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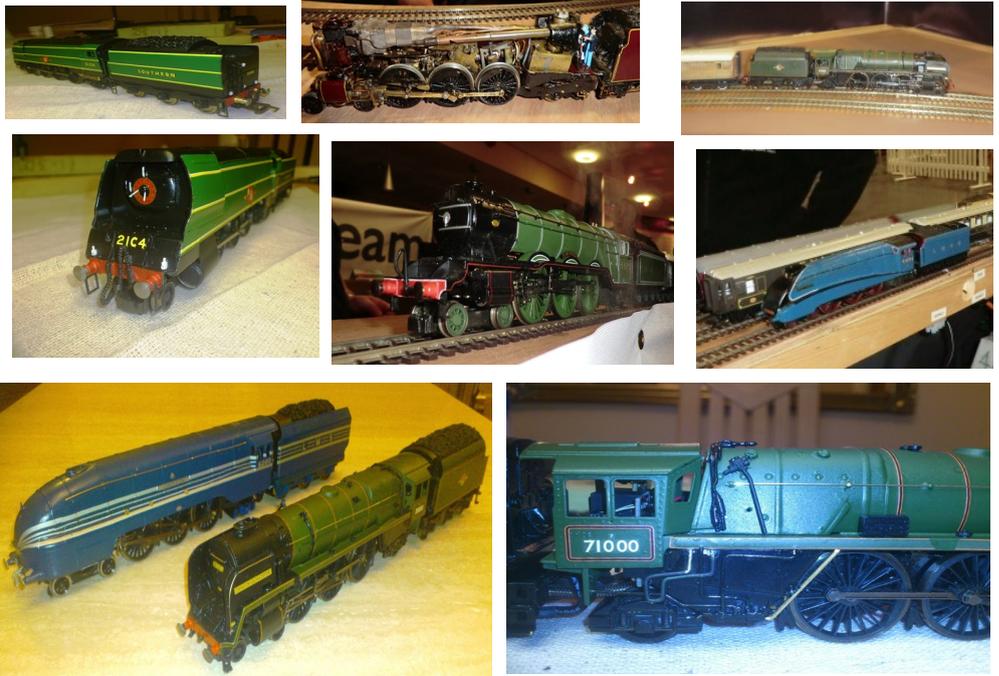
MARCH 2013

# NEWSLETTER

## THE OO LIVE STEAM CLUB

SPRING EDITION

FOR COLLECTORS AND ENTHUSIASTS OF HORNBY  
OO LIVE STEAM MODEL RAILWAY SYSTEMS



York  
Warley  
Peterborough  
Glasgow  
Doncaster  
Palace  
Alexandra

Featuring  
Eric Fenwick's OOLS  
SOUTHERN BULLEID MERCHANT NAVY PACIFIC

Richard Hallam  
THE INVENTION OF OOLIVE STEAM (Pt3)

B E E L E Y  
BRIAN LEE

Describes his OO gauge Loft-based layout based  
Near the Hope valley line in Derbyshire.

THE CLUB CARRIES A SELECTION OF DVDS.....SHOW PRICE.....£6  
WE ALSO CARRY A LIMITED SELECTION OF OOLS ITEMS FOR SALE

# EDITORIAL



## General Information

**The OO Live Steam Club is devoted to the collecting and operating of Hornby 00 Gauge Live Steam trains.**

**The name Hornby and the use of the Hornby Live Steam Logo is with the kind permission of HORNBY.**

**All opinions expressed are those of the contributors. The OO L.S.C cannot be held legally responsible for any errors.**

**EDITOR.. Charles Leekam,**  
to whom all articles, contributions and comments for inclusion in the **OO L.S.C. Newsletter** should be sent.. See contact details below

## CONTACTS

### **PRESIDENT.**

Richard Hallam

### **CHAIRMAN**

Adrian Campbell

### **VICE-CHAIRMAN**

Charles Leekam

### **MEMBERSHIP SECRETARY.**

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### **TECHNICAL CO-ORDINATOR (treasurer).**

Jimmy Whitehouse

### **WEBMASTER.**

Andy Williams

### **ADVERTISING**

### **SALES AND WANTS**

to [Wwww.OOLiveSteam.com](http://www.OOLiveSteam.com)

### **ELECTED MEMBERS**

Eric Fenwick

George James

Over the course of the past few months or so, television viewers have been exceptionally well served with a feast of programs aimed at appealing to a very broad spectrum of "Railway Enthusiasts". Should your particular interest be Model Train collecting, Railwayana, Heritage railways, whatever! Be assured It has been covered by one broadcaster or another spanning the Beeb to Itv3. We are as a nation it would appear, totally obsessed with one of the greatest British inventions of all time! .... Steam locomotion and the railway systems upon which these incredible and sublime machines tracked their way to virtually every corner of the land, leaving an indelible and predominantly beneficial influence upon the lives of every one of us.

Without exception, four of these programs were in my estimation, outstanding! "Locomotion", Model railways, Michael Portillo's Train Journeys and "Flying Scotsman". For myself and I suspect several million other viewers, "Flying Scotsman" summed up precisely, why so many steam enthusiasts follow the many and varied aspects of this wonderful hobby. Whether! It be a day out at the Blue Bell, Nene Valley, York NR Museum or, as an extreme example, among the very privileged and lucky members of the OO Live Steam Club; running our locos on the club layout at Alexandra Palace this weekend.

"Flying Scotsman" summed up just about everything as to the reason why our Live Steam layout draws ever increasing crowds at every event attended since we first started . What magnificent human spirit propelled the indomitable Alan Pegler to ride into the sunset,( bankrupt ) on the foot plate of this amazing steam machine knowing he and to be fair... (from her own comments) his supremely lucky daughter,..... had just undertaken one of the most unforgettable journeys life could possibly offer...SEE YOU ALL AT FAWLEY.....Ed..

## FAWLEY HILL STEAM WEEKEND

**Saturday 18th and Sunday 19th May 2013. (see back cover)**

## CONTENTS

### **The invention of OO Live Steam. Part three!**

The continuation of Richard Hallam's incredible journey describing his invention of the first commercial OO Live Steam Locomotives!

### **Eric Fenwick's OOLS Bulleid Merchant Navy pacific!**

Another exciting live steam prototype demonstrating Eric's superlative model engineering skills.

### **"BEELEY". Brian Lee describes his OO loft based layout!**

Based near the Hope Valley in Derbyshire. (Part one)

**ALL CORRESPONDENCE SHOULD BE ADDRESSED TO**

**OO Live Steam Club**

**18 SIMONS CLOSE, GILOSSOP, DERBYSHIRE. SK13 6NE**

[www.OOLiveSteam.com](http://www.OOLiveSteam.com)



# CHAIRMANS CHAT

3 years on from when we first made those tentative steps to start a club it is easy to get into a rut and not see the bigger picture.

The Roadshow started life as a mechanism to promote Hornby Live Steam. These days, with stocks exhausted, our Roadshows just unleash another dozen or so people to hunt down ever more expensive 2nd hand models on ebay and dormant owners to dust down their boxes and sell them. So should we still be doing roadshows?

Yes if only because it's fun and a great way to meet but but I think we need to change the message at the shows.

Eric's partner Jan, seeing us for the first time at Glasgow, made some astute comments. The giant banners are great to see from a distance but we need tactical messages for those that pass by. Also, she got bored by the endless trees/hills/telegraph poles on other layouts and praised the attraction of our relatively sparse presentation; it forces the viewer to concentrate on the train.

In producing new graphics, the emphasis needs to be more to finding people that have LS, either mothballed away or in joyful use. If they are mothballed then we need to convince the owner to get it out and run it and get them through that pain barrier. If they are in happy use then the owner needs us and we need them - safety in numbers.

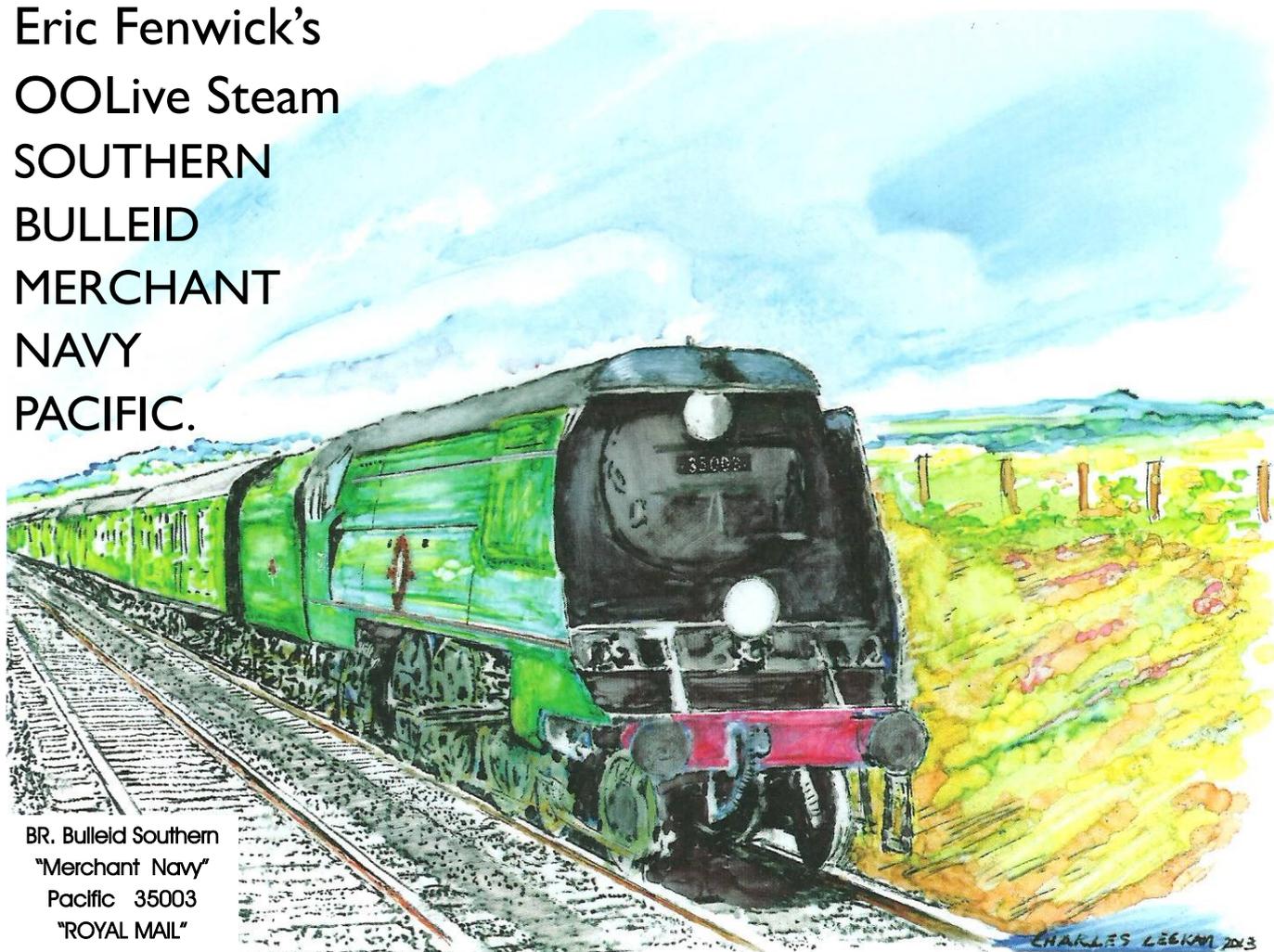
What better way to attract LS owners but by offering water *cheap*. If we sold it for no profit (providing they join the Club) we'd get lots of new members. What do you think?



# THE OOLSC 2013 MODEL ENGINEERING REVIEW

Featuring:

Eric Fenwick's  
OO Live Steam  
SOUTHERN  
BULLEID  
MERCHANT  
NAVY  
NAVY  
PACIFIC.



BR. Bulleid Southern  
"Merchant Navy"  
Pacific 35003  
"ROYAL MAIL"

These magnificent Locomotives first appeared in the running shed at Salisbury in June 1941. Radically different in looks, with the strangely impressive air smoothed casing, iconic wheels the curved cab and tender sides and that weird number plate. (21C ) Bulleid discarded the use of eccentrics on the crankshaft in favour of a three – throw shaft driven from the axle by two very substantial chains over 2" in width and over 11ft long. The immense size of this new generation of Bulleid Pacifics would be matched by the hidden power of the 280lbs per square inch electrically welded steel boiler, Nicholson thermic siphons and the unique chain driven valve gear in its oil-bath, actuating the outside admission piston valves.

Added to that, the superb ride afforded by the three point suspension of the trailing truck, treadle operated steam powered firebox doors, electric lighting, BFB wheels and the T.I.A water treatment made the Bulleid's the most technically advanced class of locomotives to be used extensively in the UK. Their timely introduction into the maelstrom of wartime Britain would see these hugely powerful locomotives working sixteen coach trains up Honiton Bank and contributing hugely to the war effort with their remarkable power used for the haulage of trains and freight far in excess of anything previously attempted on the Southern. Once these magnificent beasts got going they would pull heavy express trains, to quote! "Like the wind". **Read on and follow Eric's continuing adventure into the world of OOLS model engineering!**

Readers may recall my first venture into producing a different type of OO Live Steam model loco from the last Newsletter. Even though it was my first attempt, the “Coronation” was a resounding personal success for me in so far that (a) I had never attempted anything like this before (b) I had proven that a white metal kit can be used to make OO Live Steam conversions. Indeed, the “Coronation” has featured at several of our road shows and performed very well.

This time though I have used a predominantly brass kit, with few white metal components, from PDK models. A Southern Region Bulleid Merchant Navy. An excellent choice of Loco model combined with an excellent quality of kit if I may say so. The choice of this one was mainly due to the fact that it was a brass kit, looked easily convertible and partly, because it is one of the “big four”.

One of the biggest benefits was no need to consider heat shields and non are fitted over the super heater.



Interestingly, an engineering problem I have not previously mentioned is setting the height of the loco body to the same as the Prototype.

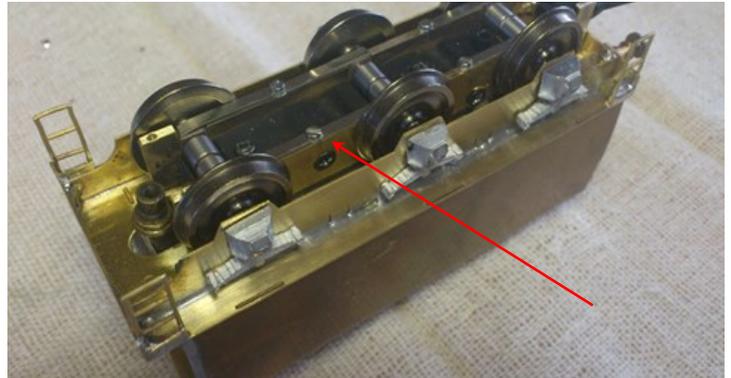
This I found is heavily dictated to by the height of the tender and this, is dictated by how the boiler will fit in the tender. Fortunately, I have access to AutoCAD so could design and manufacture the tender chassis components to give an optimum boiler fit and set the height of the body pretty close to what it should be.



The only parts I could use from the kit were the sides of the tender and axle boxes. The rest I had to make from scratch or modify kit parts.

New wheel chassis plates had to be made that would match the tender wheel centres.

On previous conversions I basically made the wheel housings so that the axle trunions were an interference fit so I could get good continuity for power collection. We know that Hornby use thin copper strip fixed to the brass plates and in contact with the wheels which I could not replicate.



This time I considered how to do this in a different way and chose to allow the axle trunions to float, as with the originals. Fitting the leaf spring arrangement allowed the axles to float whilst permitting good power continuity. Initial testing showed that this has worked. You can see this arrangement in the picture, retained by four M1.2 micro screws onto the new side plates. (arrowed)



Using adhesives seems a bit of a cheat to me (although not prohibited) since I always feel these models are engineered rather than just “stuck” together. My first thought is always to fix individual components mechanically by using micro screws. This of course necessitates drilling and tapping. For this I use mostly M1.2 and M1.6 thread sizes and these are the sizes that Hornby predominantly use on the steam packs.

However, in many cases using adhesives is both convenient and unavoidable but can be prone to failure if not specifically designed for heat related use. I never use two part epoxy and the only adhesive I do use is Loctite Superglue with a combination of thin wire pins drilled into the component parts directly where they fit together.

Once the body height was set I could then proceed to make the mountings for the steam plant. In this case I used the existing front mounting but had to make a new one to pick up the rear mounting. Thereafter I could build the loco body with only a small amount of modification to the kit parts.

And so I retained my philosophy of not modifying the original steam pack and being able to convert back to the original Hornby loco. Well almost! I've removed part of the driving linkage to mimic the "Merchant Navy" Class.

For this conversion I've used one of my "Papyrus" locos that I bought a couple of years ago second hand and pretty cheap to boot. However, that does not negate the fact that it is now eminently collectable and some pristine models have increased in value considerably.

The final choices to make were the naming, number and the colour.

I chose Malachite green and to call her 21C4 ... "Cunard White Star Line".

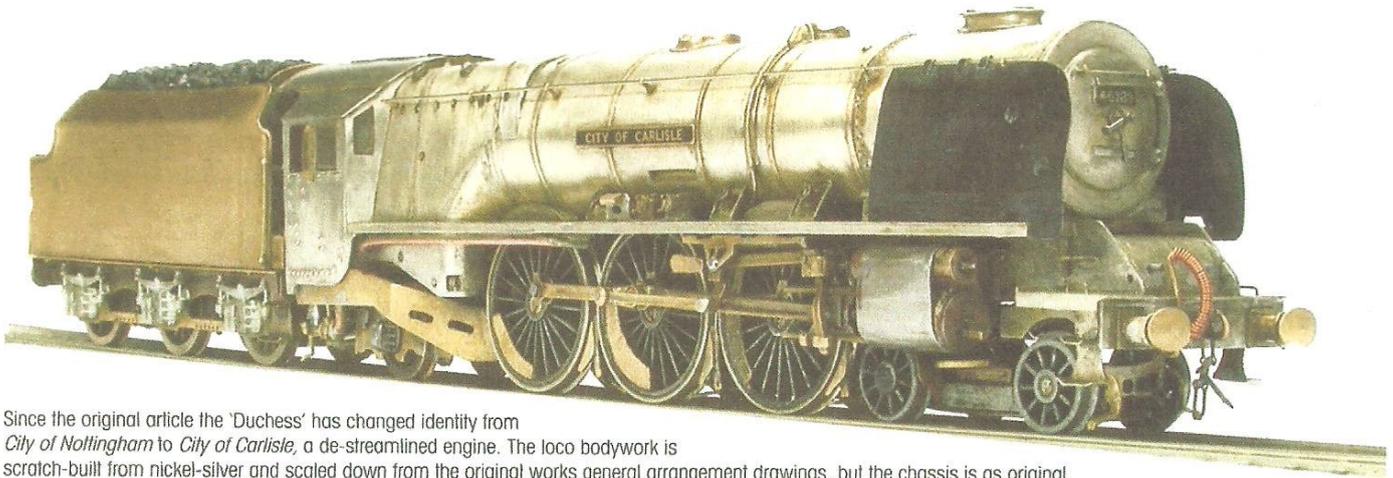
Again I procured both the transfers and nameplate from Fox Transfers .

The model has yet to receive the scale Bulleid wheels to complete the project.



# A 'Streak' of good fortune

Richard Hallam, inventor of electrically-fired 'Live Steam', describes the journey from OO gauge prototype to Hornby's production *Mallard*. Photography by Tony Wright.



Since the original article the 'Duchess' has changed identity from *City of Nottingham* to *City of Carlisle*, a de-streamlined engine. The loco bodywork is scratch-built from nickel-silver and scaled down from the original works general arrangement drawings, but the chassis is as original. The original Hornby-Dublo body had to be scrapped as the alloy, from which it was made, proved unable to cope with the heat and had started to warp! The tender is entirely new apart from the original boiler, which it houses. The chassis is scratch-built but the bodywork is from the Comet kit. Driving wheels are Romford, adapted as necessary, tender wheels are home produced and the rest are of unknown origin!

Since the publication of my previous article on the subject of OO Live Steam in *BRM* April 2000, and in the light of Hornby's current 'Live Steam' project, I feel once again the compunction to put pen to paper. Having indiscreetly admitted that the first experiments took place in the '60s, the media has made much of the fact that the invention took the best part of 40 years in development. Indeed, one local TV news commentator announced: '...the arrival of the train that's 40 years late!' Admittedly it should have not have taken so long, but there again, I never set out to produce a 'fait accompli' within any particular time scale. It was a question of being fascinated by the challenge, and seeing where it would lead. Progress would be made only when the grey matter came up with workable ideas, and the mood took me. Indeed, there were long periods when my interest in the 3 1/2" and 5" gauge varieties shelved any progress whatsoever.

In late 1990 I had just completed an extensive rebuild of a 3 1/2" gauge model of Edward Thompson's revamp of the original A1, *Great Northern*. The model, which I had bought for a very modest sum many years before, as a very dilapidated example of 'LBSC's' design commonly known as a *Heilan Lassie*, was treated to some thousand hours or so of extensive surgery to make it resemble Thompson's rebuild as far as possible, care being taken to make it a reasonable engineering job as well.

Flushed with having achieved what I considered to be a passable end result, I decided to enter it in the loan section of the Model Engineering Exhibition in the new year. Being a rebuild of someone else's work it could not have entered in any competition class, but it did occur to me that here was an opportunity to enter the 4mm 'Duchess' live steamer, as in all outward appearances it was complete bar painting. To my

surprise and delight it received a 'Highly Commended' award, which I can only attribute to the innovative factor.

This, of course, was a terrific spur to develop the idea further and it was not until 1997 that I felt the project, as it had then become, had reached a stage of sophistication and reliability where I could publicise my activities without too much embarrassment, having by then decided that the idea had too much potential to keep to myself! And so it was that I hired a video camera - three in fact, two of them broke down - and had great fun manipulating what was a professional sized video camera, being the only available one remaining in the hire shop, within the confines of my shed to obtain recorded evidence of my endeavours.

Armed with a copy of the final edited result, I called at the offices of *BRM* where David Brown kindly took on board what I claimed to have invented, no doubt with a modicum of 'déjà vu', and agreed to take the video home for viewing. I think it was the very next day I rang him in anticipation of his verdict. The comments were favourable but the one that sticks in my mind was to the effect that his young son kept playing the tape over and over again, which led me to consider that maybe I should just settle for marketing the video!

However, I was kindly invited to write an article on the subject, for which Tony Wright was eventually dispatched to my garden shed

**Back in the year 2000: Richard Hallam wrote a series of articles about his new invention for "British Railway Modelling Magazine". Twelve years later the OOLSC was formed to promote these marvels of technical and engineering genius, with public demonstrations at model railway, steam and model engineering events throughout the UK. We are extremely fortunate to have Richard as our lifetime OOLS Club-President and extend our grateful thanks to the Editor of B.R.M..... Mr John Emerson, for allowing our Newsletter to reprint these articles .Continuing here with... (part three)**



to obtain photos of the subject matter. I assumed that the immaculate layout photos we see in magazines are posed, everything being stationary, allowing a minimal camera aperture, essential for depth of field, to be compensated for by lengthy exposure. However one thing I have learned about photographing live steam, is that it requires locos to be working hard, eg: moving. Consequently this requires a small aperture combined with a fast shutter speed, not conclusive to adequate film exposure. Not to be fazed, Tony turned up with a flashgun, which I can best describe as being of near nuclear luminosity, and so obtained his shots that way. Nowadays, of course, the problem is much alleviated with the availability of high-resolution digital cameras.

On the subject of the visibility of exhaust steam, when models are run indoors it is usually in a warm, dry atmosphere equating to a warm summer's day outdoors where, of course, full sized locos display little in the way of exhaust steam. And so it is with models. If I open the shed door and turn off the heating on a crisp bright day, the models display a very satisfying plum of steam from the exhaust. The drawback being that one has to get rugged up in the process!

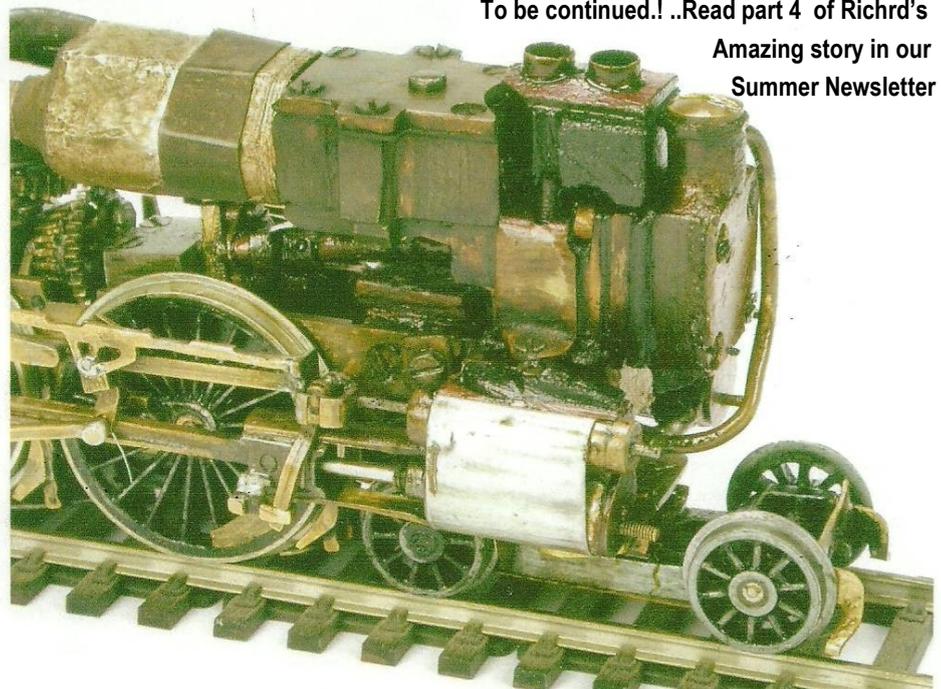
The video camera that I hired, being digital, was able to capture steam effects quite successfully. Amusingly, later on, the factory in China engaged in Hornby's development, having seen a copy of my video, enquired as to the secret ingredient I was using in the water! Recently, more than one national press photographer found out that it seemingly required dozens of attempts before a satisfactory 'frozen' image could be obtained.

However I digress. Once the article was submitted and approved, I naively expected it to be appearing in print within the next two or three months. Not so, the backlog of articles waiting to be published stretched back some two years! 'But don't you think it's newsworthy?' I enquired, hoping to indulge in a bit of queue jumping. Apparently not so, as witness your editor's comment in referring to my previous article in his generously upbeat review of Hornby's new product, and I quote: '...Who would have thought that this would one day lead to the mass production of a

had a hunch, and fortunately for me, Hornby were prepared to be convinced.

As it happened, having publication of the article deferred did me a favour, in so much that had Hornby's attention been drawn to the project at a significantly earlier stage, they would not have been in a position to take it on. It was a publicity release from Inventorlink, a London-based agency for inventors, from whom I had previously enlisted help, backed up by a direct phone call from myself, that persuaded Mike Walters, Development Manager at Hornby, to come and see for himself.

Coincidentally, the same day that I spoke to Mike Walters, Hornby's Simon Kohler was in London learning about the activities taking place in my shed from David Evans of MSS Steam Models who had come to view some weeks before. Consequently, the next day Mike and Simon were able to report back to each other with the same story! As Simon puts it, 'It was obviously meant to be!'



As the appointed day approached, all was activity back in the shed, in preparation for the forthcoming demonstration. These situations pose the question as to how many times you have to test a piece of equipment to prove to yourself that it won't break down - until it breaks down? - thus leaving you to conclude that that's what would have broken down on the day had you not tested it! I'm not saying that the equipment was unreliable, but we all know the silly faults that can occur, like electrical contacts that suddenly fail to do just that.

Anyway, the day of destiny duly arrived, as did Mike Walters accompanied by his son, who had come along for the ride. Mike soon put me at ease with his thoroughly approachable manner as we made our way to the shed. *City of Nottingham* was quietly raising steam, as I had arranged to start the demonstration in motion by throwing a master switch in the house when Mike arrived. Eventually the safety valves lifted, which was the cue to ease the loco to the lower level and back on to the rake of eleven coaches and two vans, fortunately accomplished with just a kiss of the buffers. So far so good. Mike had gone unusually quiet. Or was it that my concentration was such that I simply was not hearing?

There is a theory about demonstrations, which states that if anything can go wrong, it will! However, it is with a certain amount of incredulity that every time I have had to give a demonstration of any importance, things have generally run as sweet as a nut, apparently disproving the theory. And so, thankfully, it was on this occasion. It can only reinforce the rumour that God is a railway enthusiast!

**To be continued! ..Read part 4 of Richrd's Amazing story in our Summer Newsletter**

As the OOLSC expands and our Newsletter attracts an ever growing readership it becomes increasingly tempting to seek out articles which, whilst not strictly relevant to our very specialist branch of model railway LS collecting; nevertheless have a particular appeal to the broader church of model enthusiasts among our members. One particular topic which is up for continuous and very practical discussion is the question of layouts.

As in any club or society, there is lively debate especially when it comes to how best we might promote OOL- Steam both to expand our membership and to capitalize on the huge interest our present club layout generates at every show we ever attend. Whilst a more complex, highly detailed layout might present the opportunity to offer our members an opportunity to enjoy running their steam locos on extended fun laden LS days it also requires provision of a permanent base with all the infra structure necessary to support such an undertaking. It would also require the practical introduction of a membership fee. Equally! It would very probably provide the club with the opportunity to extend into exhibition space throughout the Model Railway Events Calendar, which is simply outside the remits of our existing and extremely practical no-frills club Layout. Only by exploring into the maze of issues a complex detailed model railway layout presents as an individual or club undertaking will the next exciting stage of the future OOLSC layout be cemented. I have every confidence that Brian's layout will prove of extreme interest to our membership and a guiding influence toward our eventual acquisition of just such a remarkable and inspired OOLS Club layout!....Ed

# Beeley

**Brian Lee** describes his OO loft-based layout, based near the Hope Valley Line in Derbyshire. Photography by **Ray Lightfoot**.



I devised the name of the layout in 1960 for my first layout, which appeared at an exhibition in Nottingham. That layout was a good learning curve for myself and my friends. After the show I dismantled it and gradually built the one as featured in the *Model Railway Constructor* October 1974 issue. Prior to writing the article, I studied a Derbyshire map and came across Beeley between Rowsley and the Chatsworth estate.

The original Rowsley station (still extant) was situated facing Beeley, so my line was based on Rowsley to the Hope Valley line at Grindleford, which still applies to this version of Beeley.

After marriage and a house move, I floorboarded the loft to store the layout. This gave me a room 12' x 10' above the purlins after I had insulated the roof and the purlins to the

floor. I dismantled Beeley number two to build the third and last layout.

#### Baseboard and planning

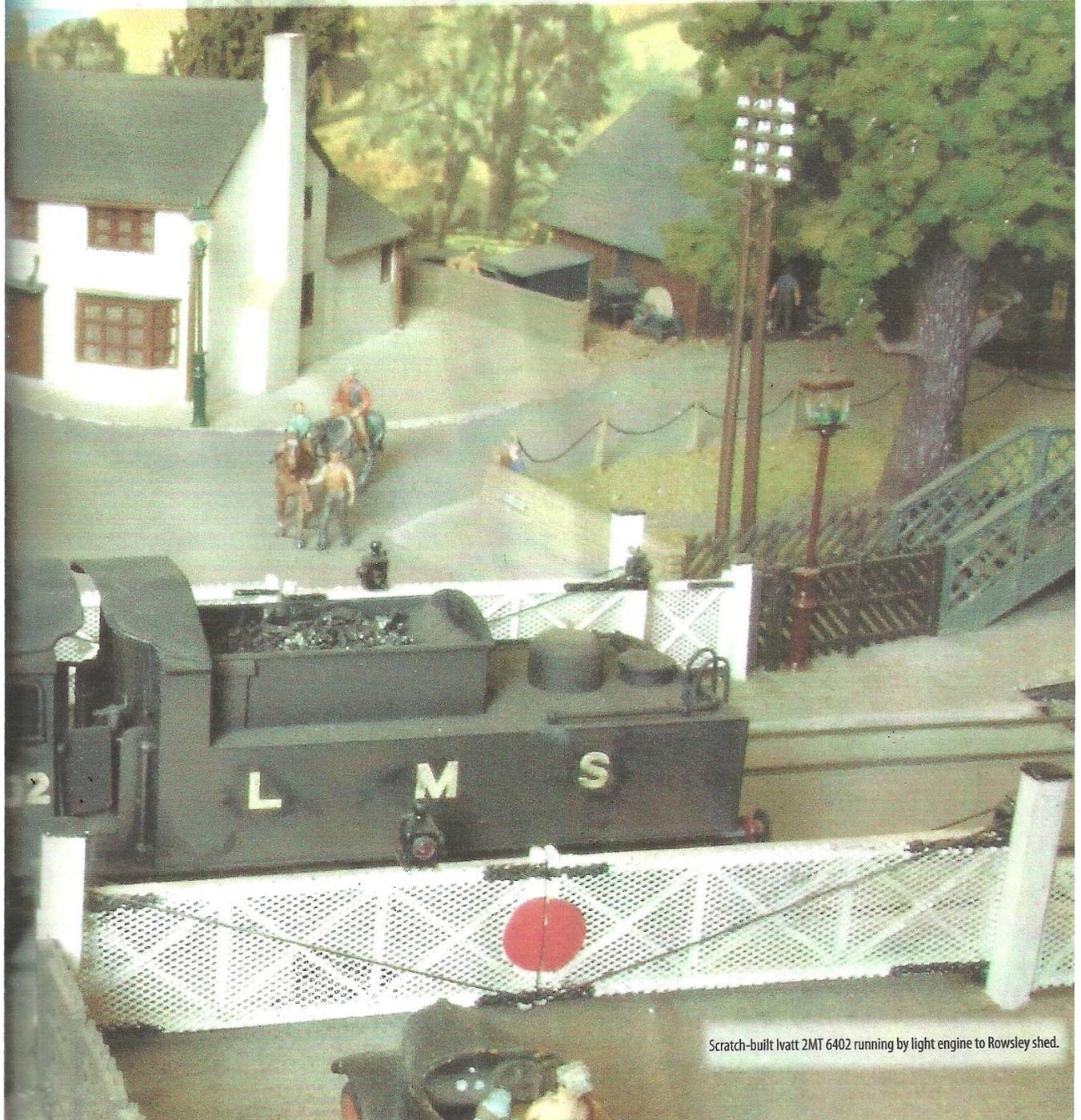
The height of the layout, 4', was determined by a 5" x 4" beam keeping the purlins apart. The 'Sundeala' baseboard is supported with 2" x 1" timber with legs to the floor. The width is approximately 2', with all corners cut off to save having to lean too far to build the scenery, a lifting section to allow access to the water tank and it is possible to get access to two corners for a different perspective.

After finishing the baseboards, I made various templates from card for points and straight sections and 4' radius curves. This enabled me to play around to try and get a more typical Midland Railway station and goods yard track

plan. I felt this was better than drawing a plan and finding in practice it did not fit in.

#### Track

After drawing the plan from the templates onto the base, I started the long process of track construction, all track between the tunnel and bridge is hand-built. Using 1mm plywood, I made a jig from modified EM Society templates to get the 60' length with correct sleepers at fishplates. I then modified a P4 track punch and rivet tool to get a suitable gauging distance for OO and then used P4 sleeper strip to manufacture what seemed like an endless number of sleepers. The next stage was riveting with EM Society brass rivets followed by a two stage staining with 'Colon' wood dye. After this I filed the jig and soldered P4 rail on one side



Scratch-built Ivatt 2MT 6402 running by light engine to Rowsley shed.

## Beeley Locomotive Collection

All my locomotives are a collection of classes that I wanted to remember in model form. Some are not suitable for use on the layout, these being marked with an asterisk.

No.	Type	Notes	No.	Type	Notes
12	Fowler 3P 2-6-2T	K's kit	5088	Stanier 5P 4-6-0	Hornby
140	Stanier 3P 2-6-2T	Unknown kit	5504	Fowler 5XP 4-6-0	Scratch-built
394	Johnson Rebuilt Fowler 2P 4-4-0	Perseverance kit	5521	Ivatt Rebuilt 5XP 4-6-0	Hornby
458	Johnson Rebuilt Fowler 2P 4-4-0	Gibson kit	5554	Stanier 5XP 4-6-0	Jamieson kit
631	Fowler 2P 4-4-0	Dapol body re-chassied	5585	Stanier 5XP 4-6-0	Jamieson kit
747	Johnson Rebuilt Fowler 3P 4-4-0	Scratch-built	5735	Stanier Rebuilt 5XP 4-6-0*	Bachmann
1032	Deeley 4P 4-4-0 Compound	Scratch-built	6133	Stanier Rebuilt 6P 4-6-0*	Hornby
1096	Fowler 4P 4-4-0 Compound	Jamieson kit	6134	Fowler 6P 4-6-0*	Bachmann
1206	Ivatt 2P 2-6-2T	Bachmann	6170	Stanier 6P 4-6-0*	Airfix Modified
1252	Johnson 1P 0-4-4T	Eames Handcut kit	6202	Stanier 7P 4-6-2*	Scratch-built
1429	Johnson 1P 0-4-4T	Craftsman kit	6211	Stanier 7P 4-6-2*	Scratch-built
1686	Johnson 1P 0-6-0T Half Cab	MPD kit	6251	Stanier 7P 4-6-2	DJH Kit
1904	Stanier 2P 0-4-4T*	Unknown	6402	Ivatt 2MT 2-6-0*	Scratch-built
1908	Stanier 2P 0-4-4T Push-Pull*	Unknown	7234	Johnson 3F 0-6-0T	Scratch-built
2125	Whitelegg 3P 4-4-2T	Cotswold kit	7316	Fowler 3F 0-6-0T	Scratch-built
2228	Fairburn 4P 2-6-4T	DJH kit	7996	Fowler Beyer-Peacock 'Garratt'	Scratch-built
2361	Fowler 4P 2-6-4T	Scratch-built	8696	Stanier 8F 2-8-0	Hornby Dublo
2524	Stanier 4P 2-6-4T*	K's kit	9123	Bowen-Cooke 7F 0-8-0*	Gem Kit
2546	Stanier 4P 2-6-4T	Hornby	9395	Bowen-Cooke 7F 0-8-0*	Bachmann
2823	Hughes 5F 2-6-0	Underhill Japanese	9623	Fowler 7F 0-8-0*	Scratch-built
2946	Stanier 5F 2-6-0	Scratch-built	10000	English Electric Diesel	Fiatrails
3001	Ivatt 4 2-6-0	Bachmann	13800	Fowler 7F 2-8-0*	Scratch-built
3458	Johnson 3F 0-6-0	Scratch-built	20155	Johnson 1P 2-4-0	Scratch-built
3958	Fowler 4F 0-6-0	Scratch-built	22290	Fowler 'Big Bertha' 0-10-0*	DJH kit
4264	Fowler 4F 0-6-0	Scratch-built	25631	Bowen-Cooke 4P 4-6-0*	Unknown
4918	Stanier 5P 4-6-0	Jamieson Kit	22630	Kirtley 2F O/F 0-6-0	K's kit
5059	Stanier 5P 4-6-0	DJH kit	10617	Ex-L&Y Steam Railmotor	Jidenco kit
3177	Johnson 2F 0-6-0	Scratch-built			

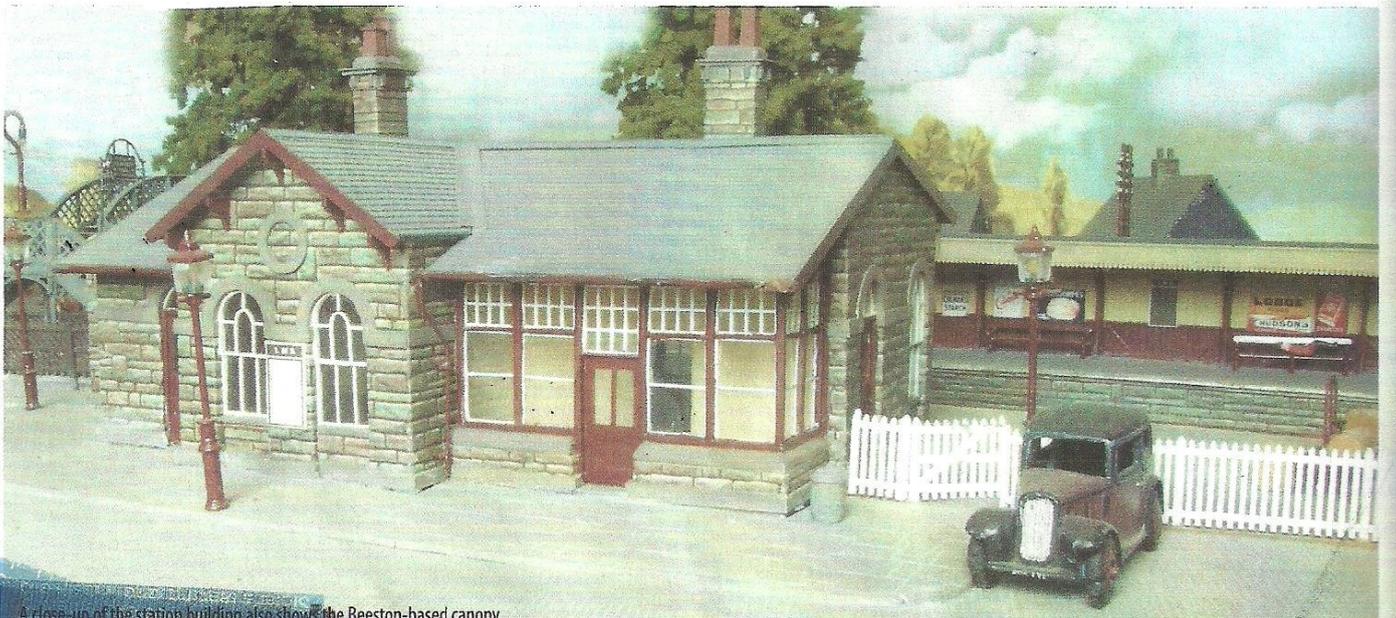
### Wiring

The layout is wired to cab-control, and where a section needed a lead back to the section switches, ex-RAF bomb switchboxes (as used on Beeley number two) were employed, rather than terminate the wiring onto the track. I drilled a small hole and pushed an entomological pin up, bent the end over and soldered it to the rivet, the feed being terminated under the baseboard. All wiring is done through jumper rings, which makes it easier to carry out alterations, rather than taping together. The wiring from/to

switchboxes terminates on a large tag block, there being two electronic controllers (Up and Down), commissioned by a friend who knew an electronics expert, and they give auto-start or manual and auto-braking or manual. From the tag block the feeds go to the relevant sections. I originally used H&M point motors, but with the advent of 'Tortoise' motors, I changed all those in the scenic section and operated them with a lever frame connected to slide switches. The storage sidings (five Up and five Down) are route-set using a diode matrix and a capacitor discharge unit.

### Buildings and scenery

The backscene was made from hardboard onto which I pasted Sanderson skypaper and Hamblings country sheets. The contours of the landscaping were shaped with chicken wire mesh and covered with 'Modroc'. I then used 'Artext' coloured with poster paint powder, which ensures a base colour of brown if damaged. Grass was dyed sawdust. Trees are by Heki as I felt they were very realistic. All the railway infrastructure was scratch-built by me using a mixture of 'Plastikard', wood strip and hardboard faced with Faller stone card, except for the signalbox which is a Churchward Models



A close-up of the station building also shows the Beeston-based canopy.

A kit-built Johnson 1F 0-4-4T 1429 on a local passenger, enters the station.



etched-brass kit to which I added the interior detailing. The roadbridge is freelance but typical bridge. The goods shed is modelled on the one at Bakewell (still extant) with a Mike's Models crane, whilst the coal offices are typical of their kind. The cattle dock uses Wills cobbles, the fence being from three modified Wiskits Midland cattle dock kits. The station building was kindly built for me by Bill Hudson from measurements of Matlock station. The platforms are Peco infilled with coloured plaster and edged with Faller stone card trackside and brick Plastikard the other. The level crossing is a Sprat and Winkle Midland kit on which I had to shorten the gates as the road is the width of the one at Beeston station, (a deliberate choice recalling happy childhood memories of 2P tanks, etc, on the local trains). The footbridge is a Kemilway etched kit, and they kindly sold me extra parts as built by the railway at stations with level crossings. The Down line waiting shelter is based on the still existent one at Beeston.

I visited the station in order to take the measurements and constructed it from wood strip scribed planking. The factory is a German plastic kit surrounded by a Linka brick wall. The village theme came from Castleton, Derbyshire, with a Heljan pub, Pola forge and re-roofed Hornby cottages. The farmhouse is a Wills kit. The tunnel mouth is based on Redhill tunnel near Trent and is made from 'Plastikard'. I used Slaters' Midland fencing for the station and street lamps are TRA, (and as these should be lit, I used grain of wheat bulbs in buildings), worked off a controller to get the yellow gas lamp effect. I commissioned Little Gem to provide the signals; they did a superb job, and I was especially pleased with the one at the footbridge, built using a photograph showing it and the footbridge at Beeston. The telegraph poles are modified Ratio with the distance apart taken from the route at the back of Beeston's waiting

shelter. An invaluable book for various details was *Through Limestone Hills* by Bill Hudson. It certainly pays off to study photographs where possible.

#### Rolling Stock

Most coaches and some parcels vans are Exley, the remainder being Mainline. The wagons are a mixture of kit-built, Mainline and Bachmann. All proprietary stock with plastic wheels was re-wheeled with Ultrascale wheels set at 15mm back-to-back. All wagons are fitted with P4 three-link couplings and proprietary coaches with screw couplings.

#### Motive power

In the early 60s, using my copy of *Locomotives of the LMS*, I made a list of Midland and Stanier locomotives I would like to have. A few years ago I added to the list and it is now a collection (still growing) which would probably make an article in its own right. Where possible locomotives were numbered as those allocated to 16A Nottingham shed in December 1947.

#### Ad infinitum

There is a saying that a good model railway is never finished which is definitely true in my case. Unfortunately in 2000 I was diagnosed with a malignant melanoma in my good eye. Radiation killed it, but left me with lens scarring, resulting in blurred vision; the end of modelling for six years. The layout had taken about 25 years to construct until things ground to a halt in the millennium year! I am now able again to do a little loco building, but not layout work, thanks to my electric magnifying hat that I spotted in an Expo tool advertisement in *BRM*. It is marvellous, with the added bonus that I can do little jobs in the house. The outstanding layout jobs such as point rodding and working level crossing gates will now never get done.

I would like to thank two good friends for helping, Richard Price who advised in early days on landscaping and Ken Kirk who came regularly on Monday evenings to clean the track, etc, build the coal and goods yard facilities, make the sign on the footbridge and generally get the layout ready for photography. My thanks also go to Ray Lightfoot for the excellent photographs taken in cramped conditions and to Bill Stott who volunteered to type the article. Lastly, I say thank you to my wife Barbara for putting up with my hobby all these years.

### Useful Information

Linka, which was extremely popular in the mid-1980s remains available today, though produced in the USA.

The UK Supplier is:

#### Bridgewater Model Railways

Platform 2, Bridgewater Railway Station,  
St. John Street, Bridgewater, Somerset TA6  
Tel: 01278 427646  
[www.bridgewatermodelrailways.co.uk](http://www.bridgewatermodelrailways.co.uk)

Slaters' fencing and 'Plastikard' is available through many model shops or

#### Slaters Plastikard Ltd

Temple Road, Matlock Bath, Matlock,  
Derbyshire DE4 3PG  
Tel: 01629 583993  
[www.slatersplastikard.com](http://www.slatersplastikard.com)

Ex-Nu-cast and K's locomotive kits:

#### Autocom UK Ltd

Unit 7, Chapel Barn Yard, Wylde,  
Warminster, Wiltshire BA12 0QQ  
Tel: 01985 248425

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