

RAILWAY NOTES

● **Ton-up on East Coast Trains** on the Eastern Region's East Coast main line to and from King's Cross Station, can now travel at 100 m.p.h. on the 21 mile stretch of track between Cadwell North and Hitchin, to the South of Offord. This is the third section of the East Coast route on which speeds of up to 100 m.p.h. are permitted. The other two are the 17 mile section between Peterborough and Grantham and the 12 mile section between Grantham and Newark, making a total of over 50 miles so far.

● **More colour light signals** Colour light signalling and track circuiting has recently been installed on a further 11½ miles of track on the East Coast main line between Darlington and Ferryhill. The colour light signals are automatically controlled by track circuits between Ferryhill No. 3 Signal Box and Darlington Parkgate Signal Box—immediately to the North of Darlington Station. Intermediate manual lever type boxes at Aycliffe, Preston and Bradbury have been closed.

● **Y7 tank preserved** A Y7 0-4-0 tank engine built by the North Eastern Railway over 70 years ago has been bought for preservation by the Steam Power Trust '65. The locomotive has, for the last 30 years, been employed on colliery work, and was latterly N.C.B. No. 64 at Watergate Colliery, Gateshead. The Trust intend restoring the locomotive to its original N.E.R. livery, and also to preserve the engine in working order on the Middleton Railway in Leeds. The locomotive carries the number 1310, one of a batch of seven of the class to be turned out at Gateshead Works in 1891. (Photo below)

● **New Rail Tamper** The Scottish Region of British Rail recently introduced a new Austrian built machine to automatically take the kinks out of track. The machine is capable of doing the work at vastly greater speeds than have hitherto been possible, and it has been estimated that the saving will ultimately amount to several hundred thousand pounds. Mr. Campbell, the Chief Civil Engineer, said, "This revolution in the methods of track maintenance will involve the disappearance in a short time of the traditional length gang and its replacement by a mobile mechanised gang. The old length gang might cover about 120 yards of track maintenance in a day, whereas the modern tamper or mechanical track maintenance machine will cover the work at ten times the speed."

● **Record Breaking DP2** The record breaking English Electric DP2 prototype Co-Co diesel electric locomotive, now on hire to the Eastern Region of British Rail, has currently completed over 430,000 miles in regular service. Generally similar in appearance to the English Electric type 4 diesel electric, the locomotive is now active in the Welwyn area and used for driver training and other duties. It is shown here leaving King's Cross on its first journey to Sheffield hauling the 11.20 Pullman. Its overhaul after 360,000 miles, completed recently, included a record 43,000 miles clocked up during 58 consecutive days, running. Negotiations are now in hand between English Electric and B.R. for an order of 50 of these engines, and it is said that there is a possibility of the production models departing from the traditional English Electric 'bull nose' design. (See bottom photograph on this page)



SHIPLANS

No. 2

We thought the story on page 6 so interesting, that we invited Ian Stair to prepare this fine drawing as the second subject of his new series

AMERICAN TRADING SCHOONER

THE fore-and-aft schooner is the typical rig of the American sailing ship. Although it originated in the Old World, the Americans developed it not only for small craft, but also for large ocean carriers with up to seven masts.

The earlier American schooners were remarkable for the large angle of rake to the masts and for the very fine lines which contrasted strongly with the bluff shape of the European ships of the time. These fast sailers led to the development of both the clipper ships and the modern yacht.

The drawing shows a schooner which was typical of the American small trader at the beginning of the present century, although of somewhat shallower draft than usual. Some of these little ships are still working today around the islands of the Caribbean and the Pacific Ocean, but in most cases they have been cut down to the baldheaded rig shown in the small sketch.

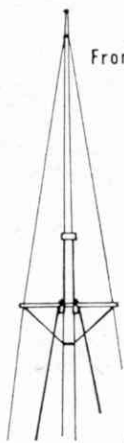
As sailing ships go, this is a fairly simple subject to model. The hull is a single block of wood with a small piece glued on to form the raised deck aft. A rebate around the main deck will take a bulwark of stiff card, this being glued in place after the deck has been rubbed down but before the final finishing of the outside of the hull. This will enable the lines to be blended in across the joint.

The rail around the hull at deck level may be of thick thread glued in place and the rail on top of the bulwarks and around the raised deck, made of card carefully cut to shape. The keel and rudder posts are simple jobs, but the stem needs more fitting; the inside part should be cut to shape and then trimmed until a good fit to the hull is attained. The outside is afterwards cut to shape before the piece is fixed to the hull.

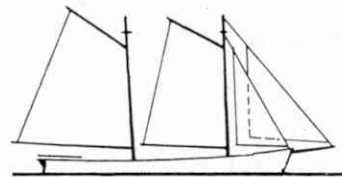
The deck fittings are quite straightforward, and I will deal with this subject more generally in a later article in this series.

Suggested colour scheme

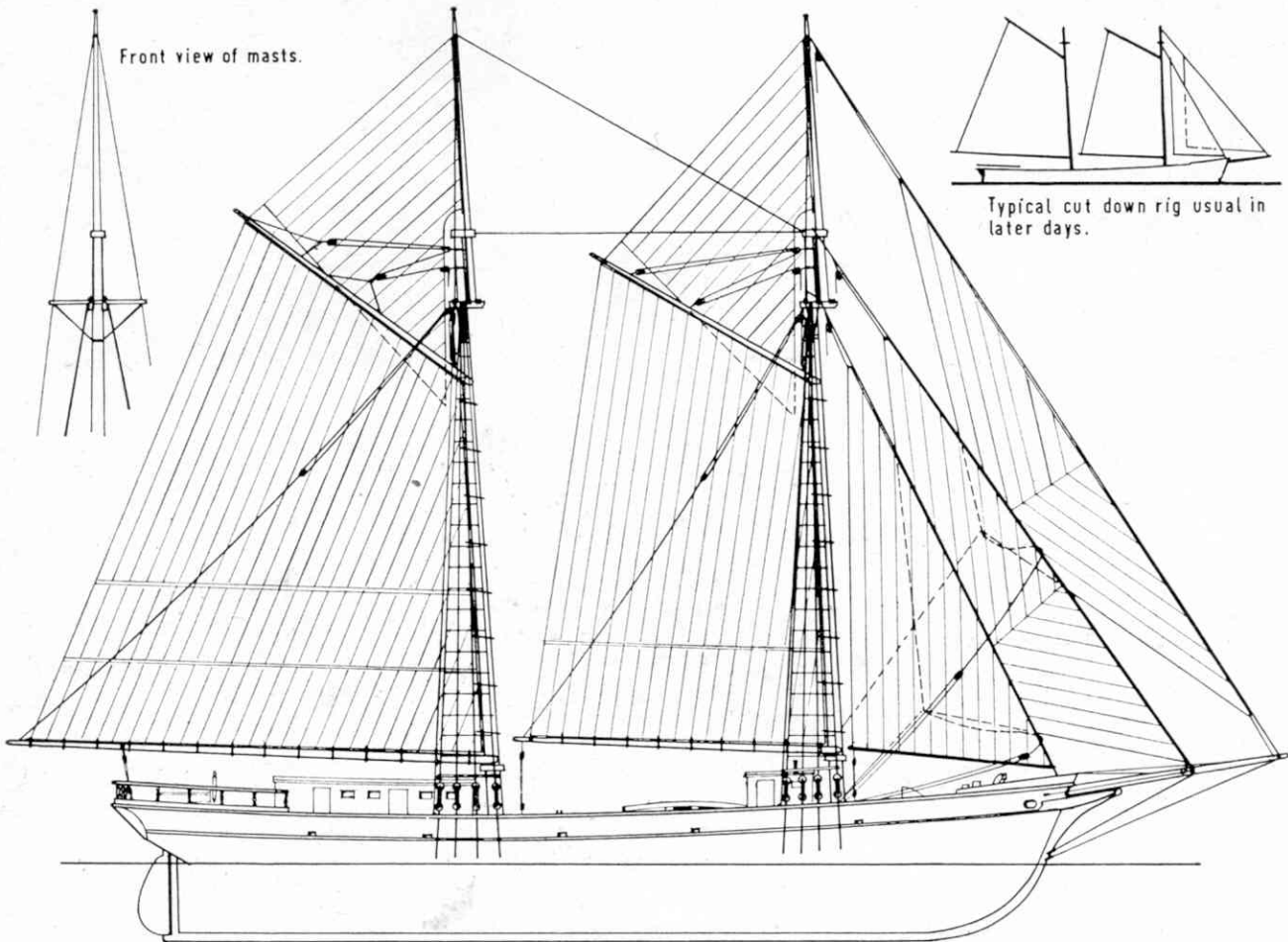
Hull—Green underwater, black above.
Decks, masts, deckhouse roofs, hatch covers, light natural timber.
Inside bulwarks, wheel box, deckhouses, companion, mast doubling and mast tips—white.
Windlass—Timber with dark grey working parts.
Sails—Natural cotton.
Standing rigging (stays and shrouds)—black
Running rigging—buff.



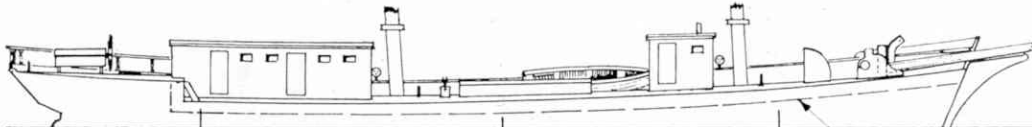
Front view of masts.



Typical cut down rig usual in later days.

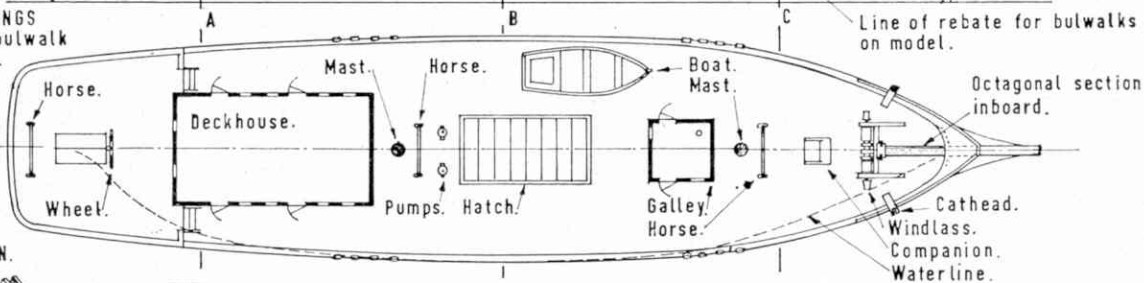


SIDE VIEW.



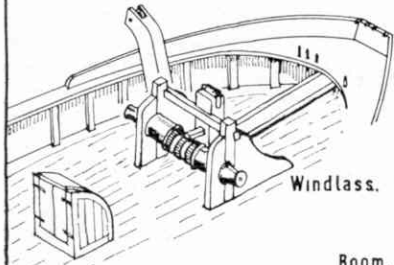
DECK FITTINGS
Nearside bulwark
not shown.

Line of rebate for bulwarks
on model.



DECK PLAN.

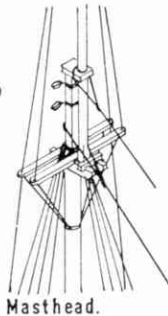
Octagonal section
inboard.
Cathead.
Windlass.
Companion.
Waterline.



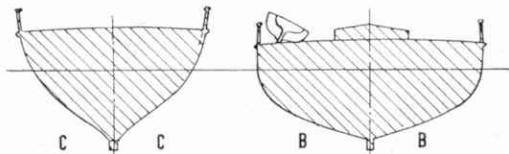
SKETCH DETAILS.



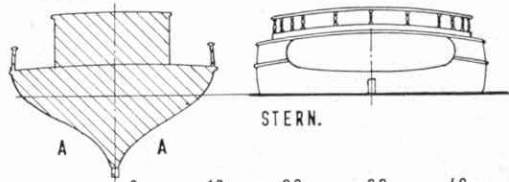
Horse.



Masthead.



SECTIONS.



STERN.

AMERICAN TRADING SCHOONER.

C. 1910. 175 Tons. net.

Drq. by Ian R. Stair.

