



Large Scale Tramway Modelling

An Introduction and Guide

By Peter Hammond
and Peter Howard

A4 portrait, glossy card covers, 148 pages, around 350 photographs (most in colour), drawings and diagrams. Includes a 1:16 plan of an open-top "Preston car". Available from: TLRS, 40 Weston Road, Lichfield, Staffs, WS13 7NT. Price £19.95 plus £3.50 p&p (UK), £6.50 (Europe), £9.50 (Overseas).

Can also be ordered on-line from TLRS at:
www.tramwayinfo.com/tlrs

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Reviews

Books and videos

With so many excellent ready-to-run tram models and motorised tram kits available in the smaller scales from O gauge (7mm/ft) downwards, one might think that classic 1:16 scale ($\frac{3}{4}$ in/ft) scale modelling, for which the TLRS is widely recognised, has been eclipsed. But, after over 20 years, along comes a brand-new, updated manual on precisely how to scratch build a 'big' model tram. The larger format of the book (A4 against A5 of previous editions) makes for much easier reading and provides larger and clearer drawings.

Authors of this new and much enlarged edition are Peter Hammond (author of previous editions) and Peter Howard (TLRS Model Engineering Secretary), both of whom are very accomplished model-makers of large scale trams.

In 1:16 scale, very few ready-made components (other than some truck parts) are available, therefore many hours of work and patience will be needed to make everything required.

There is a "naming of the parts" section at the beginning to help in understanding the main work but then we are taken methodically through the stages of research, choice of tools and materials (if you don't already have what's needed), basic methods, building the bodywork (40 pages!), controllers, painting and lining out and then final finishing. There are copious photographs and drawings to show exactly how to proceed every step of the way – and in which

order. It pays to "think ahead"! Hints, tips and good advice leap from every page and the 'high-tech' tools in their armoury include clothes pegs to hold glued pieces together until set! (e.g. below)



For many people, building the truck or bogies is the most challenging part, especially those (like your reviewer) who have little or no engineering background. Again, help is at hand with scale drawings and measurements over two chapters. Here, certain parts such as wheels, gears, motors and truck or bogie frames, are available from the TLRS or a few other suppliers to make things easier.

Other important sections of the book are on track and overhead, electrics of the models including control systems, and on scenery for 1:16 scale layouts, whether indoors or outdoors.

A chapter on ‘Modern Tramcars’ is enlightening. ‘Modern’ in this context means either “streamlined” trams with ‘curvaceous’ bodywork (such as Blackpool “Balloons” or Sheffield “Roberts” cars), or second-generation trams such as those running in Croydon or in many foreign cities in which the overall length of the model can be quite extreme. Nevertheless, all this is covered in the book.

Since the previous edition of this work, two newer tram modelling developments have taken hold; G-scale and 3D-printing. Both are given their own chapters in this book. G-scale specifically relates to the gauge of 45mm used. The actual scale depends on the gauge of the prototype. Metre gauge is the LGB normal at 1:22.5 but 3’ 6” gauge equates to 1:24 (or ½in/ft) and standard gauge is at 1:32 scale. G-scale sits comfortably between O-gauge and 1:16 scale and most construction methods and materials are the same as for the larger scale. Tony Cooke’s chapter on ½in/ft scale will certainly encourage modellers who still find 1:16 a bit too big. As far as large-scale tram modelling is concerned, 3D-printing is currently limited more to components than large sections of bodywork because of technical constraints.

There are 14 pages of appendices covering standards for the larger scales, gear sizes, controller tops, pages of truck and bogie drawings, scale conversion charts, basic details of the “Preston” cars in the towns and cities in which they operated, colour charts and an extensive list of suppliers for parts and materials.

Throughout, there are pictures of completed models that show what to aim for and the step-by-step illustrated instructions will give confidence to the novice model-maker. Many of the techniques given are equally valuable for small scale modellers

This is a most satisfying read in every way and, with the winter evenings fast approaching, it is just the time and just the book to fire enthusiasm for tram modelling in the larger scales. Can we do it? With this book on your workbench, yes we can!

Bob Appleton
Editor of Tramfare

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A photograph from the book

London United Tramways car 7 in 1:16 scale. This model was built in the 1950s by the late Richard Elliott and is now in the London Transport collection. Richard was one of the earliest modellers in this scale, having met and been inspired by the late Frank E. Wilson in the 1930s. Richard was a former president of the TLRS and was one of its founder members in 1938.

TLRS Archive

