Above: The completed Class 150/2 DMU makes an impressive sight in modern Anglia Trains livery (not yet carried by any prototype units) displayed on Barrie Walls' Wallsea layout. MARTIN BARNWELL.

multiplied. When you are satisfied with the spacing, the windows and doors should be cut out with a sharp blade. I always keep a fine oilstone handy with which to wet the blade at regular intervals. Remember to measure thrice, check twice, cut once. If, like me, you still get it wrong, go back to 'Forming the body'.

Internal stiffeners

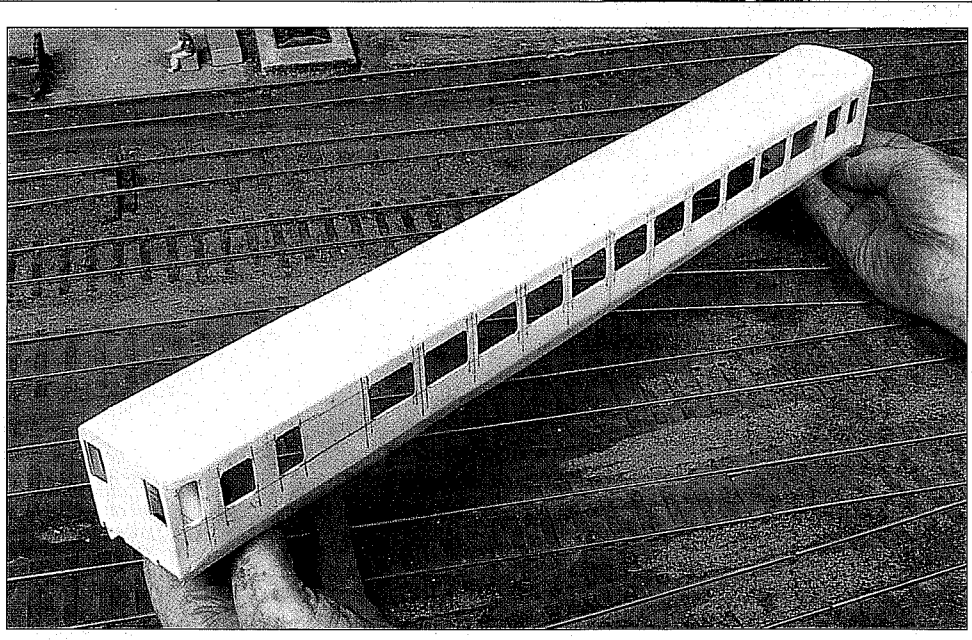
The layout of the internal partitions will be governed by the prototype arrangement. 40thou Plastikard is quite satisfactory for these. Some of these partitions should be taken up to the profile of the roof but it is not necessary to do so with all of them. Which ones are taken up to the roof is up to you but I generally find one or two at each end adequate. The ceiling stiffener will provide sufficient strength if properly fixed with Mek-Pak or the like.

The ceiling stiffener, quite simply, runs between the partitions and it is surprising how much rigidity this imparts. The bodyside stiffeners also utilise 40 thou styrene and are packed off the bodyshell by a suitable thickness of styrene at head, midrail and bottom (see figure 1). The actual amount will depend on the prototype and the body profile. A bit of thought should be given to this and may be easily worked out using the cross-sectional drawing. Don't forget to allow for the thickness of the body (½mm) and the stiffener (1mm) and remember to leave a groove for the glazing.

The ends

Now we come to the difficult bit where patience is needed. The end is of sandwich construction consisting of two layers of 20thou Plastikard packed out with vertical 20thou strips to allow the glazing to be slid in from the bottom.

The bodysides are lightly scored along the vertical fold line and gently folded inwards to the required shape. These fold lines should then be reinforced internally with 10thou Plastikard before they split. The bodyshell also has V-shaped notches cut out on the centreline of the roof, at what would be cantrail level if there was one and at the tumblehome (see figure 2).



Above: The Class 153 body after marking and cutting out the windows, which must be done against a former placed inside the body. MARTIN BARNWELL.

Glue the end into position starting with sides. Fix with Mek-Pak or similar first to allow for minor adjustment, then when satisfied reinforce with cyanoacrylate adhesive. Next, glue the roof, ensuring that the end is centrally positioned. Force the curved corners into place and fix with cyanoacrylate and leave to set.

When set, 10thou Plastikard should be fixed internally to the V-shaped cuts and any holes or imperfections filled with Milliput. Again leave to set. When completely hard this may be filed and sanded to shape.

Detail

This, of course, is up to you depending on your chosen prototype. The advantage (or disadvantage, depending on your point of view) is that with current rolling stock a visit to the railway will provide you with all that you will need. Checking a point of detail is therefore no problem and it is usually more a case of what to leave off. Gone are the hours spent over old photographs which invariably show everything except that which is required.

Glazing

The side windows are glazed with 10thou clear Plastikard. They are slid upwards into the groove at the head of the window and then dropped into the groove at the bottom. A dab of glue may be necessary depending on the tightness of the fit. Don't forget to allow sufficient depth of groove at the head to allow for this method of glazing.

Painting

With the privatisation of the railways the permutations seem endless. I have finished my