

## **5.5MM ASSOCIATION HANDBOOK.**

An introduction to modelling in 5.5mm scale (1/55).

### **Why 5.5mm scale?**

At first sight, 5.5mm/foot scale seems extraordinary. Why model in such a strange scale, when 4mm (009) and 7mm (O.16.5) are more prevalent and popular? Actually, there are a number of reasons.

### **The original, and still (to us) the best.**

Believe it or not, 5.5mm scale for narrow gauge modelling as a commercial scale is the oldest in existence. It was in 1963 that GEM models of North Wales (a leading manufacturer of TT products at that time) introduced the first kit of Prince and some wagons all to run on 12mm (TT) gauge track. At that time, N gauge (in the form of Lone Star 000) was very much in its infancy. Narrow gauge models representing 2' gauge required a larger scale than 4mm to the foot in order to use TT gauge track standards, so 5.5mm was chosen because it was exactly half way between 4mm and 7mm scales. It also gave a useful 'scale' gauge between 2' and 2'3" which fitted with the Festiniog and Talylyn Railway prototypes that were produced. Triang's TT loco and wagon chassis had already been used for 00n3 modelling and could now be used for 5.5 as well. The range and standards offered a ready-made source of available and reliable mechanism parts. Many Triang TT chassis are still running strong over 50 years on from their introduction. 1/55 scale offers a nice halfway house between 4mm and 7mm scales; you have the reliability of 3mm mechanisms for smaller prototypes (Welsh lines), and OO mechs for larger prototypes (Isle of Man and Irish lines). More recent developments in 5.5mm scale use N gauge components for 15-18" prototypes, so you can say that just about all the popular narrow gauges can be provided using ready to run mechanisms!

On the other side of the Atlantic, a number of modellers are producing layouts based on American narrow gauge lines. Further details can be found in the links section at the end of this article.

For a more high tech approach, the MSM range of etched brass chassis (unfortunately no longer available at the time of writing) and white metal parts provide models that stand comparison with any of the other popular scales, and recent developments in 3D printing mean that there's an unparalleled range of items on offer for all three gauges. In addition there are all sorts of sources for accessories that can be used in this scale, which will be described later on.

### **Some history.**

Who built the first 5.5mm scale model? One can only guess, but a good candidate would be John Ahern of Madder Valley fame. His eclectic range of locos were often derived from narrow gauge sources, so you found standard gauge versions of Festiniog, Lynton & Barnstaple, and Darjeeling locos running on his layout. To keep things in proportion, and also to be able to use the motors of the time, John Ahern scaled up his models. This resulted in a variety of locos around 5.5mm scale. His 'Welsh Pony' and Lynton & Barnstaple 'Exe' are both 5.5mm, while his Darjeeling tank loco is a touch larger at 5.75mm. Using the principle of scaling up narrow gauge drawings was also proposed later by Aire Valley legend Derek Naylor, so it may be that, somewhere, other 5.5mm scale models from the very early days still exist.

The big news came in 1963 with the advent of the GEM range. Press reports of the time state that George Mellor was very pleased with the sales of the range in the first couple of years. Curiously enough, only two 5.5mm scale layouts were featured in the model railway press in the 60s: Chris Leigh's Festiniog layout, based on Minfordd to Tan-y-Bwlch, was

featured in the Model Railway Constructor in August 1965, while Vic Hart's 'Cragg Valley' was featured in Railway Modeller in March 1968. By the 70s, the scale was fast becoming eclipsed by the advent of 009, and few 5.5mm layouts seemed to be in existence. We now know that Rod Moore built his Beddgelert layout (now at the Welsh Highland Heritage Railway in Porthmadog) in the early 70s, and there were one or two other modellers still working alone in the scale.

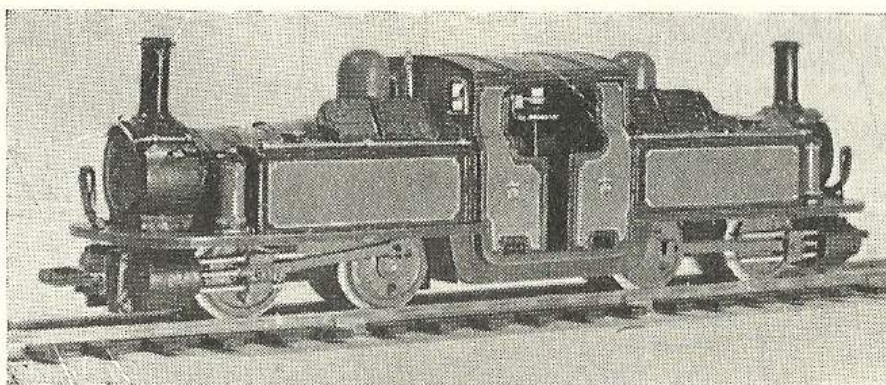
All of that changed in 1984 with the advent of Malcolm Savage's Gwynant Valley layout, and a series of Railway Modeller articles on 5.5mm scale modelling in the ensuing years, leading to the formation of the 5.5mm Association. Other 5.5mm modellers seemed to come out of the closet as a result; Peter Campbell's Duffws was featured in Railway Modeller in 1989, and Alan Catlow's model of Towyn Wharf was developed at the end of the decade and featured again in RM in October 1997. Other modellers exploring 5.5mm scale were Barry Lane, who described his Isle of Man layouts in RM in the mid 80s, and Brian Caton, whose models are live steam IOM in 5.5mm scale! The Isle of Man Railway Co's own 'Year of Railways' layout in the early 90s was also in 5.5mm scale. More modellers are engaged in active modelling and promoting the scale, with the most recent including Andrew Wilson, with a series of articles in Railway Modeller, and Dennis Harrison, whose 6mm scale Towy Valley Railway featured several times in Narrow Gauge and Industrial Railway Modelling Review.

### The GEM range.

The original GEM range was quite adventurous for narrow gauge in the mid to late 1960s, covering both the FR and TR. **Locomotives:** FR: 'Prince', 'Earl of Merioneth' (Double Fairlie), 'Linda', TR: 'Dolgoch'.

## “ Earl of Merioneth ” - Festiniog Railway

The Festiniog “ double-Fairlie ” is probably the best known narrow-gauge engine in the world.



Our **Mark II** is a completely new design which incorporates a “ready-to-run” motorised unit powered by K’s motor. The loco is very powerful as all the weight is available for adhesion. Curves of 15 inch can be negotiated.

**COMPLETE KIT** (including wheels and motor) ..... £7.19.0 plus 39/- P.T.

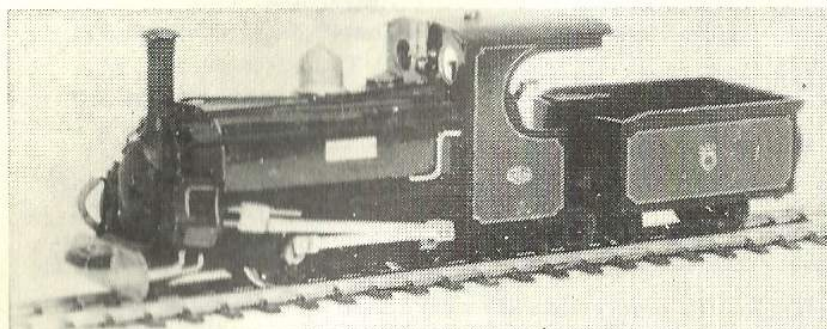
**Nameplates.** Set of 4 plus works plates (“ Earl of Merioneth ” or “ Taliesin ”) ..... 12/6 plus 3/- P.T.



# Narrow-Gauge Kits

5½m/m scale - 12m/m gauge

Collaboration with the Railway Companies concerned guarantees accuracy of detail and our extensive range enables you to build a model which will capture the atmosphere of these fascinating Welsh lines.



## “LINDA” Festiniog Railway

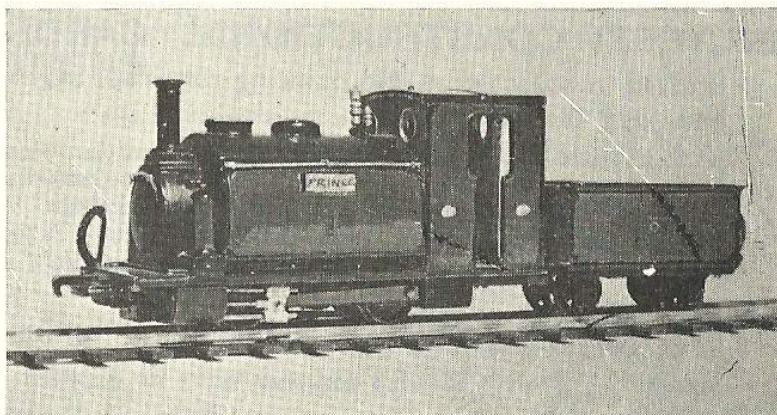
This powerful addition to the FR's loco stud came from the Penrhyn Quarry Railway. Our kit uses the Tri-ang XT60 Motor and Romford driving

wheels with extended axles to take the cast outside cranks which are locked in position with 10 B.A. nuts. Fully illustrated instruction sheet.

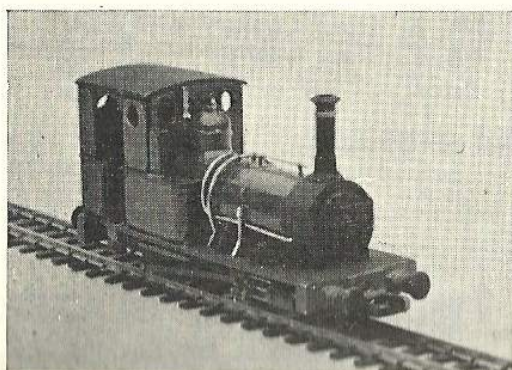
PRICE OF KIT (excluding Motor) ..... £6.5.0 plus £1.10.6 P.T.  
XT60 Motor ..... 13/3 plus 3/3 P.T.

## “PRINCE” Festiniog Railway

The world's oldest locomotive — still in regular service. 104 years young!! Our Mark III super kit has a ready-to-run chassis powered by K's motor and driving both axles. Fully working con-rods and cross-heads.



COMPLETE KIT (including motor) ..... £4.15.0 plus £1.3.3 P.T.  
Nameplates — Engraved brass ..... 3/- plus 9d. P.T.



## “DOLGOCH” Talylyn Railway

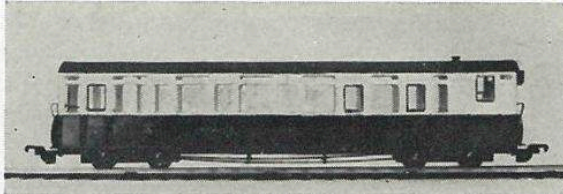
Easily assembled. Parts may be glued or soldered, using GEM Metal Kit Solder. Fully illustrated instructions and ready-to-run chassis, powered by K's motor and gear-driven to both axles.

COMPLETE KIT (including motor.) ..... £4.5.0 plus £1.0.9 P.T.  
Nameplates (pair) ..... 4/6 plus 1/1 P.T.  
Makers plate 1/3 plus 3d. P.T.

**Coaches:** Festiniog Railway: Bugbox, Quarrymen's Coach, Brake van No 2, Buffet car 14 (ex Lynton & Barnstaple [L&B]), Coach 14/104. Tallylyn Railway: Brown Marshall 4 wheeler and freelance brake end conversion, Brake van No 5.

## Festiniog Railway Rolling Stock Kits

12 m/m GAUGE



### Buffet Car No. 14

The most popular coach on the Festiniog. Drinks and snacks are served during the journey to Tan-y-Bwlch.

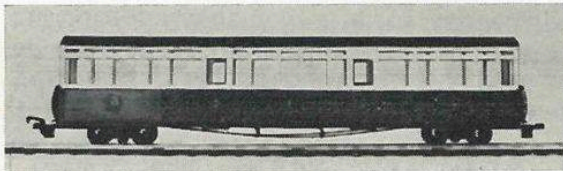
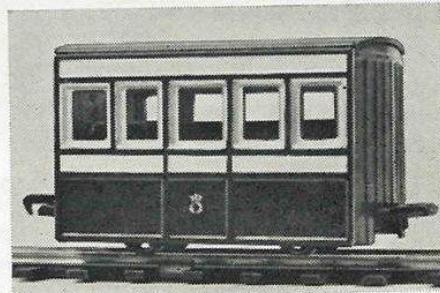
Complete kit — including bogies and wheels —

17/- + 2/10 P.T.

These quaint 4-wheeled coaches have a double-sided seat which runs the length of the vehicle.

Affectionately known as 'bug-boxes,' several are still in regular service.

1st class coach kit, 7/8½ + 1/3½ P.T.



### Saloon Carriage No. 24

A new modern bogie coach built at Boston Lodge and put into service in 1964.

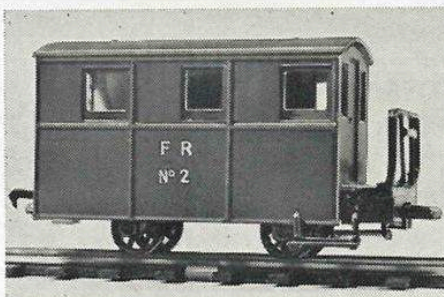
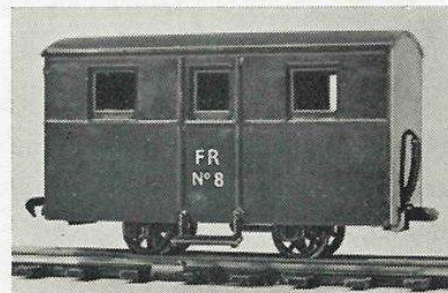
Complete kit — including bogies and wheels —

17/- + 2/10 P.T.

### Festiniog Quarryman's Coach

Originally designed for the conveyance of workers to and from the slate quarries at Blaenau Festiniog they could hardly be said to offer the last word in comfortable travel. No. 8 is still in service between Portmadoc and Tan-y-Bwlch.

Complete kit 7/8½ + 1/3½ P.T.



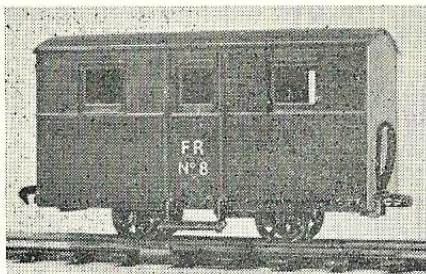
### Brake Van No. 2

The Brake Vans on the Festiniog Railway were of many different shapes and sizes. Our example was converted from a Quarryman's Coach by cutting down the body and adding an end platform. This vehicle is still in service.

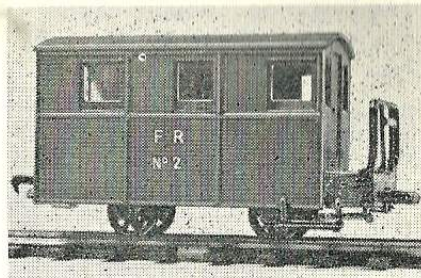
Complete kit 7/8½ + 1/3½ P.T.

**Wagons:** Slate (a cross between the Festiniog's 3-ton and 2-ton wagons), open (based on the Croesor slate wagon), bolster and side tipper (freelance).

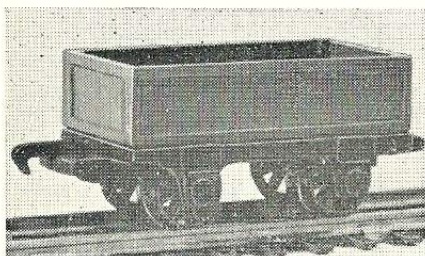
**GEM NARROW-GAUGE.** 5½m/m scale - 12m/m gauge.



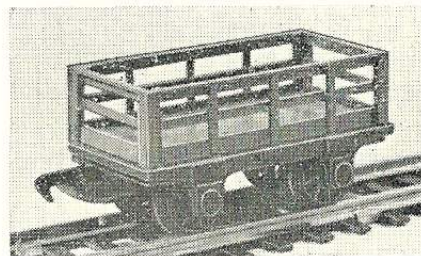
QUARRYMAN'S COACH No. 8 is still running on the Festiniog.  
Kit ..... 8/5 plus 1/7 P.T.



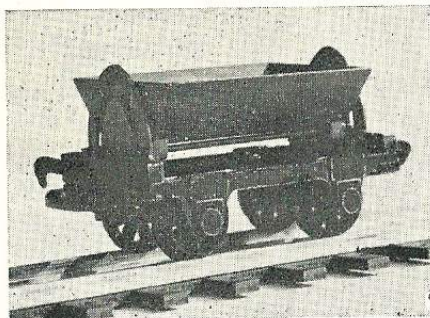
F.R. BRAKE VAN No. 2 was converted from a Quarryman's Coach.  
Kit ..... 8/5 plus 1/7 P.T.



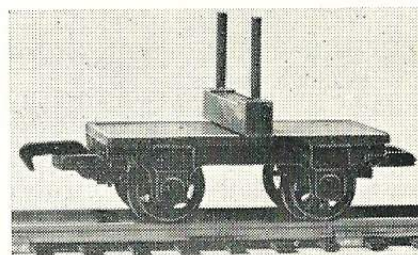
SLATE WAGONS. These were always in evidence on the Welsh N.G. Railways.  
Kit ..... 5/6 plus 1/- P.T.



OPEN MINERAL WAGON. A general purpose truck for all types of load.  
Kit ..... 5/6 plus 1/- P.T.



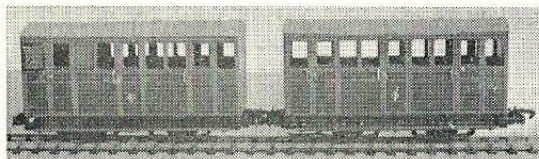
HOPPER WAGON. Side-tipper working model.  
Kit ..... 5/6 plus 1/- P.T.



BOLSTER WAGON. Used in pairs for transporting rail, telegraph poles, etc.  
Kit ..... 5/6 plus 1/- P.T.

**Tallylyn Railway Coach Kits**

4-wheelers, with fully detailed cast sides and ends, with card roofs. Jackson wheels.



T.R. Compartment Coach  
No. 2:

15/- plus 2/9 P.T.

Brake End, similar to above:  
15/- plus 2/9 P.T.

Some of these models may be found on the second-hand market (at sometimes inflated prices!), although most were reintroduced and updated by Malcolm Savage.

### **Powering the models.**

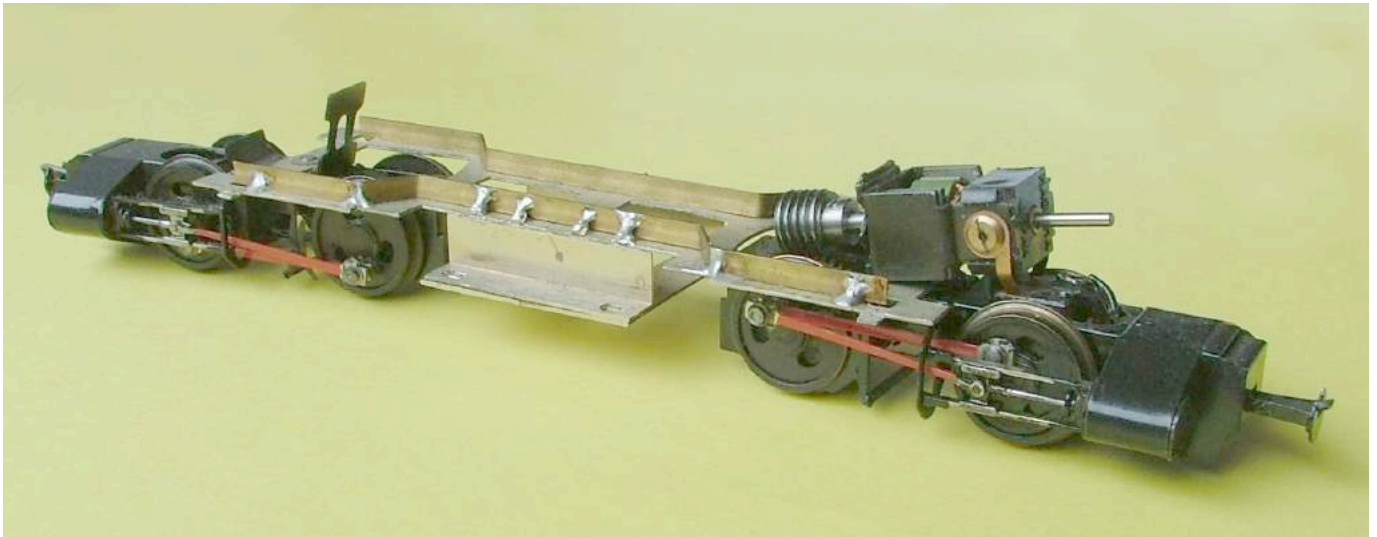
The GEM range used a variety of motors and technology. The original Prince kit had a white metal chassis, nylon axles, wheels that you had to quarter yourself (usually rather difficult), and split pickup using the tender wheels for one side of the polarity. I believe that the Mark 1 chassis also had plastic driving wheels one side, quickly changed on the Mark 2 chassis to metal wheels on both sides. There were coupling rods but no connecting rods. Power was from a Romford TT Terrier motor, which was 7 pole, and gives quite good results, although it tends to run hot after a while (which is a characteristic of the motor, and not a potential burn out in the offing!). Motors still in existence will almost certainly need remagnetising. The Mark 3 chassis changed everything. This comprised a K's TT motor bogie with the smooth, powerful and very reliable K's Mark 2 motor. Here the chassis had working connecting but no coupling rods (resulting in a change to the body moulding at the rear to allow for connecting rod end clearance). The same principle was used on Dolgoch, but here with an extended wheelbase (I'll guess that it was derived from K's TT tender drive mechs). So successful was this approach, that GEM offered both wheelbase chassis as kits in their own right for modellers. They comprised the ready to run chassis and suitable cylinders.



With the Double Fairlie, things were different again. This kit used a Lone Star Trebl-O double ended 3 pole motor (with extended ends) driving through rubber bands onto white metal pulleys on the loco axles. The technology was the same as Lone Star's diesel locos, although the idea had been originally used on Athearn HO diesels in the late 40s.

This system gave working coupling rods, con rods and crossheads and 8 wheel drive, but it had its drawbacks. Any loco with the original chassis would go like a rocket from rest, with the rubber bands causing the loco to rock back and forth when it came to rest. Putting a load behind the loco made for totally different results; the rubber bands would slip like mad on any more than two or three coaches, and remember that the technology of the time used plastic wheels in white metal bearings, usually resulting in a terrific amount of side play and rolling resistance. Pinpoint axles and brass bearings were still in the future!

I'm guessing that GEM were encouraged by the success of the K's motor bogie in the Mk.3 Prince kit, because they developed a completely new chassis to suit. This drove the rear wheels of each power bogie and left the front wheels as pony trucks, essentially making the loco into a 2-4-2 (shades of early Lima N gauge diesels), and connecting rods swivelled with the cylinders on the pony trucks - no coupling rods again. But it worked. Changes to the body kit comprised a slightly different footplate moulding, with the sandboxes now sitting on moulded platforms on each casting, rather than the earlier variety, where the lower fitting was cast integrally with the sandbox.



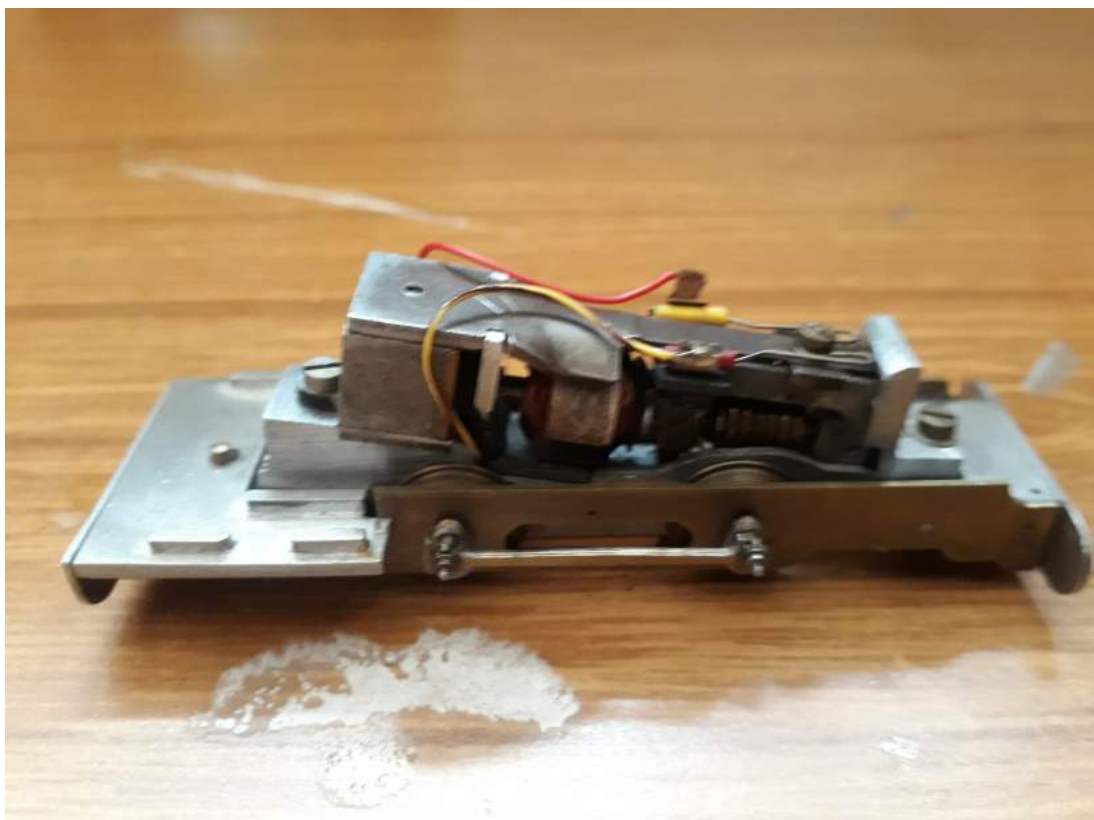
Malcolm Savage developed a replacement etched brass chassis kit for the Fairlie in the 90s. Here, everything is included: con rods, coupling rods, crossheads, and the power comes from the Tenshodo range. The chassis could be supplied RTR and with the option of one or two motors. With the weight of the white metal body, a two motor Fairlie should be capable, like the prototype, of pulling anything you care to put behind it.



The model of Linda took a completely new tack, using the popular and powerful Triang XT60 motor for power, which was needed for what turned out to be a very heavy kit. Dummy outside frame overlays were provided with the white metal chassis and the kit had white metal cranks which could easily strip their threads.



In the 90s, a limited edition re-run of Linda was produced in association with GEM for the 5.5mm Association with brass chassis parts, which solved the transmission problems.





### The MSM Range.

Most of the original GEM range was reintroduced and updated by Malcolm Savage. To this must be added the range of new kits:-



Palmerston is an updated version of Prince.



Dolgoch is the revamped GEM kit (both of these had a new etched brass chassis),

An etched brass chassis was introduced for the Double Fairlie, plus an all new Armoured Simplex with a ready to run chassis provided by Mike Chinery.



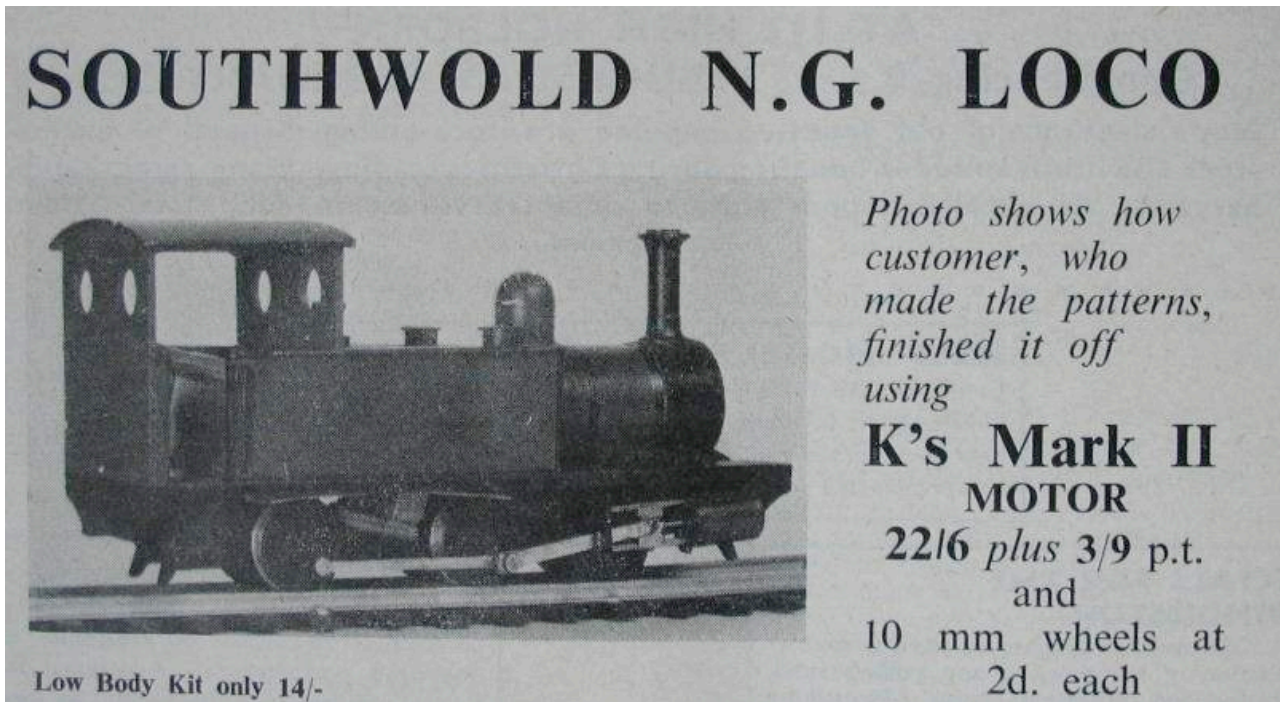
### **Rolling Stock.**

All the GEM coaches were reissued.

New coach kits were the Talylyn brake van with open door, Corris coach no 17 (also available in original Corris form), Festiniog Van No.1, Quarryman's Coaches and bugboxes with alternate sides, and a range of Festiniog, Talylyn and Corris wagons as well as industrial types. For Irish Fans, there was a body kit of Tralee & Dingle Coach 18T. Also available were underframes for a variety of wagons, bogies (arguably the largest range in any scale), figures and accessories (including slate loads).

### The one that was almost 5.5mm

One interesting model for 5.5mm scale was the K's Southwold body kit, introduced in the late 50s/early 60s. We don't know who commissioned the masters from K's (who used to offer bespoke casting) but it was advertised as a Southwold loco body for 00n3, and you had to make your own chassis.



**SOUTHWOLD N.G. LOCO**

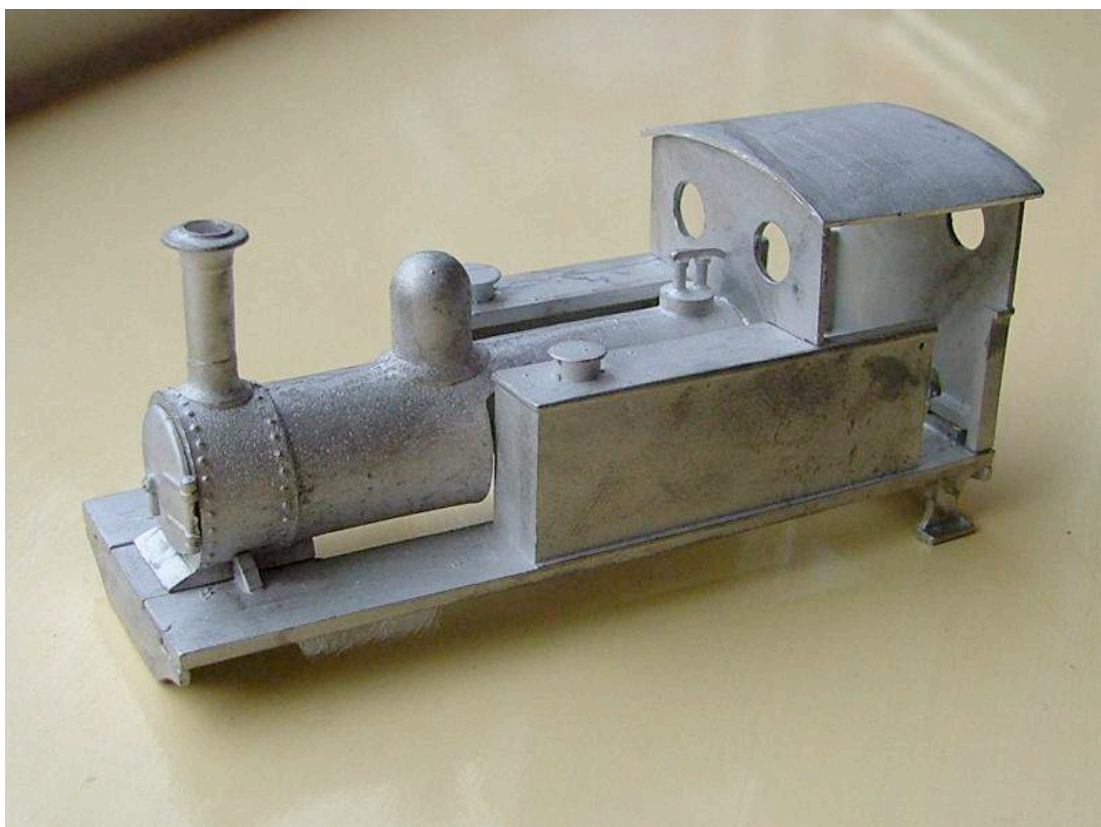
*Photo shows how customer, who made the patterns, finished it off using*

**K's Mark II MOTOR**

22/6 plus 3/9 p.t.  
and  
10 mm wheels at 2d. each

Low Body Kit only 14/-

Some years ago, one of these turned up at an exhibition in the North West which had been constructed by a member of Chester MRS. Malcolm Savage expressed interest in it, as it appeared to be 5.5mm scale. Some years later, upon acquiring an unbuilt kit, he measured it up and found that it was built to different scales, depending on which bit you measured - anything from 4.5 to 6mm scale! It's actually much closer to a Manx Northern Railway 2-4-0, as members of the 00n3 Yahoo group discovered.





Despite that, Malcolm produced it as a freelance loco suitable for both 4mm and 5.5mm scales.

## **STANDARDS**

Gauges.

12mm provides a good compromise for 2-2'6" gauge lines, just as 009 does the same with 9mm gauge. 12mm gauge, strictly speaking, scales out at just over 2' 2", 11mm equals 2 feet, and 13.75mm equals 2'6". 16.5mm gauge (OO) is the perfect ratio for 3' gauge, and several modellers have worked in this scale and gauge over the years. 9mm track (N) provides the basis for 15-18" railways, and at least one modeller has built standard gauge Blackpool trams in 5.5mm scale.

## **Track.**

GEM provided narrow gauge track to go with both the 5.5mm range as well as their OOn3 Isle of Man models, having sleepers 'of the correct scale size and spacing' (to quote from their catalogue). This used a fibre base for the sleeper strip and was a close relation of their own TT gauge Flexitrack, using code 90 rail. Standards for this track were based on Triang coarse scale standards, with sufficient gap at crossings and check rails for the wheel of the time.

Since the 1960s, standards have become much finer, with 5.5mm modellers using modern commercial standards from both 3mm and 4mm scales when it comes to trackwork. For Festiniog track, C&L chairs are very close to FR standards, with their point sleeper strip offering suitable sizes for track making. Other modellers have used code 80 FB rail (Peco N gauge) for Tallylyn permanent way. For recent FR practice, code 100 rail will work well, as the FR use what is actually standard gauge rail for 2' gauge. The Vale Of Rheidol Railway uses the same approach.

If you don't want to, or can't build your own track, then there are some commercial options. If you are a member of the 3mm Society, original GEM track may still be available from their secondhand spares department. This will accept all standards right back to coarse scale Triang. Slightly finer standards are available to members of the 3mm Society with their own range of plain track developed by Ratio (but no points are currently on offer). There is also the Tillig (formerly BerlinerTTbahn) range, and for wealthy enthusiasts, there is a comprehensive range of track available from Bemo, including a double slip. Other sources are available from Shinohara and FerroSuisse models, but be aware that their standards are much finer than the 60s era technology of Triang, so you may well need to do some serious rewheeling of stock in order for everything to work satisfactorily.

The most recent (and very welcome) addition to the range of trackwork is Peco. This range is based on HOM standards, but is very usable in 5.5mm scale. Mike Chinery made some tests of the track for 55 News in 1998, reporting good results with most types of wheel. The exceptions were: Triang wheels suffered from too narrow a back to back measurement, Peco's original nylon wheels were a little too tight, and Ratio plastic TT wheel were also too tight. Modern wheelsets and Romford/Markits TT loco wheels should give no problems.

For 3' in 5.5mm scale, modellers can make their own track, or you might investigate Peco 0-16.5 products offering a range of turnouts as well as their familiar flexitrack.

See the 'Suppliers' section for more details of suitable products.

## **Couplings.**

The original GEM coupling was a white metal casting based on the 'industry standard' Triang/Hornby one, being a smaller version of the hook and bar type. However, the hook doesn't have the extended arm below to engage with uncouplers, so coupling duties were either by finger, wire or similar home-made implements! MSM models offered the GEM coupler, as well as his own chopper couplings in etched brass. Bemo couplings (the most popular 009 coupler) have great potential and can be modified with a dropper arm for magnetic coupling. Tillig couplings offer potential, being less obtrusive than the GEM variety and having a combined buffing face/ coupling arm arrangement. For those with ageing eyesight, the 3mm Society now offers its members a finer scale coupling in etched brass based on the Triang model and produced by Worsley Works.

Both versions of the Chopper couplings from MSM are fully compatible and the recommended height for the coupling is 7mm from rail head to the slot in the coupling face. The top of the GEM coupling was set at 8.5/9mm above the rail head.

### **Other manufacturers.**

You might think that that would be all that was available for 5.5mm scale, but you'd be wrong. Let's have a look at other products.

### **Chassis and power plants in general**

Finding a chassis for your loco is easy if you are modelling 3' prototypes, in which case you have an embarrassment of riches with 00 mechanisms.

12mm gauge can be more of a problem, and this may involve a degree of conversion to your needs. Some modellers still use Triang TT mechs, others BerlinerTTBahn/Tillig which are both ready to run. In fact for TT gauge, the obvious port of call for 3mm Society members would be the s/h mechs available at non inflated 'collectors' prices and their comprehensive spare parts service. 3mm Society members have produced small run motorbogies in the past, but at the time of writing these can be hard to source.

Here are two links to promising sources of mechs:

<http://www.kwtrams.co.uk/product-category/other-scales> (look down the page for 12mm power bogies) and:

<http://motorbogies.co.uk/> who not only produce 12mm gauge 4 and 6 wheel power bogies and tender drives but also have in stock new PIKO TT locos and chassis.

For 16.5mm gauge the Hornby 0-4-0 'Smokey Joe' is ideal, being a simple and cheap chassis though the running qualities can be variable. For larger locos, a Bachmann Prairie offers a reliable 2-6-2 chassis that won't break the bank. Slightly less well known is the HO Jouef 'Junior' 0-6-0. These nice outside cylinder locos run well and come in side tank and saddle tank versions that can be easily adapted to 5.5mm scale. Bachmann's 'Porter' comes in 0-4-0 and 0-4-2 versions and have a good reputation for performance.

### **Etched Brass**

Worsley Works are the main source for etched brass kits. Having already introduced several kits for the scale, they are always interested in providing any of their 4mm or 7mm kits to 5.5mm scale. As well as Welsh prototypes, they also do kits for Irish 3' gauge models. Note however, that many of these are 'scratch aids': what you get are some excellent sides and ends, and that's it - you have to provide the rest yourself. More recent products have floors, but will need other parts. To complete a Worsley Works kit, probably the best place to look would be the range that was MSM under Malcolm Savage and is now 55<sup>th</sup> Studios from member George Williamson. Here you will find bogies, wheels, bogie stretchers, etc to help you complete your models.

Currently available from Worsley Works are:

Locos.

Festiniog and Welsh Highland Funkey diesels 'Vale of Festiniog' and 'Castell Caernarfon'.

Dick Kerr petrol electric loco.

Letterkenny & Burtonport 4-6-0 tank.

(Note that these are body kits only)

Coaches.

North Wales Narrow Gauge bugboxes 3, 4 and 5.

Festiniog bugboxes in a wide variety of guises.

Festiniog bogie stock: Curly roof vans, Observation coach no 11, ex L&B

buffet coach No.14, coaches 19/20, and ex North Wales Narrow Gauge nos. 23 and 26, also available in fully rebuilt guise.

Modern Festiniog coaches 110, 111, 114, 117/8, 119/120, and 121.

Tallylyn (ex Glyn Valley) 4 wheel coach.

County Donegal bogie coaches 2, 3, 30, and 52-4.

### **What else is available?**

A few years ago, the answer was practically nothing. However, things have changed dramatically.

### **3D printing.**

3D printing is becoming increasingly popular in railway modelling, and standards of finish are improving all the time compared to the early days of 'pockmarked' surfaces.

For 5.5mm scale, Teebee models (Tom Bell) offers a wide range of models for 5.5mm scale using 9mm (5.5n9.5 - for want of better phrase), 12mm (5.5n2) and 16.5mm (5.5n3) gauges. These include locos, coaches, wagons and even wheels. See the weblink below under 'Suppliers' for further details.

### **Vehicles.**

The SIKU super series is scaled directly at 1/55, providing a very large range of modern cars, vans, lorries and cranes and even including a Space Shuttle! A much cheaper alternative comes in the form of heavy plant machinery and earth moving models made in China and marketed under a variety of names, but most imported into this country by Hallsall of Fleetwood, Lancs. You'll find these models in toy, souvenir and bargain shops for a couple of pounds or so. Even cheaper are the toy cars that you'll find in the bargain boxes at swapmeets and exhibitions. Look at the chassis under products from the likes of Ledo, Matchbox and Mojorette and you'll see the scale printed. Some are dead 1/55 scale, others slightly smaller or larger (1/52 to 1/58 are all common). For 50p or less, you may well find what you're looking for.

Here's a representative list of suitable vehicles from other manufacturers:

#### **Early Models of Yesteryear**

1:52	Y5-2	1929 4.5 Litre Bentley
	Y10-2	1928 Mercedes Benz 36-200
1:54	Y10-1	1908 "Grand Prix" Mercedes
	Y3-2	1910 Benz Limousine
1:55	Y15-1	1907 Rolls Royce Silver Ghost
	Y5-1	1929 Le Mans Bentley

#### **Matchbox King Size**

1:54	K5	Racing Car Transporter
	K17	Low-Loader with Bulldozer
1:55	K7	Racing Car Transporter
	K9	Fire Tender
	K12	Hercules Mobile Crane
1:56	K4	Leyland Tipper 1:57
	K1	Weatherill Hydraulic Shovel
1:58	K2	Muir Hill Dumper
	K5	Massey Ferguson Combine Harvester
1:62	K20	Tractor Transporter

## Matchbox

1:52	7	Hairy Hustler
	25	Mod Tractor
	28	Stoat
	73	Weasel
1:53	29	Racing Mini
	30	Beach Buggy
	65	Saab Sonnet
1:54	19	Lotus Racing Car
	24	Team "Matchbox"
	27	Lamborghini Countach
	41	Siva Spyder
	52	BRM racing Car
1:55	68	Porsche 910
	5	Lotus Europa
	22	Freeman Inter-City Commuter
1:56	34	Formula 1 Racing Car
	8	De Tomasa Pantera
	39	Ford Tractor
	40	Hay Trailer
	45	Ford Group 6
	62	Renault 17TL
	75	Alfa Carabo
1:57	64	MG 1100
1:58	3	Monteverdi Hai
	6	Mercedes Tourer
	32	Maserati Bora
	56	Hi Tailer

## Figures

55<sup>th</sup> Studios provides a good range of figures. Also, look out for Preiser's range of 1/50 (6mm scale) figures. These scale out roughly at seven feet tall, but being made of plastic can be easily shortened and generally converted. The range includes present day workmen, passengers, tourists, officials and even ethnic figures. Also worth investigating are figures from the world of military modelling, where 5.5mm compatible figures are listed as in the 28mm range (28mm is the height of a 6' tall figure), although there may be some variation, even within a scale. How you convert a Napoleon General to a loco driver is up to you to figure out! The figures sold with the Corgi range of toy cars vary in size, but work out at a scale 6'2" in 5.5mm. More obscure, but worth looking out for, are the figures and accessories from the long defunct Wrenn 152 system of slot car racing, scaled at 5.75mm to the foot (1/52). You'll need to look out at swapmeets for this range, or check the halls of Ebay, where they do come up from time to time.

## Buildings.

Alphagraphix will supply any of their range of card kits in 5.5mm scale for £1 extra, which opens up a wide range. Not only do you have their range of buildings, but also narrow gauge engines, tramcars and Irish railcars and stock. You could even use Alphagraphix card kits as templates for making your own kits of parts in plasticard, taking the effort out of measuring up from drawings.

Modellers with access to a computer, scanner, printer and the internet can look at a wide range of potential modelling materials. You can either scan in drawings or print from other



scales, adjust to 5.5mm and print them up, or even download free models from the net. One surprising net site is for Brussels Paper Trams, featuring a variety of models in 1/52nd scale (5.75mm/foot), which is close enough for most folks to be useful.

### **Accessories and miscellaneous models.**

The wargaming fraternity provides a wide range of useful models and accessories. In wargaming, 28mm scale (the value is derived from the height of a 6' tall figure) works out at a close 1/54 (5.5mm scale is 1.55).

There's a large range of products available from a variety of manufacturers, but one site particularly is of interest:

<https://www.anyscalemodels.com/shop/scale-1-56-for-28mm.html>

There are further weblinks in the Suppliers section below.

If you want boats in 5.5mm scale, try here:

[https://wargamesbuildings.co.uk/epages/950003459.sf/en\\_GB/?ObjectPath=/Shops/950003459/Categories/Boats](https://wargamesbuildings.co.uk/epages/950003459.sf/en_GB/?ObjectPath=/Shops/950003459/Categories/Boats)

### **SUPPLIERS.**

55<sup>th</sup> Studios

George Williamson's site shows the range of 5.5mm kits and is the official successor to Malcolm Savage's MSM range. He also has one of the finest 5.5mm layouts in existence: Towyn Wharf.

<http://55thstudios.redflame.co.uk/>



### Mountaineer Models

Run by another 5.5 Association member, Max Brayne. Currently offers 13 3D printed kits in 5.5mm scale

[www.shapeways.com/shops/mountaineermodels](http://www.shapeways.com/shops/mountaineermodels)



### Narrow Planet

NP provide a 5.5mm scale RNAD Baguley-Drewry kit. This comprises a 3D printed body and etched n/s parts.

<https://shop.narrowplanet.co.uk/products/npl-501>



## Worsley Works

Etched brass body kits and scratch aids in 5.5mm scale. Will quote for 5.5mm versions of any of his n.g. kits.19, Douglas Road, Worsley, M28 2SR.

[www.worsleyworks.freeserve.co.uk](http://www.worsleyworks.freeserve.co.uk).

## Alphagraphix.

Card kits of buildings and rolling stock, any kit is available in 5.5mm scale for £1 extra.

23, Darris Road, Selly Park, Birmingham, B29 7QY.

If you are a member, the 3mm Society is a great resource for all 12mm gauge materials, from Triang chassis and bogies to in house etched brass and nickel silver kits. A terrific range of stuff is available, and much of it is useful for 5.5mm modellers working in 12mm gauge.

The 3mm Society membership secretary is at the time of writing:

Mike Corp, 8 Springwood Drive, Henbury, Bristol BS10 7PU

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The 3mm society site is at:

<https://sites.google.com/site/3mmpublic>

Free kit downloads of Brussels Trams in 1/52 scale can be seen at:

<http://www.brusselpapertrams.be>

and have links to other free sites.

Useful websites:

<http://www.55n3.info/> Harold Minkwitz's excellent site for modelling American practice on 3' gauge, with details of how to convert Bachmann On30 equipment very easily. A mine of information.

<https://www.shapeways.com/shops/tebee>

3D models for all gauges in 5.5mm scale. Cutting edge technology provides highly attractive and unusual models.

<http://www.warlordgames.com/> The world of wargaming uses a wide range of scales: the nearest one to 5.5mm scale is 28mm

Other sites include:

<http://www.artizandesigns.com/index.php>

<http://www.sloppyjalopy.com/> who do a range of 1/56th scale combat vehicles <http://www.fighting15sshop.co.uk/>

Look for other website specialising in 28mm wargaming scale figure and accesories.

Many of the above do vehicles and buildings (somewhat distressed for obvious reasons!) but with a little thought you'll find that there's a tremendous amount of items suitable for 1/55th modelling.