

See this at the Christmas Show

Douglas, Isle of Man, partially completed.

THE ISLE OF MAN MODEL RAILWAY COMPANY

**Jim Lawton describes the start of a major project
in 4mm. scale**

SINCE the age of sixteen our managing director has travelled extensively on the steam railways of the Isle of Man, and during the last ten years has gathered a great deal of information about the island's wonderful narrow-gauge system.

The railway goes back to the year 1873, when owing to the number of visitors travelling to the island it was felt that a more adequate transport system was needed, and so from the very start the Isle of Man Railway was primarily a passenger railway specially designed for the tourist industry. How I wish the present management would bear this fact in mind and bring the railway in line with the present demands of tourism. It was because of the decline of the railway that I decided to gather together as much information as possible with the idea of making a model of this wonderful railway.

It all began in 1950 when I tried unsuccessfully to acquire a copy of McNab's book. I did manage to borrow a copy and made copious notes from it, as at that time Jim Boyd's book was unheard of by me. Later these notes were given to the Manchester Model Railway Society in the form of a lecture, and then began a feverish collection of all kinds of information about the Isle of Man Railway, which has provided subject matter for several other lectures to the society.

Things came to a head about February this year when I gave the TT group the ultimatum: I was going I.O.M.! All kinds of arguments were brought up against it. There were no motors suitable, single-line working was a dead loss, the railway was an awkward shape, and so on, but I was adamant. I had not spent all this time on research for nothing. Then Bill Tate came along and offered to join

Managing director: J. Lawton.

Chief mechanical engineer: E. J. Edgar.

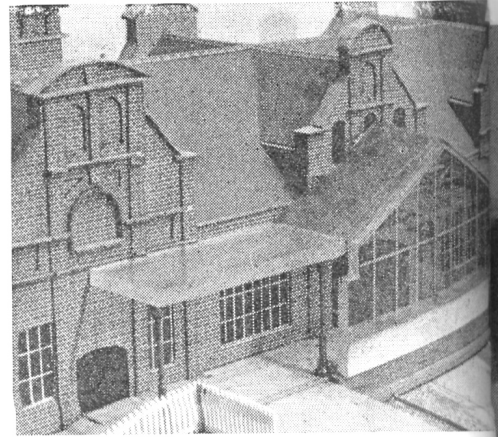
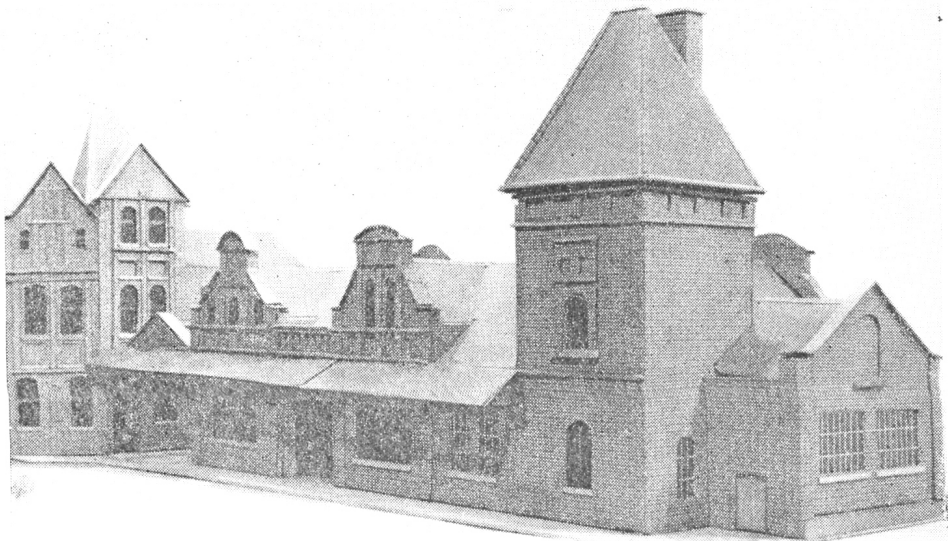
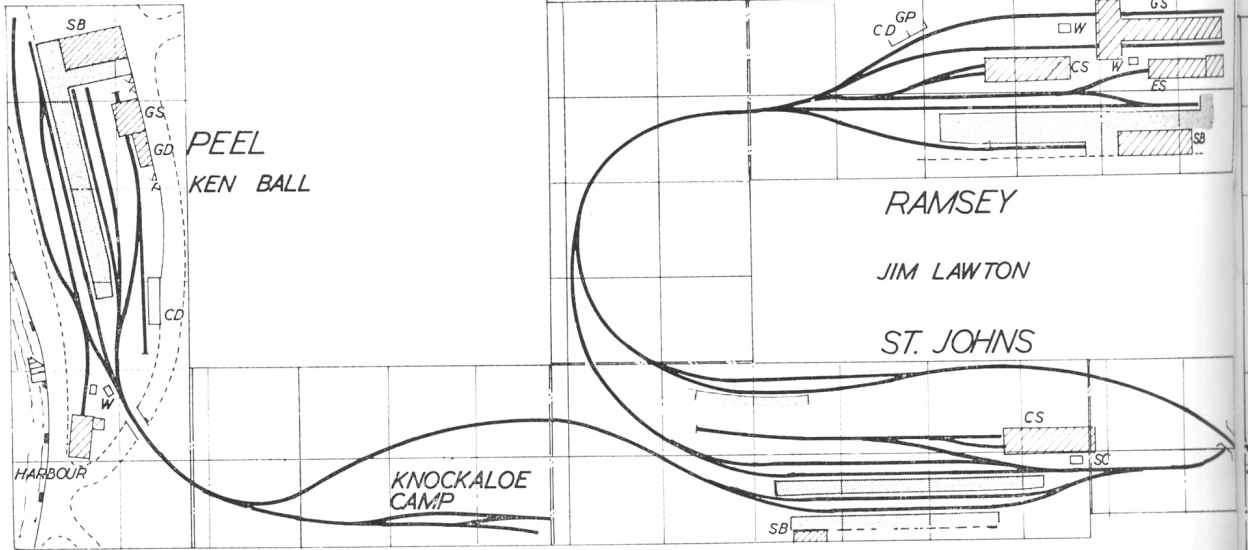
Fellow directors: Bill Tate (S.M. Union Mills), Ken Ball (S.M. Peel), George Brown (S.M. Port Erin and Ballasalla), Harold Brown (manager, Foxdale Union).

in and a tentative plan was drawn up. Later Ken Ball decided that he was interested and a further plan was discussed. By this time Jim and George had decided that if they could not beat the "stupid ——" they had better join him, and so on Sunday, April 19, 1964, at Bill Tate's home, the first board meeting of the Isle of Man Model Railway Company was held and a layout plan was drawn up and approved. The original plan did not include the Foxdale branch, but now Harold Brown has joined us to complete the picture.

The layout is being constructed in six parts, one in each of the members' homes, which will be brought together at exhibitions to make one large layout 32ft. long, with provision for future extensions. The layout is made up thus: Douglas and approaches, Jim Edgar; Ballasalla and Port Erin, George Brown; Union Mills, Bill Tate; St. John's, St.

PLAN OF ISLE OF MAN RAILWAY MODEL

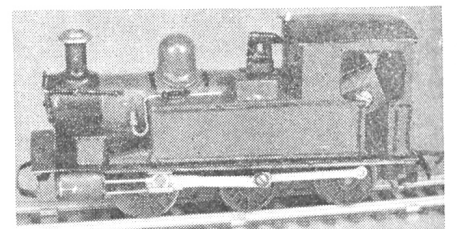
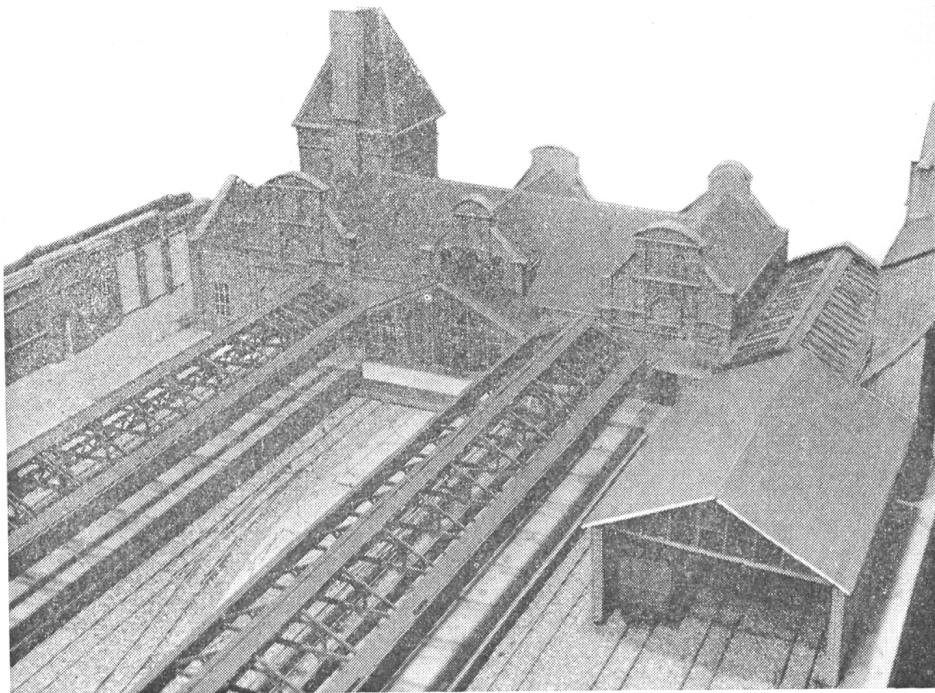
Each square represents one foot.



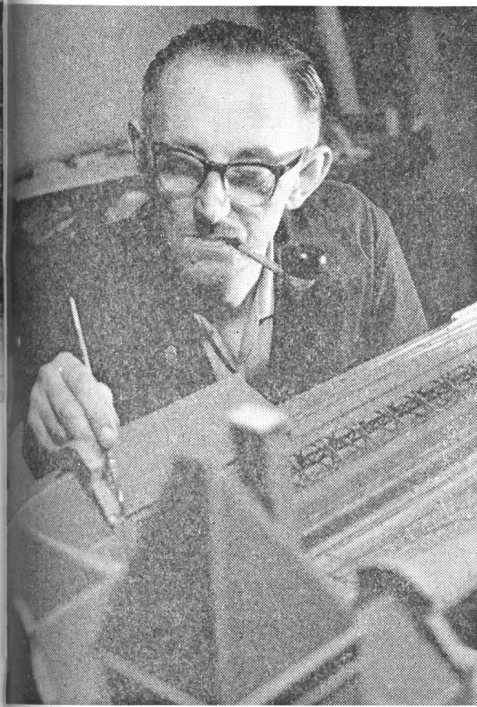
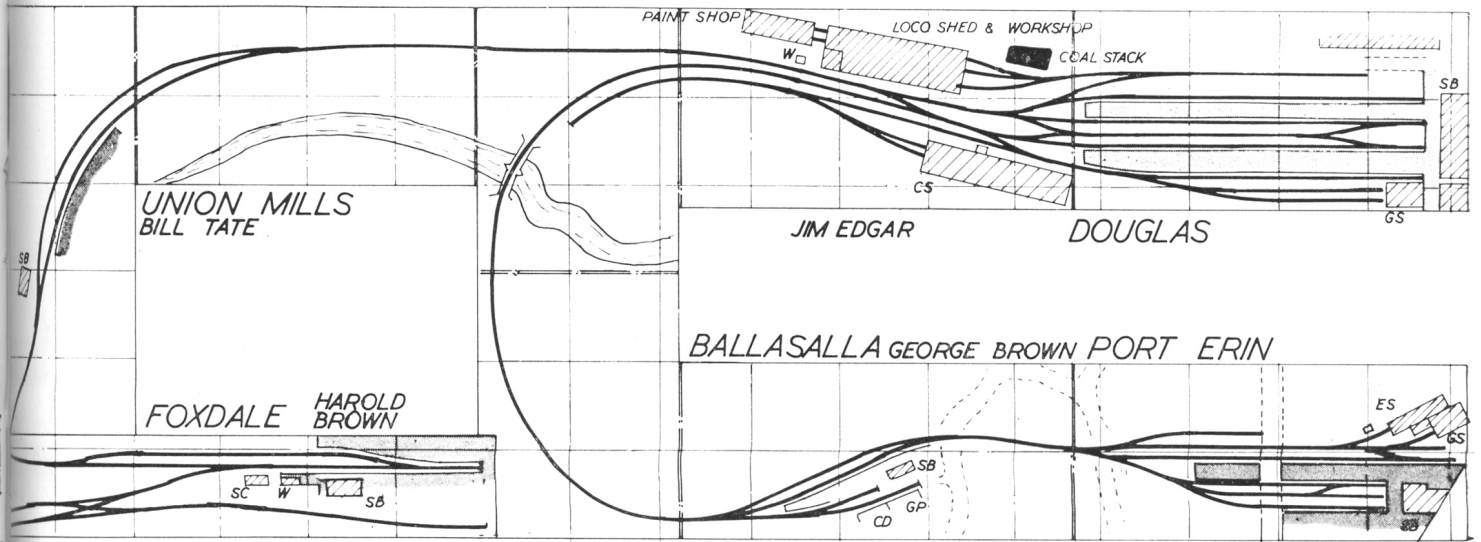
DOUGLAS

As befits the company's headquarters, Douglas is impressive. So is Jimmy Edgar's model. Notice above the use of thick perspex as a base for glazed roofs. The Airfix canopy fits nicely over the platforms. The elaborate building to the left of the lower photograph is the toilet block.

The roof on the tower is a new one—originally it had an open square top pending further research to find out just what went on at the top. Said research revealed a wedge-shaped ridge—such are the trials and tribulations of the modeller. All this points the moral: make sure you get roof detail in your photographs.



Test loco, based on "Caledonia" and a Tri-ang chassis.



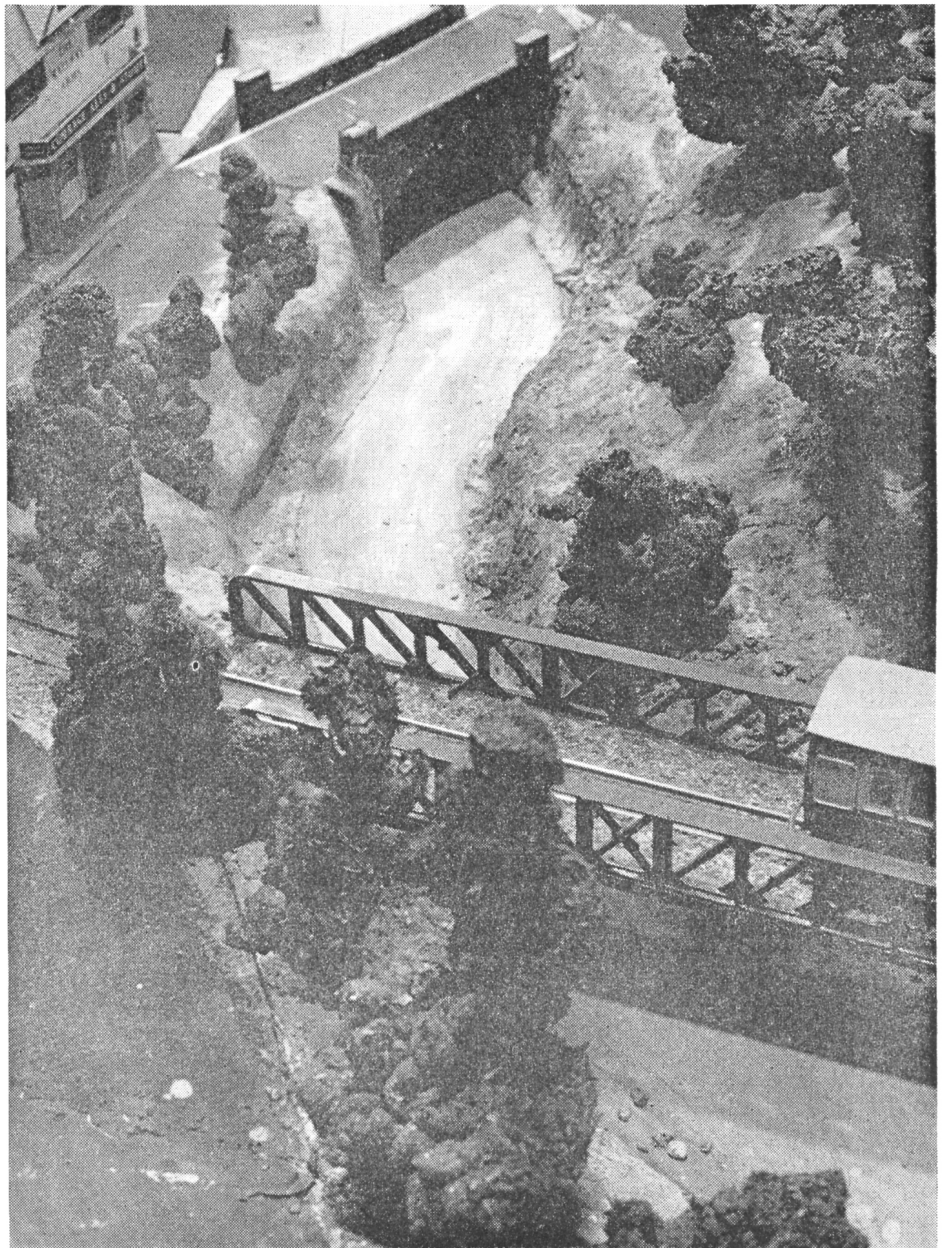
Jimmy Edgar, plus the inevitable pipe, adds a few touches. On the right, part of the scenic work around the river Douglas.

John's West and Ramsey, Jim Lawton; Peel, Ken Ball; Foxdale, Harold Brown.

All the baseboards have been built, all the track has been laid and most of the wiring is in place. Electrical arrangements for the greater part are just plain series wiring, with the exception of Douglas and St. John's, where a modified version of cab control has been installed.

It is hoped to be able to report more fully on the railway and the modelling techniques at a later date. The pressure is really on and all noses are well and truly in the ballast—which is a subject in itself.

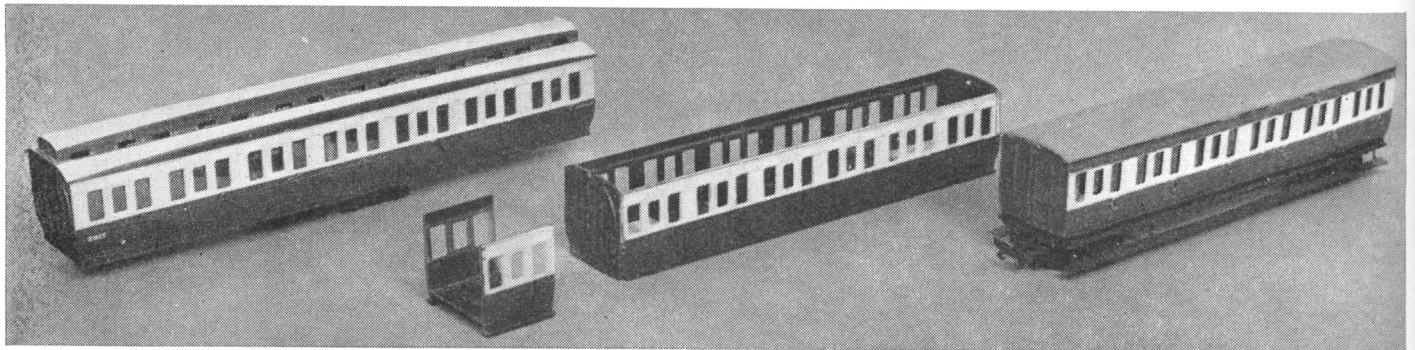
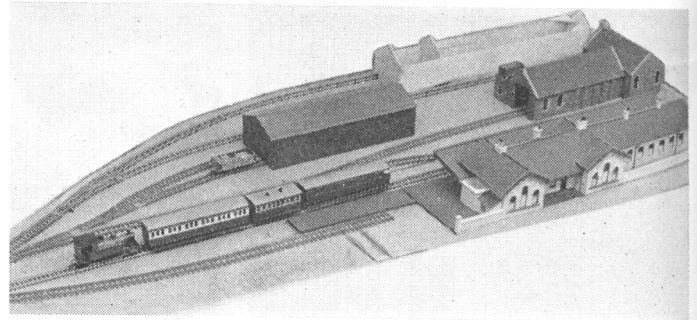
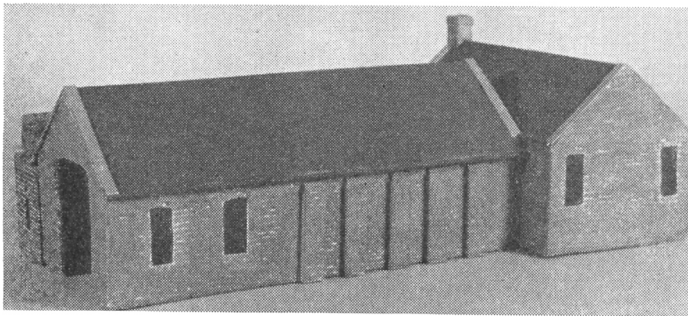
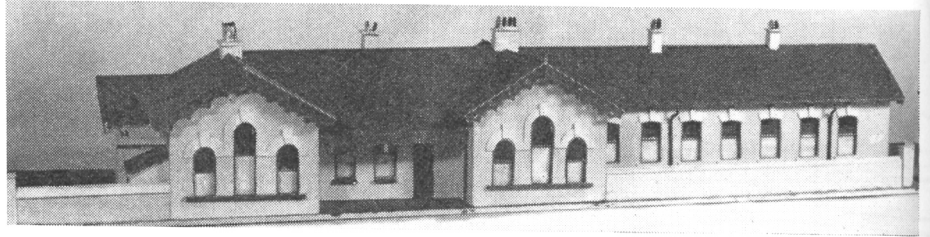
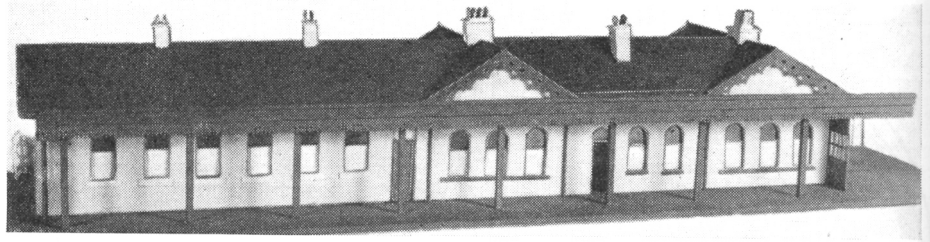
More photographs on next page.



RAMSEY

Ramsey station is the special preserve of Jim Lawton, and he has responded by producing a pleasing model of the station buildings, a conventional structure made primarily from balsa. Our photographs show road and rail sides. The loco shed, below, employs a new technique—scraperboard. This material is a heavily coated card, and can be purchased from artists' suppliers. The mortar courses are readily scribed in the surface. If you want white mortar, paint the board before scribing; if you want them weathered, paint after.

The general view shows that when our photograph was taken at the end of August track was in place.



ROLLING STOCK

To produce enough stock to work the layout in a few months, rapid constructional techniques had to be worked out. Coaches were easily made from trimmed-down Tri-ang clerestories. One compartment section is removed, then a slice is taken out of the middle. The coach is then fitted on a TT bogie bolster wagon, a new roof is fitted and, after painting, it is ready to go into service. The only snag is the withdrawal of the Tri-ang clerestory.

Goods vehicles are built up on the standard TT chassis, but box vans are produced by putting card overlays over filed-down van bodies.

