

# Wellington British Railway Modellers



## July 2025

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*Mallard's Record Under Threat*  
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*Industrial Locomotives*

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

## **Mallard's Record Threatened**



*How T-1 #5550 will appear when completed.*

In the United States the T-1 Trust has some modest objectives – to construct a replica of the Pennsylvania Rail Road T-1 (“T-one”) duplex drive 4-4-4-4, to take the world speed record for steam traction, and to raise that speed record to 140mph (225km/h). They expect to complete the locomotive in 2030. Duplex drive? Contrary to appearances, this locomotive is not articulated. The twin sets of cylinders and driving wheels are attached to one rigid frame. This arrangement was chosen to lighten the cylinders, valve gear, connecting rods, and coupling rods.

The Pennsylvania Railroad T1 Steam Locomotive Trust, also referred to as the T1 Trust, is a non-profit public charity founded in 2013. The Trust intends to build the 53<sup>rd</sup> member of the T1 class and put it into mainline steam excursion service within the United States.



According to the Trust, they “hope to break the world steam speed record, which is held by the LNER *Mallard* at 126mph (203 km/h). The 5550 will operate under its original design with no major modifications in its attempt to break the record. It has been unofficially reported that PRR T1 locomotives were capable of achieving speeds in excess of 140 mph (230 km/h) with fully loaded trains, and the T1 Trust believes the original T1 design is capable of achieving this feat.” The original T1s were designed to run all day at 100 mph, and to sprint at 125 mph.



*The completed boiler for T1 #5550.*





*Boxpok driving wheel.*



*T1 frame under construction.*

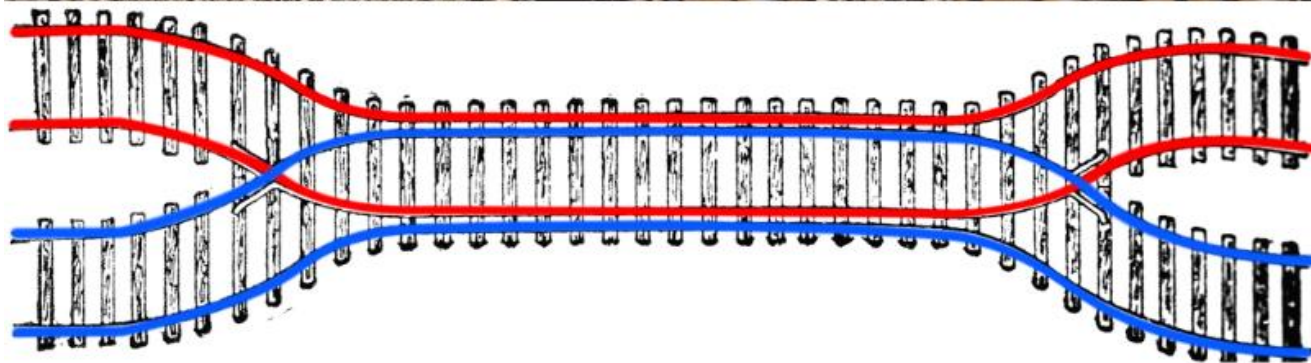
*The T1 Trust has closely followed the British experience building Tornado.*

*Especially if they pull the same stunt as Mallard did, running downhill with a featherweight train, the editor believes the T1 Trust will break the world speed record for steam some time in the 2030s.*



## Interlaced (Gauntlet) Track

Julian Lermitt



*Illustration credit: @Expl\_Cookie on Twitter 'X'*

A picture is worth a thousand words, they say, and the above shows all that you need to know about interlacing railway tracks. This arrangement was used where space was constricted but points were undesirable. It was used, for example, on swing bridges over waterways where the bridge was not sufficiently strong to handle the weight of two trains simultaneously. In the 1860s, when the LNWR added a third track in the



‘Up’ (ie, southbound) direction as a Slow Goods line to its double track main between London and Liverpool the Slow Goods was interlaced with the Up Main line through Watford Tunnel. This avoided having to dig another tunnel, while also avoiding that Great British Railway Bugbear, the dreaded Facing Point On The Main Line, at the south end of the tunnel. Of course it did require signals and a facing point (leading to an emergency run-off line) at the north end of the tunnel, but as said facing point was on the Slow Goods line, that was deemed OK. The fun started when the LNWR began running passenger excursion trains on the goods line, only to end up coming to grief on the run-off track, but that is another story. Sufficient to say that the Board of Trade was not amused.



*Photo credit, above and below: @CheminsdeFerTC on ~~Twitter~~ ‘X’.*

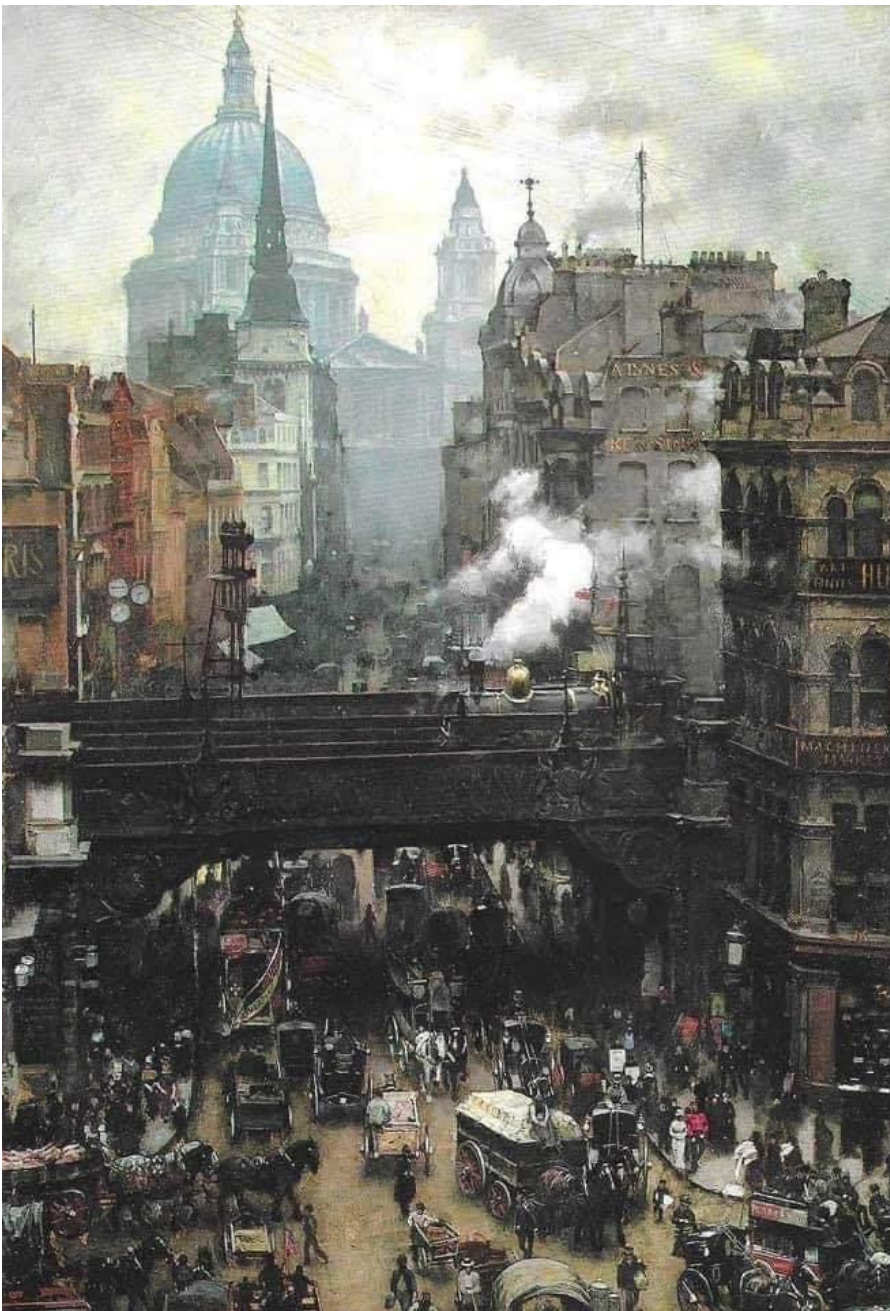
Here is a modern example of interlacing, at the Swedish-Finnish border, where Swedish standard gauge 1435mm track meets Finnish (and Russian) broad gauge of 1524mm.



*Swedish standard gauge track (1435mm) interlaced with Finnish broad gauge (1524mm) track, in order to cross a bridge at the border which only accommodates a single line of track. As the tracks diverge, they lead to separate platforms for passenger trains of each gauge.*

## Ludgate Hill – A Layout Suggestion

Ludgate Hill was the City of London terminus for the London, Chatham and Dover Railway, opened in 1865. North of Ludgate Hill station, the Ludgate Viaduct led to the Snow Hill to connect with the recently-constructed Metropolitan Railway. Here is the scene where the viaduct crosses Ludgate Hill road.



*The artist was William Logsdall.*

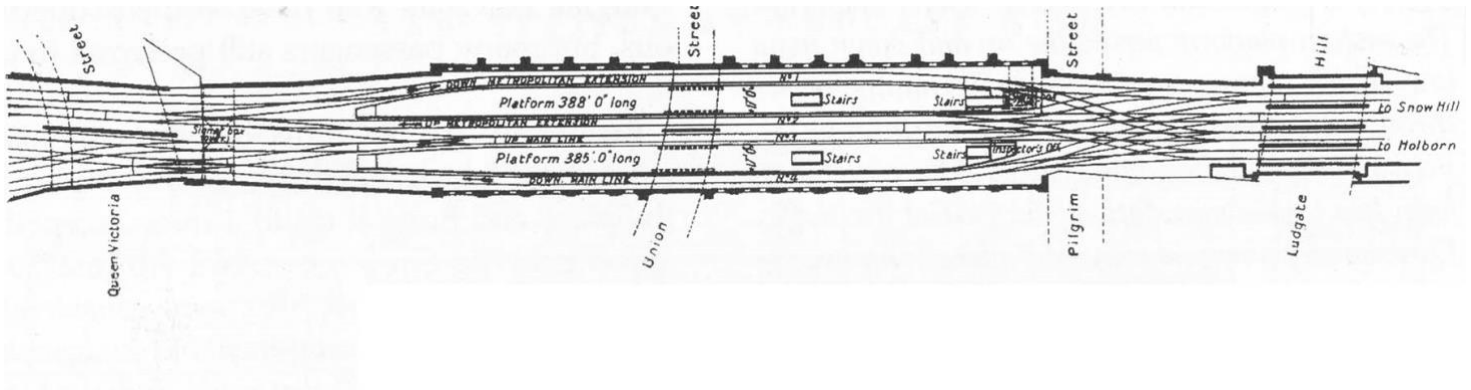


It is this scene, with an elevated railway line emerging briefly between buildings and with St Paul's cathedral in the background that is suggested as the subject for either a layout or a diorama. The viaduct was eventually closed in 1989 and dismantled, having been replaced by the City Thameslink. There is plenty of material available online for an interested modeller.





Of course, a keen scratchbuilder of track could always model the adjacent Ludgate Hill station, in which case the best of British luck to you.



## Ultra-Modern Platform Accessories



Seen last year at Marylebone station, two electric MultiMobby passenger transport vehicles.



*The MultiMobby special mobility vehicles. These 8- and 6-seater electric vehicles can turn in their own length and travel in an elevator. They sense surrounding foot traffic and adjust their speed accordingly. Note that the driver sits at a higher level and can see over the passengers.*



## British Railway Freight



*Archive photo posted by @ragnaroth.bsky.social.*

Above, British railway freight as it used to be: a Southern Region class S15 4-6-0 with milk train.



*GBRf Class 60 hauling  
6D50 1024 Hull  
Dairycoates Terminal >  
Rylstone (Swinden) Quarry  
across Leeds East Junction.*

*Photo credit: @HiPa125  
on Twitter 'X'.*





*Direct Rail Services Class 68 at platform 1, Derby. Photo: @HiPal25 on Twitter 'X'.*



*GBRf Class 66 at Spondon with 6M72, grain oil terminal to Sinfin sidings, 2 May 2025. Photo credit: Dave Llewellyn.*





*Direct Rail Services Class 68 hauling diverted 4Z27 0531 Coatbridge (Russell) Container Terminal > Daventry International Freight Terminal through Hemington.  
Photo Credit: HiPa125 on Twitter 'X'.*



*Coronation Scot services cross at Preston in 1938, in this photograph credited to the Northcliffe collection.*

*Unknown photographer.*





Rapido are to make this N scale version of the LNER dynamometer car.

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*Fun, but not really £375.00 worth of fun, methinks.*



## Royal Train Axed



Buckingham Palace has announced that the Royal Train will be taken out of service by 2027 as a cost-saving measure. Although there have been dedicated railway rolling stock since Queen Victoria's day, the present monarch has never concealed his dislike of railway travel, and the Royal Train was only used twice in the latest financial year.

According to the latest financial accounts published by the Palace, one royal train journey from Gloucestershire to Staffordshire and thence to London over two days in February, had cost the taxpayer £44,000. The total annual cost of royal travel is now £4.7 million.

Your editor's fellow anti-monarchists will be disappointed to learn that the vehicles of the train will almost certainly be preserved. Under the provisions of the railway heritage legislation, a committee of the wise and wonderful called the Railway Heritage Designation Advisory Board will decide on how the nine carriages will be disposed of.

## Industrial Locomotives

*All these archive photographs were posted on @ragnaroth.bsky.social. Blue Sky is a pleasant, well moderated, less controversial and less confrontational social site created by one of the originators of the site formerly known as Twitter.*



*South Hetton Colliery in Durham. 'Sir George', Robert Stephenson works no.624. Originally London & Birmingham Railway 0-6-0 no.246 of 1848. Scrapped 1948.*



*Track lifting contract engine, built by Avonside Engine Co, works no.2062 or 2063.*

*A wooden station building has somehow been mounted on two 4-wheel wagons.*





*Another from South Hetton Colliery, Durham. 'Glamorgan'. Hunslet works no. 396 of 1886. Rebuilt 1907 and scrapped 1948.*



*Avonmouth, Bristol. Hudswell Clarke works no. D755 of 1952, built for Port of Bristol Authority. Archive photo by R. K. Blencow.*

## **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:holmes.lecky@gmail.com>

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## **Next Totem**

The August 2025 edition of *The Totem* will be published on 15<sup>th</sup> August. If there is anything you would like to contribute to the editor, Julian Lermitt, email:

<mailto:kiwiscrooge@xtra.co.nz>

## **Events of Interest**

**2025**

### **July 2025**

- 20 Club formal monthly meeting in clubrooms. Roger Simmons will present railway photographs from his recent trip to Britain.

### **August 2026**

- 6 Gold card group meet at clubrooms. (Everyone else welcome.) Bring lunch and a project to work on.
- 17 Club formal monthly meeting in clubrooms.

### **September 2025**

- 20 – 21 Wanganui Model Railway Expo, Wanganui City College Hall, 84 Ingestre Street, Wanganui. 10.00 am to 4.00 pm.



## October 2025

4 – 5 Christchurch Model Train Show, Cowels Stadium, 170 Pages Road, Aranui, Christchurch. Information here:

<https://christchurchtrainshow.co.nz/-show-info>

*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:jillandrognz@gmail.com>

Deputy Chair: Julian Lermitt email [kiwiscrooge @xtra.co.nz](mailto:kiwiscrooge@xtra.co.nz)

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

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# Wanganui Model Railway & Engineering Society

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