



JUNE 2021

Guild News

*New South Wales &
Queensland*

Area News

Dear Member,

I am distributing this month's Area News a little earlier than previously. I am off to Sydney for a few days and when I get back to Queensland, I will be tied up with our motorhome club. So, best to send it out early rather than late.

I would like to thank all those who have written to me and told me about your modelling activities. I am sorry I have not yet replied to everyone, but I will as soon as I can.

I have been working steadily on my Ashburton layout and have now completed five of the six turnouts needed. I have left the most difficult one until last. It will be a curved D10 into the locoshed. It is going to be an experience as I have never made D switches before. It will be quite a long beast! I have also started to look at the possibility of extending my shed so that I can include two more stations, one being a model of Tetbury. It would be an end-to-end layout with a scale distance of 1.9Km. I am just hoping the builders' estimates do not make the idea prohibitively expensive.

Future Meetings:

As I mentioned in last month's newsletter, currently there are no further meetings programmed but I am exploring a couple of possibilities.

If anyone would like to host a meeting to show off their modelling please get in touch with me at paulplowman.gog@gmail.com and we will see what can be arranged. Please do not feel that a completed layout is needed before hosting a meeting. There is much to be learned from seeing a work in progress.

This Month:

This month we are continuing with a review of the Dapol 16-ton Steel Mineral Wagon. These wagons have recently become available again and I have purchased a couple of them for my layout.

Also this month I have included a review of the book "British Railway Track, Volume 1, Design Part 3, Bull Head" published by the Permanent Way Institution. Although published in 2005 I have only just got around to purchasing a copy. And what a book it is! It is an absolute mine of information for anyone building British Bull Head track.

Until next month,

Paul Plowman

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Above: Dapol 16 Ton Steel Mineral Wagon

Review:

The Dapol 16 ton Steel Mineral Wagon [7F-030-010]

by

Paul Plowman



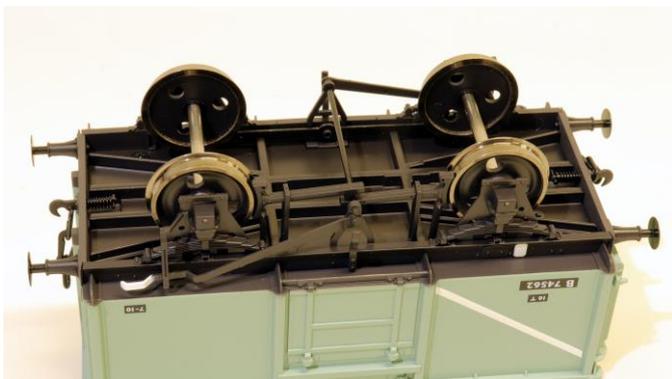
Prototype History

Before the outbreak of WWII railway companies had already begun replacing old wooden bodied mineral wagons with steel ones of a variety of designs. With the outbreak of war, the MoT developed a standard design of 16T steel mineral wagon.

Variations

Dapol have produced models of four similar types to dia. 1/099, 1/108, 1/109 and 1/114. Essentially, they are all to the same standard design but with detail differences. 1/099 is an MCO wagon without the upper door flaps. 1/108 are welded construction while 1/109 are rivitted construction. The 1/108 is available as fitted or unfitted. They are also available in a variety of colours. The fitted wagons are in bauxite and the unfitted are in grey. Two shades of grey are available, the early darker shade and the later lighter grey. I found this rather confusing as the early darker grey is referred to as "BR light grey" and the later lighter shade as "BR grey".

I have purchased two of the dia. 1/108 wagons in the earlier "BR light grey" which are the subject of this review.



***Underside showing compensation arm
(side furthest from the camera)***

The Model

This is essentially a simple model consisting of two main components, the body and the chassis with detailed parts added. The body is a single molding and there are no opening doors to enable the model to be used in an unloading cameo. The body is attached to the chassis with four Philips screws. Additional weight is sandwiched between the body and chassis.

The brake rigging is realistic and the buffers are sprung. The couplings are also sprung but the springs are far too strong and of little effect in cushioning the wagon against a snatch. Couplings are of the instant type. Photographs show these wagons fitted with 3-link couplings but it is likely that there was great variation especially with the "windcutters".

The wheels have plastic centres with steel treads and axles. There is some side play but I would judge it as not being excessive. This type of wheel which is now fitted to most Dapol and Lionheart products runs smoothly and quietly.

Like the 20T Brake Van we reviewed last month this model is also fitted with Dapol's compensation system which provides a single point of support on one side of the wagon. The wheels on one side are linked by a rocking arm allowing the wheels on one side only to move up and down.

Digressing slightly the Dapol 8-plank wagon which is available in numerous PO liveries has all metal wheels and no compensation. It rides badly over pointwork and sounds as though it is riding hard. It is noisier than those models with plastic centred wheels. Curiously, the similar 7-plank wagon, which comes in a Lionheart box, has both plastic centred wheels and compensation.

Conclusion

Other than the stiff coupling springs I cannot fault this model of the 16T steel mineral wagon. They were to be found in large numbers in all regions of British Railways. Any layout representing BR from the early 1950's to the 1970's should have a number of these wagons.

- Recommended

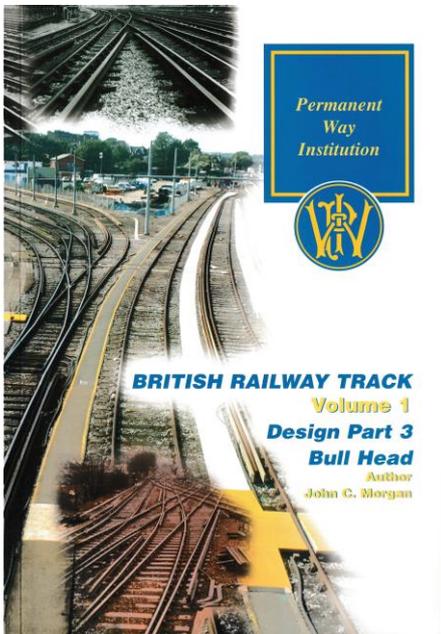
Book Review:

British Railway Track, Volume 1, Design Part 3, Bull Head

Author: John C. Morgan

by

Paul Plowman



The Permanent Way Institution first published its book "British Railway Track" in 1943, intended as a textbook for the training of permanent way staff. Subsequent editions were revised to reflect the changing technology of the day. Inevitably, there was

a change of emphasis from Bull Head to Flat Bottom rail. The sixth edition published in 1993 refers to Bull Head rail as being 'obsolete' and only describes it in its historical context.

John Morgan has brought together material relating to Bull Head track from the early publications, historical drawings, photographs, and his extensive experience as the Permanent Way Design Engineer for Southern Region of British Railways for more than 20 years.

The book is available in paper back, 175mm x 252mm. There are 282 numbered pages, 39 diagrams, 18 tables and 89 photographs. Many of the photographs are in colour some by the author.

The Big 4, London Underground and British Railways all had their own designs and practices. This book provides the only authoritative historical record, all in one volume of British Bull Head Track. For those who take their track seriously a GWR turnout and an LNER turnout are as different as a Castle and an A4. This book is not aimed at the railway modeller but it does provide the essential information to enable one to build Bull Head trackwork representative of your chosen prototype.

I spent a number of years leading a team of trackwork designers in the New Works Office of Southern Region, mostly involved in planning and designing new track layouts in conjunction with major resignalling schemes. It was John's office that put the nuts, bolts and timbers under our plans. We had many an interesting discussion of what was possible and what was not. Altogether it was a very enjoyable time in my life.

Ironically, John has chosen a picture of the layout serving platforms 1-4 at Waterloo Station as his front-piece. I say 'ironically' because it fell to me to replace this complex layout with simplified modern components. It was replaced with a double junction and two standard scissors crossovers in Flat Bottom rail.

Unfortunately, this book is not available through the usual retail outlets. I obtained my copy direct from the Permanent Way Institution online at:

https://www.thepwi.org/shop/list_products?category=1 for £36.00.

This book is loaded with technical information and is a 'must have' for anyone building their own Bull Head track. I highly recommend it.