

SATELLITE 1:87

THE JOURNAL OF THE BRITISH 1:87 SCALE SOCIETY



Martin Petch's Mk1 RMB S1852, using the Gosport Models 3D-printed body
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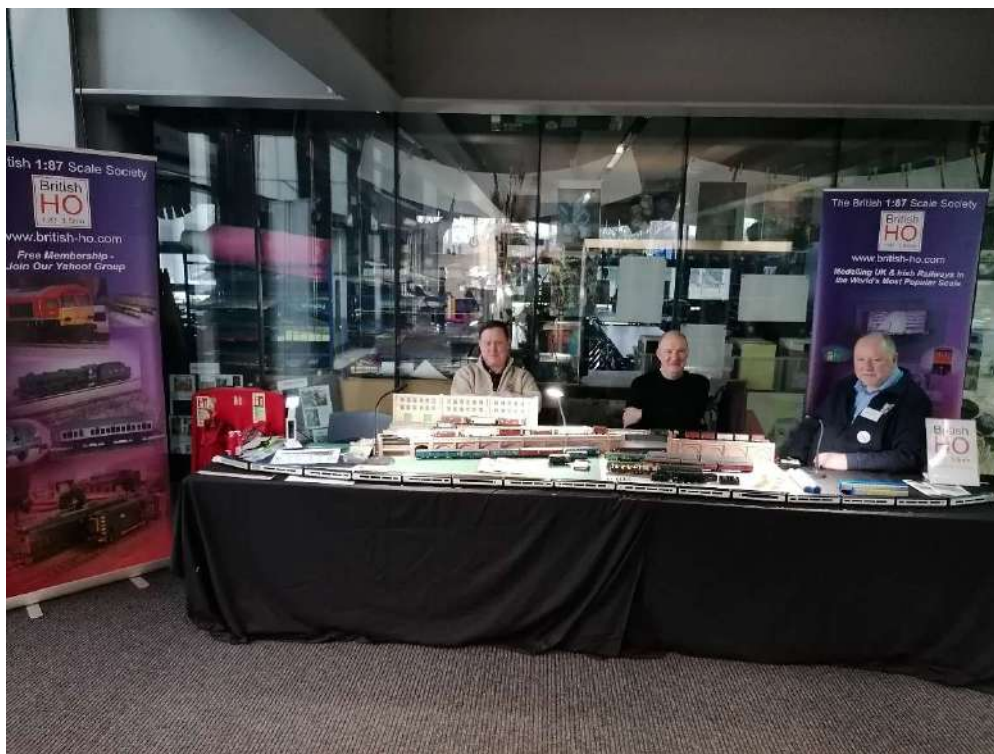
Editorial

My thanks to members for feedback on recent issues, I'm finally happy with the overall format after a last few minor tweaks.

As always, I'm happy to accept copy from any and all members, please do send me details and photos of your recent 1:87 builds and activity. The editorial email address is on the back page, and I look forward to receiving your submissions (not least so I'm not then so reliant on my few usual suspects and/or having to fill blank pages myself!)

Society News

The Society display/demo stand was present at the Erith Exhibition in late January and a few members stopped by to chat and see what we were up to. Thanks to David, Martin and Phil for a most convivial weekend! Smaller gatherings also occurred at the Kenavon exhibition in East Reading (February) and the London Festival of Railway Modelling at Ally Pally (March).



The Society stand at Erith, Messrs (l-r) Alexander, Burkett and Wykes present and poised to explain everything you might want to know about British 1:87 Scale modelling! The full-length Eurostar set was a popular talking point.

Diary Dates

Your editor is out and about with his Poison Street Parcels layout at the Mid-Essex show in Brentwood on Sat 19 September 2026 and the Newbury club's exhibition on Sat 31 October 2026.

Martin gets tanked up, Part 3.

Martin Petch

Thirsting for prototypes

As I've previously stated, you need three things to make a project like this viable -

- A diagram and illustrations of the prototype vehicle;
- A suitable donor model;
- Decals.

A good internet search, along with suitable books, should give plenty of inspiration. International Train-Ferry Wagons in Colour by David Ratcliffe is a solid start, and the E-number of diagrams are mentioned in the captions. All the diagrams you could dream of are on the Barrowmore Model Railway Group's site: www.barrowmoremrg.co.uk/Prototype

Decals are hard to come by, however Cambridge Custom Transfers do some in H0, including their references BL 104 to 108, representing various ICI and Traffic Services Ltd chemical tanks.

These are for diagram E120/1 of 1957 (see p54 of Ratcliffe's book). There are three distinct liveries on one wagon type, making this a really good option. Note that the markings are pre-UIC.

Armed with this data, I looked at Elaine's Trains for a variety of tankers. A design by Liliput caught my eye; there were at least three examples in various liveries for sale. I e-mailed them asking for some dimensions, and got a swift reply, whereupon I placed an order.



To the right is an original Liliput donor; the left-hand one has had the tank lowered after removing the support fins.

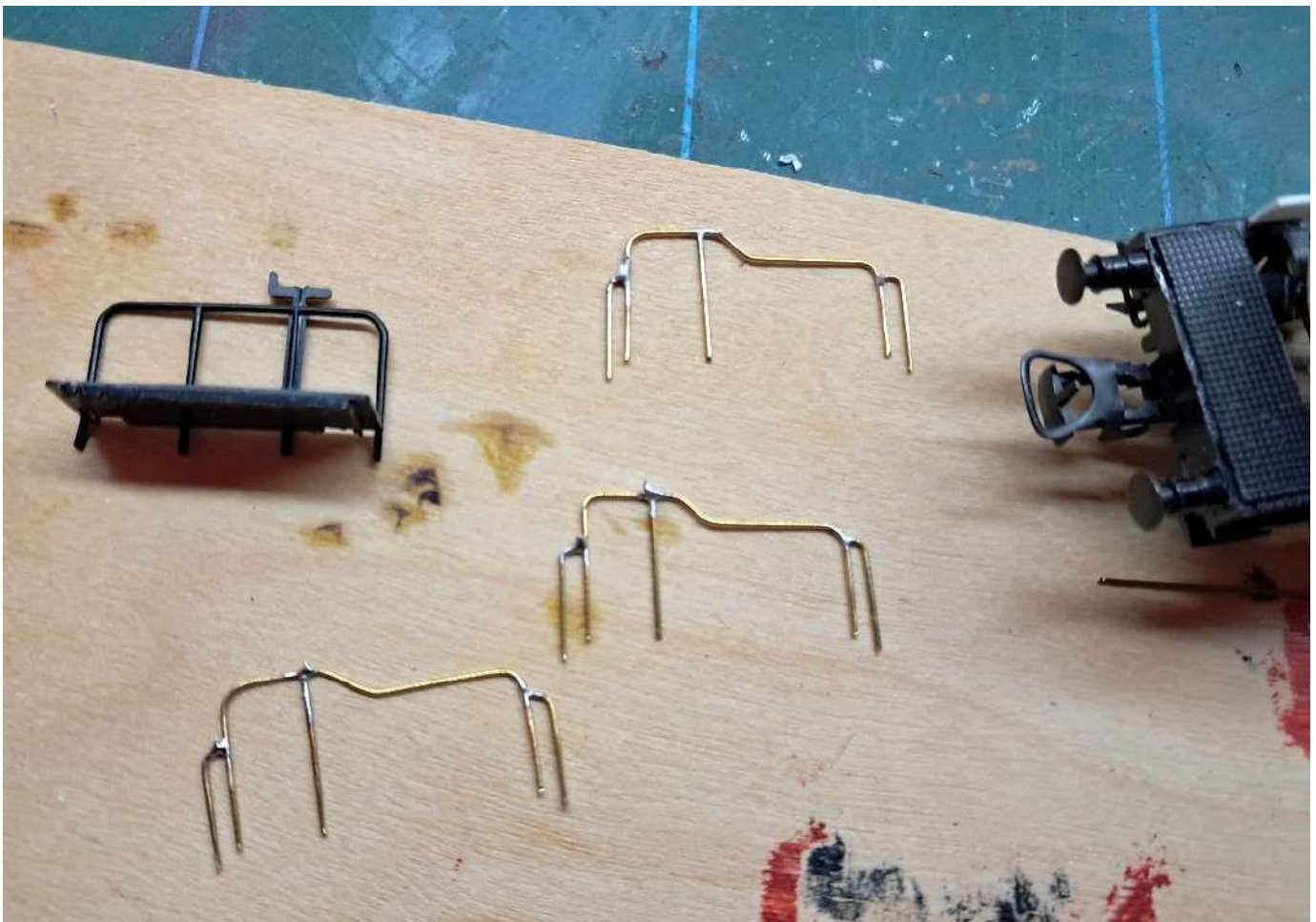
The only Liliput reference I could find is L225007 for the NS Teepol one. These models are dimensionally close, however they are more modern than the prototypes: for example, the axle suspension, which can be masked by ferry hooks. Also, the tank ends are very rounded but can be filed back to flatten them a little.

Surgery

The tanks are mounted too high, so unclip them from the underframe and cut off the mounting struts, after prizing off the data panels and pipe. File back where the supporting fins were, just leaving a support for the barrel to sit flat on the underframe.

File the barrel ends to make a flatter, elliptical curve. Remove the incorrect ladder and walkway, then file down its support. There are four pipe connections at the non-platform end. I made these with spare 3.5mm buffer heads.

The platform handrail is quite distinctive; I opted to replace the whole unit, which comes off easily. Start by replacing the floor with some chequerboard pattern plasticard. I made new railings with four pieces of 0.5mm brass wire soldered together. The buffers are also wrong; I replaced these with sprung Bachmann spares. If you can pull out the Liliput ones, the replacements are an interference fit.



The new platform handrails

Glue the barrel on to the underframe. Once set, start adding the fiddly detail. There are four ribbed supports, and a distinctive rivetted central bracket. I cut these out of plasticard, which takes time, but these details will add character. 3D printing might have been quicker...



Cutting the tank support from plasticard with moulded rivets (origin uncertain!)

The new detail on the tank top is very intricate. There was a Hornby Dublo rendition of this wagon; if you search for an image (search for Hornby Dublo Traffic Services), a downward view will illustrate it. Start with two walkways 4 x 24mm, cut from plasticard planking, and join them across with two 16mm lengths of 30 thou strip. Glue this to the tank top, around the lid, then add the 'feet' using more 30 thou strip. Keep calm at this point....

I made the curious central cover out of various bits of ladder – brass and plastic. I'm not sure what this is; maybe it's a security mechanism. I also cut the side access ladders out of etched brass signal ladders but opted to fit them after painting and applying decals.



a view of the tank top detail



Work is complete on this one, prior to painting.

There are various data panels; you need to have the decals you have chosen in order to get the sizes right.

The main work on the underframe is adding the ferry brake gear. I started by making the Vee supports out of 0.5mm brass wire, glued to the rear of the solebars. There are two each side, linked with rodding. The brake levers are from 51L Models, for 9' wheelbase wagons ref UC 056.

Add the ferry cleats ref WFCTD, and that's about it.

The ICI wagons were in what was described as turquoise; in the few colour photos I found, this looks a lot like BR blue. Surprisingly I didn't have this, but I had some Belgian Railways electric blue which is paler and looks really good in my opinion. The Traffic Services Ltd ones are either silver or black.

The Cambridge Custom Decals are of a very high quality: good rendition on thin carrier film. They need varnish protection before applying, so follow the precise instructions. John Isherwood even sent me a couple of images of OO versions of these wagons as a guide.

Finally, weather them to your taste, and add the ladders. You will now have some very distinctive wagons in your fleet.



The very satisfying end result.

Hath Hell Frozen Over? Alan Models a Warship

Alan Monk

Those that know me will know that there are three BR diesel classes I *particularly* dislike. 2 of which are, or rather were, available RTR in our chosen scale: The BRCW Type 3 (Class 33 in new money) and the Swindon/North British Type 4 Hydraulic numbered D800-870 and named (mostly) after ships of the Royal Navy, assigned Classes 42 and 43 on TOPS, but withdrawn before any carried a 5-digit number. The third type is the English Electric Type 5, the class of 22 rancid bilious examples which droned up and down the East Coast Main line for two decades, but let's not go there... I should probably now hide from Messrs. Burkett and Alexander.

A long time ago, I kind of vowed that I'd never model a Warship. However, I recently and unexpectedly acquired a rather tatty green Fleischmann example in the sizeable job lot of H0 stock that an old friend was disposing of – I was mostly interested in the dozen or more Lima vans and opens, a few more 33s (to convert to Brummie Type Twos) and the Roco NS600. Said friend was aware of my recent parcels depot layout project and suggested that the Warship might find use on there. He is also well-aware of my dislike for the wretched things. Hmmmm....

That said, in researching Poison Street Parcels, which is heavily based on the facility at Worcester Shrub Hill, I'd obviously checked out plenty of relevant websites, books and photo archives. This had revealed that, from late 1967 until their demise in 1972, Warships were quite regular visitors to Worcester on passenger workings from London and, more importantly, parcels workings up from Bristol. Among the photos were tatty maroon and shiny(ish) blue examples, mostly from the North British-built batch D833-865.



I'd been particularly taken by this wonderful photo on Flickr by David Hancox of NBL-built D844 Spartan in very, very tatty maroon with full yellow ends, at Worcester in 1970. What a state, with lumps of body filler having fallen off, patch-painted and just grotty.

So rather than fence on my unexpected acquisition, I decided to risk the apocalypse and turn green D821, missing 2 buffers and looking very tired, into maroon D844 Spartan, as per the photo.

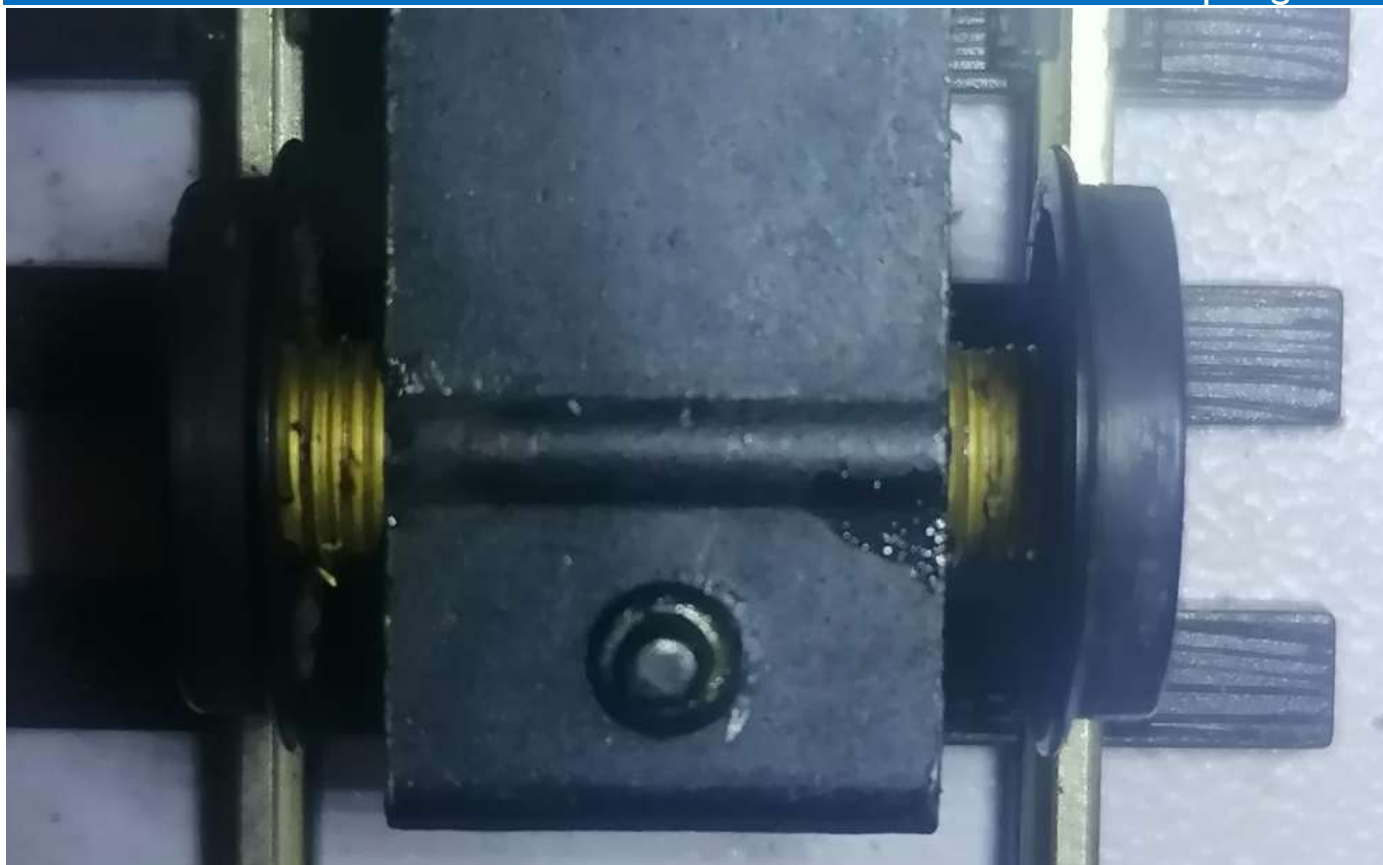
Before doing anything, I thought it prudent to see if the thing ran, so I set up a length of track and attached my battery controller. Turning the knob produced some movement in either direction, so things were already looking positive. A bit rattly on Peco Code 75, but I expected the pizza-cutter wheels would do that. Otherwise, all good, so the loco was stripped down to its component parts.



I genned-up on previous articles detailing the reworkings by Phil B and others in Satellite 58 and started by completely stripping the model down to component parts and sourcing replacements for the buffers, wheels and couplings. I also ordered a full-loco custom decal pack from Railtec – set HO-C4201 (erroneously noted as early crest) includes numbers, 3D printed nameplates, OLE flashes, route-restriction dots and data panels.

I knew from the article in Satellite that the Fleischmann Warship sat high and this was borne out by putting some of my existing stock against it. I adopted a similar approach to Phil in using smaller diameter wheels – in my case Alan Gibson 10.5mm Lowmac disc wheels, with the pin-points cut off flush with the wheel boss. Although they scale out 3” smaller than the prototype, this compromise looks ok and aids in the height reduction such that with just the re-wheeling, my buffers and couplings align. Happily, Fleischmann used a 2mm diameter axle, so a straight swap proved easy.

On the trailing bogie to restrict side play, I used 5 washers per side, taken from the MJT internal bearing units I usually use for rolling stock. The pick-ups still bear on the rear of the metal tyres, so no adjustment was needed to those. For the driven axles, I carefully cut off the wheel-mounted drive gears using a thin razor saw flush with the wheel back. These were cleaned up, then attached to the reverse of a Lowmac wheel, with a 20-thou/0.5mm plasticard spacer sized just under the gear diameter. I used superglue very carefully and allowed the wheel/spacer/gear, mounted on the axle, to set overnight. On the other side, 3 washers slipped on the axle again restricted side play sufficiently and kept the gear in alignment. The re-wheeled chassis was temporarily re-assembled and tested.



Trailing bogie from underneath



Motor bogie from underneath

Turning to the body, the Fleischmann body reputedly is a slightly strange hybrid with NBL grilles and Swindon exhaust ports, according to another friend who is something of an aficionado of things Western and hydraulic. As such, the only loco that be done from the body without modification is D832. Luckily, he was willing and able to advise on the minor changes required to model a true NB Warship. These comprised:

1. Infill the central Swindon exhaust ports and drill out new, offset NBL exhaust ports
2. Add the 4 tiny round vents just below the headcode boxes.

The tail lights apparently are also marginally different between Swindon and North British builds but the differences are indeed so marginal that I could happily ignore and leave as per Fleischmann.

Before doing anything, the body and fittings were thoroughly washed and allowed to dry.

The exhaust ports were filled in and new ones drilled out, then flanges were added from small sections of Evergreen tubing.



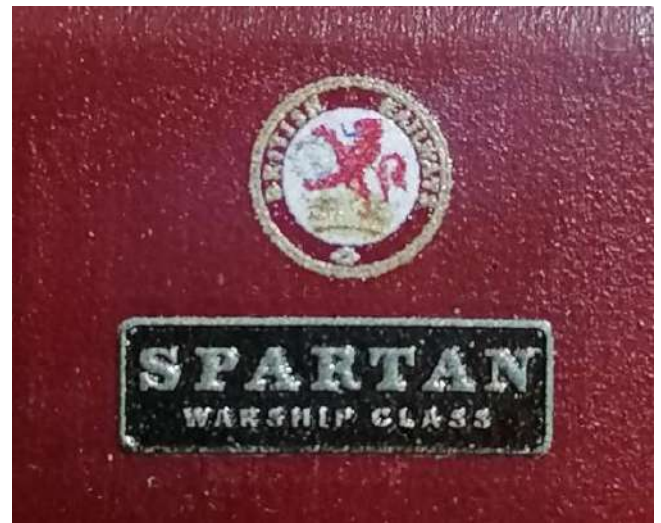
The remains of the buffers were cut away from the headstocks and drilled out to take some suitable brass oval buffers from the AI Models 4mm range. I also fitted Kadees using the original coupling mount to take #158 scale head couplers in #242 draft boxes, secured with screws from below.

With all the physical work done, I removed the couplers and bogies, then sprayed the ends with grey primer and masked them off, followed by a coat of red primer to cover the maroon areas, including the cast chassis block.

The yellow ends had 2 coats of Valejjo Deep Yellow (a good match for the pre-1981 BR yellow), allowed to properly cure, then masked up. Maroon next, I went for 2 thin coats over the main body using Railmatch acrylic BR maroon. This went some way to the faded appearance I was after. This was further enhanced by masking and patch painting with an over layer of a Railmatch acrylic BR maroon which has a subtly different hue.

The Railtec 3D-printed waterslide nameplates are a work of art, indeed the whole set is high-quality, comprehensive and easy to apply.

A coat of varnish to seal everything in place, then weathering, based on the photo shown earlier.



Mark I stock by Gosport Railworks*Martin Petch*

On our ever-active Forum, mention was made of Gosport Railworks, who produce a very comprehensive range of Southern Railway stock, as 3D-printed bodies in N. With 3D of course, there is the option to re-scale items, which has vastly increased the potential to have anything you want in H0. Having a body is just a very big scratchbuilding aid, as you still need to provide wheels/bogies, and power for a loco.

I contacted the proprietor James Bateman, who said he was just acquiring a larger printer, which would obviate the need to print bodies this size in two halves. Regarding wall thickness (an issue with Lima Mark Is) he said it would be just over 1mm. I duly waited a week or so, and then a parcel arrived with two coach bodies.

I've been attempting to recreate the Night Ferry as it was circa 1960, and need a Mark I FK (corridor first) and RMB (mini-buffet) for the foot passengers, according to an October 2004 article in Model Rail. The 3D option seemed worth a try, as re-working Lima Mark Is looks like a great deal of work.



The bodies, as delivered.

The first impression of the coach bodies was that there was some distortion:

1. The window detail bulges out.
2. There is a noticeable sag of around 1.5mm in the bodies.
3. The sides of the buffet car bulge outwards due to the internal detail. However, on the First, all the internal compartments are included, which gives greater rigidity, but poses a problem when it comes to glazing.
4. Some sills have distortions which need cutting out and making good.

I could have rejected the product but decided to persist. The separate underframe truss detail is also warped, but the other way, so when glued under the body, might correct the 'sag' as well as the side distortions in the RMB. I filed back the quarterlight detail to reduce the bulge. The finish is generally very fine, but there are ridges on the roofs which need filing and sanding.



The FK, showing the wavy sides and distorted underframe.



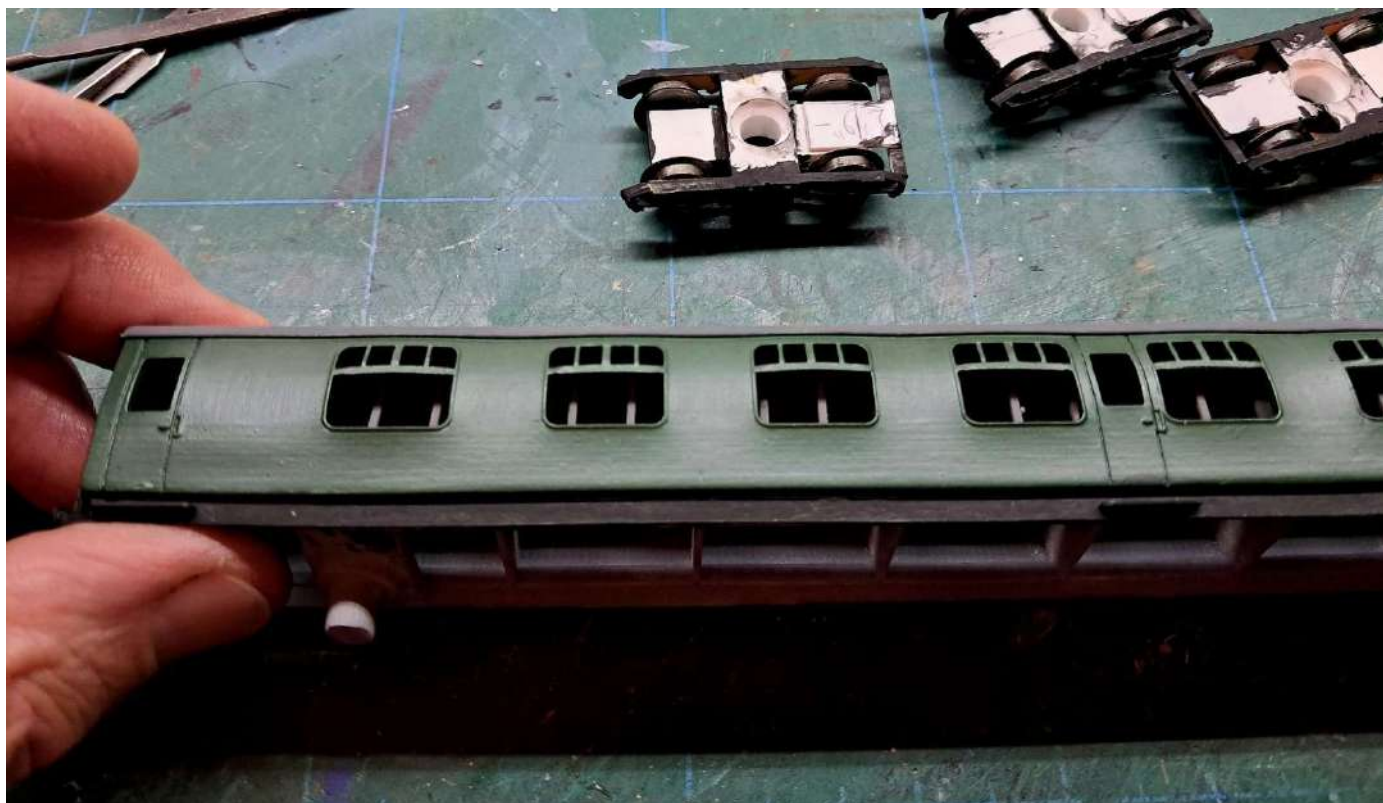
The truss detail.

There are also some inaccuracies on the RMB windows: the two raised ones are the wrong design, and the central window on the side with the blank panel was blocked out if present.

(Ed – the first 12 RMBs, 1801-12, had the additional window, subsequent batches 1813-onward lost a 4-bay of seats for an additional store cupboard with a plain panelled side. The original 12 were later rebuilt to match)

Regarding bogies, the BI type would have been in use in 1960, so I used the resin sides kindly supplied by our editor, built up with 80 thou plasticard framing, and some Trix 11mm wheels. The 'kingpins' under the coaches are a whopping 6mm in diameter, so I drilled a hole in the bogie centres. The coaches were still riding too high, so I had to drill out a 10mm shoulder to match the ring under the kingpins.

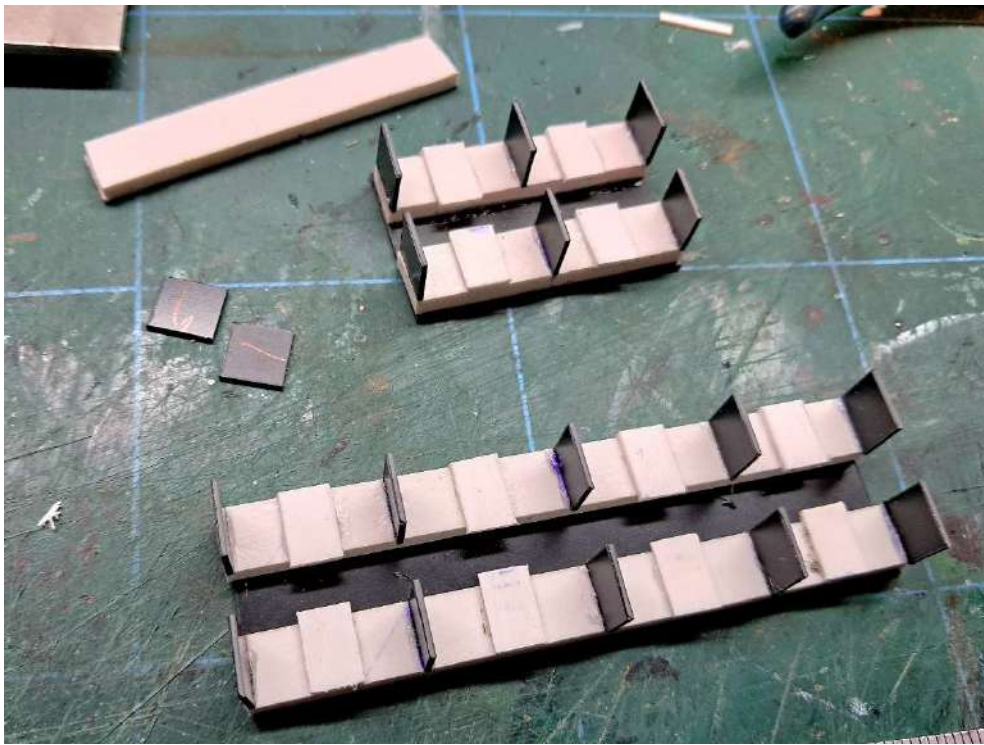
After a coat of sprayed primer, I added three coats of Southern Region green. This is Railmatch SR stock green, with 10% Humbrol no.2 Emerald Green added; this is my closest match to the Fleischmann Bulleid coaches. I found out that the first RMBs were delivered to the Southern Region in maroon. After giving this some thought, I decided to paint one side green and the other maroon. I accept this may not be to everyone's taste...



The FK side which clearly needed rubbing down.

The wavy distortion on one side of the FK was still noticeable after painting, so I very carefully block-sanded it down; this also eliminated the window frame mouldings, which weren't prominent on early Mark I stock. HMRS decals were added, including the BR crest which both vehicles apparently carried, then a coat of enamel matt varnish was sprayed on.

Glazing vehicles with moulded interiors is a bit of a challenge. Starting with the Buffet car, I cut strips of glazing sheet and glued them in with Loctite 60 second adhesive. This has a good 'grab' if you hold it down so the glazing keeps its curved profile. The end doors are inaccessible and had to be left.



For interior detail, I cut sections of seat profile for the First compartments, pre-painted and with passengers added. The RMB was more of a challenge; I made two sections of flooring with seats plus passengers, which had to be inserted very carefully around the bracing.

Seating units for the buffet car.

After all of this, the trussed floor sections were glued beneath each vehicle with 2-part epoxy. As both were bowed the opposite way to the bodies, I used small clamps to try to correct the 'sag'. The buffet car side distortions were also corrected with two more clamps (!). Finally, extra battery boxes and cylinders were added, and the editor's bogies used. Kadee couplings were fitted.



Assembly of the buffet car, with an attempt to correct the distortions.

The end result is a lot better than might have been expected, but not totally satisfactory. I would be very interested to hear about other H0 modellers' experiences with Gosport's range.



FK S13003 ready for the road.



The maroon side of RMB S1852

Editor: The Gosport Railworks website and e-shop can be found here:
www.gosportrailworks.co.uk

In addition to various Mk1 designs (mostly with a Southern Region slant), Gosport Railworks also offer quite a wide range of pre-Grouping coaching stock from the LSWR, LBSCR, LDCR, SECR, LNWR, GNR/LNER and CR. A similar selection of pre-Grouping wagons is also available, along with an eclectic mix of SR and BR(SR) dc loco bodies, steam loco bodies, BR Tyneside 2 EPB, Mk3-derived EMUs (317, 455, Wessex 442, etc), LT 1938 Tube Stock, etc. Mainly serving the N Gauge market, so be aware as Martin notes that up-scaling to 1:87 may give rise to distortion and other printing issues requiring work to rectify.

The man in the telephone box

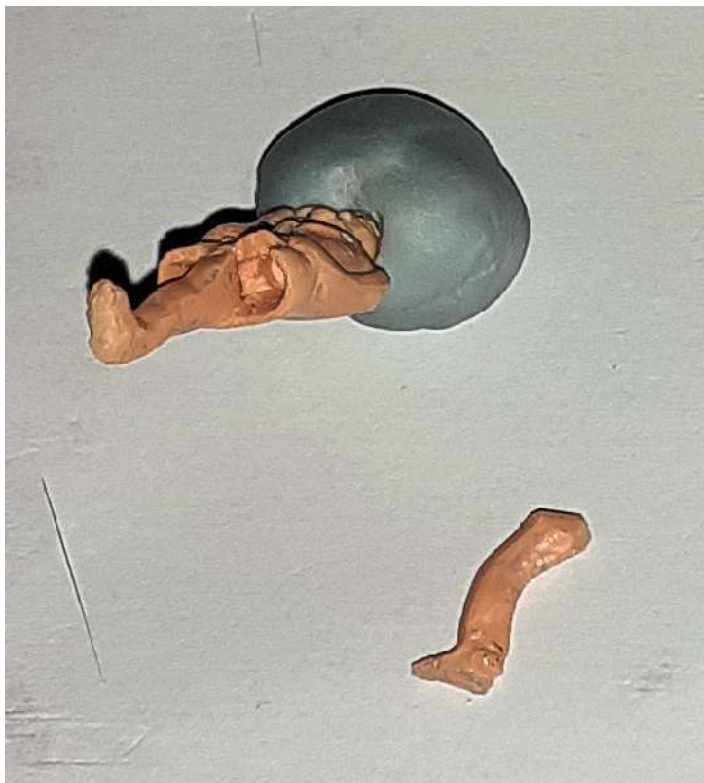
Martin Wykes

You know the one: he's holding a telephone handset to his ear with his right arm and has his left hand in his pocket. He was first made by Merit Hobby (J & L Randall Ltd of Potters Bar), and is still available, now made by Peco. In OO he's 5ft 6in tall and fits easily into the red phone box from the same manufacturers. He has a strange build: an overly long torso and a bit bulky around the arms and back.

So, the obvious question is: "Can he be converted to HO and made to fit into the Brawa red phone box?"

Of course he can.

The aim is to cut-and-shut the unnecessary midriff and slim down the bulkiness.



First, strip off the factory paint. This comes off with methylated spirit, except for the flesh colour (this wouldn't budge, so I left it on).

Then remove his legs, whilst leaving his jacket in place. (I used the tiniest Tamiya etched saw blade to cut a line along the bottom of his belt and around his jacket). Now, hollow him out using a 2mm drill in the two places his legs used to be. You can then remove a millimetre or so from the top of his legs and trim the upper parts of them so that they'll fit back into the hollowed-out body. The back of his legs will be covered by his jacket, but you'll have to blend the front of his legs in with his torso.

Now you can take a file to his back and right arm to remove that bulk. His left arm is already quite slim, but you can remove it with the Tamiya saw and slim down the adjacent torso. Then you can glue his arm and legs back on and fill the resultant gaps. He will now need to be repainted. I repainted him in the original factory colours, with very dark brown for his belt and shoes. Now he is 5ft 9in tall in HO and fits in the Brawa phone box.





About that box. For those of us used to the Merit/Peco item, the Brawa model looks a bit odd, although it is actually pretty accurate. It's very slightly too narrow at 10.2mm instead of 10.5mm, and overall, it should be 1mm taller. However, the height discrepancy is mainly from the lack of a plinth. Photos exist of K6 boxes with a simple base plate as modelled by Brawa, but most K6 boxes came with a sturdy plinth, and the design of these differed depending on the manufacturer. For example, many came with a dip along one side to allow the door to open, whereas others were designed with the door entirely above the plinth. I've represented the latter design by adding a 1mm strip around the base plate. I've painted this black, although plenty were painted red.

Before doing this, I filed down the floor to create more space for the occupant. Don't level the floor completely, because a boss of about 0.5mm is necessary to hold the glazing panels in place. I also removed Brawa's rear extension to the base plate. I'm not sure what its purpose is.

I removed the interior shelf moulding and the sticker representing a German pay phone interior, then painted the inside back wall black. I added a simple 1x2x3mm block of plastic, painted grey, to represent the "Pay-on-Answer" British pay phone that was used from the 1960s onwards. (Note that the previous "Button A & Button B" phone lasted in remote areas until 1994!)

Something that makes the Brawa box look not quite right are the TELEPHONE signs. Brawa have modelled these in clear plastic, whereas the real ones are translucent white. You get approximately the correct effect if you use the fitted light bulb, but a strip of white paper behind the signs looks better when no electricity is involved.

To paint the crown gold or leave it red? They were painted gold only after privatisation!

Surely not more NPCCS...?

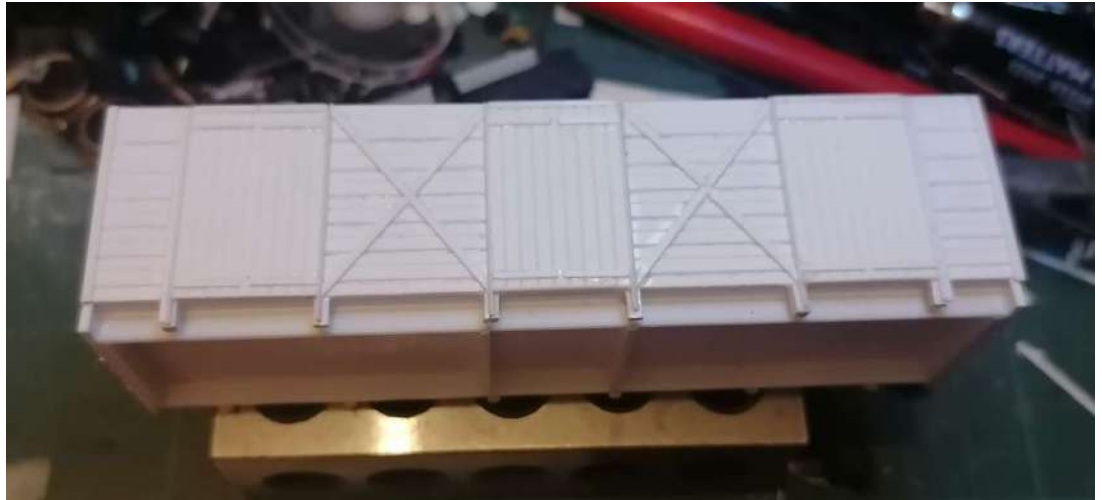
Alan Monk

Can you really have too much parcels stock? Asking for a friend...

With a couple of outings for Poison Street Parcels coming up, along with some good modelling time spent on various demo stands at recent exhibitions, I thought I'd add a couple more items from my NPCCS wants list.

Fruit D – essentially a long 4-wheel ventilated van, built in multiple lots by the GWR and BR and lasting into the 1970s in parcels traffic.

The body was constructed from my old favourite Evergreen 4067 (O Gauge 'Car Siding') which in 1:87 gives 6-in planking on 40-thou/1mm thick plastic sheet. The sides and ends were cut out in



one operation to ensure plank-ends aligned. On the sides, I then widened the alternate planking grooves using a scraperboard blade to represent the louvres of the prototype. The doors were then cut and fitted.

Sides and ends were glued around a 60-thou/1.5mm piece of plain plasticard, an internal cross-piece for added strength and rigidity. Solebars from Evergreen 264 (3.2mm channel section).



I then spent a fair few hours cutting and gluing lots of microstrip in place for the strapping and other detail on the sides and ends.

The running gear was my customary MJT internal bearing units with Gibson 10.5mm and my own resin W-

iron/axlebox/spring castings, with brake gear cobbled together from assorted 4mm kit spares. Roof vents are from MJT (of which more anon). Buffers are old ABS 4mm castings of the 'GWR Small Self-Contained' variety. Kadee #158s in #242 draft boxes. Shell roof vents are 4mm MJT #2944.

Finished in fairly ex-works BR rail blue, decals from Railtec who kindly made their existing #1377 Fruit D sheet available in 1:87.

Next on the list was a **Thompson deal-sided late-LNER full-brake**. These were a wartime build when teak supplies had dried-up and steel was reserved for war-critical use. So, the LNER turned to deal for longitudinal 6in planking. These also lasted into the 1970s.

For this coach, I started with a core structure of 60-thou plasticard floor, low sides and ends, onto which Evergreen 4067 outer sides and doors were laminated, along with bowed ends from the same. The sides were flat, so avoiding having to work out any side curvature.

I made the doors separately, as on the prototype the planking did not line up between the side panelling and the 3-double and 1 single (guards) doors on each side. I also wanted to represent the distinctive framing around the doors. The toplights were created using a continuous top strip of 1mm square microstrip and small sections of 1mm x 0.5mm and 0.5mm square strip for the vertical glazing bars. It took a little figuring out to get all the component dimensions correct, aided by a drawing from Steve Banks' LNER Coaches website, rescaled to 1:87.



Solebars are again Evergreen 264 channel, and the roof is a slightly shortened Lima MkI roof with all the detail removed, then drilled for torpedo vents and continuous curved rainstrips added from 0.5mm x 0.25mm microstrip. Underframe trussing is 1mm square strip.



For this coach, I used 3D-printed parts from Isinglass Models (see review in a few pages). Again, finished in fairly clean BR blue with number decals courtesy of Railtec's vehicle custom set (#9965 – 12 sets of coach/wagon numbers in Gill Sans or Rail Alphabet with prefix/suffixes as required and in straw, gold, white or black, or a mix)

www.railtec-models.com/catalog.php?type=5&gauge=HO for the full range of 1:87 decals.

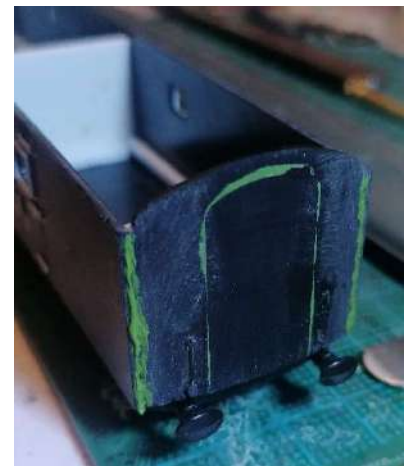
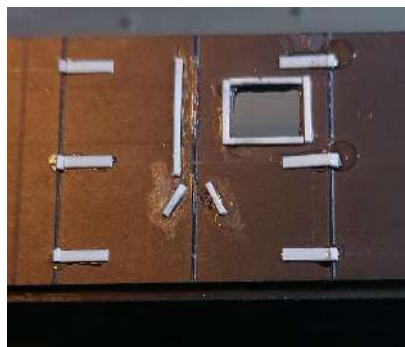
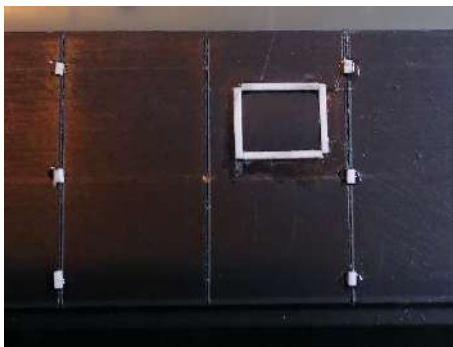
The final coach in this batch is **M85000**, the one-off BRUTE carrier of 1970. Later TOPS coded PCV, this lasted in use until 1982.

This van was converted from a MkI Corridor Composite, to trial the use of a plastic and fiberglass body to reduce tare weight (27t versus 30t for the standard GUV). Although resembling the MkI GUV with 3 sets of double doors per side, the longer 64ft length and bow ends do make the coach quite recognizable.

As with the Thompson BG, the sides are flat, so I opted to scratchbuild new sides from 40-thou sheet, copying the overall dimensions from the Lima CK sides. 60-thou cross-braces and 2mm square strip ensured a robust body well-secured to the Lima chassis. The new sides had the door seams scribed-in and the small door windows opened out and framed with 0.25mm square strip.

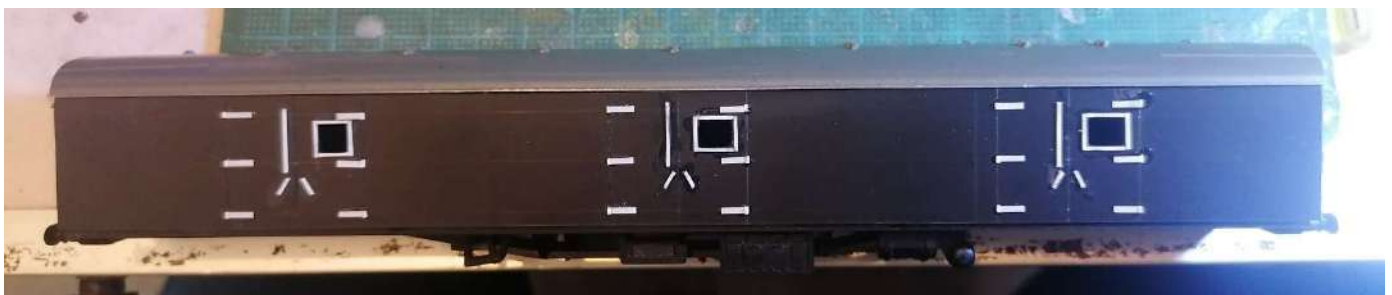


The chassis and roof are Lima MkI, as are the ends, cut away from a CK body and with all details apart from the RCH cables removed. The gangway recess was infilled and made smooth.



I wasn't able to source any drawings for M85000, so worked entirely from photos with a small amount of guesswork. I suspect I've made the doors 1 or 2mm too wide... Door detail added from microstrip in the usual way. The roof appears to have retained the CK layout of vents, so the only addition are the curved rainstrips over each door from microstrip.

M85000 only ever carried BR blue and, as it appears towards the end of my modelling period, is in fairly clean and tidy condition. Decals from Railtec, including the Express Parcels branding.



Bogies are my standard BRI resin frames on 80-thou plasticard inner units.



Fruit D W2265W



The scratchbuilt LNER Extra-Long CCT is also (finally) finished as E1276E in maroon



The Thompson deal-sided Full Brake finished as E70591E in Rail Blue



The PCV M85000 completed (and yes, I know the dimensional data and Tare are wrong... a tight show deadline forced the use of decals intended for a standard GU, correct versions are on order)

For the Thompson BG described earlier, I needed 8ft wheelbase Gresley heavy-duty bogies. There is a set of these available as a .stl file to buy and download from the Cults3D website, drawn up by Simon Dawson (Rue d'Etropal). Alas, I am currently without access to a decent 3D printer, so had to explore other avenues. I was aware of the range of 4mm kits of LNER coaches and components thereof made by Isinglass Models, so I contacted Andy Edgson via their website and enquired if some of their coach parts could be scaled down to 1:87.

An affirmative answer came back, so an order was placed for the buffers (3 varieties), battery boxes, dynamos and torpedo vents. Andy wasn't sure how the bogies would work best, so included in my parcel were 2 test options of the 8ft HD Gresley. One had brass bearings fitted for a 24.5mm axle, the other without bearings. I found that the non-bearing option would allow the use of standard 26mm axles, albeit with a risk of wear in the longer term. I was able to drop the bearings out of the bearing-fitted bogie (they are simply a push-fit) to allow use of 4 axles of 12mm plain disc wheels I had available. In due course I'll special-order 12mm discs on 24.5mm pin-point axles from Alan Gibson and reinstate the bearings.

All of the 3D parts from Isinglass are printed in good quality ABS-like resin and are robust, clean and crisp prints. A minor issue with 2 (of 6) of the dynamo prints was quickly resolved via a replacement set.

The 1:87 parts are all available from the Isinglass Models e-shop:

www.isinglass-models.co.uk/store/HO-components-c196391539



Top-to-bottom

6 x Dynamo

2 x 10 Torpedo Vents

Left: Oval, round and round-clipped-top buffers

Right: twin and single plain-front battery boxes (planked also available)

Not shown (as I forgot to add them to the order) are Vacuum Cylinders and cranks.

Although predominantly for LNER coaches, some components like the torpedo vents and vacuum cylinders are quite universal and useful on a wide variety of coaches and vans.

Using 4mm MJT Components in 1:87

Alan Monk

For a number of my recent builds, I've made use of various cast whitemetal components from the MJT range (available via Dart Castings) www.dartcastings.co.uk/mjt

Although intended for 4mm use, they tend towards the smaller size for that scale, so can be of use to us in 1:87. I've made good use of the following in various recent builds:

2972 BR Ridged Dome Ventilators – suitable for reworking Lima Mk1 and Mk2 roofs to correct vent layouts

2294 Coach Shell vents (Late Short Type) – as above but for BR Mk1 roofs and some other types, such as the Fruit D van described earlier this issue.

2350 BR 1ft8in Heavy Duty Wagon Buffers – these are near perfect for the BR standard loco buffer, as fitted to most BR Standard designs, 08/09/11 Diesel shunters and Class 44/45/46 mainline diesel classes.

2370 12in buffer heads – close enough match for 13" heads in 1:87, useful for replacing broken buffers on Lima wagons. A cheaper alternative source is Wizard Models (item LOC412)

The old ABS range of cast components also had some useful bits 'n' bobs – their F.303 GWR Small head Self-Contained buffer is very usable for ex-GW wagons and vans: the Fruit D and one of my bogie bolster C uses these castings. Much of the ABS range is now available from Modelstock (exhibitions only, website may be forthcoming)

Tales from the E-Group

There was some discussion in early-February about the possibility of adapting 4mm plastic loco kits (Kitmaster/Airfix/Dapol) into 1:87, or if any older RTR models could be so converted. Reference was made to an article in RM of a BR Standard 5 being made from the Airfix Standard 4 Mogul kit. In similar vein, the Triang Princess is well known for being quite undersized for OO and might be a starting point for a 1:87 Duchess. Likewise, the 45xx GW Prairie as a possible basis for the 61xx large Prairie, or the Hornby Hall for a King.

Roger Whiffin asked for advice on couplings, given the wide and non-compatible variety in his fleet as produced by Fleischmann, Jouef/Playcraft, Lima and Trix. General consensus was to convert everything to Kadee (either with or without retrofitting close coupling units like Keen Systems or Symba), or to have 'converter' stock with different couplings at each end to better enable rakes to be built up.

Gray posted details of a YouTuber creating Thomas the Tank Engine stock in 1:87 scale using a mix of scratchbuilding, kit-bashing and 3D-printing. Their 3D designs include 'de-Thomas-ified' versions of some items like a decent-looking Class 08 body (for the Roco NS600 chassis), BR 20t Brake Van, BR 16t steel mineral and a Milk Tank wagon. You'd need to subscribe to their Patreon to access the files: www.patreon.com/cw/keeperoftoast

Members' Models

At the recent Kenavon exhibition, Phil B and Martin P brought along some stock to run on Poison Street Parcels:



A re-worked (narrowed) Lima BRCW Type 3 (Bah!) and Class 12 BR(SR) diesel shunter, modified Roco



Phil's lovely SR Gangwayed Passenger Luggage Van, built from the Ian Lindsay etched kit



One of Martin's completed Maunsell coaches

The British 1:87 Scale Society Information

Membership of the Society is **free** and members can access our Forum here:

<https://groups.io/g/British1-87ScaleSociety>

The **British H0** website, full of information on what is available in our scale, can be found here: www.british-ho.com

There is much of value in the Files section of the Forum here: <https://groups.io/g/British1-87ScaleSociety/files> It's also worth looking in the Photos section where you will find photos of the many H0 models made by members over the years.

Finally, **back issues of Satellite 1:87**, all 85 of them, are full of information and interest. They can be read (and printed off if so desired) here:

<https://groups.io/g/British1-87ScaleSociety/files/Satellite%201:87%20-%20Society%20journals>

The **Satellite 1:87** editor can be contacted at alanmonk@gmail.com

I am always interested in contributions, large and small, for future issues of **Satellite 1:87**, especially layout and modelling articles, product reviews and items of interest to modellers of British outline railways in 1:87 scale.

Satellite 1:87 is published quarterly, copy deadlines are:

1 December (Winter), 1 March (Spring), 1 June (Summer) 1 September (Autumn)

My thanks to the following contributors for issue 86:

Martin Petch, Martin Wykes and the e-group contributors.

And finally...

At the recent Model Rail Scotland, your editor was helping operate a friend's dual gauge Australian H0 layout, along with a couple of guests over from Australia. One of who had brought along his Trix 1:87 Flying Scotsman and a recreation of the rake of coaches and water 'gin' it hauled when working down-under in the 1980s. It looked quite impressive travelling around the standard-gauge line.

