

Two simple scratchbuilt Simplexes

by Reinier Hendriksen. Photographs and drawings by the author.

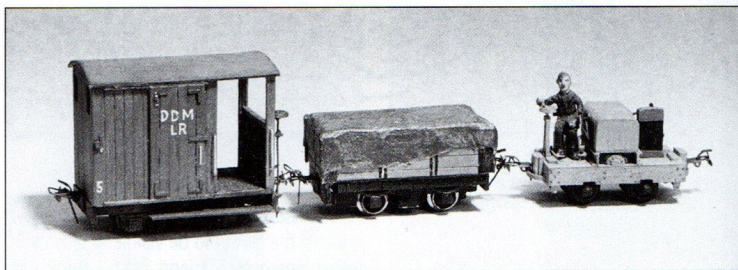
At the moment there are two scratchbuilt Simplexes on my layout, the Ding Dong Moors Light Railway. No1 is an open version and No2 is equipped with a closed cab. They are powered in two completely different ways.

No1, the open version

Built from 0.4mm styrene, this runs on a second-hand shortened Trix N-gauge chassis. The bonnet is built as a box and ballasted with lead. I also fitted as much lead as possible on the underside of the chassis. After completion, the loco was painted grey and slightly weathered. Then Percy, the driver, took his place in the saddle in the open air. The total cost of this engine was almost nothing. The model was based on drawings by Roy Link and printed in the booklet 'The Calshot and Fawley NG Railways' published by the Plateway Press.

But how do you motorise such a small open engine such as this in 009? I used a second-hand Arnold Koff chassis, of which there are two types with different wheelbases. On the original the cab keeps the motor in place so it must be retained. As much as possible of the cab was filed away, and a Colin Ashby open goods wagon with a narrowed front end and shortened sides was glued around the cab and lead was added where possible. A wood clued tissue paper formed a tarpaulin and camouflaged the motorised chassis inside. The 'ghost wagon' was ready.

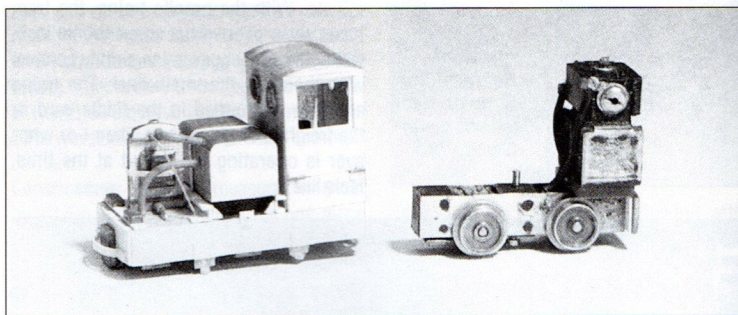
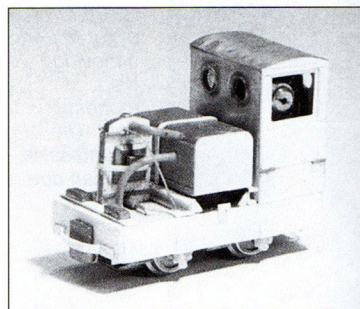
Of course there are other combinations ▶



Above: Simplex No1, a scratchbuilt model with its Colin Ashby open wagon which hides the Arnold Koff N-chassis. The brake van is built by Chris Payne.

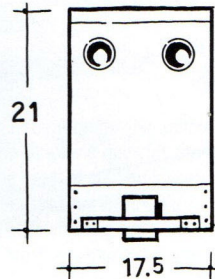
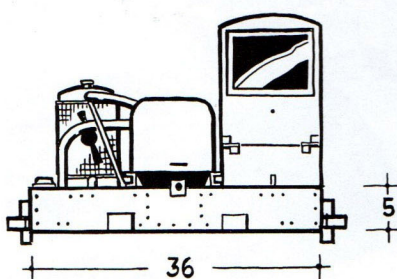
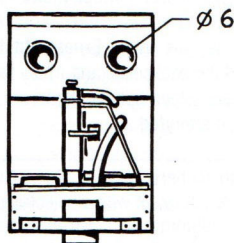
Right: Rye & Camber Simplex No2 which is waiting for colour details from Laurie Cooksey of the Racoons group.

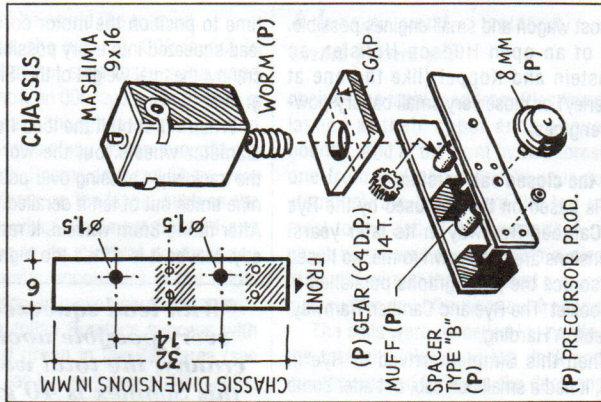
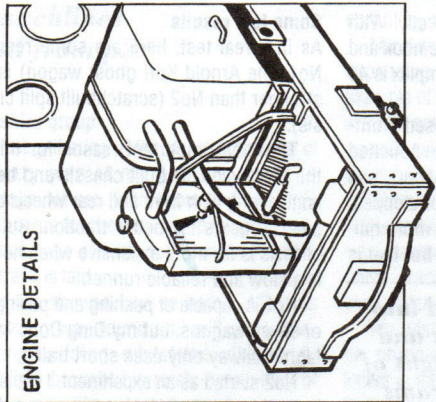
Below: The body and chassis of No2.



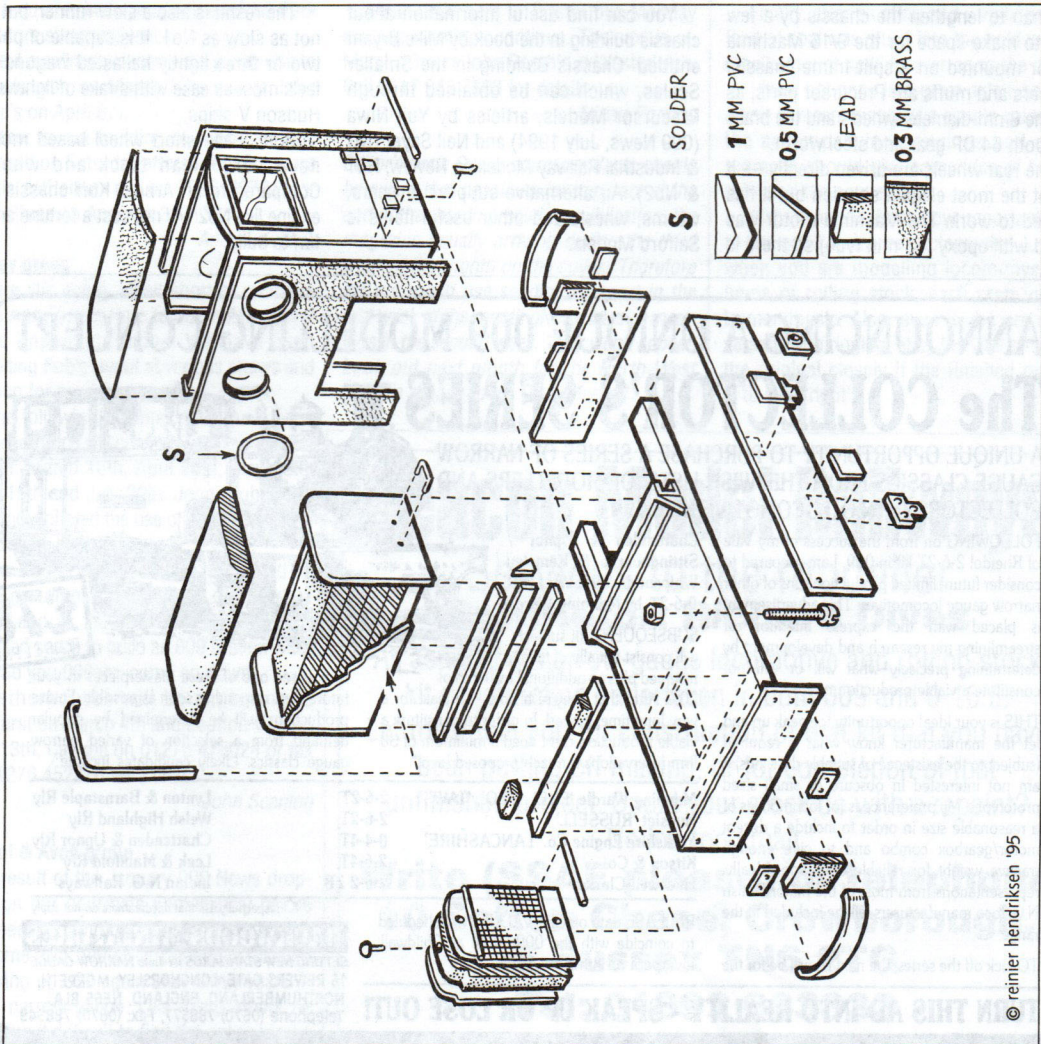
RYE & CAMBER TRAMWAY / SIMPLEX

DIMENSIONS IN MM





RYE & CAMBER TRAMWAY / SIMPLEX



of ghost wagon and small engines possible. This is an open Hudson Hunslet, an Orenstein and Koppel (like the one at Amberley) or those very small battery-powered engines,

No2, the closed cab version

This is based on the one used by the Rye and Camber Tramway in its later years. Dimensions are not known to me, so I used as a source the photographs published in the booklet 'The Rye and Camber Tramway' by Peter A Harding.

When this Simplex arrived in Rye in 1925, it had a small half cab, but after some time it was modified with a fully enclosed cab an later equipped with small spectacle windows, which is the version I chose to model.

I had to lengthen the chassis by a few mm to make space for the 9/16 Mashima motor mounted on a split-frame chassis. Spacers and muffs are Precursor parts, as are the 8mm-diameter wheels and the brass 14-tooth 64 DP gear and steel worm.

The rear wheels are driven directly — it is not the most elegant solution but it has proved to work. The Mashima motor was glued with epoxy (15 min type) so there is

time to position the motor correctly. With lead squeezed into every possible nook and cranny, the total weight of this Simplex is 40 grams.

When I first built the loco I used 7mm-diameter wheels, but the worm touched the track while passing over pointwork, and nine times out of ten it derailed or stopped. After fitting 8mm wheels, it ran more quietly. Maybe it is a little too high but that is

"With lead squeezed into every possible nook and cranny, the total weight of this Simplex is 40 grams"

one of the risks when you scratchbuild a chassis for the first time.

You can find useful information about chassis building in the book by Mike Bryant entitled 'Chassis Building in the Smaller Scales, which can be obtained through Precursor Models, articles by Yuji Niwa (009 News, July 1994) and Neil Sayer (NG & Industrial Railway Modelling Review, No1 & No2). An alternative supplier of gears, worms, wheels and other useful items is Salford Models.

Some test results

As in a real test, here are some results. No1 (the Arnold Koff ghost wagon) is far stronger than No2 (scratchbuilt split chassis).

The most important reason for this is the professionally built chassis and better engineering with front and rear wheels coupled by gears for better traction. But the chassis is far more expensive when new. It is a slow and reliable runner.

No1 is capable of pushing and pulling six or seven wagons, but my Ding Dong Moor Light Railway only uses short trains.

No2 started as an experiment. I wanted to know if I could build a simple working chassis myself. And now that this one is working, maybe more complicated ones will follow.

The result is also a slow runner, but it is not as slow as No1. It is capable of pulling two or three lightly ballasted wagons and feels most at ease with a rake of lightweight Hudson V-skips.

Both these short wheel based models need very clean track and wheels. Compared to an Arnold Koff chassis and engine like No2 will not cost a fortune and is fun to build. ■

ANNOUNCING A UNIQUE 009 MODELLING CONCEPT

The COLLECTOR'S SERIES

A UNIQUE OPPORTUNITY TO PURCHASE A SERIES OF NARROW GAUGE CLASSICS FROM THE 'WISH LISTS' OF MODELLERS AND COLLECTORS OF N.G. LOCOMOTIVE KITS.

FOLLOWING on from the success of my Vale of Rheidol 2-6-2T kit in 009, I am prepared to consider future limited production runs of other narrow gauge locomotives. This advertisement is placed with the express intention of streamlining my research and development by determining precisely what will or will not constitute a viable production run.

THIS is your ideal opportunity to speak up and let the manufacturer know what is required (subject to the existence of suitable drawings). I am not interested in obscure or small sized prototypes. My preference is for locomotives of a reasonable size in order to include a decent motor/gearbox combo and to give enough tractive weight for reliable operation. Ideally, representations from most of the major British N.G. loco manufacturers will be included in the range.

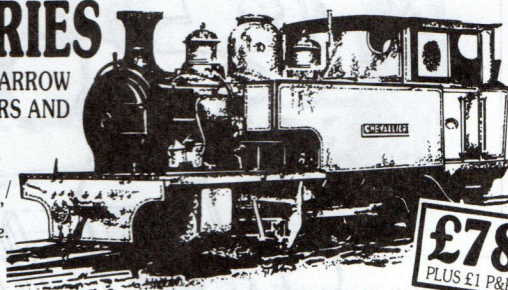
TO kick off the series, the next kit will be for the

Chattenden & Upnor / Sittingbourne & Kemsley / Whipnade 'CHEVALLIER' 0-6-2T by Manning Wardle.

SUBSEQUENT kit subjects will consist initially of those reserved plus an additional over-run of 20%. After that, they're history - at least for a very long time, if ever! In order to constitute a viable production run I need a minimum of 30 firm reservations for each proposed loco.*

Manning Wardle 'EXE', 'YEO', 'TAW'	2-6-2T
Hunslet 'RUSSELL'	2-6-2T
Yorkshire Engine Co. 'LANCASHIRE'	0-4-4T
Kitson & Co.	2-6-4T
Hudswell Clarke	2-6-2 ZB

RELEASE date of 'CHEVALLIER' is scheduled to coincide with the 009 AGM at Childwall, Liverpool on 8th April 1995.



IF you see one of these masterpieces in your future, best respond as soon as possible. Future productions will be determined by popular demand from a selection of varied narrow gauge classics. Likely candidates include:-

Lynton & Barnstaple Rly
Welsh Highland Rly
Chattenden & Upnor Rly
Leek & Manifold Rly
Indian N.G. Railways

* I respectfully ask that daydreamers do not apply

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