A journal of the Brighton Circle, for those modelling the “Brighton” in all scales and gauges.

The L.B.& S.C.R. Modellers’ Digest

Issue 22

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Editorial

As always, my thanks to those who have contributed articles to this issue, recording their models showing different aspects of the London, Brighton and South Coast Railway.

With the continuing flow of new, Ready to Run models, it has never been easier to build a credible representation of the LB&SCR and I hope that some of those who have begun to model the Brighton will contribute to the Digest in future to show what can be done. The Digest welcomes contributions from all parts of the modelling spectrum, from those who have been researching the company for years, to those taking their first steps with commercially available models.

I hope also that an initial experiment with Ready to Run will stimulate a broader interest in the company, arousing curiosity about its history and about locos and stock that are not available “off the peg”. Membership of the Circle is an essential step to developing that understanding and accessing the collective knowledge that exists among the membership. It may come as a surprise, but new information and photographs still emerge, as the presentations at the recent Annual General Meeting demonstrated.

Eric Gates, Modelling Steward, The Brighton Circle,

Cover photo: Willingly station, built by David Edsall and based on Heathfield.

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‘Willingly’

A Tribute to the Models of David Edsall

Nicholas Pryor

As many Circle members may know, David has sadly succumbed to dementia and now lives in care, with his affairs managed under Power of Attorney. He had a long involvement with the Market Deeping MRC and constructed several exhibition layouts over the years. ‘Walmington-on-Sea’, his Marsh era LBSC layout, was well known on the exhibition circuit and featured in the model press. That layout, along with its stock, has been saved by a member of the Circle, and it is hoped we may see it appear again in the future. ‘Walmington’ is an end-to-end layout of a branch line serving a fictitious seaside resort.

David appears at some stage in the 2006-08 period to have decided on a new exhibition layout with continuous running, and ‘Willingly’ was the outcome. It appears to have been exhibited on several occasions, but around 10-12 years ago, David retired it and fitted part of it permanently in his period home (parts are 12th Century) in Oundle. I purchased ‘Willingly’ from the attorney in dreadful condition and covered with thick layers of dust and dirt. Sadly, the main boards had warped and the layout as such was unsalvageable.

From what remains of the layout, it is difficult to tell exactly how ‘Willingly’ was configured for exhibition. It appears to have been reduced significantly to fit the space at his home, and there may have been other sections which no longer exist. I assume the original was an oval of around 16 x 12 feet (4.9 x 3.7 metres), with an 8 foot (2.5 metres) fiddle yard with 12 roads at the rear.

The scenic sections comprised the whole of the front of the layout with the main station to the left as the viewer would see it, then two scenic boards portraying the town of Willingly and, finally, to the right two scenic boards portraying Windmill Farm, the (very attractively modelled) water mill, and Maynards Halt. These two boards were on display at the 2025 Spring Meeting and appear in some of the photos of that event.

The main attraction in the layout was the quality of the model buildings. I found many references in David's papers to his desire to build accurate models of typical Sussex prototypes. His papers contain many drawings and sketches of proposed model buildings and may well include drawings of some of the buildings illustrated here. However, none of the drawings identifies the prototype on which it is based. The main station is clearly based on that at Heathfield. If anyone recognises any of the other buildings shown, and can identify where the original is located, I would be very pleased to hear from them. My email address is below.

The layout has now been dismantled and as much as possible has been salvaged. Almost all the buildings have been carefully removed and cleaned up. The illustrations show several of the buildings while still in situ on the layout. Also shown are a row of town houses which were intended as a backdrop to the main Willingly station boards. The models look very realistic, being clearly modelled closely on actual buildings and the effect is very credible, even though a lot of minor detail is, on close examination, impressionistic.

David was also careful to place models realistically. It is noticeable that there were few straight lines on his layout. Buildings looked planted in the landscape. The use of colour is particularly impressive, especially some of the roofs where the warmth of the red tints is striking.

Most of these buildings are available for rehoming by any 4mm modeller who can make use of them. For space reasons, not every building on the layout can be shown. If you might be interested in acquiring any of the buildings, do get in touch with me via secretary@lbscr.org. I can provide a fuller catalogue of photos to anyone interested.

Buildings from Willingly High Street, on display at the Brighton Circle meeting at Patcham, April 2025.

Above

One of the buildings from Willingly High Street.

Right

Willingly signal box.

Both photos taken at Patcham.

Windmill Farm, photographed at Patcham.

Willingly station, photographed on the layout.

Willingly station entrance, photographed on the layout.

The water tower and gas holder

James Urry’s coal yard at Willingly.

Willingly goods shed.

The mill pond, with the mill race to the wheel leading out to the right.

The Water Mill.

The mill tail-race and shed.

The old farm house.

Maynard’s bridge.

Willingly High street, backs of houses.

Willingly High street, backs of houses.

Willingly High street.

Willingly High street.

Willingly High street.

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Brighton, Lewes Road - 1911

Huw Evans

You may recall from earlier descriptions in the Digest that I'm attempting to model in N gauge, the urban landscape of the Lewes Rd area of the Kemptown Branch line Brighton in its Edwardian heyday. Previous status updates have been as follows:

1. Dec 2021 / Digest 14 My model of local employer 'Cox's pill factory'
2. June 2022 / Digest 15 Modelling of the monumental Lewes Rd viaduct
3. Dec 2023 / Digest 18 Construction of some of the lesser urban scenery
4. May 2025 / Digest 21 Building the prototype petrol railcar no. 3.

For this update 5, I have have continued modelling additional buildings and detail within the area. I now have a total of 38 prototype buildings reconstructed in this initial diorama, with just a single branch line railway track running behind. For the typical railway modeller this would therefore be of limited interest in replicating. However, my motivation is primarily to document Brighton history and, hopefully, this will have some wider interest with the general public. The specific buildings described in this status update below are therefore of limited interest to the railway modeller, but are held with some affection by many Brighton residents.

I have to say however, that at various times over the past 2 years my inspiration has slipped in constructing some of these peripheral buildings but the hope is that for the next diorama module comprising Hartington Road, the embankment, the road bridge and railway halt, the railway cutting now known as 'William Clarke Park' and the tunnel under Elm Grove school I will regain my modelling mojo!

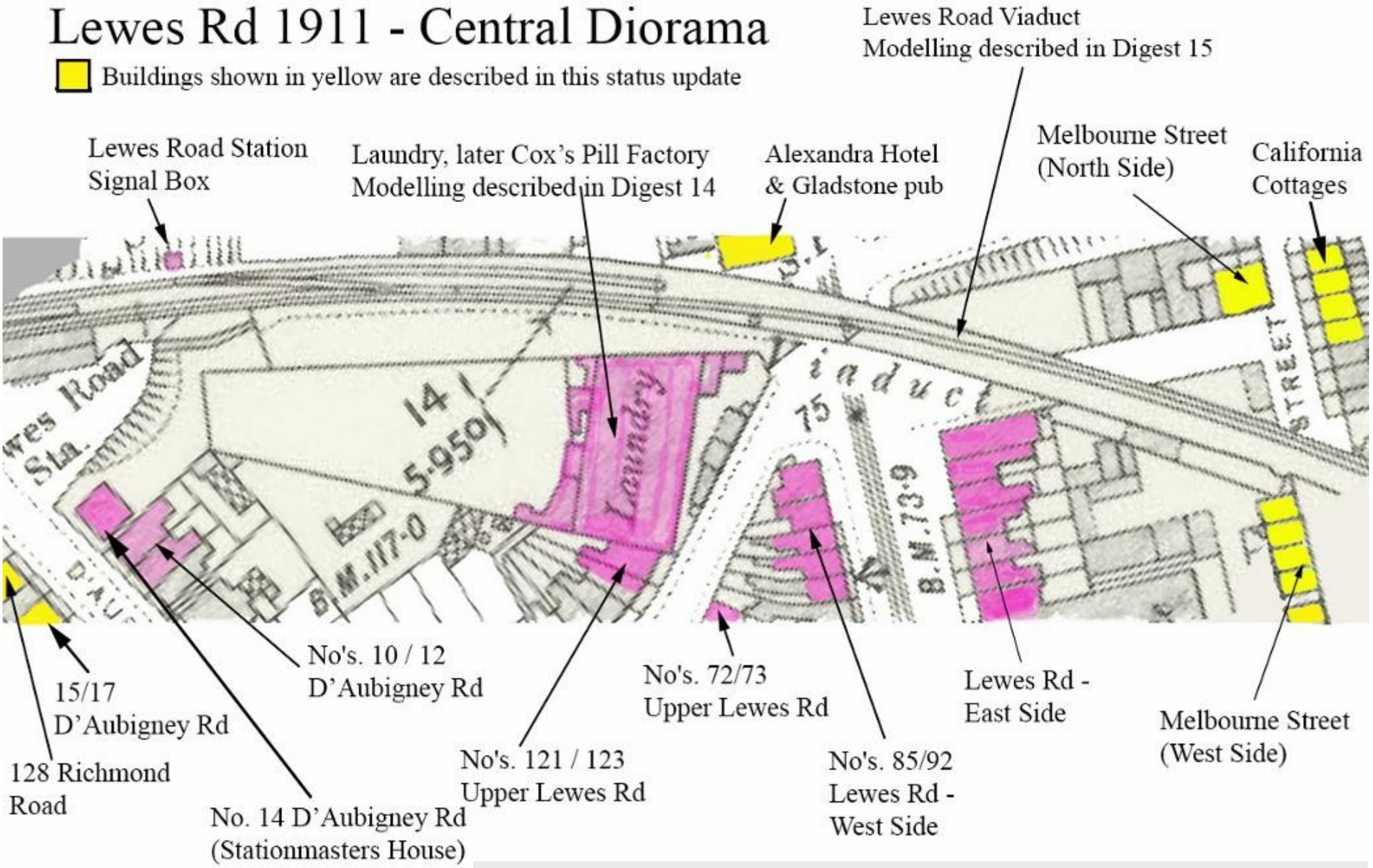

Fig 1 showing the location of buildings described in this article.

15 and 17 D’Aubigney Rd

A pair of end of terrace, late Victorian villas, together with a narrow front garden and approached by 3 steps from road level. As with many Brighton terrace houses, a faux blocked off window is a design feature, presumably a nod to the much earlier window tax. One additional feature I have tried to model is the external window architrave detailing, which I've constructed from sections of plasticard.

Fig 2 - 15/17 D'Aubigney Rd and 128 Richmond Road both on left side of the street.

128 Richmond Rd

This corner property showed signs of an obsolete shop front in a picture from c1948. I've written to the local Roundhill History society for clarification and have yet to hear back but, being located opposite the entrance to Lewes Rd Station (closed in 1932), it is at least possible that this could have been a newsagents/tobacconists during the 1911 period of my diorama . As such there is an element of artistic license in its detailing, but the census for 1911 shows a shopkeeper, Mary Marchant, living in the house, so I've named the newsagents after her!

Alexandra Hotel, Lewes Rd

This pub/hotel, nestled behind the viaduct, still exists to this day though, with the latter's demolition, it is much more exposed, situated at the front of the Vogue Gyratory System, seen when driving out of Brighton. Most recently, the ground floor of this building has been let as a coffee bar, but back in the 1970's/80's I'm told (by friends of a certain age and through misty nostalgic eyes) it was a somewhat seedy bar and tiny nightclub upstairs catering for the genuine Brighton resident. Modelling this low relief building required quite a lot of detailed work, particularly in the architrave and roof designs - all the more galling as the building is almost completely hidden by the viaduct from normal viewing angles. However, as the saying goes 'God will know!' But for your viewing pleasure, I've included some photos revealing this obscured building.

Fig 3 - C1982 Alexandra hotel next to Lewes Rd viaduct during the latter's demolition.

Figs 4 and 5. Alexandra Hotel 2mm scale model.

The Gladstone Public House, Lewes Rd

Opposite the Alexandra Hotel site is the Gladstone pub (named after Prime Minister William Gladstone who died in 1898), still a thriving hostelry to this day (to the right of this photo, in yellow). I was keen to include a reference to it, even though it is only shown through the viaduct as a 2D image as it's at the back edge of the diorama. As you can appreciate, a 2D image only lines up with the 3D foreground from one viewing angle. Viewing it through the viaduct arch does this to a certain extent, but I need a further blocker on the left side of the road (a second tram) to avoid a jarring image where the 2D & 3D images don't line up.

'Fig 6 - Alexandra hotel in light green, Gladstone pub in yellow - 2025.

Fig 7 - 3D foreground with 2D background including Gladstone pub behind viaduct,

Fig 8 - My daughter Jenny, who has a keen eye for detail.

Melbourne Street (North side)

This light industrial unit, most recently a wood working business, was only demolished 3 years ago (since I started working on this project). I have photos of the same building from 1975 and it certainly also shows on the map of 1911, so needed to be included. Again, views of the building are pretty oblique through an arch of the viaduct, but I think that adds to its charm. In my model, I have replicated the rendered roof, using tissue paper.

Fig 9 - Melbourne Street North & West showing the viaduct under demolition C1976) .

Figs10 and 11 - Melbourne Street West Side, North End and California cottages .

California Cottages

This small row of cottages dated from the 1860's so one can imagine they were named after the craze of the California Gold rush of 1848. Earliest photographic evidence is from 1869 where they can be seen in the distance in a photo of the Lewes Rd viaduct under construction. They are of a simple design with small front gardens which must have been completely overshadowed when the viaduct was finished. The cottages were demolished by the mid 1970's

Melbourne Street (West side)

I've modelled 6 terraced houses on this side of Melbourne street. Today, they are brightly coloured with different shades of render, but back in 1911 they had a uniform earthy grey render, which I've hopefully been able to replicate with much dry brushing. The back yard extensions and walling proved fiddly to get right and, after I'd completed construction, I mused forlornly how similar they ended up to an 'off the shelf design' already produced by Scalescenes.com! Still, I knew for sure that my design correctly reflected the actual buildings, particularly as I was caught one dark Winters evening, out with my tape measure, noting down the dimensions of one of the home owners houses. (He was fortunately very enthusiastic to hear of my project)!

Trees

I used the widely used Seafoam product. My wife had the idea to set the diorama in Spring time, allowing me to have different coloured blossom, adding a splash of colour. This followed research indicating that cherry blossom was only just being introduced at the start of the 20th century. Being Spring however, means that I don't have the advantage of swathes of voluminous green leaves to cover the model as a counter to starker industrial detail. However, for some trees I've attempted to show ivy infestation which does provide some scenic contrast. Trees have a basic brass rod inserted in the trunk which then slots into a brass tube allowing easy removal.

Fig 11 - Garden detailing.

Fig 12 - Diorama LED lighting.

Diorama Lighting

In my status update 3, I described the complex street and building lighting system in place. For the overarching diorama lighting I've used Philip's Hue LED Strips. These are comprehensively controllable from a bluetooth linked app. allowing me to have the full functionality at exhibitions (ie without wifi). Its an expensive system compared to non branded (e.g. Wickes), but a single strip can certainly illuminate the entire diorama simulating bright sunlight through to setting sun and dusk.

Track Standards – To date I've used off the shelf Peco N (9 mm) gauge code 55 track for this diorama. In the past its been suggested I consider coming over to the dark side and changing to 2mm Finescale, i.e. Code 40 rail with a 9.42 mm gauge. The effort of conversion (adjusting rolling stock wheels and axle width) was putting me off. However in October of this year, I belatedly learned there was a half way solution. 'N Finescale' i.e. Code 40 rails retaining the 9 mm gauge. As track is such a limited part of my diorama, it was easy for me to purchase and build a duplicate track bed in 3mm ply, complete with cork underlay before assembling the N finescale track on top, glueing and ballasting it in place. Up close, this track does more accurately show the bullhead rail in place in 1911. However, from normal viewing distances, I found that this finer track was not readily distinguishable from the original code 55 and was certainly not of significance to the wider viewing public, compared to the other compromises made in the diorama (distance compression in particular). I also considered that if my model is one day to be operated by a museum, then they would want readily maintainable, more robust components rather than custom track. As a result I've decided to stay with the existing Code 55 standard.

Fig 13 - Code 55 Track vs Code 40 track.

Fig 14 - Train crossing the viaduct, running on code 55 track.

Tram Poles – These were scratch built from brass rod and tube. The main vertical tube was drilled through and a cross beam rod inserted and soldered into place. Other brass components were bent into shape and superglued in place. The dark green colour was determined after discussions with the Brighton Tram 53 Society. Each tram pole is then inserted into a wider tube drilled into the baseboard.

Tram model – I used a readily available 'Oxford Diecast' London double decker tram as a donor. This was compared to drawings of the Brighton open top tram dating from 1901 as supplied to me by the Tram 53 Society. Very simply, the conversion process involved sawing off the roof and end cabs, drilling holes to take the motorised chassis TU-7T from 'Plaza Japan'. Upstairs handrails were brass wire threaded into 2 hole stanchions supplied by 'Caldercraft'. These are slightly oversized, but more robust and I think a pleasant viewable feature of the model from a distance.

Next Steps

The major elements of this first diorama are now in place, but, as you all know, the devil is in the detail. I've signed up to a beginners airbrushing course in March 2026 which may result in some further subtle weathering of the model. I also have a number of horse drawn vehicles, people and other detailing to be added over the next few months.

As previously mentioned, in due course this initial 3 foot diorama will be joined by one to the east and west to produce a model totalling 9 feet in length. I'm hoping lessons learned over the past 4½ years will speed up the process, but for 2026 I aim to construct the basic framework for these adjoining dioramas, a track bed and working track, contours, roads and mock buildings.

I also aim to have some limited public outings with this diorama during 2026, including; Brighton museum affiliated display, Brighton Circle Spring Meeting in Patcham, West Sussex N Gauge society exhibition in October and Brighton Model Railway exhibition again in Patcham in November. So watch this space!

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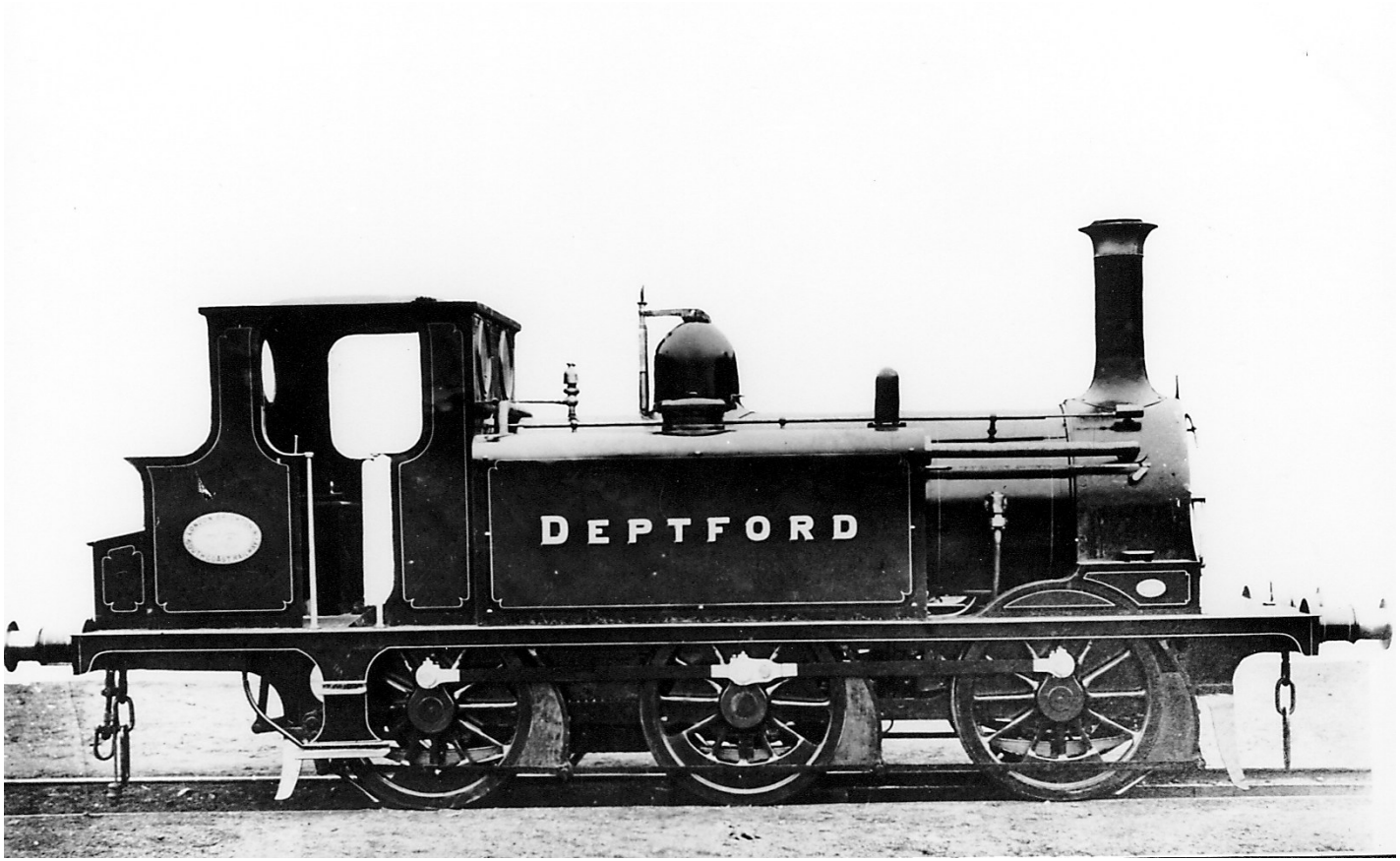
Backdating a 7mm Scale Dapol Terrier

Ian MacCormac

To use a Terrier with the non-Westinghouse fitted 4 wheel carriages that Dapol also manufacture, I felt that modifications needed to be made to the standard model. Changes I could see from available photographs and from the Colin Binnie book on Terriers included the lack of a Westinghouse pump on the cab side, an additional condensing pipe across the tank top, the right hand side smokebox control emerging from the handrail, a lever and control rod just below the right hand condensing pipe and rear lamp irons by the buffer housings.



Luckily, in the latest batch, with the more convincing IEG shade, there is a model of Wapping without a Westinghouse pump, so this was my starting point.

Once I looked a bit more deeply, I discovered that

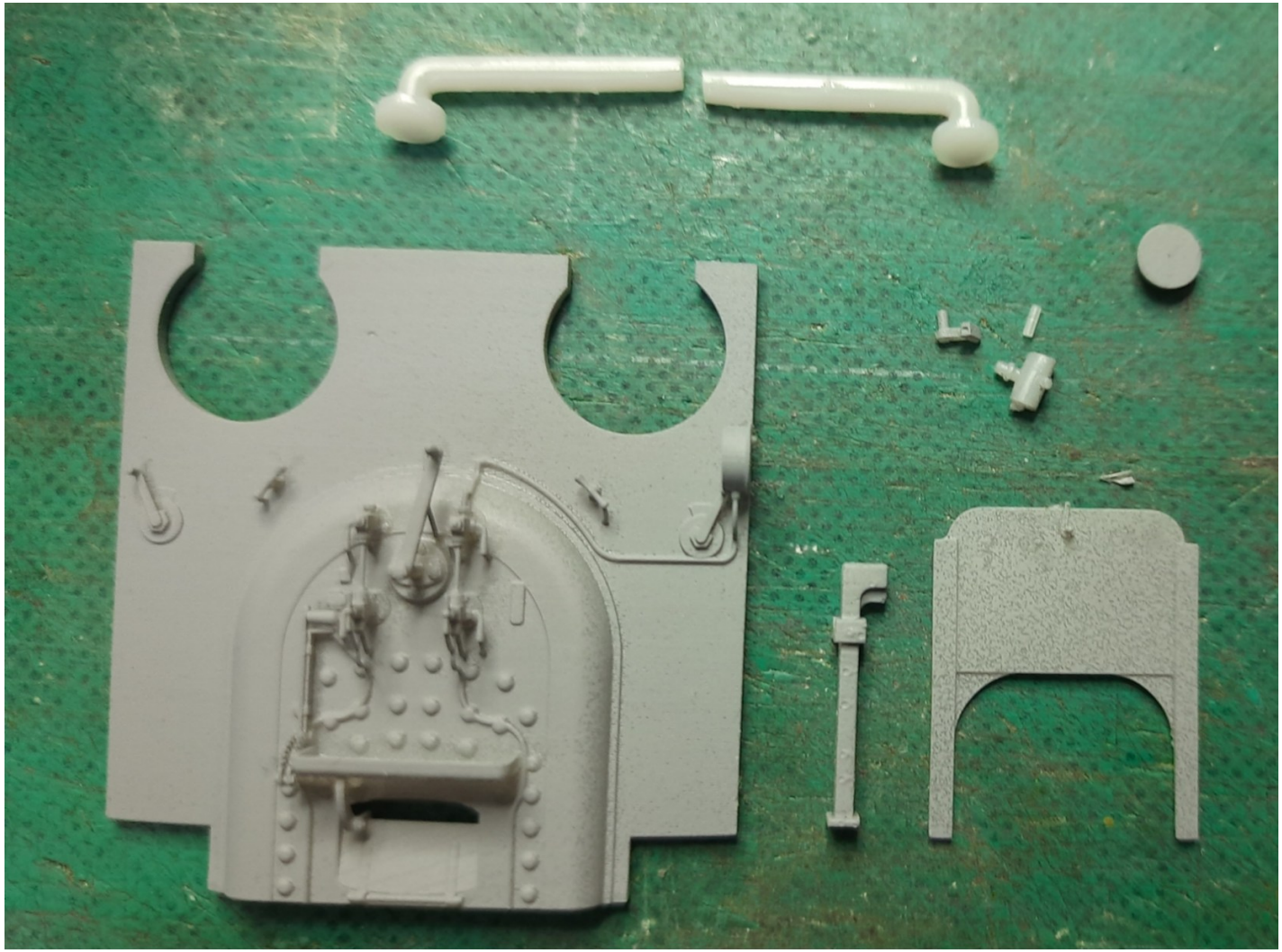
- the real position of the cab gauge was on the right hand side of the cab side sheet,
- there was no shelf or door control gear on the firebox back,
- there should be water cocks on the cab front sheet,
- there should be a coal door and guides on the rear cab sheet,
- there should be ashpan controls attached to the reversing lever and
- there should be a sandbox filler on the right hand side of the cab rear box.

I realised the easiest way to detail the cab would be to replace the Dapol inside cab front sheet with one that I drew that incorporated much of this, and the other parts could also be drawn and 3D printed.

After some thought, I came up with the following additional pieces.

- A new backhead/cab front, to replace Dapol one, incorporating a gauge glass to the right hand side, water cocks, fire door controls and shelf above.
- A condensing pipe to run across the tank top, in two parts.
- Damper controls.
- Coal door, frame and handle.
- Right hand side smokebox control fitting – controlled through the handrail.
- Lever assembly to fit below the right condensing pipe on the smokebox.
- Sandbox filler for rear right cab sandbox.

I realised I would need to replace the handrail on the right hand side of the boiler so bought some Albion Alloys N/S 0.7mm diameter tube and some 0.2mm N/S rod, found on eBay.



At the same time, the new Stroudley lettering set arrived, as waterslide transfers printed by Railtec. Using a curved scalpel blade, I scraped the ‘Wapping’ lettering off and replaced it with ‘Deptford’ and painted the other parts, either using acrylics or the marker pens with liquid chrome/ brass ‘paint’ for metallic parts.

Whilst sorting all this, I also removed the brass whistle, fitted it in my Dremel and profiled the top curve to match photos a bit better than the factory offering that I think is too square. EBM number and works plates and a couple of bits of brass superglued on to the rear buffers for the lamp irons finished it off.

I am still finishing off the paint around the steps and have removed and filled holes in the tank front where the lubricator pipes go.

If anyone is interested in a similar conversion, I could print a set of these items off as a kit of parts.

Contact ianmaccormac@hotmail.com

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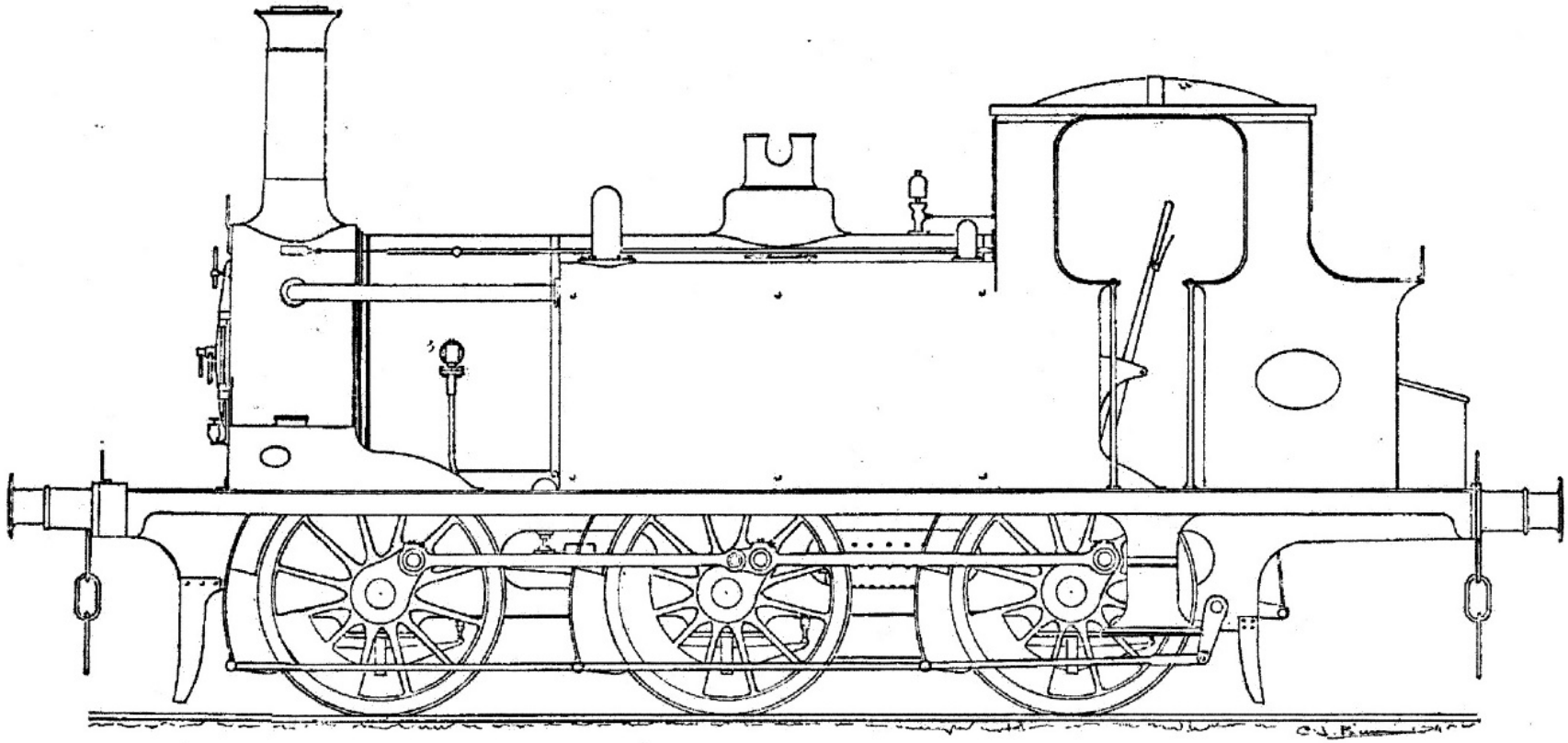
“Mike’s Might Have Been”

The ProtoTerrier

Colin Paul

Fig 1



THE ‘PROTOTERRIER’ ~ CONCEIVED
BUT NEVER BUILT 1871

This project is based on the drawings of the late Colin Binnie, from his book on the Terriers (see reference)

At first glance (Fig.1), the final loco in the series of “Mike’s Might Have Beens” would appear to be the Stroudley 1872 LB&SCR A1 'Terrier' Class 0-6-0T locomotive that we are all familiar with. However close inspection reveals quite a few differences. Although it shows a copper capped chimney, small side tanks, condensing pipe, clack valve, and the distinctive Stroudley cab with a toolbox behind the coal bunker, it is a foot shorter than a Terrier and its wheelbase is 5' 6" + 5' 6" (11' 0") instead of a Terrier's 6' 0" + 6' 0" (12' 0").

The front elevation (Fig.2) suggests a 'Terrier', but again there are major differences. The side tanks are flush with the cab sides, the footplate is a lot narrower and the position of the drawbar is a lot lower. One noticeable similarity is the typically Stroudley, domed roof.

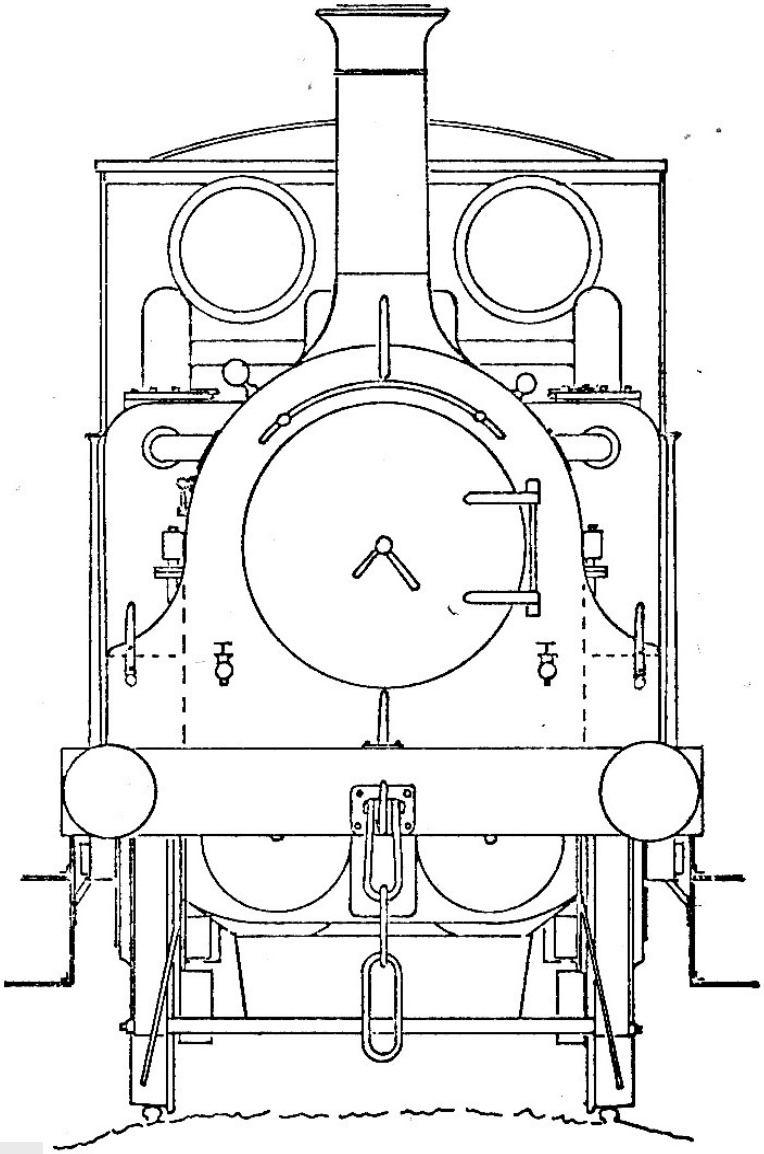


Fig 2

The Frames

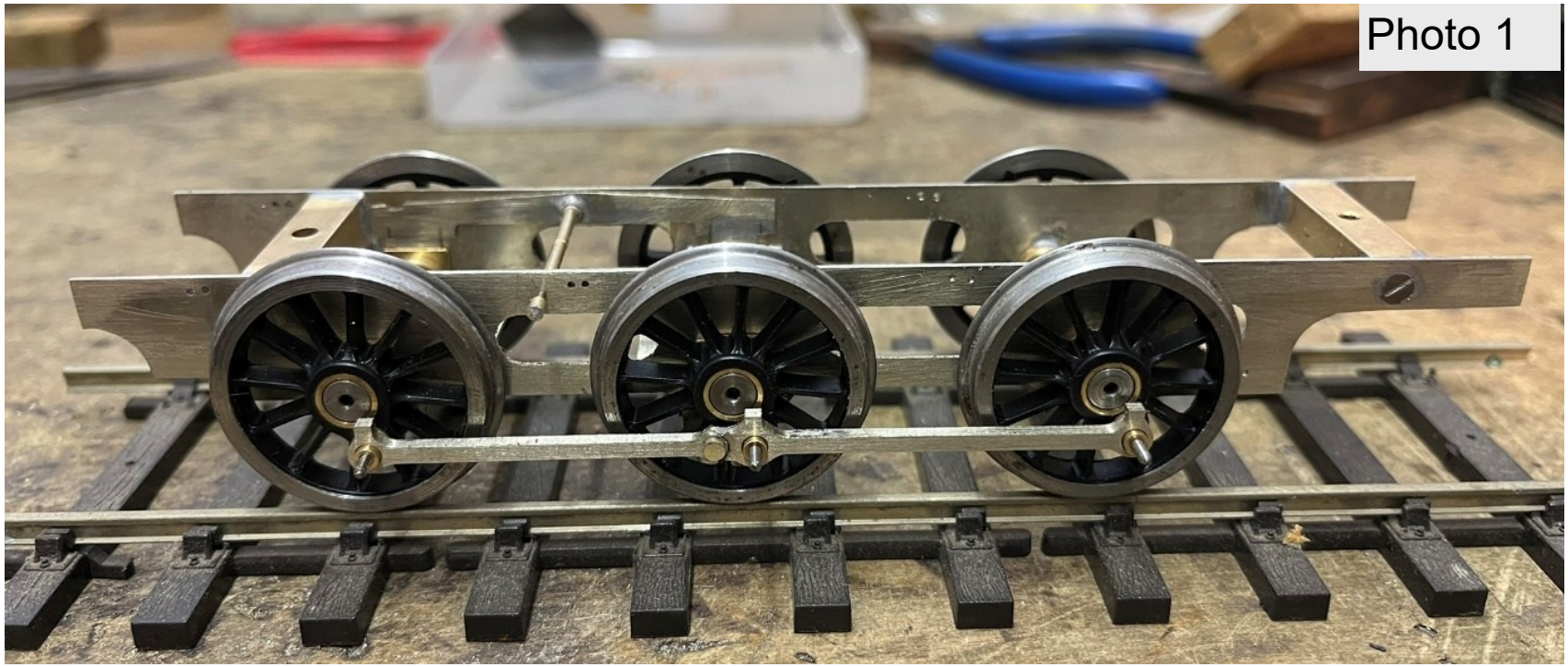


Photo 1

The techniques for building this loco largely follow those used for others in the series, which are documented in previous issues of the Digest.

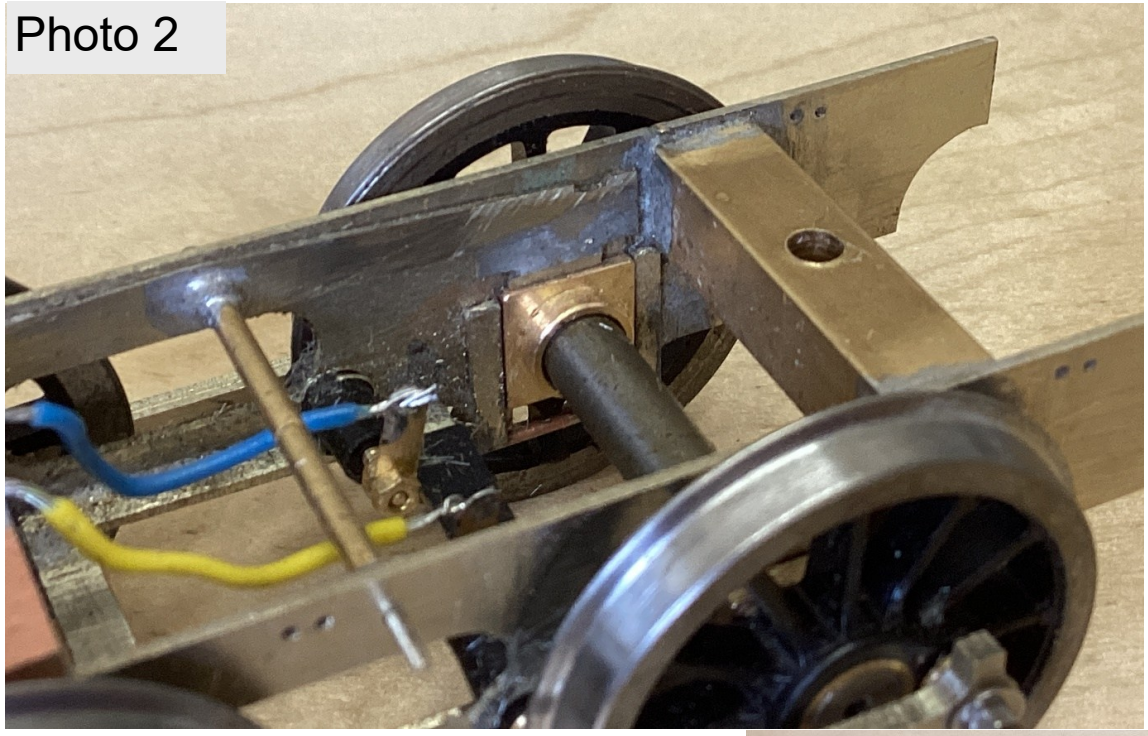
The sideframes were cut out from two pieces of 0.028" nickel silver rectangular blanks soldered together. Holes were drilled out ready for the brake hangers and pivot point for the compensation beams. The motor will drive the rear, fixed driving axle (on the right).

The positions of the two frame spacers were not on my original drawing. Two holes can be seen, one just in front of the compensation beam (on the left), the other to the rear. The front one is central to the smokebox wrapper, whilst the rear one is in the coal bunker.

The compensation beams were made from 0.5mm thick scrap nickel silver sheet, cut out in pairs. Just visible is a 0.8mm n/s retaining pin. With very minimal filing, the frame sat level. At this very early stage, the hornguides are not fitted.

Also temporarily fitted were Premier Components 5' 6" + 5' 6" articulated w/b coupling rods (Ref: PR342J SR 'P' Class).

Photo 2



The next stage was to make and fit the hornguides (2mm x 9mm scrap n/s), that are located either side of the hornblocks on the front and middle drivers. I also found room for the Slaters pick up as shown by the black Plasticard housing. Below the blue and yellow pick-up wires, I made and fitted a rectangular frame spacer for extra rigidity.

Finding a suitable motor/gearbox to fit was challenging. Right from the start, Mike was adamant he did not want any worm showing within the cab, even in between the internal splashers or above the floor. Having downloaded and printed off several motor/gearbox combinations, only an ABC Gears (www.abcgears.co.uk) Maxon motor + Mini Gooch 30.2:1 gearbox would fit. At £145 it is expensive but it is superbly engineered. On initial tests, the chassis runs very smoothly.

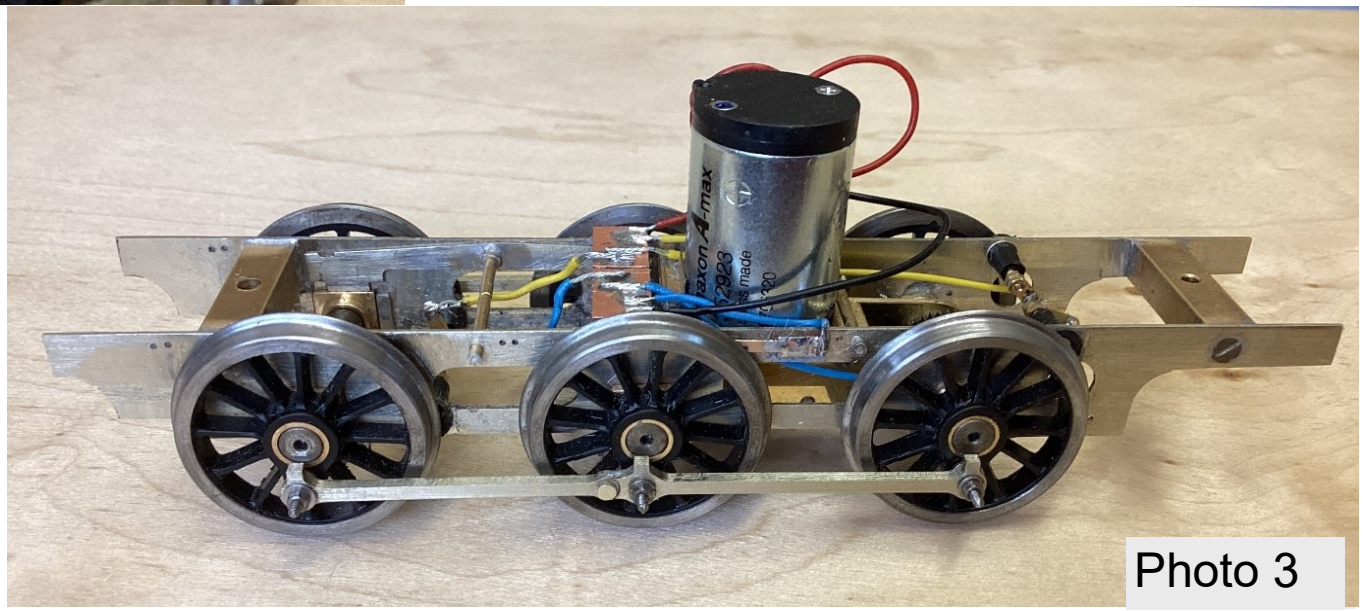
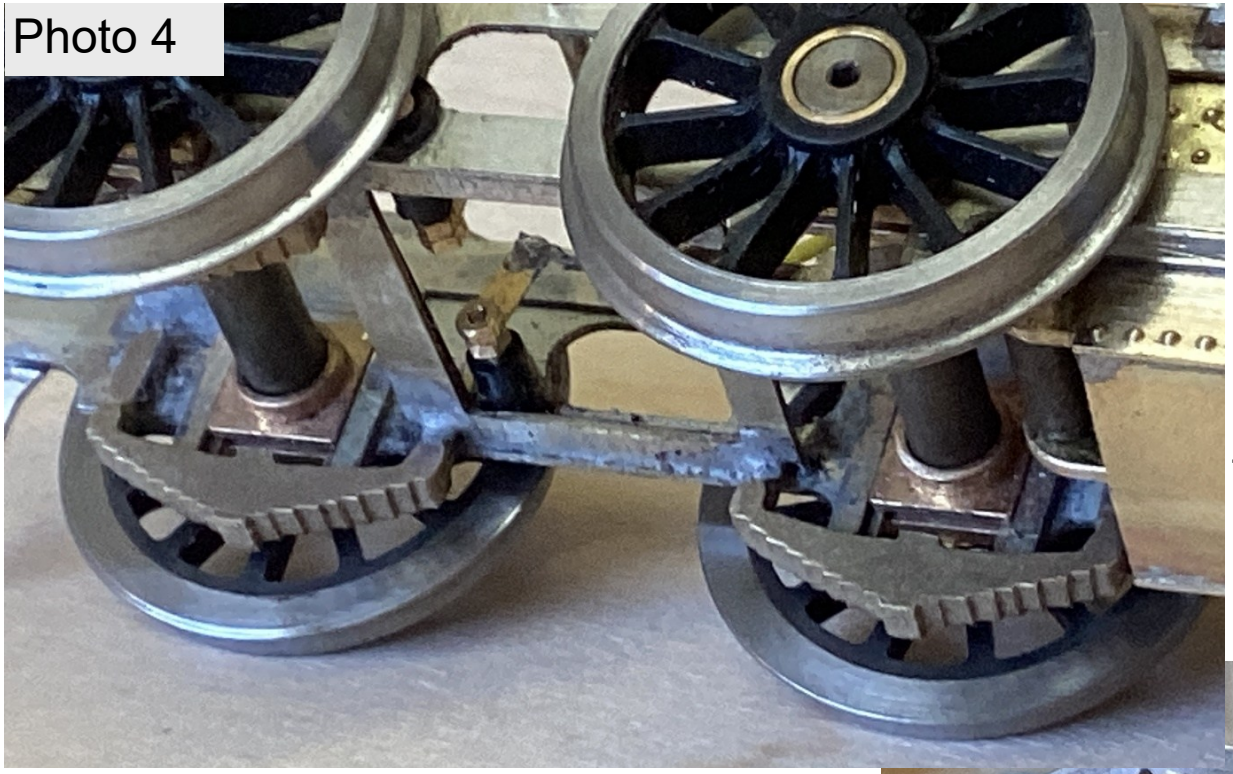


Photo 3

Photo 4



Six Laurie Griffin Miniatures (www.lgminiatures.co.uk) Ref:27-005 lost wax leafspring castings act as 'keeper plates' securing the Slaters hornblocks. If at anytime the hornblocks require attention, they can simply be removed. As shown, the top leaves touch the bottom of the hornguides.

The firebox and ashpan were made from scrap brass and riveted as per the drawing. The latter is set back behind the leafsprings. I added a row of rivets on the bottom of the ashpan which were not on the drawing.

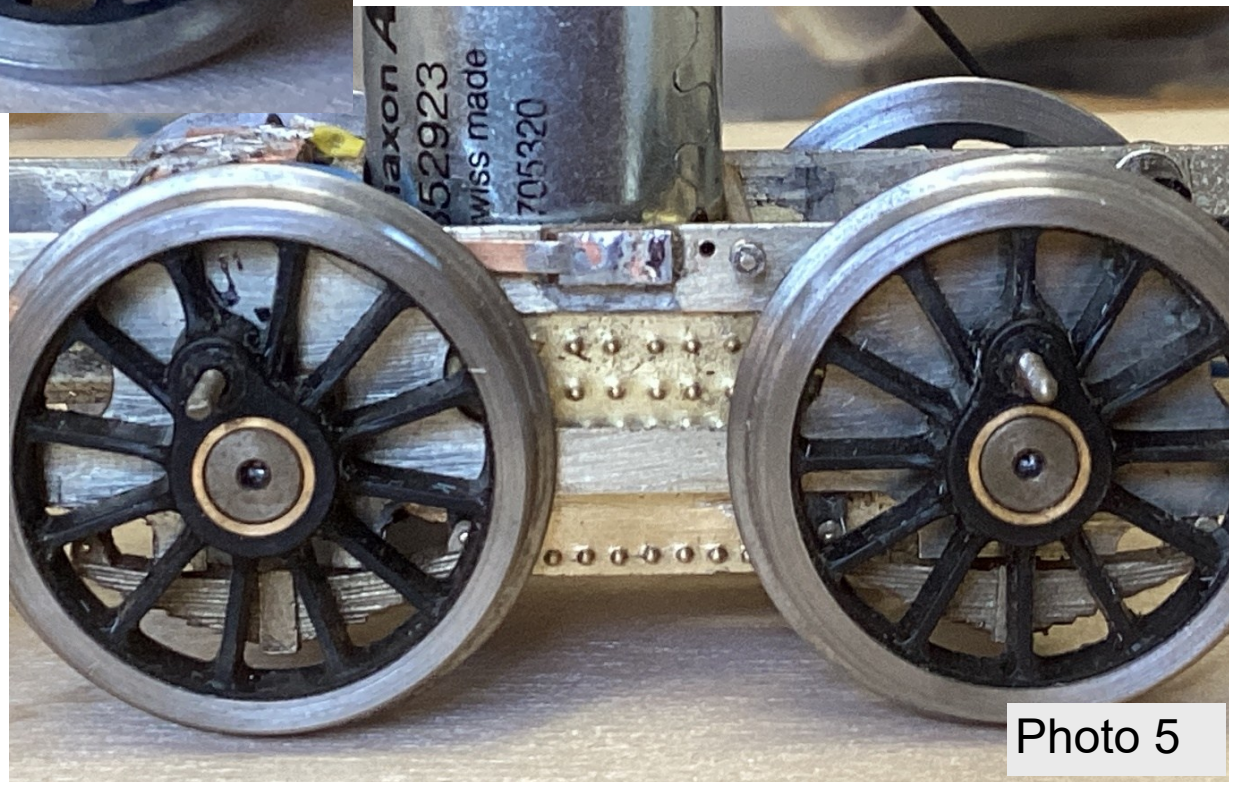


Photo 5

I hit a slight snag with the brake hangers. With the front and middle driving axles compensated (to negotiate Mike's garden railway), their lowest downward travel position would have fouled the top of the brake pull rod on the drawing. The only solution was to lower the brake pull rod position and make the brake lever linkage a lot longer than it should be. After careful measuring, the brake levers were increased from 6mm to 8.5mm pivot points. 2.5mm lower may seem excessive on the drawing, but in reality they look perfectly fine.

A 0.8mm N/S rod was soldered in place in the two predrilled brake lever linkage pivot holes. To clear the outside faces of the wheels, lengths of 1/16” brass tubing were soldered in place.

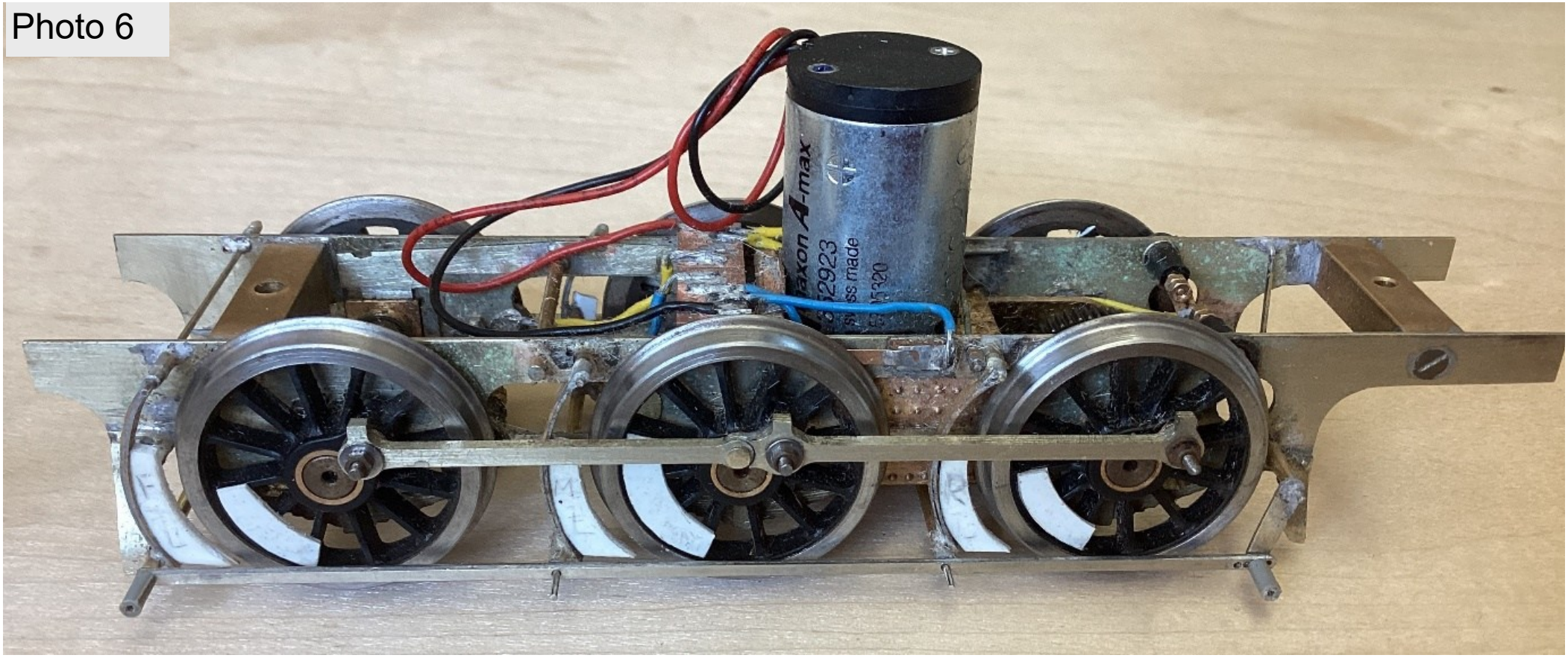
The brake hanger pivot rods (0.8mm N/S rods) were first secured in place in the pre-drilled holes in the sideframes.

The brake hangers (x6) were made by bending 2mm x 0.2mm brass strips around 0.9mm drill bits, forming the pivot hole, then squeezed around it with pliers. The ends were pre-curved, to match the drawing, then soldered together. The solder flooded the pivot holes which had to be re-drilled out. At this stage, their overall length was too long so that they could be trimmed back when levelling the brake pull rods.

To secure the brake blocks to the hanger, backing plates (scrap brass) slightly shorter than the brake block profile were made and soldered in place. 40thou Plastikard brake blocks were cut out and superglued in place. The gap between the wheel treads and blocks is slightly wider than they should be, but this allows the wheels to travel up and down freely without fouling the blocks.

When the brake pull rods were temporarily fitted, a length of 1/16” brass tubing was soldered in place. 0.8mm N/S rod was slid on for the pivot pins. Having enough space, the tubes were tweaked to align the rods.

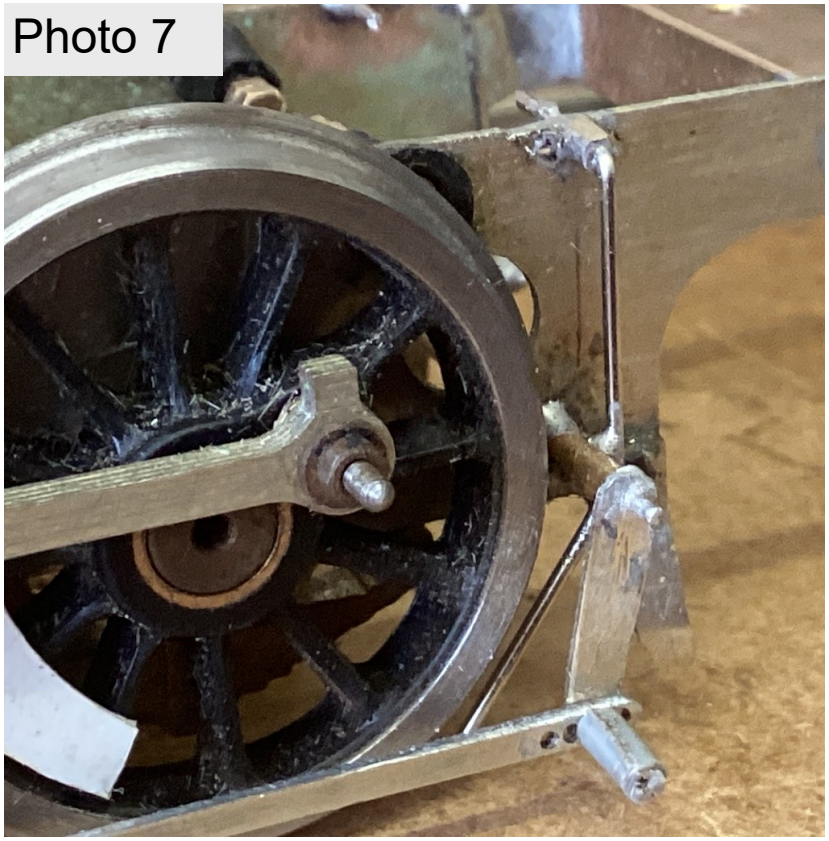
Photo 6



With very slight tweaking of the brake hangers, the brake pull rods fitted like a glove. The only other tweak was with the angle of the brake linkage lever, again, matching the angle of it on the drawing. The excess portion of the hangers were cut off and made good. To temporarily secure them in place, I used lengths of plastic tubing.

The balance weights are cut out from 30thou (0.75mm) Plastikard.

Photo 7



The front and rear sanding pipes were made from 0.7mm N/S rod, painstakingly pre-bent to shape before soldering in place. The rear ones are quite vulnerable and I tack soldered them to the brass tube of the brake pull linkage. I have done this before on other locomotives and is not noticeable.

The front ones are hardly visible from normal viewing angles, with only the top portion visible behind the brake hanger. The lower half is completely hidden by the front brake blocks. As with the brake blocks, I have given them a wide clearance, not wanting any part of them to touch the wheel treads and create a short.

The last items to make were the round piston covers which are clearly shown on the front elevation drawing (Fig.2). Because of the narrow frames, their diameter had to be reduced from 11mm to 10mm. I also had to reduce the width of the central rectangular plate from 5mm to 4mm. The covers were made from scrap brass. On the drawing, they are devoid of retaining nuts/ bolts which I thought looked strange, so I added them using my old Cherry Scale punch. Note the grey plastic sleeves temporarily securing the brake pull rods in place.

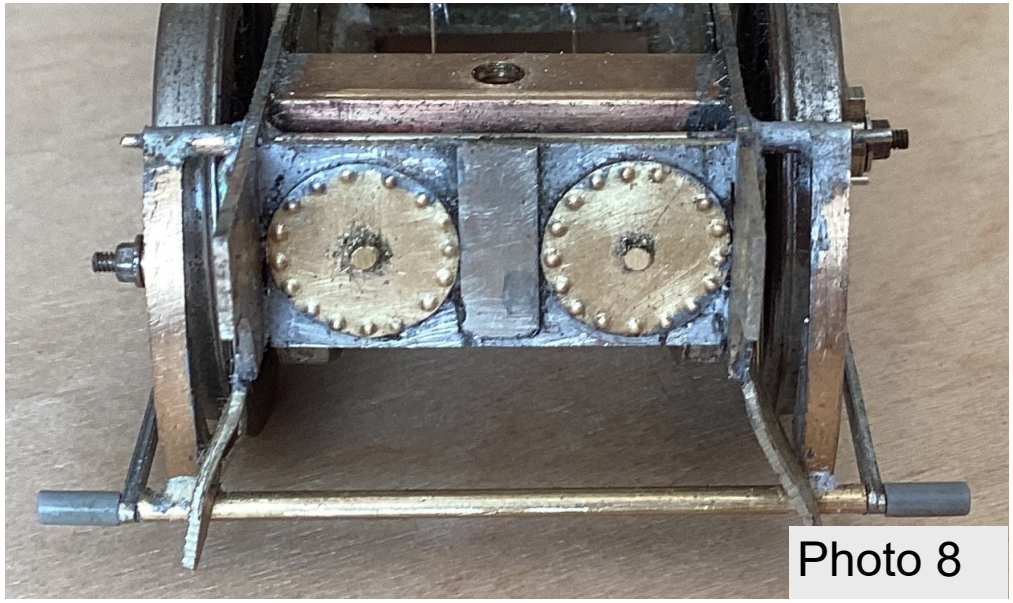


Photo 8

The Body

The following drawings and photos, are all oriented in the same direction with left to the front of the locomotive.

Not using CAD on this or on other previous projects, I designed the footplate using pen and paper. From my initial starting point, it was modified quite a few times. I also made several cardboard templates before I was totally happy.

Just before any brass (half hard 0.018") was cut, I thought long and hard about how I was going to mount the front buffer beam (Fig.3). On the drawing it measures 6mm x 3mm and is very slightly raised above the top of the footplate by 0.5mm. I planned a 'U' shaped channel which could be soldered directly on to the footplate top, so I left an extra 2mm on the front end forming a ledge for it to sit on to. The overall dimensions are 155mm x 47mm (22' 2" x 6' 9").

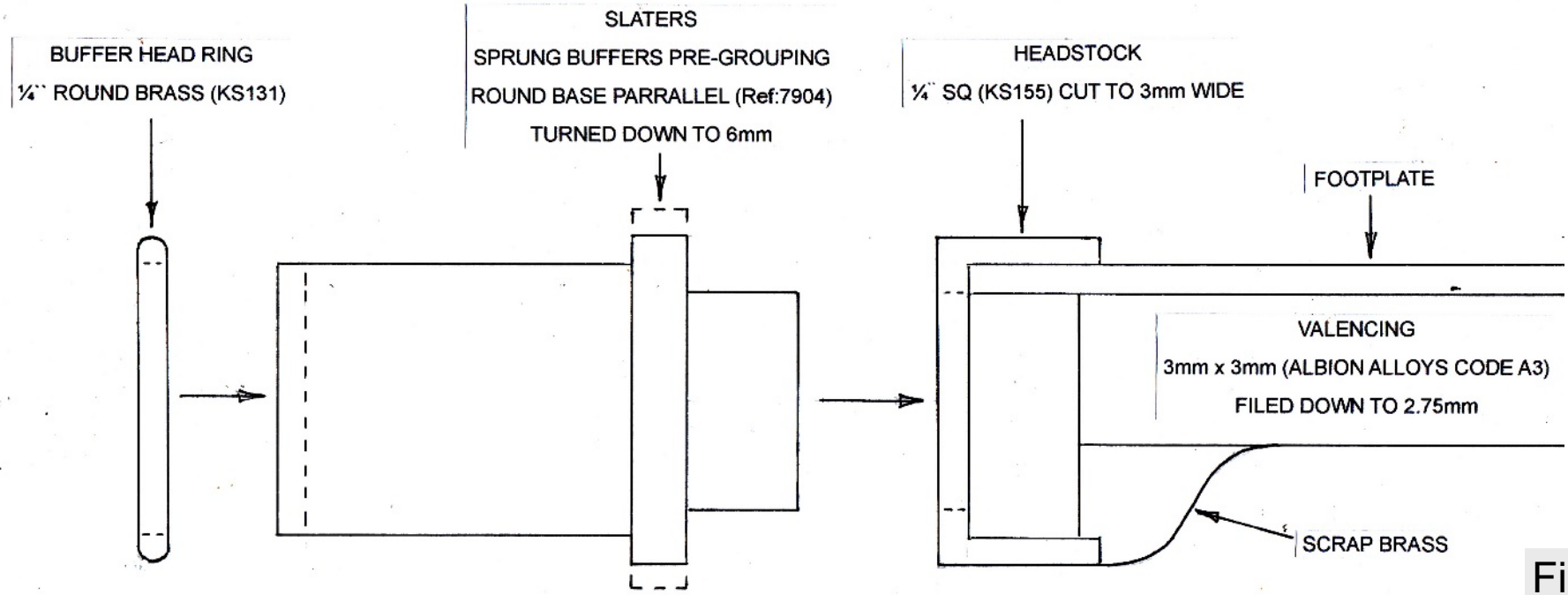


Fig 3

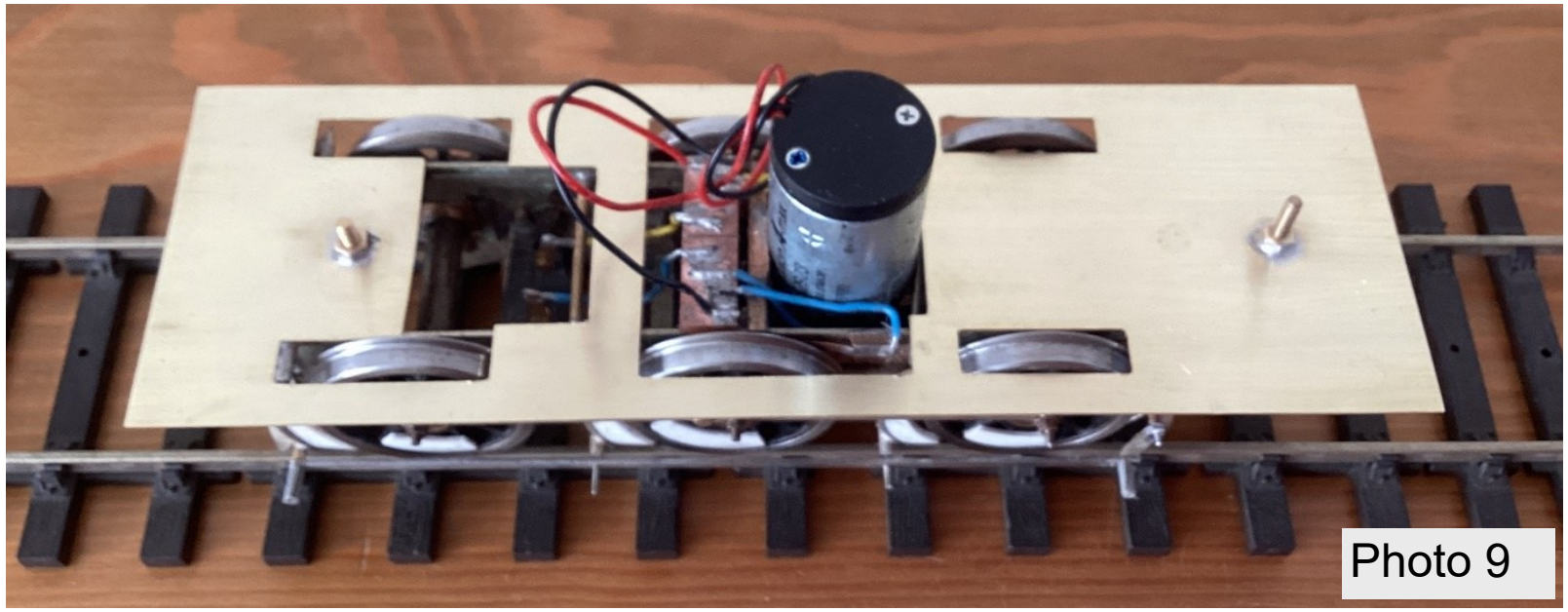


Photo 9

The basic footplate, cut out and mounted on via bolts and captive nuts. Due to the narrowness of the overall width of the splashers, tanks and cab widths, which are 41mm (5' 11"), the clearances on the outside of the wheels is barely 1mm, which, given that there is no sideways movement on the three axles, is just enough.

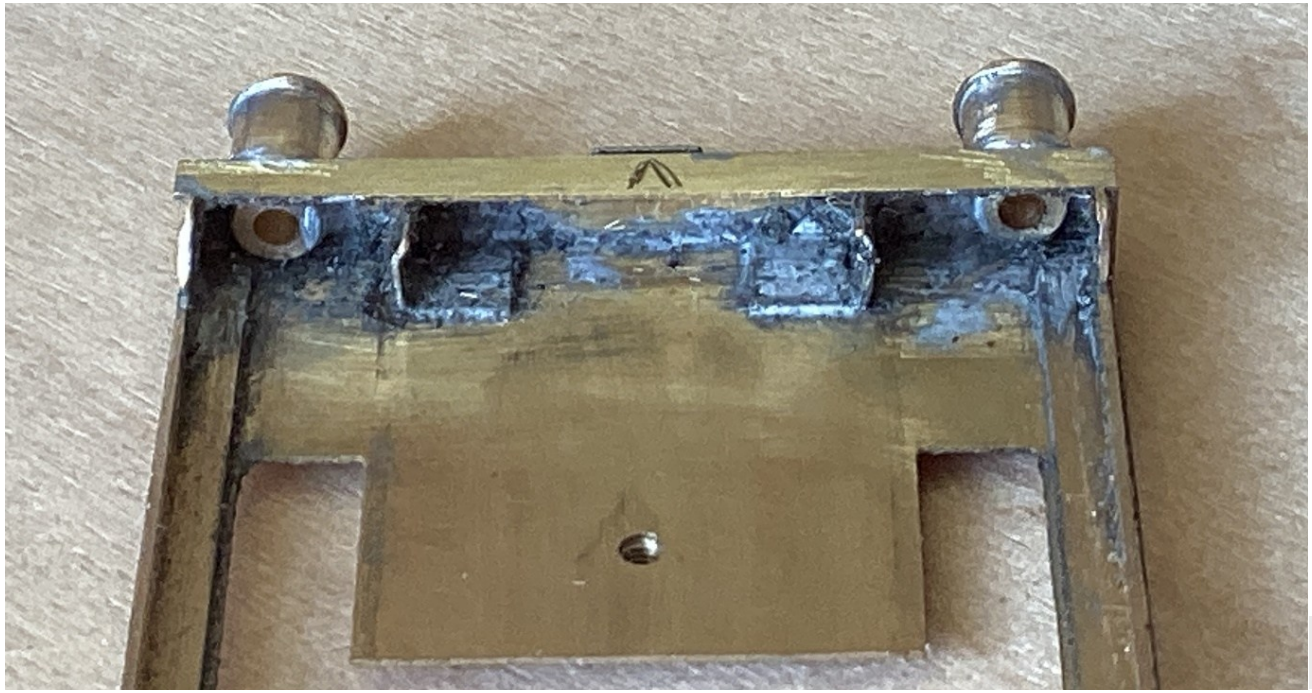


Photo 10

For perfect alignment of the bolt holes between the underframe and the footplate, 'L' shaped brackets (x4) were soldered in place as shown in photo 10. Note the valances are mounted inwards by 1mm each from the footplate edge.

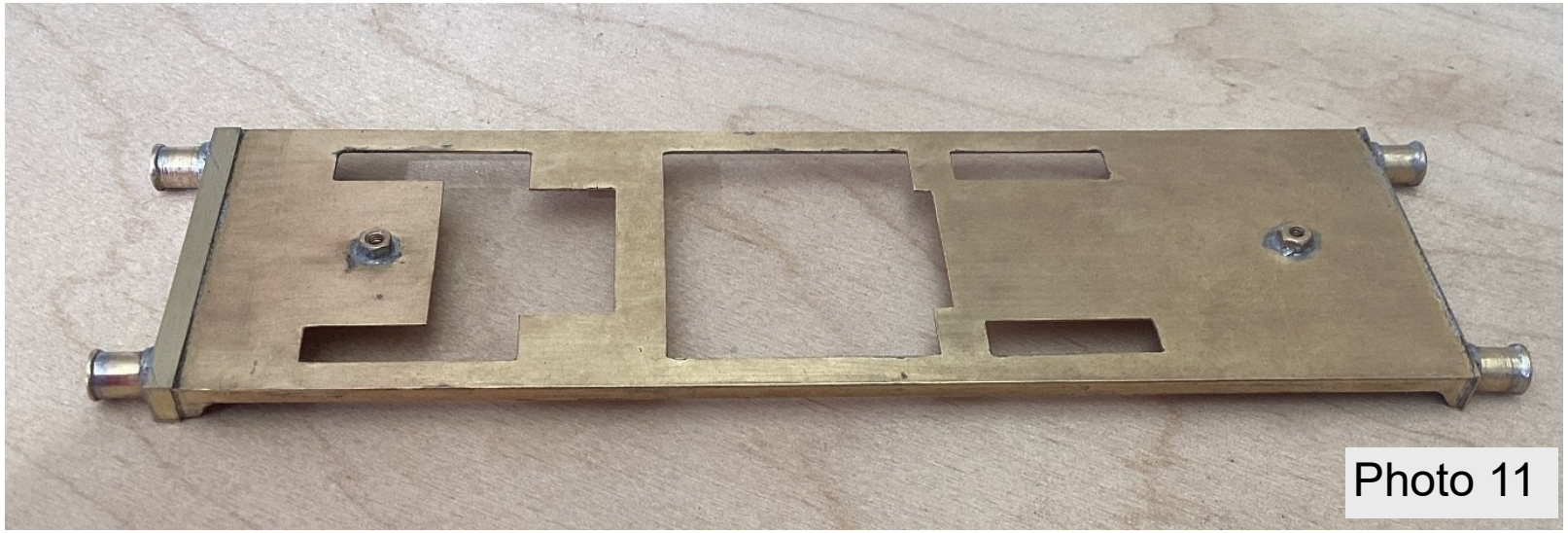


Photo 11

The finished frame, with the dimensions shown on the drawing Fig.3. Using 'L' angle for the valances, it is surprisingly rigid.

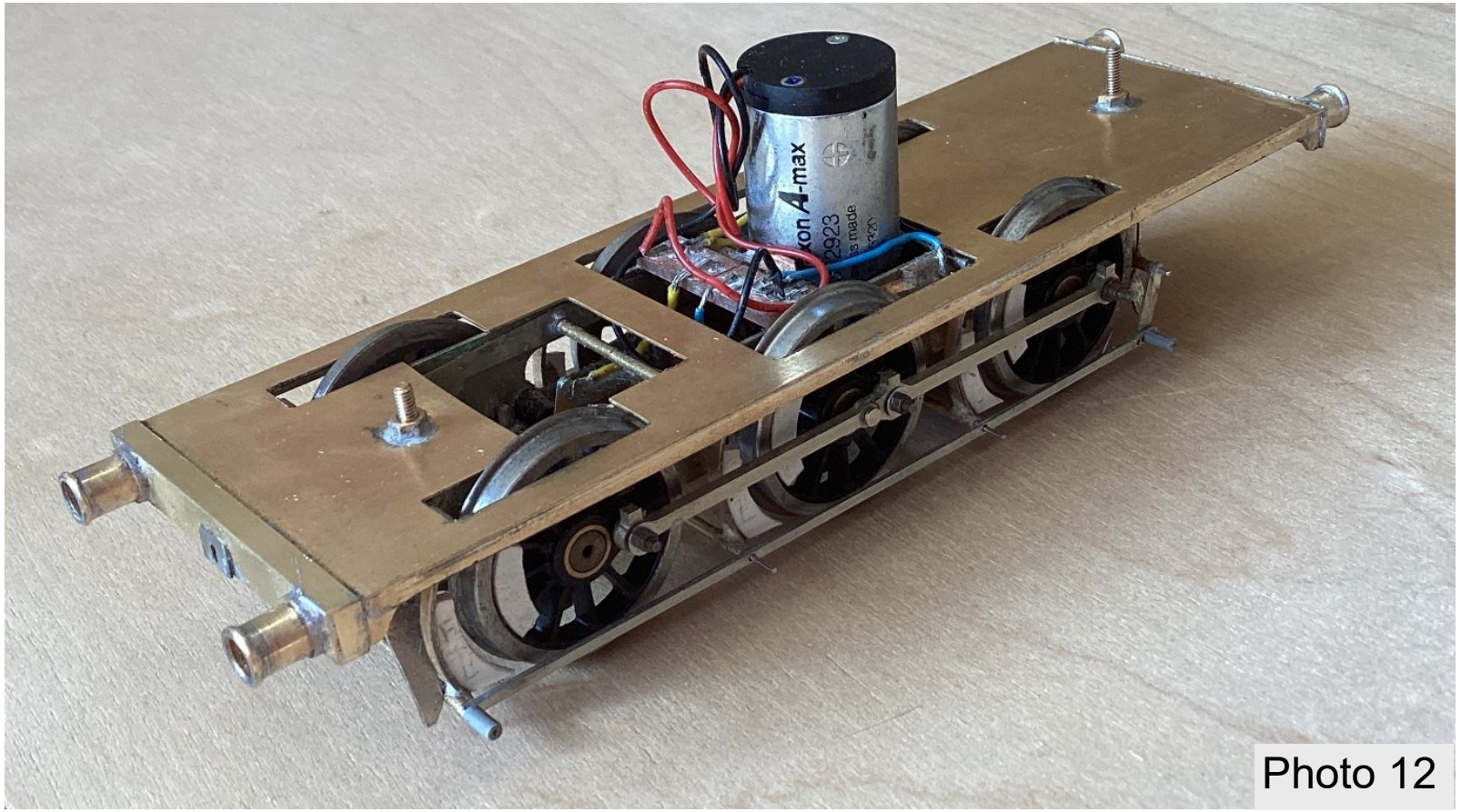
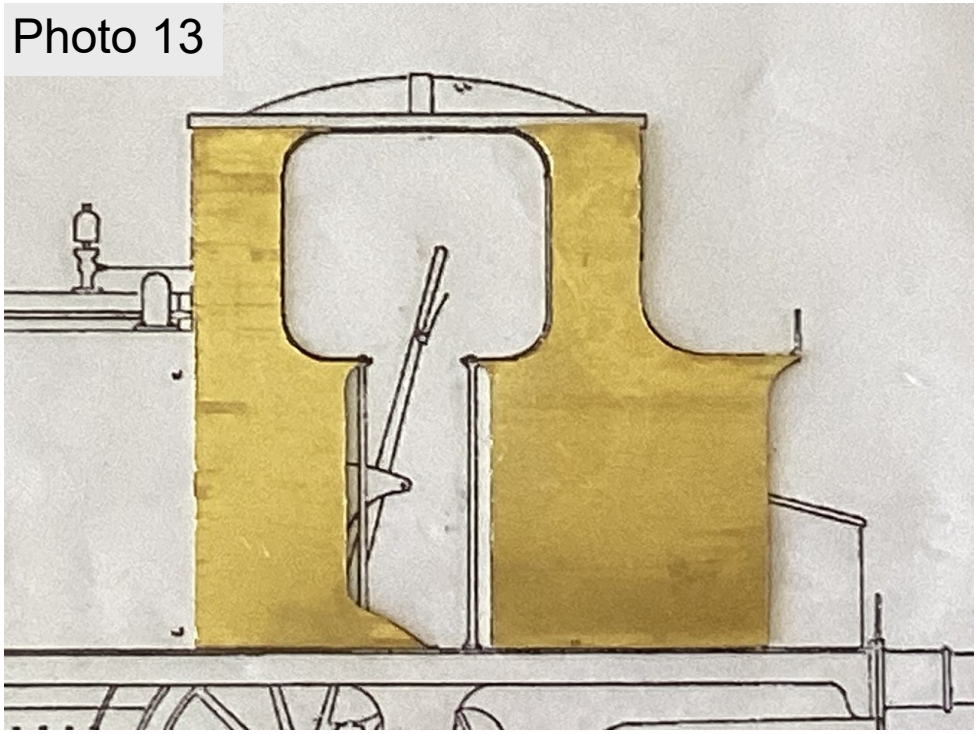


Photo 12

And finally mounted onto the underframe.

Photo 13

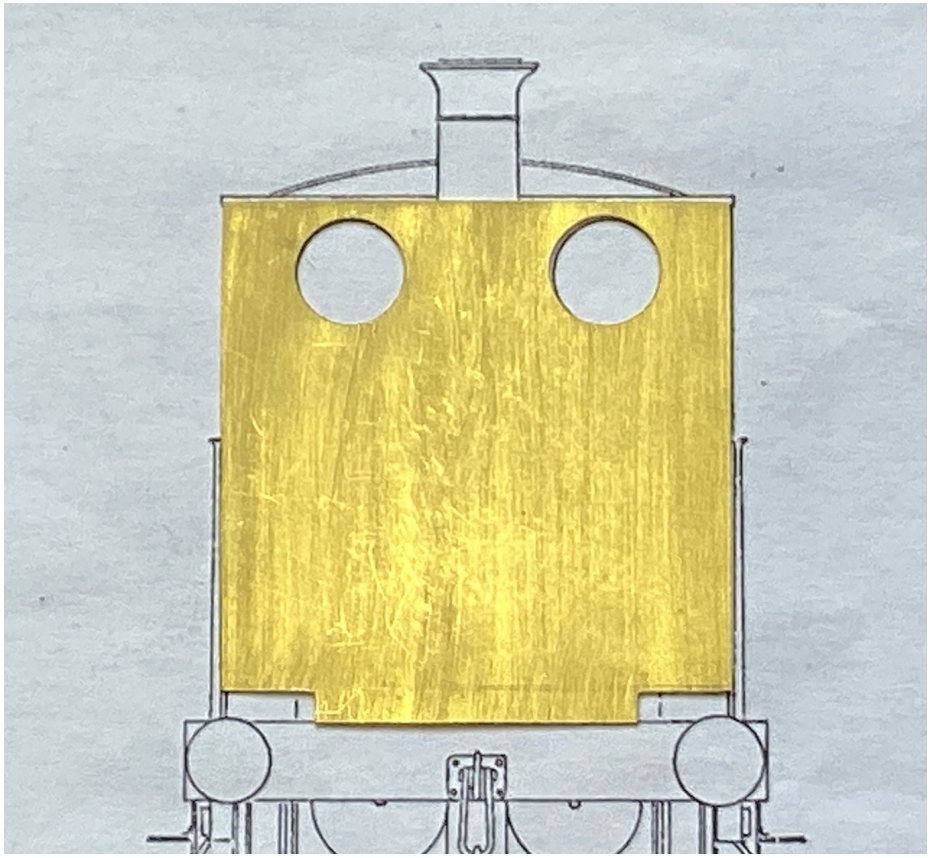


As shown in Fig 2, the side tanks are flush with the cabsides and do not protrude out like typical Stroudley tanks. Reproducing this on the model would prove very difficult in one piece, so I decided to make and fit the tanks after the cab is fitted. Potentially, there would be a slight joint showing between the two, but with a smoothed off solder fillet hopefully it won't be seen.

Two bits of brass were soldered together, a print glued on top, then cut out and filed to shape as shown.

The same applied to the front and rear spectacle plates which are identical. The two cut out notches are for the rear driver splashers within the cab.

Photo 14



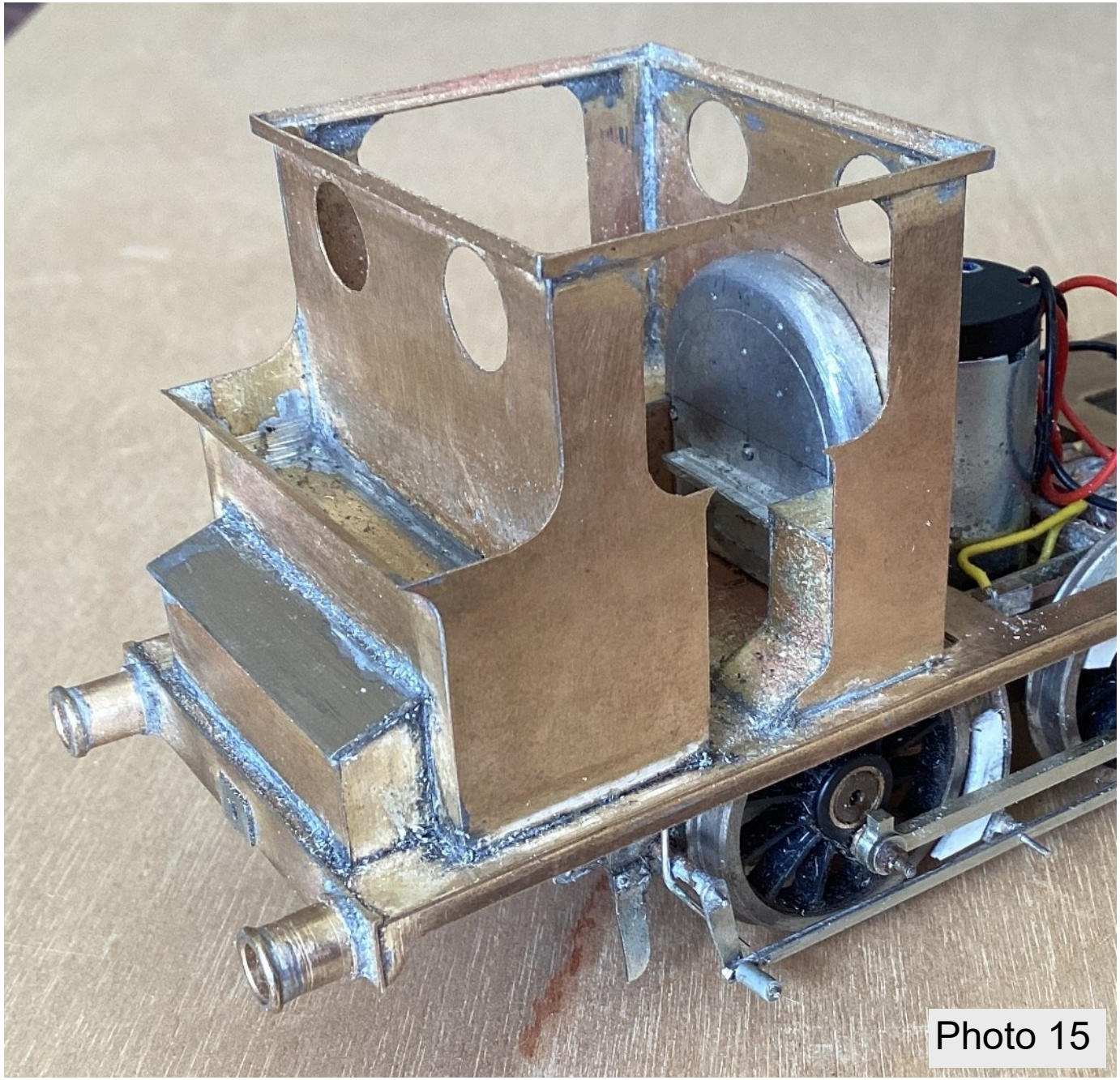


Photo 15

With very careful alignment and positioning, the cab/coal bunker was assembled in sections directly onto the footplate, making sure it was perfectly square and vertical. The toolbox was made from scraps with a thicker n/s lid. The internal rear driver splasher boxes were also made from scraps again. Having a spare oversized w/m backhead casting, it was painstakingly cut down, filed and made good, matching a Terrier GA drawing. With no physical means of securing it externally, it is secured in place via an 8BA bolt on the back.

I copied the roof design directly from Mike's previous Stroudley 2-4-2T tank locomotive. The raised roof sits within a sunken 2mm x 1.5mm 'L' section trough.

The brass roof sub-base was cut out for a snug fit within the roof surround. I then soldered in place four 'L' brackets on the underside to hold it in place. Referring back to Fig.1 and 2, you will notice the roof is 'domed' i.e. 'curved' in both directions which has caused me some headaches in how to make it. I did think about getting it 3D printed, but, as an experiment, I thought of making my own first. I glued together two 80 thou pieces and 20thou piece of Slaters Plastikard (4.5mm thick) together, then cut it to size (39mm x 33mm). I then spent most of the day filing it to shape. Mike is happy with the result!

Photo 17

The smokebox front is oversized in diameter by 1.5mm so that it can be filed back later when the smokebox wrapper is fitted.

The smokebox front and splasher sides were fitted, along with a curved 'saddle' on which the boiler sits. There is a captive nut, which secures the body to the chassis.

A cardboard template for the boiler was then made and trialled fitted. There was not a lot of clearance from the edge of the cut out to the circumference of the motor.

After soldering the boiler in place, the smokebox wrapper was rolled and soldered on. The oversized smokebox front was then filed smooth around the wrapper. The flat splasher tops were very easy to fit, but the curved ones were a pig to match the curves of the sides.

The side tanks are always difficult to make from scratch specially forming the curved tops. The only way I could do this was to score parallel knife lines on the inside, anneal, then carefully bent in a vice. Thankfully the lines do not show at all on the outside. When the overall height was established, I could then punch in the rivets (6 per side tank). Again, as mentioned, the side tanks are flush with the cabsides and do not stick out. Getting a seamless flush joint took some time when fitting. The telltale sunken flat top can just be seen.

The smokebox door (21mm diameter) was made from a much larger w/m casting. The hinge and straps etc were made from 1mm wide n/s strip and 0.6mm diameter rod. For the photo, I Blu-Tacked on an oversized chimney and dome.

Thanks to Peter Wisdom for supplying a set of four etched spectacle rims for the window surrounds. Although they were for a LB&SCR Terrier, they were the exact size when overlaid on the 'ProtoTerrier' drawing.

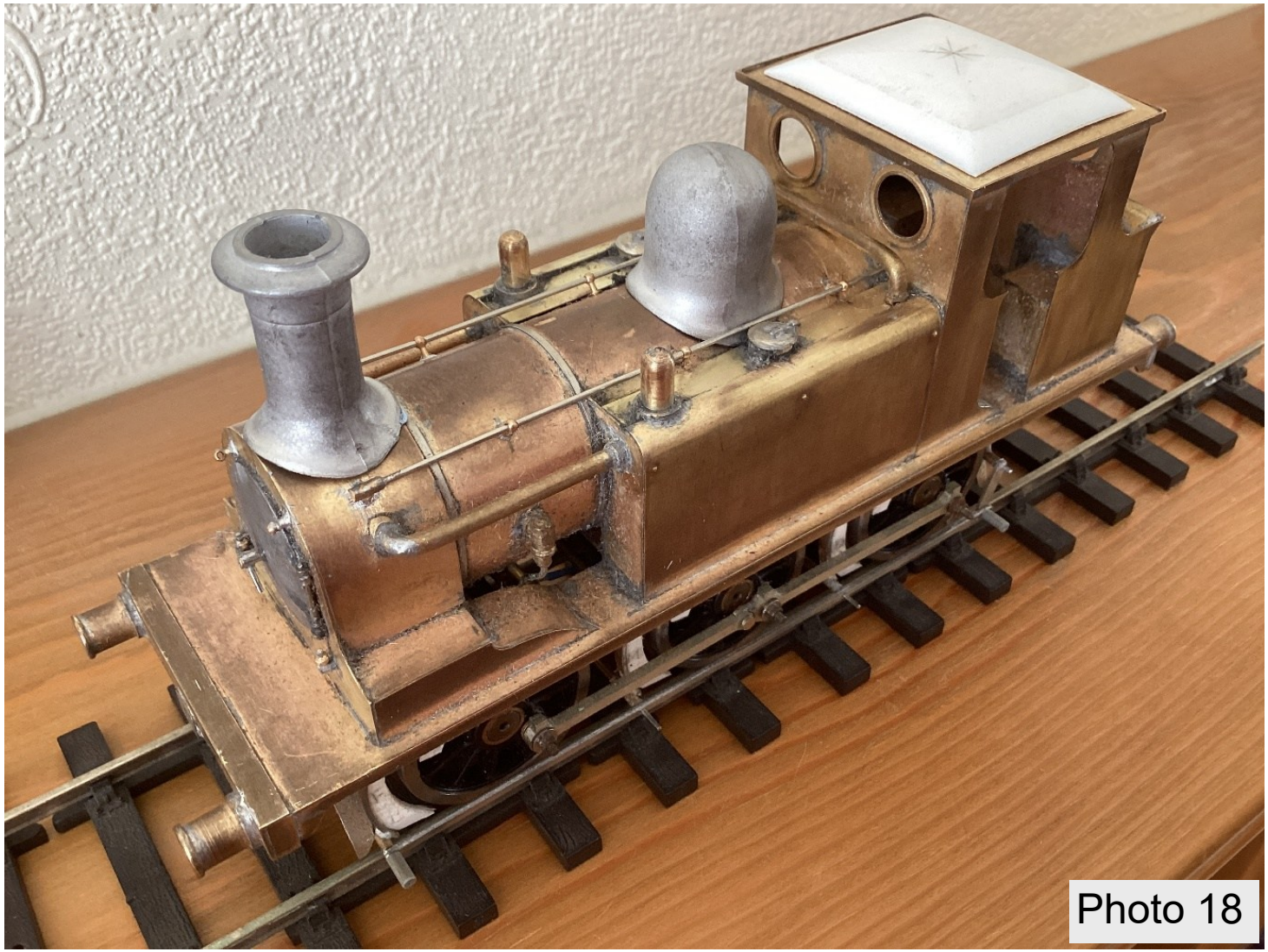


Photo 18

The drawings also show a copper steam circulating pipe located across the boiler top, that enters the tank tops directly in front of the cab. 3/32” tubing was used for it. Prior to bending to shape, a solid 1/16” brass rod was inserted then annealed. Bending was straight forward. Holes were drilled in the tank tops for it to be temporarily inserted in place.

The same size tubing was used for the two long condensing pipes that exit the smokebox wrapper and enter the tank fronts.

The two clack valves (lost wax castings) that are located on the side of the boiler (underneath the condensing pipes) were from the spares box. It took quite some time getting them to match the drawing. The oversized pipe that entered them (from below) was cut off and replaced with finer 0.6mm n/s rod.

The two long grab handle rails (0.8mm n/s) are always tricky to get right first time. Getting the knob positions correct was easy, but getting them perfectly in a straight line for the grab rail took careful measuring prior to drilling out their respective holes.

The two vertical condensing domes (located on the tank tops) were made from 5/32” brass tubes with a 3/16” round base.

The water fillers on the tank tops were very hard to see on the drawing because the grab rail partly obscures them. They are definitely smaller in diameter and height than those on the production Terriers. 7/32” brass tubing looked correct. They then had a rounded off lid and hinge added.

Sadly, the Microcast LB&SCR lubricators (located underneath the smokebox door) are out of production and had to be made from scratch, as was the smokebox dart. Being vulnerable, the lamp irons will be fitted near the end of the project.

The beading strips around the cab openings were made up from spare leftover locomotive cab etches painstakingly formed around each aperture. The almost invisible joint is underneath the roof. The thin narrow strip underneath the roof overhang is clearly shown on the drawing and formed from 1mm wide n/s strip. Just visible inside is a scratch made handle of the brake column which can rotate. Lastly, the vertical grab handles are 0.8mm n/s rod.

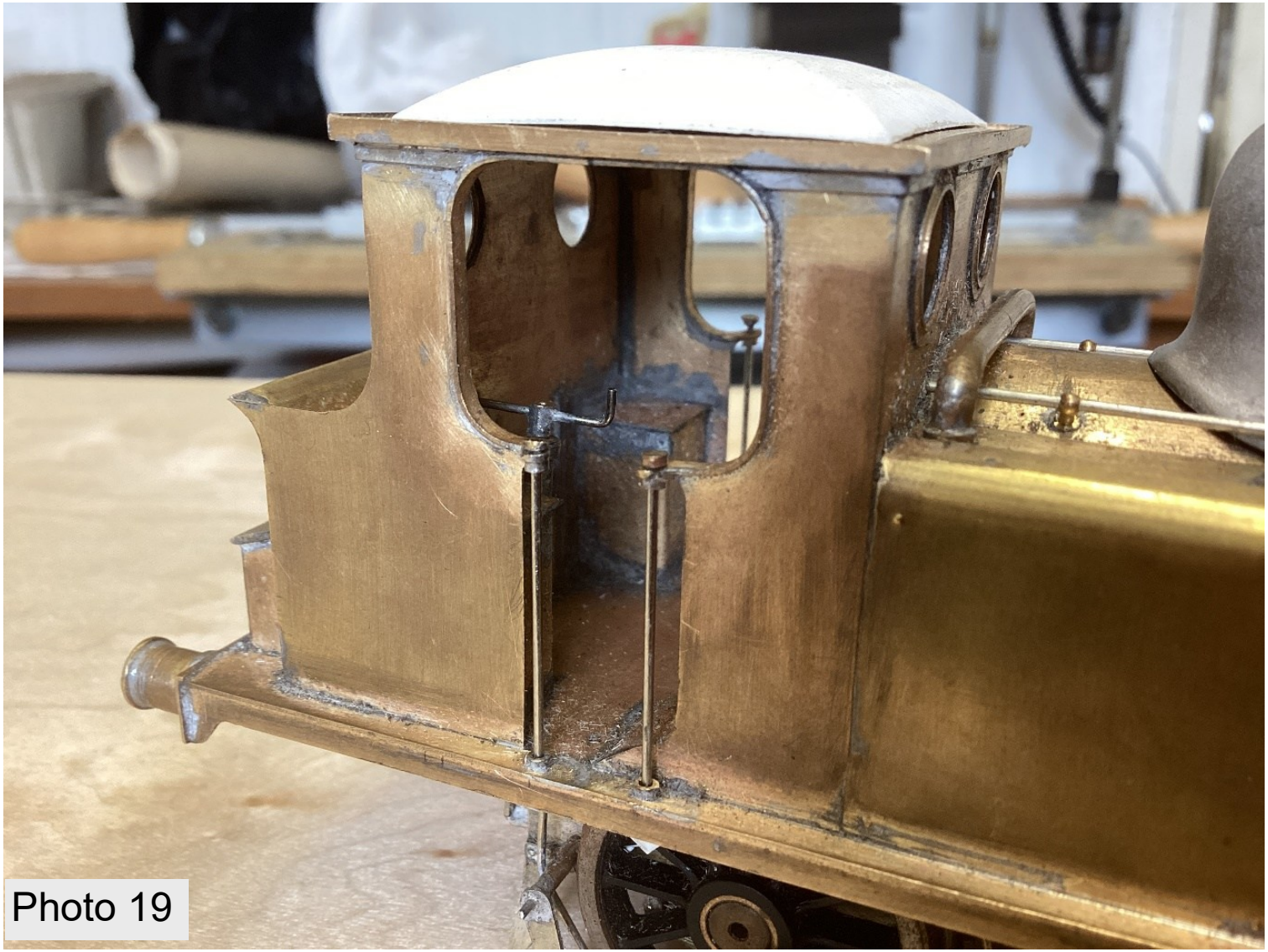
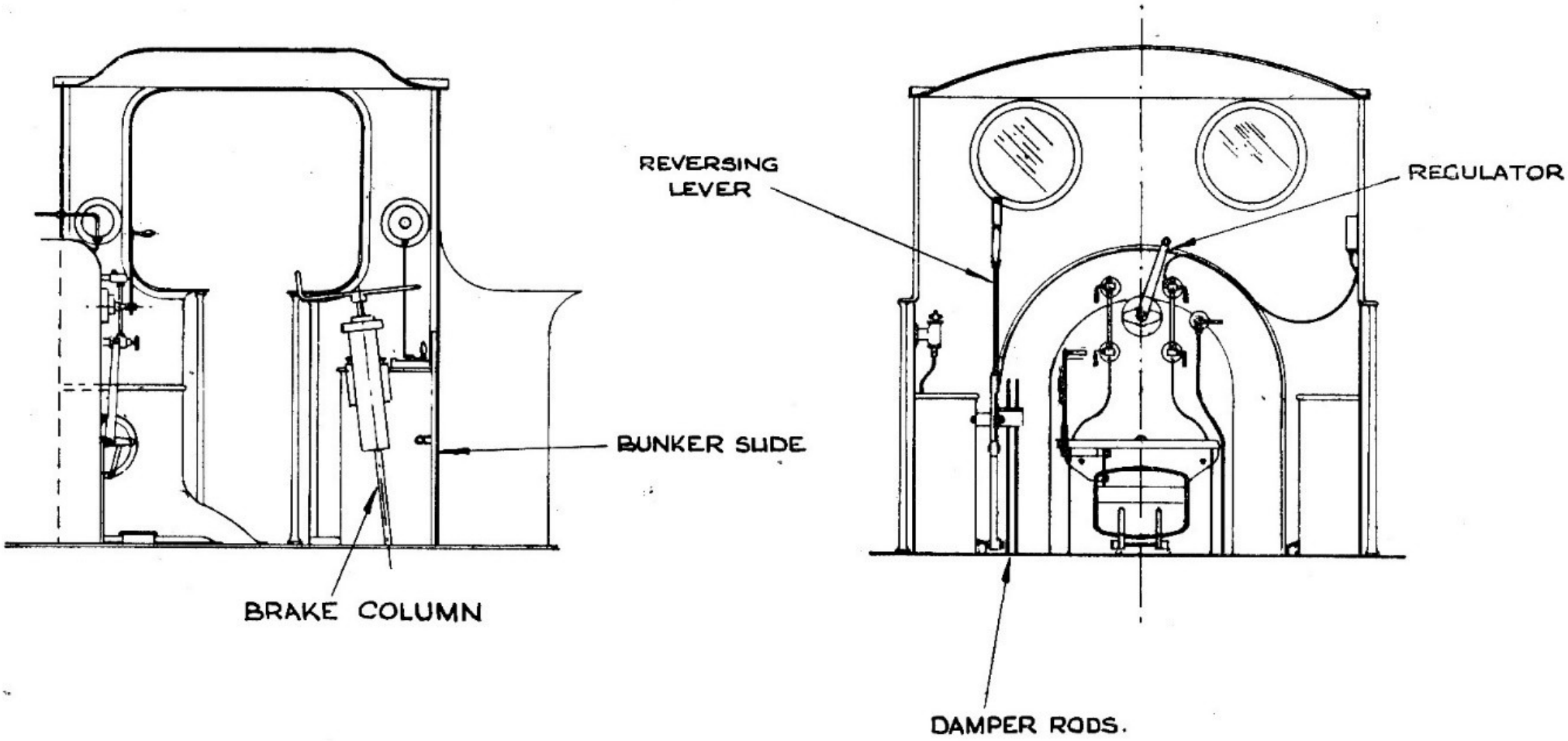


Photo 19

The basis for the cab interior was copied, again, from the Terrier drawing in Colin Binnie's book Fig.4. To within a millimetre here or there, it was virtually the same as for the ProtoTerrier.



CAB INTERIOR

Fig 4

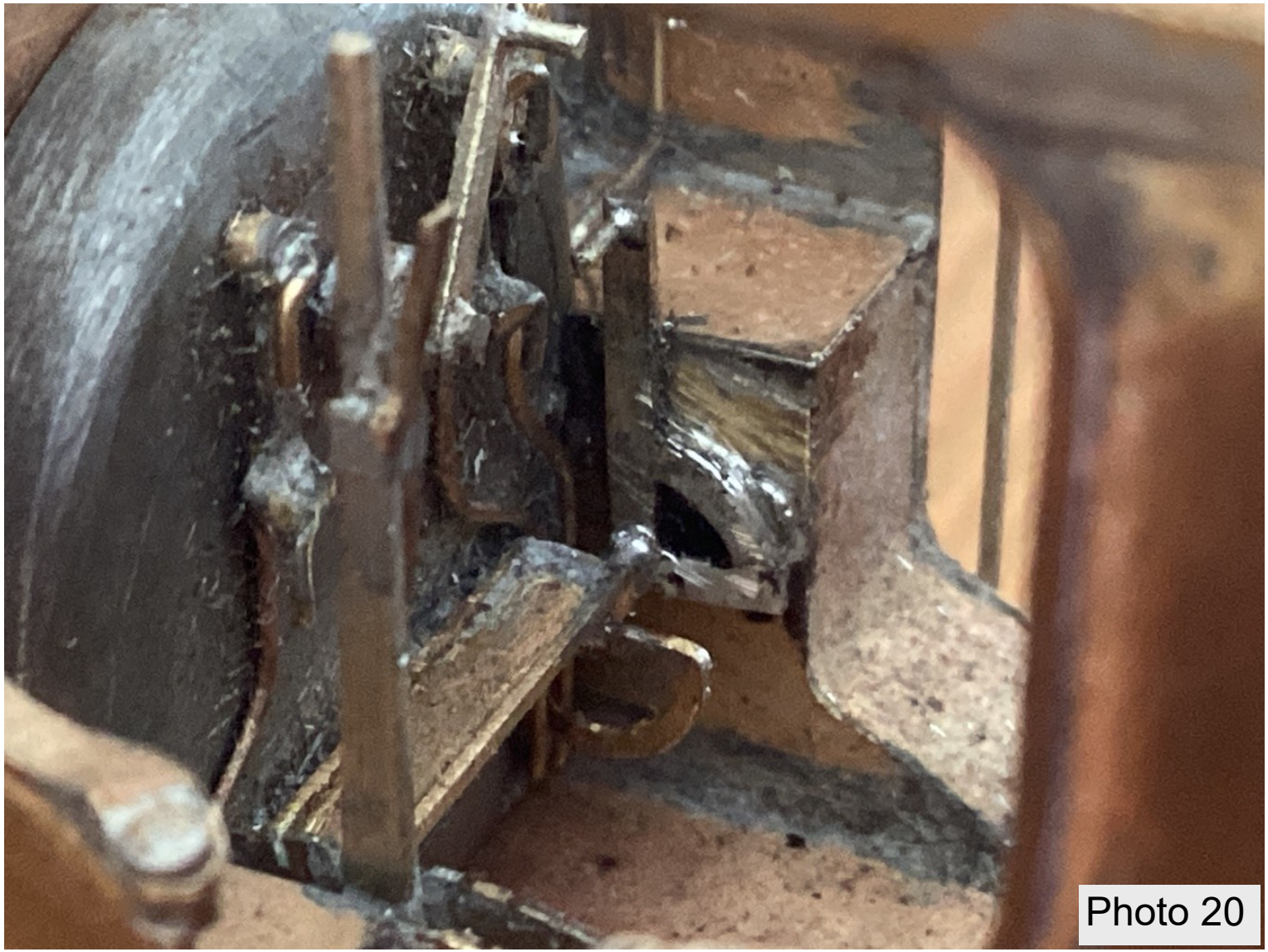


Photo 20

The pressure gauges were made from narrow rings of 5/32” and 3/16" brass tubing with 0.6mm diameter brass rod pipework. The fittings on the backhead were built up from scratch until it resembled the drawing. All pipework again is 0.6mm diameter brass rod. Having broken off the flimsy shelf, another one was made from brass. The non-working reversing lever (on the left) was very complicated to make using fifteen separate bits.

The fire door lever and mechanism (mounted on the inside face of the right hand splasher) was again made from scrap bits-n-pieces. Due to rather cramped conditions behind and to the side of the reversing lever and by the shelf, there wasn’t enough room to fit in its correct position, so it has been moved to the wrong side on the right splasher as shown. The backhead can still be removed for painting.

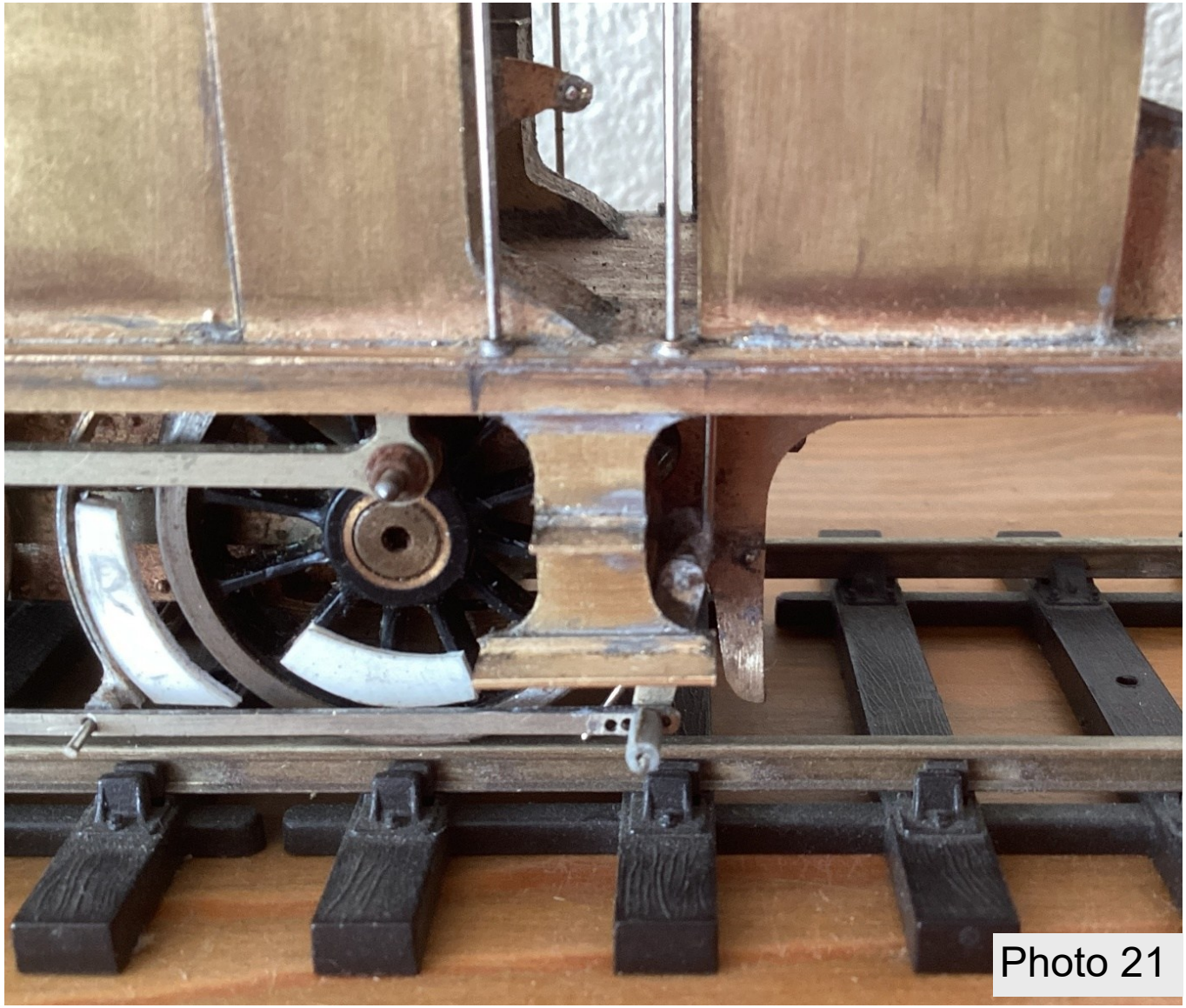


Photo 21

The footsteps were cut from thickish 0.5mm brass for extra rigidity, as there is not enough space behind them for supporting stays. As can be seen, the rear driver would foul them and the front of the brake lever is very close. The treads of the steps are 3mm x 1mm (top) and 4mm x 1mm (bottom).

Photo 22

Since I could not find a suitable source for a chimney or dome, I was grateful to Cliff Pester for turning them up for the model. The chimney, as shown, is from solid copper which can have its copper top left unpainted. The dome was turned from brass with turned tubes mounted on top. Both have the correct radii around the boiler and smokebox wrapper.

It wasn't until I was fitting the LB&SCR whistle (www.cspmodels.com Ref:L&G-38) that I hit a snag. The slightly over sized tubing I used for the circulating pipe fouled the whistle pipe that exits the front of the spectacle plate. To remedy, a new pipe was made using 1/16" brass tubing which is slightly smaller than the drawing but isn't noticeable.

The roof has also been securely glued to the roof base using Araldite. I then added a 10thou, 1/16" wide riveted strip onto it as shown.

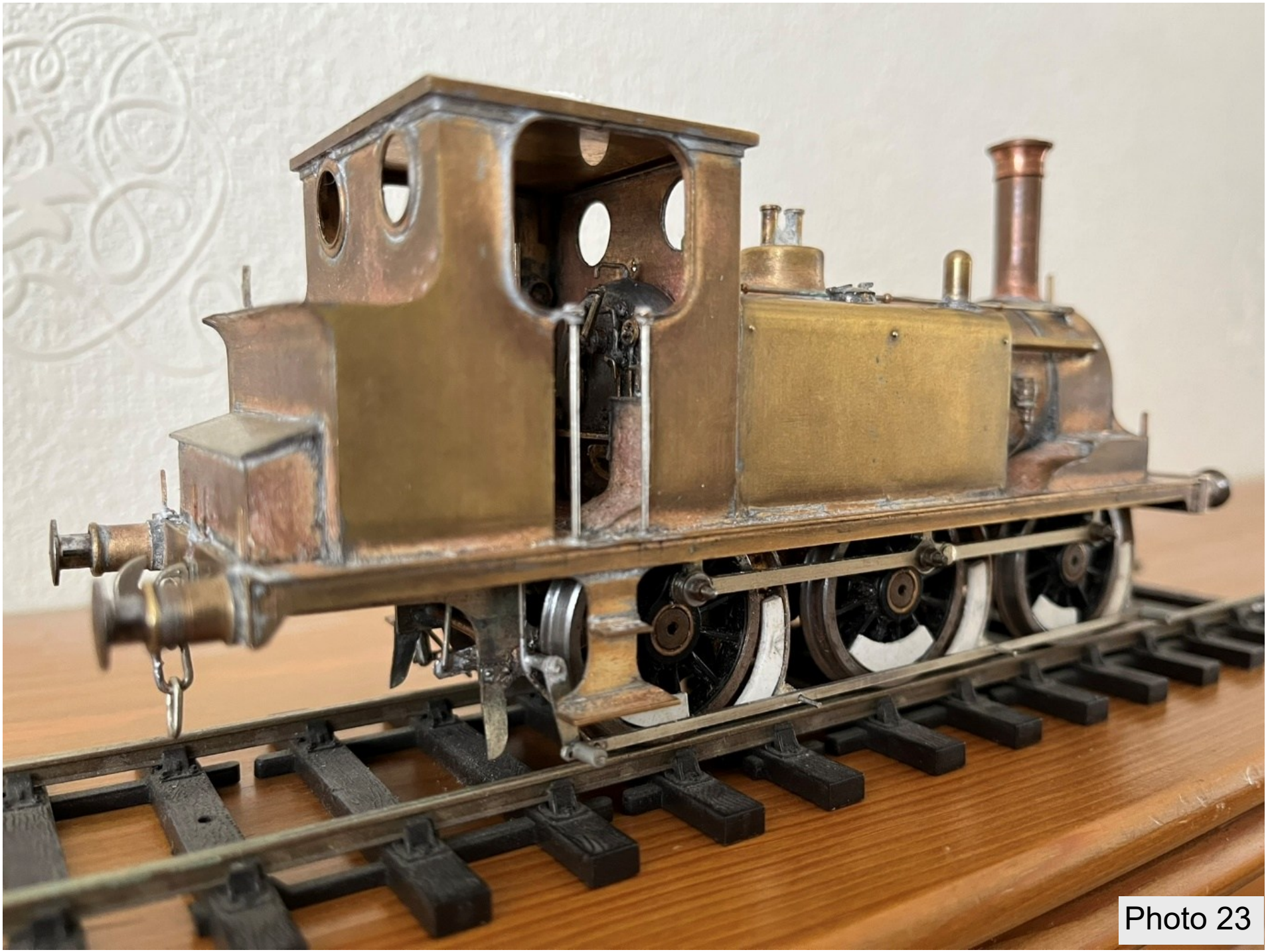
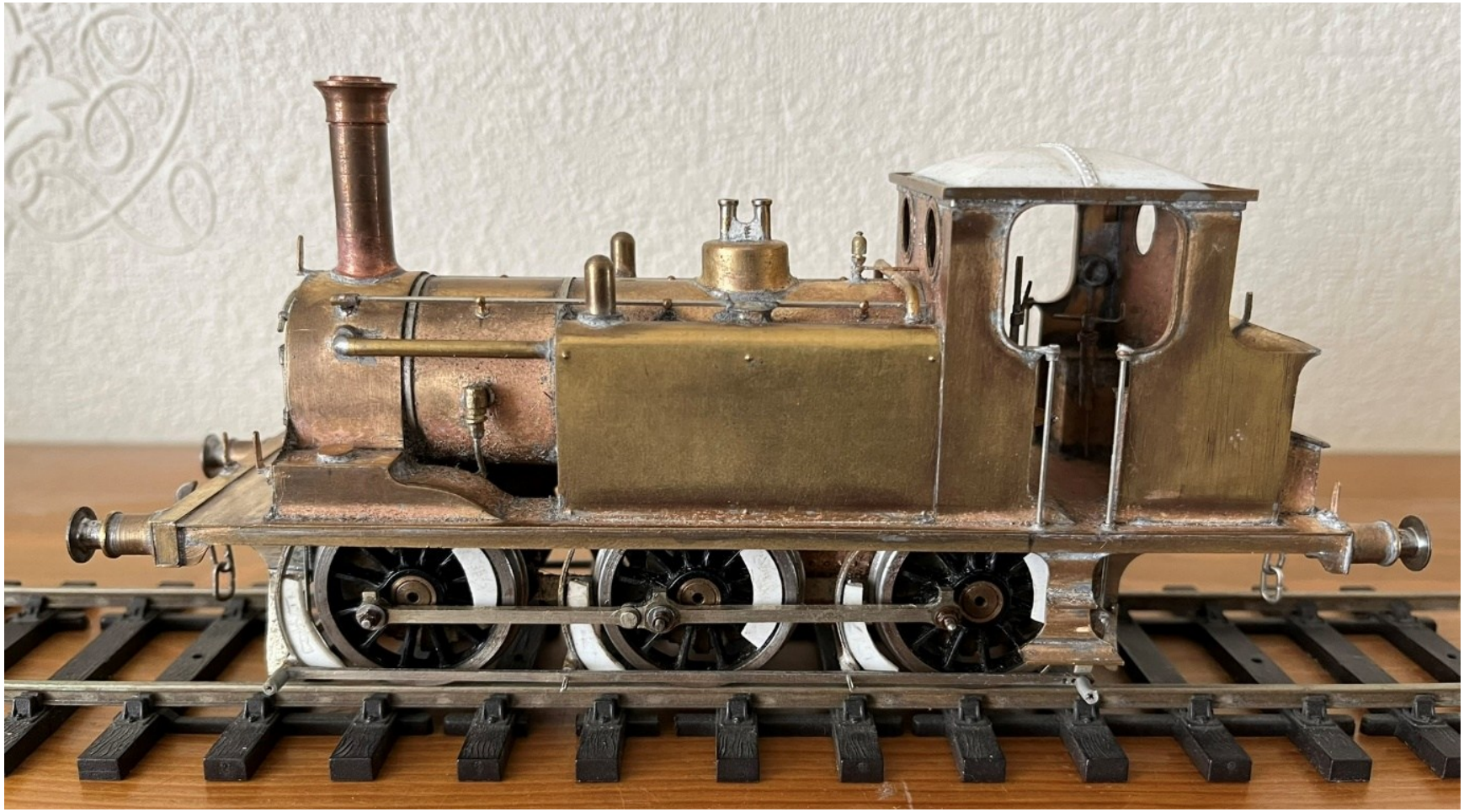


Photo 23

The lamp irons are from spare leftover Laurie Griffin lost wax castings (Ref:17-016 LB&SCR Locomotive Lamp Irons) and positioned matching the drawing. Being vulnerable, I made a slightly thicker coal bunker lamp iron from n/s. Lastly, a pair of Laurie Griffin three link couplings (Ref:9-004) were fitted.



Reference: The Brighton Terriers, by C.J. Binnie. Ravensbourne Press, London, 1969.

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“Mike’s Might Have Beens”

The 2-4-2 tender loco in action

Mike Cruttenden

I must state that I have not discovered any evidence, official or unofficial, to support the existence of plans for this loco. Nor have I found evidence that debunks the rumours which have fuelled their persistent repetition ever since 1889! To arrive at my conclusions, I have examined the Brighton’s history during the 1880s, focussing on the railway’s needs and future requirements, together with contemporary developments on other railways, at home and abroad, which could have influenced William Stroudley’s thinking. From my studies, two designs stand out, sharing a common underframe, wheels and boiler.

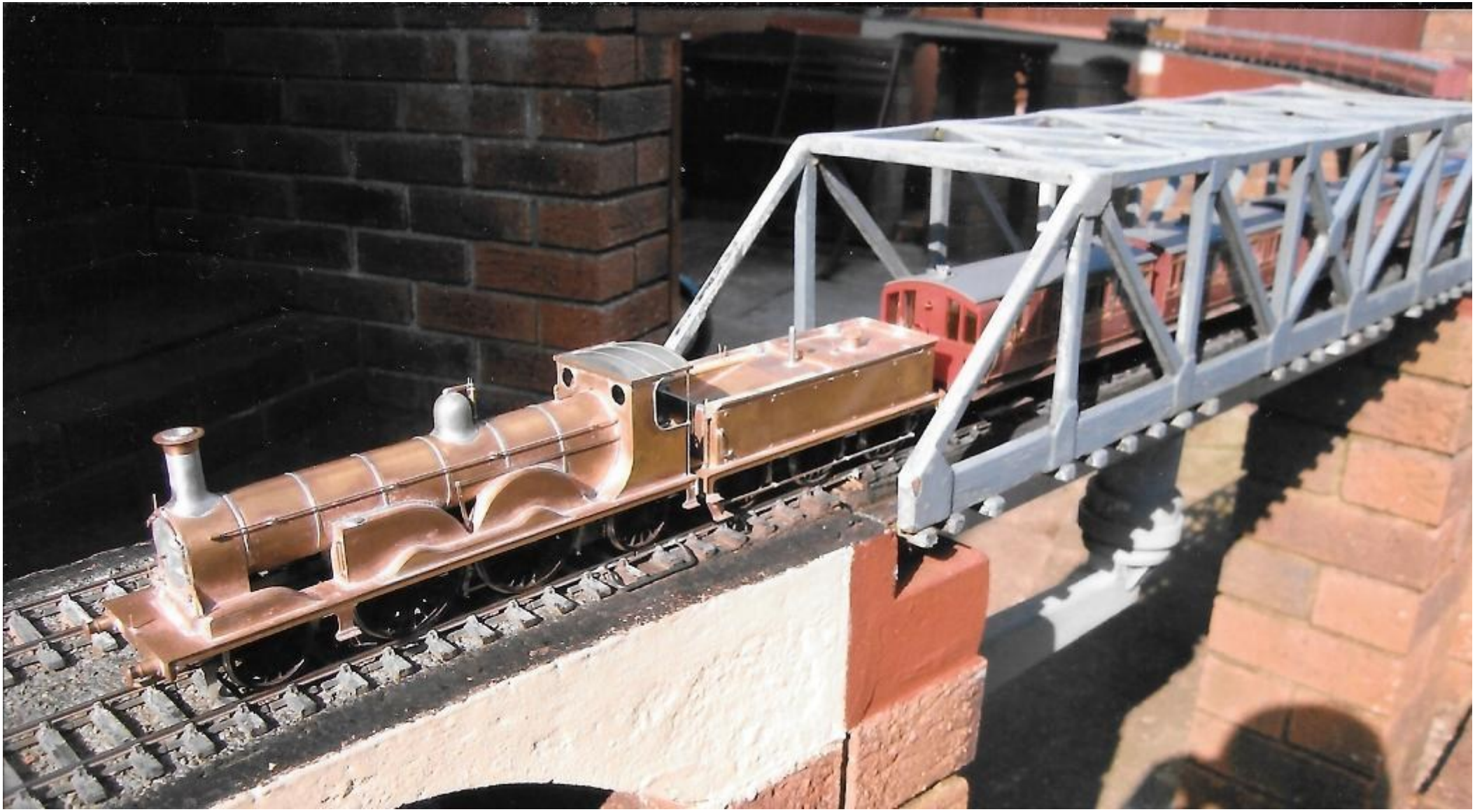
The first would have been a need in the late 1880s to replace the G class singles on the London to Portsmouth line. The second would have been a mid 1880s need for an enlarged tank engine to satisfy the growing demand for long distance outer suburban commuter traffic.

Although the 2-4-2 tender engine was never in common use in the United Kingdom, the tank engine version was and, from 1882 until the mid 1900s, enjoyed a boom in popularity. Indeed, by the time of the grouping, over a thousand locos of this type were still in use. Both the LNWR and the GER worked passenger trains into Victoria and East Croydon stations, so Stroudley would have been familiar with the type and presumably also their performance. This may well be another case where the change of Locomotive Superintendent killed off the idea. We will probably never know.

Leaving Ashcombe Down station southbound for Ramber Park

Crossing Anscombe Mill Pond viaduct. The viaduct is seventeen feet long and has six arches and a lifting bridge for access.

On Anscombe Viaduct with a very economic train – no crew and no coal!



Crossing the Edward VII Memorial bridge which swings for access.

Train about to enter the north portal of Ramber Park tunnel.

Southbound train crossing the new wheelchair access lifting bridge.

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Removable Headcode Discs in 4mm scale

Gary Smith

I love seeing headcode discs on model locomotives. If I think of a typical LB&SCR loco, in my mind's eye I am drawn to a fabulously elegant machine in Improved Engine Green and, sitting on the lamp irons, a stark white headcode disc with a black cross on it.

I have included a photo of my own, taken on the 30th of April 2006. It shows Fenchurch in Umber (which is the livery I always associate with Fenchurch) at Sheffield Park, waiting to leave with a train to Kingscote - the East Grinstead extension was only just commencing. As we can see, it is carrying the iconic cross disc over one buffer, a white disc on the other and the double-diamond disc as well - a rather interesting headcode for sure!

In model form, this has been executed very well but a pet peeve of mine is that often these discs are glued on and cannot be changed. It looks strange to have a disc facing the train the locomotive is pulling, rather than facing forwards, so I wanted headcode discs that were removable for repositioning as/when I wanted.

This has left me with two options. My first preference would have been the Roxey Mouldings brass fold-up discs. However, I have struggled to get etch primer that I can get on with where I am currently in the world, so I decided to go with the SR Discs from West Hill Wagon Works, a 3D printed product for a fairly reasonable price. I haven't had much to do with 3D printing, so was a little unsure of what would arrive. However, I was pleasantly surprised with the product which consisted of 10 Discs printed on their securing sprues, back to back with their faces outwards.

They pop off fairly easily and I commenced painting them while they were still located on the support structure but after taking one off, it was apparent that I would end up smudging the paint, when I adjusted my own grip on the disc. I used several coats of white acrylic paint pen marker for the main colour of the disc and I then added the black details for crosses, stripes and a couple of badly painted, black circles free-hand with a similar black marker. I also left a small number of plain white discs.

The painting looks quite crude so brutally enlarged, however at a normal viewing distance I think it's actually not a bad representation of the prototype.

I have included a couple of photos of the discs deployed on various models showing the effect at a normal distance. By a happy co-incidence, the backs of the discs have a slot, approximately 1mm deep and 3mm wide, that perfectly fits on the lamp irons of various models. I would need to get the micrometer on it for exact measurements.

I have tested them on the Bachmann E4, Rapido E1 and both the Hornby and Dapol/Rails A1/A1x locomotives. It is worth using some long handled tweezers to get them on and off easily although, once they're on the lamp irons, the discs are remarkably stable and I haven't lost one yet.

I might try some trim tape next time for the crosses and bands on future discs rather that free hand painting, but for now, as a beginner, I am happy with my discs and they always bring me a smile when a train pulls in with that cross head-code!

If you're interested in trying either the Roxey Mouldings discs or the West Hill Wagon Works discs, the websites are hot linked. I have no affiliation with either supplier except as a satisfied customer.

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Headcode Discs and LV Boards - in 4mm scale

Phil Taylor

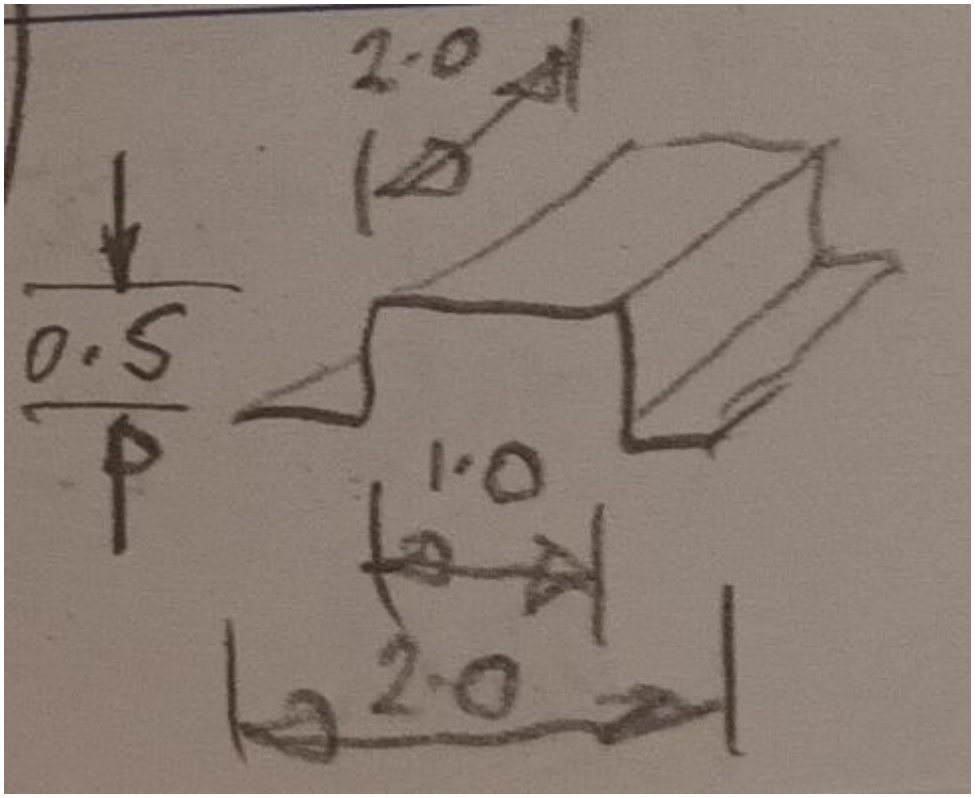
One of the most characteristic features of the Brighton has to be the headcode discs, and, in particular, the ‘black cross’ type that appears in so many photographs. This has also been used on the Bluebell for many years and so is deeply ingrained on our consciousness. LV (or ‘Last Vehicle’) boards were used during daylight hours in place of a tail lamp. Photos showing these are far more elusive, but they are highly distinctive nonetheless.

In order to capture the character of these items in a model, for me there are two characteristics that really stand out: one is obviously the proportions and size of the black cross itself, and the other is that the boards are *thin*. Other noticeable features are the little carrying handle at the top, and the fact that they are often (but by no means always) grubby with dirty hand prints!

Luckily, the black cross is taken care of by Mike Waldron’s waterslide transfers. The size and proportion of the cross is spot-on in my opinion. A transfer of the red LV board with white lettering is also available from Mike.

I made the boards themselves from 0.1mm thickness brass sheet and cut the discs using a 5mm diameter hollow punch (see photo 1). These are readily available online or from tool suppliers. Place the sheet on a semi-hard surface (I used lead flashing) and give the punch a firm tap with a hammer. This produces a round disc of the correct scale 15inch diameter. It will not be flat, but can be squeezed in a smooth-jaw vice to flatten and then be tidied up with files and emery. The LV board (12inch or scale 4.0mm square) can be cut from the same sheet with a sharp knife. The handle is formed from 36 SWG (0.2mm dia) soft brass wire, formed into a small loop.

The socket which fits over the headcode irons is bent into a top hat shape from a narrow strip of the same brass sheet. (Overall dimensions 2mm x 2mm with the ‘top hat’ approx. 1.0mm wide and 0.5mm deep, see rough sketch photo 2). The handle and socket are then soldered to the rear face of the disc. It’s easiest to do this in one hit.



After cleaning, I mounted several of the boards on short pieces of wire, stuck in a piece of wood, to allow spray painting of both sides in bulk. Grey aerosol primer was followed by matt white aerosol for the headcode boards and red primer for the LV boards. The reverse sides of the LV boards were then brush painted in a red to match Mike's transfers. To maximise their adhesion, the transfers should ideally be applied to a gloss surface, which can be brushed on the relevant face. Use of some form of 'decal fix' will also help. When cutting the transfers from the sheet, it's best to cut as close to the image as possible to minimise the carrier film. I did find that any film over-hanging the edge of the board can be trimmed afterwards with a sharp knife once the transfer has dried. It can then be sprayed with matt varnish and suitable weathering and hand marks applied by dry brushing. The results are shown in the following photos.

I hope this helps people to add this characteristic feature to their models.


LV

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Something Old - Restoring an I3 Tank

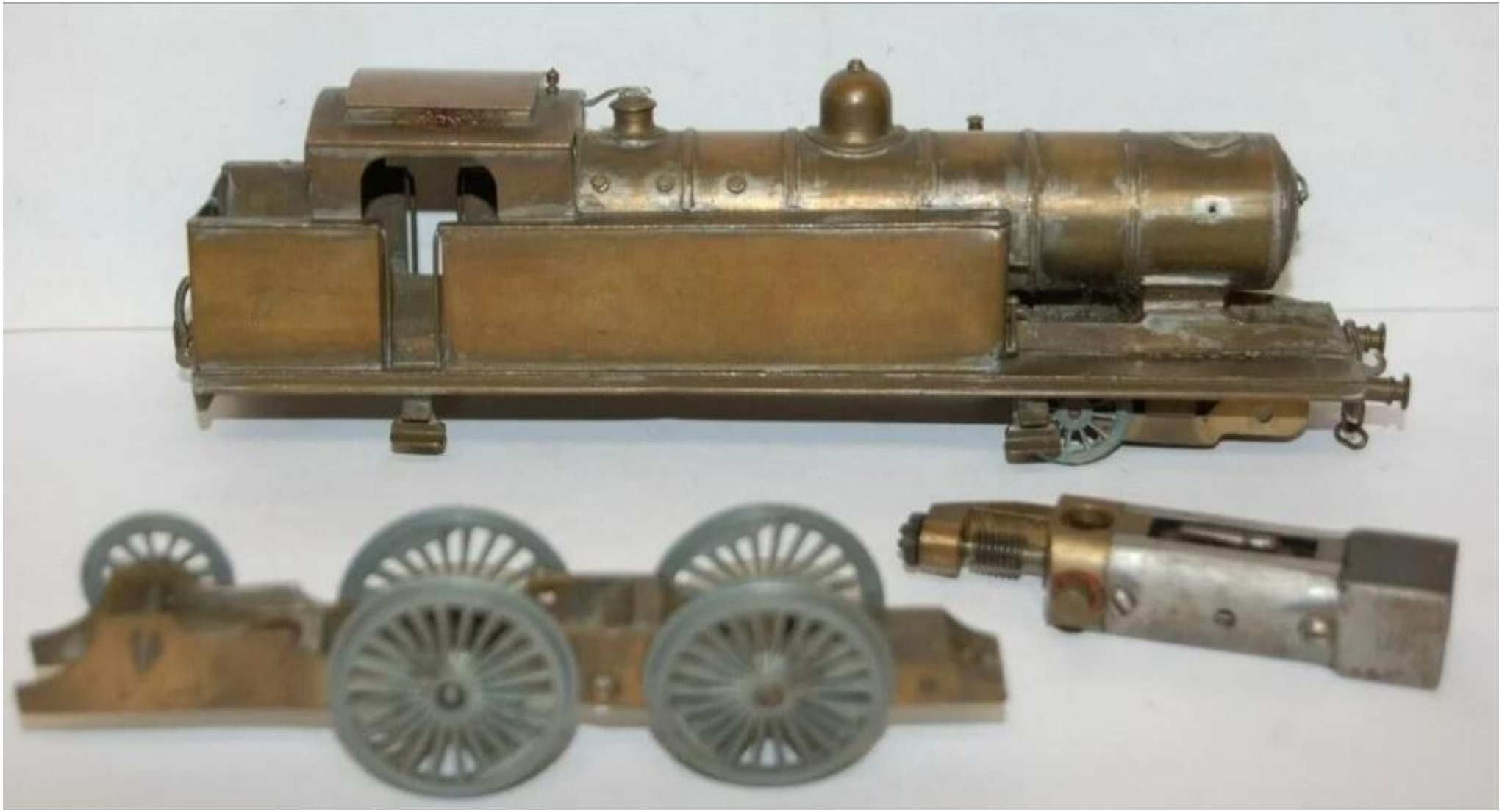
John Minter

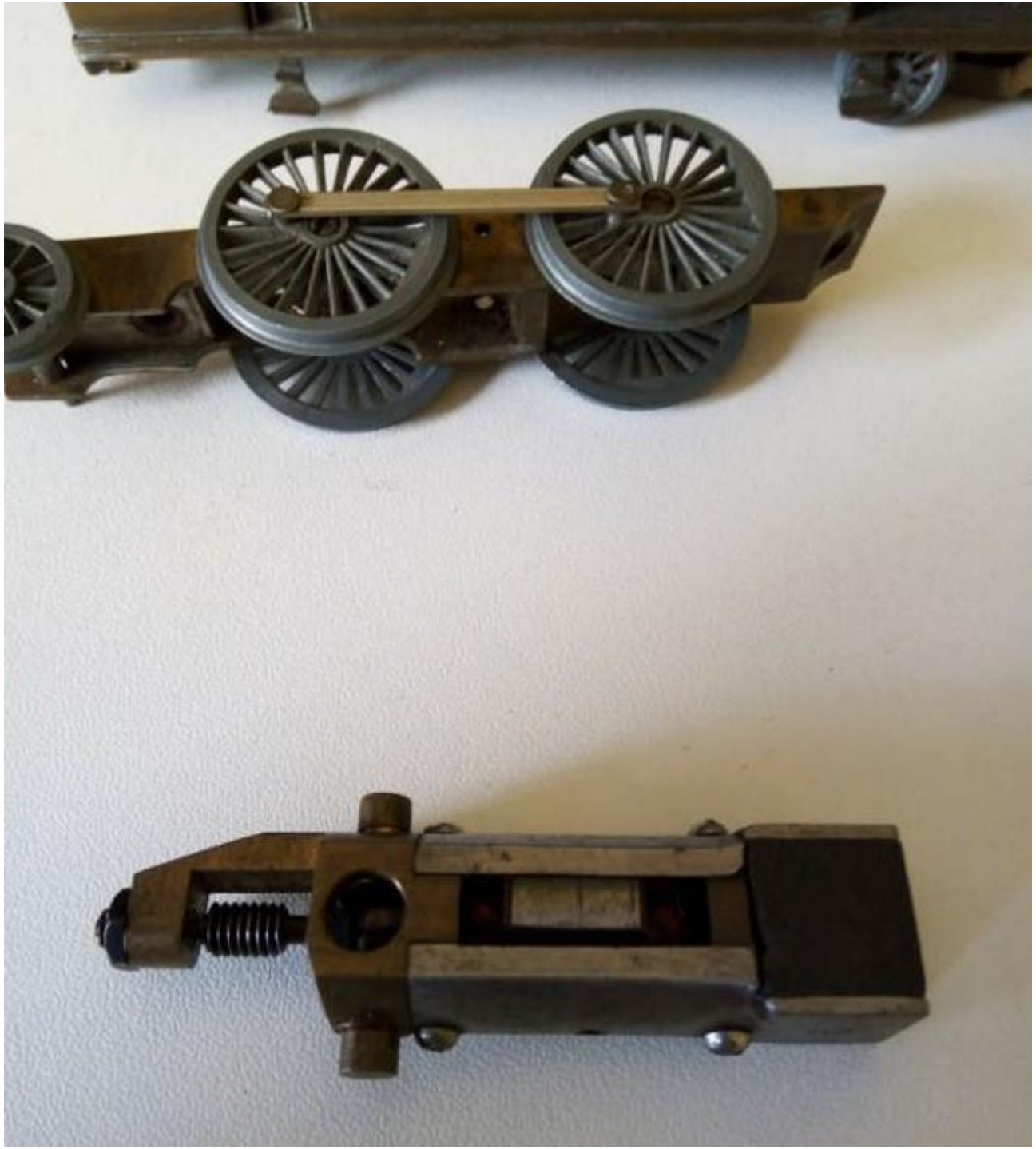
This is a bit of a work in progress and I hope it is of interest to readers.

I generally model in 0 gauge and have no particular allegiance to any company that existed in the real world. The accumulation of locos and stock that I have built over the years is intended for the one-day, imaginary, pre-grouping, minor cross-country railway set in Herefordshire in the 1880's/1890's.

I do, however, have a great interest in models in other scales that I come across from time to time, that show signs of an interesting history. These tend to have the one common denominator – that someone- usually unknown – has put a bit of their heart and soul into making them. eBay is a source that yields some lovely pieces of work, often battered and with parts missing, and with little known provenance, usually from some house clearance. I find them fascinating, hard to resist and I want to be able to recognize and appreciate the many hours of care that has gone into them. Hopefully, too, I can try to find a way to ensure that the maker is not forgotten.

Here is a typical example – if, indeed, there is anything typical about it. It is much prized by me and has sat near my desk for several years whilst I decided what to do with it. I'm no specialist in Brighton locomotives but, from what I can tell, I seem to have an I3 in more or less original condition. My only source of reference is Locomotives Illustrated Number 84, The Brighton four-coupled tank engines. The general proportions all look pretty good and, aside from the dome which looks a little crude, I think I have a rather fine model.





It is 4mm scale to 16.5mm gauge. It seems to be scratch built entirely from brass, apart from the wheels, axles and a couple of setscrews. Soldering is extremely neat and the loco seems to be built very firmly on Ahern principles. All of the fittings seem to be hand-made. When bought, all four driving wheels plus one trailing wheel and one bogie wheel were present, along with a motor that so far has defied identification. Zenith has been suggested, and I wonder if it might be Read-Maxwell. Could any reader shed any light on this? Or, indeed on the possible builder?

The frames are from 1/16” brass, in the time-honoured way, soldered to brass spacers cut from the solid and waisted in at the rear end to allow a bit of side play for the trailing wheels, which are lightly sprung with a small leaf spring. The frames are nicely profiled, not just slabs of brass. There are some countersunk holes in the frame which suggest a change of design from spacers that would have been screwed together.

The wheels are held onto square-ended axles with round, slotted nuts, just like Romford/Markits but they seem finer. A highly knowledgeable friend (sadly now deceased) suggested they might be by a company called Cimco- or maybe Bonds? The surviving coupling rod is a truly horrible thing, made from rail and held to the wheels by steel crankpins that seem to be riveted into the wheels with the rod held on by washers soldered to the crank pins. The worm wheel very firmly pressed on to the axle. The wheels are un-insulated and there are holes in the frame spacers with the remains of fibre bushes, which presumably would have held 3 rail spoon collectors or a stud contact skate.

Various bits were missing – chimney, one buffer, one tank filler, one tank vent and a handrail.

There is no sign of a smokebox dart, Westinghouse pump or cylinder below the footplate, or of these ever being fitted. Whether or not this is a deliberate simplification or whether the loco as built did not have these, I do not know.

The current thought is that the loco was made a couple of years before or after WW2, but that is entirely conjecture. There is no sign of the loco ever being painted; in fact it shows signs, generally, of never being finished.

When something like this surfaces, my immediate reaction is to want to complete it in either the way the original builder intended or, at the very least, in a way the builder would be happy with. I hope I have managed the latter. Whatever the decisions made, if we want to do justice for the poor old thing, then we really rather have to enter the shady world of conservation ethics.

The golden rule I set myself was simply that, whatever I did to the loco, nothing was to be irreversible. Basically I can't cut anything. I thought long and hard about whether to keep the original wheels and refurbish the loco to run on a 3 rail system but I don't know anyone with such an animal. However, I do have a chum with a layout set in Brighton territory in Sussex where it could have a gallop, so the decision was made to go 2 rail. I reasoned that the original builder would have liked, at the very least, to know that it runs from time to time.

Rule two is that I will try only to use appropriate fittings or materials. This rule is vague and will inevitably be a little flexible.

Rule three is that I'm not going to be tempted to add any extra detail, keeping the slightly simplified character of the model as it is.

What follows is still, as I say, a work in progress.

An overnight soak in white vinegar followed by a scrub with a solution of Bar Keeper's Friend in hot water, using an old toothbrush removed a lot of the accumulated muck and tarnishing – and also revealed where any further small parts were coming adrift.

I picked up a set of four, insulated, nickel-tyred Romfords of the right diameter from a box of miscellaneous 4mm items at last year's Guildford 0 gauge trade show and bought some new Markits crank pins with 14BA slotted nuts. A full set of hub-insulated bogie and trailing wheels came from Ebay.

I drew up the coupling rods in Autocad, which is a tool I use daily at work, and I had them laser cut in 0.9mm mild steel at an incredibly reasonable price by Model Engineer's Laser; I think the rods, including VAT and postage, came to less than a tenner. I have tried to create the fluting by eye using a fine carborundum slitting disc held in the mini-drill. It is far from perfect but better than the bit of rail, I hope. Having looked again at photos, I now realise that the rods should have a slight fish belly to them. I may yet have another go.

The missing chimney has led to a bit of head scratching. I thought about trying to source the correct pattern in white metal from the SE Finecast kit but, as it seems that the loco will remain un-painted for a long time, I rather wanted something in brass. The one I have attached is a Branchlines casting for a BR 2MT. Overall girth and height are not bad, as is the shape of the cap, but the stem tapers slightly outwards towards the top and doesn't look quite right.

At the time of writing, the I3 is more or less complete but has no motor installed and a few minor repairs are still to do. I've turned up a replacement buffer from a bit of brass bolt and re-attached some of the loose parts, so far with reasonable success. Replacement coal rails, right hand handrail, tank vent and filler will be added when time permits.

The current plan is to get the motor re-magnetized. It shows feeble signs of life and the magnet does seem pretty lack-lustre. Some current pick-ups will be needed and the plate for these will just be bolted to the existing 3 rail pick up skate holes.

A decision on painting still remains. I am more and more inclined towards Southern Maunsell lined green, which I find very attractive and, hopefully, not too inappropriate given that the loco still has its original dome rather than the ugly squared-off SR one.

If readers are interested I will put a further article together (if) and when it ever gets finished.

Left hand side view illustrating current progress.

I hope that from the preceding description and photos, a reader might recognize the loco and maybe shed some light on its builder?

Right hand side view for comparison.

Postscript

Subsequent inquiries and reference to an advert in the Model Railway News for January 1939, suggest that the model is based on a kit produced by Cimco, of 37 Jewry St, London EC3. The body kit was priced at 16/6 (82.5p) and the mechanism at 21/- (£1.05). A complete model, ready to run, would have cost £2/5/0 (£2.25).

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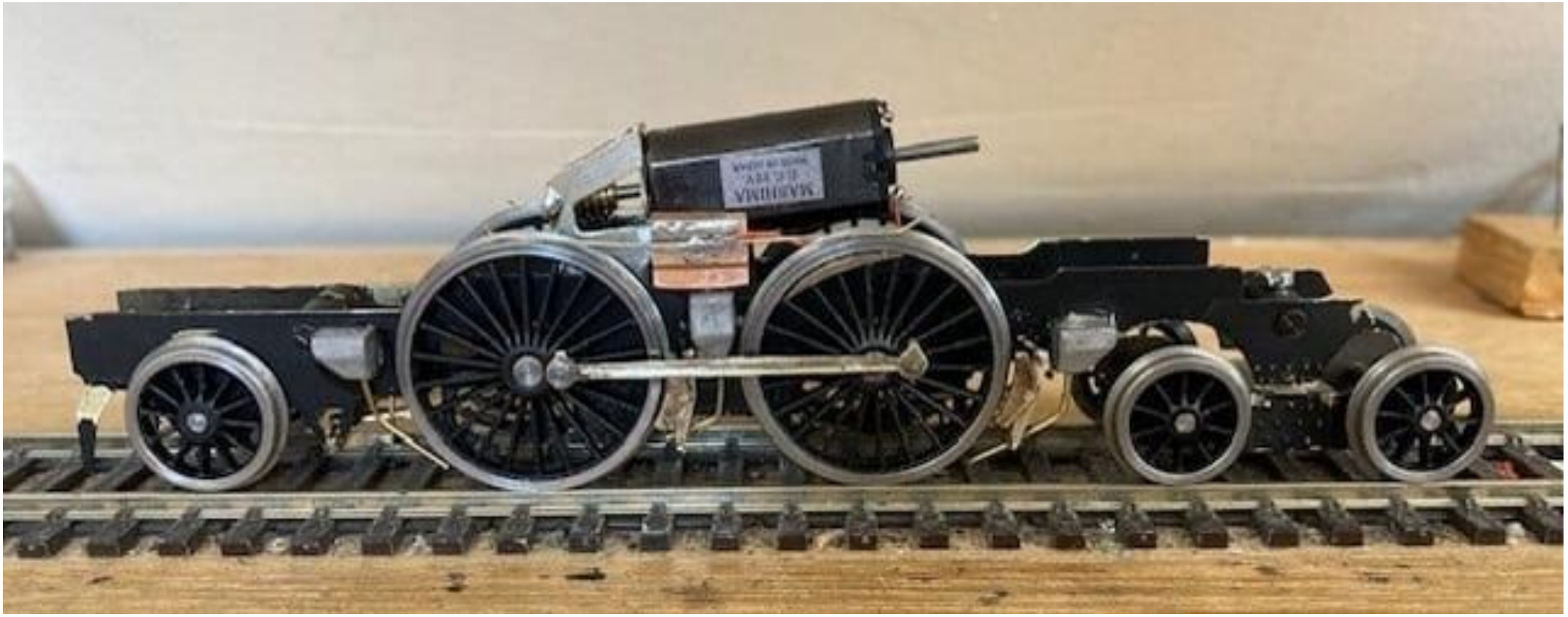
Something New - Building an I3 Tank

Barry Thirlwall

Until earlier this year I had absolutely no inclination to add an 13 to my collection. I had no first hand knowledge of the class, which became extinct long before I began loco spotting, and I knew very little of its history. However, despite now having most of the locomotive kits that I want, I was beginning to look around for other possible projects, and came across an assembled SEF I3 kit on E-bay a few months ago. I didn't bid, as I considered it a bit over- priced, bearing in mind the work that I thought would be needed. However, I was sufficiently interested to research the prototype and, when I discovered that the last survivors lasted into the start of the 1950's, I decided that I would go for it. A few weeks later I found an unmade kit and updated etched chassis for sale on the Marketplace section of RMWeb, did a deal with the vendor and here we are!



Naturally I started with the chassis and began by soldering the major components together.

I then sprayed the frames matt black before fitting Gibson wheels throughout, together with the ubiquitous HighLevel Road Runner+ gearbox and an unused Mashima motor that I had in stock. I created a 'U' shaped platform from scrap brass and fixed this in place to support the motor, which is anchored by a blob of black tack. I also used the motor bracket to glue on the simple pick up assembly which bears on top of the driving wheels.

Next, I assembled the loco body and filled the cracks, followed by rubbing down and cleaning, before adding the finer details. Most SEF kits are very good in my opinion, but the instructions for this one are by no means clear and really need re-writing. I found that I was having to make it up as I went along at certain stages of the assembly process but I seem to have blundered my way through - fingers crossed!

Since taking the photos I have glazed the front cab windows and added a couple of other small details but that will do, I think. My chosen prototype is 32086 which was one of the last of the class in service, being withdrawn in October 1951. I could have made it easier for myself by choosing an unlined black example but I thought that too plain. Lining transfers and crest are from Railtec and numbering from Fox.

I think that white metal kit construction is perhaps on the decline but I still enjoy the challenges - and there are often many - that come with each kit. So far as the I3 is concerned, this is of course quite an old kit now, having originally been designed to take the basic Wills/SEF cast chassis block. Subsequently the chassis was updated with an excellent etched version, which is what I used. As with many updated SEF kits, however, the instructions are not clear and really needed to be re-written to fully reflect the improved replacement chassis and parts. I was able to get round this by dint of experience (I have built or re-built well over 60 white metal kits in my time) but I fear that a newcomer might struggle. I also feel that a little more attention could have been given to subsequent Southern Railway modifications, not all of which are covered in the kit. On the whole though, this is a good kit of a relatively seldom modelled Brighton tank and I think it certainly captures the character of this handsome class.

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Platform Construction on the Brighton

Nick Holliday

The Epsom & Ewell Model Railway Club has recently acquired an 0 Gauge LBSCR branch terminus layout and has decided to rebuild much of it to make it lighter and increase its operational potential. Part of this work has involved replacing the platforms, and the Chairman asked me if there was a drawing showing the Brighton standard for the platform edging – being a NER man such standard details were well documented. Like so many things Brighton, in reality the best he could hope for is a typical solution, and probably one which didn't conform exactly to national requirements.

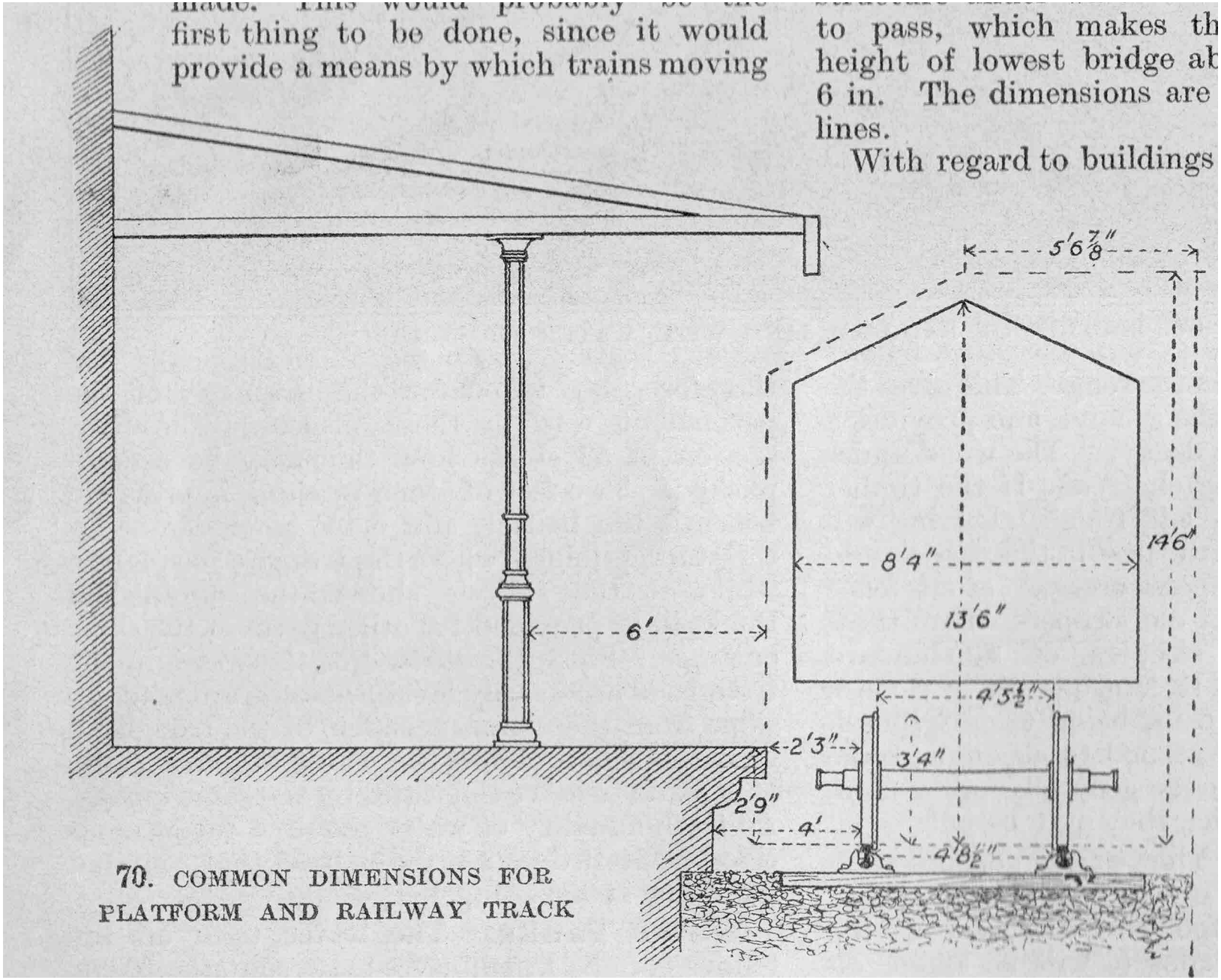
In 1892 the Board of Trade issued this statement, to apply to all new construction, but not necessarily to be applied retrospectively:

12. ~~11.~~ Platforms *to* ~~should~~ be continuous, and not less than 6 feet wide for stations of small traffic, nor less than 12 feet wide for important stations; the descents at the ends of the platforms ~~should~~ *to* be by ramps, and not by steps. Pillars ~~or Columns,~~ for the support of roofs *and* ~~or~~ other fixed works, ~~should~~ not *to* be *less than 6 feet from* ~~nearer to~~ the edges of the platforms ~~than 6 feet. It is considered desirable that~~ The height of the platforms above *rail level* ~~the rails should not be~~ *to be* 3 *feet, save under exceptional circumstances and in no case* less than 2 feet 6 inches. *The edges of the platforms to overhang not less than* 12 *inches.* ~~The lines should be laid down so as to leave~~ As little space as possible *to be left* between the edges of the platforms and those of the ~~continuous~~ footboards on the carriages. Shelter ~~should~~ *to* be provided on every platform, and conveniences where necessary. *Names of stations to be shown on boards and on the platform lamps.*

N.B. The current requirement is for 915mm +0 - 25, which is the equivalent of 3' 0".

The Harmsworth Self -Educator of 1906 published this drawing, which demonstrated that the 3’ 0” dimension was by no means standard, with a height of 2’ 9” from railhead being quoted, and other dimensions not meeting the BoT measurements.

Note that these are prototype dimensions, that do not allow for the excessive curvature often encountered on model railways or the consequential overhang of stock.



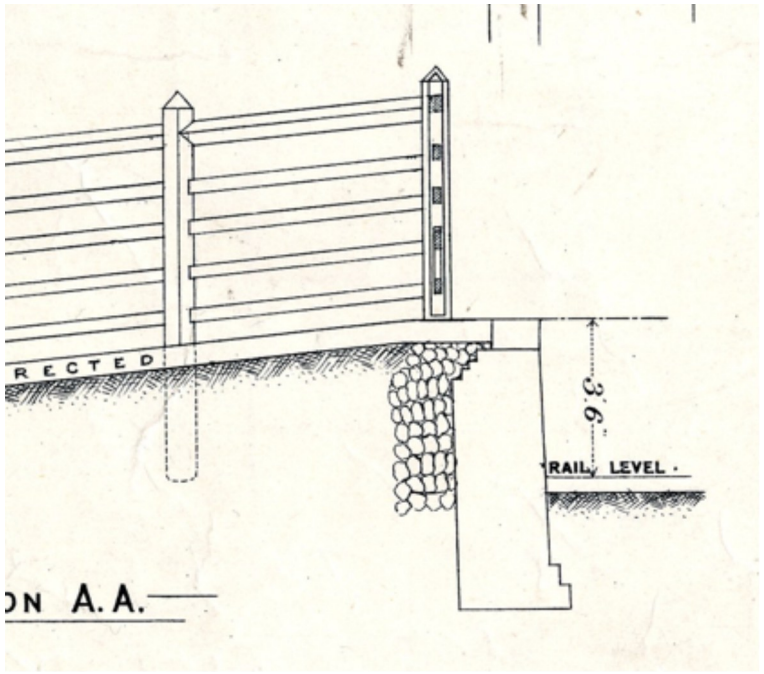
70. COMMON DIMENSIONS FOR PLATFORM AND RAILWAY TRACK

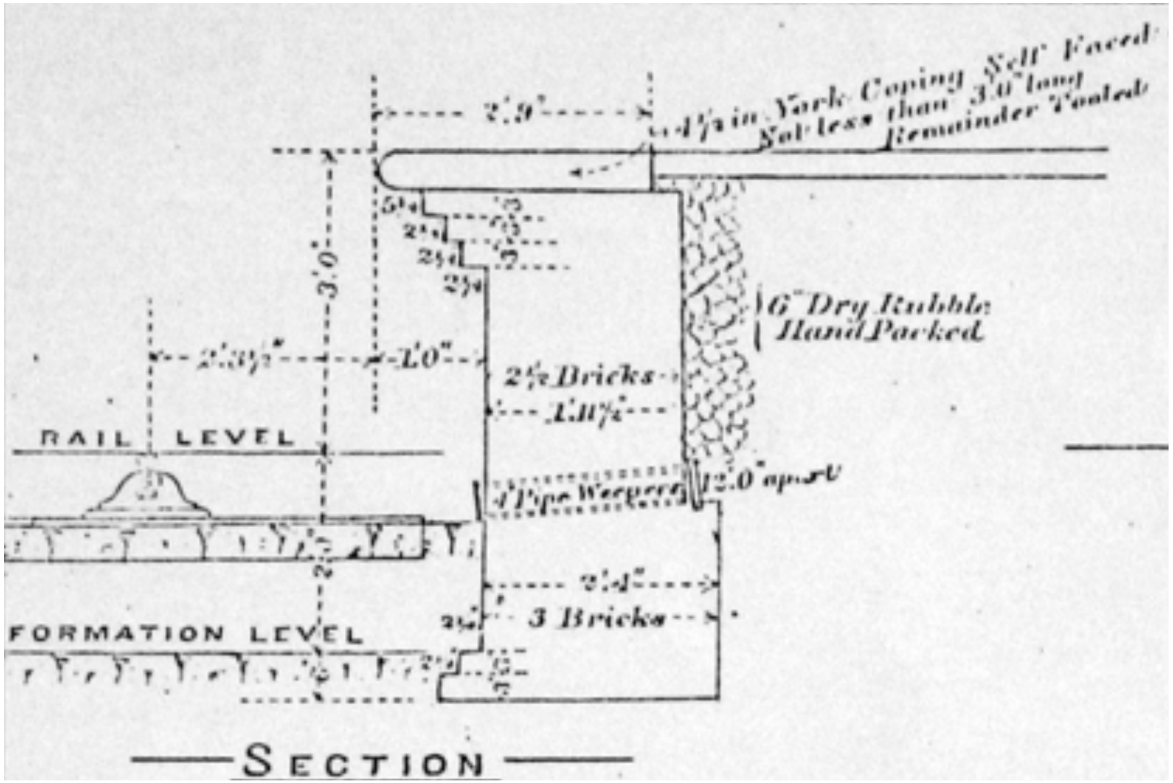
Going back in history, the earliest stations had minimal platforms, at best something similar to the continental European platform, with the surface raised to about rail level, with a kerbstone edging. This required carriages to have extended footboards, which would have caused clearance problems, although Victorians were no doubt accustomed to having to climb unceremoniously onto wagonettes and into stagecoaches.

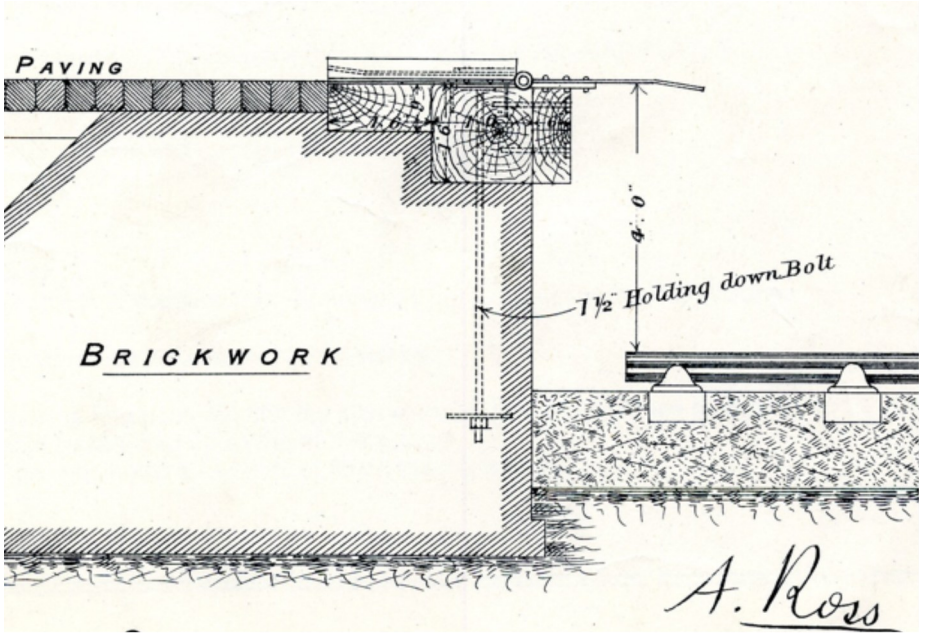
Very quickly, it was realised that a raised platform would be a good idea, although initially this might only have been about 2’ 0”, although it was already recognised that goods loading platforms needed to be higher, about 3’ 6” so that drop down doors would lie reasonably flat, to allow easy access for men and animals, and end loading bays needed to be 4’ 0” high to clear the top of buffers.

The MS&LR, the precursor of the Great Central, provided suitable drawings to illustrate the three different levels:

Drawings courtesy of http://www.swithland-signal-works.co.uk/plans/plans.htm



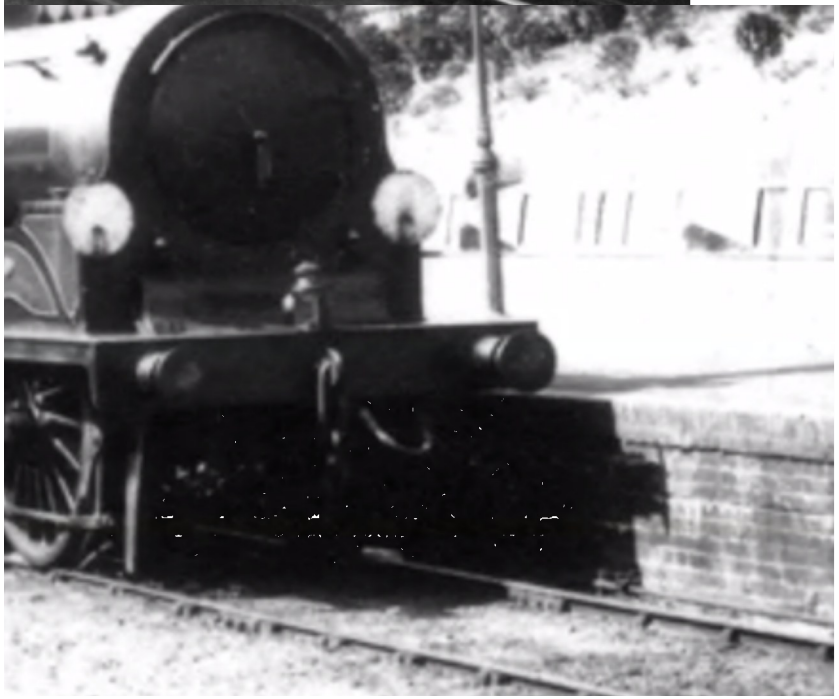




However, the LBSCR had built many platforms to a lower level, perhaps 2’ 6” or lower. In some places it proved difficult to raise platforms, such as at Shoreham, where not only did the platform dip where the foot-crossing was, but the entrance to the station buildings was at a lower level than the platform, with steps down from the platform into the well.

One way of detecting platform height is to find a clear photo with a loco alongside. From early days a standard height of between 3’ 4” and 3’ 6” was adopted for the buffer centreline, to ensure that stock from different companies could run safely together, so any platform that is 3’ 0” high would align roughly with the bottom of the buffer head, as in the picture to the left.

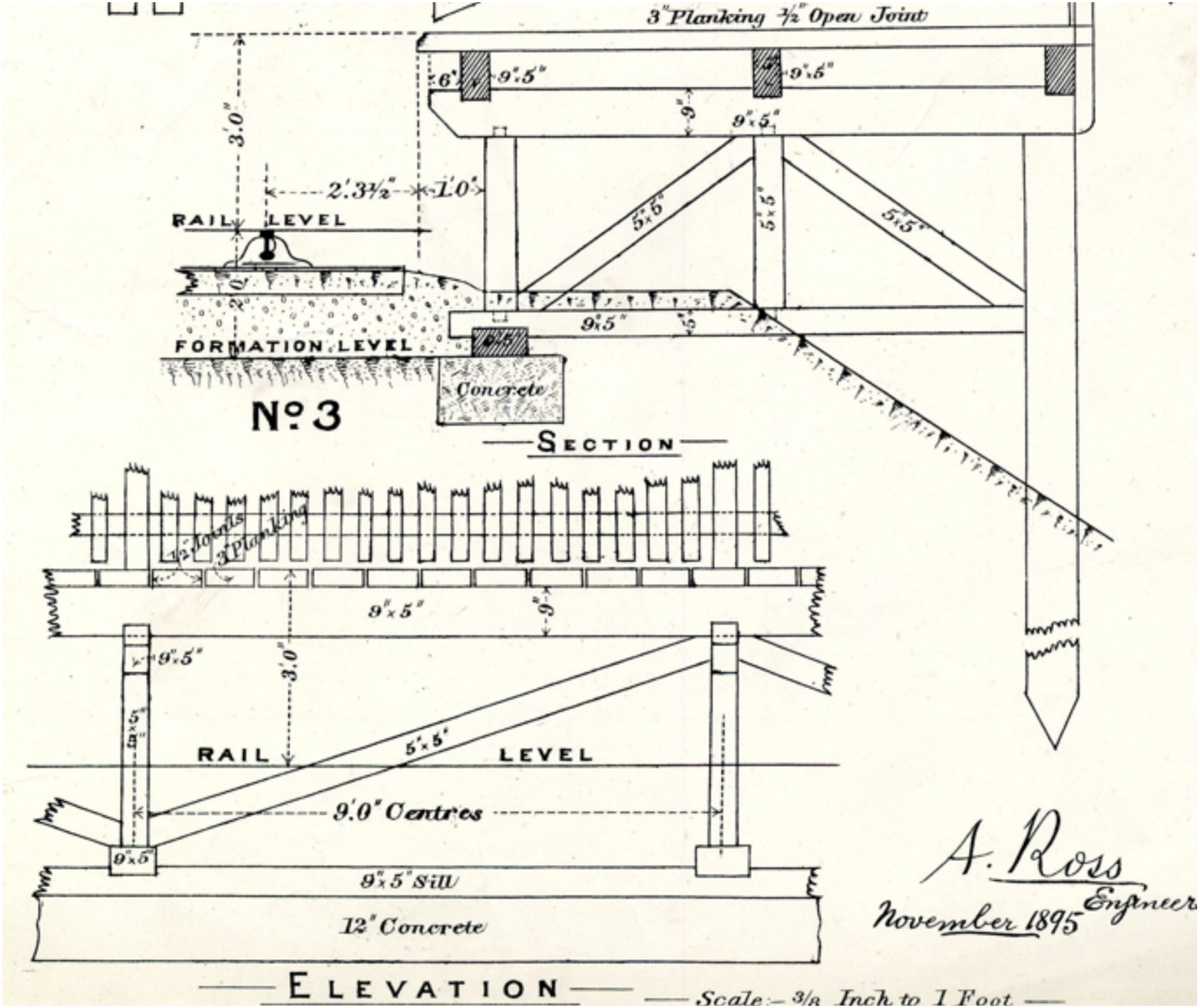
However, there are plenty of views which suggest a lower height was prevalent, such as the picture, lower left, at Bexhill, perhaps 2’ 9” and, lower right, Three Bridges (2’ 6” or lower?)



The Brighton wasn't the only line to retain low platforms, as this view of Barnard Castle on the NER in BR days shows.

Having established that Brighton platforms were frequently lower than the then current standards, we can look at the actual construction of the platform faces, which was usually of brick, although there were plenty of examples of timber platforms at halts and some stations on embankments.

Again, the MS&LR engineering department can provide a similar detail, but no doubt each Brighton example would have had its own individuality.



It would seem that most LBSCR platform walls were built in English bond, probably using locally produced bricks. These were usually a red colour, as there were numerous brickworks throughout the Brighton area, many rail connected. Probably, ‘seconds’ or reject bricks were used, as the finish and strength was not important in this role, leading to inconsistency in colour, and a propensity for spalling of the exposed face, sometimes requiring patch repairs over time. The BoT requirement for a minimum of 12” overhang seems to have been studiously ignored, but, typically, there was no standard design, as the following examples will illustrate. However, in almost every case, the top course consisted of specially made Staffordshire Blue paving bricks, similar to this example from 1880:

These edging bricks were usually 6” square and 18” long, with a generous curve to the outside edge, but on the Brighton it seems that the ends tended to be squarer, and the “non-slip” patterned surface was not preferred, although it is sometimes difficult to tell from contemporary pre-grouping photographs.

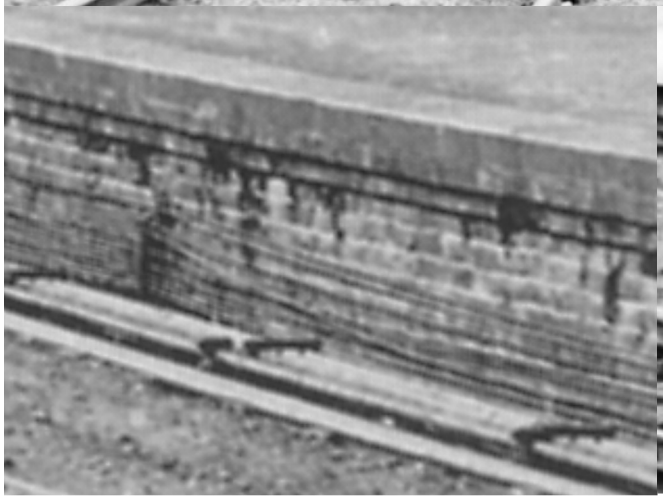
The simplest form comprises a wall with no corbelling, with a single course of edging bricks placed flush with the wall, as here at Beddington Lane.

Slightly more complex, as at Midhurst, there was a header course of normal bricks below the edging, but flush with the wall below.

Hayling Island station had, until closure, a single row of headers. They project a small distance from the wall face, but are flush with the edging bricks.

Dyke had a similar arrangement, but the edging bricks appear to be smaller coping bricks rather than the robust ones used elsewhere.

There were many other arrangements of corbelling, with different numbers of projecting courses, but all projecting only a small distance from the main wall line as at Polegate, (left) and also visible in the current day views of Pulborough and Warnham later in this article.



At Littlehampton there were 3 or more courses of corbelling, and in this view the brick edging has already been covered by paving slabs, probably during the reconstruction of the station buildings at the beginning of the 20th century.

When there was a signal box on the platform, allowance had to be made to allow the rodding to get to the trackside, and this could be achieved by having supporting steels built into the brickwork, as can be seen in the earlier photos of Midhurst and Dyke Station.

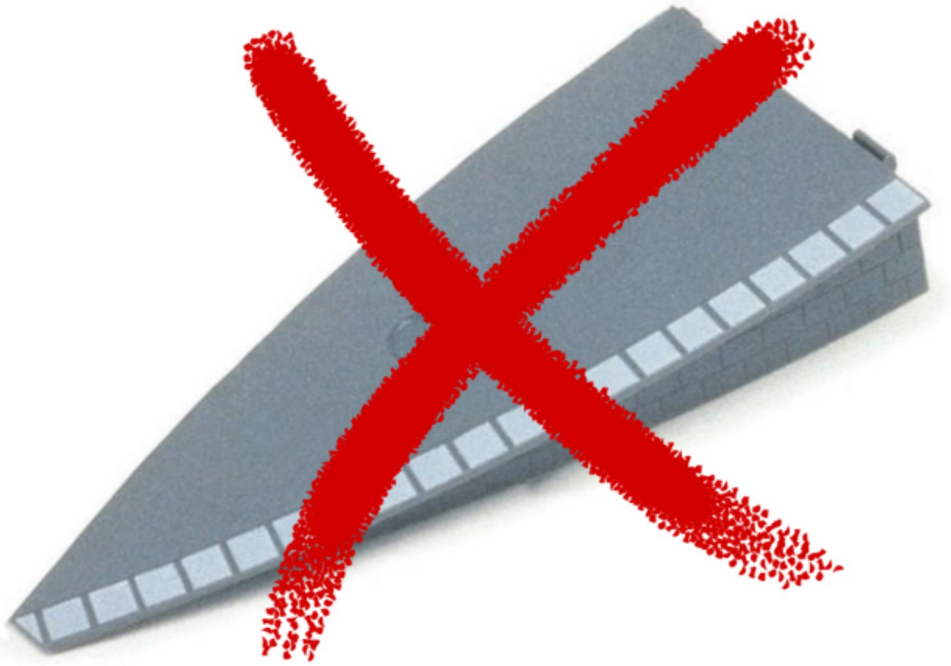
Sometimes it was easier to construct a section of the platform from timber, as at Selham. (Wallis collection)

Because there is seldom any need to re-position a platform, at many stations today you can see the original brickwork, sometimes with newer courses of brickwork if the level had been changed at an early date, and often the blue edging bricks have been retained with the addition of concrete flags to raise the platform closer to current standards. Even following the recent campaign to lengthen and, where necessary, raise platforms, there is much of this antique infrastructure still visible and carrying out the job it was given nearly 200 years ago!

Pulborough (1996) with a single, slightly corbelled, row of headers, in a contrasting red brick compared with the yellower bricks below.

Warnham (2025) with several rows of headers, each corbelling a little bit further out, but not achieving the desired 12” of the BoT regulations.

Note the different shades of brickwork as a result of local supplies being used.

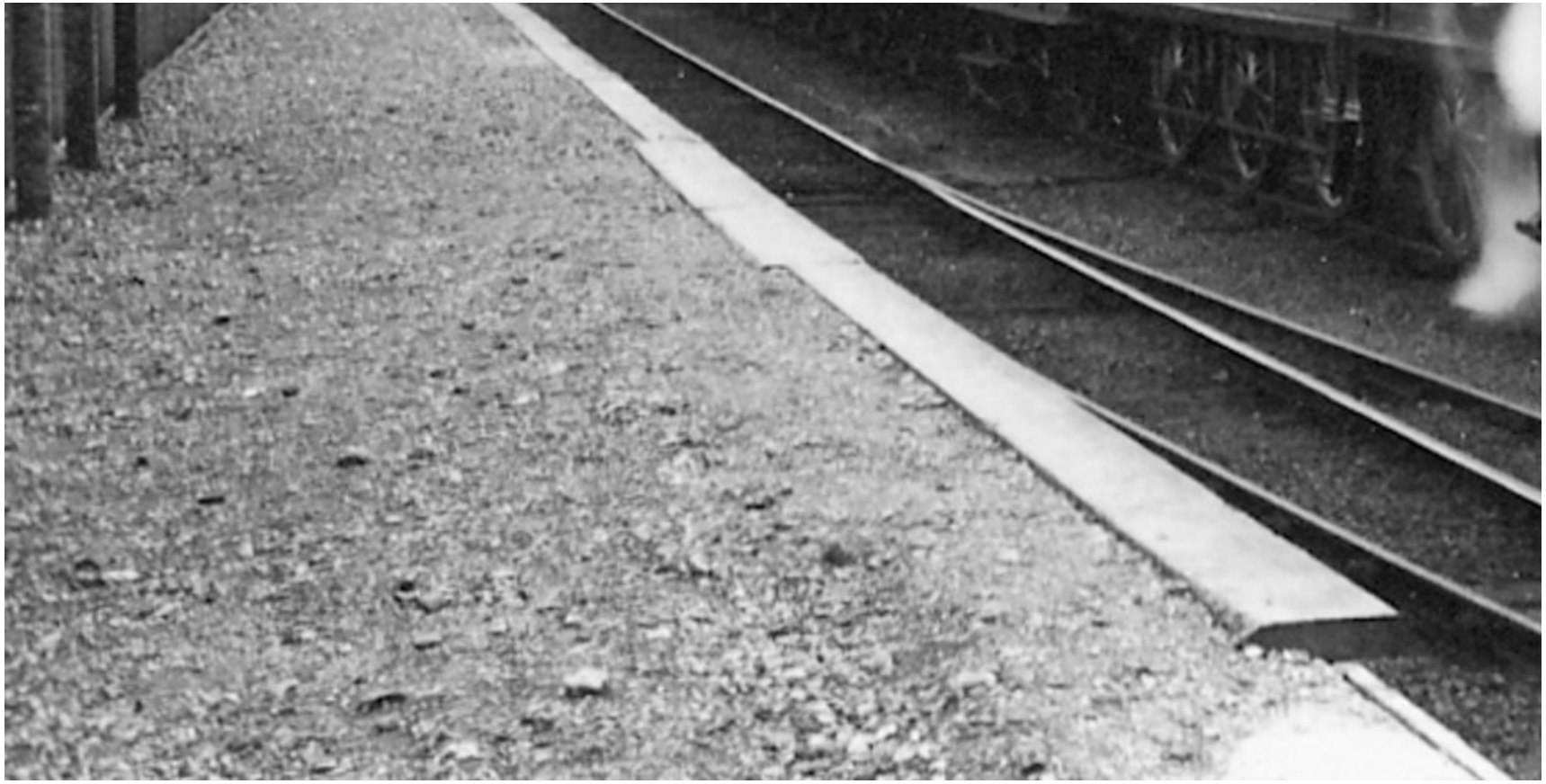


For modellers it is worth noting that the platform edge would normally run parallel to the nearest rail, and not veer off and narrow at the ends, as many think, thanks to the ubiquity of Hornby platform sets!

There also seems to be a tendency for modelled platforms to be too high, some so high that carriage doors couldn't open – and a low platform has the visual effect of lengthening it – which should be beneficial to the overall effect.

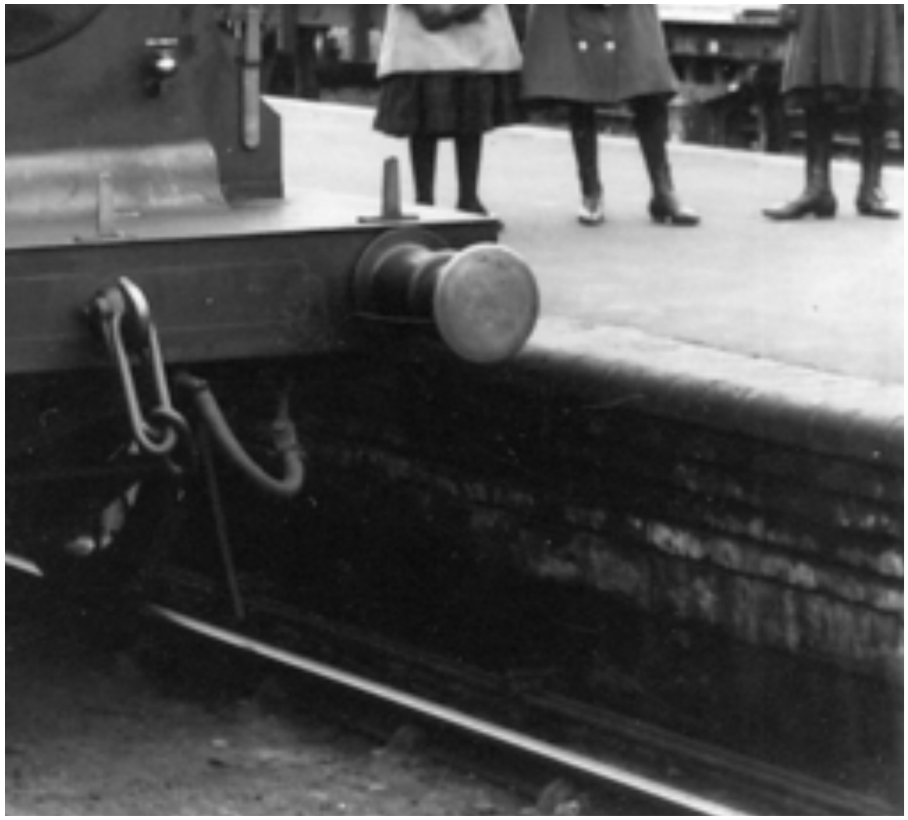
Another point is that, until recently, all platforms were supposed to slope down to track level and not suddenly stop, although at Sutton, right, this arrangement has existed since at least 1882!

Construction of a realistic platform is fairly simple in most gauges. The effect of the plain edging bricks can be achieved by, in 4mm, using sheet plastic siding, such as Evergreen 4080 - .080" Opaque White Polystyrene V groove Siding, which has grooves at the required 2mm spacing. Long strips can be cut, 6mm wide, to create a straight edge, which may have to be chopped into shorter lengths if there is a curve. At least another strip of plastic will have to be fixed to the underside, to achieve the required 2mm depth of the edging, and a v-file will be needed to create the jointing on the vertical face. The rest of the wall can be constructed using your favoured embossed English bond brickwork, with strips cut off and added to create any corbelling effect required. It may be possible to use a similar approach in 2mm, although the available siding sheets on the Evergreen range are not as conveniently spaced. The 0 Gauge layout in question will be using “bricks” cut from ⅛” wide plastic strip, and individually applied. If this approach is adopted, it is comforting to know that, on the prototype there were examples of ragged inside edges on the platform side as perhaps the Brighton’s sources for these edging bricks had poor quality control.



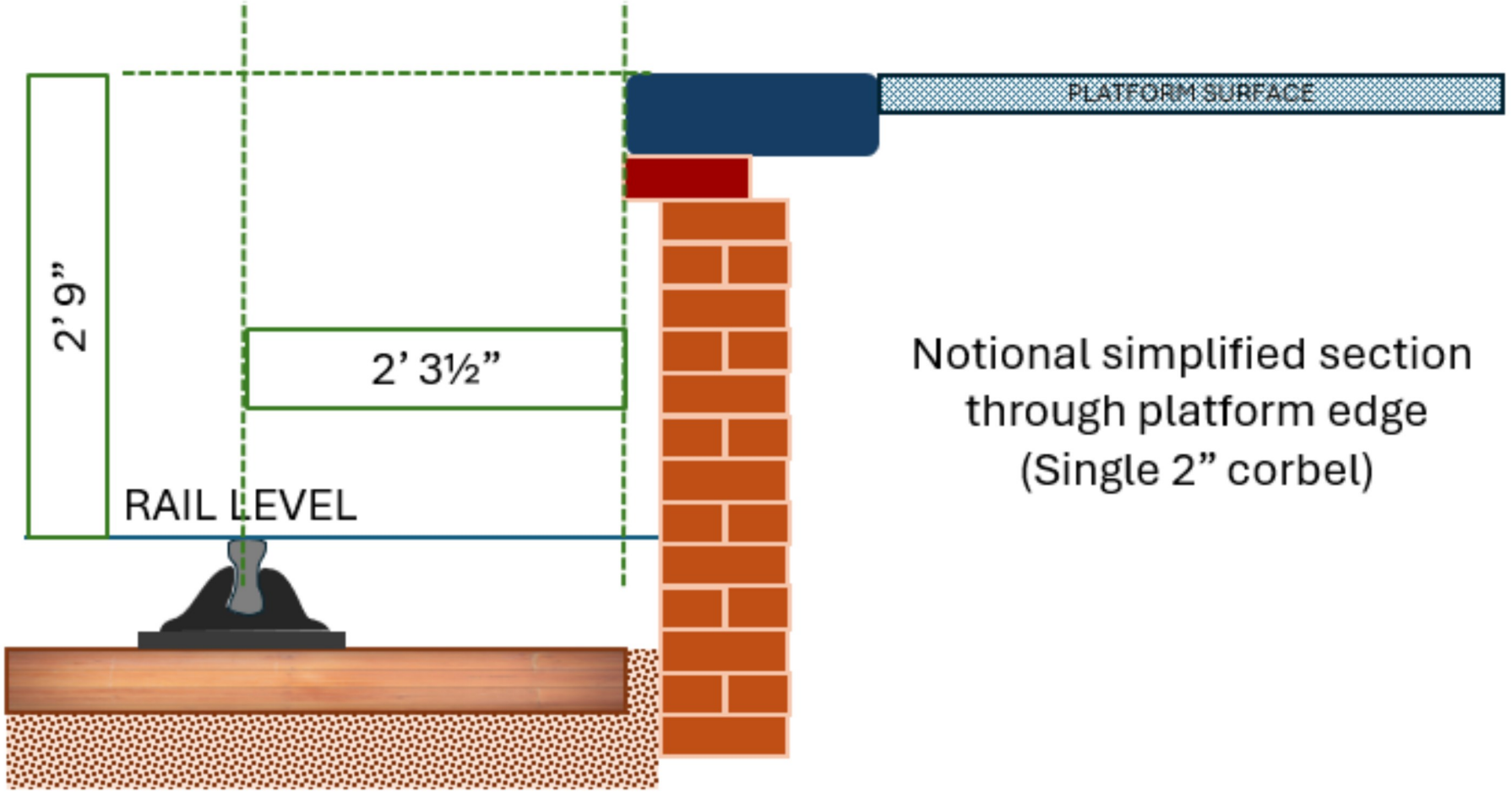
Photographs seem to suggest that the majority of station platforms, certainly in rural areas, were gravelled for most of their length, which can be replicated in several ways, such as using fine glass paper, or suitably coloured masonry paint, which leaves a convincing texture, if perhaps too smooth! It is likely that the area in the immediate vicinity of the station buildings would have been provided with a finer surface such as asphalt or York stone, but obviously the surface of timber-built platforms would be planked like the M&SLR drawing indicates.

At one time, Masokits did an etching for Staffordshire Blue edging bricks including patterning, probably for his own project, but it has been withdrawn for some time, although it might turn up in the second-hand market. Those with the necessary equipment, or deep pockets, might be able to re-create this using 3D printing, laser cutting or etching.



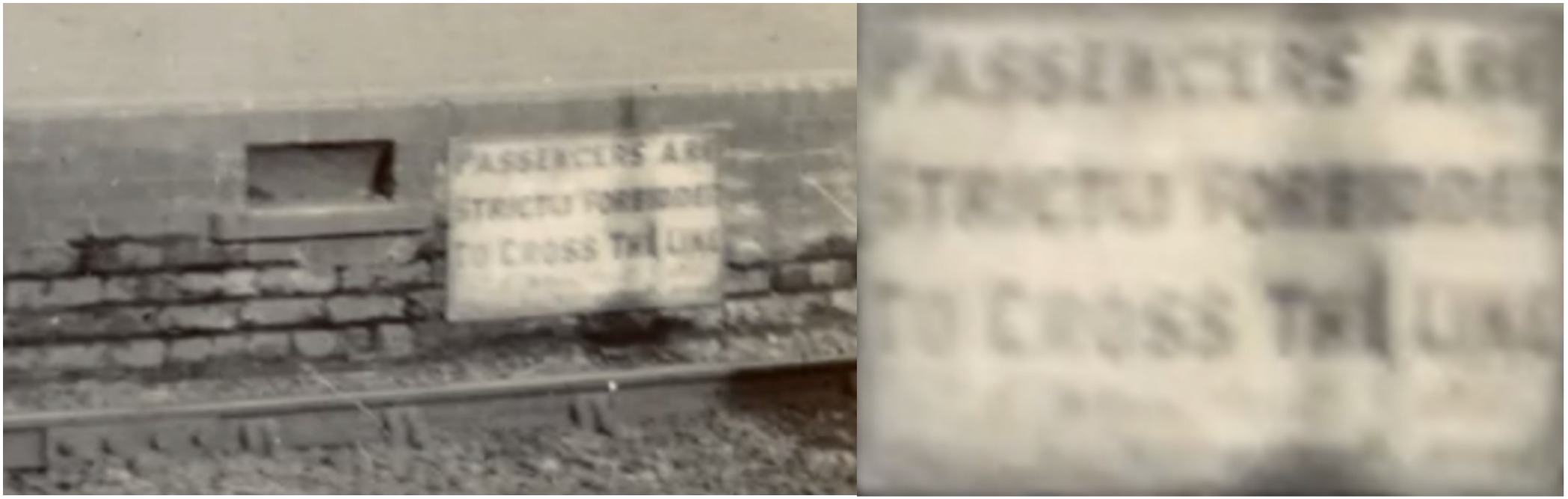
The prototype brick shown earlier has a generously curved front edge. The Brighton generally used a squarer faced brick, but occasionally the curvaceous type was used.

As seen in the Littlehampton photo earlier, and the above view of Brighton, sometimes larger flags were used, similar to more modern edging. This is an earlier example, and similar flags were used on later platform extensions.



Notional simplified section through platform edge (Single 2" corbel)

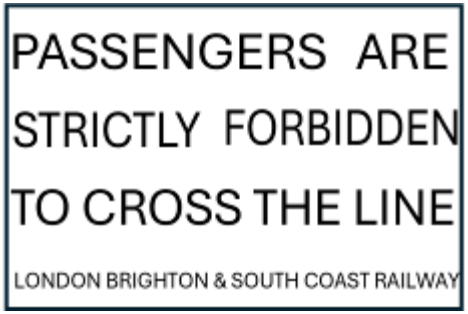
Based on the photographs , this is a simplified drawing of the key elements of the platform construction at a typical Brighton station. The full depth of the wall and its foundations have not been shown.



In conclusion, this might make a nice vignette on a layout - possibly 16” x 24”. The bottom line (LBSCR) is conjectural, as the picture is too blurred to make out either wording or type face.

Note that all dimensions shown in this article are those of the prototype. They make no allowance for the excessive curvature often encountered on model railways, for the effect of non-scale track gauges or for the greater overhang over cylinders or foot-boards of some RTR models.

When setting out platforms on a layout, it may be best to run examples of your longest stock and a locomotive that has the greatest throw-over to ensure there is adequate clearance.



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From Model Railway News 1940

Gerry Nichols

The following pages are taken from an edition of the late, lamented Model Railway News from 1940. As far as we can establish, the publishing company has been wound up and the Digest is happy to record the original publication of the material. The author, EFC, may well be Ernest Frank Carter, who is perhaps best known for his book on Britain's Railway Liveries.

It is somehow reassuring that, with the evacuation of Dunkirk taking place and the Battle of Britain happening overhead, the business of railway modelling continued!

Note that drawings have been reproduced to as large a size as possible and are no longer "full size for 4mm scale"!

The drawings have been placed next to the relevant text and no attempt has been made to amend the original numbering, which appears to be out of sequence in the layout used in this publication.

Building Lineside Accessories
II. - A L.B. & S.C.R. signalbox, and several other useful items
E.F.C.

In my first instalment I dealt with the general principles of construction as applied to the use of Bristol board or thin card, so it will not be necessary to expand on those notes only so far as any new principle is involved in the building of the items diagrammed this month.

Commencing with the London, Brighton and South Coast standard type of signal box shown in diagrams Figs. 6 and 7, there are one or two features worthy of note.

The drawing is full-size for 4 mm. scale, but to enable those desirous of building in “O“ gauge to draw up a 7 mm. scale it might be as well to append a list of the major dimensions of the prototype.

Length of wall 1 of structure 20 ft. 0 in.
Length of building over footings 19 ft. 6 in.
Width of walls 12ft. 0 in.
Width of walls over footings 12 ft. 6 in.
Height to eaves 16 ft. 0 in.
Extreme height of roof 21 ft. 6 in
Height to top of pinnacles 23 ft. 6 in.

From these figures it should be an easy matter to arrive at the correct sizes for larger scales, all else being in like proportion.

It is required that if the frame is placed in the reverse position (i.e., facing the other side - or back - of the box) the door at the head of the stairway is to be glazed. In the actual box measured it was not glazed. The opposite end to that diagrammed is precisely the same with the exception of the

door and stairway platform.

The arrangement of the rain-water pipes may be difficult to comprehend from the diagrams, so it is perhaps best to describe exactly how they fall. The two pipes - one from each gutter - shown in Fig. 7 drop back from the edge of the roof till they are immediately behind their respective corners of the building, they then descend till they are about 10 ft. above the base - or ground - level, when they both slope downwards together and towards each other till they meet immediately over the rain-water butt, which latter is situated plumb under the hip of the roof- i.e. in the same position as the stairway, but at the other end of the box.

The doorway under the stairs is a convenience, which extends back the full width of the stairs. Fire-buckets are usually hung at breast-height along the blank space of wall the opposite side of the stairs to that of the doorway to the locking chamber. (Fig. 7.)

These boxes are slate roofed, and a goodly number are still in active service on the Southern Railway, so it would not be *infra dig* to include one in a model of that Group.

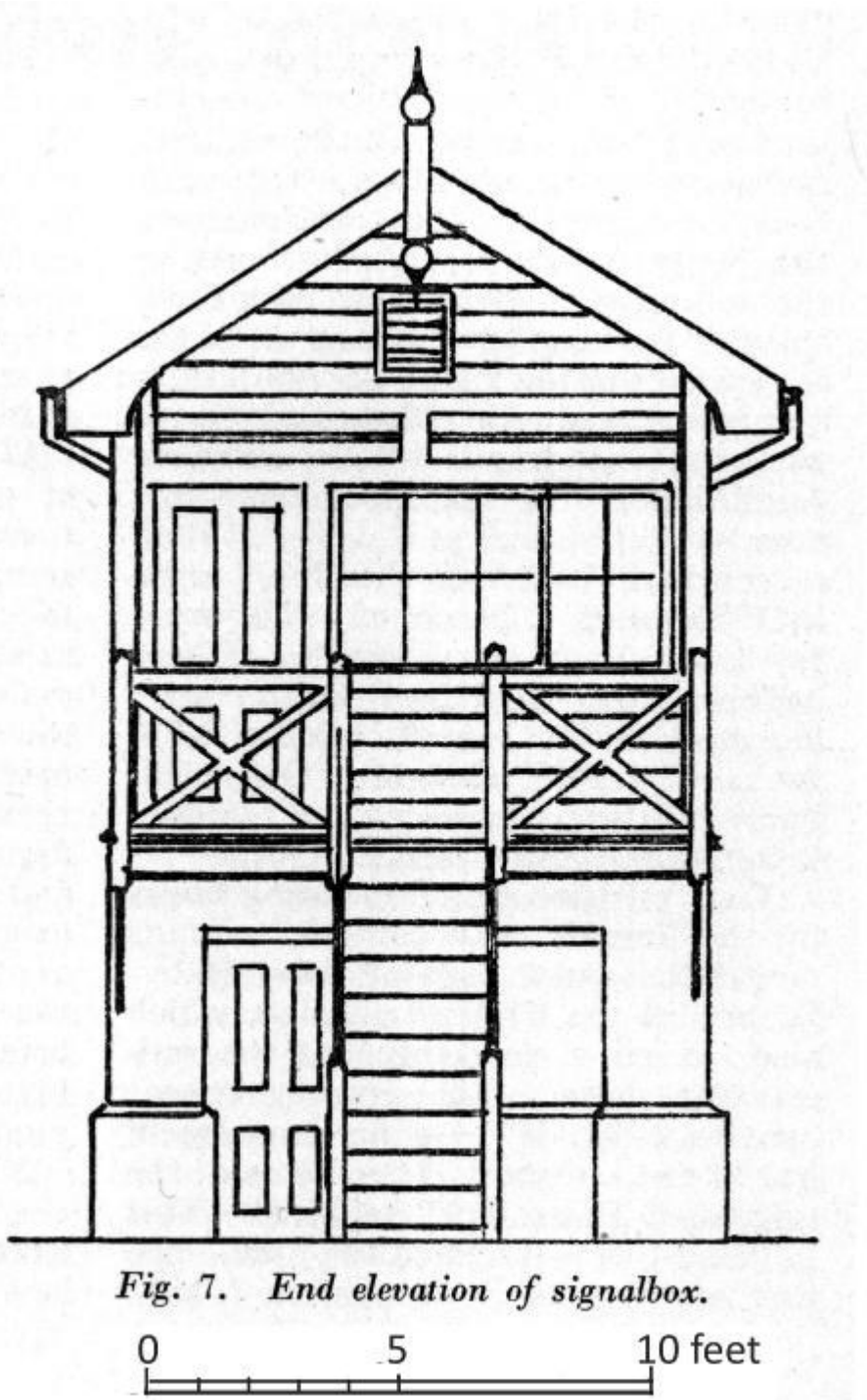
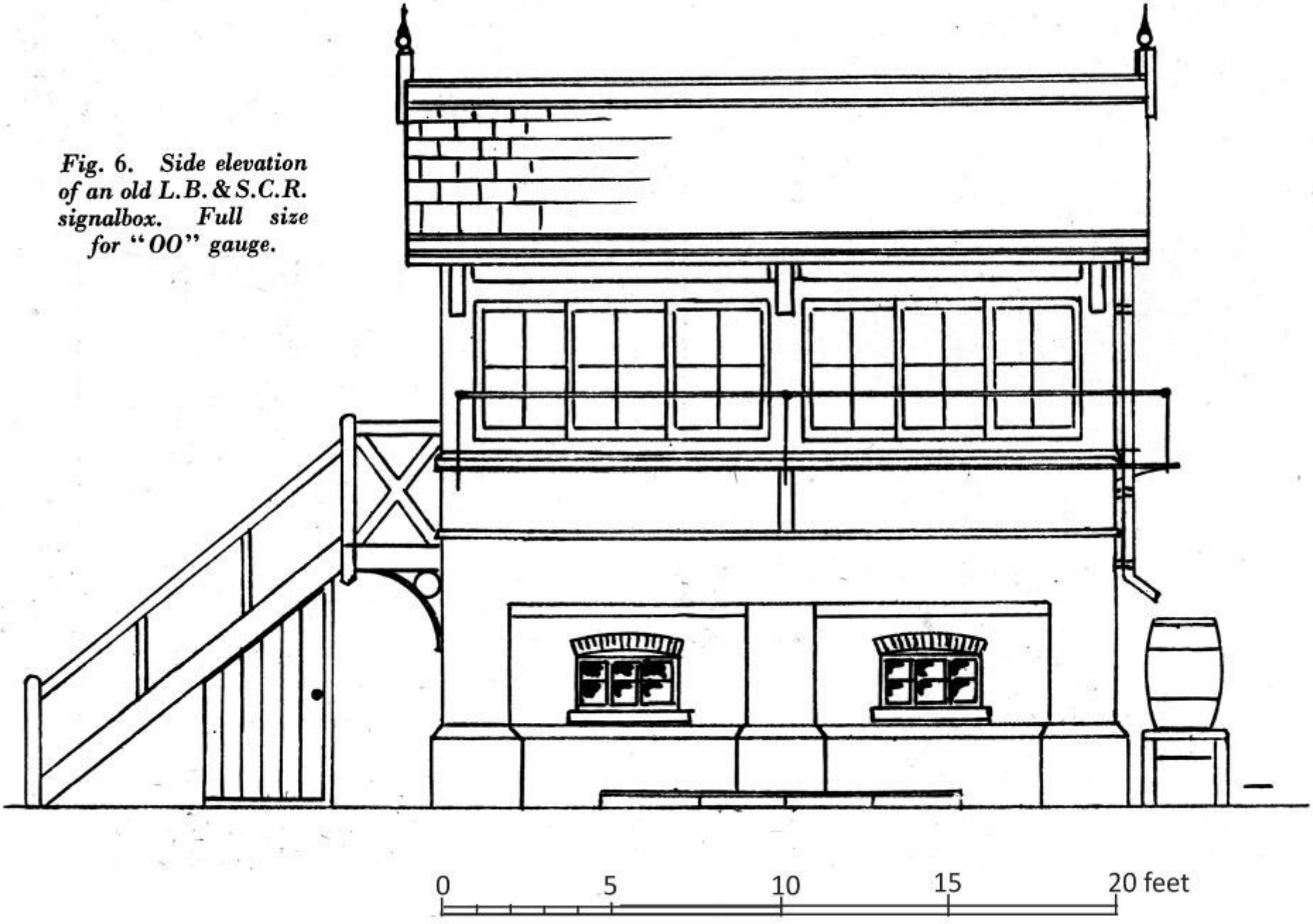


Fig. 7. End elevation of signalbox.

Fig. 6. Side elevation of an old L.B. & S.C.R. signalbox. Full size for "OO" gauge.



A platelayers' tool chest is shown in Fig. 1, which is drawn for "O" gauge. The general finish of these ubiquitous articles can be just "anything," provided black or brown predominates. The top is usually covered with tarred felt, and a padlock is fitted. A half-a-dozen of these boxes made up on "mass-production" principles will find a ready use on most layouts. In "OO" scale they can well be made out of solid wood, with a sheet of card for the lid and the lifting handles at each end omitted.

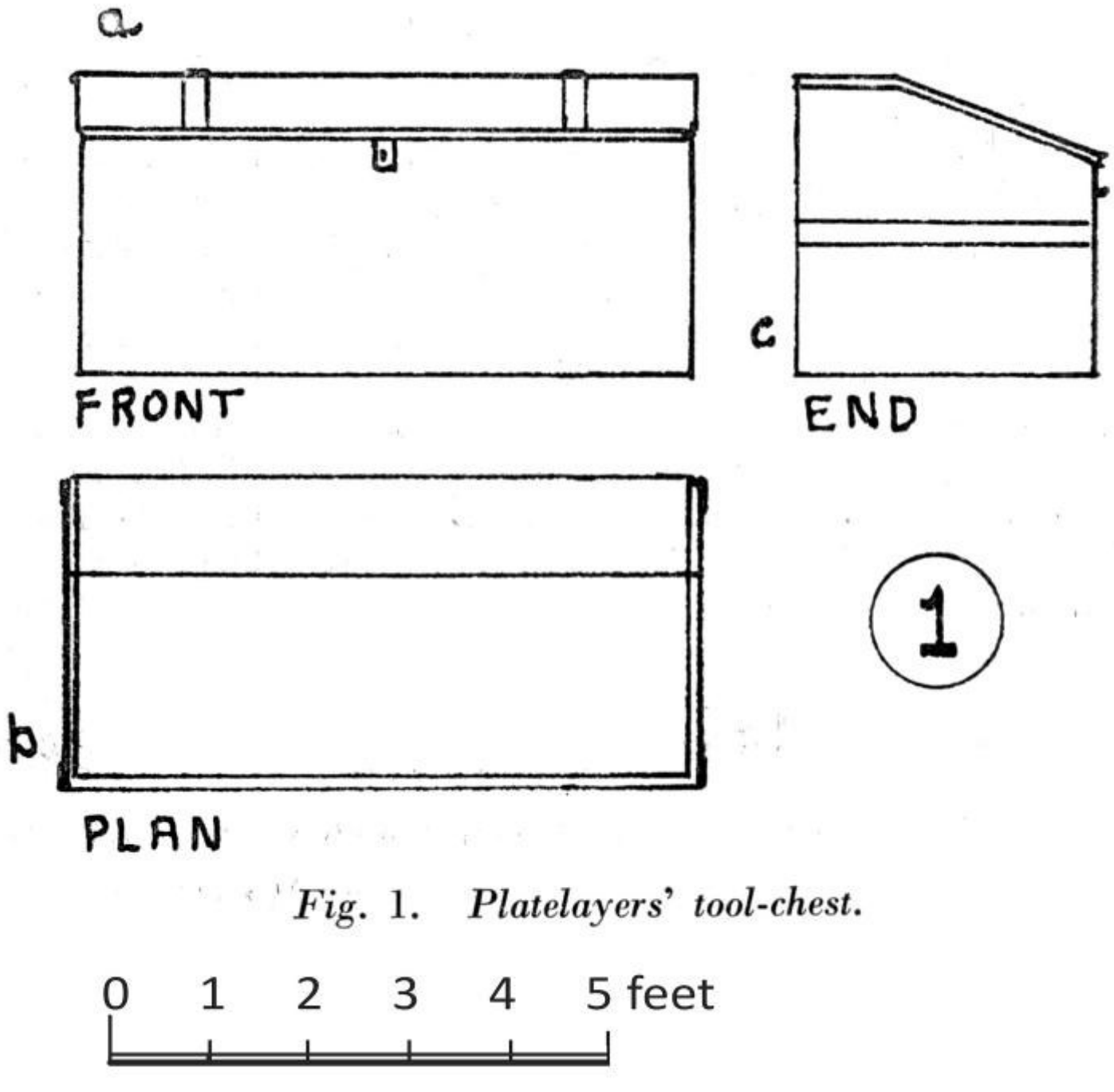


Fig. 1. Platelayers' tool-chest.

In Fig. 2 is shown a S.R. portable type fog-hut. It will be observed that it is shallower from back to front than the more ordinary types, measuring only 24 in. deep by 30 in. wide. It is fitted with a board serving as a seat which is 9 in. wide and 18 in. above the floor level.

The "devil" that goes with the hut is 12 in. in diameter at the top, and 7½ in. at the "waist," and is surrounded by 9 vertical bars; every third one of which is prolonged downwards to form the three legs. Its total height is 22 in. (See Fig. 5, a and b.) The drawing is to "O" gauge.

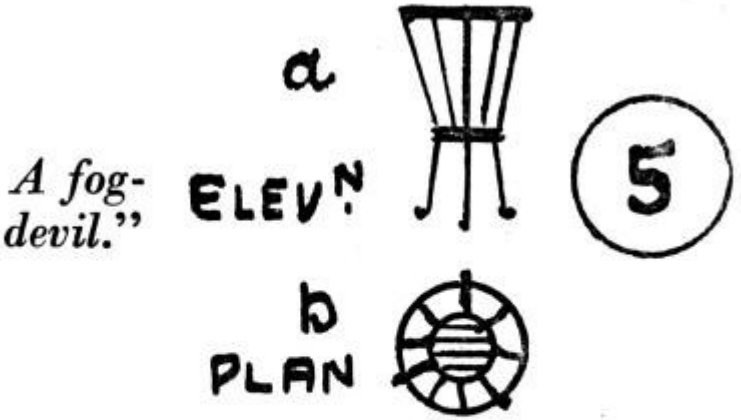


Fig. 5. A fog-man's "devil."

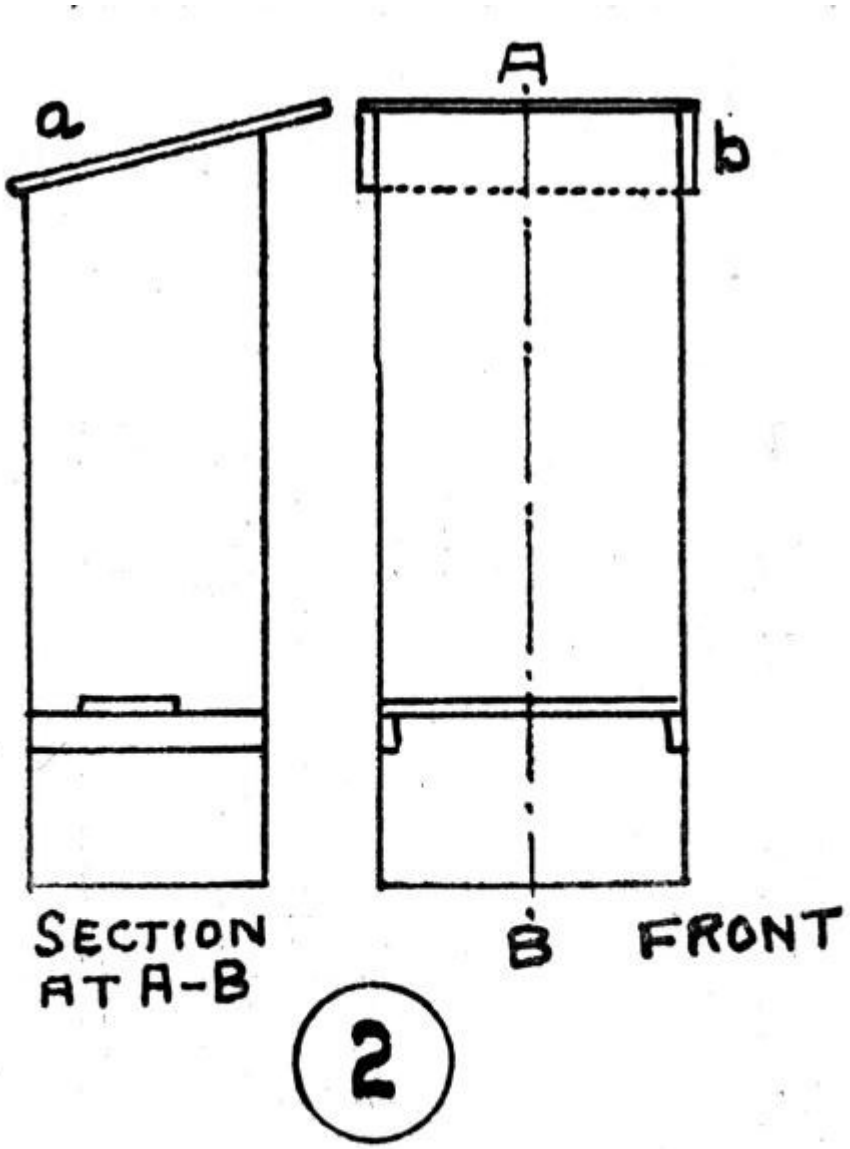


Fig. 2. A portable fog-hut.

The large platelayers' stores hut shown in Fig. 4, a and b is one of many to be found at junction stations, and at any points where track upkeep justifies their existence. The diagram is not of a suggested pattern but is a scale reproduction of an actual prototype shed. A 2 ft. 6 in. bench extends along the wall opposite to the window, which is glazed with “dirty” glass ! The roof was tarred felt.

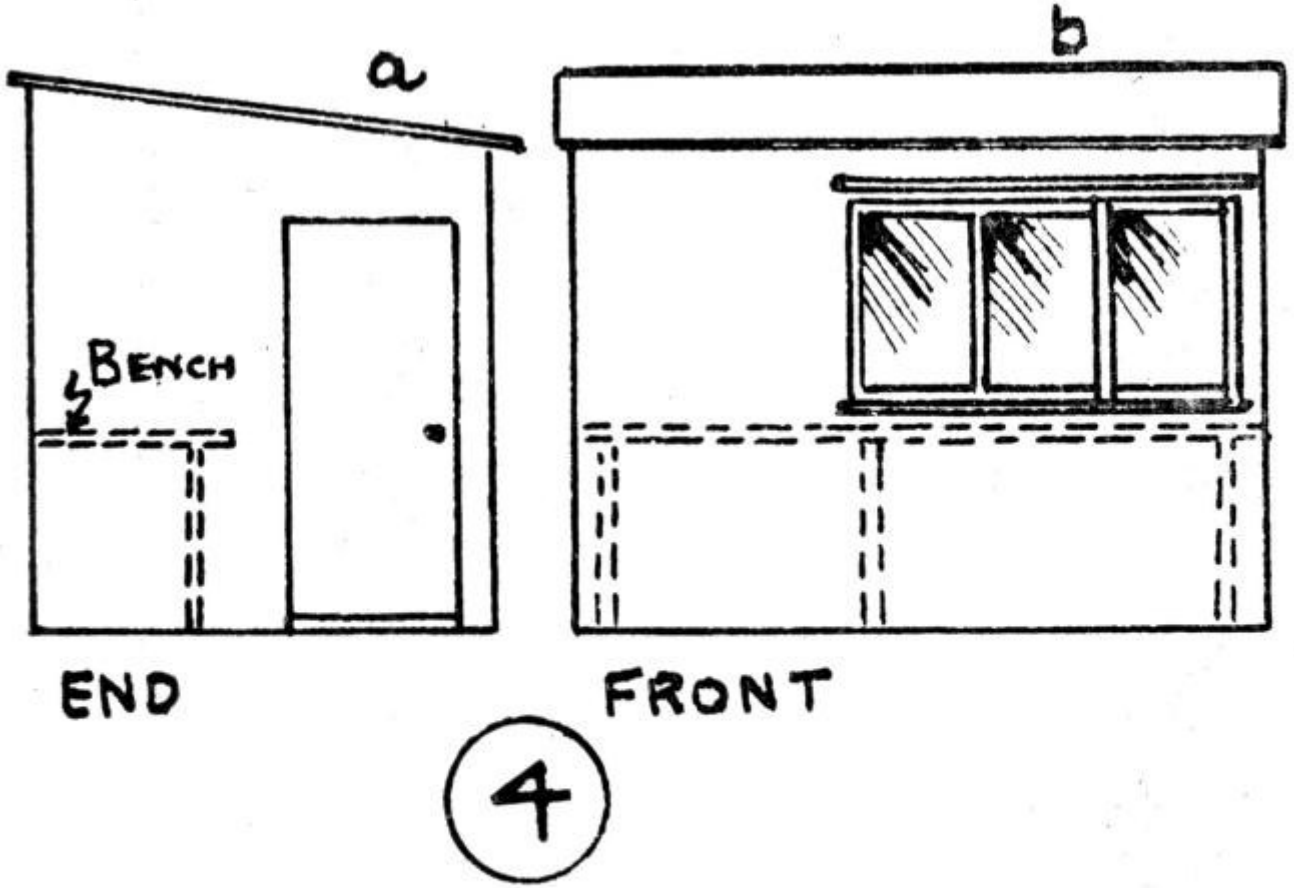


Fig. 4. Platelayers' stores hut.

A small platelayers' hut such as found at lonely parts of line is illustrated in Fig. 3, a, b and c and is fairly representative of this class of building, though the actual design was taken from “life.” The chimney was brick-built of old bricks, and was surmounted by a length of drain-pipe, which rested on a piece of stone flagging with a hole in its centre. According to information received “on the spot” it seems that these smaller huts are often constructed locally from odds and ends, and are not thus in any way really “standard.” So although the diagram is representative, there is no need to make the model a slavish copy, but to use individuality in design and materials and thus diversify the layout.

In the hut actually visited there was no window, and though the foreman ganger gave his assurance that “there wer'nt no need for one,” there is no reason why a window should not be fitted and thus add to the realism of the little model.

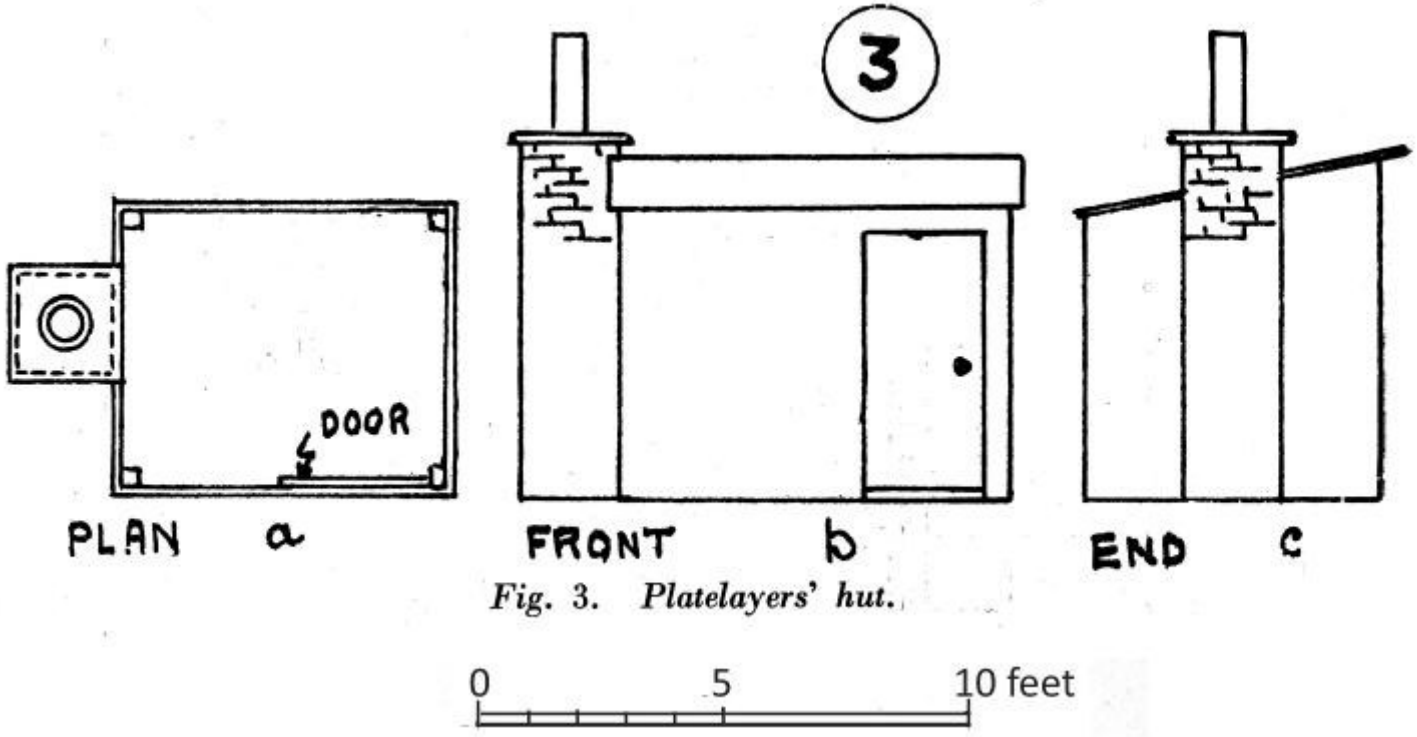


Fig. 3. Platelayers' hut.

It must again be clearly understood that the diagrams printed with these notes are *not* “designs for” what they represent, but are the results of *actual measurements* taken of their prototypes “in the field.” They are all in use on the Southern Railway, Central section.
Like the signal-gantry described and illustrated in the “M.R.N.”for November last, page 297, they are all of the old L.B. & S.C.R. standard patterns; and examples of most of them, especially the signalbox, can still be found in use, though for how much longer is doubtful ! “*Sic transit gloria*...” of the L.B. & S.C.R.

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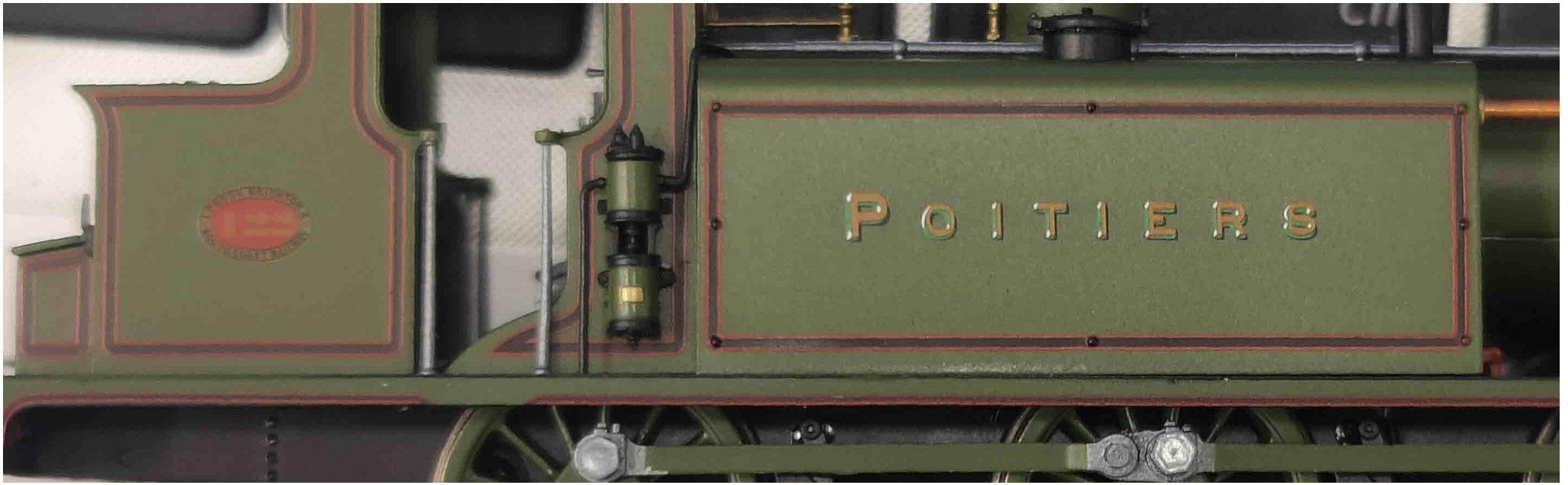
Improving the Rapido E Tank

Nick Holiday

With all the euphoria surrounding the arrival of the Rapido E1's, I was looking forward to receiving the three I had pre-ordered so many moons ago. The first to arrive was the Circle special, 110, and, apart from one of the cab footsteps coming adrift (easily fixed), I was very pleased with its performance. On the club test track, it was able to handle a fairly substantial goods train, despite only having a few minutes running-in (against Rapido's sensible advice) and it didn't initially display the propensity to derail on pointwork that was being reported on RMweb.

The other locos arrived from Rails the next day. *Brenner* looked fine, with the interpretation of IEG being an acceptable shade.



However, I had misgivings about the loco in Goods Green. I had received *Poitiers*, although I had ordered *Leghorn* and the box said *Leghorn.* Although the shade of green was not quite what I would have expected, it was a reasonably acceptable tone, but I was disappointed by the lettering, which, to my eyes, was poorly defined. The numberplate on the bunker is also capable of improvement.

The problem with the lettering is that, in order to include all the bells and whistles of the various black, red and green blocking and shading, and the white highlights, the actual gold letters have been so reduced in width that they appear secondary to the rest. This is particularly apparent on the letter “I”, where all I can see is the white highlighting top and bottom.

The number plate suffers not only because the background is in red, whereas it should be blue as with the passenger livery, but the colouration used to represent the brass surround has a red cast to it, which at normal viewing distance, loses definition. For some reason the printing is very flat and it doesn’t really look like a raised plate, whereas I think Hornby’s attempt on their Terrier is more successful.

I have been able to swap locos with Dave Searle, so I now had *Leghorn*, whose name was much clearer, without the letter “I”.

I therefore resolved to make some changes. Many years ago, I had obtained a number of name transfers from Ian White, which included neatly reproduced number plates, although sadly none actually for an E1. More recently I had purchased a random selection of name-only transfers from Mike Waldron, one of them being E1 *Trocadero*. I have long had a policy of using different names and numbers on each side of Stroudley and Billinton locos, where no number is displayed on the buffer beam, which effectively doubles the number of locos in one's fleet. I therefore decided to retain *Leghorn* on one side and rename the other. The original name was carefully removed.

I used a new scalpel blade – other methods are available – and applied the transfer. I was used to Ian's names being on a carrier film, which keeps the letters in line and correctly spaced. Mike's seemed to be a bit different, with each letter having a life of its own so their application required more effort and a lot of shuffling around to get things reasonably straight. The final result isn't perfect at close-quarters, but good enough for layout use.

As for the numberplates, fortunately the printed ones were exactly the same size as Ian's, so they were left on and the new transfers applied over the top. I had to cut up several to get the correct numbers, but I think the effort has been worthwhile.

I think I will also tackle the paintwork on the coupling rods, as the grey doesn't seem to really conjure up the image of steel, but some experimentation will be required before that gets done. I may also consider a more permanent solution using etched brass number plates.

For those wishing to rename their E tanks, EBM is offering a set of etched number plates and name transfers for £12. See EBM later in this issue.

Rapido E Tanks

With the release of the E tanks, it seemed appropriate to show some photos of these models on their home layouts.

Stephen Nicholson's E tank, in company with some of the Kernow LBSC wagons.

Poitiers at Rusper Road.

Poitiers and Burgundy at Rusper Road.

….and 137 in Umber at Rusper Road.

Another view of Poitiers in Goods Green.

A lightly weathered Poitiers at Oak Hill.

Number 110 on a works train and 137 on a local passenger train, by Nick Turner in Toronto,

Finally, three from Rapido's own layout!


L B S C
L B S C

o

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Signals for Hurstmonceux

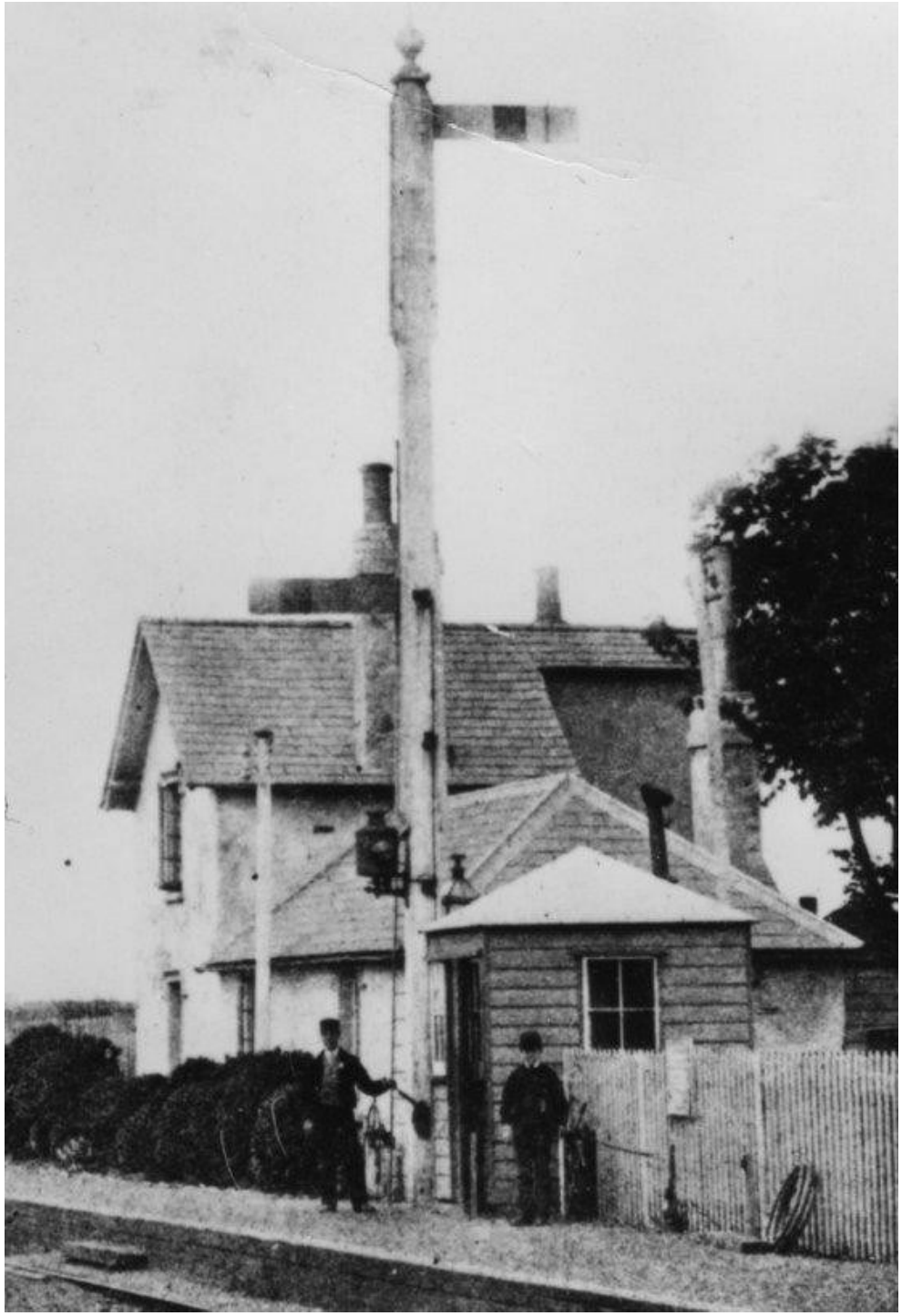
Eric Gates

My model of Hurstmonceux is intended to portray a station on the Ouse Valley line, as it might have been built in the mid 1860's, and as it operated around 1870 ± 5 years. This is intended to enable me to operate a mix of Craven and early Stroudley locos and rolling stock, in their respective liveries.

It also raises some interesting questions about the signalling that would have been appropriate for the period, as train speeds – and therefore signalling and brakes – were improving significantly. I have assumed that the line would have been signalled in the early/mid 1860s and that those installations would not have needed to be replaced by 1875. Much after that, it is likely that semaphores would have been used throughout and that block working would have been implemented.

Evidence of early signalling is quite hard to find, although the companies that manufactured such equipment have left some useful drawings. The extent to which the advertising drawings translated into practice on the ground may be questioned. Photographic evidence of signals is also hard to find and there are two which I have used as inspiration. Both appear, in whole or in part, elsewhere in this issue, in the article on platforms by Nick Holliday.

The photo of the first station at Bexhill has been cropped severely to show the double armed station signal. This would most likely have had three positions for each arm, indicating stop, caution and proceed. This one strikes me as unusual, as the two arms have separate slots, one lower than the other (apparently sprouting from the station chimney). Note that the signal did not indicate the precise stopping point, as the location in the middle of the platform covered both directions of travel. In this instance, the signalman has to leave his hut in order to operate the signal levers but at least the lamp is quite accessible!



The second photo shows a cropped view of Shoreham, looking westwards, again focussing on the signals.

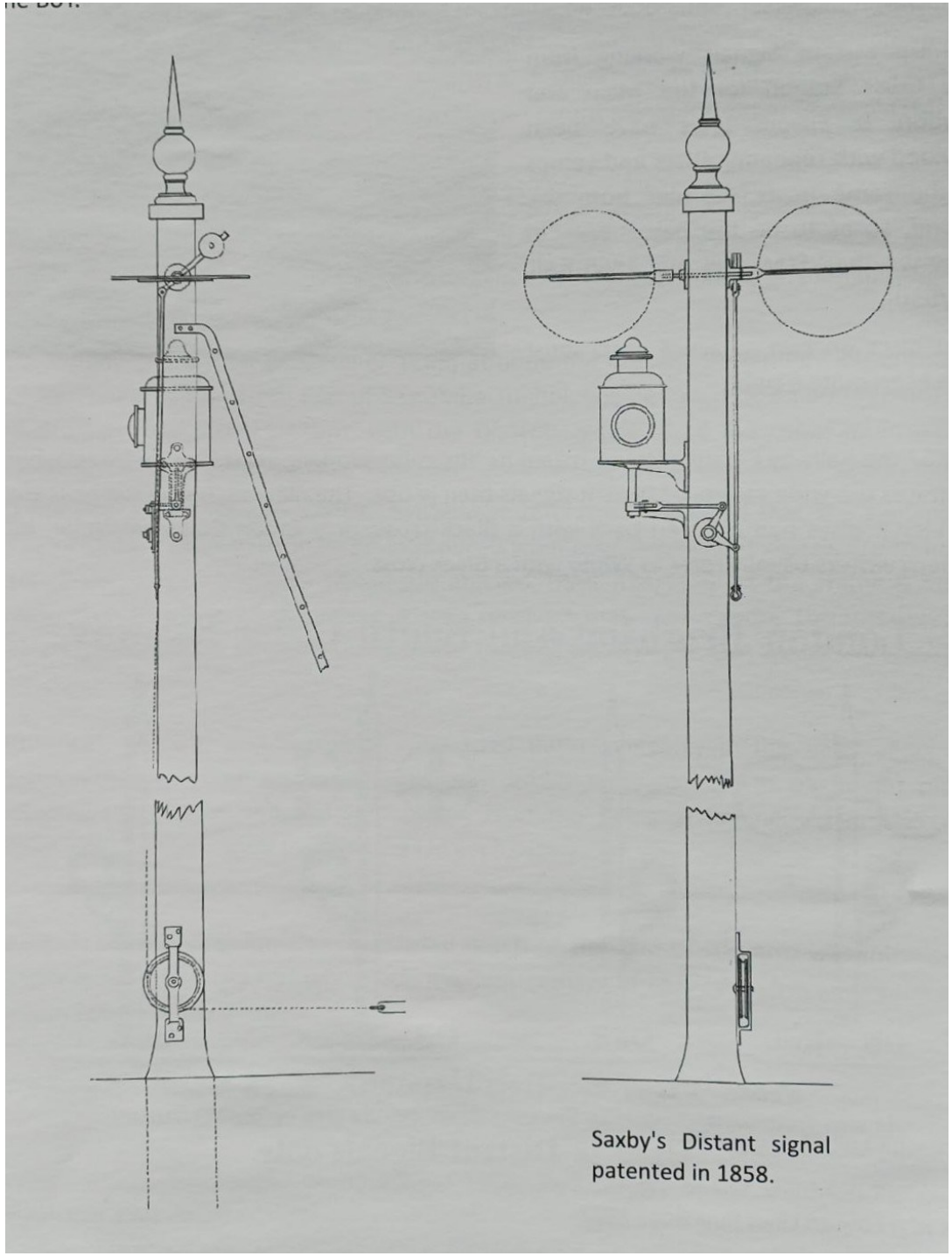
The double-armed station signal is visible at the far right, with one arm at clear and one at stop (but note that the level crossing is open to road traffic). Under time interval working, departure was authorised by the Station Agent, so the signal appears to allow the driver only to enter the platform. In this case the two arms share a single slot in the post.

The turnover distant stands beyond the level crossing, showing the pair of discs in the caution position. It seems likely that this is the outer distant for Shoreham junction. To the left, it is possible to make out a post with two distants on it (one for each route) and faintly, in the far distance, semaphores at the junction.

The only previous article in the Digest to cover this period of signalling was in Issue 1, featuring Ian White's model of East Grinstead. There has, however, been a series of articles in the Brighton Circular, of which Geoff Smith's article in Volume 47 in particular has informed this project. It includes this very useful drawing illustrating the mechanism for the turnover distant.

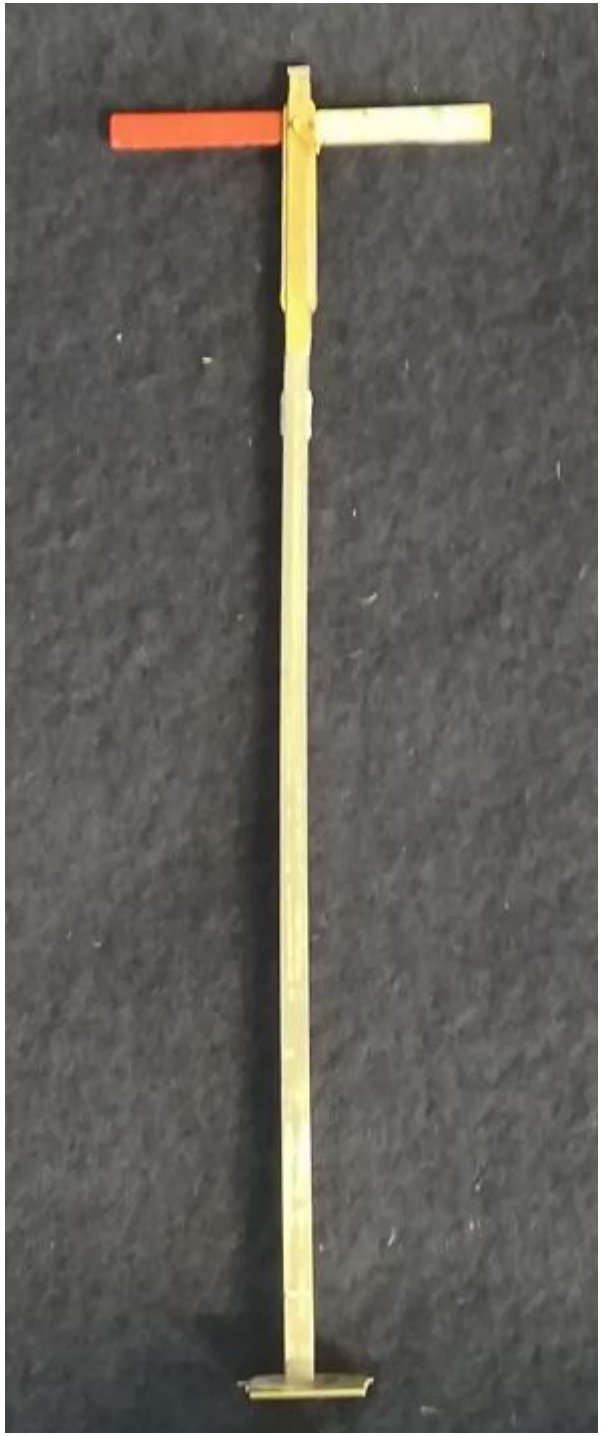
Note in particular that

- the mechanism is cable operated (rather than rod),
- the relatively small balance weight attached to the signal bar to cause the discs to revert to caution and
- the angle bracket off the main actuating rod, to operate the lamp. I assume that the rod rotates a lens within the lamp casing, rather than the whole lamp.



Drawing reproduced from the Brighton Circular

Signals for Hurstmonceux have been built, but not yet installed, as I should like to get the scenery around and behind them completed before they are located and motorised. To fit the location, there is a double armed, three position, slotted, station signal which will go next to the station building. This will be actuated by servos, which allow the arms to stop in the three positions. The signal makes use of a cast post, an etched slot assembly and some arms which may originate from EBM. I have not yet attached a lamp, as I have not figured out how that should operate. Since there appears in both photos to be a single lamp, it presumably has a lens facing each way. Both directions must be able to display three different colours, so the mechanism and the rodding must be quite complex. If anyone can explain how it worked, I should be interested!



There are also a pair of turnover distants, which will stand just beyond the turnouts for the station loop. I have deviated from the Saxby drawing, which shows a cable worked mechanism, apparently relying on the counterweight to return the signal to caution. Mine will require positive actuation for both the on and off positions and so I have used an angle crank, as though the signals were rod operated. The distants use posts and lamps from Model Signal Engineering, some etched cranks, washers and brackets (not necessarily in the roles for which they were intended) and bits of scrap wire, tube and metal, cobbled together. There are also ladders and finials to be fitted.

My thanks to Geoff Smith and to Graham Bowring for their help with this article and for background information for the models.

Reference

Brighton Circular Volume 47 Number 1, The Development of the LB&SCR Distant Signal by Geoff Smith

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Model Display at the AGM

As usual at the Annual General Meeting of the Brighton Circle, there was a display of models.

This year Nicholas Pryor brought along a pair of Billinton 6 wheelers and a trio of Balloon stock.

The two six-wheel vehicles are D76 full brake no 396, and D75 brake third no 447. Both were built from Branchlines kits and were painted by Dave Studley in 2017.

The Balloon coaches were originally built by Derek Lawrence and also painted by Dave Studley in 1991 for David Calcutt. Following David's death, I was able to purchase these three at auction. They were described as "LB&SCR Set Train No 12", and the two brake coaches bear the set number on their outer ends. That is probably as close as the three get to being representative of Set No 12. According to David Gould's "Bogie carriages of the LB&SCR", set 12 was regularly used between July 1906 and June 1907 in the daily Brighton to London Paddington return service, departing Brighton at 11.30am and returning from Paddington at 3.40pm. The composition of the set is unverified but may have been a four car set with brake thirds at each end, plus a first/second lavatory composite and a tri-composite.

D106/54 four compartment brake first no 27, built 1905 as one of three. It became part of Set Train no 1, operating between London Bridge and Brighton.

D109/103 lavatory tri-composite no 629, built 1905 as one of two. It is known to have operated as a loose vehicle on trains between Victoria and Brighton.

D113/187 five compartment brake third no 803, built 1905 as one of four. It was removed from service in 1915 to become part of an ambulance train for service in France.

I am uncertain of the source of the models – I assume they were built from Mallard kits available in the early 1990s, but I am not aware that the range ever included a four compartment brake first or lavatory tri-composite. Any further information on the likely source of these models or of the actual composition of train no 12 would be much appreciated.

Thanks to Nicholas Pryor for the background notes.

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ACE Products

Gauge 1

ACE Products has now released two of the range of kits for Brighton locos in Gauge 1.

The Terrier is available at a price of £299.99. The kit contains parts to model the original A class, the rebuilt A1x and Isle of Wight variations.

The C2x is priced at £449.99.

Sparkshot Custom Creations

7mm scale

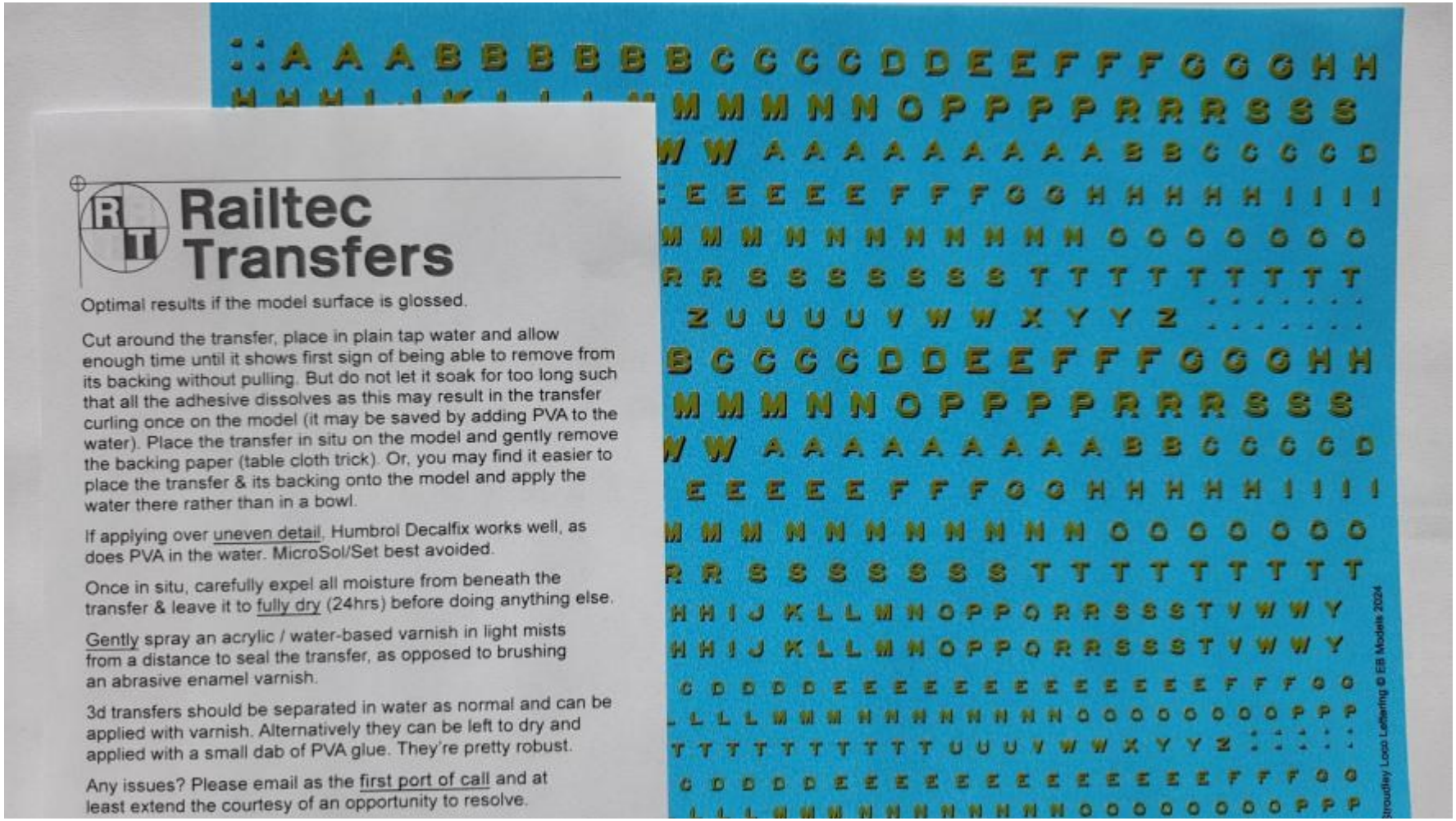
Sparkshot Custom Creations has now released a 3D print for the E2 in 7mm scale, priced at £185.00.

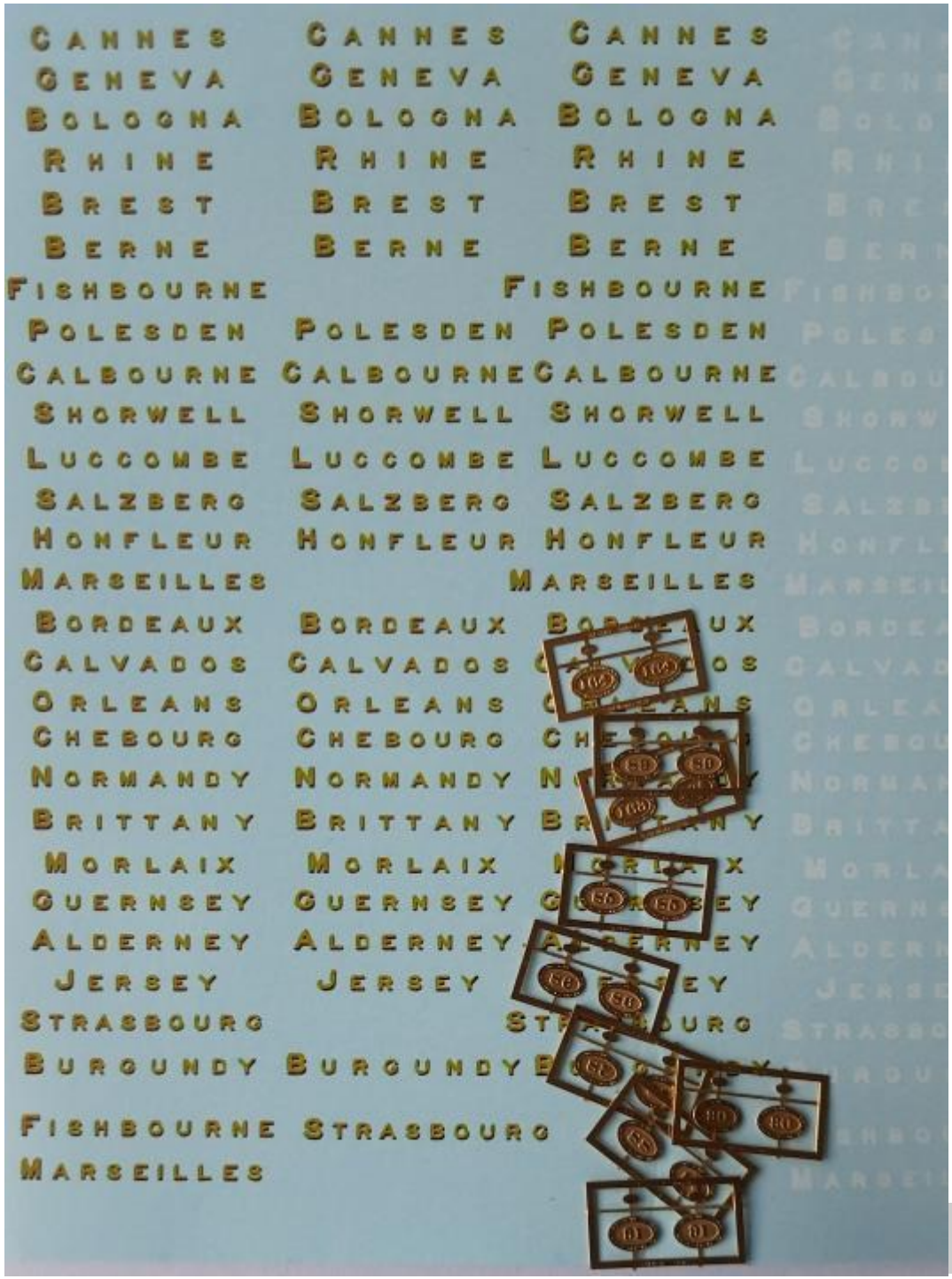
4mm scale version shown

EBM - Lettering

4mm and 7mm scale

The 7mm lettering is now available. Printed by Railtec, £20 a sheet plus postage. Suitable for all tank locos - larger lettering - as well as tender locos - smaller lettering.





This is a sample showing the first 26 names for E tanks and some etched plates, in 4mm scale. The transfers are of the two layer type. Apply the white lettering first, seal with a gloss varnish, then apply the coloured lettering on top.

For £12 per loco, including postage to UK for 2025, or until there is an increase in the postage rate, you will get a set of transfers to create your chosen name, together with a pair of the relevant etched brass plates. The plates will require trimming and then painting with the blue background and black for the lettering around it, before fixing.

Contact Ian at

ianmaccormac@hotmail.com

EFE Isle of Wight carriages, 4mm scale

A first reaction

Just days before going to press, the EFE Isle of Wight, ex-LBSCR coaches have arrived. The four different vehicles were discussed in Modellers' Digest 21, and are currently not available in any pre-grouping livery. No time for an in-depth review, although there have been discussions on various forums, but this is an opportunity to see them in the flesh. The absence of the brake duckets is apparent but not too intrusive, as is the flat sheeting. Given the compromises for LBSCR use outlined previously, they would be very acceptable in lined umber.

6 compartment brake 3rd

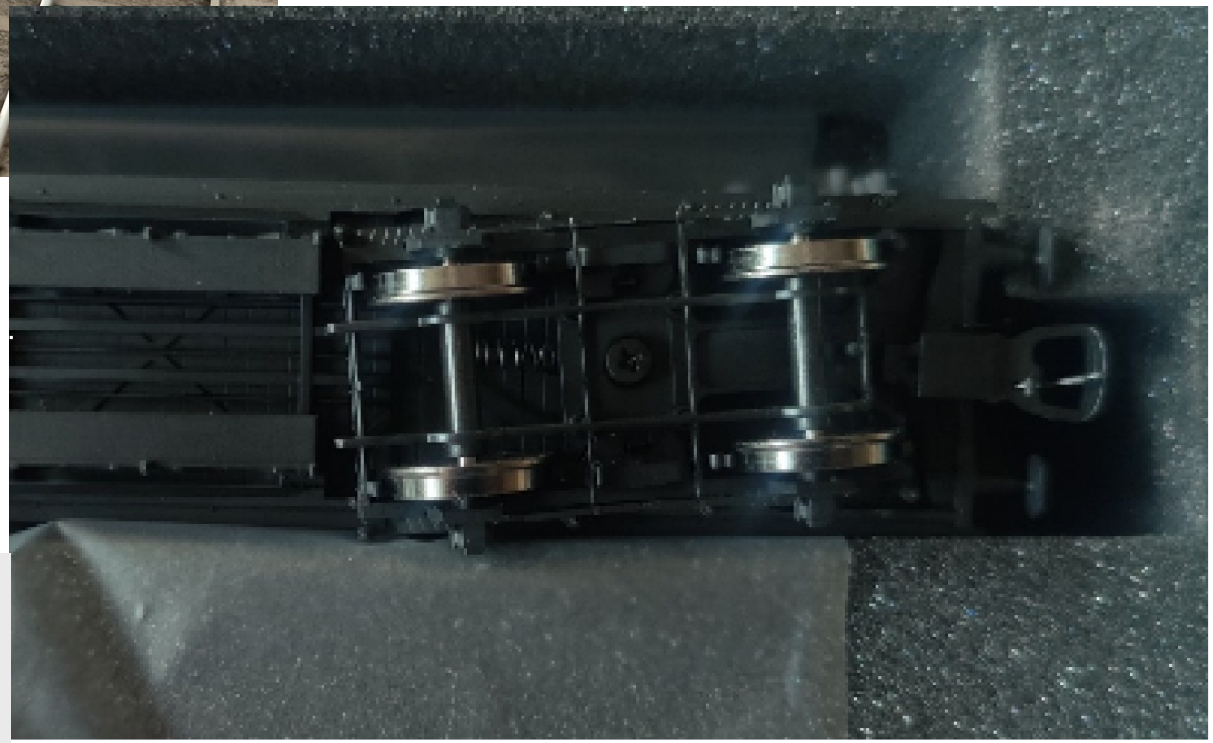
7 compartment brake 3rd

9 compartment third

8 compartment composite

View of a brake end

At the moment I have no intention of changing the wheels to a wider gauge, which some people have described as being difficult for EFE products. As the view below of the underside of the coaches shows, amongst the excellent detail, EFE has included brake linkages below the axles, which would have to be removed before attempting any work.



Photographs taken on the Ruxley layout of the Epsom & Ewell MRC, copyright Nick Holliday.

Rails of Sheffield - Billinton 4 wheeled brake van 4mm scale

The Billinton goods brake van is now available to pre-order as a special commission by Rails of Sheffield from Rapido.

Numbers 29, 250 and 264 are available for the 4 wheeled version, priced at £44.95 with delivery scheduled for late 2026 or early 2027.

[RoS LBSC Brake Vans – Rails]

Rails of Sheffield - Billinton 6 wheeled brake van 4mm scale

Also available as the 6 wheeled version, numbered 274, 281, 307 or 310, priced at £46.95.

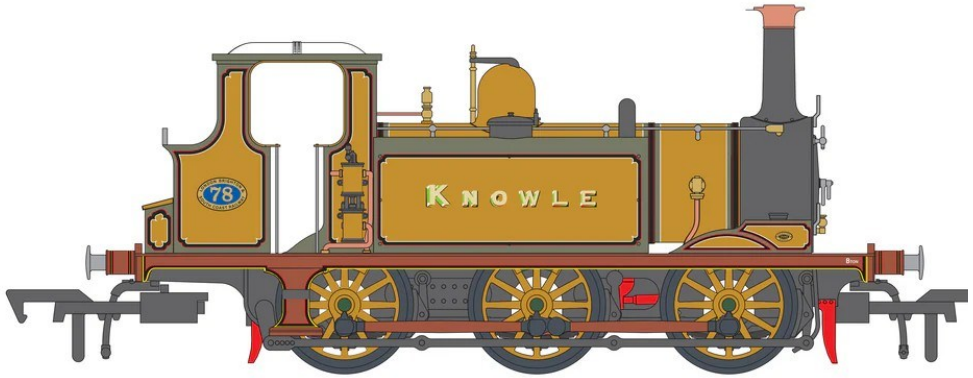
Delivery is similarly scheduled for late 2026 or early 2027.

Thanks to Rapido for the following photos of the sample models, that were on display at the National Festival of Railway Modelling at the NEC in November.

Rails of Sheffield - stop press

A new batch of 4mm scale Terriers

Rails has just announced for pre-order a new batch of Dapol Terriers in 7 different liveries, including Knowle and Stepney in Improved Engine Green and number 680 (formerly Bookham) in Umber. Prices will be £139.95 for the DC version and £239.95 with DCC Sound.



Rapido

4mm scale

Rapido has announced a further batch of Evolution coach liveries, including a second Brighton version. The range of five carriages will be available in a representation of the mahogany livery that lasted until the early 1900s and pre-dates the umber/white livery already released.

Individual vehicles are available to pre-order at £69.95 and a triple pack of Brake/3rd, Composite and all Third can be ordered for £199.95. These contain different running numbers to those on the individual vehicles.

Brake/3rd number 1240

All First number 81.

Full Brake number 155.

First/Third Composite number 264.

All Third number 538

ModelU crew for the Rapido E tank

4mm scale

To suit the recently released Rapido E tank, ModelU has produced two versions of loco crew.

The design illustrated in the image on the right is intended for early period models, whilst a separate version is available for modellers of the later period.

[11287 LBSCR E1 Crew – Modelu]

A set of two figures is priced at £8.95

All LBSC crews are listed at

[LBSCR – Modelu]

Blacksmith

4mm scale

In addition to the range of etched brass Balloon carriages, Blacksmith is now producing bespoke waterslide transfers for the D tank, Gladstone and L class Baltic. Since these are designed to fit specific kits, they are not easy to resize to other scales. The next project will be a design for a D3 tank.

Transfers are printed to order and names are printed at the same time, so if the name is not one that is already in the range, it will require a couple of weeks to draw up. The normal turn-around is about a week.

Lining for other classes will be considered, but this can take a few months to sort out and will require support with the research.

The following photos show examples, which have been completed by Mark Pretious

Contact

blacksmith models


KIDBROOKE
HASTINGS

Endon Valley Custom Decals

4mm scale to 5” gauge

Endon Valley Custom Decals includes in its range the lettering and monograms for the Umber locomotive livery.

The decals are produced to order and can be scaled as required, although prices are quoted for the range between 4mm scale (£9.99) and 5” gauge (£25.99).

[LB&SCR / LBSC Locomotive Decal Pack | Endon Valley Custom Decals]

Contact

endonvalley-decals@gmail.com

Wessex Wagons

4mm scale

Wessex Wagons has released a 5 plank, 9ft wheelbase wagon with coal load, which belonged to Moses Nightingale, the owner of Crawley Corn Exchange. It carries the running number 112 and is priced at £18 (plus post and packing).

Also newly released is a Midland style ventilated van, lettered for Steyning Brewers and priced at £20 (plus post and packing).

Both are limited edition models. Note also that a very few Lowther and Cameron coal wagons remain available.

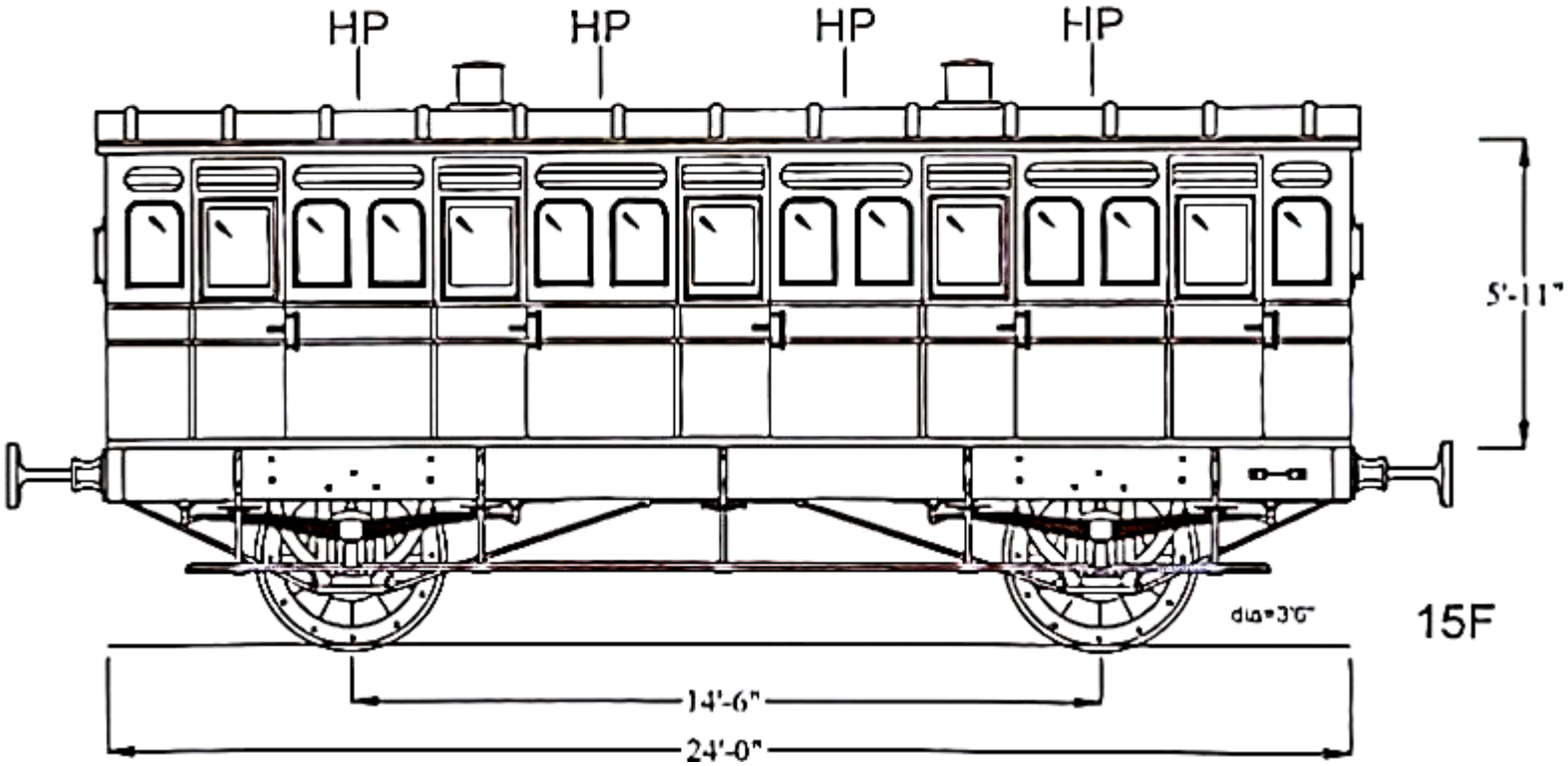
Wessex Wagons is owned by South West Main Line Steam Company, operated from the Yeovil Railway Centre, Registered Charity No. 1043581. Wessex Wagons and Yeovil Railway Centre are trading names of S.W.M.L.S.Co. and run entirely by volunteers. All profits are used to further the Charity's Aims.

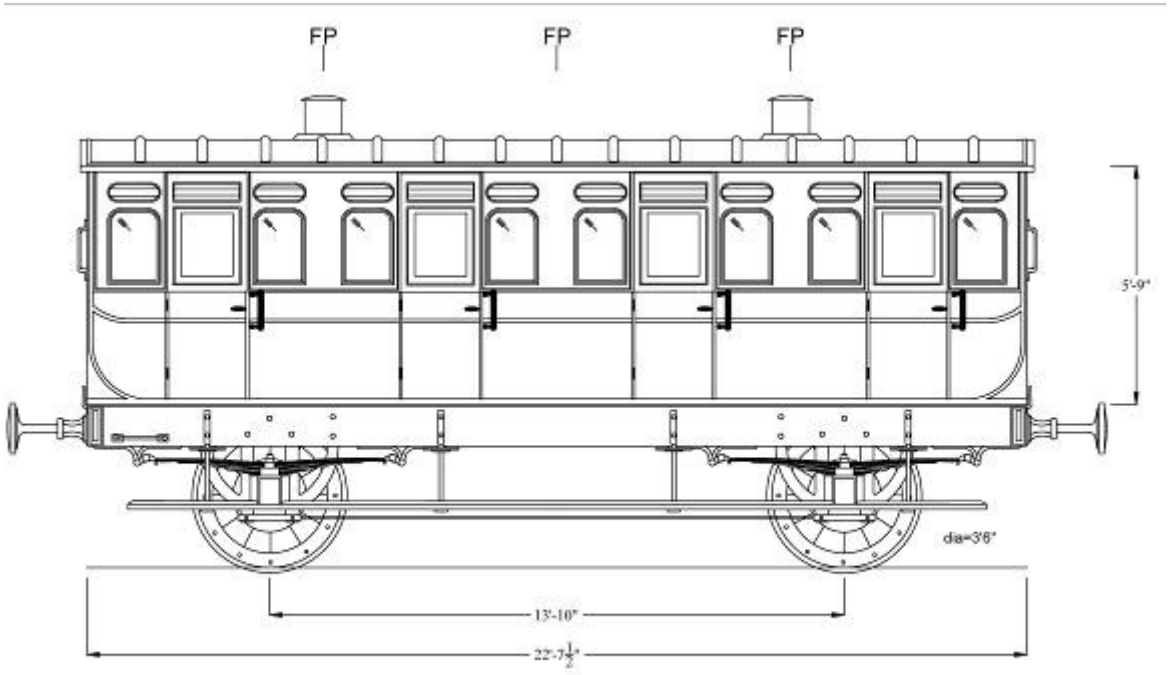
Pre-Grouping Railways

7mm and 4mm scale

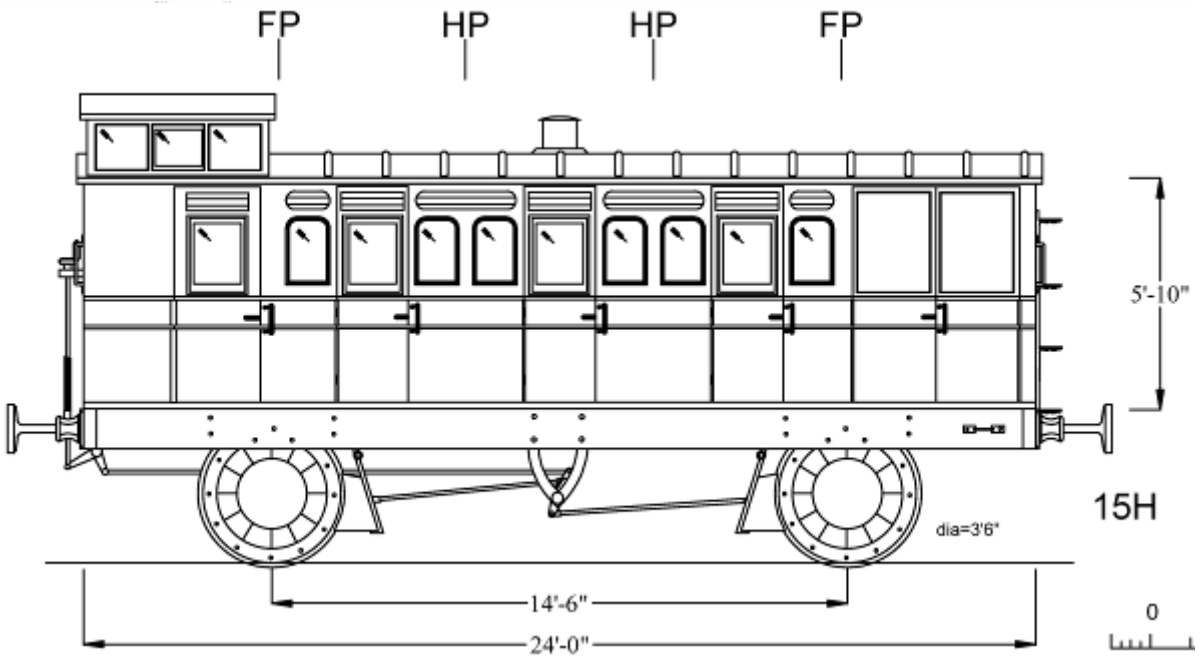
Pre-Grouping Railways is planning to add a set of 1860s carriages for the LB&SCR to its existing range. These will be examples of the Group 15 designs introduced in the mid-1860s, including 15B (4 compartment 2nd), 15C (4 compartment 1st), 15F (5 compartment 3rd) and 15H (3 compartment luggage/3rd/brake) or 15J (4 compartment 3rd/brake).

The models will have 3D printed bodies, with brass fold up subframe with brakes and axle guards. They will be available in scales from HO to Gauge 1, with the 4mm versions priced at £50 and the 7mm versions at £110. Release is scheduled for Summer 2026.





15B



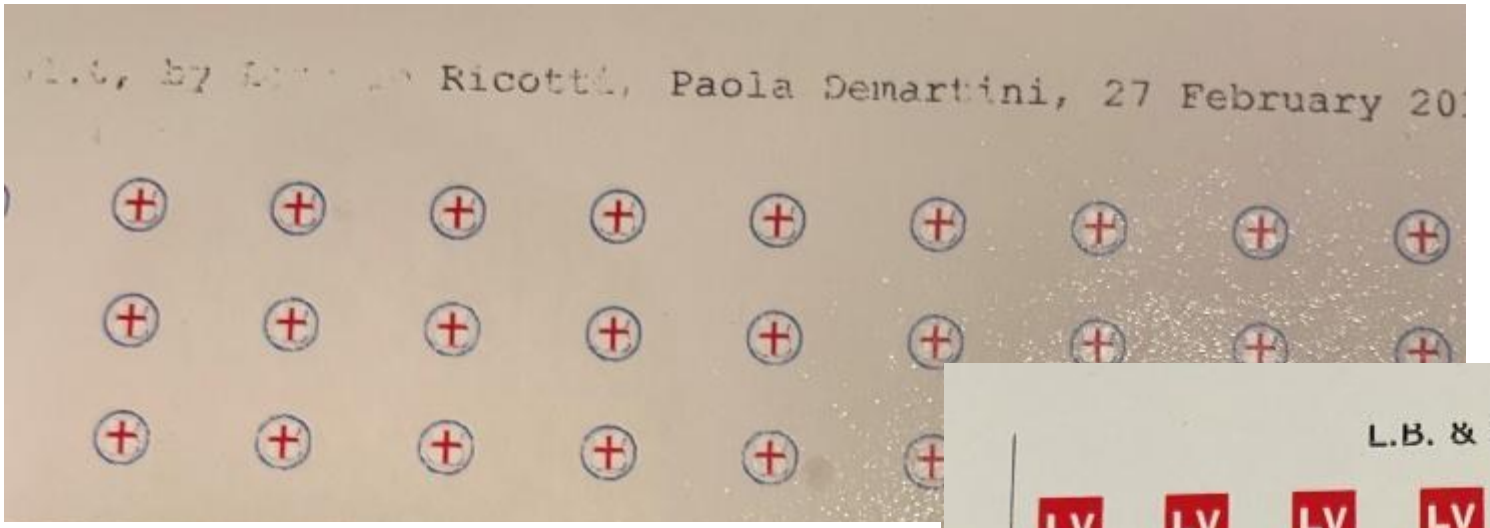
15H

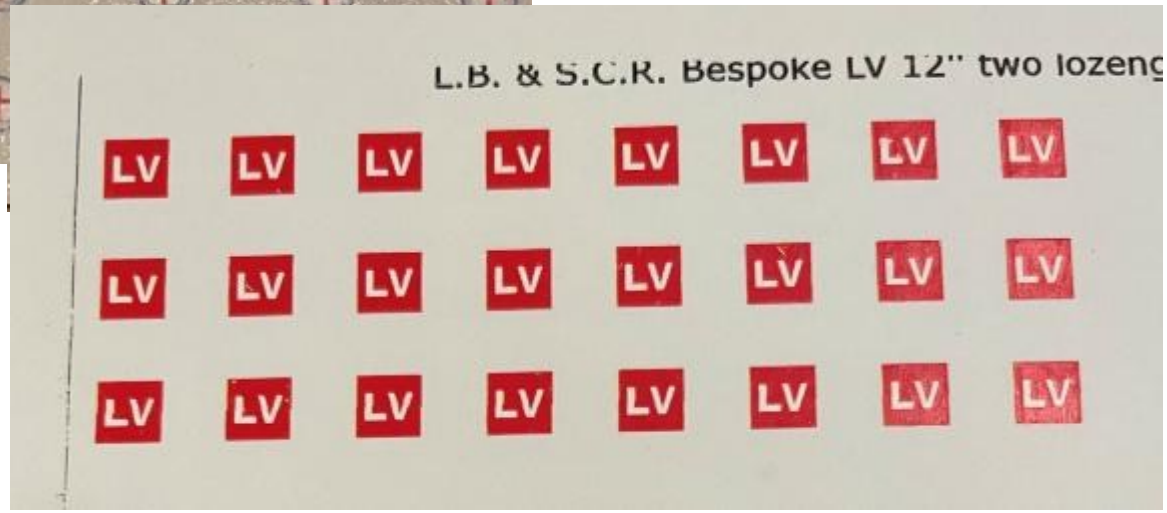
Mike Waldron

7 mm and 4mm scales

For those inspired by the articles earlier in this Issue to complete their trains with headcode discs, Mike Waldron has available various waterslide transfers for headcode discs, totems and LV boards. These are available from Mike at £1 for two images, plus post and packing.

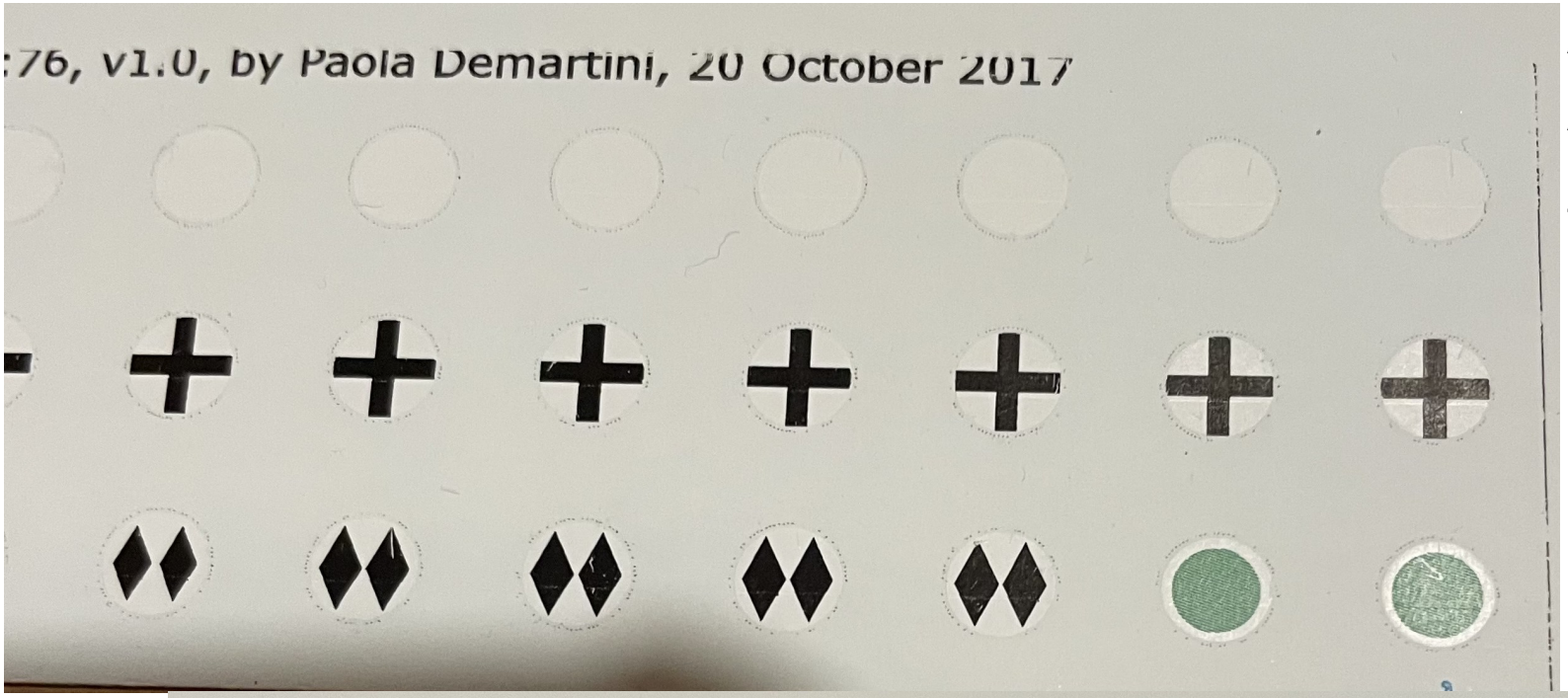
The various designs are illustrated below and are available in both 7mm and 4mm scale.





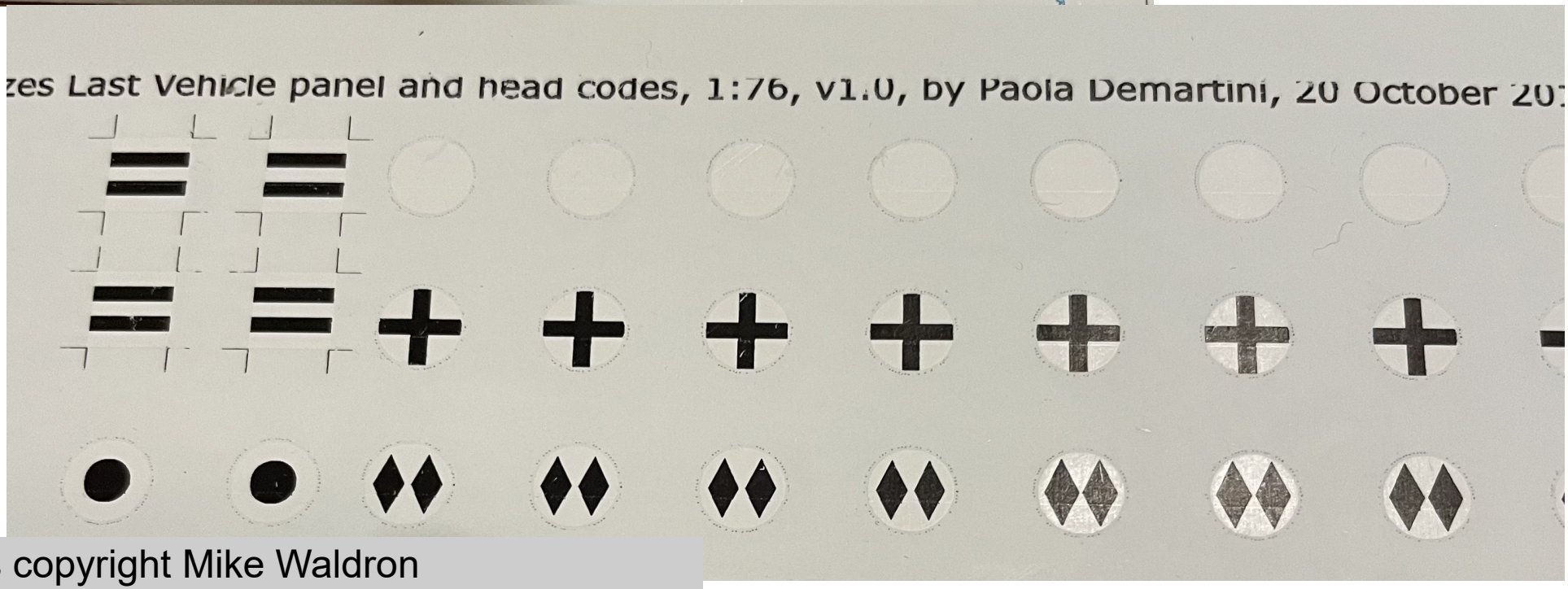
Above - wagon totems

Right - Last Vehicle boards



And the headcodes.

A complete sheet of headcodes is available for £10.



The Brighton Circle Facebook Group

There is a Facebook page (search for @LB&SCRBrightonCircle) and a lively and growing associated group, which currently numbers over 2,400 members.

See https://www.facebook.com/groups/249226986001750/

These are aimed at giving a presence on social media for the Circle. It is a place for people, including non-members of the Circle, to post material, find out about the Circle, see some local history and to ask questions.

Please do visit the page if you are on Facebook.

The Brighton Circle

The Brighton Circle is the Historical Society of the London, Brighton and South Coast Railway (L.B & S.C.R.). It is dedicated to the research and publication of information about the company and it produces a newsletter and a historical journal entitled the Brighton Circular, which is published three times a year.

While the Circle is primarily focussed on railway historical research, there has been an important interaction with preservationists, particularly on the Bluebell Railway, and with railway modellers. The Bluebell line provides an important source of original artefacts, which contribute valuable information about the company's practice. Modellers have benefitted by access to data about the physical appearance of the company and its operations and, as a result, members of the Circle have been able to produce scratch builder aids, kits, paint and lettering on a limited run basis, which are made available among other members.

Membership of the Brighton Circle for 2026 is

£23.00 for full membership

Applications should be sent to

membership@lbscr.org

The Circle is also in contact with local historians, industrial archaeologists, family historians and other groups whose interests intersect with those of the Circle.

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