

MIXED TRAFFIC



195 - April 2014

The 3mm Society Magazine

MIXED TRAFFIC

195

April 2014

Contents

Tony Seal: Bruton Brake Van Adapted	2
Trevor Lloyd-Lee: Using Stub Turnouts	4
Nigel Cullimore: Three in to One Will Go	7
Dave Hancock: A Beginner's Tools	8
Paul Hopkins: Modbury Torr – the Sequel	10
Inspirations	14
Ted Boocock: Let Me Tell You Where to Stick It	15
Eric Bruton: Album 117	16
Graham Shirley: Loco Chassis Construction	18
What's New and Blastpipe	20

Materials for publication should be sent to John Sutton, 34 Lichfield Road, Cambridge CB1 3SS. An SAE should be enclosed if a reply is expected. E-mail john_sutton6@hotmail.com

If you receive a magazine with missing or miscolled pages, please contact Tim Barnard (2A Stanley Hill Avenue, Amersham, Buckinghamshire HP7 9BD) for a replacement, giving your name and address. Tim also holds back numbers at £1 each, posted.

Editor: John Sutton
Photography: Geoff Helliwell and authors
Research: Samantha Rampling and Elfin Poppitt
Typesetting: Mungo Cherry

© The Three Millimetre Society and named contributors, 2013

Printed by BM Print, Dunn & Mills Business Park, Red Doles Lane, Leeds Road, Huddersfield HD2 1YE

Cover

A GWR 57XX 0-6-0PT shunting six-wheeled milk tankers at Modbury Torr dairy. Paul Hopkins' layout is featured on page 10.

Geoff Helliwell

EDITORIAL

If you want to buy a lot of ready-to-run locos and stock to operate on a layout whose track and pointwork, buildings and other scenic items come from well-known ranges and which was built fairly quickly, then in truth 3mm scale is not the one for you and you would be better choosing 00 or N. Most of those committed to our scale have chosen it because they like making stuff and because their imaginations take them a bit further off the beaten track than do those responsible for the rather samey layouts which sometimes appear at exhibitions and in the model press (though we mustn't loftily pretend that there are no dull and conventional 3mm layouts or intriguing 00, N or 009 ones).

The trouble with being inventive and making things from scratch or from kits is the glacial timescale involved. I've spent a lifetime building the things I really wanted, first learning how to make engines that work properly, then building lots of them, not to mention track, buildings that look as if they come from the East Midlands and a few coaches (oh, how I'd've welcomed some RTR ones!). The final incarnation of my reasonably large layout took from 1989-2007 to make, and a number of the things on it came from previous versions. So, as our mothers used to tell us, *Patience is a virtue*.

Not everyone has it, of course, and in an era of instant online and credit-card gratification not everyone is prepared to take the hair-shirted route some of us have taken. So a good number of cheers for Paul Hopkins, whose Redford Junction and Modbury Torr layouts feature in the last issue and this one, for proving it's perfectly possible to make, in a sensible time, convincing and original 3mm layouts using bought track and kits and bits from other scales as well as our own – and some flair.

MODBURY TORR – THE SEQUEL

Life after the Society's 40th Anniversary for PAUL HOPKINS' layout

The central part of Modbury Torr was my entry for the Society's 40th Anniversary 40 x 1 Challenge, and it was subsequently extended into the format it is today. Accepting the limitations of the original specification that everything on the baseboards could be acquired from a model shop, and that meant using Peco H0m track, the compromises are readily apparent to fine-scale 3mm modellers, but the average visitors to model railway exhibitions are not aware, and are usually intrigued with the scale, and the size of the layout at 10 feet in length is seen as compatible with the size of modern houses. The buildings on the layout all came from the local model shop or model railway exhibitions. The station building is Dapol 00, cut down and faced with Plastikard stone sheet, and the signal box is an adapted 00 weighbridge office. The coal staithes are also cut down 00; the pieces left over made the coal stage by the engine shed. The goods shed is adapted from a Triang diesel depot. Others are from various sources, although the cattle pens were scratchbuilt.

The layout was originally built to be operated by one person and the main attraction was shunting the yard using B&B couplings. The delayed uncoupling is always a source of intrigue for visitors, but after a while operating one train at a time palled, and at one exhibition the idea of modifying operation to run two trains and have the yard operating independently of the through line came about. We started right away, and completed it at the Four Marks exhibition whilst it was open to the public – and all the time trains were running and viewers were unaware of the changes until two trains started running on independent controllers. In this form the layout is very satisfying to operate, and well received by exhibition visitors.

During 2013 the right-hand end industrial complex was modified to incorporate a dairy, an idea hatched up at the Sompting exhibition in 2012. That was not really in keeping with the South Hams area of Devon which is the supposed setting of the layout, but nevertheless the layout was converted a few weeks later. Now it needed milk tanks, all of which are Bec models, sourced from my box of flat-pack round tuits. Construction was quite quick, and as I didn't want to weather them with their typical layers of dirt, the tanks were painted white with computer generated logos provided by one of our area group members. To give some variety, one was adapted to include a demountable road tanker trailer. The water near the dairy is modelled using "Easywater" capsules. This is a easy product to use, but on this model I used too much and laid it too thickly, so it is liable to crack with any changes in temperature. Two minutes with a hair-drier resolves it (but protect the plastic buildings as they can melt).

The layout is GWR, but the Yealmpton branch was connected to the SR, so with a little licence, LSWR or SR stock makes an occasional appearance at shows, and at West Byfleet this took the form of two LSWR brake coaches and a G6 0-6-0T, all in LSWR livery.

Modbury Torr has been exhibited for almost eight years, and a couple of problems have recurred. The electro-magnetic uncouplers operate at 24v AC and the push-button switches have failed a couple of times, particularly those in the goods yard - so spares are kept in the exhibition toolkit. Two intensively-used points have had to be replaced, both exhibiting the same problem – electrical connection through the pivot on the point blade, purely caused by wear.

Text concluded on page 19



AT MODBURY TORR

The footbridge is a modified Triang item and helps hide the entrance to the fiddle yard. The demountable milk tank, a scratchbuilt trailer on a Bec 6-wheeled chassis, is parked in the siding. Paul couldn't be sure whether United Dairies' tanks had red or black lettering, so has both. The ferry to Steer Point is docking at the jetty.

A local passenger train has arrived and the locomotive, a GEM 57XX 0-6-0PT, has uncoupled and started running round two coaches built from Worsley Works etchings.

Geoff Helliwell





GREAT WESTERN and LSWR AT MODBURY TORR

A GEM 57XX 0-6-0PT with a scratchbuilt chassis moves some vans out of the goods shed, passing the signal box, an adapted 00 weighbridge hut. The LSWR had running powers over part of the branch and a handbuilt G6 stands with two LSWR coaches at Modbury Torr station, which started life as an Airfix/Dapol 00 model.

Photographed at West Byfleet in November 2013 by Geoff Helliwell

This etching is long enough to accommodate a 10-coupled wheelbase in 4mm scale, but the next one will need to be wider to be able to accommodate a “deep” chassis in this larger scale. By accommodating 4mm chassis, I suspect that commercial viability of the device might be more easily achieved. This might be further enhanced if, as recently realised, standard Romford (EM?) axles could be substituted for the special axle pins by altering the width of the central slot to admit the square end of the axle and putting a plain hole in the sliding cross members (the axle being retained by a Romford nut or a standard 10BA nut).

Where to now? It seems that the device could be technically feasible, and by modifying the etch to correct errors and to accommodate standard Romford components, commercial viability might be realised. I would be pleased to hear from anyone who might have further suggestions for improvements and to know if it is felt that further investment would be to the advantage of the Society and its members.

BRAKE ADAPTED

From page 3

Cover the roof with one thickness of tissue paper and reinstate the rainstrips. Fit two torpedo vents, diagonally opposite each other as shown on the drawing. The roof edge needs a strip of Plastikard 40 thou x 15 thou attached to the lower roof line over the cabin only, and the veranda ends need a similar strip up under the eaves, fitted slightly inboard of the roof end. Finally, fit all handrails, glue the roof on and finish painting.

Having perused Bob Essery's *LMS Wagons* I think the only other vans that could be produced using this kit are the “reverse-veranda” type and the Wapping Tunnel van (this latter for our Scouse chums, not Londoners). All other LMS types had vertical planking.

WHERE TO STICK IT

From page 15

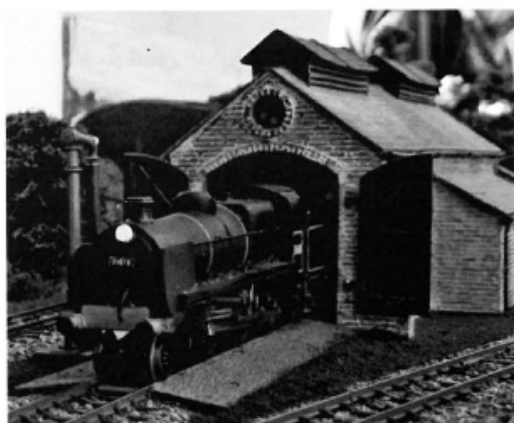
It really is as simple as that. So have look at your layouts, and look at where you place the signals. It will stop me wincing too much, if nothing more. You wouldn't paint a Black 5 red, now would you? If you have a particular instance you are not sure about, you can

e-mail me via the Editor, and I'll see if I can help. Another time we'll look at stop signals for junctions.

MODBURY TORR

From page 10

My original intention was to extend the layout to celebrate the Society's fiftieth anniversary, adding a 50-inch circular end to give out-and-back running, but that wouldn't be practical and would probably spoil the layout, so the idea was scrapped, our efforts being concentrated instead on building a new Southern layout on the same principles, with 50 feet of track.



Paul Hopkins' SR Class U Mogul 31618, shown at Redford Junction shed, may hint at the shape of things to come in 2015.