

## Livery and Painting Notes by Charlie King who painted and weathered E 8619 the Green Liverpool Street Pilot

### Connoisseur Models J69 'Buckjumper'

The locomotive represented by this kit was built to GER order S56 in 1904 which were the penultimate iteration of a large class of locomotives dating back to 1886.

This batch of twenty engines were intended for passenger work hence being fitted with Westinghouse Brake from the outset and later being additionally equipped with Vacuum Brake under the LNER.

### The Liverpool Street Station Pilot.

Outshopped from Stratford Works in January 1948 as E8619 the loco carried a hybrid late LNER green /early British Railways livery which it kept until a works visit in May 1953.



Colour photo: [https://www.steve-banks.org/images/historical/CCQ\\_slides/j69\\_e8619\\_1951\\_4\\_n\\_woolwich\\_1500\\_1000\\_72u.jpg](https://www.steve-banks.org/images/historical/CCQ_slides/j69_e8619_1951_4_n_woolwich_1500_1000_72u.jpg)

Now numbered 68619 on the bunker and with the first British Railways emblem on the tank sides and in plain black livery the engine returned to service in June 1953. Although having lost its elaborate livery, she was generally kept well cleaned.

In February 1957 Stratford repainted 68619 into fully lined black and with the British Railways crest on the tank sides but, important to note, with the lion facing the wrong way!





Finally in September 1959, the loco appeared in a representation of its original GER blue livery, fully lined out and with handrails and pipework polished. In this livery, photos would indicate that the balancing pipe on top of the tanks was finished polished copper, and it seems that this could also have been the case when the loco was in its previous fully lined black.

68619 was withdrawn on 30 October 1961 and sadly cut up at Stratford where it had been built over 55 years earlier.

Colour photo: <https://www.gersociety.org.uk/images/2023/10/11/68619-liverpool-street-g.png>

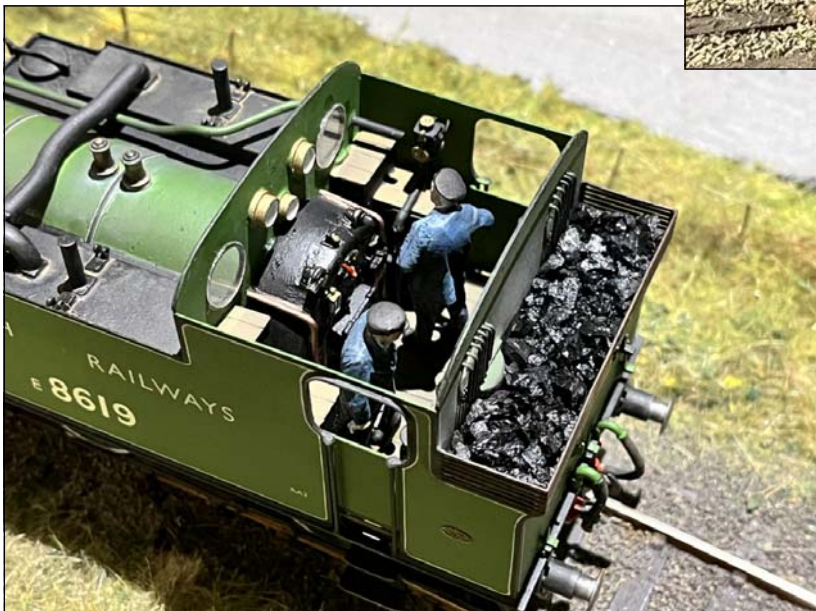


### Notes on Painting E8619

I received the model ready built with the frames already painted black. If you wish to paint your model in this elaborate livery you might want to consider the following :

Painting buffers, Vacuum and Westinghouse pipes as separate items fitting these after painting and lining the buffer beams fixing in place with good quality cyno. Carefully drilling the vacuum and Westinghouse pipes and adding a short pin of 0.7mm brass wire helps located each part and strengthens the joint. The respective holes can be drilled in the buffer beam while it is still on the fret which makes it all easier to handle.

Westinghouse pump painted and lined as a separate item. Again, adding a couple of locating pins from brass wire and drilling the tank front before assembly locates and strengthens a glued joint.



The cab interior is a one-piece casting. This could be fettled to make a sliding fit into place once painted.



The sample model is finished as follows:

### The Frames

With the wheels removed I weathered the chassis using enamels. A mix of Precision Paints frames dirt, weathered black, Humbrol matt Black 33, leather 62 orange 82 are airbrushed, colour washed and dry brushed to give an "in use" appearance using photos as a guide. Take your time and allow each application of paint to dry before adding another effect.







### **The Bodywork**

Main Body and Wheels Precision LNER Doncaster Green.P50

The black parts are Revell SM302 or Humbrol 85 satin Black

Buffer beams are Precision Buffer beam Red P993





Cab roof inside is Cream P117 with a touch of white Revel SM301 added to lighten the colour.

Cab floor is Humbrol 110

Lining is done with a bow pen. Fresh paint always works best but if you need to ease your paint to help it flow better add few drops of lighter fuel to the paint and stir it in well. To help getting curves and corners right use simple plasticard templates.

Lining the tank fronts, boiler bands and the bunker back can be made easier by making up your own transfer lining.



Photos show the cab front is lined and in the absence of information to the contrary I lined the back as well.

Cut a piece of plain transfer sheet and fix it to a flat board with masking tape. Airbrush with the body colour and when thoroughly dry draw in your various lines.

Fox Transfers

FRH 7000 "BRITISH RAILWAYS"

FRH7008/C6 Early non standard 6's & 9's

FRH 7008/10 10inch numbers

FRH7014 for "RA2" route availability

Gill Light "off white" Alphabet sheets in 2 & 3mm for buffer beam lettering and numbers and the "E" prefix.

To finish, the 30A Shed plate and LNER works plate came from Light Railway Stores Custom Etching service.

Plain transfer sheet can be bought from Hannants of Lowestoft ask for XCD Xtradecal Clear Sheet.

Fox Transfers do various LNER linings sheets if you prefer to use these instead of a bow pen. You will have to carefully paint up to some of the black edge linings with a fine brush.

Although locomotives reserved for station pilot duties were usually kept clean, this is relative to other locomotives. Steam engines do get dirty, so I finished the model in a weathered condition based on photos of the real thing that appeared in the colour album "On Great Eastern Lines" by Peter Swinger. The same photo appears in Railway Liveries BR Steam 1948 -1968 by Brian Haresnape.

Fox Transfers Ltd, Unit 5 Priory Business Park, Wistow Road, Kibworth, Leicestershire, LE8 0RX.  
Tel 0116 319 4950. [www.fox-transfers.co.uk](http://www.fox-transfers.co.uk)