

A modern diesel for the C&DR

Ted Polet

Last year I received two beautifully made locomotive chassis from Jeff Bissonette in Hartford, USA. Jeff has elevated chassis building to a fine art: large reduction ratios, flywheels and a compensated suspension which keeps all six wheels on the railhead. The first loco I made was *Caesar*, a six-wheel steam loco I have described elsewhere. The other is a diesel locomotive made using a Knightwing kit the idea was to build a modern diesel locomotive with *Wormshill* of the Bredgar & Wormshill Railway as an inspiration.



My interpretation has outside frames, but still it has some features similar to *Wormshill*. I made brass extensions of the chassis front and rear, because the original was a little short. Then I glued the superstructure together, after having lowered part of the engine compartment over the transmission, which in my model is just ahead of the cab. The cab is lowered slightly, as it was rather too tall. The exhaust is between the windows. Front and rear have two bright LEDs, a modern light configuration which looks good on this loco. The model was sprayed electric blue, with a rattle can from the DIY store.



Undoubtedly this is the best running locomotive I have. I fitted the chassis with pick-up wipers myself. The centre wheels are flangeless, even though this wasn't necessary. The combination of a good motor, a 1:68 transmission, the independent wheel suspension and a huge flywheel have resulted in amazing running properties. You wouldn't expect it, but I used it for shunting the harbour yard at Dunalistair for some time, especially because of the running properties. I can run it for hours without being bored by the lazily turning outside cranks and jackshaft.

