

glass removed soon after the outbreak of war as a safety measure is to go back and the work of restoration has already been started at King's Cross and Edinburgh (Waverley). Amongst the stations are included King's Cross (Suburban), Newark, Retford, Lincoln, Grimsby, Manchester (London Road), Ely, Colchester, Ipswich, Darlington, Newcastle (Central), Glasgow (Queen Street) and Dunfermline (Upper).

### GAUGE 1.

W. R. WARRELL.

Although the trade in the years immediately prior to World War No. 2 rather neglected Gauge 1, or produced models at prices which were very excessive compared with smaller gauges, there is, nevertheless, a very large number of enthusiasts with railways of this gauge.

Some of these layouts are among the best examples of railway modelling, both from the operational side, and also from the scenic point of view. Mr. Victor Harrison's is an outstanding example of both aspects. Dr. Gilchrist's and Major Burns' are two other notable examples.

The majority who have ever owned model railways in this gauge will agree that the extra satisfaction derived from the larger scale, can never be forgotten, even should they have been forced to adopt one of the smaller scales, either for reasons of economy or space.

Some, in spite of space restrictions, have still stuck to their guns (or tracks) and either adopted tank engines and short wheelbase rolling stock, or compromised with larger bogie clearances etc. to allow for sharper radius curves. Two notable examples of these latter are, or were, Mr. H. R. Norman's layout and Mr. Jos. C. Robinson's, neither of which could be said to be lacking in realism.

Regarding the price question, the cost of the extra materials required in building a Gauge 1 model, compared with a similar one in Gauge O, is very little, and unless one is dealing with the cheap mass produced type, the machining should be only a very small percentage higher in cost.

Set against these disadvantages, the much greater satisfaction of possession and operation of the larger models, especially if one or two live steam locos, are included; and the newcomer to the hobby as well as the "old hand" would plump for Gauge 1. If an outdoor line, or an outdoor extension is contemplated, then the odds are very much more in favour of the larger size, in preference to the smaller scales.

It remains for the trade to produce value for money in Gauge 1, and there would be plenty of buyers—but one point to be remembered, Gauge 1 models at double the price or more of Gauge O or OO, would from their sales point of view be a very bad indication of the preference of the model railway enthusiasts. Ten to twenty per cent extra would be a reasonable figure: this from practical experience of costs of castings from a foundry to one's own patterns, and from having same machined and finished by an outside source for my own model railways in pre-war days, when both Gauges O and 1 have been owned.

To get down to business, and to get this first class gauge back to the limelight, a "Gauge 1" Club is suggested.

Suggested objects might be:

1.—To promote the use of, and extend the number of models in this Gauge and scale of 10 mm. to the foot.

### AUGUST, 1946.

### AUGUST, 1946.

### AUGUST, 1946.

### AUGUST, 1946.

2.—To enable models to be produced at a competitive or lower price than those of other gauges.

3.—To produce models usable on small radius curves, but having a scale appearance.

4.—To forward the production of power units having maximum hauling power at minimum prices.

5.—To show by practical demonstration that the use of this gauge will give more satisfactory results in the combination of ample scale detail, plus ample robustness on indoor and outdoor model railways.

6.—Meetings quarterly (or monthly) at a central meeting place or at different members' model railway sites. (This would allow all members to attend some meetings during the year).

7.—Notes of the proceedings at meetings to be circulated to all members, and also inserted in two model railway journals, when the space position improves.

8.—All hints arising from such meetings, also models and/or parts available and names of trade firms co-operating, to be included with notes of proceedings. Should any readers be interested in the formation of a "Gauge 1" Club, they may care to communicate with me through the Editor.

### TO THE EDITOR.

L.N.W.R. Layout.

Dear Sir,  
With reference to the 3.5mm. L.N.W.R. layout described in the March issue, I note that Mr. Nelson still has my two trams, but they do not line up with L.N.W.R. stock! They should be painted in chocolate and cream and the windscreens taken off one of them. The L.C.C. painted their cars red in 1930, whereas the L.N.W.R. lost its identity in 1923.

Yours faithfully,  
F. J. ROCHE.

S.R. Loco. 119.

Dear Sir,  
Further to the note by H. B. Brown in the May number, perhaps you would be interested to know that the Royal train, consisting of four Pullman cars, passed through Purley station on its way to Tattenham Corner, pulled by "West Country Pacific" 21C129 on Derby and Oaks days.

This loco. has for sometime past been working the 7.5 p.m. Redhill goods to Bricklayers Arms and returning late evenings, this being part of its trials, so I have been informed.

Yours etc.,  
E. WAIN.

### SURFACE CONTACT SYSTEM.

J. T. C. KENNEDY.

In the September 1945 issue of our friendly contemporary THE MODEL RAILWAY NEWS, there appeared an extremely well written article on "The Surface Contact System of Model Railways," by F/Lt. M. H. Cox. This appears to be a well tried and satisfactory alternative to the rather complicated two rail system now so much under discussion. It seems so beautifully simple that it is strange it was not thought of and practised long ago, but it is stranger still that no comment or allusion has been made in the model railway press since the article appeared nine months ago.

It would be interesting to hear the opinions of others who have tried this system and perhaps F/Lt. Cox would be kind enough to discuss his later experiments, if he has made any.

### CLUB NOTES.

Cardiff M.E.S.  
A "Brains Trust" was a feature of the meeting on 19th June, the "Brains" consisting of Messrs. F. W. Jones, P. Rowe and F. B. Angwin. Mr. Conibear was Question Master.

A "Quiz" will be held on 17th July. Club meetings on the first and third Wednesdays. Secretary, F. B. Angwin, 47, Romilly Crescent, Cardiff.

### Half-one Model Railway Society.

The above Society has been formed for those interested in 3/16th inch scale. Please write for particulars to E. A. Manning, 32, Aboyne Drive, West Wimbledon, London, S.W.20.

### Ashford—Kent.

Would anyone interested in forming a Model Engineering Club in this district communicate with the Rev. D. T. Scotland, 31, Albert Road, Ashford, Kent.

### The Model Railway Club.

Mr. A. Cruckshank gave an interesting lecture on 21st June on the general use of metal working tools, with special reference to the making of wheels. Although Mr. Cruckshank is working to "Half One" gauge, his methods can be used in any of the miniature scales. An interesting visit to Old Oak Common provided members with data for their post war construction plans. The Club's temporary track is under active design and it is hoped will be ready for use in the Autumn.

The next meeting is on the 19th July at 7.30 p.m. at the Ambulance Room, Waterloo Station, when Mr. S. B. Dent will talk on "Model Colour Light Signal Construction." There will be no meetings during August. Hon. Secretary, Mr. J. C. Watts, 85, Wood Vale, London, N.10.

### NEW PUBLICATIONS.

#### "Nameplates of Southern Locomotives"

By F. H. A. Burridge (Sydenham & Co., Ltd., Oxford Road, Bournemouth). Price 1/6. This 48 page all-art booklet is interesting both by reason of the fact that its author is only 17, and also that it breaks new ground in railway records. Modellers will particularly appreciate the fully dimensioned drawings and very complete set of photographs of each type of Southern nameplate. The book contains in addition details of names and numbers of the principal locomotive classes, accounts of several naming ceremonies and a good selection of engine photographs. It is a very creditable production and we hope will be the forerunner of similar publications dealing with the nameplates of the other railway companies. An accurate record of these items will be a most useful contribution to locomotive history.

### Stewart-Reidpath

Send up their List No. M46. This handy little item is available to anyone sending 2½d. in stamps. To keep the list up to date as new items are issued the present series of Stewart-Reidpath advertisements is designed to form additional pages to the catalogue, or if you do not wish to cut the magazine a copy of each advertisement can be obtained by sending a 1d. stamp. A neat little pocket size publication full of interest for OO builders.

### TRADE 3d. word (minimum, 3/-).

Calling Sussex.

Major G. Lennox Dickson, "Glendale," Crescent Road, Burgess Hill, Sussex, would like to meet local modellers. Own interest G.W.R. HO.

Calling London.

Mr. G. Evans, 30, Lugelow Road, Battersea, London, S.W.8, who is interested in OO Gauge would like to make local contacts.

### THE CLEARING HOUSE.

Large Selection 0 and OO gauge parts in stock.

A variety of used models in both gauges available. Trackwork built to order. Repairs to clockwork and electric engines. Model railways bought for cash. Send for free lists. Please state gauge interested in.—J. G. Sanford, Model Railways, 4, Bishopgate Churchyard, London, E.C.2 (2 minutes Liverpool Street Station).

The NEW "Cardboard Models" Service is ready to add "Scenic Realism" to your layout. New leaflet gives full details. Send large S.A.E. and 2½d. stamp.—Wickham, 49, Station Road, Countesthorpe, Leicestershire.

THE MODEL RAILWAY PRESS invites good photographs of rolling stock, model and prototype, for publication. Please state price required. —BCRM/Railtype, S.A.E. for reply.—BCRM/Railtype.

THE GAUGE 0 TRACK.

4—6—0, L.M.S. 5XP and 5P5F 4—6—0s, L.N.E. B2 4—6—0 and K1 2—6—0. L.N.E. Boiler units with door, 3/6. For other particulars see last issue.—H. Jamieson & Co., 45, Symonds Road, Preston, Lancs.

GAUGE 0 LOCO BUILDING UNITS.

G.W.R. 1000 Class 4—6—0, L.M.S. 5XP and 5P5F 4—6—0s, L.N.E. B2 4—6—0 and K1 2—6—0. L.N.E. Boiler units with door, 3/6. For other particulars see last issue.—H. Jamieson & Co., 45, Symonds Road, Preston, Lancs.

GAUGE 0 TRACK.

11/2", yard or pro-rata; centre rail, 1/2"; sleepers to foot. Points, straight, 14/6; curved, 14/6; 15/6; centre rail, 1/6. Crossovers, single, 28/2; curved, 27/2; centre rail, 1/6. Double, 54/2; 78/2"; centre rail, 22/2; 21/2"; centre rail, 2/2". Switches, 2/- extra. First price brass, second steel. Post free.—Stafford, 1, Sandbourne Avenue, London, S.W.19.

### PRIVATE 2d. word (minimum, 2/-).

FOR SALE.—Dubo, "Kesters," Parsons Road, Horstham.

FOR SALE.—Gauge O S.R. shunter's wagon, opening tool boxes, screw jacks, £1. Mills high sided coal wagon, 10/-.

Plumber's soldering iron (electric), 15/-.

S.A.E.—Leng, 4, Bramston Road, Harlesden, London, N.W.10.

FOR SALE.—Back numbers "M.R.N." "M.R.C." "Railway Magazine," "Locomotive," others. Large number railway books. Stamp details.—Pinder, 13, Forfield Place, Leamington Spa.

FOR SALE.—Wood sleepers, 1/- per 100. Bond's track, 2/6. length. Hamblins' track, 11d. per foot. R. and L.H. points, etc. Model Railway books. Offers. S.A.E. list.—J. S. Elliott, Rugeley, Hereford.

FOR SALE.—Gauge O steam "Mogul" coaches, motor, regulator, loco parts, etc. S.A.E.—47, West Hill, Sanderstead, Surrey.

FOR SALE.—"M.R.C." 1936-1945 inclusive, except Jan., Feb., Oct., 1937. Offers.—22, Green Lane, Eltham, London, S.E.9.

FOR SALE.—4mm. "King" class loco. Romford Super mech. 16.5mm. gauge, £17/10/-, S.A.E. for details.—Box 16, Model Railway Constructor, Temple House, Tallis Street, London, E.C.4.

A Model Water Tower.

3v

The tank of this lineside feature is made from a float from a carburetor. The one I used is  $1\frac{1}{2}$  in. diameter, and  $1\frac{1}{2}$  in. high. The post is made from a piece of brass tube soldered to the bottom of the float. In the scrap box I found a "turned" piece of brass which served as a base for the post.

A very light spring fixed down the centre hole of the float gives the correct action to the "pull." The bottom of this spring is secured at the bottom end by a pin through the post. The lever operating the "pull" is a piece of OO rail suitably shaped. The chain is a piece of "safety chain" off an old brooch.

The spout is made from brass soldered as shown on the underside of the tank. The end of this wire is reduced in diameter to take a piece of "softellex" for the flexible pipe. The ladder is made from tinned copper wire of two different diameters. A good way to secure the Tower to the baseboard is to drill the bottom piece of brass soldered to the baseboard a suitable sized nail in the baseboard (with head removed) and the post then slipped on.

The drawings will give general dimensions I used and also clarify the construction.

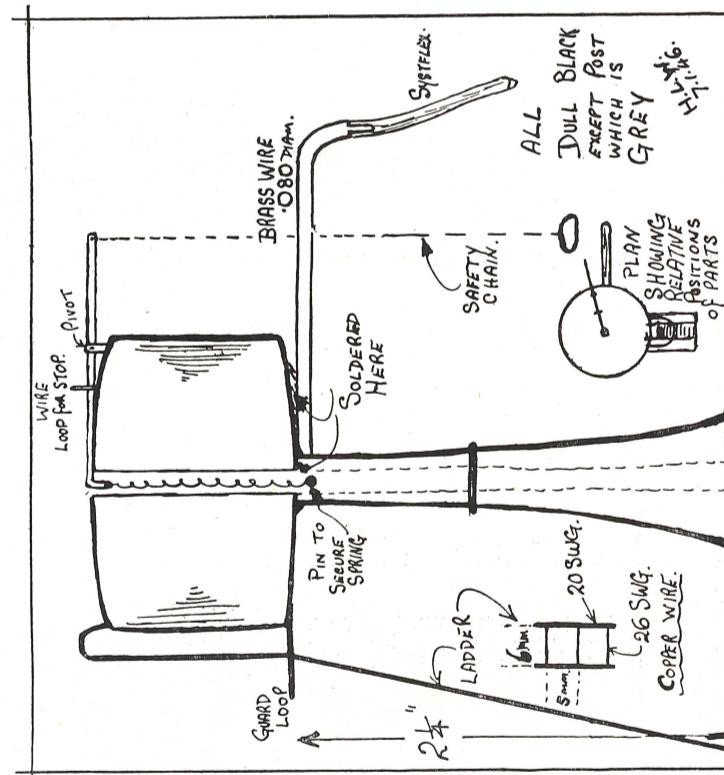
It should be borne in mind that the ladder is at right angles to the water spout, and the chain pull a short distance from the spout. The elevation drawing I know is very incorrect, but it shows details clearer like that.

ED ADE NEWIG

THEORY AND PRACTICE

**Peco Insulaxes and Peco Wheels.** To many modellers tempted by the realistic appearance of two rail track, the problem of existing stocks of metal wheels must have given rise to some serious consideration. Scrapping would be expensive and insulation a long job and not too easy without the necessary equipment and standard of workmanship. Peco Insulaxes neatly and ingeniously solve the problem. They are made of metal to META dimensions, but treated by a special process which renders them hard and insulated. Painting is unnecessary as the axles are already blackened. Available with straight ends ( $1\frac{1}{4}$  per pair) for inside bearing bogies and with domed ends ( $1\frac{1}{4}$  per pair) for outside bearing rolling stock. Either style is supplied both for 16.5 and 18 mm gauges. A very good production.

The new Peco wagon and coach wheels are now ready. Produced to META Standard OO dimensions, these are



Fisher's Scale Figures.

Wheel. This is, we understand, the first of a series of such driving wheels. The spokes are well shaped and as an added refinement the crank boss is neatly drilled for fitting the crank pin. List number is R.41 and the price 9d. per wheel. The above items are available from Stewart-Reidpath Ltd., Herne Bay, Kent.

**E. R. Gray.** Has completed arrangements whereby the well-known American model railway periodical "The Model Railroader" can be supplied in this country. The same facilities can be arranged for the U.S.A. magazine dealing with prototype practice, "Trains, S.A." This will indeed be good news for followers of American activities. Full details will be sent if you will forward to Messrs. E. R. Gray, a penny stamped addressed envelope marked "M.R. & T." in the top left corner. No covering letter is required and the address is 691, Christchurch Road, Boscombe,

E. R. Gray.

CAPT W P WAPPELL

## Proposed Gauge 1 Club:

BV

With reference to my article in the August issue I append extracts from some of the many letters I received. These were from the following: Messrs. K. J. Easton, Wembley Park; G. Evans, Worcester; Victor Harrison, Bishops Stortford; A. J. Hobson, Hurslipp Point; W. S. Kelly, Ilford; J. G. McCroham, Ruislip; S. W. Trent.

holme, Ashford, Kent.

(1) "Up to now my main interest has been in 4 mm. scale, but I am now building a G.W.R. 2-6-2T in gauge 1 with a view to experimenting in radio control of live steamers, and have begun to realise the possibilities of the gauge. It is large enough to incorporate full detail, and permit of really practical internally-fired locos without being unduly large and cumbersome."

(2) "Your ideas for the formation of a club are very sound and the only way of preventing a repetition of the decline of 2in. gauge twenty odd years ago. I have been a gauge 1 fan as long as I can remember and would not dream of changing, although lack of space in my present circumstances prevents me from operating a layout."

(3) "I realised it was impossible to make a layout in my own home and I therefore decided to make a scenic railway in the garden. Gauge 1 locomotives on outdoor scenic railways are a complete success. I was instrumental in proving that a locomotive type boiler, properly constructed could be fired with molasses.

considered certain to meet with immediate spirit. I his had a great advantage in that there was no danger of the paint getting burnt on the boiler. The gauge 1 enthusiast also generally enjoys building his own rolling stock. Messrs. Bassett-Lowke are in a position to supply parts and castings for those who wish to build their own locomotives.,

(4). "Is gauge 10mm. to the foot preferable to  $\frac{3}{8}$  in.? Two points in favour of 10mm. scale are that almost certainly more equipment exists in this scale and there is a set of B.R.M.S.B. standards laid down, also more supplies from the trade (at least before World War II). I require my railway only to be realistic enough for it to be difficult to tell the difference between it and the real thing on photographs."

tion of the larger scale, with all its scope for super details (which will not fall off under working conditions), the nearest approach to the prototype, i.e., live steam, with correct pattern locomotive boilers which give definite results, whilst clockwork and electric mechanisms may also be used, the latter utilising two rails, three rail or surface contact system of current collection, with satisfactory results. Once the spark is set to the dormant engines, we may expect the flames of revival to be such that no model railway manufacturer of repute will be in a position to omit gauge 1 models from the pages of his catalogue.

#### NEW PUBLICATIONS.

##### "R.H. & D. Guide and Timetable."

A neat little souvenir of the Romney, Hythe and Dymchurch Railway, published by Ian Allan Ltd. at 6d. nett. An interesting note in the foreword by J. T. Holder, the General Manager, is to the effect that it is intended to apply for powers to extend the line into the centre of Hythe. The centre pages give Summer and Winter timetables, while the remaining 24 contain a selection of photos, and a well written text by Cecil J. Allen giving the history of the line. During the war this little railway came under military control and one of the engines was armoured to patrol up and down the line with a mobile "Ackack" gun.

##### "My Best Railway Pictures" (L.M.S.).

Published by Ian Allan Ltd. at 1/6 nett. When a railway photographer of the calibre of Canon Eric Treacy, M.B.E. selects thirty-two of his best L.M.S. pictures one can be certain that the result is going to be something out of the ordinary and this book lives up to expectations. One of the most valuable features is a list at the end which gives details of camera, stop, exposure, film and developer used for each of the photos. This not only adds considerably to the interest of the pictures, but will provide some useful tips to other photographers. The introduction by the author gives some further hints on getting good results. A very commendable publication.

##### "My Best Railway Photographs" (S.R.).

Published by Ian Allan Ltd. at 1/6 nett. In this book the well-known railway photographer Mr. O. J. Morris, lifts the curtain on his secret of his consistently high quality results. There are twenty-eight shots taken on the Southern Railway, covering engines and trains old and new, excellent examples of the photographer's art and an inspiration to all who stalk the fascinating locomotive with their cameras. Perhaps most valuable of the pages are those devoted to hints and tips on how these outstanding results are obtained.

##### "A.B.C. of L.N.E.R. Locomotives,"

Published at 2/- nett, by Ian Allan Ltd. This "re-numbering" edition is the joint work of Ian Allan and G. H. Cannon and every step has been taken to ensure accuracy. Old and new engine numbers are listed, whilst some notes on the re-numbering scheme, lists of principal locomotive dimensions, running depots and Locomotive Superintendents together with a selection of photographs make this quite an attractive publication.

##### "The Eastern Union Railway,"

Published by the L.N.E.R. at 2/6 nett, this book is in the same series as "The First Railway in Norfolk," etc., and is well up to the standard of its predecessors. The text is admirably and authoritatively written by H. F.

Hilton and traces the Eastern Union Railway from 1846 to 1862. Plenty of good photos, reproductions from contemporary periodicals, outline drawings of engines and gradient profiles. An excellent half-crown's worth, accurate in contents and well deserving a place in the railway library.

##### "Marine Models."

The February issue of this magazine published at 1/6 nett by the Hutchinson Periodical Co., Ltd., 10, Great Queen Street, London, W.C.2, is a special number devoted to the Shipwrights' Exhibition held at the Royal Horticultural Hall from 28th January to 8th February, 1947. It contains photos of some outstanding ship models, a description of the Exhibition, the story of the Worshipful Company of Shipwrights and some good modelling articles. A very interesting and readable publication.

#### Editorial Notice.

##### Change of address.

The envelopes for sending the magazine to subscribers are addressed in advance and as the actual enclosing of magazines is not done at our office envelopes for the current issue leave our possession on the 7th of each month. For this reason any change of address notified after the 7th of the month cannot be effective for the next issue, i.e. notifications received after 7th January are too late for us to alter the delivery of the February number, but the change will be made from the March issue onwards.

When informing us of alterations please give the old as well as the new address. Our mailing list is large and

in the case of the more popular names there is danger of the wrong record card being altered if the old address is not supplied for identification purposes.

##### Editorial Office.

Will readers please note that all communications should be sent to the Farnham address given on the first page of this issue. The only exceptions are orders for bound volumes and trade distribution enquiries which should be addressed to Messrs. Horace Marshall & Son, Ltd., Temple House, Tallis Street, London, E.C.4. All cheques and money orders, etc., should be made payable to "The Model Railway Constructor," except those in payment for items ordered from Messrs. Horace Marshall & Son, Ltd.

#### THE CLEARING HOUSE.

##### TRADE 3d. word (minimum, 3/-).

**LARGE SELECTION** O and OO gauge parts in stock. A variety of used models in both gauges available. Trackwork built to order, for clockwork and electric engines. Model railways bought for cash. Send for free lists. Please state gauge interested in.—J. G. Sanford, Model Railway Specialist, 1a, Wormwood Street, London, E.C.2. (2 minutes from Liverpool Street Station).

**BRISTOL AND DISTRICT** served at last. Stockist for all the leading firms.—S. F. Ryan (META Dealer) Barrows Stores, Mill Lane, Bristol 3.

**AUTOMATIC CONTROL.** If your electric trains will not obey your signals then send for details of our new system of signal control.—S.A.E. for details of kits of parts available from BRODY CONTROLS, 15, Dorchester Way, Hayes, Middlesex.

**STATIONS ALIVE?** 4mm sitting figures in four types, each type hand painted in three different colours, 5/9 per dozen, post free.—A. J. Brightman, 8, Northfield Terrace, Ilfracombe.

**2-RAIL TRACK PARTS** by Romford. Driving wheels, etc. PEKO-INSULAXLES OO Gauge equipment, ebonee channel section, ebonee sheet, etc. Listed 4d. post free. Point motors 9/6 each. Lever Frames, electrical 2/7 per lever. Manual 1/9 per lever. New Zenith list 3d. post free.—Hope & Nixon, 80, Banfield Road, Liverpool, 13.

**DO YOU REQUIRE** Power Units, Locos., Mechs., Track, or any other items for 4mm. scale (16.5 or 18mm. Gauge 2-rail or 3-rail)? If so, let us know. S.A.E. with all enquiries please. Supplies and Service, Tivoli Buildings, Pontardulais, Nr. Swansea.

**MIDLANDERS**—Our aim is to interest the expert and help the beginner. See the OO demonstration track now under construction at J. W. BAGNALL, Model Craftsmen's Supplies, South Walls Street, Stafford. Phones: 420, 1224. Est. 1936. META Dealer.

**OO GAUGE LOGO. BUILDERS!** Hundreds of Constructors are saving time and money with Jamieson Loco. Building units. L.M.S. 5XP Jubilee and 5PSR G.W.R. 1000 class, S.R. Nelson, L.N.E. B2, all 4-6-0's and L.N.E. K.1, 2-6-0. Boiler/Smoke Box/Fire Box unit with door 11/16. L.N.E. straight type, Footplate unit 11/16. Cab 5/9. Tender sides 2/16 pr. Tender side frames 5/6 pr. Full length loco. main frames, with minor mounting brackets, 20/- each. Nickel Silver 6in. x 010in. 1/6 per foot. Zenith products. 1d. S.A.E. for leaflet.—H. Jamieson, 45, Symonds Road, Preston, Lancs.

##### The Model Railway Club.

Mr. Roomes's lecture on his railway experiences during the war contained many interesting and amusing anecdotes, and he described the Dutch and German methods of railway working.

The next meetings are: 20th February, Annual General Meeting; 6th March, Photograph Salon. These will be held at The Ambulance Room, Waterloo Station, at 7.30 p.m.

Hon. Acting Secretary. Col. R. F. A. Meldrum. St Andrews, Hawkhurst, Kent.

**Newport (Mon.) M.R.C.** A club has now been organised in this area and new members, particularly those interested in 4 and 7 mm. modelling, will be welcome. Those who favour the larger steam models will also find much of interest as there are already quite a number of members working in 2½ in. gauge.

Club premises have been secured at the Toc H Club, Skinner Street, Dock Street, Newport, where monthly meetings are held on the second and fourth Thursday. Full details available from the Hon. Sec., S. M. Hall, 102, Fields Park Road, Newport, Mon.

**ADVERTISER** would like to contact any 7mm. Gauge O worker in Willesden or Harlesden area to acquire suitable menies and tools to construct a Gauge O line. Communicate with Leng, 4, Bramston Road, Harlesden, London, N.W.10.

**FOR SALE—O Gauge Scale Model Railway** 8-12 volt. D.C. 12 locomotives, 15 carriages, 36 wagons; 570 feet of track (centre rail) of which 600 feet is brass; 21 points. Power Plant, etc. Offers over £250. Stamp for particulars to Hansford, 11, London, 7a, Onslow Road, Richmond, Surrey.

**FOR SALE—Hornby O Electric**, 10 wheel engine, transformer, trucks, station, buffers, etc., lines, point. Perfect. 59 Os. Od. Lund, 7a, Onslow Road, Richmond, Surrey.

**FOR SALE—O Gauge O layout.** Complete or separate, mostly fully detailed, accurate. Two terminals, 180 feet run. 10 foot platforms, 5-10 foot radius, 20 points, brass, 26 sleepers per yard, outside 3rd rail. View by appointment. Reading, Berks.

**ISLE OF WIGHT.** Enthusiast and accurate model maker, earnestly requests pre-grouping of locos., carriages, wagons, signals, etc. Own collection fairly large, but insufficient for complete authenticity needed for series of models. Purchases paid for generally; all expenses refunded; every care taken of loaned items (insurance if desired). Any photo, or information, however unlikely, might help. Earnest appeal to the many who must have photographed before (or a few years after) 1925.—Crawshaw, 5, Woodside, Chelmsford, Kent.

**WANTED—No. 2, Vol. 1, April 1934.** "Model Railway Constructor," Good price paid. Or complete vol. considered. Corbett, Eastleigh, Uplands Avenue, Willenhall, Staffs.

**WANTED—Gauge O "Duchess," or "Pacific" type Loco.** English or American, good price paid. Box 029, "Model Railway Constructor," "Sondra," Fingrove Hill, Farnham, Surrey.

**FOR SALE—Gauge O.** Track and Track parts, passenger and freight rolling stock, locomotives (electric, D.C. and spring driven), buildings, wagon and coach parts, accessories by Exley, Mills, Kenyon, etc. Stamped addressed envelope list. Box 008, "Model Railway Constructor," "Sondra," Fingrove Hill, Farnham, Surrey.

**FOR SALE—Gauge OO.** Hornby-Dublo, Trix and Scale fittings, wheels, accessories, rolling stock, buildings, locomotives, etc. Shamped addressed envelope list. Box 009, "Model Railway Constructor," "Sondra," Fingrove Hill, Farnham, Surrey.

**FOR SALE—Railway books, timetables, photographs, tickets, magazines, etc.** Model railway catalogues and books. Old and up-to-date publications. Stamped addressed envelope list. Box 010, "Model Railway Constructor," "Sondra," Fingrove Hill, Farnham, Surrey.

**WANTED—Hornby-Dublo.** Advertiser wishes to purchase remote points, large radius curves, buffer stops, quarters), isolating rails, large radius curves, buffer stops, one electric engine, 30 assorted wagons. Good price paid. Box 028, "Model Railway Constructor," "Sondra," Fingrove Hill, Farnham, Surrey.

**FOR SALE—Gauge O Clockwork Claxton and George V class locos.** Send S.A.E. for details. G. Ravenscroft, The Park, Harrow, Middlesex.

**FOR SALE—Gauge O Scale Stock.** Professionally lettered and in perfect condition. G.W. 15 Ton Wagon, 15/3. L.M.S. 3 Plank Wagon, piped, 15/9. G.W. Banana Van detailed, piped, 17/9. L.M.S. "Flat," with container Load, all detail, 21/6. P.O. Coal Wagon, Barrow, Barnsley Main, detailed 17/9. Postage extra.—W. Tasker, 93, Bath Road, Worcester.

##### PRIVATE 2d. word (minimum, 2/-).

##### WIRING DIAGRAM for Two-Rail Track and Controls.

post free.—M.R.S., Ledlani, Fairmount, Perth.

##### FOR SALE—Back numbers "M.R.C.," "M.R.N.," "Railway Magazine," etc., from start. Quantity books.

Pinder, 13, Forfield Place, Leamington Spa.

Stamp 1st.—

extra.—W. Tasker, 93, Bath Road, Worcester.

Postage

will be manufacturing larger quantities which will enable them to produce better and cheaper, but still allow more thought for the requirements of the consumer. Until this specialisation takes place, true efficiency will never be obtained in the limited markets of model railways.

How much better if all concerned had got their heads together to solve the problem of electrical equipment. One of the first agreements reached by M.E.T.A., was to standardise 12 volt D.C. motive power for mechanisms. Another was to agree on a standard O gauge rail section. To enable this section to be marketed at a reasonable price, it was agreed at one time to approach one manufacturer on behalf of all M.E.T.A. members. This solution was offered because the smaller manufacturers would not be in a position to place orders for the small amounts they required, or if they did, they would have to meet the cost of the dies, and this would make the prices prohibitive. There we had the situation that a single firm made dies and produced rail for the industry as a whole, instead of a number of firms all making duplicate dies and producing smaller quantities at higher cost.

The voltage question had already been settled; surely the next logical step was to make arrangements to standardise some of the electrical equipment and if necessary, find a single or small group of firms to manufacture it economically, in the same way that arrangements had been made to produce rail. This principle could be applied to many more products, such as mechanisms, chairs, wheels, axles, etc. This suggestion will meet with protests from many quarters, but to some extent an interchange of products between larger and smaller manufacturers does take place at the moment. Some of the items concerned are the ones suggested, but if this were practised to the full extent, prices could be slashed by 50% in some instances.

Model manufacturers are in the unique position that their basic designs are fixed by full size railway practice, this being one of the major reasons for a co-operative approach to problems and an interchange of ideas. Consider the L.M.S. bogie of the latest pattern. If all the firms interested decided to make them as die castings, all designs would, in theory, be identical, as all O gauge models are to the same scale. Only a few thousand bogies are sold in the whole trade per year, so there is little point in more than one manufacturer making the dies and producing bogies, when the die may cost over £100. Taken singly, these items may seem trivial, but when one looks through the range of products in the catalogues of some manufacturers the complete picture is worth consideration.

Immediate benefits for all are to be obtained from such co-operation. Whether this can be carried out in practice is a different matter, but it should be possible, if manufacturers will make it work.

The suggestion I make is that the work should be carried out through M.E.T.A. Standardisation, Simplification and Specialisation are things which the model railway world can study profitably. These three terms were defined in a recent report as follows:

1. SPECIALISATION is the process whereby particular firms concentrate on the manufacture of a limited number of products or types of products.
2. SIMPLIFICATION is the process of reducing the number of types of products made within a definite range. This process will normally include more than one firm, and may cover a major section of industry.
3. STANDARDISATION is the process of defining and applying the conditions necessary to ensure that a given

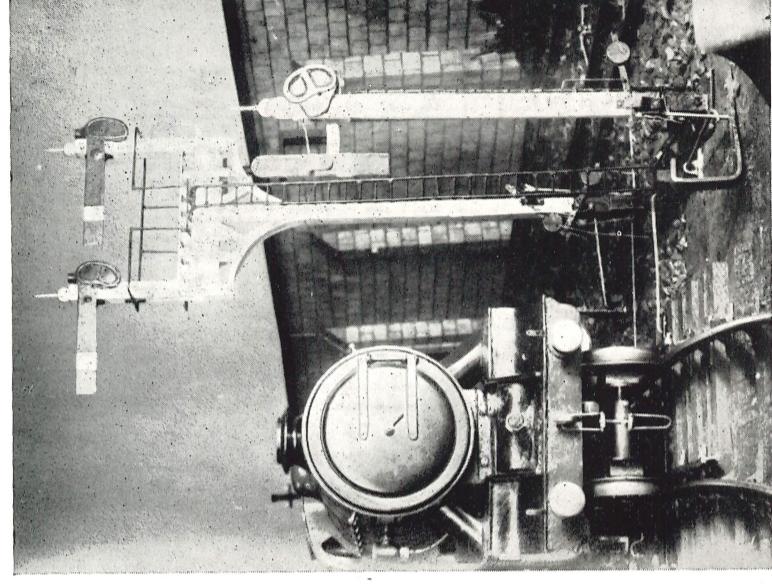
## The Gauge 1 Selbourne Railway.

### Introduction.

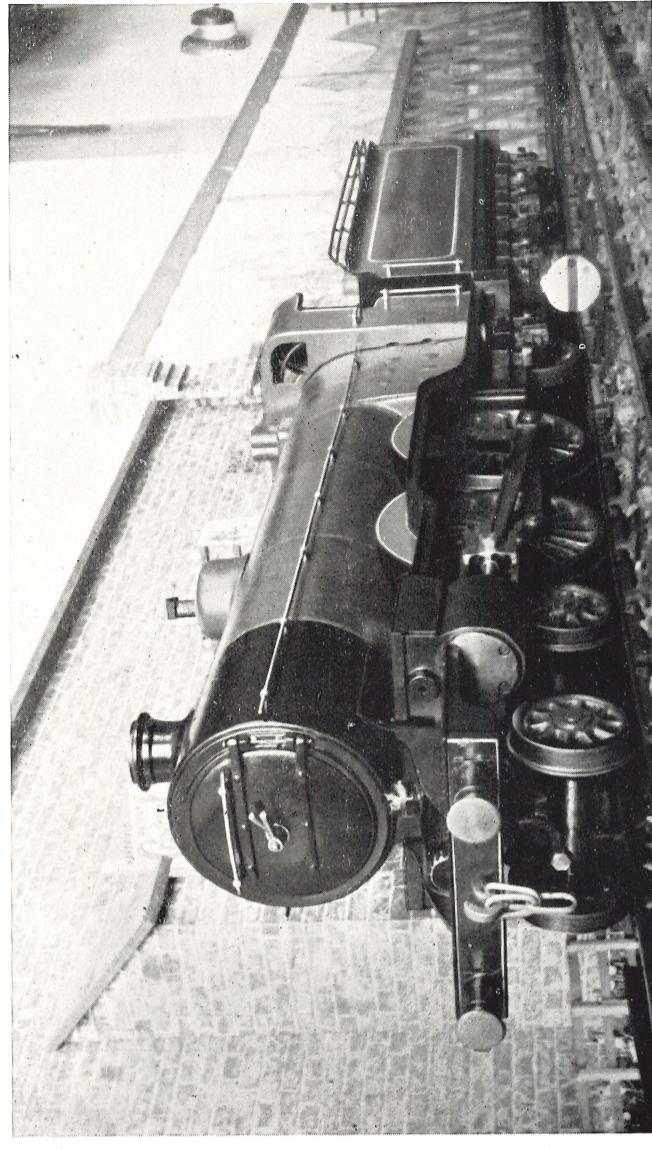
By F. W. CHUBB.

This railway which has passed through many phases has had a long continued life and history and has now entered a new phase thanks to its enterprising General Manager. In any case, for years past it has been remarkable in that a Gauge 1 system has been installed in a comparatively small room where high pressure locomotives are in regular work. The line is double throughout with a fair amount of siding accommodation and a locomotive depot complete with water tower, engine shed, coal stacks, sector table etc. The station which is well arranged has three platforms. The permanent way emulates the old L.G.N.W. or G.W. and is beautifully laid; all the trains run smoothly without fear of derailment. When such a railway is seen one feels that they are in for a joyful time and that the anticipation was not misplaced, for in short time the lightens got busy and the pride of the line, "Schools Class" Millie soon had the needle pointing to 80 lbs. The regulator was opened and with a roar she slipped on the greasy depot road.

Condensation was soon cleared and she backed down on to a fast goods. When given the right of way Millie pulled quietly out of the yard and steadily accelerated on the rising grade. Once over the top she was notched up and speed rose rapidly, a touch on the regulator and speed was eased round a sharp curve. After 5½ minutes adverse signals brought the train to a stand and the opportunity was taken to stoke up the fire. In a minute and a half it was away again and in eight minutes had



Home-made Signals and a Smokebox View of the "Schools" Loco.



Home-made Signals and a Smokebox View of the "Schools" Loco.  
Mr. J. C. Robinson's Gauge 1 steam driven "Atlantic" locomotive.

[Photo: F. W. Chubb.]

## Modelling Locomotives.

The series on the above subject by Mr. F. J. Roche has long been one of the most popular features of the magazine and the exhaustive fashion in which the author has dealt with each and every part of the model locomotive has really helped the craft forward and in his own words done a great deal "to improve the breed."

Mr. Roche is an acknowledged expert on the subject, but from time to time other experienced modellers have put forward alternative suggestions to his recommended constructional methods. This has perhaps in the minds of our younger readers almost appeared to be a matter of experts in disagreement, with the resultant thought that if the leaders of the craft cannot agree on the best building methods, what hope is there for the beginner. Actually this is not so as any alternative suggestions have come from equally capable modellers who have perhaps pursued a different path to the same result—a first class locomotive.

One of the most interested followers of Mr. Roche's articles and one of his most frequent, but friendly commentators has been Col. G. G. Templar, already well known in the model world for his beautiful work and high standards of accuracy and it was inevitable that from time to time they should differ in their approaches to the subject. Now it seemed to us editorially that it would be of very great benefit to modellers if these two experts could get together beforehand, discuss and decide upon the best building methods and place their joint and considered views before our readers.

It is with the greatest pleasure we are able to announce that this happy result has been effected and commanding from this issue articles in the series "Modelling Locomotives" will be jointly written by these two leading exponents. It represents, we believe, one of the finest services we have yet been able to offer to locomotive builders and the already excellent series so far featured will go from strength to strength.

Col. Templar is a mine of information on the technicalities of locomotive design, both full size and model and

with Mr. Roche will form a very strong team. If any reader is in difficulty the authors will be pleased to answer letters sent c/o the Editor.

## To the Editor.

### A Protest.

Dear Sir,

May I voice a small protest against the futile arguments recently carried on in the M.R.C. Surely we have but one aim—to make and operate scale model railways. To argue over 16.5mm. or 18mm. gauges is in no way constructive and is baffling to the beginner.

Critics of Mr. J. H. Ahern pop up their heads and shout. I can't think why. That gentleman has truly accomplished something, so let's have less criticism and more helpful ideas. The last straw has now been reached—Postal Courses!

So less bantering and more soldering.

Yours faithfully,

ARTHUR C. DE ERLANGER,  
R.N. (Ret.)

others who have in the past failed to design and construct high pressure gauge 1 locomotives.

Many lessons can be learned from the performance of this locomotive. Its beautiful condition after so much work, absence of fuss or mess or smell. Its reliability and consistent performance is a tremendous tribute to the Hobbies Shop, to whom credit is also due for giving a delivery date and keeping to it.

By J. C. Robinson.

The foregoing complimentary notes on the Selborne Line have been written by a very good friend with whom happy hours have been spent running model steam locomotives.

The interest of the owner of the Selborne Line in model locomotives does not lie in the direction of turning a few switches to set the locomotives in motion. No doubt such models are interesting to the many who have a fancy for them and a great number of models of this type leave nothing whatever to be desired in the matter of accuracy to scale. To be really interesting to the writer, however, a model locomotive must require more attention than is required by an electrically driven model.

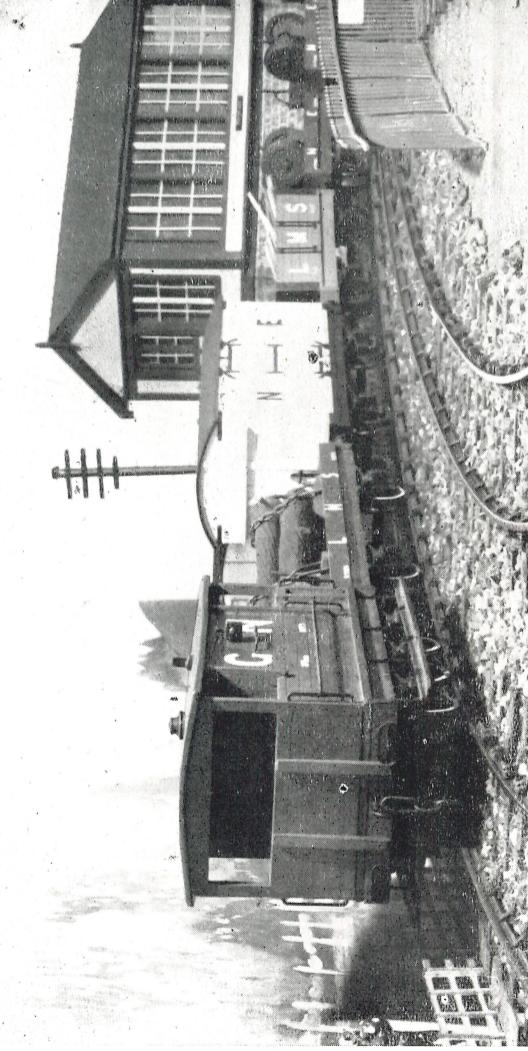
The preparation of a good model steam loco for the run; the raising of steam; the roar from the steam blower; the reading of the pressure and water gauges during the run; the replenishment of the water supply in the tender; the periodical filling up of the spirit tank in the fuel locomotives—the need to stoke up of the firebox; seeing the safety valve lift and the hiss of the escaping steam as the pressure gauge needle reaches the predetermined blow off pressure. These are the things that the writer finds to be of fascinating interest, but he admits they are not practicable in the smaller gauges nor are they desired by the man whose interest is in the working of a model railway rather than in the running of a model locomotive.

The line is situated in a room barely large enough for a gauge O line, and only by the sacrifice of layout can the thrill of running real model locomotives be achieved in a room so small.

Since the Selborne Line was commenced some 40 years ago things have changed in the model railway world as in many other directions. In those far-off days a good steam model, with internally fired boiler, was unobtainable in anything less than 2 in. or 2½ in. gauge, and even so, had not the realism of solid fuel firing. But the writer had faith that such desirable models would eventually become available in gauge 1 and holding to that faith he did not desert the gauge and turn to gauge O as advised by several friends. How well his faith has been rewarded is shown by the fact that not only does the line now possess internally fired engines with automatic spirit feed but has two engines with proper locomotive firetube boilers fired by coal or charcoal. The two latter are, in the writer's opinion, the real thing in model form. Electrically driven models can certainly be built more accurately to scale, but, to the writer, the loss in realism when running in comparison with the internally fired steam locomotive—particularly when coal-fired—is of far more importance than a strict scale accuracy.

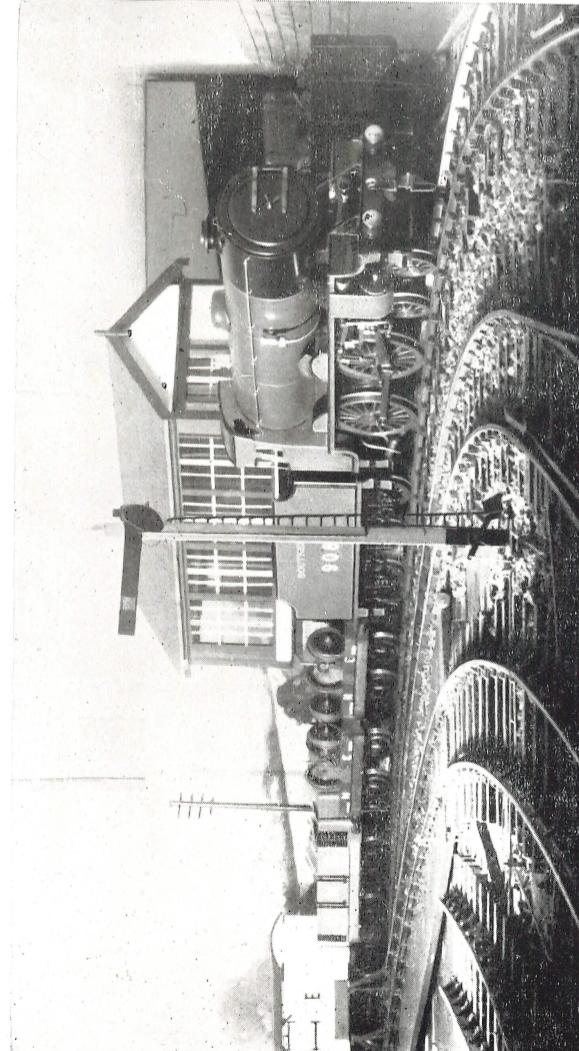
"Steam is life" as one visitor remarked.

When this line was commenced gauge 1 was the popular gauge, but a generation is growing up (or has grown up) that is not interested in this gauge. One visitor—a OO fan—had never heard of gauge 1! Another OO visitor had heard there was such a gauge and asked "What is the distance between the rails in gauge 1?" Yes, indeed, things have changed since the first sod was cut on the Selborne Line way back in 1909 or 1910.



Goods train of wagons made up from parts by a well-known firm.

arrived at the first stop. So the miles were reeled off on the journey of over an hour's duration. Well, what's all the fuss about? surely nothing very wonderful. No 1000 ton train at 300 miles an hour! True enough, but wait, dear reader. This is no ordinary locomotive but a beautifully built and finished model of a Southern "Schools" with full Walschaerts valve gear, fully sprung with full reversing gear, and coal fired boiler supplied by axle driven pump fitted with bypass valve. Altogether a beautiful job in perfect condition with not a burn, scorch or discolouration of paintwork of any description, although she has been in regular work for over two years. Much credit is due to Mr. Hubert Foster for the magnificent design and workmanship. The



Goods train hauled by a coal-fired "Schools" class loco.