ASSOCIATION OF SHREWSBURY RAILWAY MODELLERS

Flying Scotsman on the Settle and Carlisle

Chris Kapolka went up to the Settle & Carlisle line to photograph the northbound Flying Scotsman excursion on 14th October with a particular shot in mind. However unusually for the area, it was bright wall-to-wall sunshine with clear blue skies ...exactly the light he *didn't* want for his shot. He opted for another more classic image of the A3 racing north on the sweeping curve leading into Garsdale Road station...needless to say that the weather changed and it was no longer wall-to-wall sunshine when it came!

NOVEMBER 2023 NEWSLETTER

Welcome to the latest of our quarterly newsletters. Thank you to all of you who have sent in photos and articles. We just include what we are sent and I am very fortunate that this issue contains such a happy balance of modelling and full-size railways. Not surprisingly, Flying Scotsman gets more than a mention in its centenary year (strangely my father-in-law who is also 100, does not!) Please continue to send in material. The next edition will be edited by Dave Gotliffe.

Nick Coppin

LMS 6109 'Royal Engineer'.

An update with a 'cautionary' tale.

I first introduced 6109 to the Association during a 'workbench' evening, having picked it up in a broken state on eBay for just over £10, when it was sold as an Airfix, 46100 Royal Scot in green.

In short, I fixed the physical damage, converted it to DCC and after some research found that 6109 Royal Engineer, spent virtually its whole working life allocated to Leeds Holbeck shed. This was to be its new identity, and was painted matt black, ready for some weathering to represent the post WW2 condition.

There are two more items to attend to, those being fitting a shorter drawbar to reduce the loco-tender gap and to make and fit a pair of front footplate steps.

The cautionary tale: Needing some new etched nameplates it seemed those from Modelmaster Jackson Evans provided a better deal than Fox Transfers. With a three-to-four-day delivery this was OK for me.

However, after three to four months and a number of ignored follow up enquiries, I contacted South Ayrshire Trading Standards who were aware of the company and its proprietor. In addition, I found I was not alone, with many poor reviews on various online platforms.

Fortunately, after referring the matter for a second time to South Ayrshire Trading Standards and threatening to complain to Action Fraud, the nameplates eventually arrived within days, after a six-month wait.

You may wish to consider Fox Transfers for your supply of etched nameplates.

Graham Betts

Southampton Docks 1912 and Box Tunnel in N

With the release of the EFE 00 gauge LSWR coaches in period livery, I hurriedly prepared a product review for the Bluebell Railway News who have restored Brake coach No 1520 which is the only operational London & South Western Railway coach. I have created a plausible link between that coach and the Titanic using the model review to suggest that a train of these coaches was sent to the White Star Line terminal to collect all the well-wishers and relatives who had come to the dockside and take them back onto the network. I have built the setting rather like a film set by modelling the bits that will be seen. The plans for the construction of dock area are available on the internet. Building the ship was a bit more challenging. I made a basic plan by enlarging the plan that is drawn on the instructions of a 1/700 scale Revell Kit. I discovered several inaccuracies in the process. Having worked on an ocean going cruise ship in the past, I felt quite spooked by the project as I sampled a wild ocean and I learnt there is no such thing as an atheist sailor!

I was very much under a deadline, so much detail was compromised but it was enough for the purpose of the review. The funnels are Pringles tubes....they will never taste the same again.

The set up in my top guest's bedroom which also works as a photo studio.

That same area of the room was also used for the photo of the Dapol N gauge GWR Hall exiting my Box Middlehill tunnel diorama using sunlight streaming through the window. This will also be the main shot of a future review.

Chris Kapolka

Calder Bank Layout update.

The following photos are to give an update on my 4mm 00-gauge layout Calder Bank, which I hope members will enjoy.

This was started coincidentally at the very start of the Covid outbreak and provided a sanctuary in my garage whilst the virus took its toll. The model has developed in a reasonably simple way, after the track was laid, wired and ballasted, by working from right to left when viewed from the front which provided some basic scenery.

This was followed by a reverse pass to add more detail. When this has ended, I intend picking out areas where further details can be added.

The only proprietary items are a butchered footbridge and viaduct made by Hornby. The only plastic kit is a Ratio MR signal box and the remainder of the plastic buildings are scratch-built. There are some Metcalfe card buildings included and also some Scalescenes download-print and build items, as recommended by Peter Cox, which, over time will probably get replaced with scratch-built substitutes. Two of the more recent buildings are carved from DAS, a process demonstrated by Nick Coppin, and the results are very pleasing to my eye. It would also be remiss not to credit Chris Cox who gifted the Gas Works, which now resides proudly in the South East corner of the layout.

I did have an open day in August, for local kids with well-behaved parents, and the comments received were all very favourable. If any member is curious enough to want to see it 'in the flesh', please let me know.


L Y

Graham Betts

Double Coupé No.69

"Those were the best days of my life, oh yeah. Back in the summer of '69"[1] so sang husky rock icon Bryan Adams back in June 1985. Had Mr Adams found himself travelling on the London & Birmingham Railway (L&B) back in the summer of 1839, nestled in one of the well-furnished end compartments of a double coupé, he may well have entitled his anthem *'Back in coupé number 69'*, for this was the number given to the only such carriage in service with the L&B at that time. We can be sure he would easily have afforded the price of a ticket to travel in such luxury, but he would have been one of the few passengers blessed with such a fiscally advantageous status. Perhaps this is the main reason they had, at that point, only one such vehicle, leaving aside for one moment passengers' understandable reticence about being hurled head-first through a plate glass window in the event of an unplanned collision with the preceding train. At that time trains were run on a time interval basis and such accidents were occasionally and regrettably inevitable.

No.69 was in fact an experimental carriage suggested by Robert Garnett who had his fingers knuckle-deep in several railway pies, but significantly he was a director of both the L&B and the Midland Counties Railway which was already operating at least one such carriage.[2] A L&B carriage stock list of 6th December 1840 describes No.69 as a '*Double Coupee* [sic], *side lights'*(the latter term referring to the small windows either side of each door). It was clearly successful and any concerns over passenger safety were brushed aside as no less than ten more had appeared by 1841.*'Ordered, That proposals be obtained from Wright & Co, & the parties engaged in making Railway Carriages in Lancaster & Preston for building Ten Carriages on the new plan of two coupés as proposed by Mr Garnett.'*[3]The double

[1] 'Summer of '69' Bryan Adams & Jim Vallance, recorded 1984, released 1985, A&M Records.
[2] The Midland Counties Double Coupe, Carriage No.1, Tom Nicholls, Midland Railway Society Journal No.79, Summer 2022
[3] TNA RAIL 384/87 Minute 777, Meeting of the Committee of Management, 25th May 1838

coupé feature reaches as far back as 1829 when the Liverpool & Manchester dallied with this arrangement.[4] In 1836 the L&B considered the design as a narrow mail carriage with William Rathbone suggesting; *'if the Committee wish, I would consult the Liverpool & Manchester Builders as to the practicability of having Mails with two four inside bodies, one a dormeuse when required, and two Chariot bodies one at each end'*[5], but the complications of the requirement for sleeping arrangements appear to have quashed the idea. Remarkably, the investment appears to have paid off as all eleven double coupés survived without any recorded incident, serving out their final years in the late 1840s as first/second composites.

Like most modellers, whilst I fully intended continuing with one of the many modelling tasks in hand, I could not help but be distracted by something else, in this case the prospect of adding No.69 to the fleet for my Coventry project. The sides for this carriage are in fact repurposed First Class carriage sides from an early and slightly disappointing etch, a sort of 'first draft' which turned out to be missing 1mm from the left-hand end of each body. I managed to build one complete First from these etches which thankfully turned out very well however, it took a lot of extra work to rectify and the prospect of making further examples in this way did not appeal. Therefore, corrections were made to the artwork at the skilled hand of fellow Brighton Circle member Mike Waldron and a second set of etches were commissioned. In the meantime, like a criminal with a holdall full of marked bank notes, what to do with the dodgy ones?

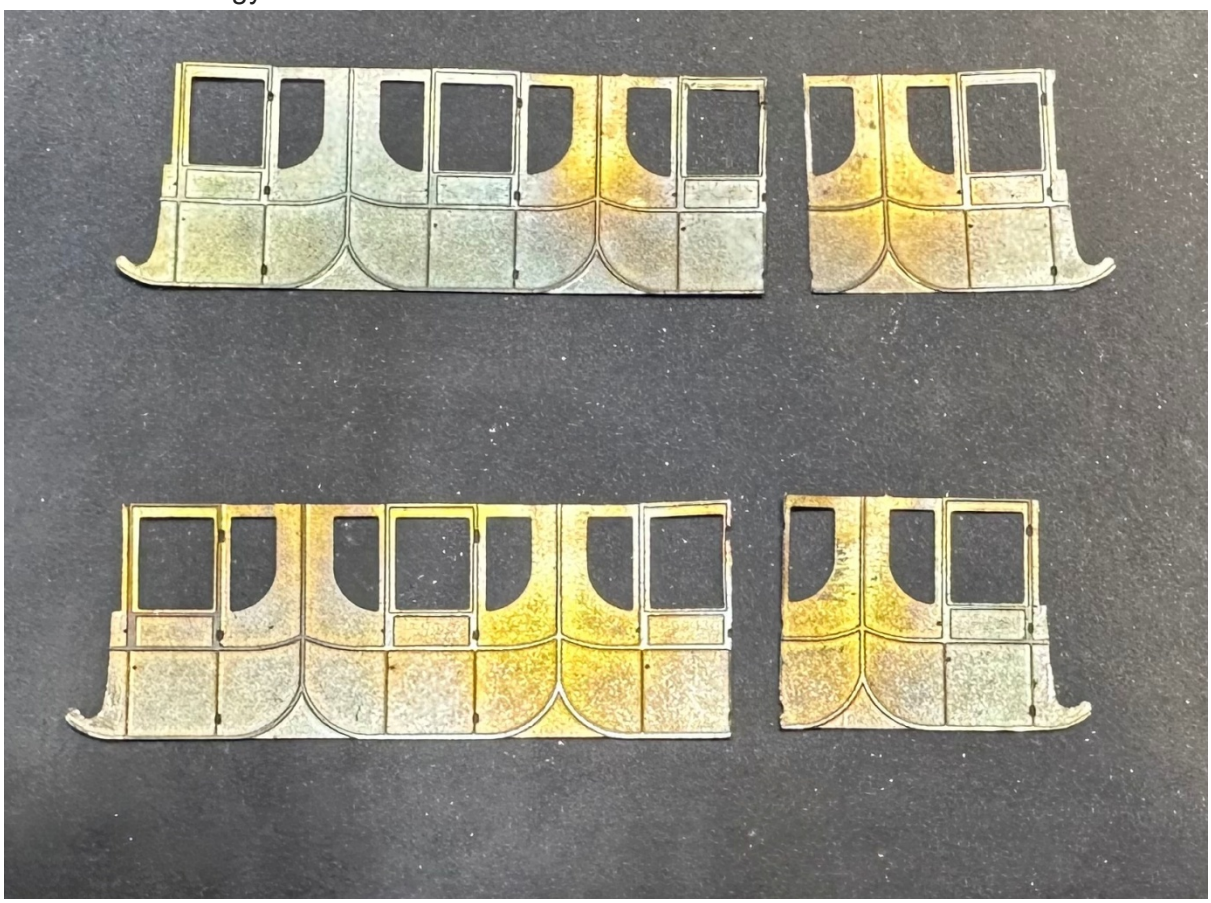


Fig.01 This shows how four sides were trimmed at each end for the coupé and cut to the side of one of the doors to be spliced back together creating a double coupé with two full compartments in the centre. Two roofs (see Fig.2) were also modified by filing off the seat supports at each end and cutting adjacent to one of the roof strips to be spliced back together in the same way as the sides.

[4] Railway Carriages, Liverpool Albion - Monday 27 July 1829 – P.234, illustration: Walker (James Scott) - An Accurate Description of the Liverpool and Manchester Rail-way, 1st edition, plate lithograph, J F Connels' Water Street Bridge

[5] TNA RAIL 384/60 Non resident Engineers Minutes copy of letter from W Rathbone, Liverpool 12th September 1836

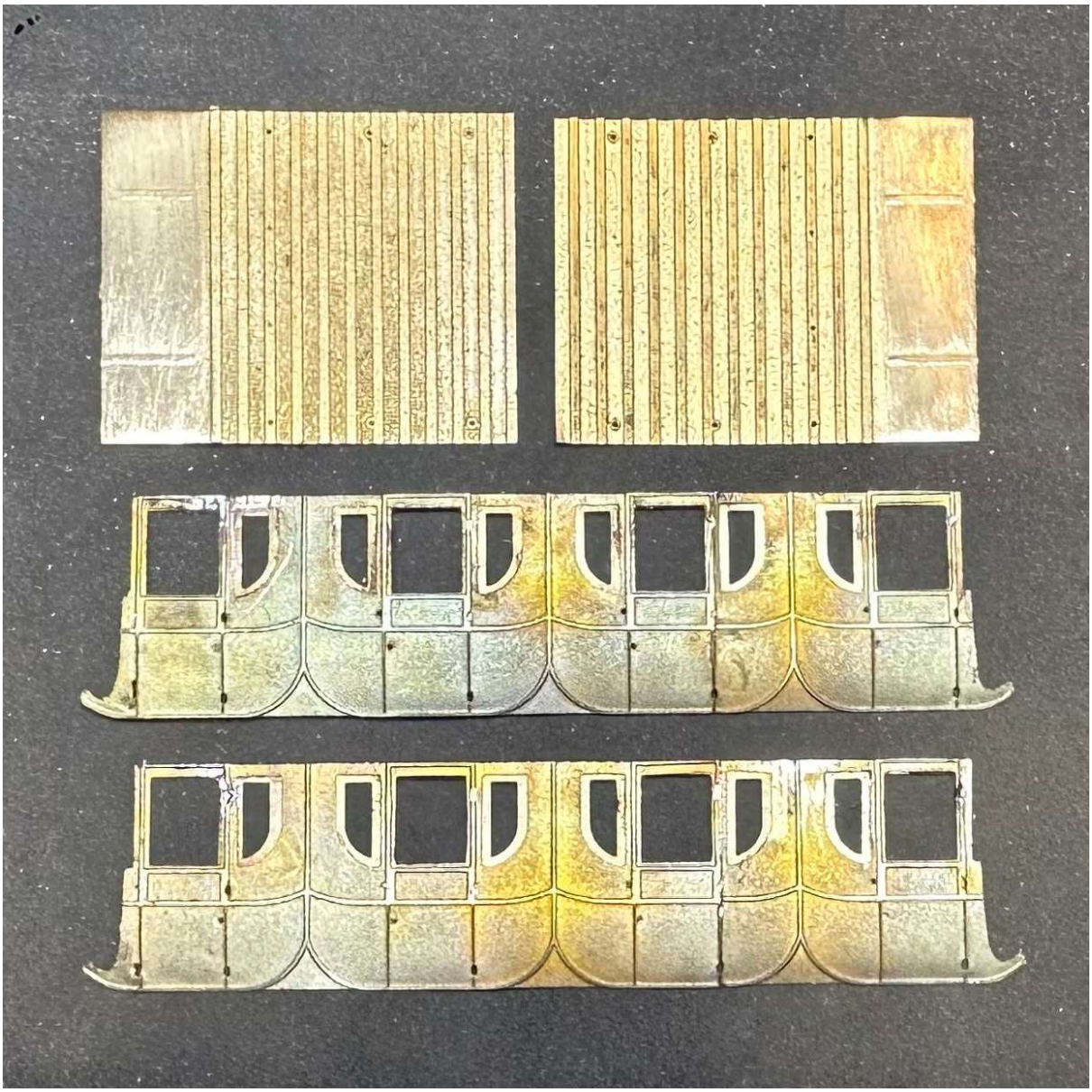


Fig.02. The backing piece carrying the window frames has now been added and the next step will be to fit the droplights in the doors and begin working out how to scratch-build the coupé ends with their distinctive large windows and hockey stick profile. There is some debate over the wheelbase of this vehicle given that it was possible that it may not have fitted onto the carriage turntables at either Euston or Birmingham. As a double-ended carriage that might not be such an issue, but it would still require marshalling between arrival and departure platforms. The order for ten more demonstrates that where there is a will, there's a way.

Despite being sent some new masters for two kits requiring a mould to be made and casting to be done, being almost there with the construction of a Scalefour Society lever frame for a friend, having a small casting order to complete, not to mention a long list of other more important jobs requiring my attention, somehow, like a moth to a flame I just could not drag myself away from this carriage and so the distraction of double coupé No.69 continued. I had to make the coupé ends from scratch. The words 'had to' make it sound like an unwelcome chore, but it was far from it, otherwise this task would have joined the aforementioned list of side-lined half-builds.

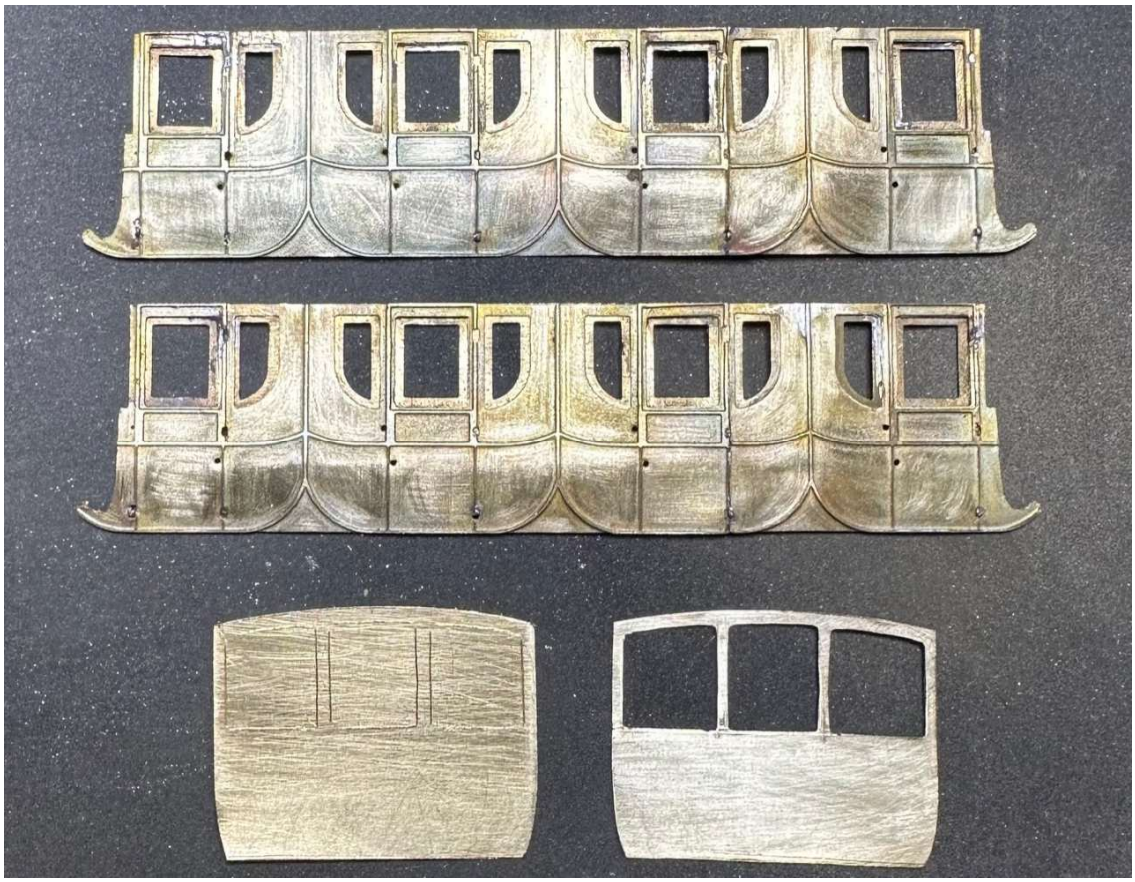


Fig.03. Two ends were cut from 10 thou brass sheet (upcycled fret off-cuts) using the end of one of the first-class carriages as a template. These were then marked up with three window apertures taking care to line them up with the body side windows. Holes were drilled in the window corners and joined up with a piercing saw before filing back to the frame edges.

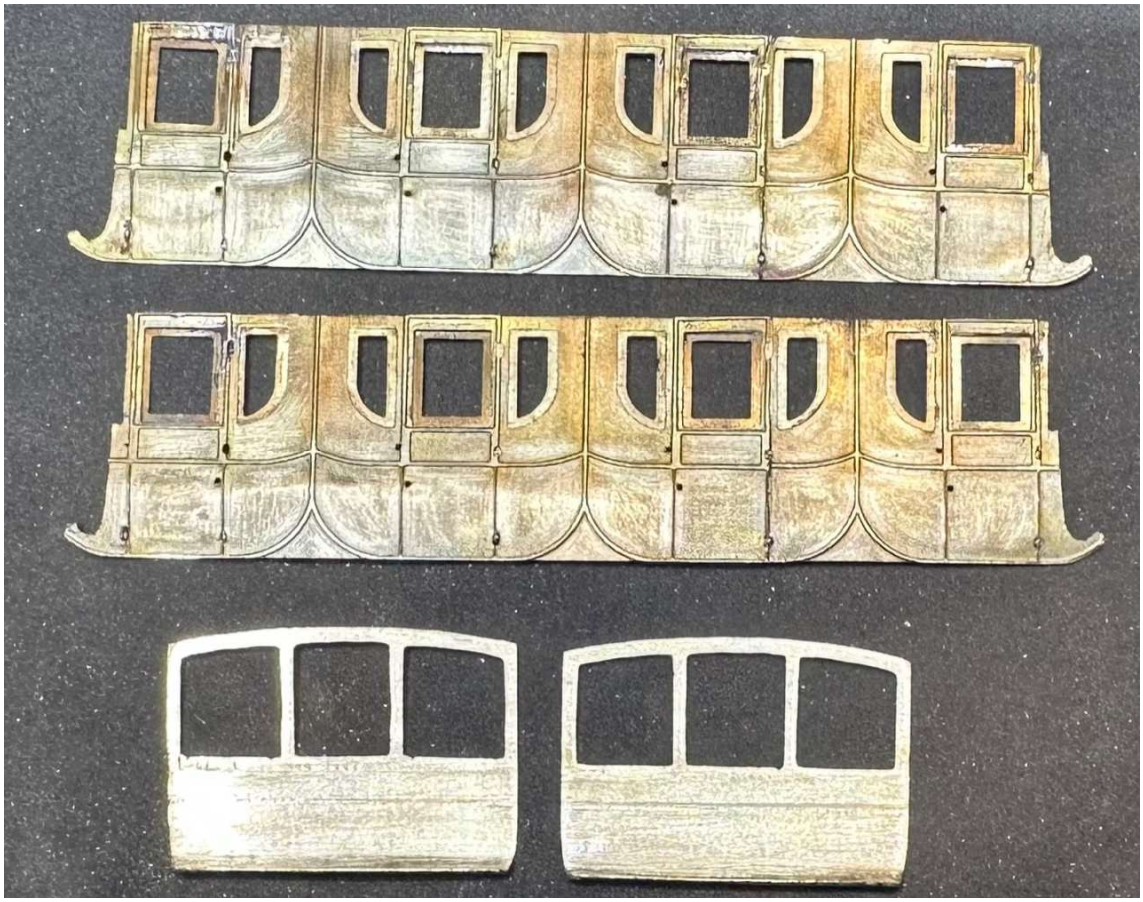


Fig.04. The ends were annealed over a gas burner to soften the brass then clamped in a vice together with the 3mm dia. shaft of a Swiss file and gently pushed over to form the curve of the chariot end.

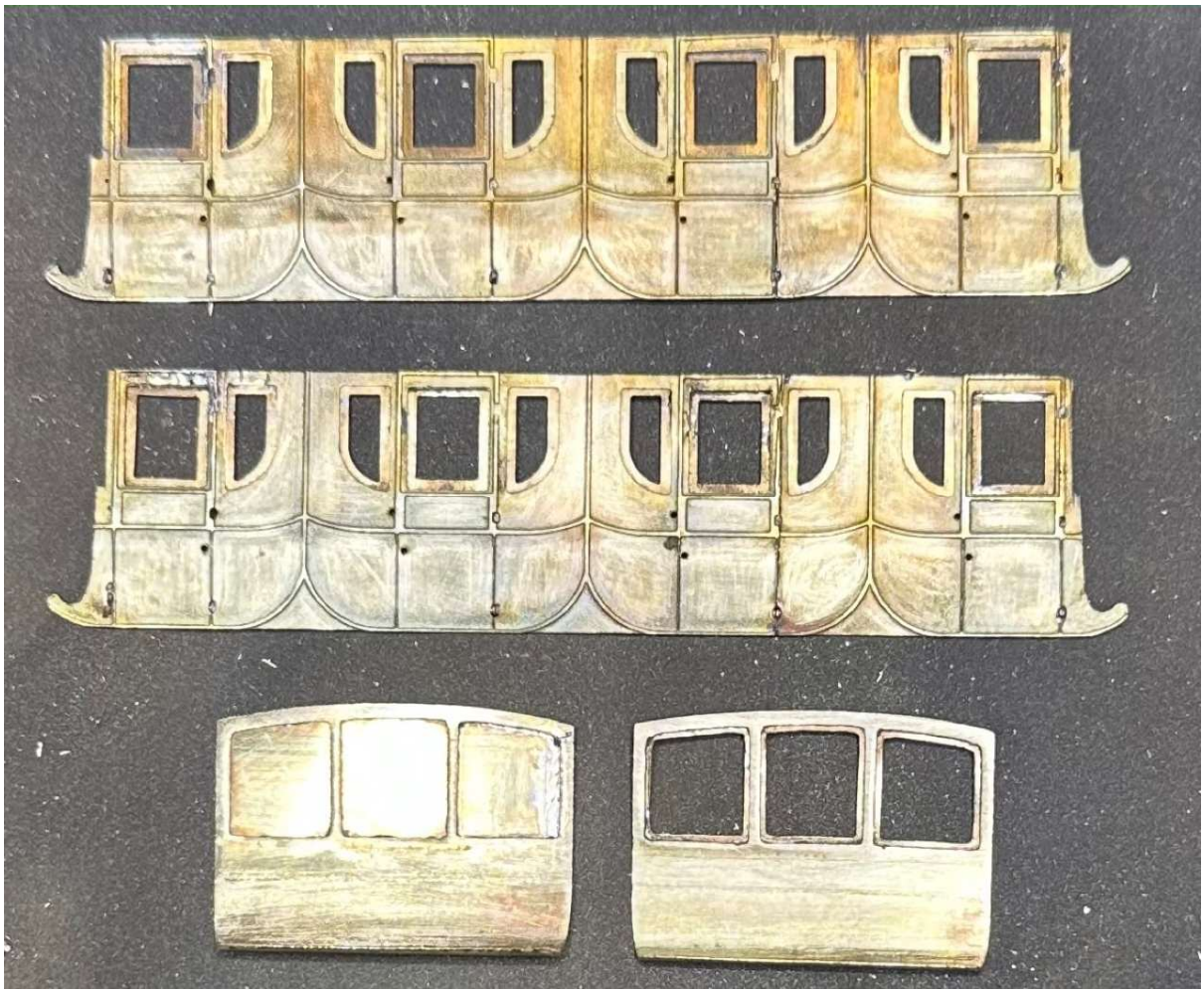


Fig.05. A second layer of 5 thou brass was soldered behind the window frames and cut out in the same way as before, filing back to leave a finer inner frame. Finally, a small horizontal waist bead was soldered on before joining the sides and ends to form a complete body.

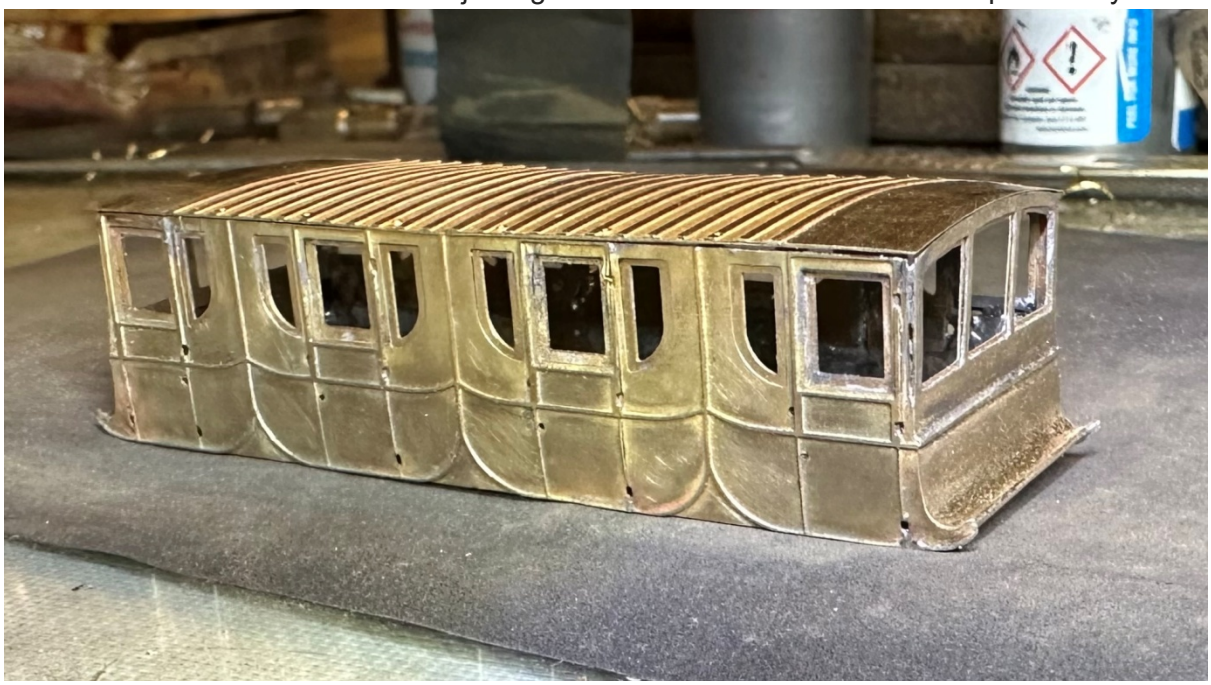


Fig.06. The ends are now united with the sides, and it looks like a proper carriage. As usual the photograph highlighted a couple of issues on the corner joints that I hadn't noticed whilst soldering so a little remedial work was required to correct those. The roof is now joined together and requires drilling to accept four roof lamps and the addition of luggage rails. The body still needs some lower hinge detail for the doors, commode and door handles have still to be fitted. The compartment partitions also await fettling and soldering in place.

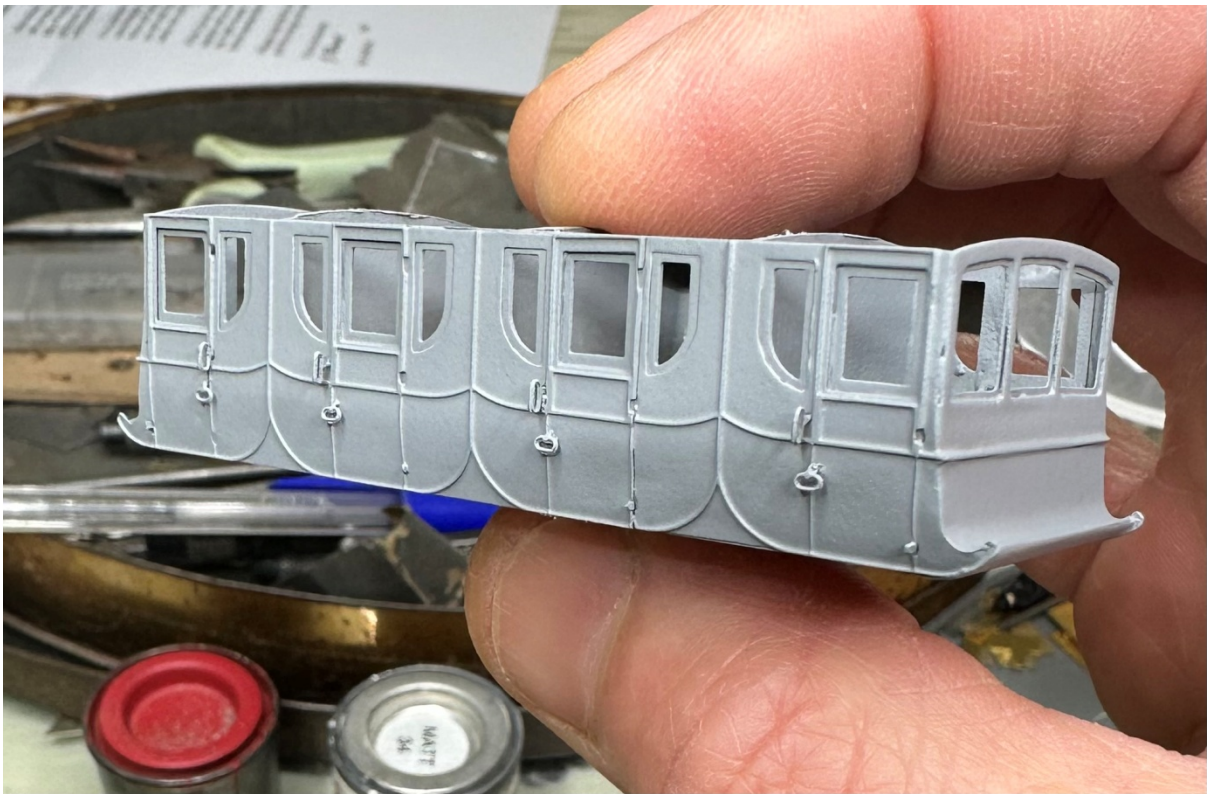


Fig.07. With the final tasks completed on the body, it was given a good scrub and a coat of etch primer. The door and commode handles were also scraped back to the bare brass.

Many first (and some second) class carriages of the late 1830s had open solebars consisting of an upper and lower frame which allowed the long shafts of the buffers to reach right back towards the centre of the underframe where they pushed against large transverse leaf springs. These springs were paired with smaller springs connected to the draw hook at either end. One could argue that on such a small model this complicated arrangement of springs is not worth including as it can only be seen following a significant and unwelcome derailment when the carriage is lying on its side. However, the ends of the larger springs are visible against the buffer shafts, therefore I made a master from styrene so that the spring set could be cast as one unit to be fitted between the frames during assembly. A full train of first-class carriages was required for Coventry, so the spring set and a complete set of frames were produced as castings to speed up the duplication of all the common elements below floor level. Unfortunately, as previously mentioned, No.69 was longer than usual, and I found that my standard first underframe was much too short. Nor could it be ‘cut and shut’ like the etched body side as the step bracket plates and other details would be in the wrong position relative to the doors, the underframe would have to be built from scratch.

Fig.08. Four lengths of 1mm square brass rod were cut together with four axleguards cut and shaped from 10thou brass sheet. These were soldered together to form a pair of underframe sides.

Fig.09. Guide plates for the buffer shafts were formed from 0.45mm wire bent and soldered in place before filing back flush, and 0.45mm nickel silver buffer rods were added. Roller boxes for the ends of the springs were cut from brass tube and soldered to the underside of the bottom frame.

A rummage through the scraps box uncovered some step bracket plates, originally part of a wagon detailing fret, which were soldered in place relative to the door positions. Steps were sourced from the same etch that provided the body sides and step hangers bent up from 0.45mm n/s wire before the frame sides were soldered to the headstocks to form the complete underframe. Only at this point did I realise that I had forgotten to include the spring casting I had taken so much trouble to produce. It could not be added now as the spring ends project between the frame sides making it about 3mm wider than the gap between the frames. Therefore, two curved strips of brass were soldered in to represent the springs and the carefully prepared spring casting was returned to the spares tray.

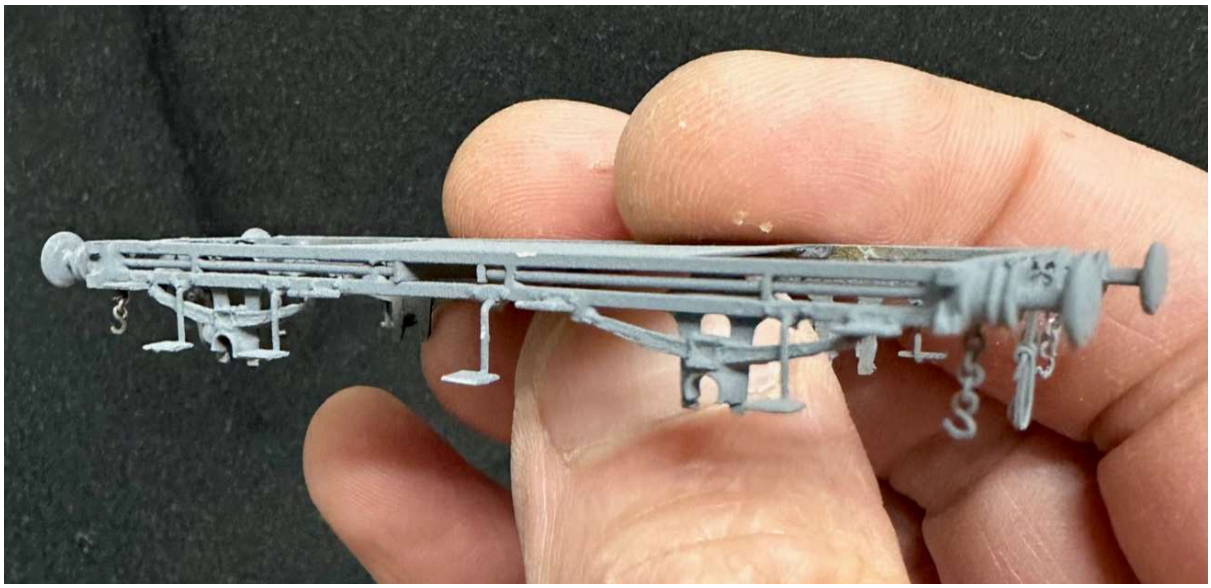


Fig.10. The completed frame sides were then soldered to a plate of 10thou brass to keep them parallel and create a sort of sub-floor for strength.

The buffers and distinctive pierced headstocks are castings prepared for the firsts, no modification necessary except to remember not to fit one with the brake gear casting to the left of the draw hook. Etched draw hooks and side chains were soldered in place, a pair of couplings fabricated, and the completed underframe given a good clean before etch priming followed by a coat of matt black.

Because these early carriages had such small axleboxes, I decided to represent them using just the pinpoint bearings, so these were glued in place with the wheelsets ensuring that all was level and running true. Not getting glue in the end of the bearing was not easy, and the first principle of ‘Sods Law’ dictates that one doesn’t find out if glue is in the bearing until it is set, and the wheels no longer go round! Note to self: always grease the ends of the axles before gluing the bearings in place.

Fig.11.I chose to paint the body and apply transfers before uniting it with the underframe as it remains easier to handle as a separate unit.

Fig.12. The windows were glazed with clear styrene with the exception of the coupé ends which use microscope glass cover slips. I used these on the recommendation of fellow Shrewsbury Railway Modeller, Stephen Duffell, and I must say the finish is far better.

Fig.13. I hope that the final model is a reasonable representation of coupé No.69 of the London & Birmingham Railway.

Modelling a carriage for which there is no drawing, no photograph, scant reference in the 184-year-old minutes and a tiny artistic impression in the background of an illustration is certainly challenging, but we can fall back on what we know of

contemporary practice, referencing dimensioned drawings and written specifications of the first class and Mail carriages which we are so lucky to have. Personally, I feel that modelling such obscure carriages is the best tool we have to bring them to life and help us understand how our beloved railways developed in the early years. I would like to record my thanks to Tom Nicholls for providing the historical and contextual information, a result of his unstinting and meticulous research without which I would be unable to create such models.

Chris Cox

Cotswold Festival of Steam

In 1899 The Great Western Railway obtained an Act of Parliament for a double track railway from Honeybourne (near Evesham) to Cheltenham, and to double the track from Stratford-upon-Avon to Honeybourne, thus creating a through route from the Midlands to the South West in competition with the Midland route. Perhaps the line is best remembered for the "The Cornishman", the crack express from Wolverhampton to Penzance. This ran from 1952 for 10 years until this and other expresses were re-routed via the Birmingham to Gloucester line. From 1970 the line was used only as a diversionary route and much of the infrastructure was therefore demolished. Interestingly in 1999 Railtrack expressed an interest in using the line again as a diversionary route because of the increased traffic on the former Midland line between Birmingham and Gloucester

Back in May of this year I paid a visit to the Gloucestershire and Warwickshire Railway (GWR) for their annual Festival of Steam. On a previous visit the line had terminated at Toddington but it has now been extended to Broadway, right in the heart of Cotswold country. As a result of a mistaken postcode I found myself at Winchcombe instead of Cheltenham Racecourse. At first I was miffed and falsely accused that accursed woman employed by *Tom Tom*, but I decided to stay there and cover the whole line from that base. As it happened, Winchcombe, being the busiest station on the line, is the best place to observe the goings on. The model railway display is located here as well as the loco sheds and hence quite a bit of interesting shunting. The only drawback at Winchcombe is that parking is minimal, whereas parking at Toddington and Broadway appeared ample.

I have to say the GWR really surpassed themselves in providing an intensive working timetable and for those with Great Western in their DNA a wonderful selection of locomotives, some from their own stable and some visiting.

Dinmore Manor no. 7820
Foremarke Hall no. 7903
Merchant Navy no. 35006 – Peninsular & Orient SN Co.
U Class no 31806 (from the Swanage Railway)
Pendennis Castle no. 4079 (from Didcot)
Standard 4 no. 75014 – Braveheart (from Dartmouth Steam and Riverboat Company)
Standard 2 no. 78019 (from The Great Central Railway)
Class 21 Pug no.19 (from the Lancashire and Yorkshire Railway Trust)

Unfortunately, resident loco 28XX no. 2807 was not running as she was undergoing the 10 year boiler test, but I understand that since August has been returned to the railway in full working order. (Something to look forward to next year).

A plan of the route and a few photographs of these beautifully restored locomotives follow.

COTSWOLD
FESTIVAL OF STEAM

in association with TRACKSIDE

'Cheltenham & Gloucester Steam Days'

What to see and do

* Please be careful alighting at stations, as the coach you are in may not be on a platform.

At Broadway
- Visit platform 2 and the signal box
- See progress on our new Edwardian era station
- Cafe selling teas/coffees & snacks
- Toilets

BROADWAY

At Toddington
- Yard Viewing area and visit David page Loco Shed
- Trade stands and railway group stalls (marquee)
- Flag & Whistle cafe serving hot & cold food
- Narrow gauge steam rides (no extra cost)
- Book your brake van ride
- Traction engines in steam
- Souvenir and toy shop
- Play area for children
- First Aid point
- Toilets

Stanway Viaduct
(12 arches, 50ft high)

Stanway House (home of the Talbots, grandly fronted in the world)

TODDINGTON

Hayles Abbey Halt

Note: Only selected services stop here- see timetable. -travel in leading 2 coaches

Hailes Abbey
(English Heritage/NT)

Examples of preserved Medieval Ridge and Furrow field systems

Views of Bredon and Dumbleton hills

Gretton

Greet Tunnel
693 yards

At Gotherington
(travel in leading two coaches in each direction to alight)
- Privately owned restored station & grounds
- Award-winning Pagoda waiting shelter and timber halt
- Railway memorabilia, plate layers hut & signal box
- Have a go on the Pump Trolley!
- Photo opportunities as trains pass here
- Hot and cold snacks available
- Portable Toilet

GOTHERINGTON
(Travel in leading 2 coaches)

Views of the Severn Vale, Avon Valley Plains, the Malvern Hills and on clear days the northern end of the Welsh Black Mountains are visible

Gotherington Loop

Prescott Hill
(Speed hill climb, motor sport and home of the 'Bugatti Owners' Club)

WINCHCOMBE

Winchcombe
(Historic Cotswold village)

Sudeley Castle
(home of Catherine Parr, sixth wife of King Henry VIII)

Bishops Cleeve Village
(site of aid station)

Foot crossing

At Winchcombe
- Steam locomotive shunting demonstrations & brake van rides
- Model Railway display in the Tim Mitchell building (platform 1)
- Coffee Pot cafe selling teas/coffees & snacks
- Carriage & Wagon works open (follow signs from Platform 1)
- Griddle (gazebo on Platform 1)
- Large picnic area
- Discovery Coach
- Toilets
- First Aid point

At Cheltenham
- Book your brake van ride
- Visit the locomotive's cab
- Light refreshments
- Toilets

CHELTENHAM Race Course Station

In addition to the refreshment outlets shown at each station, the three main 7 coach rakes will have light refreshments available in the buffet car. Train 1 will also be selling bacon rolls (subject to availability).

All attractions and events are subject to availability. The organisers reserve the right to cancel/amend attractions at short notice.

Capel Dewi Hall

Rebuilt Merchant Navy, Peninsular & Orient SN Co.

Pendennis Castle

Standard 4 no. 75014 – Braveheart

Standard 2 no. 78019

Winchcombe station

Mike Bennett

Flying Scotsman: 60 years of Preservation.

Photo by Philip Bowen

Flying Scotsman has recently been in the news for all the wrong reasons following a collision with stationary carriages on the Strathspey Railway and is currently the subject of an RAIB investigation. 2023, however, is a significant year in the history of Flying Scotsman, marking the 60th anniversary of the locomotive's preservation (and its centenary. Ed). Designed by Nigel Gresley and completed at Doncaster Works in 1923, the A1 Pacific (later A3) spent 40 years hauling express trains on the London and North Eastern Railway and subsequently British Railways. Long associated with the East Coast mainline, it became the first UK steam locomotive to officially reach 100 mph on November 30th1934 descending Stoke Bank on a high speed special from Leeds to Kings Cross.

Dieselisation by the early 60s, notably the introduction of Deltic class locomotives, brought about the withdrawal of Gresley's Pacific locomotives. 60103, however, was very lucky, being one of relatively few LNER locomotives which escaped scrapping. Unfortunately no such Barry scrapyard in their area of operation. Flying Scotsman was purchased for £3000 by Alan Pegler who had also helped finance the saving of the Ffestiniog Railway in the 1950s. The locomotive made its last run in B.R. ownership on January 14th 1963 hauling a train from Kings Cross to Leeds but at Doncaster was taken off and entered the Plant for overhaul during which the smoke deflectors and double chimney were removed, Flying Scotsman soon reappearing with a single chimney and in striking Apple Green livery.

Flying Scotsman made its debut in preservation on April 20th 1963 hauling a Ffestiniog Railway Society special from Paddington to Ruabon. Large numbers of enthusiasts descended on stations, notably Birmingham Snow Hill, to see Scotsman and I was lucky enough to be at Wolverhampton Low Level on that day. As the locomotive halted just short of the Wednesfield Road Bridge, we all wandered off the platform onto the adjacent tracks to get a good view of the locomotive which is what enthusiasts sometimes did in those days. After taking water, all too soon 4472 made a very assured departure from Low Level with its heavy train. As far as I am aware Western enginemen familiar with Castles and Kings were on the footplate and this was their first time on an A3. Things did not run so smoothly with the Talyllyn special later in the year when I saw unrebuilt Bulleid Light Pacific 34064 Fighter Command, struggling away from Wolverhampton and it required assistance into Shrewsbury station. The informative Six Bells Junction website (www.sixbellsjunction.co.uk) provides an interesting record of Flying Scotsman's Ffestiniog Railway special, a long day for participants as 4472 did not return through Low Level until 4am on the Sunday morning!

Given the fame of the locomotive, it is not surprising that it is one of the most frequently produced locomotives in the railway modelling world. Tri-ang-Hornby's first edition appeared in the late 60s complete with firebox glow and it has reappeared on numerous occasions since in more refined forms, recently being part of Hornby's TT gauge revival. Flying Scotsman was also part of Hornby's short lived live steam range, whilst Accucraft produced an impressive gas fired model for the Gauge 1 fraternity. An article by Mark Chivers (www.keymodelworld.com The Flying Scotsman Buying Guide, 23rd February 2023) provides an excellent account of Flying Scotsman's history in the railway modelling world and is well worth a read, doing far more justice to the subject than I ever could.

Paul Bowen

GWR Document

Ray Graham has an interesting official GWR publication DIAGRAMS OF SPECIAL WAGONS that includes all measurements and is dated 1932. It may be of interest to some scratch builders and he would be happy to loan it to any fellow member. If you are interested, please email him via and I will forward your request to Ray.

The Rise of the Railway Station; an on-line study course.

If you are interested to try an academic approach to railways, there is a FutureLearn course run jointly by the NRM at York and the University of Strathclyde. It is free and can be found at https://www.futurelearn.com/courses/railway-history-the-rise-of-the-railway-station

Nick Coppin

First World War Narrow Gauge Track
Scale 16mm :1 foot

My current project (among many others started but not finished!) is to make a batch of track to use as a wagon load, and also to use in a small diorama.

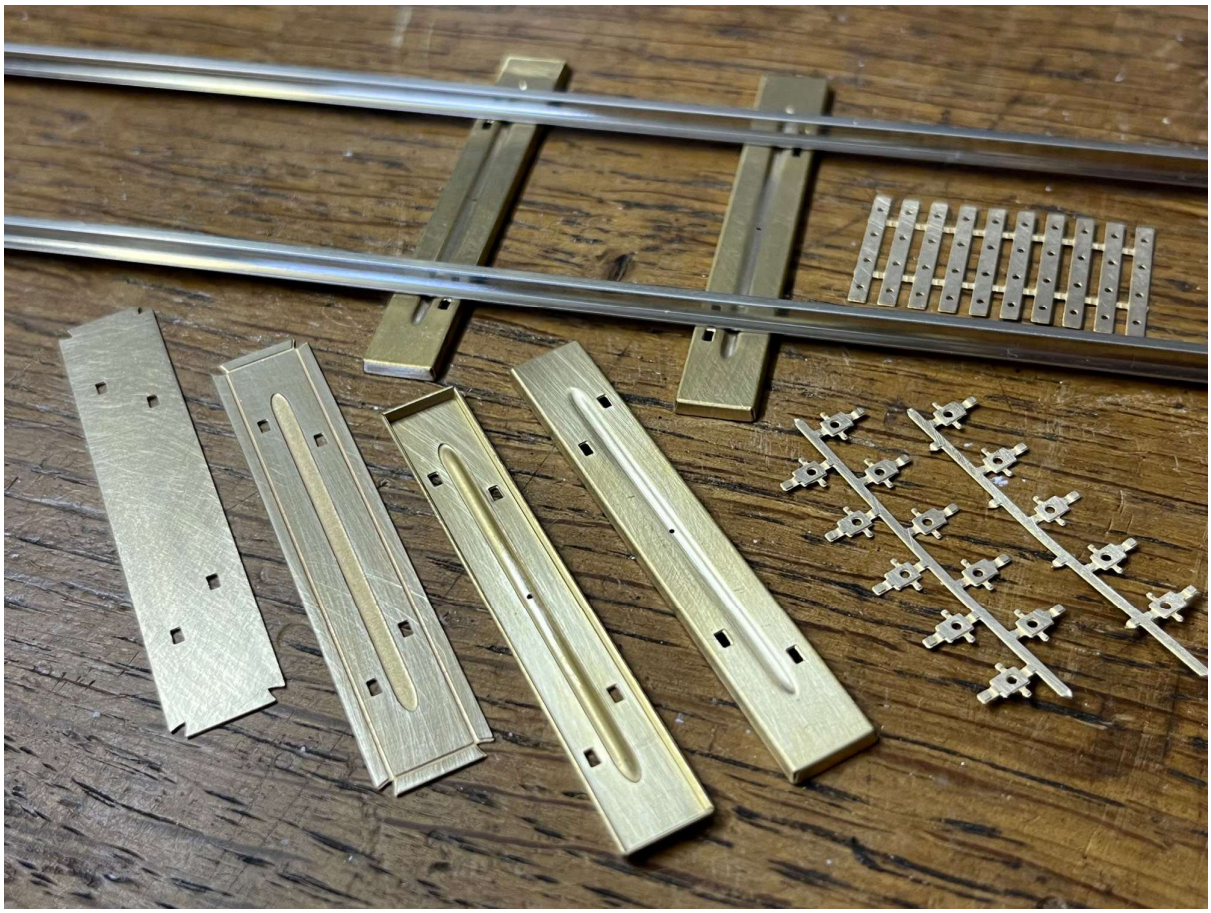
In 1917 Northern France, much of the narrow gauge supply lines track was pre-fabricated into 5 metre panels of ready assembled rails and sleepers. These panels were then stacked for delivery to the trackbed. The wagon load is 10 pieces of 5 metre track, and one of 2.5 metres.

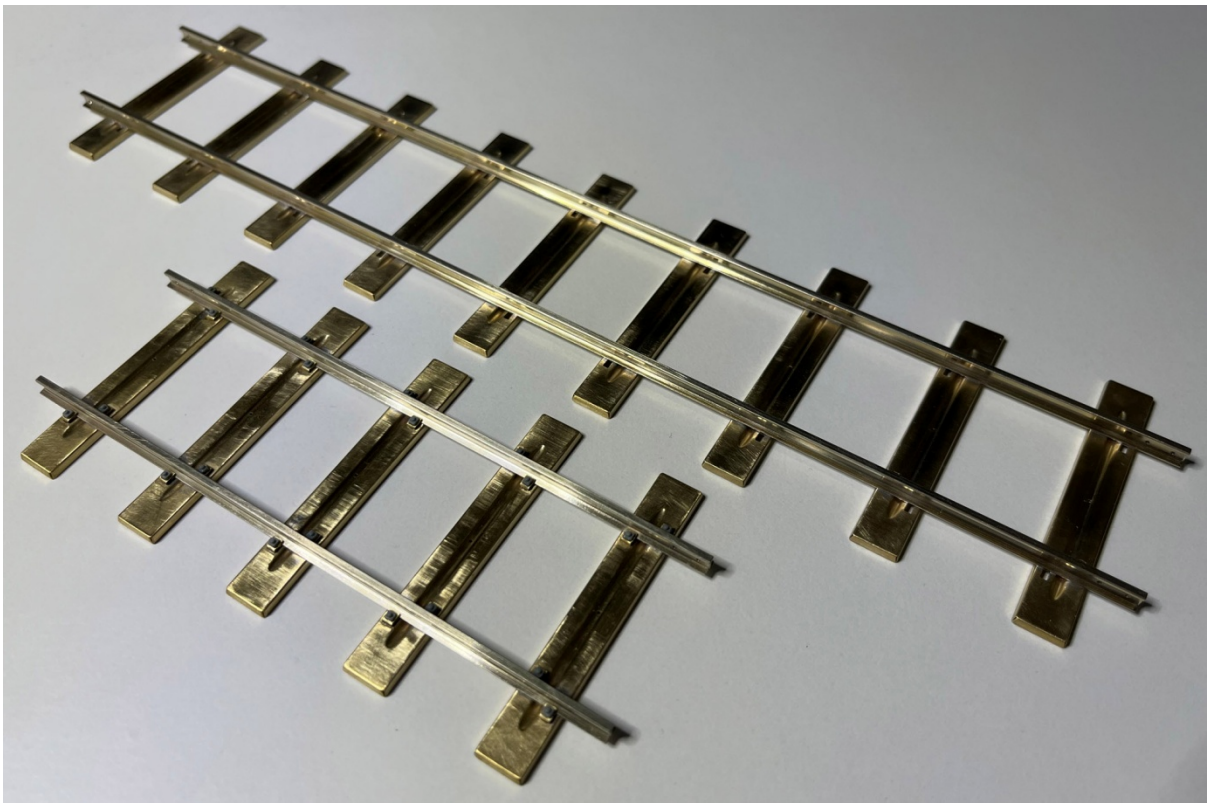
The real sleepers were made from pressed steel in a box shape with a ridge formed along the centre line for stiffness. My sleepers are from a brass etch, where I half-etched the back face to better allow me to press in the ridge, and fold it into the box, then a ‘drainage hole’ is drilled into the middle of the ridge trough.

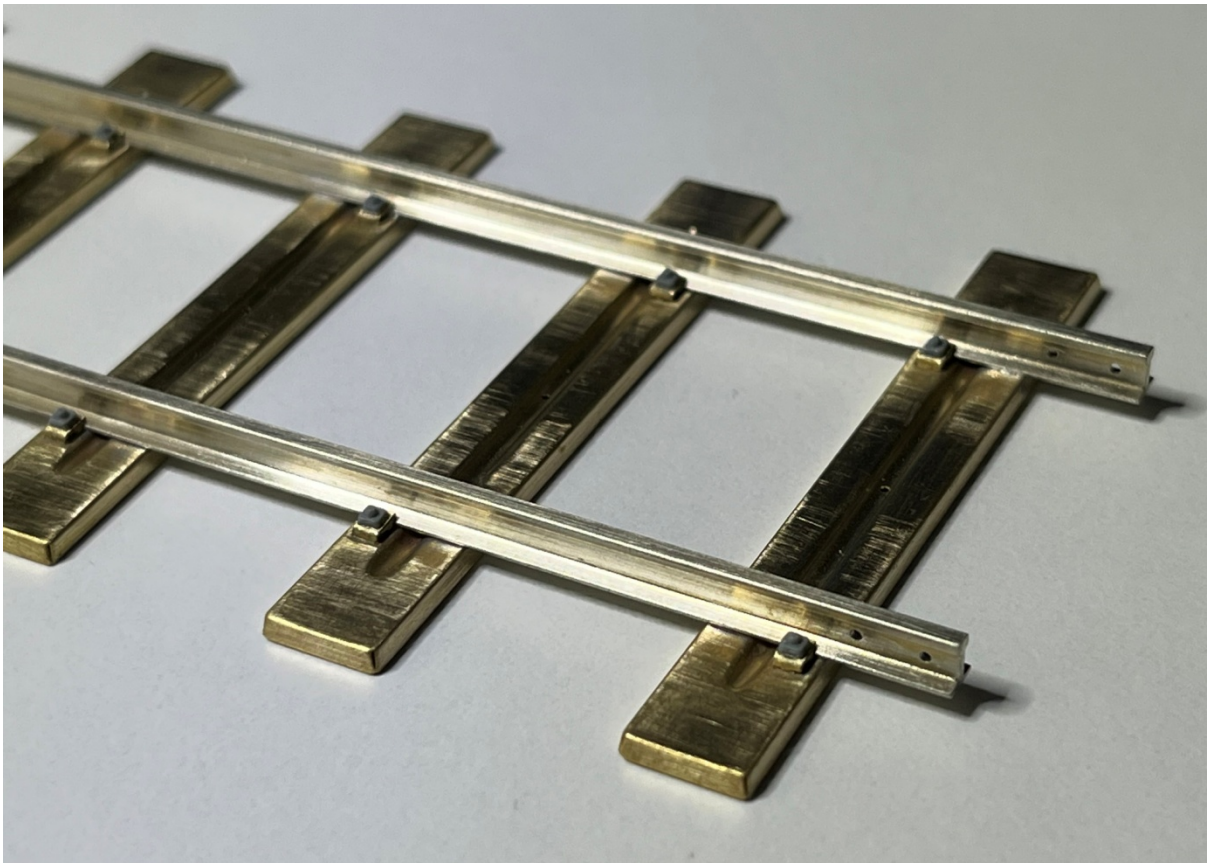
The rail was 20lb weight per yard flat bottomed, which by lucky coincidence is within a few thou of a 7mm scale rail made by Peco. It is quite surprising just how small the rail is compared to the rolling stock that goes on it. My rails are all drilled at the ends ready for fish plate joining, and I have soldered the rails to the sleepers, so they have a bit of strength.

The clips that hold the rail are also in my etch - small tabs fold and solder to form the notch that locates against the rail, and an extra tab at the end to locate it into the sleeper. These are glued in, then the styrene nuts & bolts are also glued on.

The pictures show the current progress - each large track piece is 4 clips per sleeper, 9 sleepers per track piece, at least 12 track pieces, which leaves about 400 more clips still to do. I had better press on!







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