRail, which manufactures the class 230 EMUs for regional routes in the UK?
42. Two Scottish brothers became loco engineers, one for the NBR, CR and LSWR and the other for the HR and GSWR. What was their surname?
43. What was the surname of the Father and Son who were Locomotive engineers of the LSWR?
44. Sir Daniel Gooch, of GWR fame, had 3 brothers who were also distinguished railwaymen. Name any one of the brothers and the railway company he was associated with.
45. Robert *Stephenson* was famous for building railways, but what was his contemporary Robert *Stevenson* famous for?

Section H: Model Railways

46. Where is John Ahern's renowned 1930s layout "Madder Valley" on permanent display?
(Bonus point if you can identify the town/village in which this is located.)
47. What scale and gauge is Gauge 3?
48. In which year did the world's largest permanent model railway exhibition, Miniatur Wunderland, open in Hamburg, Germany?
49. Hornby OO Gauge Train set R1041 consists of a circuit of OO track, a Mallard loco in LNER garter blue, and a transformer and controller. Sets in mint condition currently fetch around £2,000. What makes them so expensive?
50. In which country is the ultimate owner of the Bachmann model railway brand based?
51. Which manufacturer was the first to commercially produce model railways in N Scale?

Section I: Photographs

Identify the following railway stations:

52.



53.



54.



55.



56.



57.

