

The 2mm Scale Association. Annual Model Competition 2021

Steam Locomotives

The following pages show the entries in the Steam Locomotives category of the 2021 model competition. Voting takes place online, 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. S3) and select that choice on the online voting form.

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S3 GWR 517

A Great Western Railway 517 Class locomotive, finished in late 19th/early 20th century livery (number plates are home etched temporary ones until correct ones delivered from Narrow Planet, currently attached with small pieces of double sided tape!).

The loco is scratchbuilt, utilising old 2mm Association driving wheels (cast white metal centres with nickel silver tyres) and a pair of MkIV carrying wheels. The loco is powered by a Tramfabriek 6mm diameter motor driving the leading drivers via a 30:1 worm/gear. The loco has a milled brass chassis, while the upperworks have been 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. Brake gear, backhead and crew still to do.





S8 LNER Q6 0-8-0 63387

The model uses the Fence Houses Model Foundry kit by Bob Jones. The tender upperworks and outer frames have been replaced by etchings from a NER 4125 gallon tender (Steve Barnfield scratch aid shutdown from 4mm – organised by Mick Simpson some years ago). This together with replacement LNER dome, sniffer valve (N Brass), whistle (BH Enterprises), LNER buffers and scratchbuilt tender toolboxes allowed the loco to be modelled in ca.1950 condition.

63387 is one of the early Q6s with a front sandwich bufferbeam and so this was formed using extra layers of nickel silver from the kit. Smokebox front steps, oil pots on the running plate, cylinder tailrods and a representation of the steam reverser linkage off the right hand handrail have all been added too.

The loco is powered by a Faulhaber 1016 in the tender and finished using Fox transfers. Weathering is a mixture of enamel washes, drybrushing and powders.





S9 Westwood Hall

2mm Finescale conversion of a Dapol Hall, using the Association milled brass chassis, and association wheels and gears. GWR 'shirtbutton' roundel applied, for late 1930's period, and light weathering





S10 GWR Large Prairie 61xx

Farish diecast body with Association Large Prairie etched chassis, and association gears and wheels. Some additional details added – front struts, sandboxes, water balancing pipes, coal in the bunker. Repainted in GWR green. Awaiting number plates.





S16 Highland Railway 4-4-0T No. 54 "Yankee Tank"

In 1892/3, the Highland bought five locomotives from Dubs & Co. These had been built for the Uruguayan Eastern Railway who reneged on the deal. The Highland, always impecunious, but with an eye for a bargain, bought them to operate the various branches then being built or planned. The nickname given to the class fails to show an understanding of the difference between the North and South Americas.

The model is scratchbuilt, with the following bought-in components:

- 8mm motor from Micromotor.eu.

- 30:1 gears and wheels from the Association.

- DCC chip CT Elektronik DCX77z (swapped from another model as I needed a smaller size than the Zimo chip available at the time).

- Capacitors etc for the stay-alive unit.

- Archer rivet transfers for the side tank.

- Transfers for the lettering from the Association.

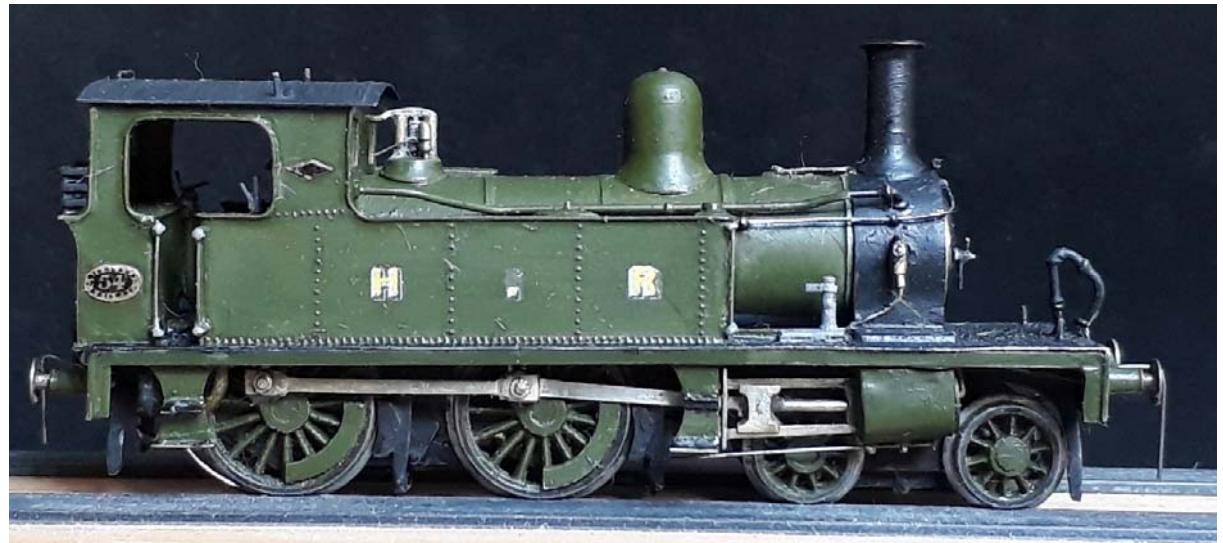
The frames are 0.6mm brass with pcb cross strengtheners, The superstructure is mostly 5thou nickel silver with 10thou backing in the side tanks.

I have managed to keep the motor and gears out the cab, except for a box out to accommodate some of the worm. Because of the tiny enclosed cab, this can't be seen in normal viewing and will be even more hidden once crew (missing parts of their lower legs) are installed.

The relatively low gearing is compensated for by the lowish motor speed, with programming of the chip to limit the locomotive top speed.

There is little enough room in the locomotive for motor gears and chip, so the stay-alive gubbins are fitted in a piece of pcb between the wheels. Lead sheet has been packed in wherever possible. With combination of the unit and the weight, I am pleased with the running of the loco.

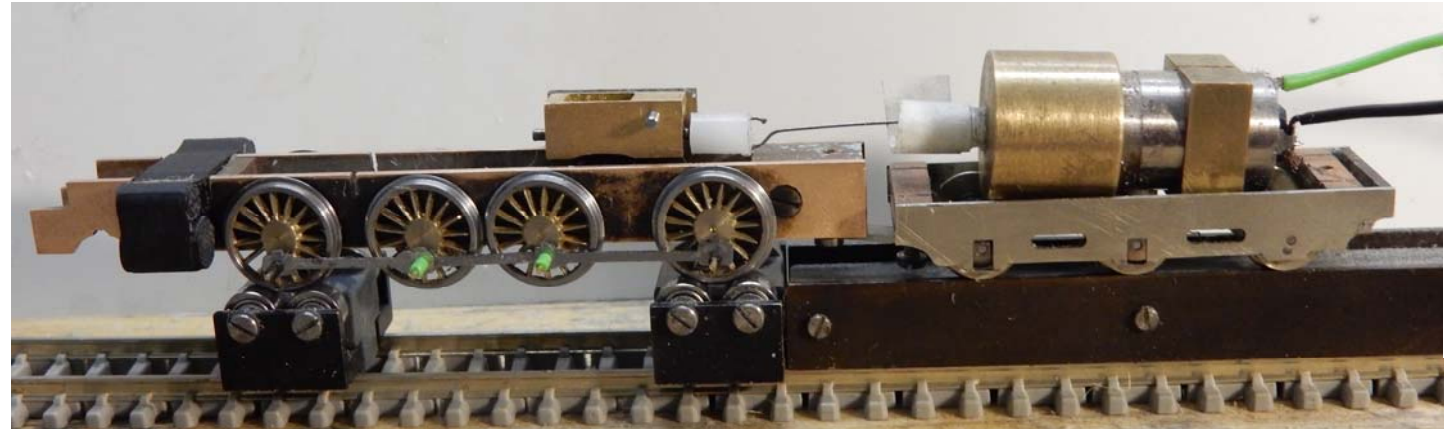
Number and works plates are created by printing onto clear transfer paper, then sticking on thin brass and cutting out.





S17 Belgium State Railways class 31

A class 31 loco of the Belgian State Railways scratchbuilt using 2mm SA wheels and split frame technique. Parts were produced using various techniques and materials. The model is equipped with a cardan drive powered by a 1016 FH motor with flywheel in the tender with a CT electronics DCC decoder.





S25 LMS Jinty

My first successfully running 9.42mm gauge steam loco. It is a rewheeled Farish example with the detail pack being applied. Originally purchased as a BR liveried example the various LMS elements come from Fox and Cav'ndish (the latter having been obtained at the 2016 Tutbury Supermeet). Its been very lightly dusted with off black to give a used but in good condition appearance.





S26 ex-LNWR 0-6-2T "Coal Tank"

portrayed in late 1940s condition with replacement Stanier buffers.

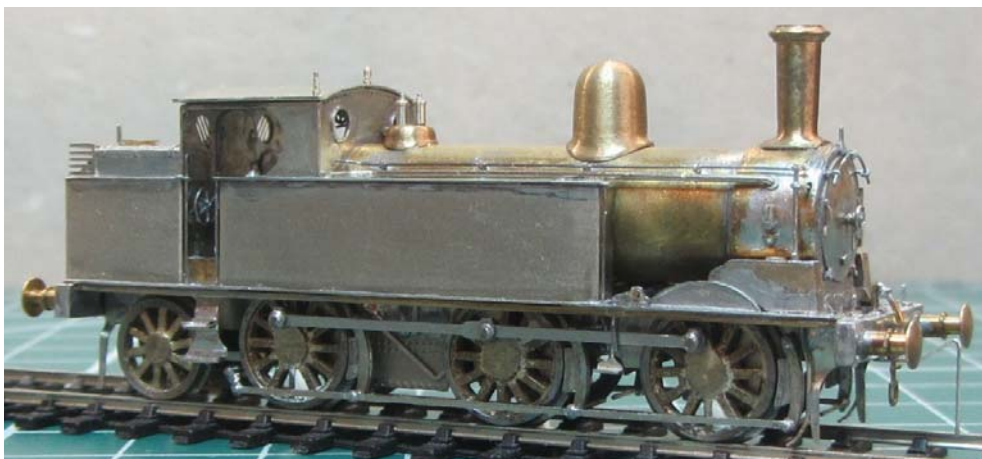
The model is built from the shot-down London Road Models etches produced on 8 thou' nickel silver for David Varley.

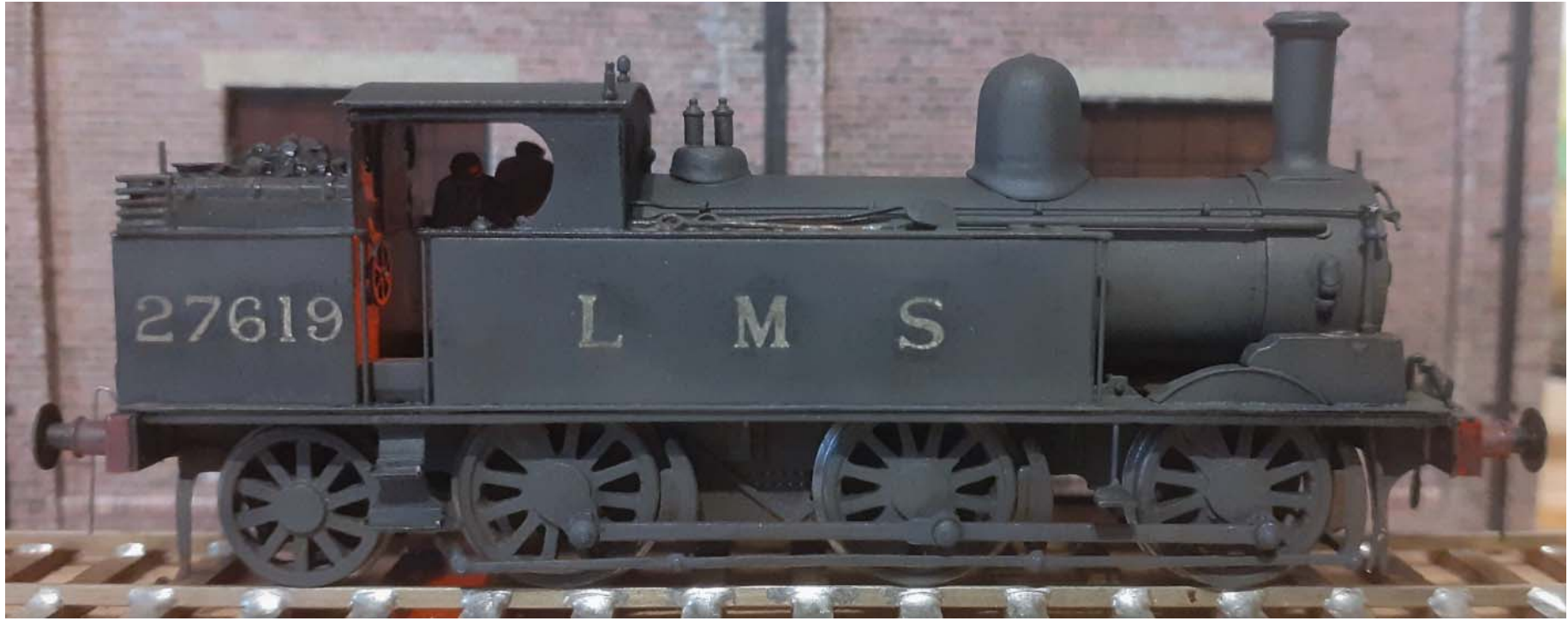
Most parts from the etches were used, including the main frames, which were assembled with Nigel Hunt etched frame spacers. The chassis also features a sprung functional radial truck rather than the suggested pony truck arrangement. A 7mm coreless motor sits horizontally within the length of the side-tanks, driving onto the centre wheels via a 2-stage gear reduction.

The boiler is a length of brass tube, and most fittings (chimney, dome, safety valves, whistle, smokebox door, tank filler, toolboxes, etc.) are home-made by turning and/or filing. The front sand-boxes are much-modified N-Brass castings. The cab has a fully detailed interior, although most of it is invisible in the gloom. Between the frames at the front end, visible parts of the motion have been modelled.

A CT-Elektronik DCX77L decoder fits within the ash-pan, and is connected to a home-made stay-alive circuit sited in the bunker. An orange SMD LED simulates firebox glow (next page, top photo).

The side tanks are filled with lead, and steel shot has been added to the boiler. The model was painted with Precision 2-pack etching primer, followed by a top coat of Humbrol gloss black - both applied with an airbrush. Letter/number decals are from Fox, and the weathering has been achieved mostly by spraying further Humbrol enamels.





S27 Kirtley 700 Double Frame goods 0-6-0

The model is based on a David Eveleigh etch with Association wheels and gears. The wheels are the old Mk4 cast brass type modified on the Unimat to take home made extended axles and outside cranks. There is a 7mm coreless motor and CT DCC chip in the tender driving the loco via UJs and shaft in the normal way.

The model is finished as running in the early 1920s in her final Midland livery of heavily weathered plain black.



