

Bob Telford Ashover railcar

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In 2019, the 009 Society held a contest for building a railcar using an Ashover coach. I have done that previously (described elsewhere), building a model using Bert van Rhijn's design, which I didn't send in for the contest.

One of the contestants was Bob Telford. He made a charming little railcar and was awarded second place. Sven van der Hart felt inspired and in cooperation with Bob created a kit, consisting of etched brass and resin parts. I fell in love with the design, took the plunge and ordered the kit, having had some experience of etched brass construction and having built two steam tram loco kits by Sven.

To be honest, this kit was a challenge to build. The trouble started with the side walls which have no less than 7 layers and parts. Soldering these together using a flame was the devil of a job – you need to take care they won't shift during the soldering process. I didn't quite succeed, the result of which was that they didn't quite fit the end walls. Some improvisation and cutting of corners eventually resulted in something presentable.

Even after fitting the four walls together, the next challenge crops up – fitting the base plate into the body shell. Luckily the interior dimensions were correct, so the bottom could be fitted in place, but it went astray once more during soldering. The carefully fitted side walls became unstuck due to the heat of the flame. Eventually I used a soldering iron to cure that.



This provided the starting point for further assembly – albeit with blood, sweat and tears and not a little bad language. The next item was assembling the roof, which I regret to say consisted of resin parts all rather warped. The only idea I came up with was immersing them in hot water to straighten them out. This initially seemed to work, but after cooling down they reverted to their old warped shape.

In consequence I decided to build the roof using styrene, the same way I did when building the Ashover carriage. This had a styrene roof sheet which needed to be curved around a tin can of a type unavailable in this country, which then needed to be filled with hot water. Well – I didn't succeed, so I stuck three layers of styrene together and sanded these to the desired contour. The clerestory was made the same way.



Finally I fitted all the loose parts. I was left with some clear styrene for the windows which I couldn't fit – Sven told me these had to be inserted between two etched layers of the walls, but thanks to my fumbling these had been soldered together. So I made new ones and stuck these on the inside, reasoning that no one would notice anyway. Eventually the model had been completed and fitted with a Kato 11-103, a sound decoder and lights. I'm not sure it was built as Sven intended, but I think it doesn't look bad and it runs impeccably. To complete the job, I built an Ashover coach as intended, and painted it the same way as the railcar itself. Railcar and trailer make a pleasing combination.

