Realism in a model railway is a very subtle thing. Some can never seem to achieve it—others hit the jackpot every time. JACK SHORTLAND is one of the latter, as you'll agree on examining these pictures of his nearly-complete timber yard

# A YARD OF TIMBER

IN nine cases out of every ten the model railway builder will find himself with an odd corner or extra bit of territory that must become either part of the model railway scene or be blanked off and disguised, to prevent the void from becoming an eyesore and therefore spoiling the overall picture.

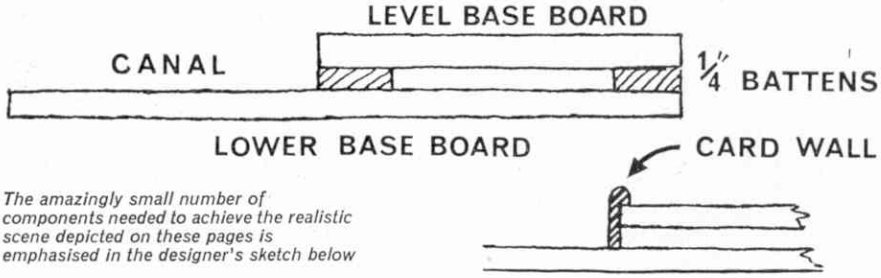
I was presented with this problem when building my model railway in the newly acquired spare room. This room had a narrow recess at one side, caused by a large chimney breast, this recess measured 48 inches deep and 18 inches wide—to blank it off and build scenery up to it was a thought that was soon discarded as a waste of time and space.

## The answer

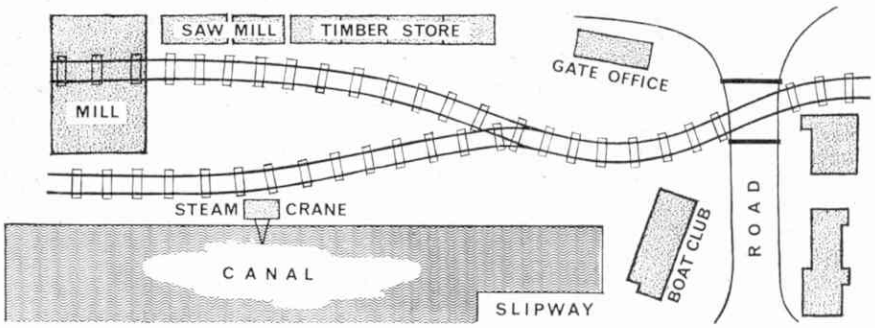
So two new trestles were built to which I screwed a base-board the same size as the recess, and the top of the base-board was arranged to be ¾ inch below the surface level of the main base-board. A further two pieces of board were cut, one thirty inches by ten inches and the other eighteen inches square. These two, with battens to make them the correct height, were nailed to the lower section on the wall side. The upper, or level, section was (after much thought) to become a fair sized timber yard, served by both the railway and a canal, the latter of course being the lower base. With the base-boards in position, sky paper was pasted around the recess and I followed this with street scenes cut from Hambling's backdrop sheets.

Track work was next. I had some lengths of Wrenn flexible scale track and a couple of Wrenn points on a curve, left over from the building (or shall I say laying?) the main line, so, as I find this trackwork most satisfactory in every way, I decided to use one of these for my new timber yard. The next job was the canal dock walls; these were made from thin card, 1 inch wide with about ⅜ inch of the top bent over. Stone paper was glued on, then the card was glued on to the dock side, and when firmly in position I glued some short lengths of $\frac{1}{8} \times \frac{1}{16}$ stripwood (at about two inch intervals) to the dockside to represent baulks of timber: these are to prevent damage to both boats and the dock face.

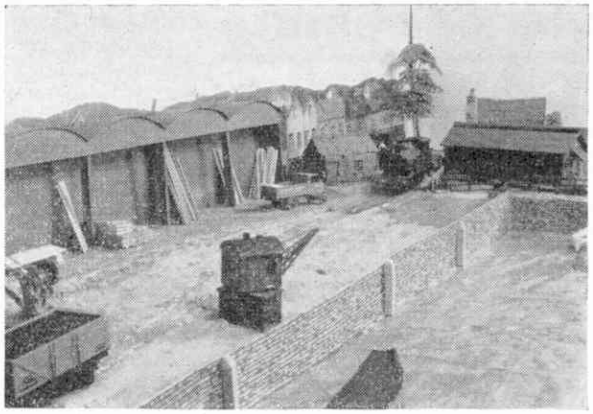
With the track laid and the dock walls finished, the next job was to mix a supply of plaster. Altogether, I used 1½ small packets of Polyfilla! It was mixed to the thickness of cream and using a small



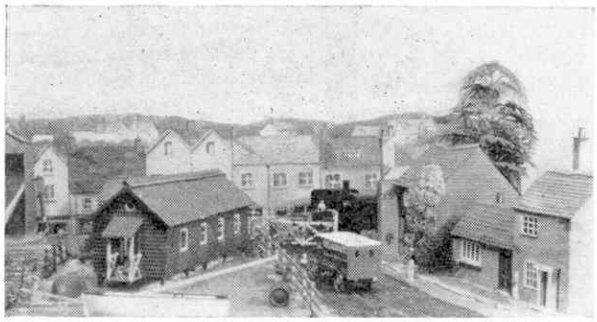

*The amazingly small number of components needed to achieve the realistic scene depicted on these pages is emphasised in the designer's sketch below*



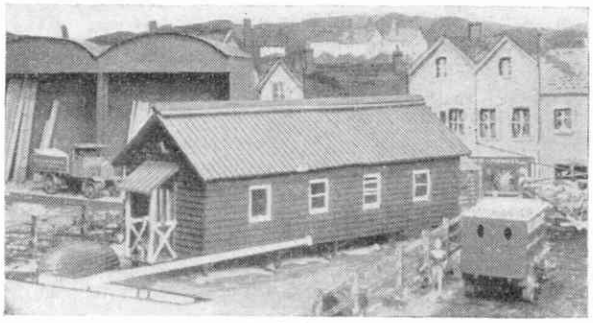
*Bird's-eye view showing the 'clean' pointwork*



*The dockside steam crane adds much interest*



*The cottages are simple yet full of character*



*Realism is the result of observation and patience*

trowel and a 1 inch paint brush, I spread it all over the base-boards and over all the track, *except* the point; this was kept clear of all plaster, from the frog to just past the tip of the point blades. All moving parts and inside the check and wing rails must be clear, for the passage of traffic in any direction, also the insides of the point blades where they meet the running rail, for the continuity of the electric current.

With the brush slightly damp, it will be possible to level out the plaster so that it covers all corners and nooks and crannies. For the canal, tamp the plaster with the edge of a piece of $\frac{1}{2}$ inch insulation board; this will give just about the right effect of wind-ruffled water.

## Buildings

All the buildings on this section have been built from wood and Plastikard. The first and largest building is the machine shop where the timber is made into various mouldings; doors are also manufactured. The complete building is just a blank shell of Plastikard, except for the roller shutter door over the rails and the large boards, the former is scribed $\frac{1}{32}$ inch ply whilst the latter is plain card. The second building is the band-saw shop for cutting logs into planks, both these structures were covered with stone paper. Next are the timber storage sheds, easily recognised by the curved roofs; again these are entirely of Plastikard and cut from one sheet, the whole painted a dark grey and small pieces of timber stacked inside.

The gate house and boating club house are made of thin wood, and the two houses across the road are likewise built from Plastikard.

The locomotive and two wagons in the photographs are Hornby-Dublo, the lorry and van are Lesney's Yester-Year models. The horse-drawn van is Slater's, the steam crane and pedestrians are from Playcraft, and the hand crane is from the G.E.M. range.

There's such a lot that you can do with that odd corner—I hope my suggestions may, perhaps, set you thinking and *making* your own timber yard.

# DECEMBER DINKY TOY WINNERS

BELOW is a list of fifty names of readers whose entries for last month's 'Silhouette' competition were the first correct answers to be selected by the Editor. If your name appears in this list, then write on a postcard to: *Silhouette Prize, Meccano Magazine, Thomas Skinner & Co. Ltd., St. Alphage House, Fore Street, London, E.C.2,* and claim your FREE Dinky Model Vauxhall Victor Estate. If your name does not appear in this list, even though you entered for the competition, don't be too disappointed—try again!

*R. Ackroyd,* Clarewood Drive, Camberley, Surrey. *A. N. Baby,* Newbold Avenue, Chesterfield, Derby. *S. Barker,* Camden Park Road, Chislehurst, Kent. *N. Bascendale,* Freshfield Road, Formby, Nr. Liverpool. *D. T. Bath,* Duntish View, Pulham, Dorchester, Dorset. *M. Bowden,* Docking, Kings Lynn, Norfolk. *B. L. Broughton,* Reeves Way, Peterborough, Northants. *Simon Brown,* Gordonbrae, Berry Hill Park Estate, Mansfield, Notts. *Richard Cooper,* Holyoake Road, Mapperley, Nottingham. *R. H. Crane,* Brighton College, Brighton, 7, Sussex. *Mervyn Cripps,* Kingsbury Street, Marlborough, Wilts. *Eric Dash,* Shrewsbury Road, Forest Gate, London, E.7. *J. Davidson,* Branxton Farm, Dysart, Fife, Scotland. *A. Davis,* Budshead Road, Whitleigh, Plymouth, Devon. *Hugh Decker,* Burnt Oak, Broadway, Edgware, Middx. *Master A. Desrousseaux,* Dugdale Hill Lane, Potters Bar, Herts. *Steven Freedman,* Ashley Close, Hendon, N.W.4. *Arthur Gidlow,* Montrose, Gugers Road, Freshwater Bay, Isle of Wight. *Malcom Gilloch,* Normansire Drive, London, E.4. *Stephen Grundy,* Waltwaite, Chapel Style, Ambleside, Westmorland. *Keith Harrison,* Morar Road, Dukinfield, Cheshire. *Peter Norman Hough,* Glastone Street, Winsford, Cheshire. *J. Hughes,* Burlington Road, Midsomer Norton, Nr. Bath, Somerset. *Michael Jones,* Little Bookham Street, Gt. Bookham, Nr. Leatherhead, Surrey. *Timothy Kingdom,* Fern Drive, Taplow, Nr. Maidenhead, Berks. *M. Lishman,* Havelock Road, Windermere, Westmorland. *C. Malein,* Wood Lane, New End, Astwood Bank, Redditch, Worcs. *Richard John Mansell,* Amesbury, Wilts. *S. Meakin,* Whitehayes Road, Burton, Christchurch, Hants. *Andrew K. Miles,* Pearsall Road, Longwell Green, Bristol, Glos. *P. Mitchell,* The Ridgeway, Ruislip, Middx. *P. Nixon,* Quarrendon Road, Amersham, Bucks. *C. Pakes,* Douglas Road, Worsley, Lancs. *John Parsons,* Hall Lane, Upminster, Essex. *Paul Parry,* Pipers Lane, Hoole, Chester. *John Richards,* Glan-Yr-Afon Gardens, Sketty, Swansea, Glam. *M. Sibbit,* New Church Lane, Ulverston, Lancs. *D. Simpson,* Eastwood Avenue March, Cambs. *Gordon Simpson,* Croudhurst, Kent. *John Smith,* Peterhead, Aberdeenshire, Scotland. *Peter Sneller,* Woodstock Road, North St. Albans, Herts. *Roger Taylor,* Stanhope Road, Longwell Green, Nr. Bristol. *S. Thomas,* Leander Road, Thornton Heath, Surrey. *B. Turner,* Walton Crescent, Llandudno Junction, Caerns, N. Wales. *Francis Volans.* Barrow-on-Soar, Loughborough, Leicestershire.

*The names of winners from Overseas will be printed in next month's issue.*

OVERSEAS WINNERS COMPETITION F

*Symul Pierre-Francois,* rue Bonry, Rotheux-Rimiere, Province de Liege, Belgium. *M. Blitz,* Rusthoflaas, Rotterdam 11, Netherland. *John Heilwig,* Kim Street, Sarnia, Ontario, Canada. *M. K. Jackson,* Clair Logis, Noirmout, St. Brelade, Jersey, C.1. *Gino Serra,* Corso Regina, Maergherita 187, Torino, Italy.