

Wellington British Railway Modellers



October 2025

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Another New Zealand Engine Unearthed
Rail Head Treatment Trains
Further UK Rail Franchises Nationalised

Feel free to copy this PDF to anyone you think might enjoy it. – Editor

Locomotive Excavated From Whanganui Beach



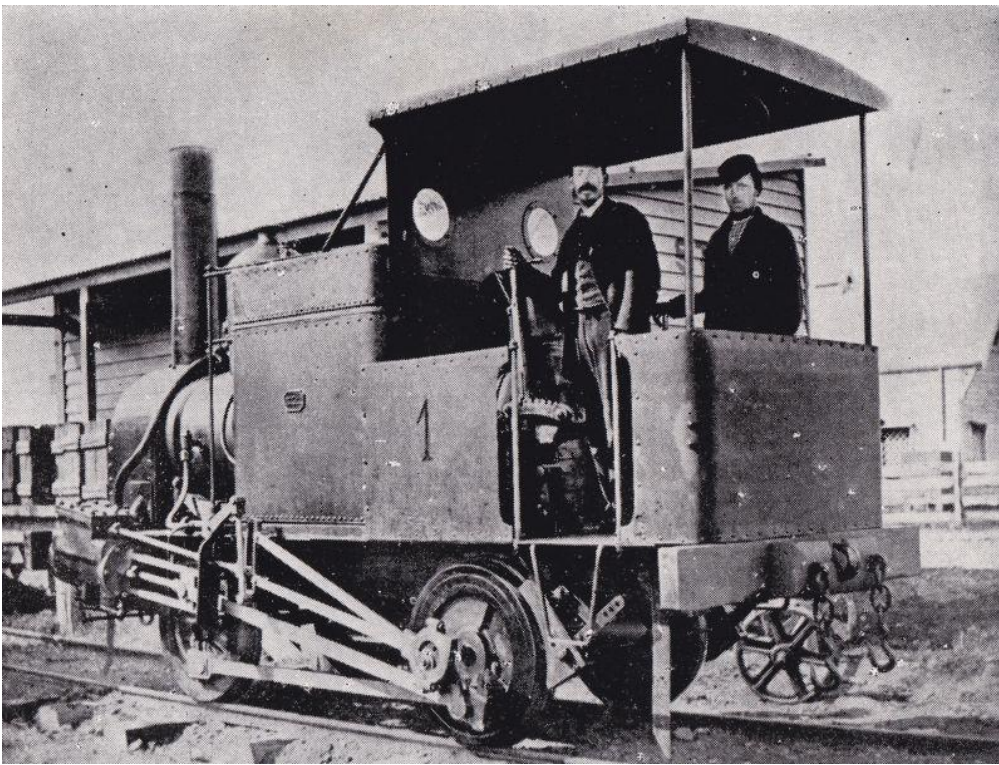
Pictures credit: Horizons District Council



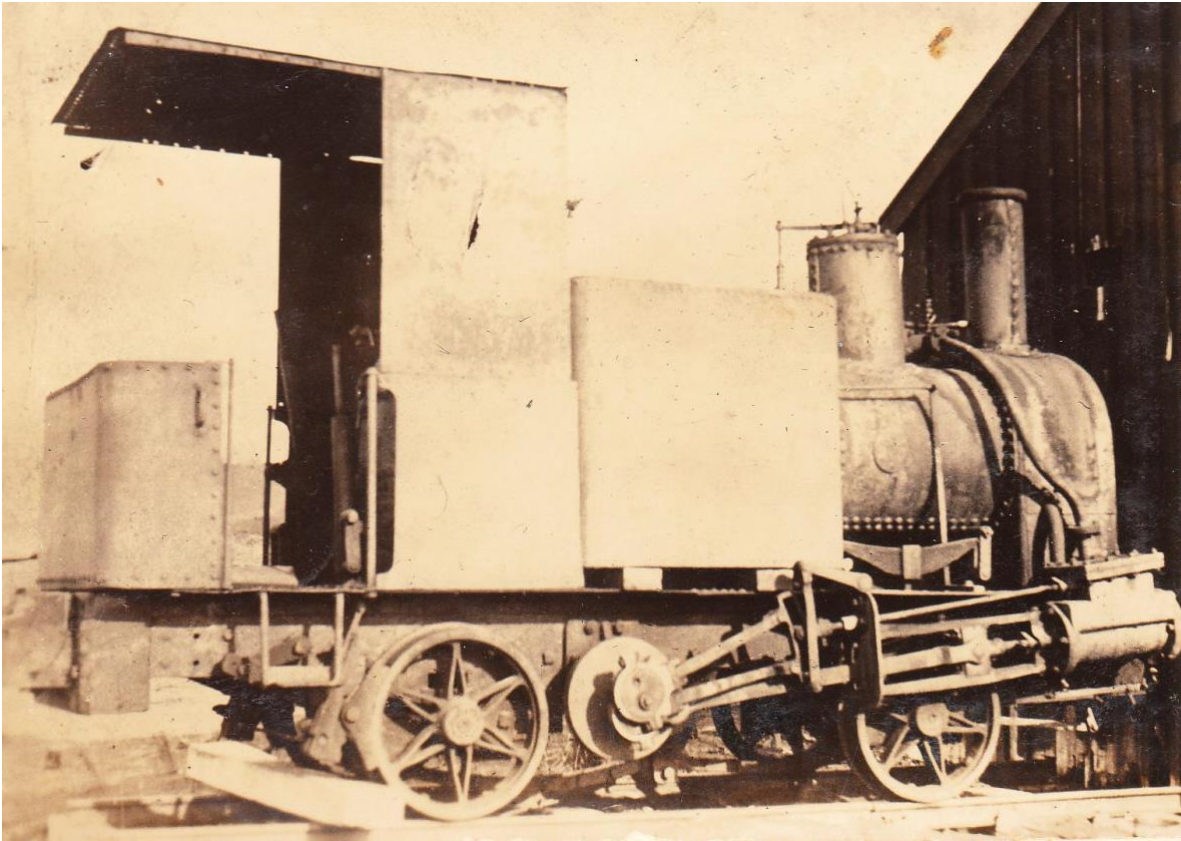
The remains of the locomotive formerly known as *Skunk* have been dug out of a Whanganui beach. This engine is believed to date from 1875.



It is hoped to cosmetically restore the locomotive. A few litres of WD40™ should do it.



Skunk was one of three built by E. W. Mills at Lion Foundries in Wellington in 1875. Skunk and #2 Wallaby were first employed on the tramway between Palmerston North and Foxton. Sometimes referred to as 'Mills Class A'.



Skunk as later rebuilt.



A drone's-eye view of the Colne Valley Viaduct.



*In April 2013, 66156 with an empty coal train at Garsdale.
Photo credit: @Tarka_Man on 'X', formerly Twitter.*



Crewe, early in the Grouping period. Note the 'LM&SR' lettering. Two apparently new Hughes 4-6-0s. Source 'X'@PaulSuttonKing.

Rail Head Treatment Trains

Every autumn Rail Head Treatment Trains dispensing water jets and Sandite (a mixture of sand, aluminium powder and adhesive) are run in order to enable trains to stop safely during the season when leaves fall. They operate with a locomotive at each end. Locomotives employed on these trains include pairs of Class 20s, 37s, 47s, 56s, 57s, 66s, 67s, 68s, and 73s.

The wagons used are FEA-F container flats on which are mounted special modules purpose-built for Network Rail. Fifty vehicles entered service in 2004. Three kinds of module are used; water tanks, Sandite applicators and pump platforms. These trains are notorious for their filthy locomotives resulting from the Sandite solution.

Models of the RHTT wagons were formerly available from Hattons.



A dream come true for weatherers.

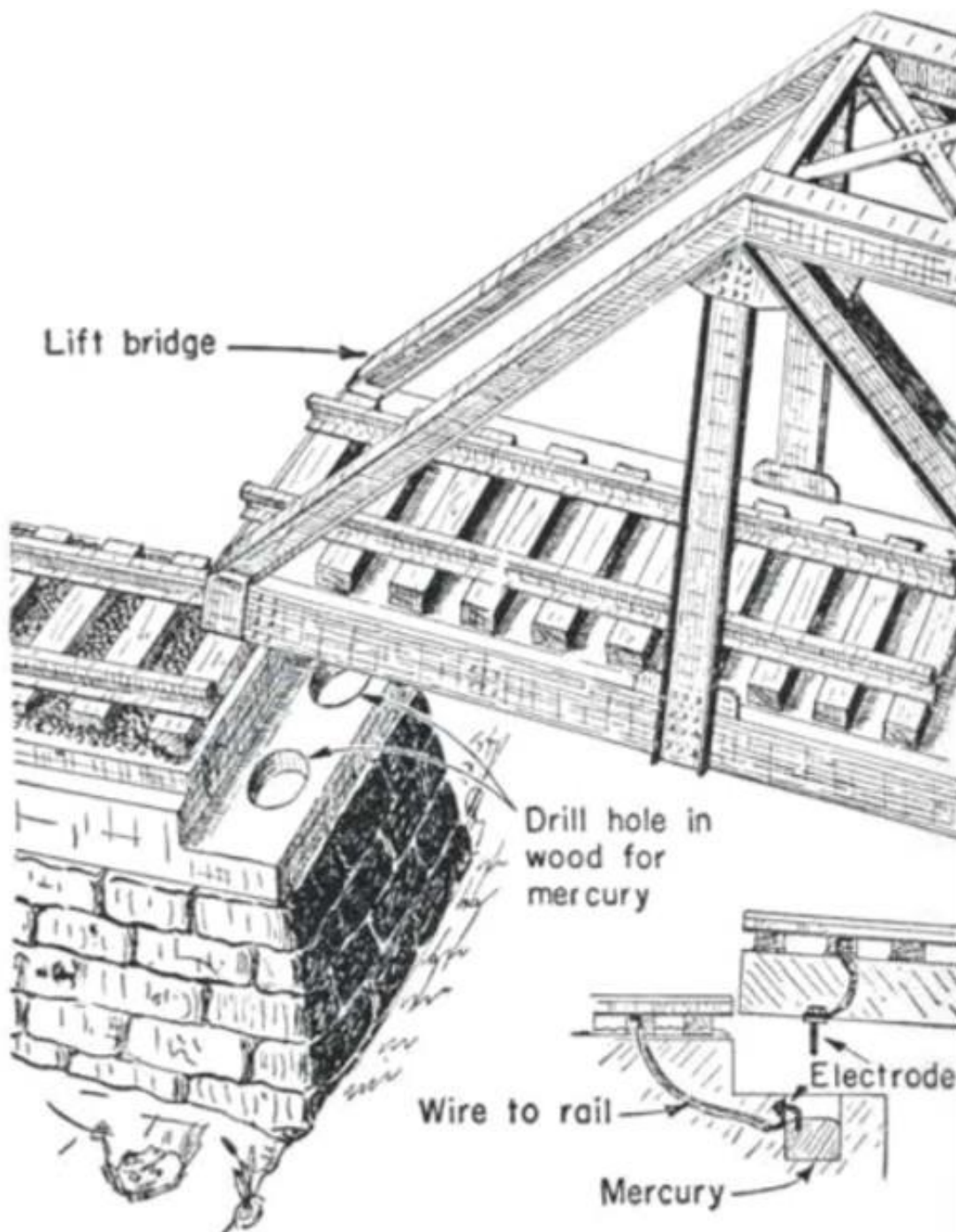
Photo credit: 'X'@miles_chains



37254 and 37099 with RHTT wagons cross the River Don, working Brough to York Thrail. Nice bridge detail in this picture. Photo credit: 'X'@Harrod155.



A pair of Direct Rail Services Class 37s on another RHTT operation, at Selby Swing Bridge. Photo credit: 'X'@HiPa125.



POOLS of mercury deposited in holes in the shelf of this lift bridge eliminate conventional metallic track circuit contacts that get out of adjustment. A simple, excellent system.

This diagram may explain the behaviour of some lunatic-fringe modellers. Mercury is highly toxic, affecting the brain and nervous system. DON'T do this at home.

Rail Nationalisation Programme for 2026

The Department for Transport has announced its nationalisation programme for the next year. Following Greater Anglia on 12 October 2025, and West Midlands on 1 February 2026, Govia Thameslink Railway (GTR) is to be nationalised on Sunday 31 May 2026. Chiltern Railways and Great Western Railways are expected to follow later. These railways will be integrated into the publicly-owned Greater British Railways.

Govia Thameslink is the largest rail operator in the UK, managing four train companies – Gatwick Express, Great Northern, Southern, and Thameslink. GTR has 7400 staff, manages 236 stations and accounts for almost one fifth of all passenger rail journeys in Britain. GTR runs more than 2800 train services every weekday through London and as far as Peterborough, Cambridge, King's Lynn, Bedford, Hastings, Brighton Portsmouth, and Southampton.

Sign Of The Times



A sign for modern-image modellers. This sign in Bowling, to west of Glasgow, refers to a left turn onto a small road just ahead which cyclists and pedestrians can use to reach the

A82, but not cars, vans, or trucks. Satnavs often lead vehicles up this particular garden path where they get stuck. Photo credit: 'X'@is_glasgow.

Battery Electric Multiple Unit (BEMU)

Mike Yeoman

Inspired by the article about the new Alstom BEMUs in last month's *Totem*, Mike Yeoman sent the editor these pictures of the BR experimental BEMU used on the Ballater branch from 1958 – 1966, and now in the care of the Royal Deeside Railway group.





Shuttle Service



This shuttle service People Mover operates between Stourbridge Junction and Stourbridge Town, a 3-minute journey every 10 minutes.

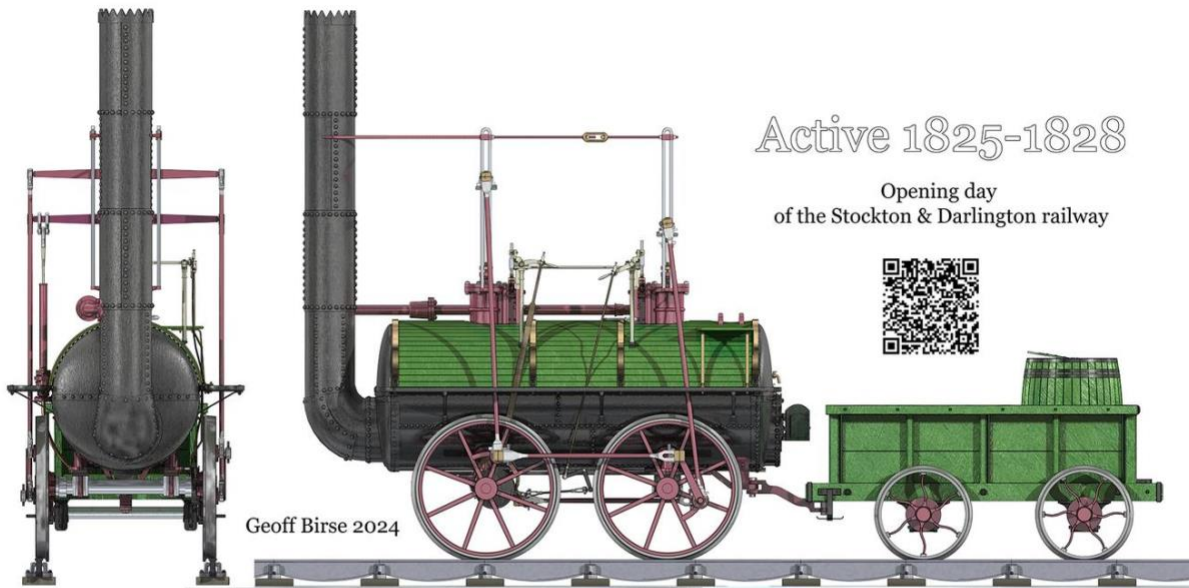


The interior of the People Mover shuttle. Photo credit: 'X'@JamesPSThompson2.

Locomotion: a Graphical History

Geoffrey Birse

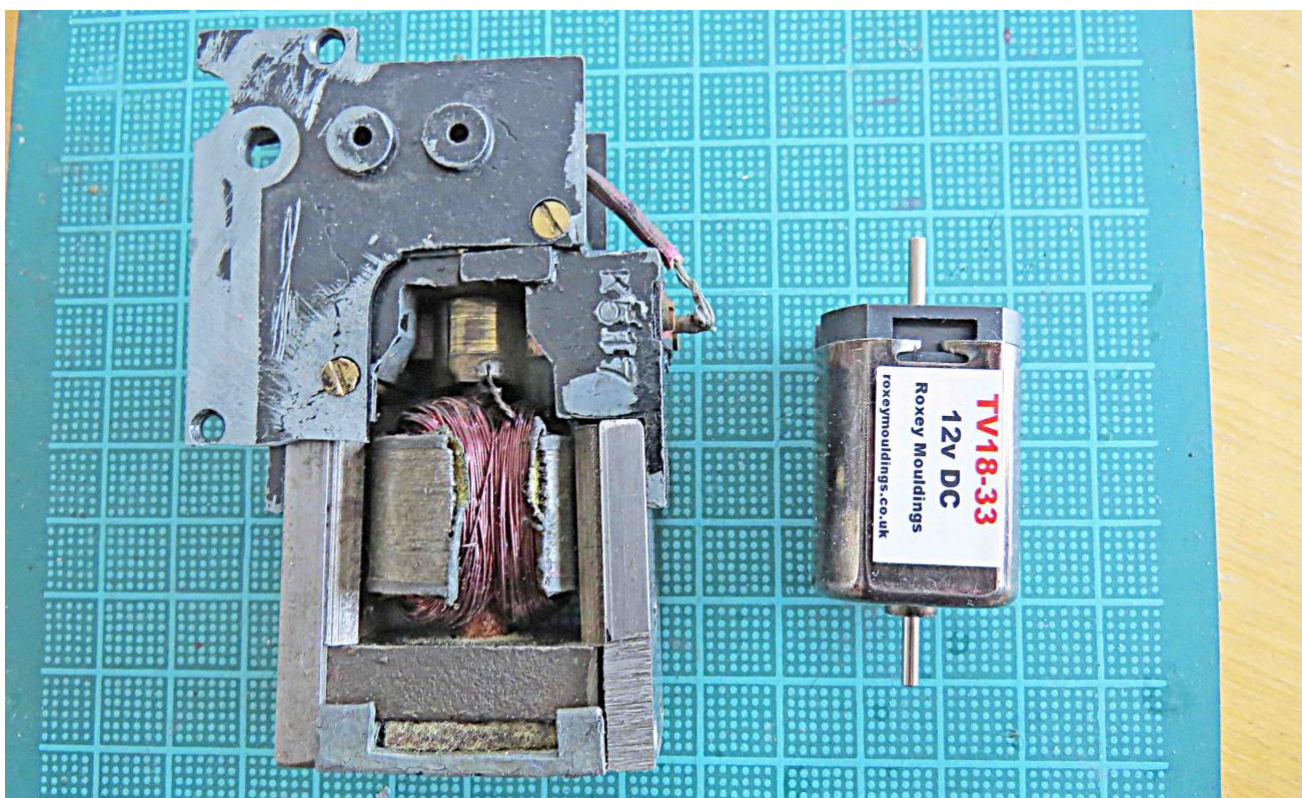
Geoffrey Birse's depiction of the early history of *Locomotion*.



Not-So-Good Old Days

Julian Lermitt

I recently bought secondhand a box of assorted 0 gauge bit-and-pieces. Before tossing out the obsolete stuff, I photographed a few pieces to illustrate how the hobby has changed.



The grid pattern on the cutting pad is 1 cm spacing.

On the left, a modern 0 fine scale wheelset with 29mm back-to-back wheel spacing.

On the right, two coarse scale wheelsets with 28mm back-to-back spacing.

Ancient and Modern Paddington



Left: A Still LX-70 electric tow tractor at Paddington in March 2024.

Below: A somewhat older shot of Paddington a century ago, when Paddington's last shunting horse was retired.



i) Gresley 52' 6" Third Class Coach



Last month everything went wrong when building this Kirk coach kit bought secondhand, but things have gone pretty smoothly since then. There have been no further problems with plastic parts cracking, and my extensive spare parts box (the by-product of building twenty of these kits) yielded replacements for the missing parts. The interior of these kits always seems a little clunky but looks OK when complete.



All's well that ended well.

Minor difficulties were encountered with the bogies. The screws supplied for attaching the bogies resembled wood screws which I was not happy with. I filled the holes in the floor intended for the bogie pivots with Bondic™ and then redrilled and tapped them for M2 bolts. The bogies were attached making sure to provide steel washers above and below the bogie. Without the washer between the bogie and the coach floor, the completed carriage took on a 20-degree list to starboard. This is something I had forgotten in the decade since I last built one of these shorter coaches.

The solebars were much too thick and had to be ground back to enable the bogie to pivot sufficiently.

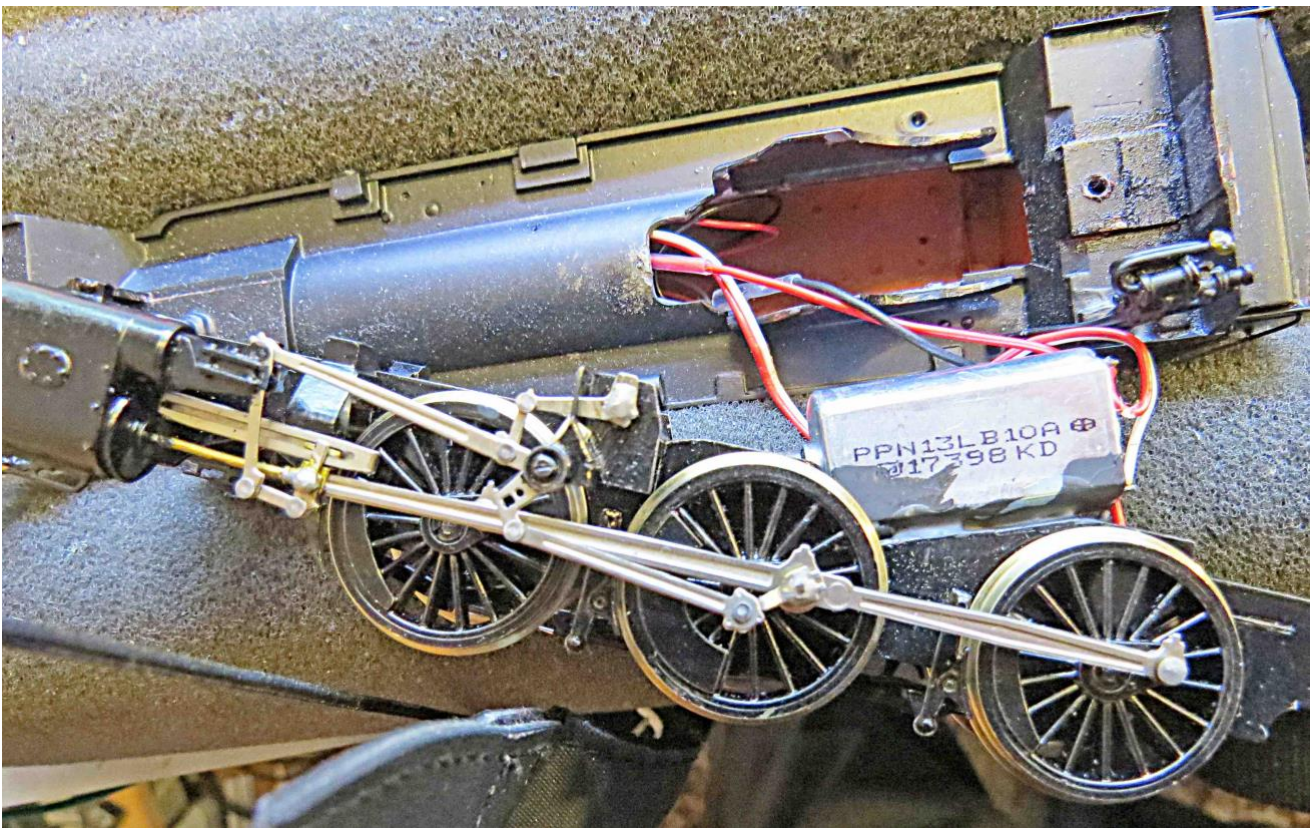
I got lazy with painting the roof and used up an old can of grey spray paint on it. The entire vehicle could do with a bit of weathering when I get around to it.

ii) **Converting Kit-built Locomotives to DCC**



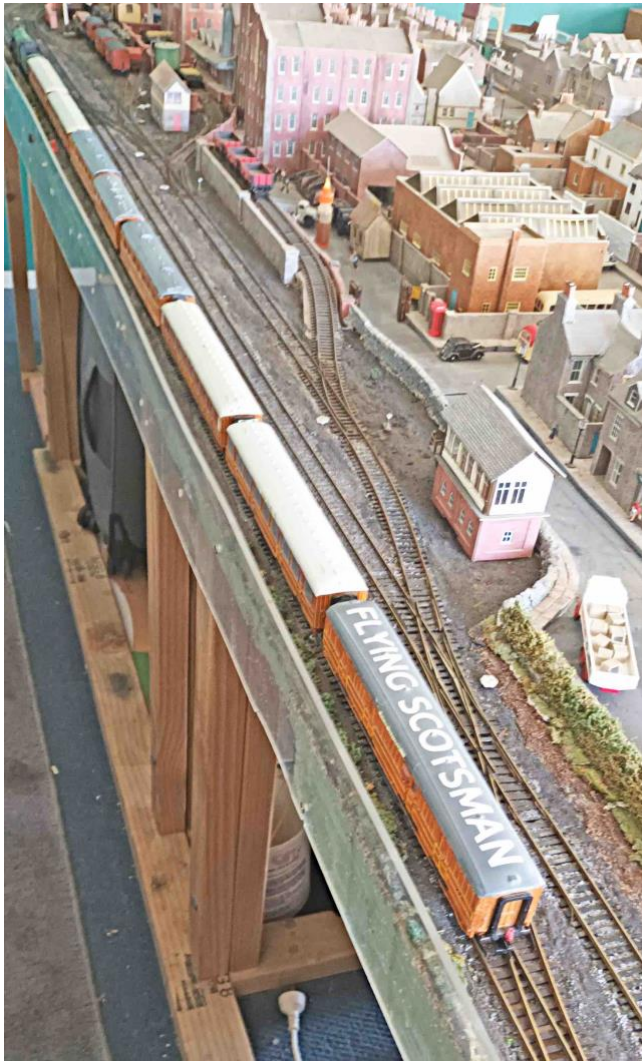
I came across photos of this BR Class 4 4-6-0 which I took about two years ago and then mis-filed. (The photos, not the model.) This model is a nice DJH kit from a few decades back and is one of the John Fox

collection. It was powered by one of Sagami's excellent open-frame motors, but in common with many metal kits this motor got half of its power supply through the locomotive frame to which the motor itself was bolted. This is a simple and effective aid to power supply in a DC model, but will not work for DCC, where the power must be supplied from the track directly to the DCC decoder, via the red and black wires, and thence from the decoder to the motor via the orange and grey wires. For DCC therefore, the motor (strictly speaking the armature coils of the motor) must be isolated from the power supply from the track.

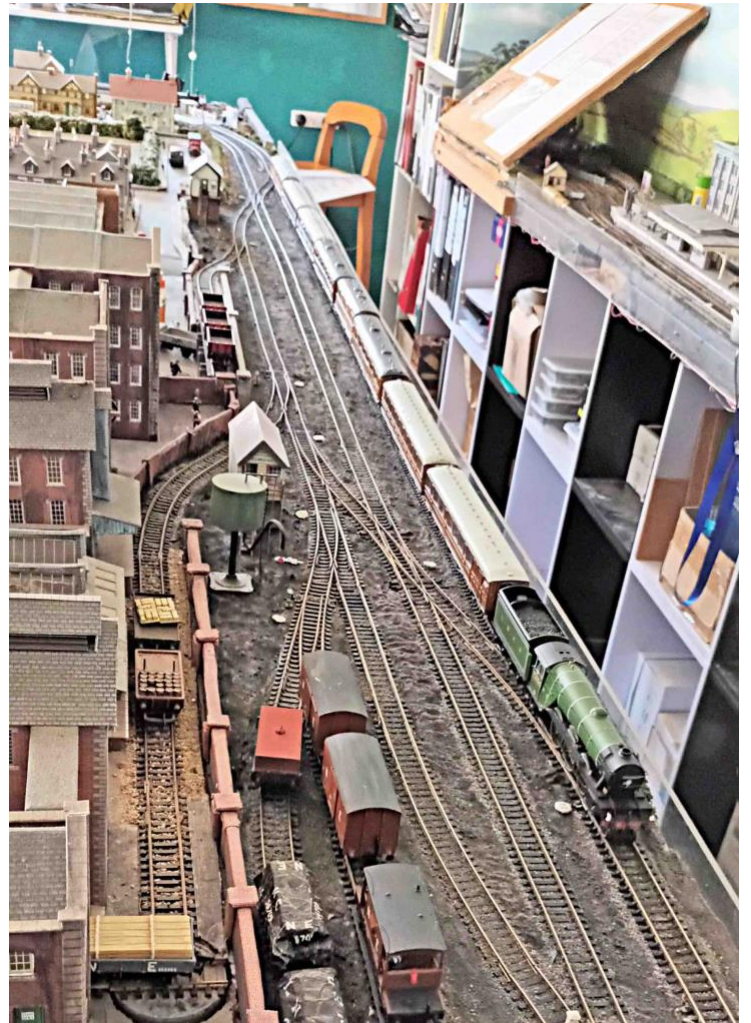


The solution was to replace the open-frame motor with a slim flat can motor which is glued in place. This motor is of uncertain industrial origin. I bought a pair of them from another modeller at the NZAMRC convention back in 2012.

Wanted to sell



Graeme Leary

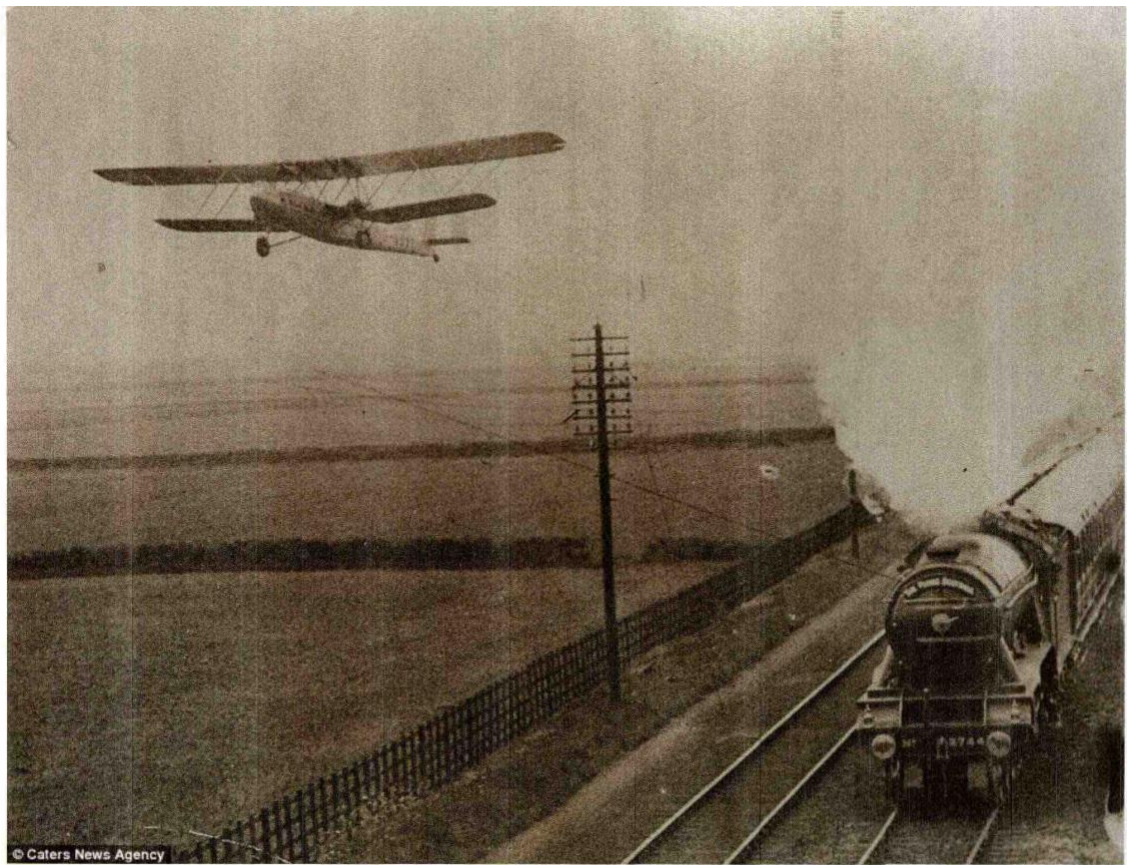


Graeme wrote to the editor:

In 'LNER Reflections' I came across the attached photo of a special 'promotional' Flying Scotsman set which ran from Kings Cross to Edinburgh and this run is the subject of a Pathe Newsreel 'In the Van 1932' which can be seen on youtube.

The 'oddity' was the BG at the end of the rake as it had FLYING SCOTSMAN painted in bold letters on the roof and the train was followed by an Imperial Airways bi-plane for much of the journey,

having caught up with the train between Peterborough and Doncaster.



This article (and the youtube clip) inspired me to recreate this event and I contacted my LNER Society mate John Smart (at that time I think Acting Vice-President) for as much info he could pass on.

Due to limited r-t-r models I could not replicate the CK/Corridor Composite; the TK/3rd Hairdressing Salon and TK/Corridor 3rd Brake. However, this proved somewhat a blessing as my (and I'm sure most modeller's) platform length was too short to have all the carriages and the loco without far too much overhang at each end of the platform.

The 3 car restaurant triplet set (RTS) also is not available r-t-r so I bought a 'sides only' set from Wizard Models and used old 'sacrificed' Hornby carriages for the underframes (pic attached). This was my first attempt at kit building and I am still working on it, particularly the articulation side of the set but it runs well nevertheless.

The last carriage, the BG with the painted roof was also a challenge as dia 45 was one of those oddities, all steel with painted teak effect and the lining showing in the same place as if it was a 'normal' teak carriage. To get this effect I took one of the top end Hornby d43 (ie teak) R4530 Full Brake, rubbed the raised panel effect off, touched up with paint and then reapplied linings as they would have been on a d45 then.

The loco is a Hornby R3132, r-t-r as 2599/Book Law which I've renamed/renumbered 2744/Grand Parade which was the actual loco that day. (There is a slight 'modeller's' license - or 'Rule 1' as my society mates say - in that 2744 had a corridor tender with the Hornby model having the '1930 High sided Non-corridor' type - as in Yeadon's Volume 1. I doubt if this would be an issue with any other modellers, even those as pedantic as me!). Cab crew and express head lamps are fitted to 2744.

The original locomotive express headboard (white lettering on black ground) is not available but the engine will have the standard (black lettering on white ground).

The carriages will have gangway joiners between each and 'Flying Scotsman' coach name boards will be on each.

As well as the info provided by the society there is much from Michael Harris's 'LNER Standard Gresley Carriages' and Nick

Campling's 'Historic Carriage Drawings - Vol one, LNER and Constituents' which I've referred to.

All up, the 8 car set and the A3 (with top end Zimo sound decoder), name/express boards etc has cost me +/- \$1300.00 and I'd be listing it on TradeMe at +/- \$1000 buy now/reserve \$900 but I'd be happy with \$800 (plus freight) to any of your members.

I also have a 'spare' Hornby (Teak) R4830 LNER Gresley Passenger Brake Coach which I bought to add until I realised it made the overall length of the set too long for my platform set up. I don't think it's ever been out of the box and cost me GBP54.99 (back in the days when the NZ\$ got 50/55p - happy to sell at \$80 plus post, about \$10.50 tracked).

We're coming down to Wellington 24th-26th November and I'd be more than happy to come out to your HQ with the set for any genuinely interested members.

[Graeme is thinking of selling these as he may be moving to a retirement village, which strange to say do not incorporate 6m x 5m spaces for model railways.

Would anyone interested in buying these models please contact Graeme direct at:

<mailto:graemejleary@gmail.com>

Graeme makes it clear that he is still working on these models. –Editor]

Traders in Secondhand Model Railway Equipment

These traders in model railways are even more important now that the number of model shops is dwindling. If you are aware of other traders who handle models of British railways, please let the editor know.

MARCUS LECKY

<mailto:marcuslecky47@gmail.com>

TRAINMANIA©

A reminder that Trainmania's new shop is now open in Warkworth.

022 605 5415

<mailto:lionel@trainmania.co.nz>

<http://www.trainmania.co.nz/>

TONY DRAGICEVIC

027 872 3630

<mailto:tony.dragicevic@gmail.com>

JOHN HESLIN

Invercargill

021 188 9049

<mailto:tootroom@gmail.com>

Point to Ponder

Railway historian Anthony Dawson's reflections after he returned from the recent International Early Railways Conference.

"It felt, from a learned academic point of view, to be living in a mirror universe. At the conference the Stockton and Darlington Railway wasn't the first of anything. George Stephenson didn't invent a thing. Outside of it, S&DR first railway ever; Locomotion first engine ever; Stephenson a genius. Two parallel railway histories. WHY?"

Next Totem

The November 2025 edition of *The Totem* will be published on 21st November. A retrospective of RailEx 2025, and if there is room a look at the BR Standard Class 9F. If there is anything you would like to contribute to the editor, Julian Lermitt, email:

<mailto:kiwiscrooge@xtra.co.nz>

Events of Interest

2025

October 2025

19 Christmas comes early this year, in the form of the annual quiz (Quizmaster John MacDonald will be overseas in December).

25–26 Great Little Train Show, Surrey Park, Invercargill.
(Labour Weekend)

November 2025

1–2 Hamilton Model Railway Exhibition, Hamilton Gardens Pavilion, Hungerford Crescent, Hamilton.

5 Gold card group meet at clubrooms. (Everyone else welcome.) Bring lunch and a project to work on.

15-16 RailEx 2025 at the Walter Nash Centre, Taita, Lower Hutt.
Information here:

<https://railex.org.nz/>

There will be no formal monthly club meeting in November, because of RailEx. The clubrooms remain open at all times to members.

December 2025

5 Gold card group meet at clubrooms. (Everyone else welcome.) Bring lunch and a project to work on.

Club Christmas festivities, (date to be confirmed).

The above events are those which in the editor's judgement will go ahead, in the absence of interruptions outside the control of the organisers.

Events of Interest is compiled from a number of sources, the principal ones being the What's On page of the New Zealand Model Railway Guild website: <http://nzmr.org.nz> and the Model Train Shows website <http://trainshows.co.nz/>. Information is published in good faith but no responsibility can be accepted. Always check with organisers before travelling long distances.

Club Officers

Chair: Roger Simmons email <mailto:rogersimmons nz@gmail.com>

Deputy Chair: Julian Lermitt email kiwiscrooge @xtra.co.nz

Treasurer: Clive Williams email <mailto:treasurerwbrm@gmail.com>

Secretary: John MacDonald email <mailto:secretarywbrm@gmail.com>