

Wellington British Railway Modellers



August 2025

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Railway Bridges

Multicoloured 08s

Surrey Iron Railway

Smallest Standard Gauge Diesel

Severn Valley Railway Repaired

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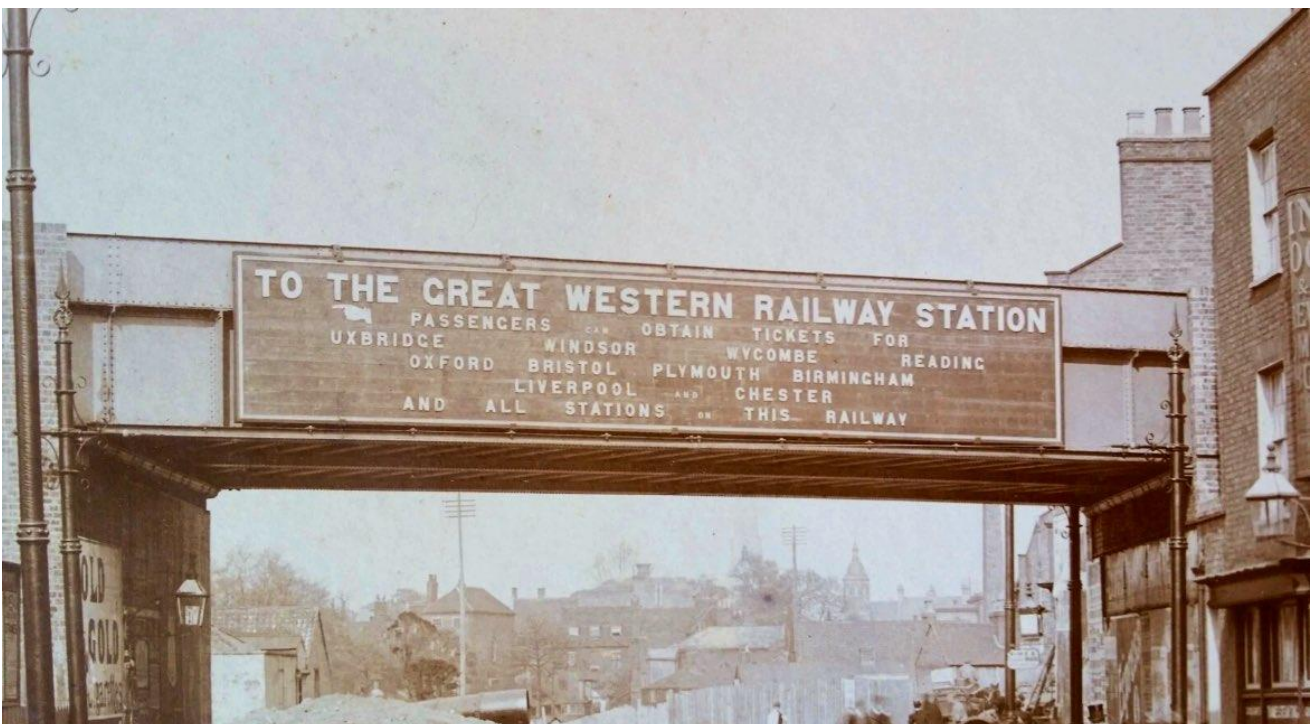
Railway Bridges

Julian Lermitt

Random thoughts inspired by various pictures of British railway bridges found online.



This bridge, believed to be at Brentford, was photographed about 1890. Railway infrastructure has long been employed as advertising billboards. The stilted language (below) was no hindrance in an age when road traffic was very slow and folk had the time to read.





Seaforth Sands Bridge, Bootle.

Four decades later, the message is larger and straight to the point.



Bridge over Limehouse Cut, Stepney, London, about 1925.

Limehouse Cut takes the Lea Navigation canal down to the Thames river, which it joins near the outflow of the Regent's Canal. Impossible to say from the photograph whether that workmanlike arch is stone or brick, but the bridge is sturdy without that superfluous decoration to which Victorian engineers and architects were prone.

The photographer took this picture facing South from Commercial Road. The bridge was built by the Great Eastern Railway, which by the time the photograph was taken had become the London and North Eastern. To the East (left) tracks ran to the West India Docks, now Canary Wharf. That very modelworthy signal box spanning the tracks controls Limehouse Junction, one corner of a triangular junction. To the right at Limehouse Junction the tracks lead north to Stratford; to the left the tracks run due west to Fenchurch Street station. Off that line to Fenchurch Street, there were in pre-grouping days spurs leading to goods depots operated by no fewer than five different railway companies – the Great Eastern, the Great Northern, the London and North Western, the Midland, and the London Tilbury and Southend. After the 1923 Grouping, those five companies became the LNER and LMS.

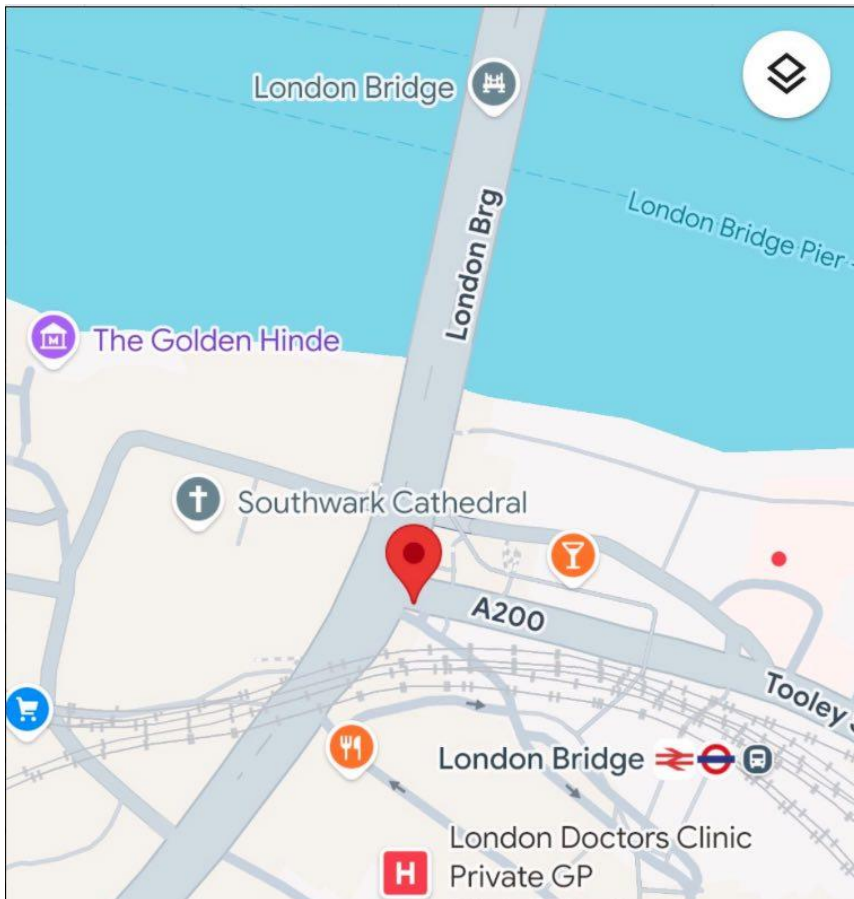
The barges are broad-beamed craft, at least twice as wide as the narrow-boats used on canals where water supplies were not plentiful. The Lea Navigation canal was built to make the River Lea (also spelled Lee) deeper and straighter so that larger craft could use it. The Limehouse Cut avoided the serpentine junction of the Rivers Lea and Thames at Blackwall.

London's first railway powered by steam engines was the London and Greenwich, which was built entirely on brick arches. This was done to avoid level crossings with roads, and also to raise more revenue from letting the arches for occupation and storage. Alas the L&G engineers neglected to waterproof the arches and underestimated the noise that railway trains make, so a housing boom did not eventuate. Nonetheless a great deal of London's rail tracks were built 'one storey up'. The fact that British railway companies put trains up on display on a pedestal offers fruitful opportunities for modellers, as is shown in the next photograph.



Southwark in the 1930s, with London Bridge station in the right background.

Ignoring the buildings on the left of the picture, this would make an excellent setting for a four-track “round and roundy” layout. Note that it is a completely urban scene, with not a tree or blade of grass in sight.



Coulsdon South Bridge, whereunder a truck, oops, “lorry” got stuck for half a day. The bridge is now to receive Collision Protection Beams. Photo credit: Network Rail

To protect low bridges which are vulnerable to being struck by high vehicles driven by idiots, (there are whole YouTube channels devoted to the subject), Network Rail has come up with the defences shown in the picture below.



A Collision Protection Beam installed on a bridge. Photo Credit: Network Rail

These Collision Protection Beams are large steel tubes, filled with material which absorbs impact, attached to steel supports on both ends of the bridge. To highlight the obstruction plates painted with high-visibility chevrons are attached to the tubes. These beams won't prevent idiots driving into them, but will protect the railway bridge from damage. Road underbridges on Modern Image layouts, which tend to be too low, would be enhanced by these highly visible additions.

This story about Collision Protection Beams was posted on ~~Twitter~~, 'X' by Ian Mansfield, @ianvisits.

Multi-coloured Class 08 Shunting Locomotives

Most of these photographs below were posted on @ragnaroth.bsky.social who is credited with the photographs unless otherwise noted. 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.



Toton Depot, Nottinghamshire. Photo 16.09.1989.



Bescot, Walsall. Photo date:27.06.2008.



Laira Depot, Plymouth, Devon. Photo date: 17.07.1988.



Eastleigh Works, on 25.06.2025. Photo credit: @NickCar23619332 on 'X'.



Darlington on 29.06.1988.



Crewe, on 12.03.1993. Who authorised the cast number plate?



Eastleigh Works on 25.06.2025. Photo credit : @NickCar23619332 on 'X'.



Bristol Temple Meads on 13.01.2006. Note the lining just below the roof.

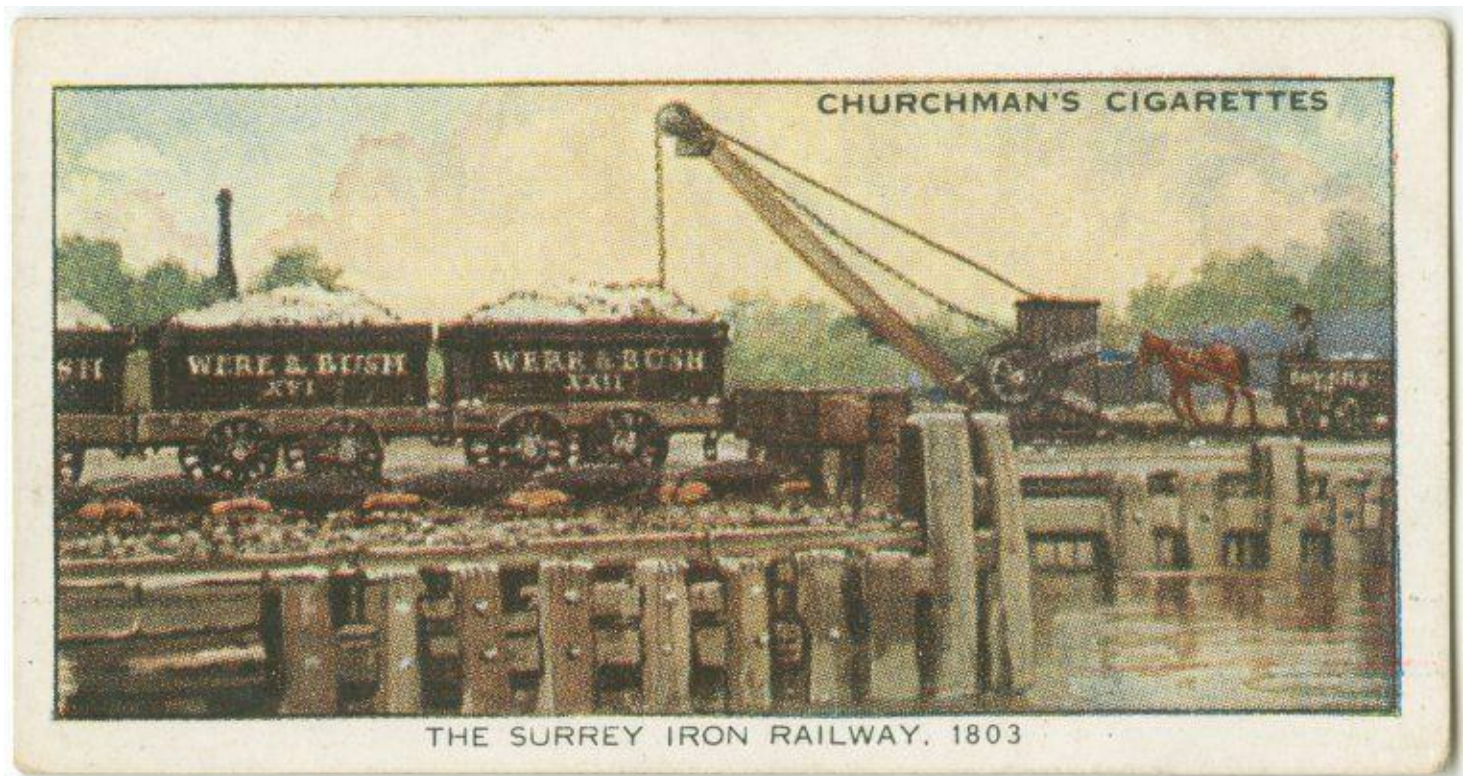


Derby Station on 13.12.2001. Nausea-inducing principal colour.

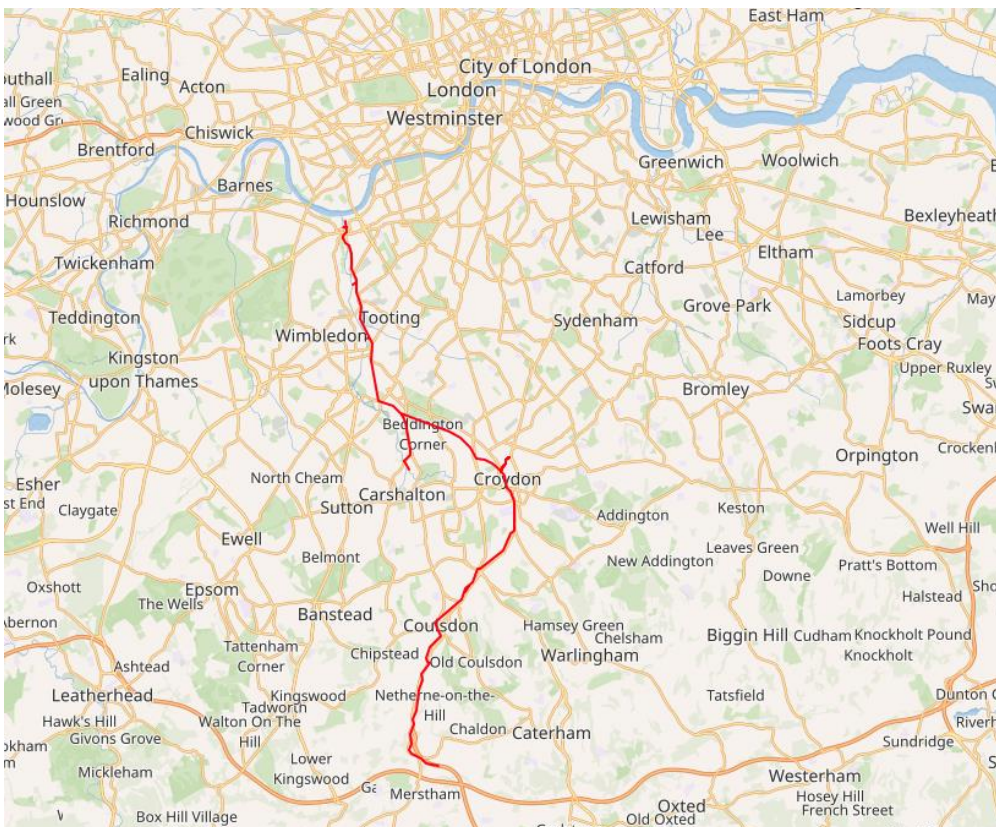


Tinsley, Sheffield, on 13.06.1990.

Surrey Iron Railway



Picture credit: New York Public Library.



Contrary to some public opinion, not the world's first public railway: that was the Lake Lock Rail Road, near Wakefield in Yorkshire. But part of the Surrey Iron Railway route is still used by the Wimbledon-Croydon tram line.

SURREY Iron Railway.

The COMMITTEE of the SURREY
IRON RAILWAY COMPANY,

HEREBY, GIVE NOTICE, That the BASON at
Wandsworth, and the Railway therefrom up to *Croydon*
and *Carshalton*, is now open for the Use of the Public,
on Payment of the following Tolls, viz.

For all Coals entering into or going out of their Basen at Wandsworth,	per Chaldron,	3d.
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For all other Goods entering into or going out of their Basen at Wandsworth	per Ton,	3d.
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For all GOODS carried on the said
RAILWAY, as follows, viz.

For Dung,	per Ton, per Mile,	1d.
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For Lime, and all Manures, (except Dung,) Lime-stone, Chalk, Clay, Breeze, Alhes, Sand, Bricks, Stone, Flints, and Fuller's Earth,	per Ton, per Mile,	2d.
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For Coals,	per Chald. per Mile,	3d.
And, For all other Goods,	per Ton, per Mile,	3d.

By ORDER of the COMMITTEE,

W. B. LUTTLY,
Clerk of the Company.

Wandsworth, June 1, 1804.

BROCKE, PRINTER, No. 15, PATERNOSTER-ROW, LONDON.

The gauge of the Surrey Iron Railway was 4' 2". The length of the railway was 9 miles in 1803. The railway was a public toll railway: the company operated no trains of its own. Traders provided their own wagons (built to the company's specifications) and horses.

Smallest Standard Gauge Diesel Locomotive



Built in 1935 for the Courage Brewery, the locomotive boasts 20hp (14.7 kw).

*Picture credit:
@railwayhobbit.bsky.social*

(Railway historian Anthony Dawson.)





A nice inn sign for your layout.



WS 4291 and WS 8289 at Wolverhampton. Photo credit: @Gullick45 on 'X'.

These interesting modern signals have a side aspect for use when trains pull up so close to the signal that the crew cannot see the main aspect. The old Southern Railway used to have some signals like this, which were nicknamed “pigs’ ears”.

Western Region Scenes



6858 Woolston Grange and 5089 Westminster Abbey. *Unknown photographer.*



November 1965, at Gloucester Horton Road shed. 7029 Clun Castle in its last weeks in regular service, next to Brush Type D1721.

Really interesting colour palette here – get your weathering powders out.

Photo credit: Ralph Ward, posted by @adipullenLNER on Twitter 'X'.

Queues



Queueing for fish from Bob White, fishmonger in Elephant and Castle.



“FORM QUEUE OTHER SIDE” says the London Transport sign.. This unruly London crowd surges past the official queueing point, and so the Police have been summoned.

Severn Valley Railway Repaired

After the washout at Mor Brook in January, the Severn Valley Railway has re-opened. In July, work was still ongoing to build parapets for the new bridge. The repairs, paid for by the insurers, were a major job.



Photo Credit: Cr cy Rail.



Photo Credit: Crécy Rail.



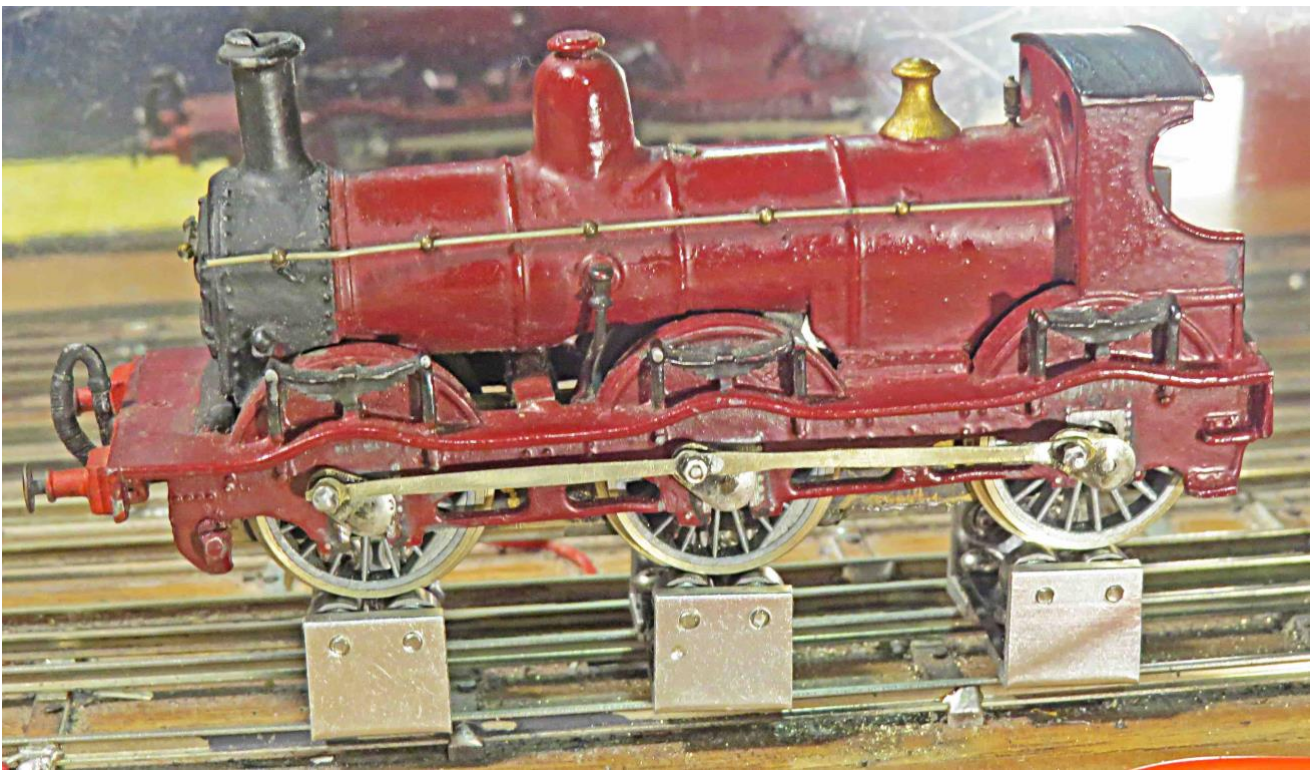
The intrepid Mr Parsey attempting to break the ton on Wellington.

In an unguarded moment your editor agreed to exhibit his fourteen-year-old mid-19th century layout *Hexeter* one last time at RailEx in November as well as providing some models of mid-19th century prototypes to run in the Cavalcade on the club's DCC 00 layout, *Wellington*, all in recognition of this year's Rail 200 celebrations.

The first model, Parsey's Compressed Air Engine of 1846 has been converted to DCC and is seen on *Wellington* in a test run attempting to reach its designed speed of 100 mph. This was the simple model – converting others will be more difficult.

At the same time *Hexeter* is looking a bit tired so much of the next three months' modelling time will be absorbed refreshing it. I decided that a new DC locomotive is required, but there is not the time to build one from scratch, since RailEx 2025 is on 15-16 November.

Casting around for an alternative, I dug out a partly disassembled third-hand Midland Railway Kirtley 0-6-0 which I bought for \$20 years ago. This I intend to backdate to resemble a Beyer Peacock 0-6-0 built for the Midland Railway in 1858.



The motor was an unappealing fifty-year-old ECM with a simple worm-and-worm-gear drive which was reluctant to stay in mesh, so I decided to replace it with a Mashima™ can + gearbox from my collection of spares. It proved impossible to unfasten the nut holding the Romford™ wheel on its extended axle (in order to get at the gear wheel) so the axle had to be cut off. The new gearbox was fitted on a replacement axle and the reassembled chassis was tested.

Attention then passed to the body, which got butchered. Chimney, safety valve, cab roof, cab sides, vacuum pipes and handrails were summarily removed. What should be a flat footplate was a curved cover for the now non-existent worm gear, and most of this was removed.



A new chimney was turned up on the Unimat™ lathe, and this is seen temporarily stuck on the half-finished, partly painted model. In the picture the tender vacuum pipe has yet to be removed. The deleted handrails will be replaced by the piping of Beattie's feedwater heating system which the Midland Railway was using experimentally.



Much work still to be done.

I was not able to strip the red paint off as the whitmetal body had mainly been glued together with epoxy resin. Paint stripper would have reduced the body to a kit of parts, a kit for which there would be no instructions! I am in a hurry this time, so a rough-and-ready paint job will have to do.

Until 1883 the Midland Railway painted its locomotives an indeterminate shade of green, and I am experimenting with a can of Cherry's Doncaster Apple Green which I was bequeathed. Cherry's of Richmond used to be (in the 1950s) well-known modelmakers, who built models for British Railways, but Cherry's is now the name used by Precision Paints® to denote their range of paints for bus models. In spite of being well over sixty years old, the can had never been opened and the paint was fine, but it did take 36 hours to dry thoroughly!* There is still a lot of work to be done tidying up and toning down the paintwork after all the small details are added. The result, though slightly overscale, should brighten up *Hexeter* a bit.

* To accelerate the drying times for enamel paint, do what the professionals do and use a domestic hair dryer. Just don't bring the dryer too close if the model is plastic!

Wanted to Buy

Julian Lermitt

In recent weeks I have had to destroy two Romford™ extended axles in order to replace a gear wheel. Normally it would not have been a problem to replace them, but the proprietor of Markits, the firm which manufactured Romford wheels, has died and the future of the Romford wheel range is uncertain, at least as far as I am aware. So if anyone has Romford extended axles they have no use for, please contact me.

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>

TRAINMANIA©

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

Contributed this month by John Clark.

Wellbeing and hobbies

An article in the *Listener* (August 16-22) on wellness and hobbies makes reference to three hobbies, one being railway modelling. Tamlin Cooper, professor of psychology at Otago, suggests a hobby contributes to our wellbeing in 5 ways.

First, it builds one's skills and self-esteem, and hobbies have an element of challenge.

Second, a hobby can connect us with others, and may involve some kind of fellowship.

Third, hobbies can benefit cognition.

Fourth, they can contribute to better work-life balance, giving more autonomy.

Fifth, they give us something to look forward to.

Railway modelling and membership of WBRM give us all of these and more!

Next Totem

The September 2025 edition of *The Totem* will be published on 19th September. If there is anything you would like to contribute to the editor, Julian Lermitt, email:

<mailto:kiwiscrooge@xtra.co.nz>

Events of Interest

2025

August 2025

- 17 Club formal monthly meeting in clubrooms. Pizzas at 1pm, business at 2pm. “Layout Discussion” – this month John Macdonald will facilitate a discussion of the future direction of club layouts.

September 2025

- 3 Gold card group meet at clubrooms. (Everyone else welcome.) Bring lunch and a project to work on.
- 21 Club formal monthly meeting in clubrooms. Pizzas at 1pm, business at 2pm. “Sales Day” – bring your surplus stuff to sell. Also, we will mark Rail 2000.
- 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>

November 2025

- 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/>

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://nzmrg.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>

Wanganui Model Railway & Engineering Society

PRESENTS THE
WANGANUI MODEL RAILWAY EXPO



Wanganui City College Hall
84 Ingestre Street, Wanganui

Saturday & Sunday

20th & 21st September 2025

10am to 4pm

Adults \$7

Child \$3

Family (2A + 3C) \$18

