

The Narrative



September 1959



1942 Salford



A late evening train waits to depart .



Moss Hey New Mill overshadows coal wagons standing in the goods yard .



The atmosphere of steam

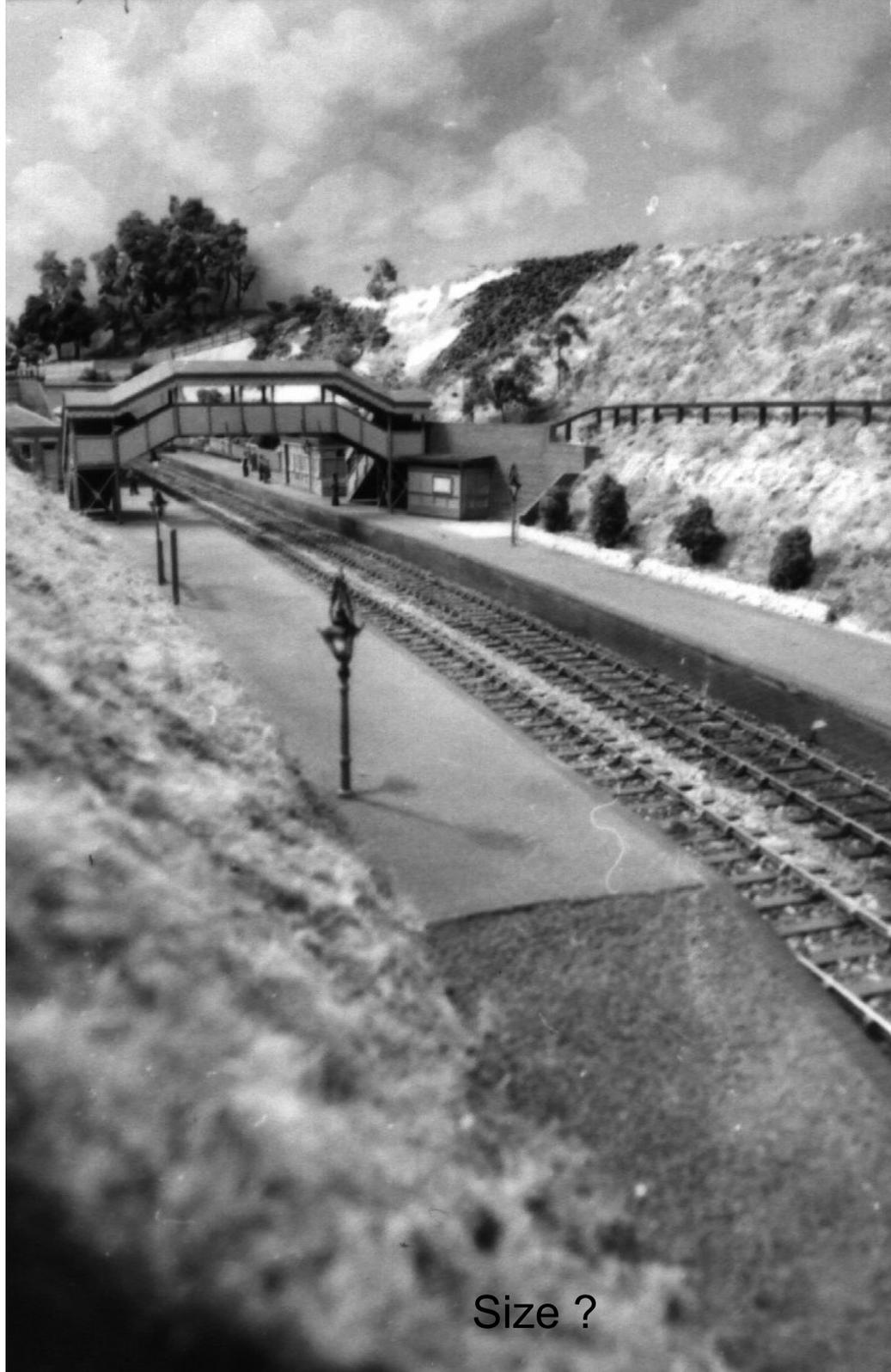




Modelling a prototype station .



The GWR in the 1920's



Size ?



The Bishops Castle Railway -a smaller prototype.



Depth rather than length.



Shortening the scene .



In to a circle ?



Modelling a main line .



Altering a prototype station.



Creating your own station.



Selecting the trains



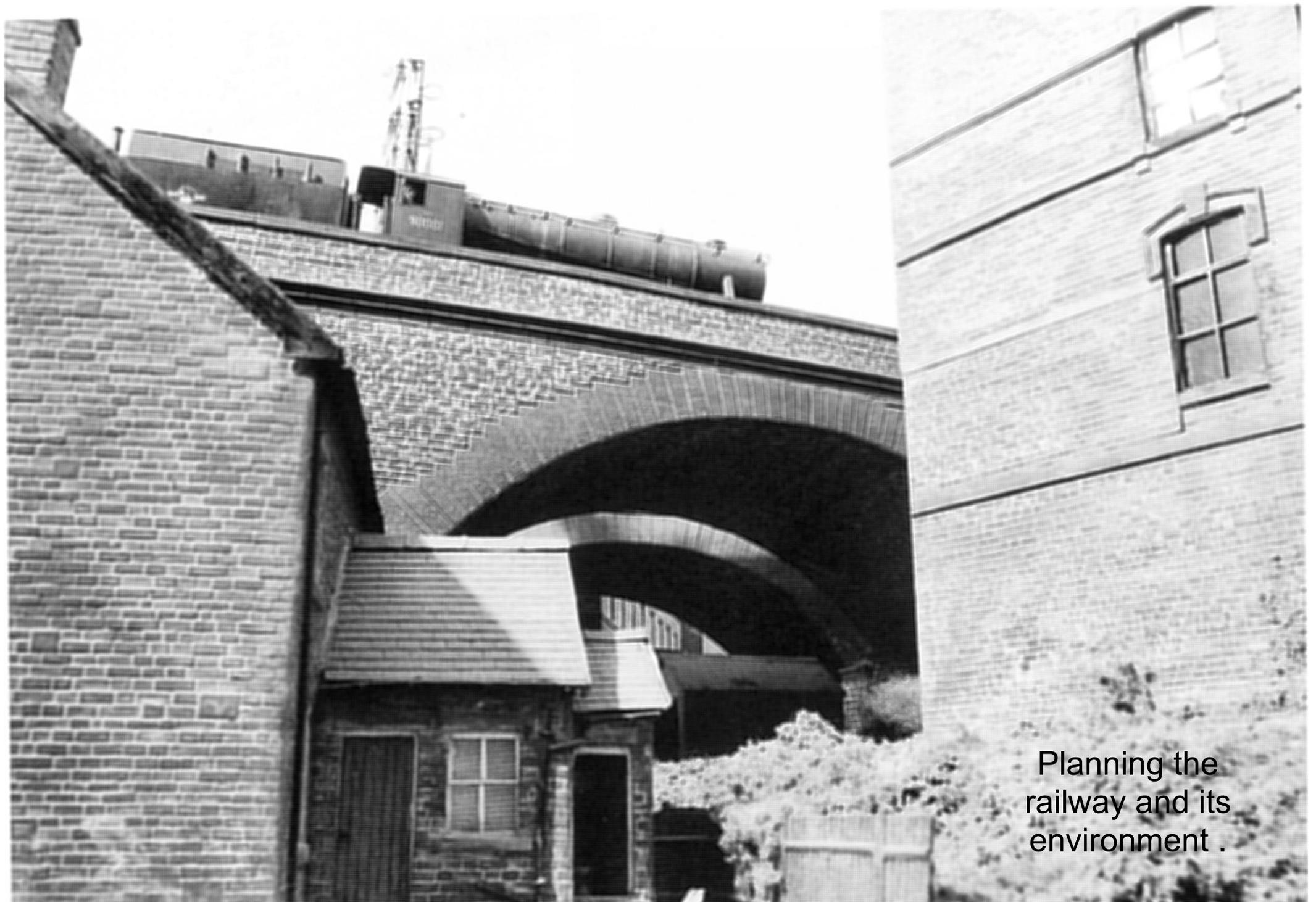
... and the buildings .



Research and Design is important ,



if we are to be convinced that this is East Anglia in the late 1950's .



Planning the railway and its environment .





Creating a believable station,



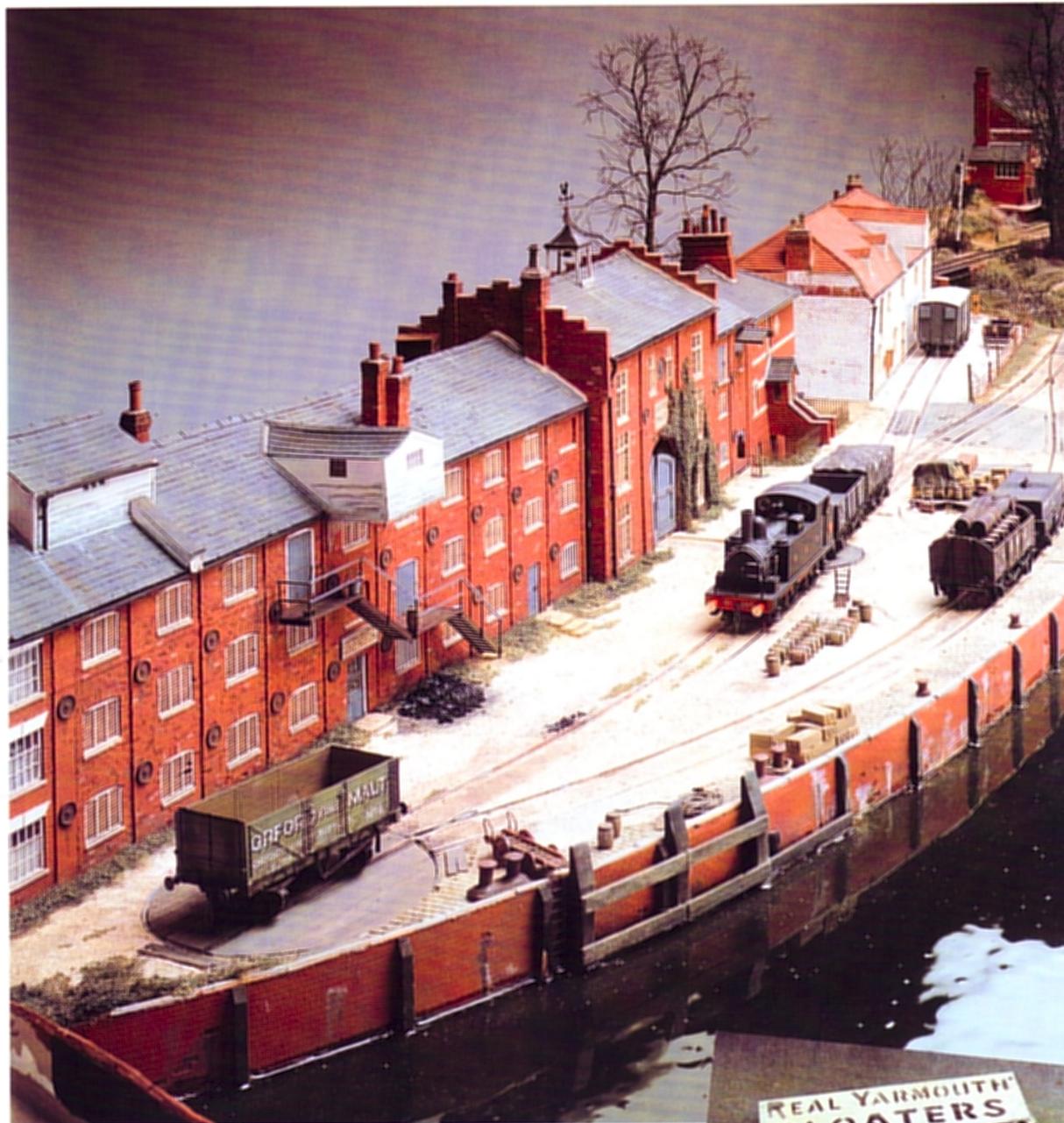
...with the correct trains ,



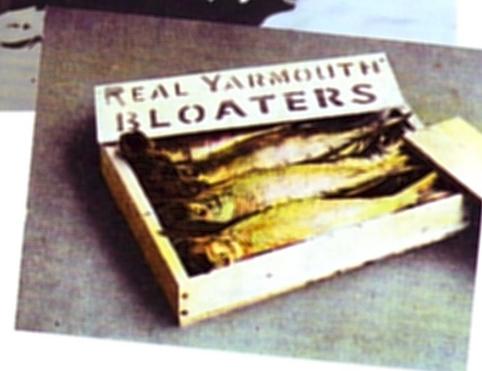
... of the right period,



...running through an appropriate scene .



Using your imagination.





Choosing building,



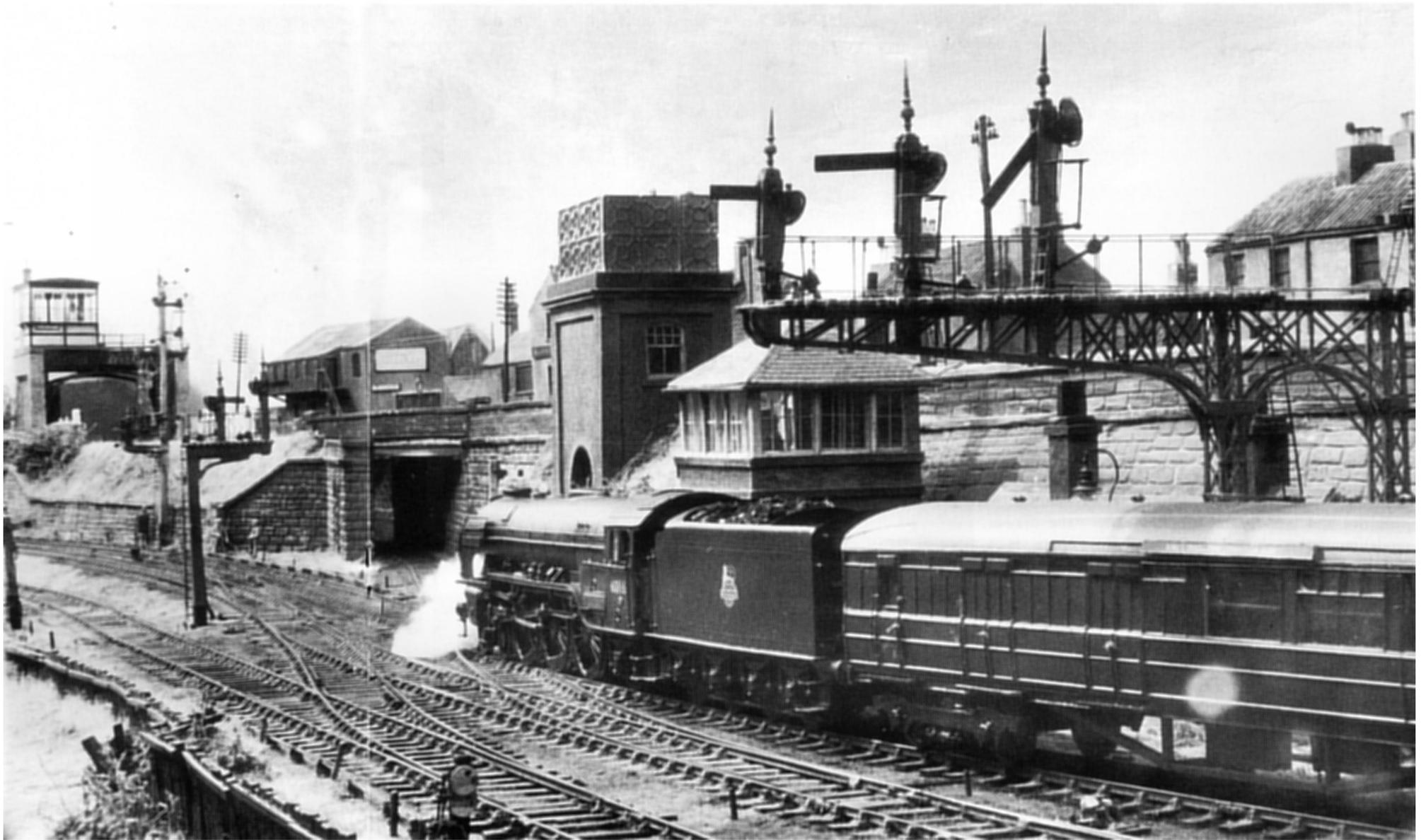
... and trains.



Interesting operation



A railway on two levels



... with tracks leading off stage,

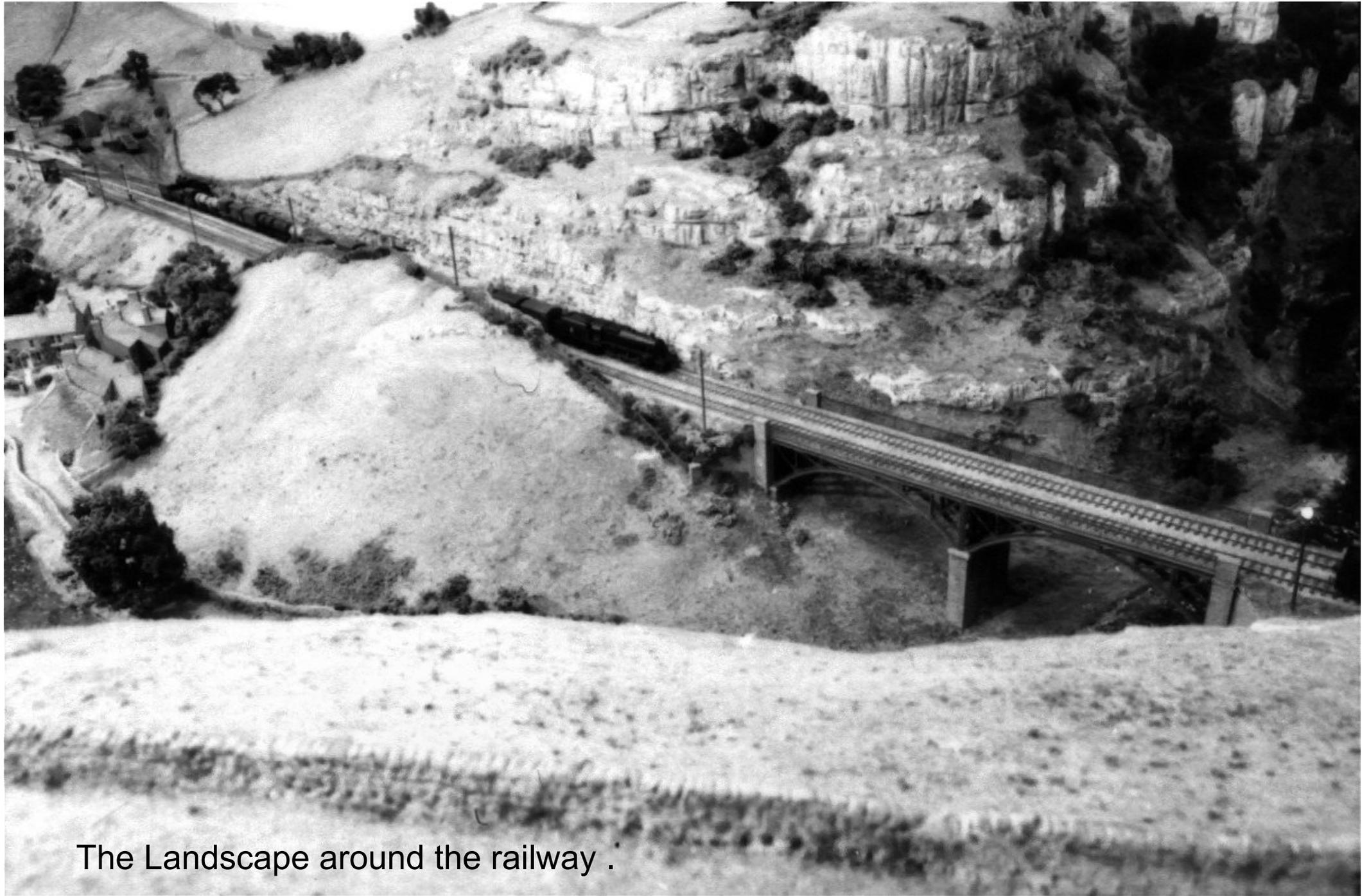


... to tell a story .



Enriching operation by adding an industry.





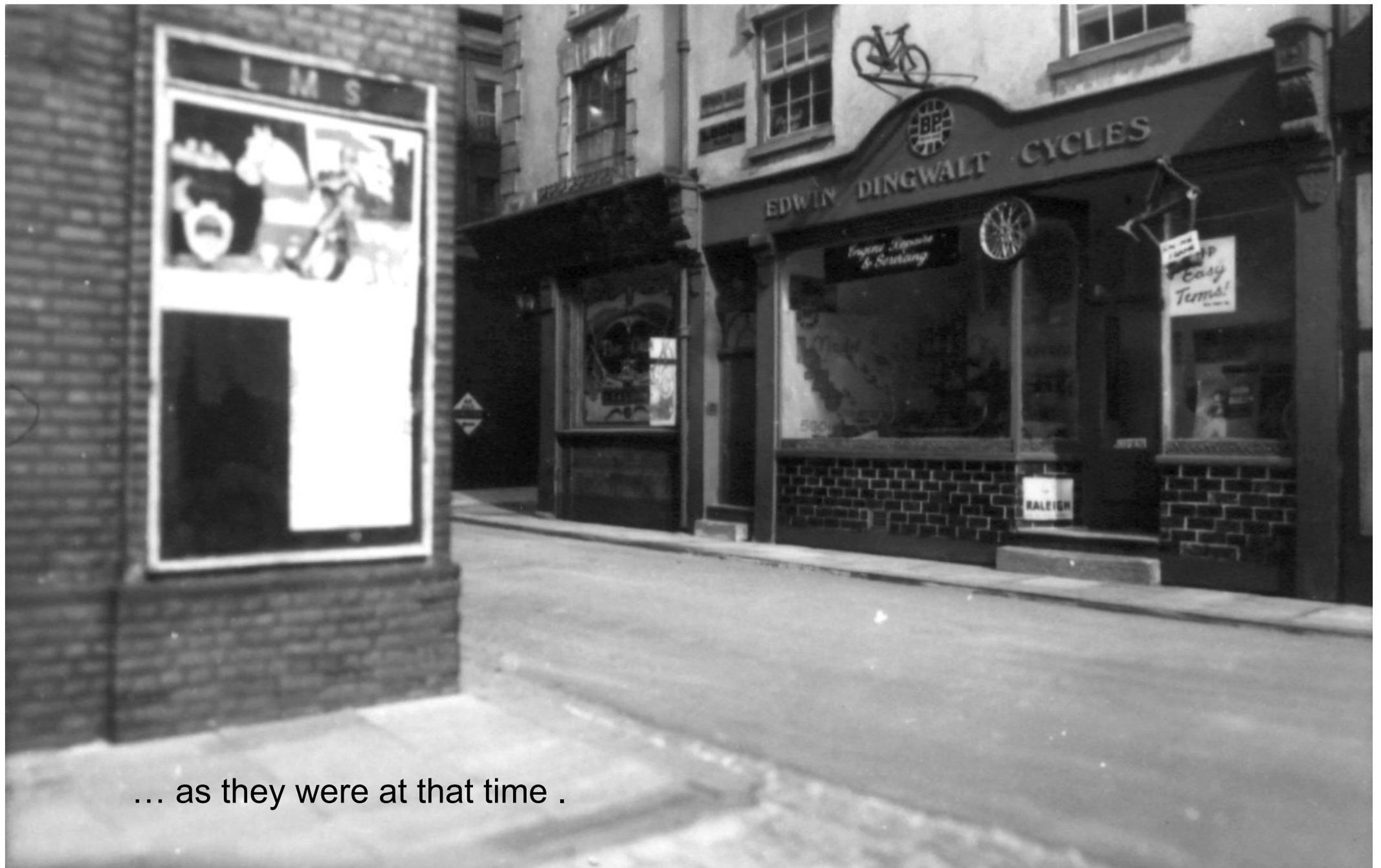
The Landscape around the railway :



The architecture around the railway.



Local buildings



... as they were at that time .



The railway buildings,



... that may have been seen locally.



The places where people work .



The mundane and the ordinary .



Local materials.



The relationship
between the
buildings and the
railway .



Local architectural styles



A Sussex scene



.... also reflected by its buildings .



People going about their everyday lives.



Reflecting a period in our history.

A black and white historical photograph showing a steam locomotive pulling a passenger train through a multi-arched concrete viaduct. The train is moving away from the viewer on the left side of the frame. To the right, a smaller passenger car is visible on a separate track. The tracks are complex, with several lines crossing and curving. The viaduct has three large arches. The background shows a steep, grassy embankment on the left and utility poles in the distance. The overall scene is a typical representation of early 20th-century rail travel.

1930's



1950's



1970's



Researching the prototype



Collecting photographs

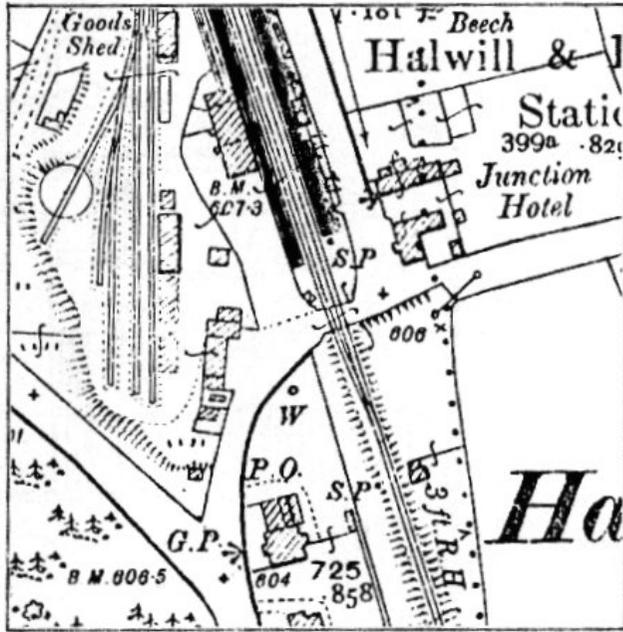
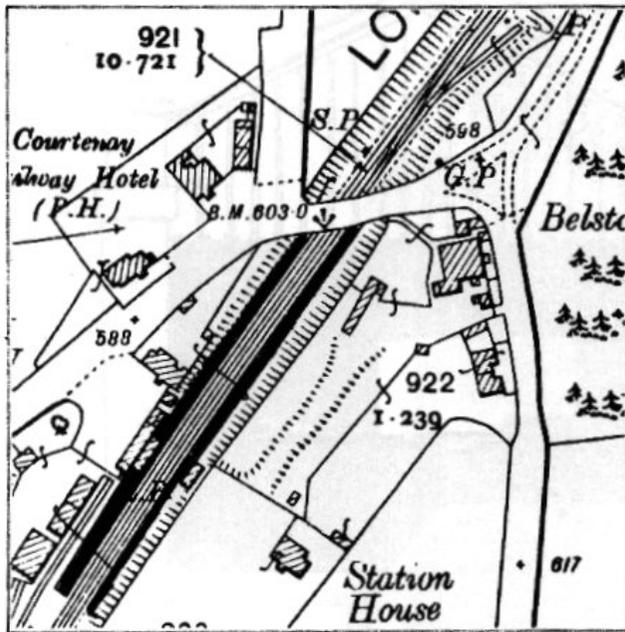
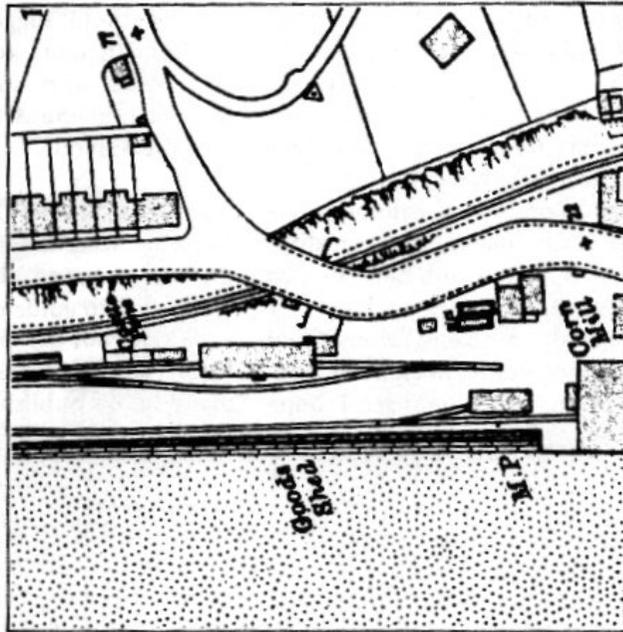
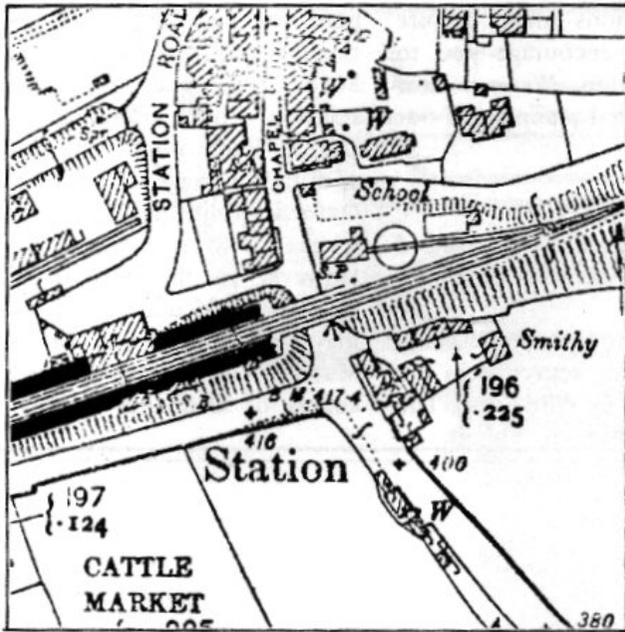
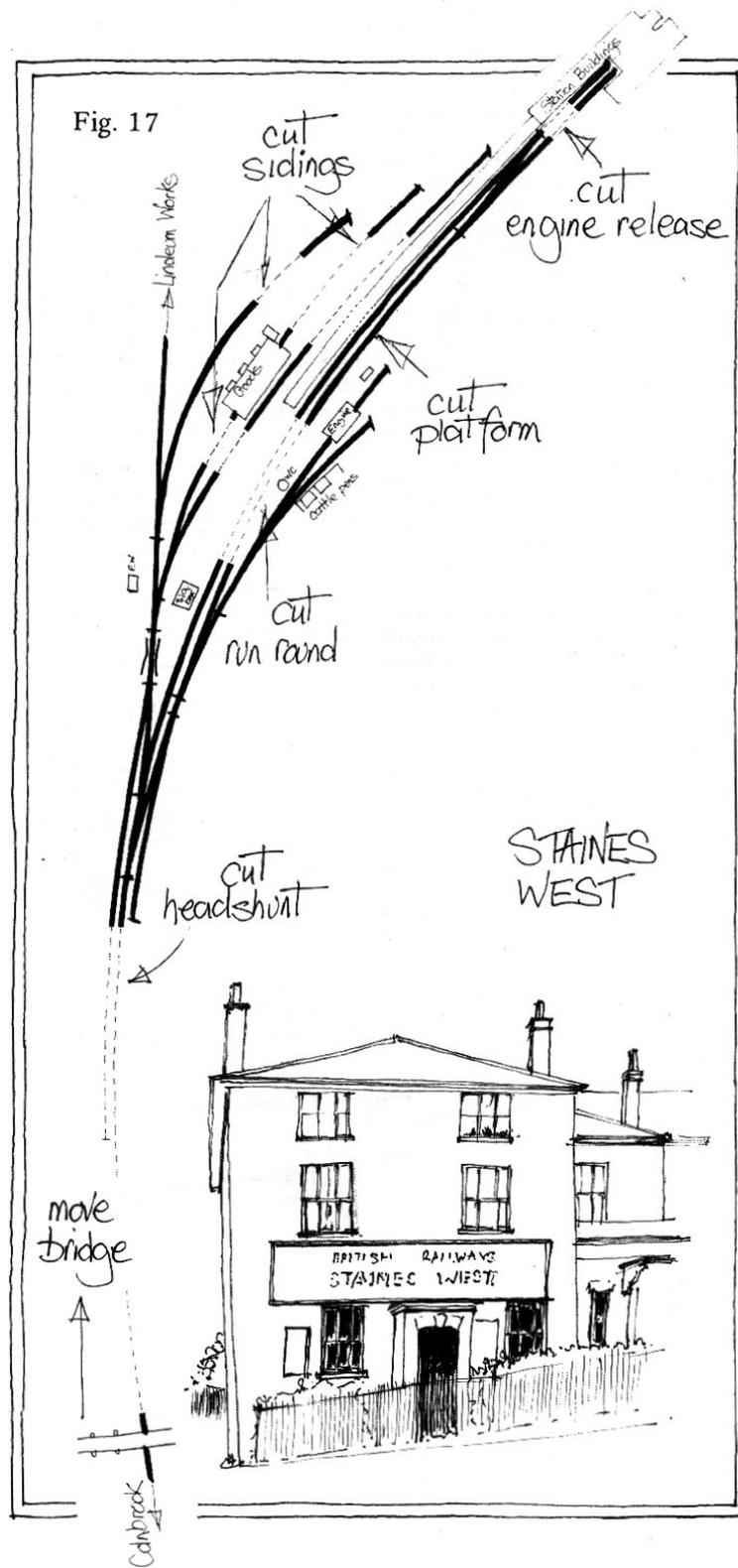


Fig. 15

Ordnance Survey 25" maps

Fig. 17



Reducing the length
of a prototype
station

MIDHURST

Midhurst was an interesting and quite unusual station (built by the London & South Western Railway) not least because the line extended beyond the platforms to provide a connection with the neighbouring London Brighton & South Coast Railway station. This would give

scope for some interesting operation, particularly in the pre-Grouping era when the different-liveried stock of each company could be seen side by side. The siding that led off to a sand pit gives further operating interest.

This prototype is in many ways ideal, the high land at the back making a good backdrop as it falls towards the front, leaving much of the station on an embankment. The buildings are attractive and the operation interesting, making Midhurst a delightful layout.

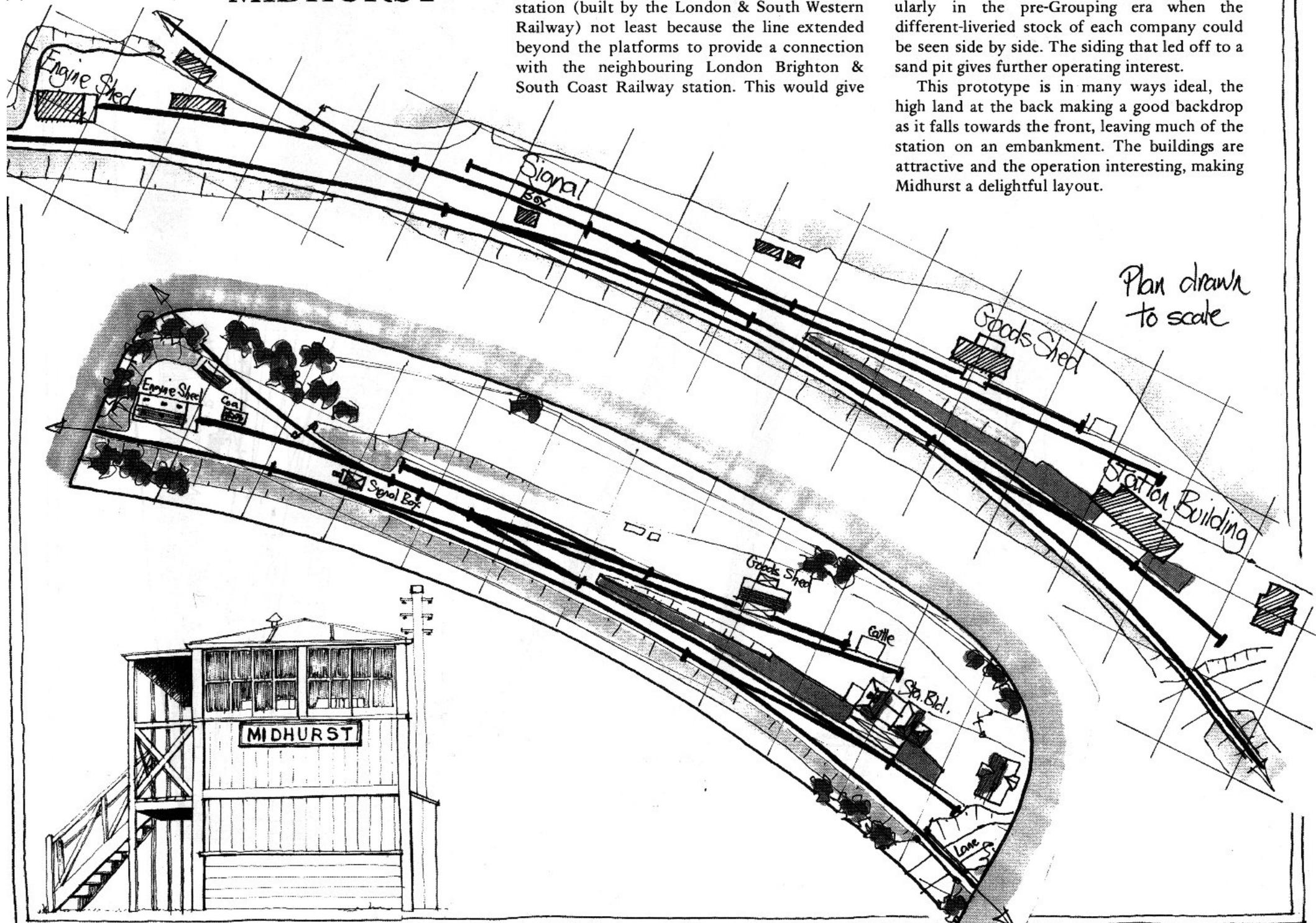
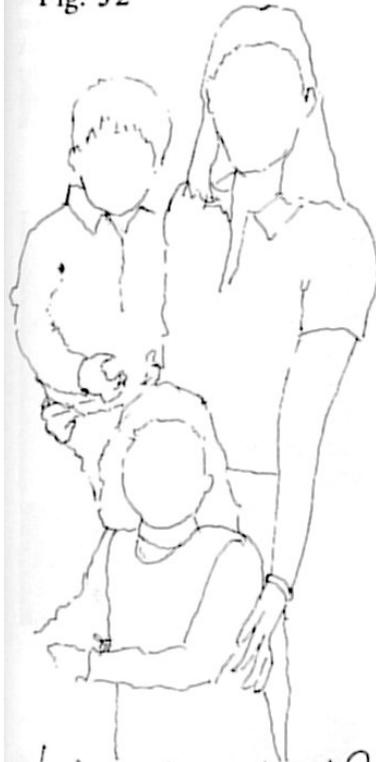


Fig. 32



Viewing at eye level?

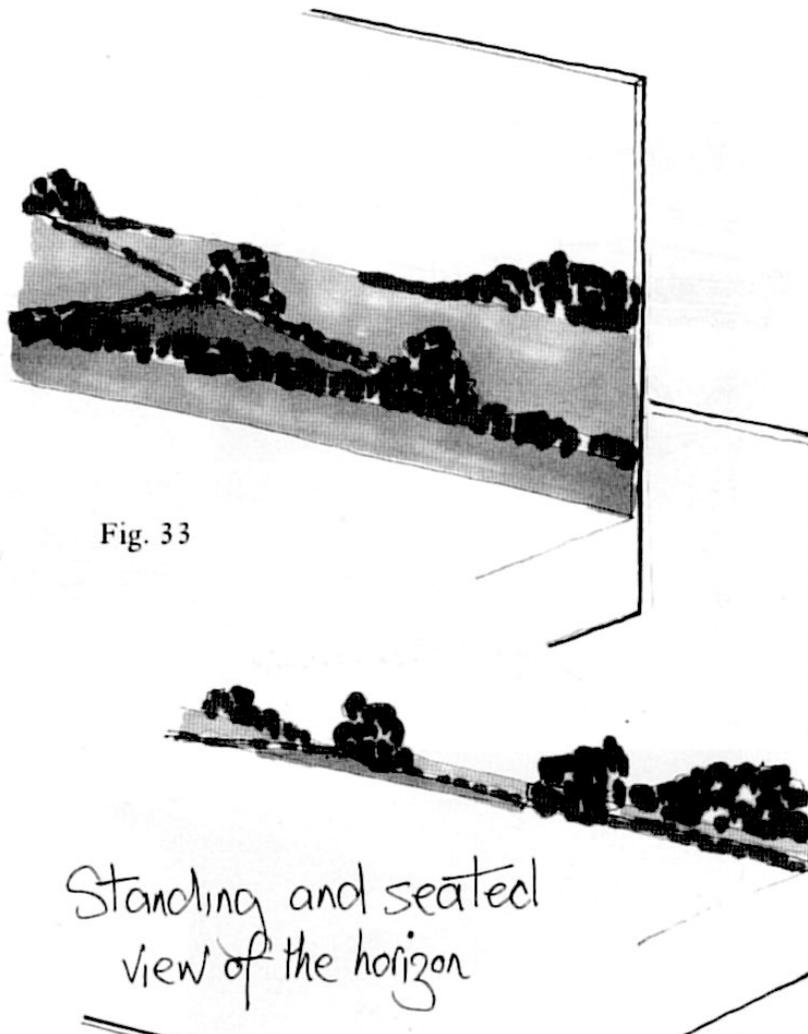


Fig. 33

Standing and seated view of the horizon

How do we look at the back scene?

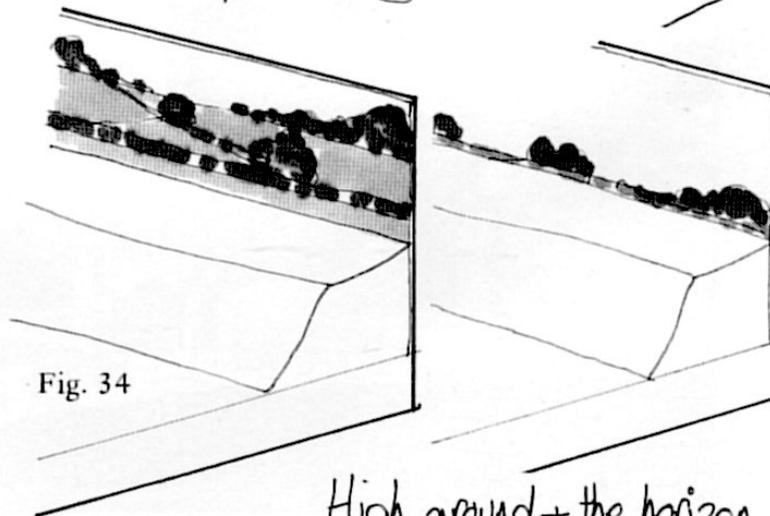


Fig. 34

High ground + the horizon



A painted back scene.



Painting a simple back scene .



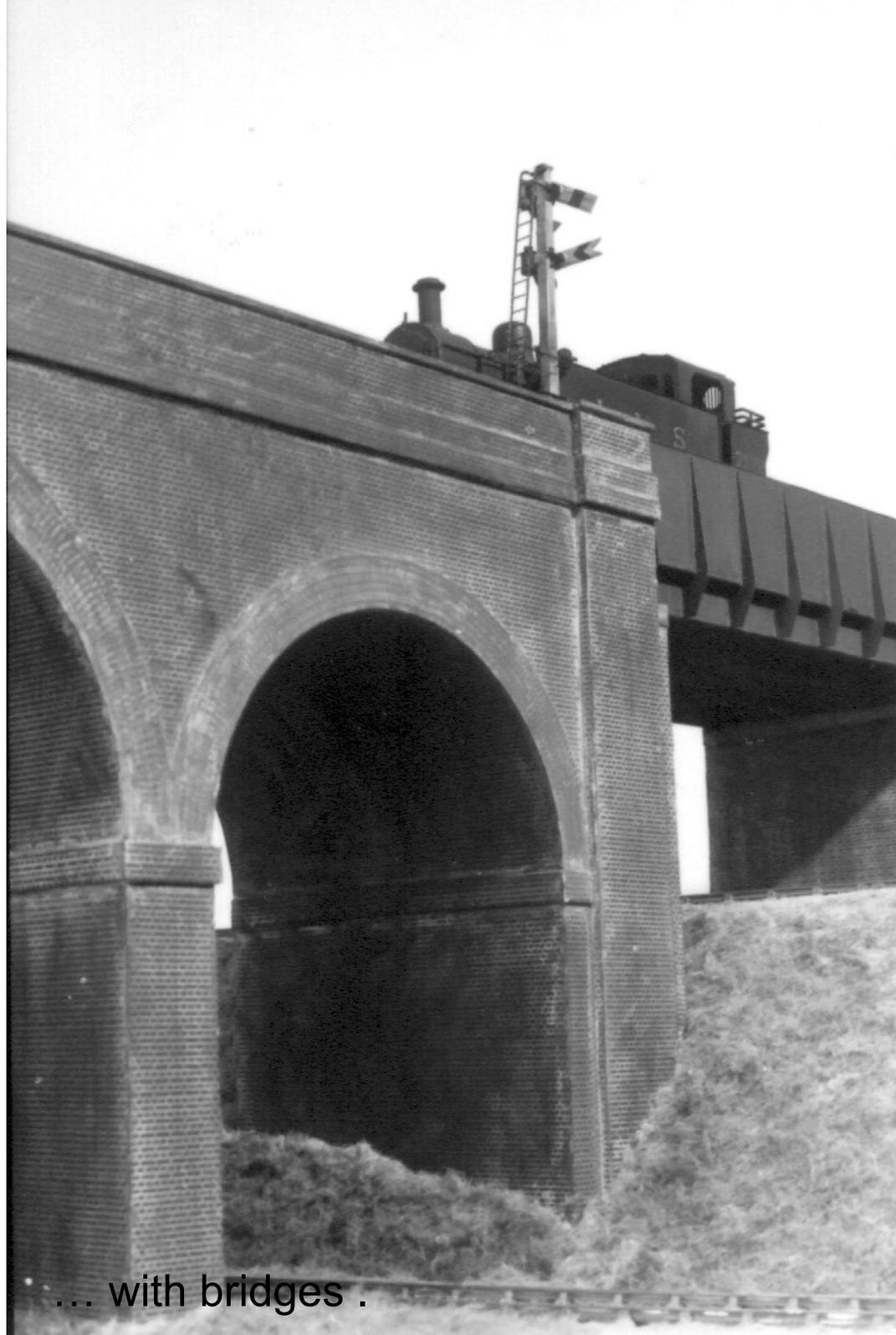
Using hedges and fences to create the horizon .



Masking the end of the scene



... with buildings .



... with bridges .



... be imaginative

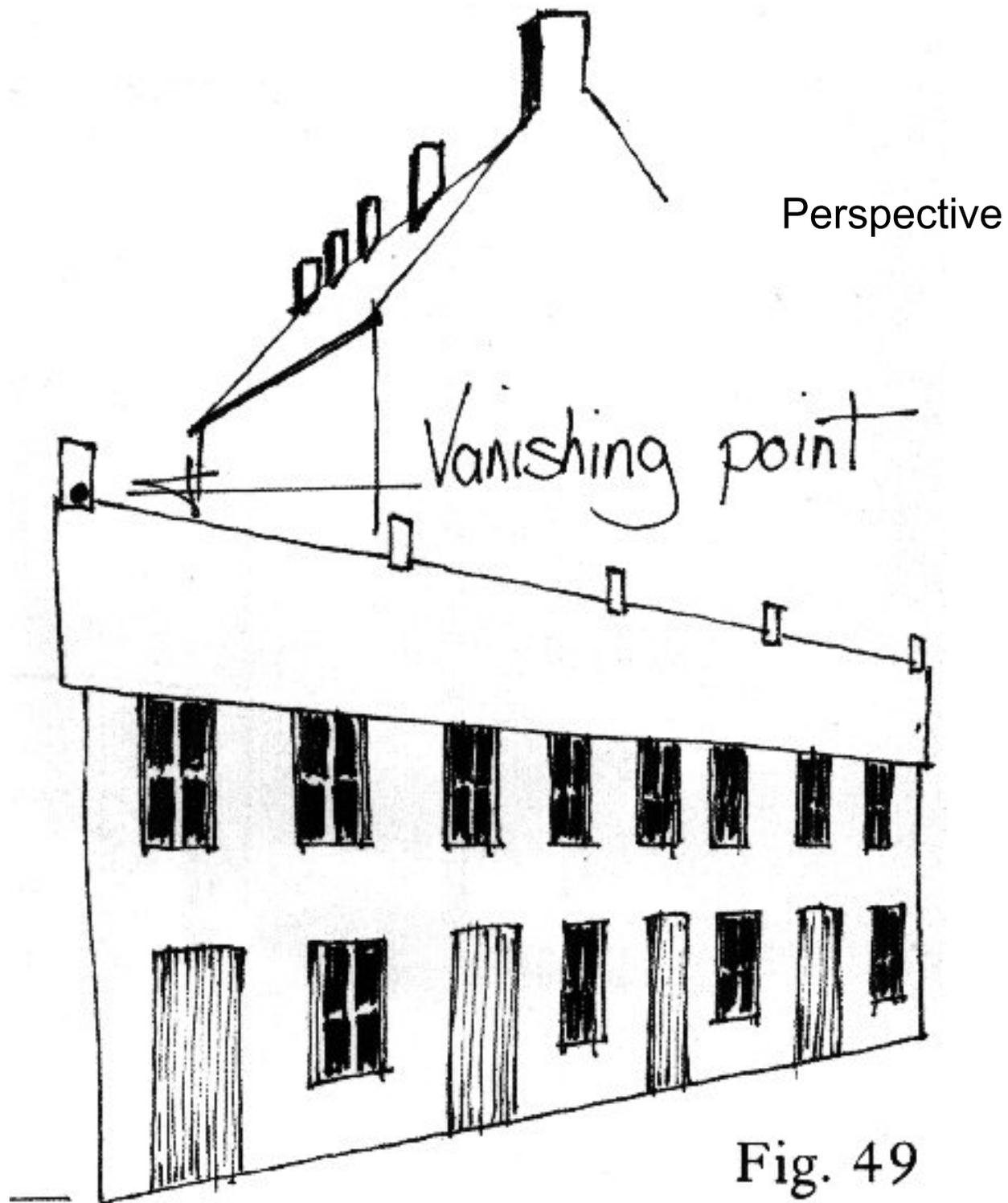
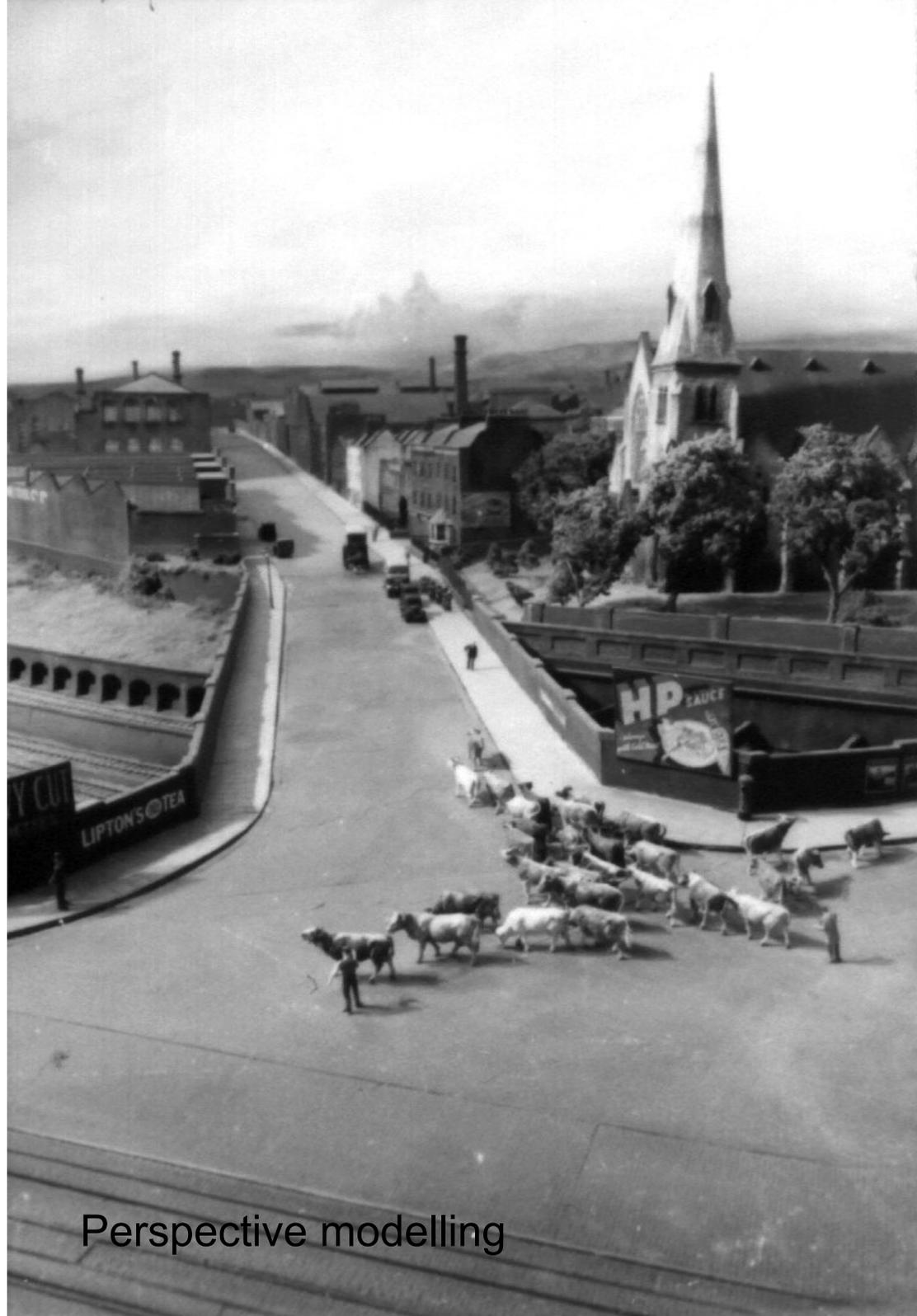


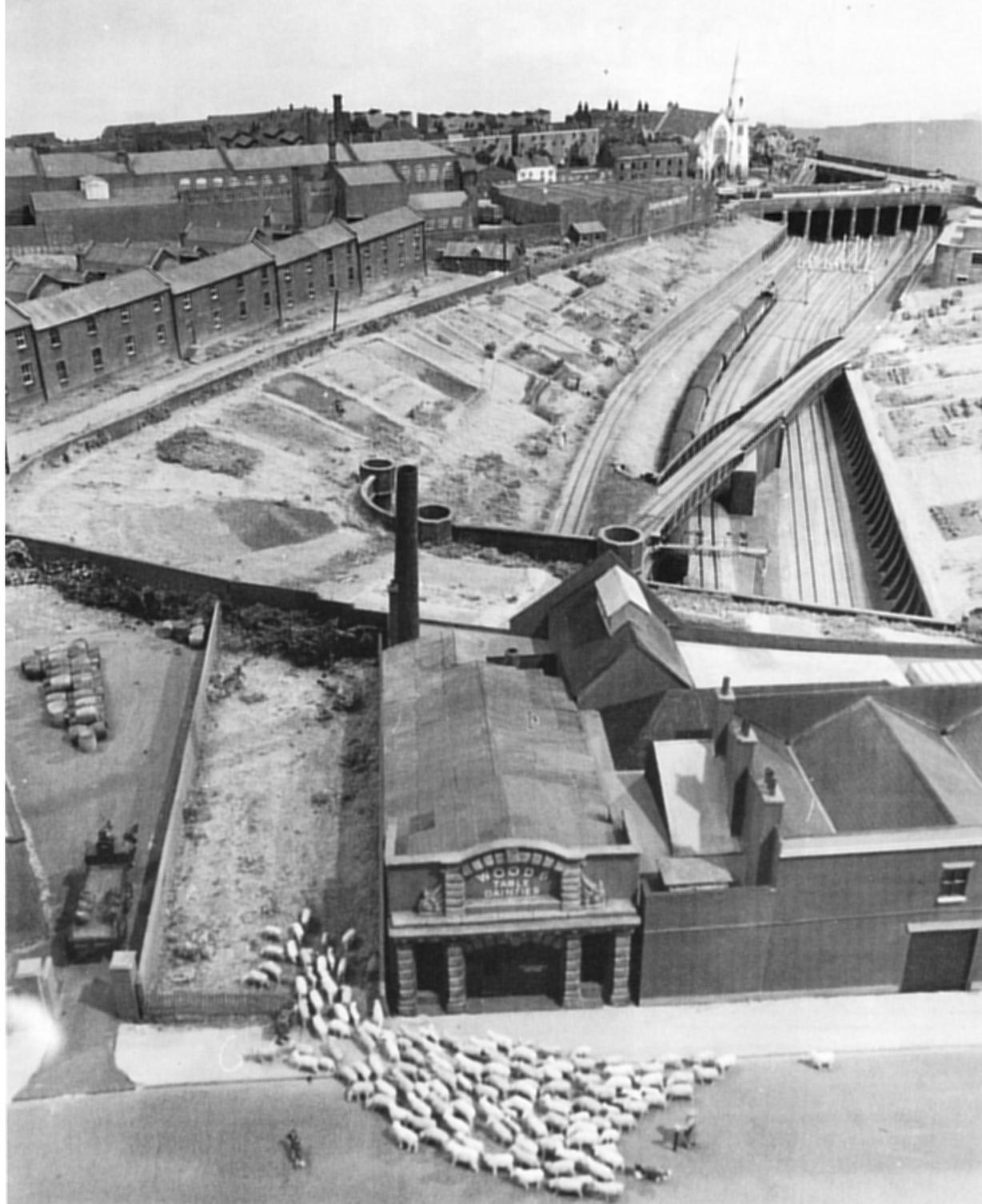
Fig. 49

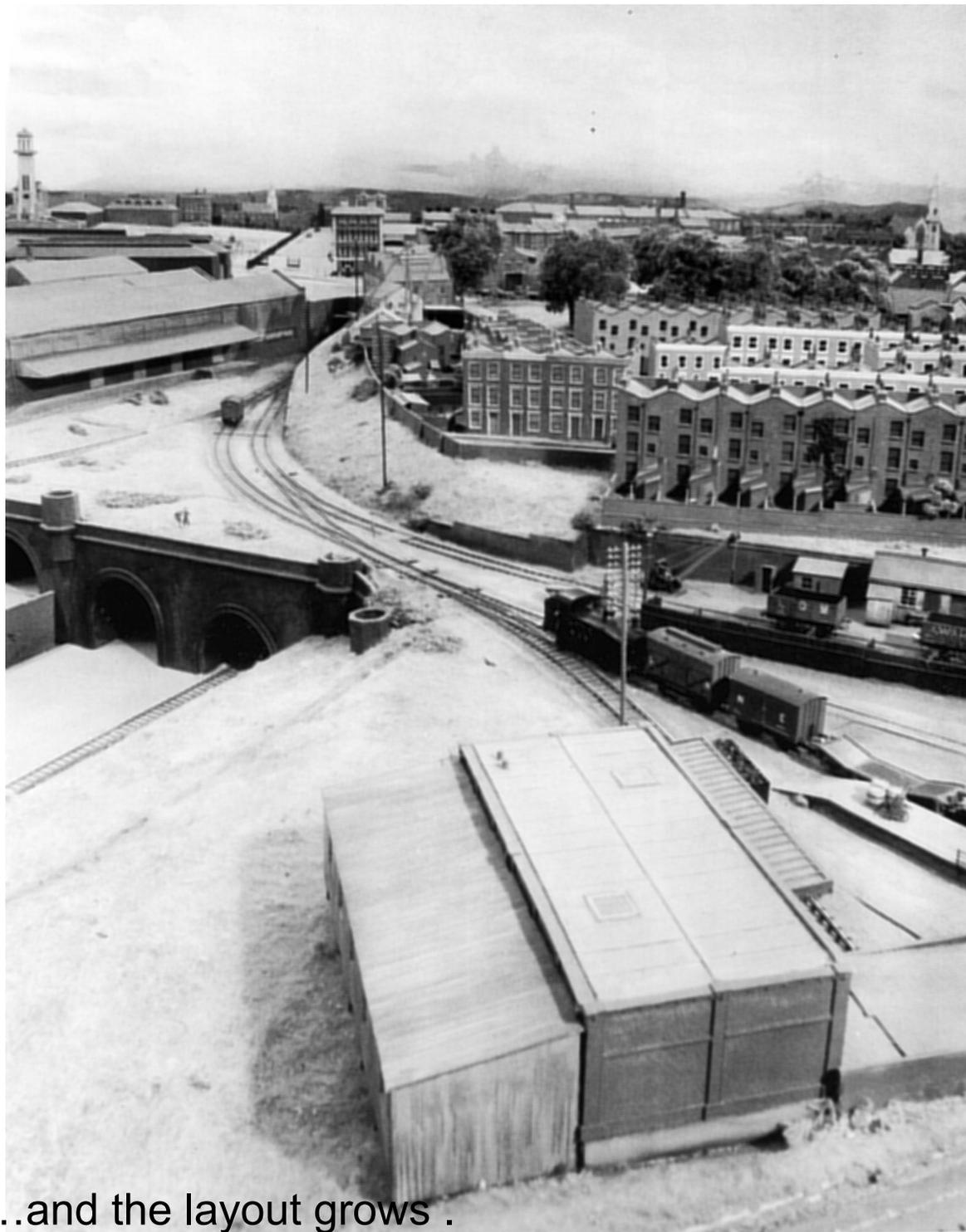


Perspective modelling



A 2mm scale diorama

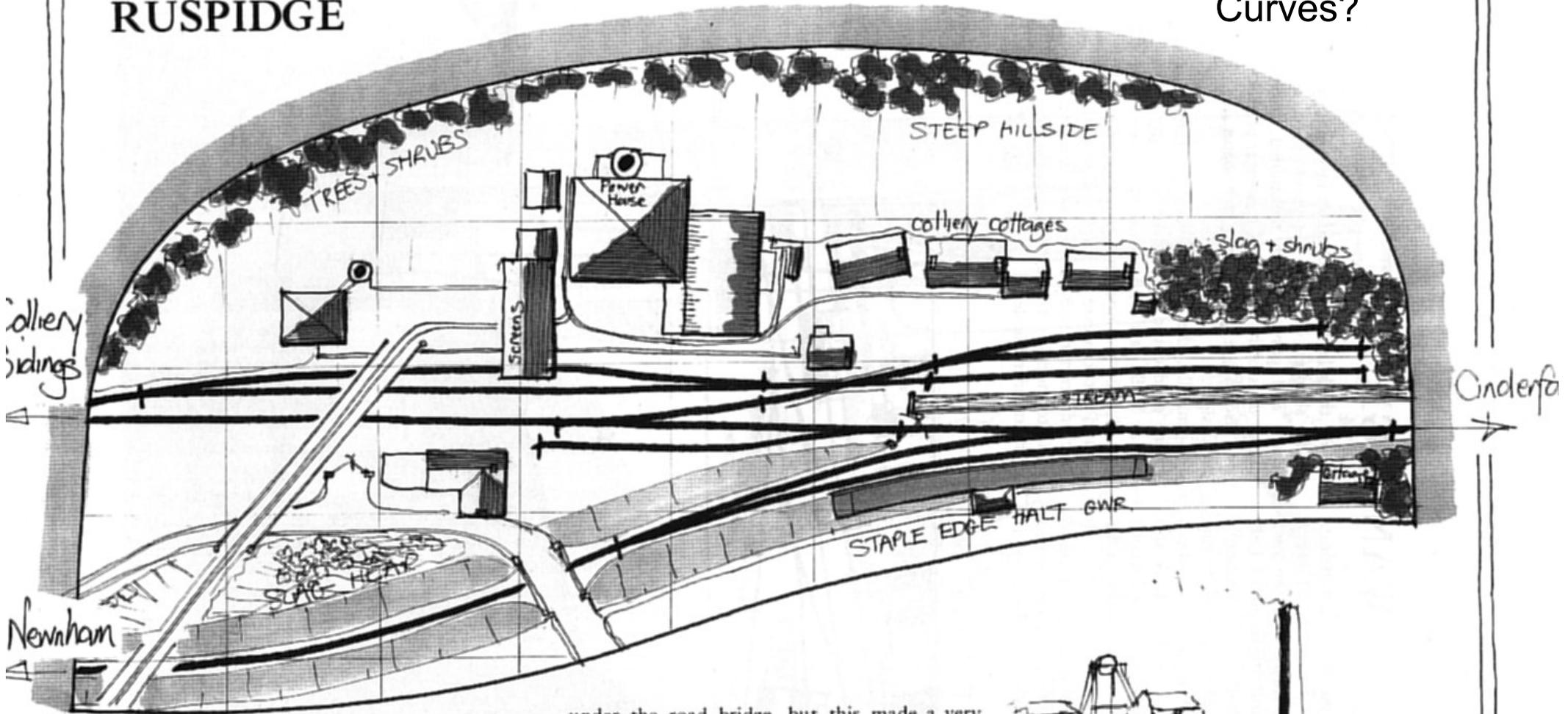




...and the layout grows .

RUSPIDGE

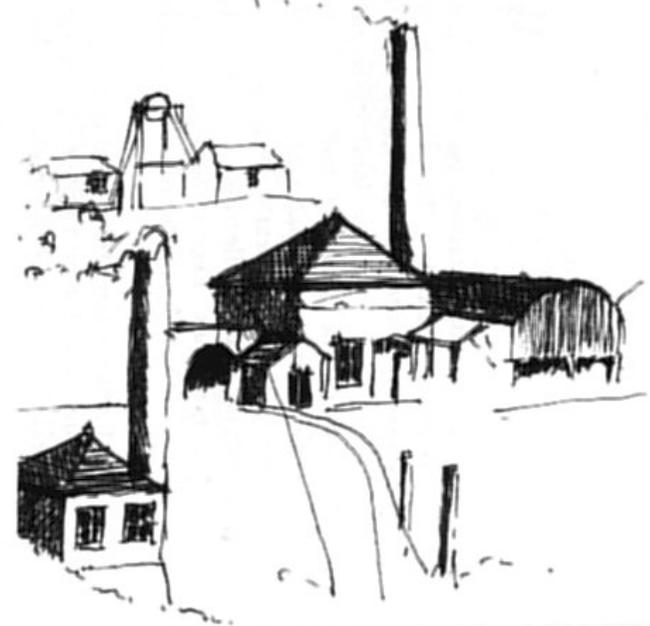
Curves?



This design, based upon the Eastern United Colliery at Ruspidge, puzzled me for some time and I did several drawings of it until I arrived at one I liked. The difficulty lay in trying to route the Great Western line so that I could see (and reach) the colliery behind. I also had to decide how to end the model so that all the lines could be screened in some way from the fiddle yards. Perhaps looking at this design you may think that the solution seemed obvious – but it wasn't. The branch line should have curved in the opposite direction once it passed

under the road bridge, but this made a very awkwardly-shaped layout, with the colliery trapped in a corner. I tried making the scene 'L' shaped – but this didn't work, so I redirected the GW line beneath the spoil tip and used the narrow gauge pit railway as the break. In doing this, the colliery sidings were also screened as they went through the back-scene.

The buildings (wheelhouse, powerhouse, screens and cottages) have much character, and portray a lively industrial scene full of detail and interest. They also create a neat backdrop at the foot of a thickly wooded hillside. This grimy diorama took much thinking about.



DESIGNING A LAYOUT

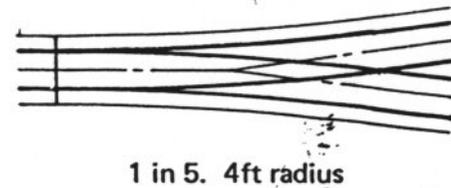
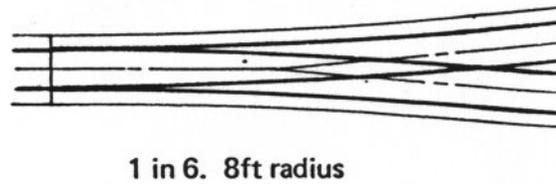
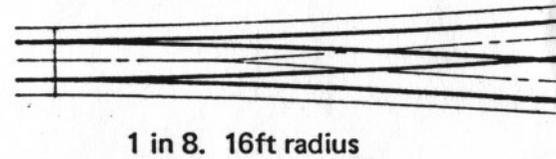
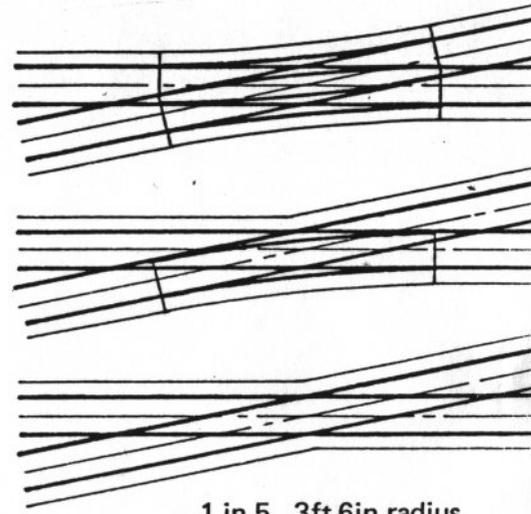
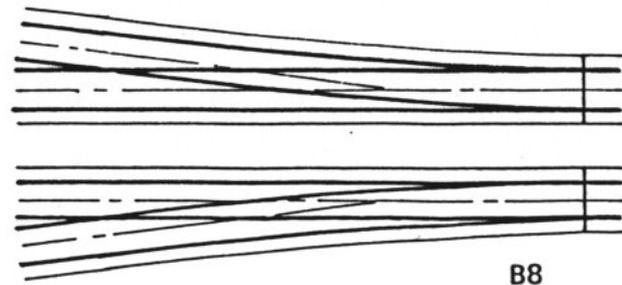
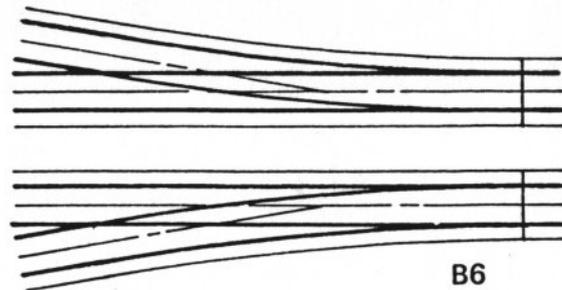
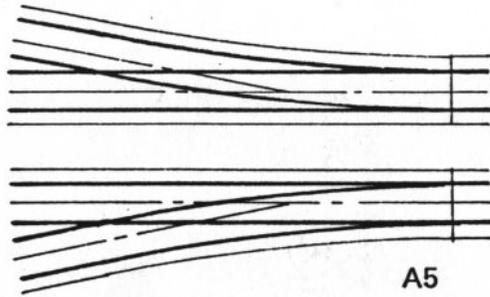
Scale 1mm = 1/2 ins

Grids 12 in on a layout

2mm — 148mm grid

4mm — 76mm grid

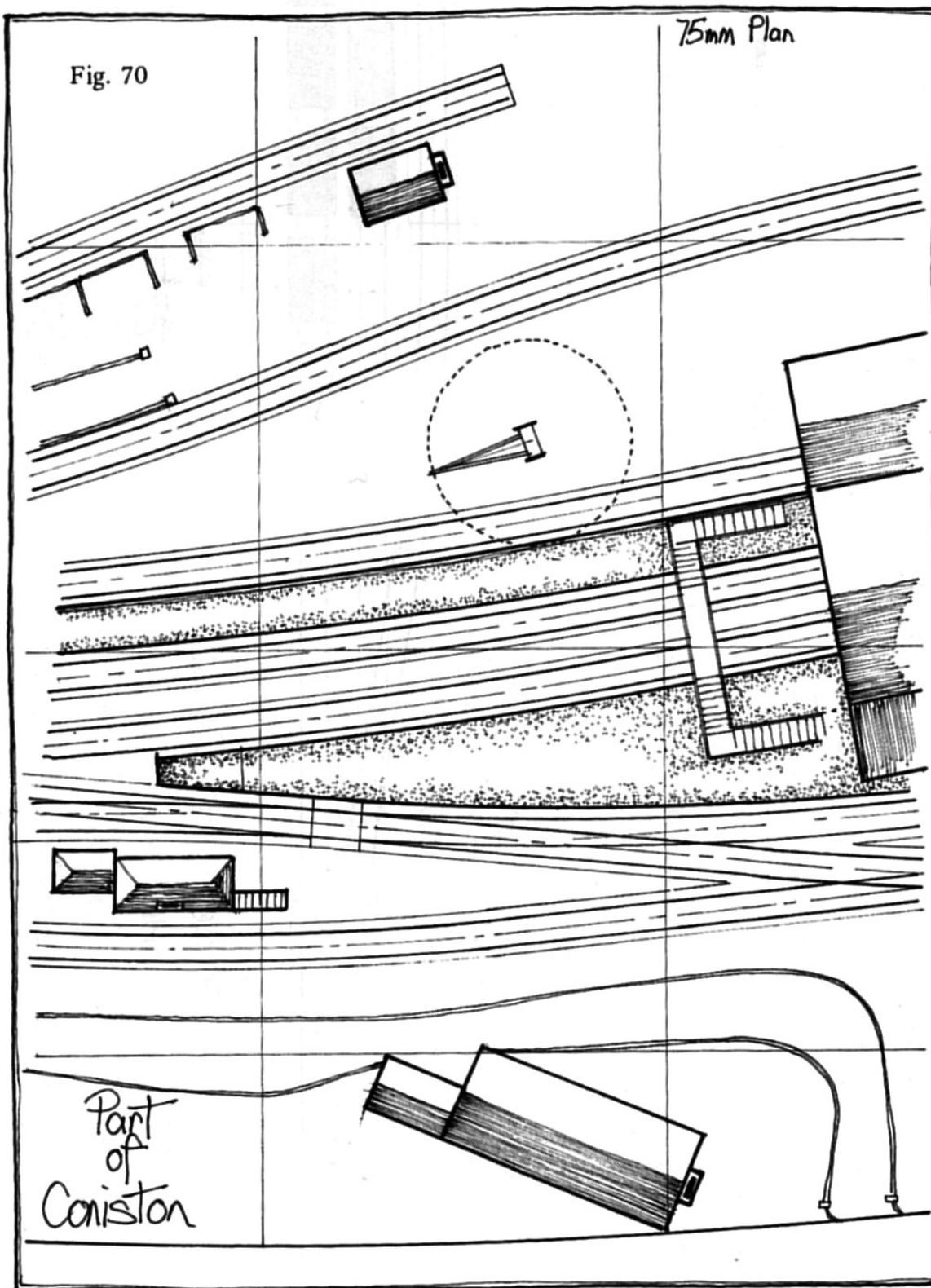
7mm — 43mm grid



Templates that can be used to enlarge, and check the accuracy of the design.

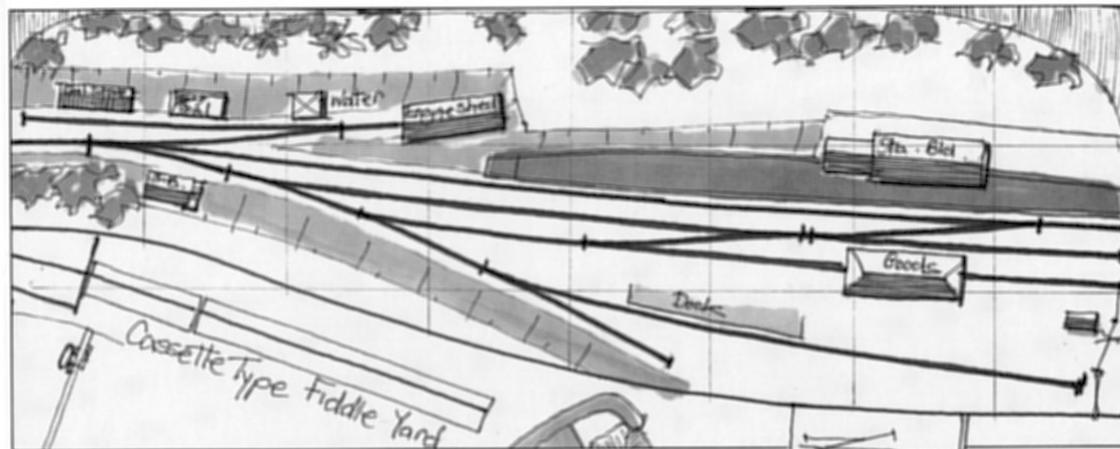
Fig. 70

75mm Plan



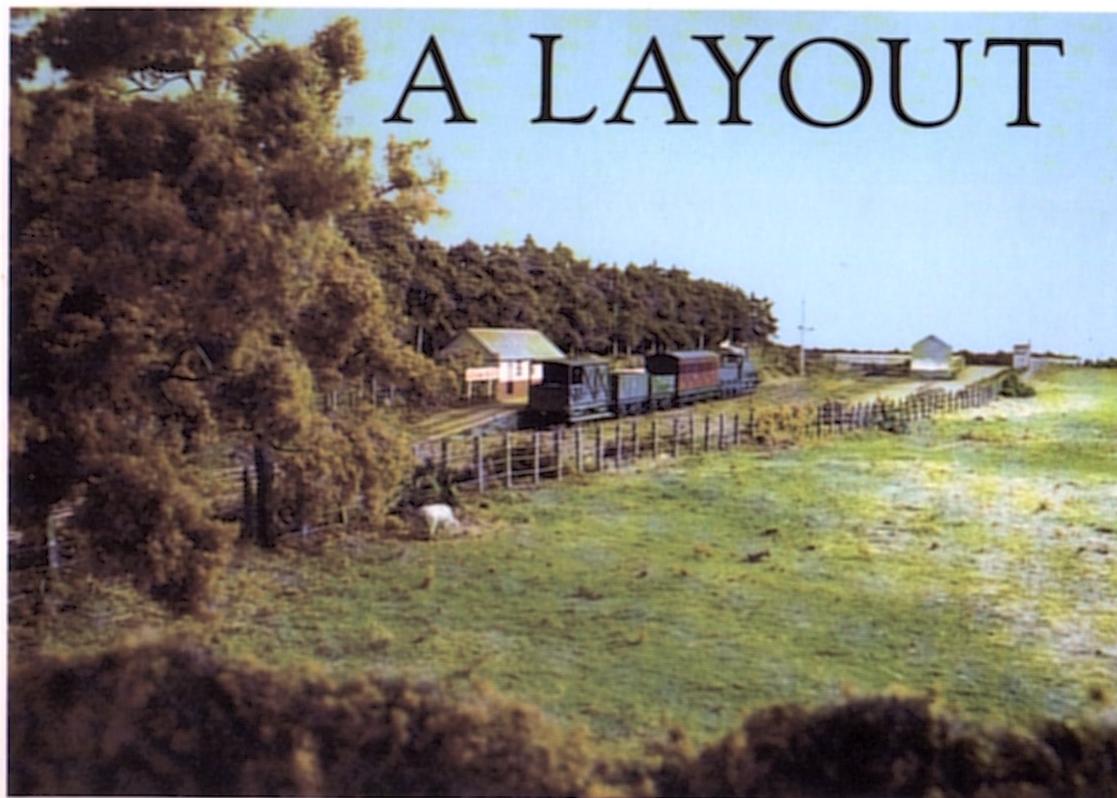
Part
of
Coniston

An enlarged
design where
1mm = 12" which
is a quarter full
size in 4mm
scale



BUILDING A MODEL RAILWAY
DESIGNING

A LAYOUT



BARRY NORMAN

