

The 2mm Scale Association. Annual Model Competition 2020

Steam Locomotives

The following pages show the entries in the Steam Locomotives category of the 2020 model competition. Voting takes place online in early September 2020, and all members will be emailed voting instructions and a unique voting ID.

To make your choice, look through the pages, and select your choice of best entry, note its number (eg. S05) and select that choice on the online voting form.

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S11 Caledonian Railway 323 Class 0-6-0ST No.217

Introduced in 1887, the year of Queen Victoria's Jubilee, these locomotives were known as 'Jubilee Pugs'. No.217 was one of the second batch with 9" longer rear wheel-base and longer cab and was delivered in January 1888. The bodywork is mostly from etches which the late John Boyle had reduced to 2mm scale for me from his hand drawn artwork for 4 and 7mm scales many years ago. The chassis and some body parts being from my own etches. The wheels, with 'T' section spokes are prototypes for the new 3D printed range. It is powered by a Tramfabriek 0816 motor driving the centre wheels through a 53.57 reduction. A Zimo MX616 decoder is housed in the bunker along with 880µf of stay-alive.



S14 GWR Dean Goods

A GWR Dean Goods locomotive, finished in late 19th/early 20th century livery (number plates are on order from Narrow Planet). The loco and tender are completely scratchbuilt, utilising old 2mm Association wheels (cast white metal centres with nickel silver tyres), powered by a Nigel Lawton 8x16mm motor in the tender driving gearbox in firebox of engine. The loco has a milled brass chassis, while the tender has more conventional frames of 0.25mm phosphor bronze with PCB spacers. Upperworks fretted and filed from various thicknesses of Nickel Silver, with the smokebox/boiler/firebox being brass tube. The firebox washout plugs were simply formed by drilling a 0.4mm hole in the firebox, opening the hole out to 0.8mm in the outer skin of the tube, then plugging the holes with a squared off pieces of 0.4mm copper wire for the plugs themselves. The lining is Fox transfers for the straight sections, while the curved parts on the cab sides were hand painted with a fine brush (I made a complete mess trying to do it with a bow compass!!) The cab has been fitted with representations of the rear drivers coil springs, and a reversing lever and is completed by a rudimentary backhead of plasticard and copper wire.



S17 L&Y 0-8-0

This is a model of a Lancashire and Yorkshire large boyled 0-8-0, number 52870. It is shown in late LMS livery which it carried until withdrawn in the early 1950s. The model has been constructed from an etch of my own design using works drawings held at Manchester Central Library for the Lancashire and Yorkshire Railway Society, with brass turnings for the dome, chimney and smokebox door. The tender axlebox/ springs are built up from a series of layers included on the etch with the top axlebox layer covering a wedge of brass filed down from brass strip. The loco is powered by an Association flat can motor in the tender connected to a 30:1 worm and 16:1/ 22:1 spur gears. The transfers are by Fox except for the smokebox number which is from chopped up Modelmasters number plates.



S19 LNWR Coal Tank

A London and North Western 0-6-2T Coal Tank, number 58900, in BR livery carried until withdrawn in the mid 1950s. The model has been constructed from an etch kit shot down from a London Road 4mm scale etch. The chassis uses the one supplied with the body parts, the only modification being the addition of a radial truck arrangement as used on another of my kits. The loco is driven by a 716 coreless motor and 30:1 gear. The wheels, chimney, smokebox door, dome, buffers and safety valves are N Brass or Association products. The toolboxes are scratchbuilt from brass strip and slivers of thin brass sheet for the hinges. The transfers are by Fox and Modelmasters.



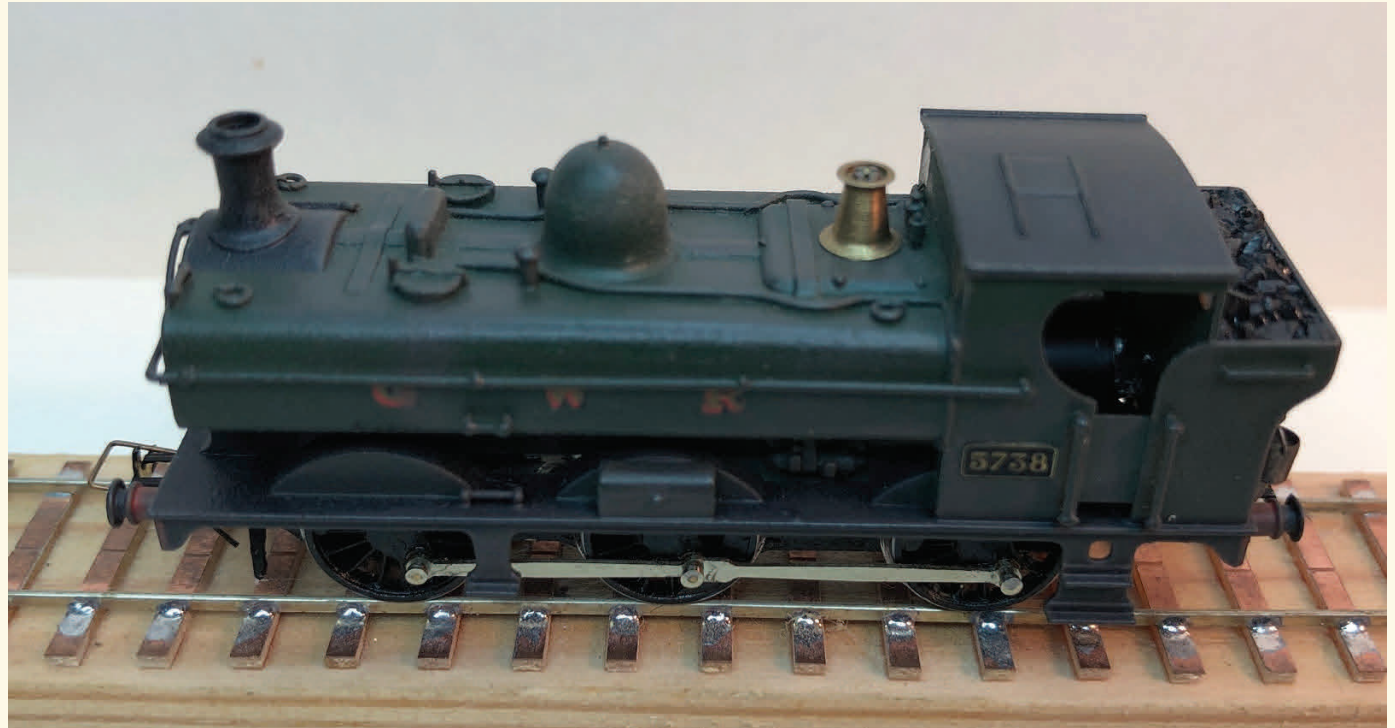
S20 LMS Fowler 2-6-4T

LMS Fowler 2-6-4T, number 42400, one of the so-called limousine cab versions. It is shown in BR post 1956 livery. The model has been constructed from an etched kit to my own design, using drawings published in the Wild Swan book, 'The parallel boiler 2-6-4 tank engines', by Wild Swan. The model has my own nickel silver or brass turnings for the water scoop covers, dome, chimney and smokebox door. The model is powered with a Faulhaber 1016 motor with a 30:1 worm gear and 22:1 and 16:1 spur gears. I painted the loco and the lining and transfers were applied by Ian Rathbone.



S23 GWR 57xx tank loco

Loco scratch built using Association wheels with a Faulhaber 816 motor and a gear reduction of 74-1 using the 100DP gears.



S24 GWR 2251 loco

Loco scratch built using Association wheels. The 2251 has a Faulhaber 1016 motor and a gear reduction of 74-1 using the 100DP gears.



S30 L&Y 0-8-0

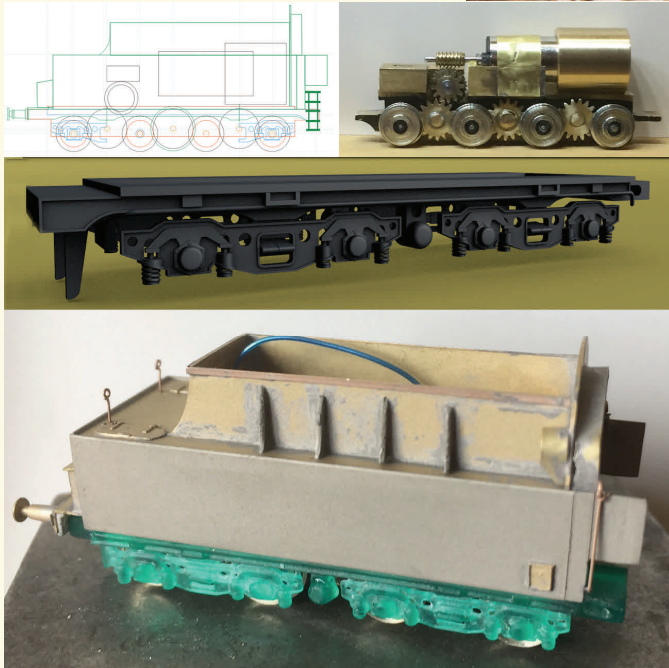
L&Y 0-8-0 built from the excellent Nigel Hunt kit with a Maxon 10/16 in the tender along with a Zimo DCC chip. The single red lining is done with a pen for the tender/cabsides and Fox transfers for the boiler bands. Weathering is a combination of powders and dry brushing.



S31 Belgium State Railways Class 25

A class 25 loco of the Belgian State Railways was constructed using some commercial parts. The wheels were finescaled with new rims turned from automate steel on the lathe. The model got a new brass boiler complete with the frost protection covers and 2 cast sandboxes, dome and short chimney. The smokebox door was designed in 3D and milled. The footplate was made as sandwich from 0.4 mm pcb with 0.1 mm NS. A new tender was produced based on an 8 mm double ended motor with 30:1 gearing. A correct representation of the tender frame and bogie sides was printed on the Anycubic 3D printer. The upperworks were made in sheet metal.

The model is equipped with D&H SD18 sounddecoder, 8x11 mm loudspeaker and a stay-alive module from Fischer Models with 660uF in the boiler of the model.



S37 LMS Rebuilt Royal Scot

LMS Rebuilt Royal Scot, 46127 'Old Contemptibles'. The body is Graham Farish with my own design replacement etched smoke deflectors and regimental shield. The loco and tender chassis are etched to my own design, with a 38:1 worm wheel driven by a Faulhaber 1219 coreless motor in the tender.

