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ISSUE 290

Rail

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Next Month: There are some things in the Garden Railway community which are simply not mentioned in polite circles, and one of those, possibly, is the most useful of working wagons, the power truck. Dave Skertchly plucks up the courage to mention the unmentionable.



VIEW FROM THE END OF THE PLATFORM



The best garden railway in the world?

A trip to the East Anglian Garden Railway show a few weeks ago provided a welcome break from staring into a computer screen. I like Bressingham and the show is always worth a look with excellent trade and plenty of chatting to be done.

Sadly, the hall is a bit dark for reasonable photographs so I can't bring you lots of indoor pictures, but this isn't the only entertainment for visitors to enjoy.

Outside, there is the sort of serious garden railway that I suspect many of us would love to own, 2ft gauge and running for a considerable distance around the extensive grounds. If that isn't enough, there is 10 ¼ and 15 inch gauge lines plus some standard gauge.

Being an enthusiast (or nosey, I have the name for it) of course, I can't resist poking around the scruffier parts of the railway. The running sheds are home to some very interesting rolling stock and quite a few buildings that would make interesting and different models for our garden lines too. I did take photos of the nice, interesting and shiny steam locos, but my favourite is probably "Ivor" on the 15 inch gauge line. He's very much the oddball tiny loco I like to build, but full size.

There are plenty of parallels with our lines too – the 2ft track is based around a circuit. Nowadays, trains run because

Ivor - Built in 1979 by Frezne Engineering, Ivor is the works locomotive for the 15 inch gauge line. He isn't a great beauty in the classical sense, but has an air of purpose about him. Possibly not what anyone forced to drive in the rain might say though!



Fernilee – Once operated by Stockport Corporation Water Works, Fernilee moved to Bressingham in 2017 after the closure of the Penrhyn Quarry Railway in North Wales. Certainly one of the more unusual vertical boilered locomotives I've ever seen, modellers would have to be keen on a challenge to take it on as a prototype.

they provide entertainment rather than any "proper" roll and the whole thing gives a lot of people a lot of pleasure. At least it does judging by the happy faces and full carriage all day. If that wasn't enough, there are even goods trains run just for fun.

First laid in 1965, the line has been moved and revised many times, not unlike Chris Morris's Quinton Line on page

6, eventually finding a permanent plan. Mind you, Alan Bloom will have had a bigger job than we do shifting track!

Like us, they also build their own locomotives – 1995 seeing "Alan Bloom" first take to the rails on the 10 ¼ gauge railway, thanks to all the work by the in-house engineering staff.

You can find out more at: www.bressingham.co.uk ■

George – Built in 1909, quarry Hunslett George Sholto originally operated under the name Bill Harvey. Like Lloyd Edwards on page 34, the staff have modified the body, adding a cab in 2011.



Drum wagon – We've featured a lot of oil drums in our product news in recent months. If you have a skip wagon chassis and can knock up a palette, here's a prototype for an interesting model.

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The Quinton Line



The evening Zephyr hauled by the extremely shiny EMD E8

Chris Morris might have started with LGB, but then the American bug bit him and things developed from there.

EARLY DAYS

My garden railway started in 2003. Like so many others it started very began with an LGB toy train diesel and a dogbone shaped continuous run made from second hand track. Power came from an old H&M controller placed in the nearby shed. This made for a cheap start to something that I had wanted to do for some years but had pretty much decided was too expensive for me.

I had seen, and been very impressed

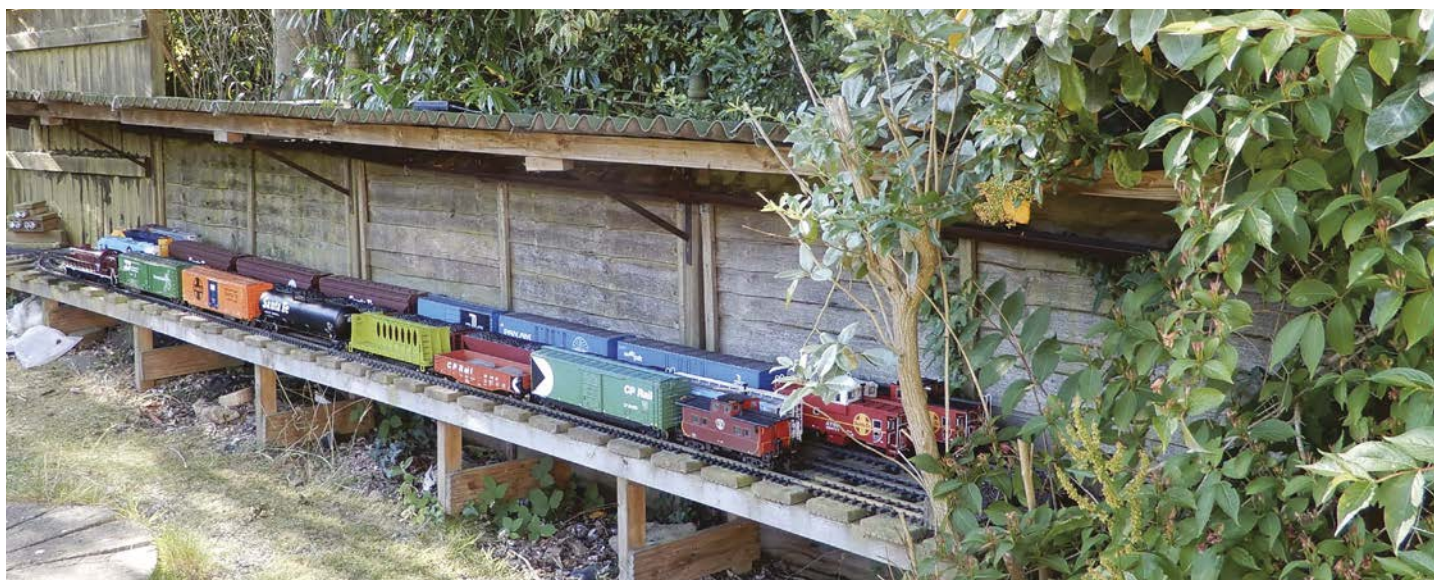
with, the range of USA Trains diesel locomotives. I had only followed UK railway practice up to this point but I had always liked the look of the real US diesels and thought the USA Trains models captured the look very well. I was lucky enough to be given a USA Trains SD40-2 as my Christmas present that year. This loco was purchased secondhand and was so good that I decided to concentrate on building up a garden railway based on US diesel practice.

TRACK DEVELOPMENT

During the summer of 2004 the track was extended and a passing loop was added. Various other developments were tried during 2004 and 2005. The ethos behind the design of this railway was that it must always remain a garden with a railway and the railway should not be the dominant feature.

The biggest development happened

The covered storage sidings. The green roofing is almost unnoticeable in the garden.





in Spring 2006 when the line more than doubled in length. This was a major landscaping project which involved lifting a large area of lawn and completely reshaping the land to suit the requirements of a garden railway. I did all of the work by myself with the aid of nothing more than a spade and a spirit level; it took quite a few months. Since then sidings have been both added and removed and various re-alignments have occurred but the overall plan remains similar to this day

LAYING THE TRACK

Initially the track was laid on a very simple bed consisting of a weed mat covered in horticultural grit. This worked very well on flat ground and is a great way to start as track can be laid quickly and designs can easily be changed.

As the track layout became more settled the base was improved which helped to provide smooth running. This now consists of bricks laid on sharp sand and held in place with concrete.

A thin layer of sand and cement mix is used on top of the bricks to provide

the track bed. I try to form a little ridge on each side of the track bed to help keep the horticultural grit that I use for ballast in place. There are of course gaps at strategic places to allow water to drain away.

At the stations where a wider track bed is required paving slabs are used rather than bricks.

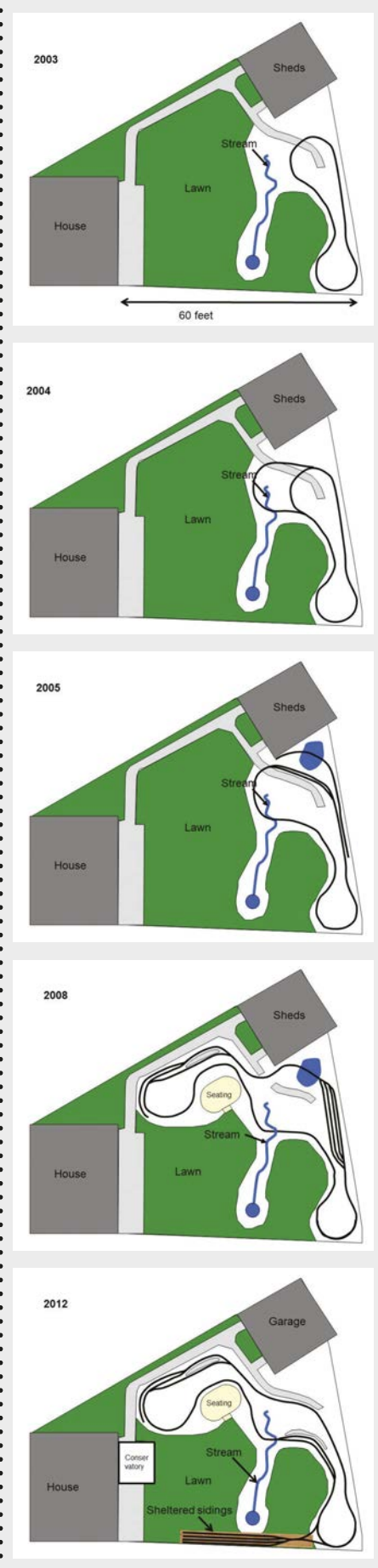
Gardens are never as flat as they look gradients are almost inevitable on a garden railway. I have a ruling grade of 1 in 50 which allows me to run reasonable length trains. I achieved a consistent gradient by attaching a piece of wood to one end of my spirit level so it would show level when I had the required gradient.

TRACK DESIGN

The track design has ended up as a continuous loop with storage sidings coming off the loop to allow end to end running. This gives me the best of both worlds. I can sit in the sun and relax as a train goes round and round or I can operate it like the middle section of a single track branch line. The storage



The desired effect, a pretty garden with a railway.



RDCs on the morning commuter run.



A brace of Rock Island GPs haul the loaded coal train down the line.

sidings have access to the continuous run in both directions.

In the UK we often have summer days that are nice in parts but spoilt by the odd shower. I don't like my stock to get wet so I added a roof to my storage sidings. I can now get four trains out on track knowing that should an errant shower occur I simply drive the trains under the cover of the shelter until the rain has passed. I made the roof from green coloured corrugated roofing. After a few years of growth of the surrounding greenery my storage sidings are not too obtrusive.

The continuous run is a single track with two passing loops. This forces me to plan train movements in order to get trains to the right place and makes running trains more interesting than would be the case with a double track circuit; in other words it increases the play value.

RUNNING AND STOCK

I now have two main sets of stock. My early love of US diesels remains and I have a nice collection of 1:29 scale stock built up over the years. Many of the items were picked up from eBay at good prices over the years. Prices seem so much higher nowadays.

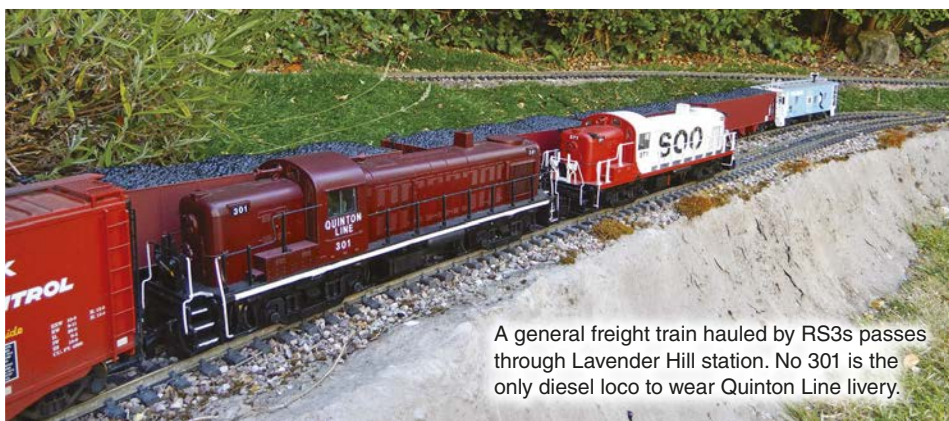
The scenario I use for this stock is that the Quinton Line is a current day short line. At one end of the branch there is a connection with a class 1 railroad. The garden depicts two intermediate stations.

Tower is the first station. It boasts a reasonable sized station building and a church, both Piko Las Cruces style kits.

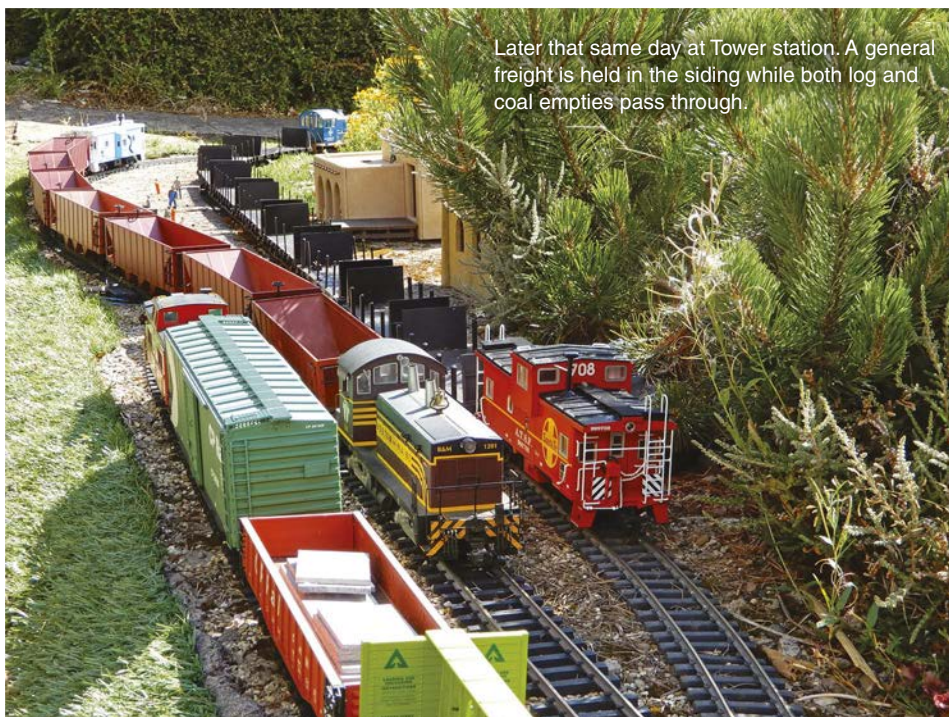
There is a passing loop and a siding. This station was built in order to allow folks to visit McDonald's Folly,



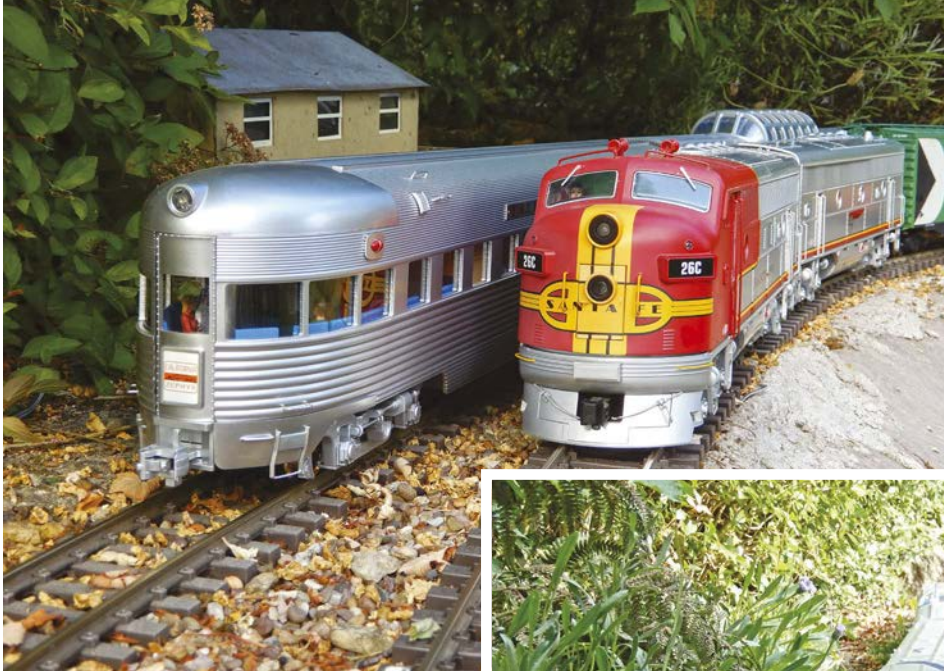
Left: The coal train passing through Tower station. SD40-2 is taking logs up the branch for processing and the PPM 50 is waiting its next call of duty. The PPM 50 is 1:29; exactly the same scale as the two US diesels.



A general freight train hauled by RS3s passes through Lavender Hill station. No 301 is the only diesel loco to wear Quinton Line livery.

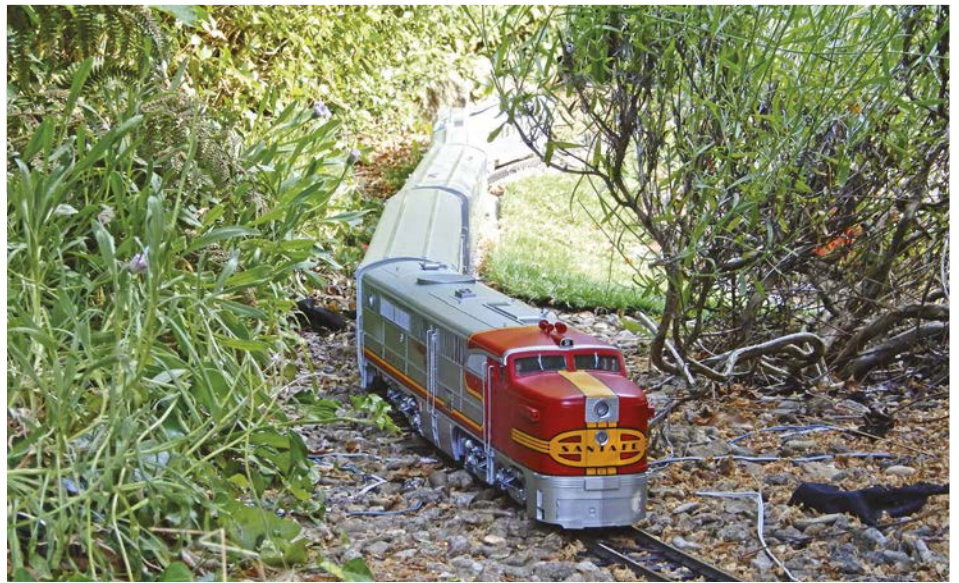


Later that same day at Tower station. A general freight is held in the siding while both log and coal empties pass through.



Tail of the Zephyr at Lavender Hill as an F3AB unit hauls a down freight.

Zephyr in the woods. This time hauled by a PA1



a replica of a ruined castle tower built to provide work for locals during the great recession. There really are few such follies in the USA.

The second station is called Lavender Hill. This is another passing place with a station building and a long platform serving just one of the two tracks. The station building here is scratch built and inspired by the station at Santa Barbara.

My freight trains run for a purpose (in my mind anyway). Empty coal trains go up the branch to the coal mine and return full. Logs trains are taken up the branch to the fuel processing plant and return empty. The fuel processing unit turns timber into fuel pellets than can be burned in coal fired power stations. In this way the fuel used is classified as renewable energy rather than fossil fuel. At least one such plant has been built in the USA. The pellets are taken back down the line for onward movement to the docks in grain wagons. The line also has a number of box cars in use for general freight.

Being a short line all the locos are old and were bought secondhand. The owner of the line is keen to preserve the US railway heritage and so the locos are

all painted in the colours of fallen flags. How can a short line afford to do this you ask? Well the local technical college runs courses on bodywork repair and the Quinton Line is only too pleased to let the students practice paintwork skills on their locos.

The use of railways for transit (moving people) is growing in the US. The Quinton Line purchased a couple of RDC units and restored them to Santa Fe colours in order to be able to provide a commuter service along the line. These are supplemented by a Parry People Mover 50 which has been imported from the UK. The PPM 50 is much more economical to run and so is ideal for services during the day when

passenger numbers are light.

On some summer evenings the Zephyr passenger train is run. This is a beautiful train pulled either by a Burlington liveried and very shiny EMD8 or a Santa Fe PA1. It provides extra revenue for the short line and gives people a chance to sample the golden age of US Railroads.

So you see the whole railroad makes perfect sense!

The second scenario is purely and simply a tourist line. For this US steam locos are used from the Bachmann range. Mostly the smaller ones converted to battery radio control but also including a Connie and a Shay to handle longer trains.



Shay on tourist train.



Connie "Nazneen" arriving at Lavender Hill



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Top Left: 0-4-0 shunter "Shan" negotiates the link from the running line to the storage sidings. This link takes up surprising little space.

Above: Tourist and quarry trains at Lavender Hill.

Left: "Shan" crossing the stream.

the grit seems to keep disappearing from the wagons...

CONCLUSION

Building this layout of the years has been a great experience. The railway is now mature and I don't expect many significant changes in the future. I have often considered expanding but I always come back to Cyril Freezer's comments about the "desirable maximum". There is a point where the effort required to maintain what you have becomes greater than the pleasure you get from having it.

I have done so much more than I ever thought possible, especially in regard to landscaping the garden and then keeping a relatively tidy, colourful garden. The garden was never like this before the railway. ■

I have built some open top cars to go with the Bachmann coaches and include a caboose or two in these trains, after all, the guard needs to have somewhere for his work.

A number of US tourist railways have built open coaches from old wagons and run cabooses in their trains. I think they charge extra to ride in the caboose. The last four open coaches have been

built to withstand the keen attentions of my two year old grandson so strength rather than detail is the order of the day. The people are held in place by Blu Tack in order to allow play value.

Just to add interest in this scenario I also run a diesel hauled train of hoppers, usually empty one way and full of horticultural grit the other. My grandson especially likes this train but



Before . . .

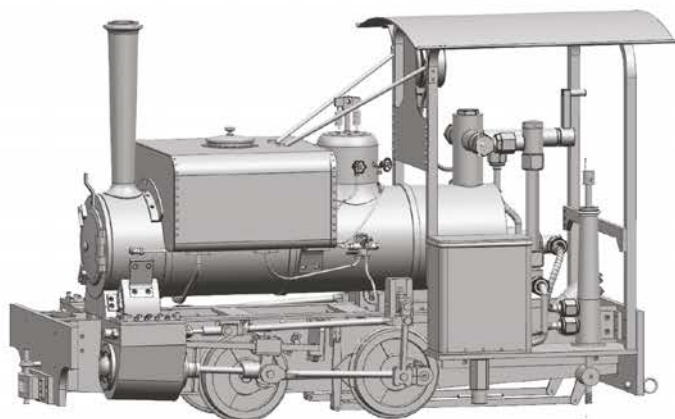


During . . .



After . . .

KENT GARDEN RAILWAYS



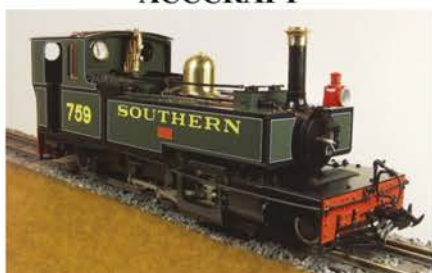
KERR STUART 'WREN' 0-4-0T IN 1:13.7 SCALE (7/8th in: 1 ft.)

Accucraft Trains in association with KGR are pleased to announce this new locomotive in 7/8ths" to the foot (1:13.7) scale live steam.

Our model is based on the 2' gauge 'new type' Kerr Stuart Wren developed in 1915 with inside frames, Hackworth valve gear and cast-iron wheels fitted with steel tyres.

The model is internally gas fired and has slide valve cylinders with working Hackworth valve gear. The boiler is fitted with a water gauge with blow down valve, lubricator and pressure gauge. It will be available in 45mm gauge (gauge 1) only. The model will be available in black, blue, green and red and is priced at £1650.00. Orders being taken for delivery in 2019.

Check out the extensive listings of "in stock" items and special offers in our online shop
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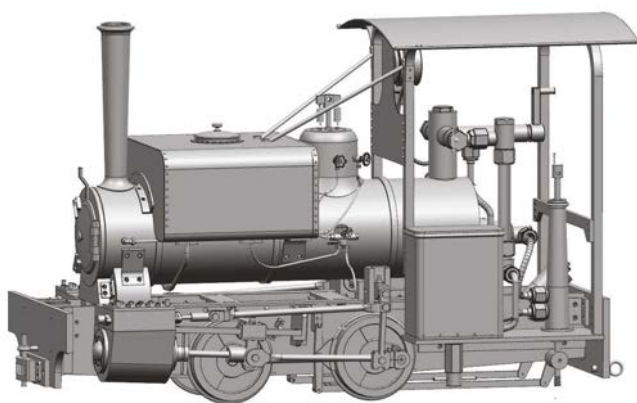
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NEW FOR 2019 – KERR STUART ‘WREN’ 0-4-0T IN 1:13.7 SCALE (7/8THS IN: 1 FT.)

We are delighted to announce our next adventure in 7/8ths”, the much-requested Kerr Stuart ‘Wren’ 0-4-0ST. In the UK the model has been produced in association with Kent Garden Railways and will only be available from them or direct from Accucraft (UK).

Kerr Stuart produced 163 ‘Wren’ type locomotives before they ceased trading in 1930 and a further four were constructed thereafter by Hunslets. The ‘Wrens’ owe their origin to the ‘Buya’ class of 1903 although the type encompassed a huge number of variations including inside and outside frames and inside and outside valve gear. Our model is based on the 2’ gauge ‘new type’ developed in 1915 with inside frames, Hackworth valve gear and cast-iron wheels fitted with steel tyres. In due course ‘Wrens’ were sent around the world, many to Africa and Asia whilst in the UK they found homes with



construction companies and the MoD. Half a dozen ‘new types’ have been preserved, five of them in the UK.

The model is internally gas fired and has slide valve cylinders with working Hackworth valve gear. The boiler is fitted with a water gauge with blow down valve, lubricator and pressure gauge. It will be available in 45mm gauge (gauge 1) only.

The model will be available black, blue, green and red with a UK RRP of £1650.00.



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1:13.7 Bagnall 0-4-0ST



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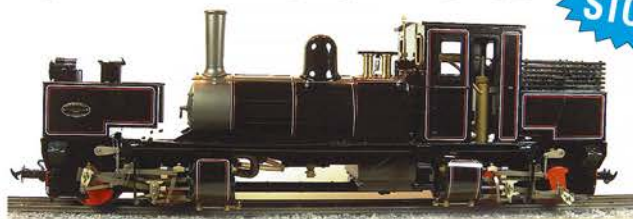
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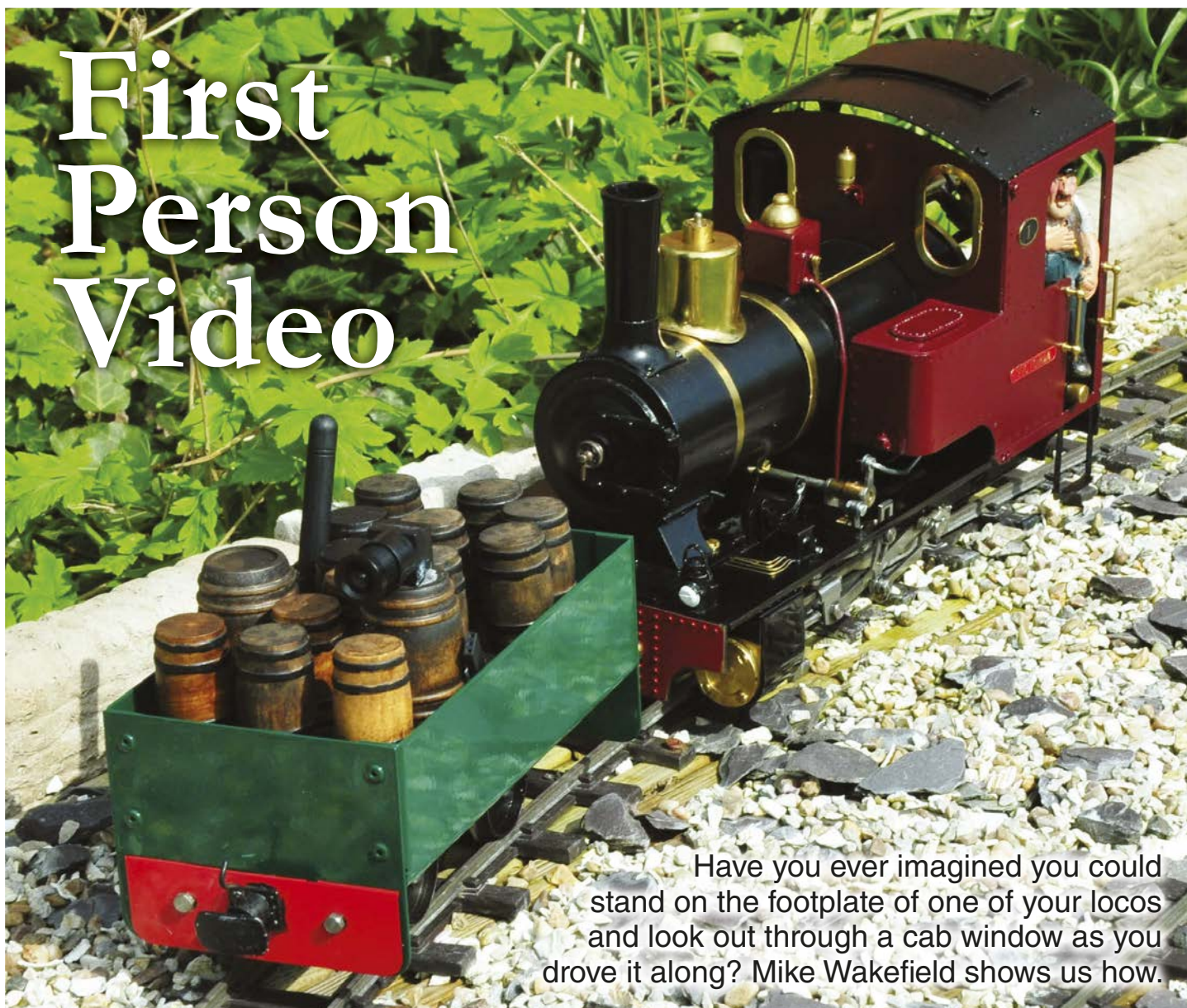
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First Person Video



Have you ever imagined you could stand on the footplate of one of your locos and look out through a cab window as you drove it along? Mike Wakefield shows us how.

FPV stands for First Person Video and is a technology used to control a radio-controlled vehicle from the driver or pilot's view point. It's usually used to pilot a radio-controlled aircraft or other type of unmanned vehicle. The vehicle is controlled remotely from a first-person perspective via an onboard camera,

radio-linked to video goggles or a video monitor.

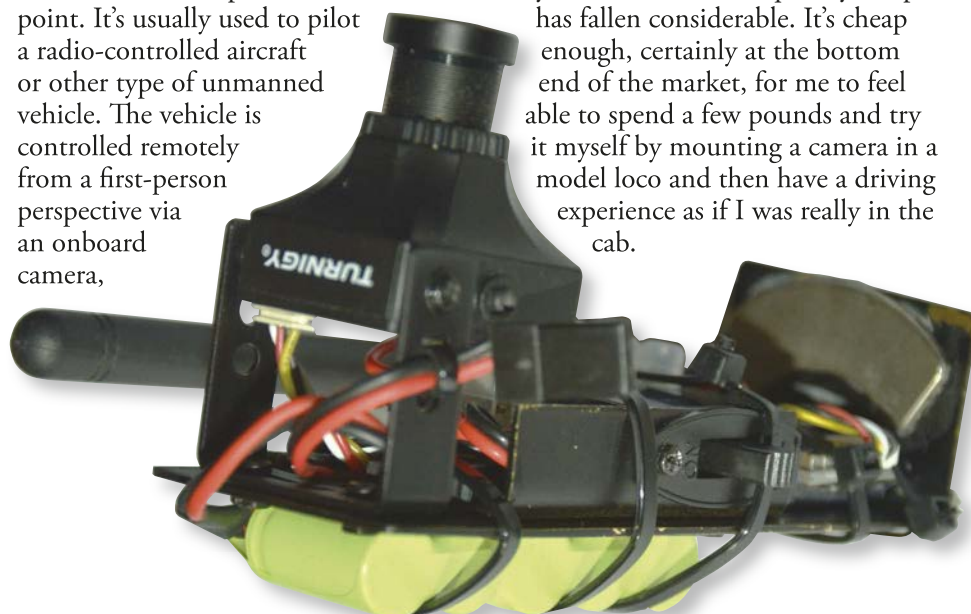
FPV has been around for a number of years now and consequently the price has fallen considerable. It's cheap enough, certainly at the bottom end of the market, for me to feel able to spend a few pounds and try it myself by mounting a camera in a model loco and then have a driving experience as if I was really in the cab.

Mike's current project uses a camera located in a wagon.

For FPV to work you need some basic pieces of equipment:

- A small camera designed for the job.
- A transmitter with the appropriate aerial.
- A battery to power the camera and transmitter.
- A receiver with the appropriate aerial(s).
- A screen to display the image.
- A battery to power the receiver and screen.

When I started to look further into the subject, I quickly felt overwhelmed



The camera and transmitter setup showing everything held in place with cable ties.

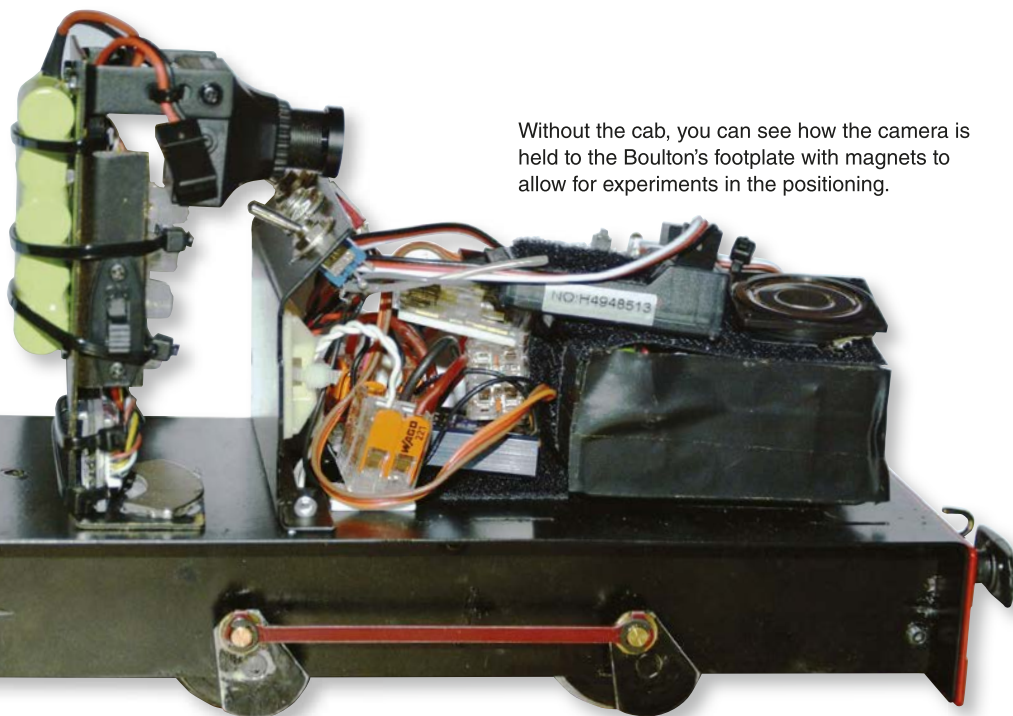
by the sheer variety of equipment available, so I decided to set some limits. I opted to restrict myself as follows:

- Working within a limited budget, a transmitter and camera must cost no more than £10 each.
- The equipment must be stand-alone and not share any battery already fitted to the locomotive.
- The transmitter and receiver must use the 5.8GHz frequency so eliminating the possibility of interfering with existing R/C equipment operating the loco.
- The transmitter and camera must operate satisfactorily on around 6 – 7 volts as, for power, I would be using an existing 230MAh, 5 cell, Ni-MH battery.

The first item I selected was a Sony camera as it only weighs 60 grams, measures 80mm by 80mm by 35mm, and comes complete with the necessary cables plus mounting bracket from the Hobby King website.

The transmitter was a rather harder choice as they are available with a whole range of power outputs, varying from 25mW through to 600mW. I was aware that no matter what the power output, the aerial would be the same size, so a physically smaller transmitter wouldn't save much space. I was also aware that the 5.8GHz frequency is pretty well line-of-site so a more powerful transmitter should mean I could keep a good signal when the loco went into a tunnel. On the other hand, the greater power, the faster it would drain the battery. In the end, I bought three transmitters of different power ratings (25mW / 200mW / 600mW) so I could experiment a bit and none cost more than £10.

The type of receiver was determined by choosing between a video monitor or video goggles. I opted for the latter as they come with a video monitor, receiver, rechargeable battery and



Without the cab, you can see how the camera is held to the Boulton's footplate with magnets to allow for experiments in the positioning.



aerials all built into the headset. The price from an eBay seller was just over £30. The only drawback to wearing a headset is what you look like. With the aerials projecting from the headset, to others you appear to be taking part in a one-person steam-punk festival.

Having measured the size of the transmitter and camera assembly, I quickly realised I wouldn't have room for it in any of my steam loco cabs that were fitted with radio control, although it would just about fit on the manual control Brunel's footplate. I therefore decided to fit it

Sadly, with the electrics installed, there's no space for a driver figure.

to my battery powered Mamod Boulton as it had a large cab currently occupied with just a driver figure.

Having chosen the loco meant I could then make a stand of the correct height for the camera to project through the front cab window and have enough space beneath for a transmitter, on/off switch and wiring. I chose to use a screw terminal strip to connect the various wires as it gave me more freedom to experiment with different transmitters.

The batteries were attached to the back of the stand to counteract the weight at the front. Instead of glue or



The transmitters may vary in size but aerials don't.



FPV nearly fits on a manual control Brunel.



To "drive" the locomotive, you'll need a suitable headset with a built in receiver. Not the most stylish bits of clothing...

screws I attached everything to the stand using nylon cable ties.

Rather than screw the stand in place I opted to use a powerful magnet to hold it on the Boulton's footplate. This meant I could slide it around, so making setting up a lot easier. I obtained the magnet from an old computer hard disk drive.

Unlike 2.4GHz radio control kit, you don't have to bind the transmitter and receiver together. Instead, on the transmitter, you set a channel from the 40 available in the 5.8GHz range. Depending on the model of transmitter, this is done either by dip switches or push buttons.

Having assembled the components on the stand I visually checked the wiring was OK, charged the Ni-MH battery, attached the aerial to the transmitter and then switched on. A red LED lit on the transmitter so all seemed well.

I then turned on the headset and pressed the Scan button which made the receiver search through the 40 channels available. After a few seconds it found the video signal from the transmitter

and stopped searching. Time to play trains.

From experience I quickly found the best way to drive the loco was to sit down with the R/C transmitter on a table in front of me. Then, when donning the FPV headset, I wasn't as disoriented.

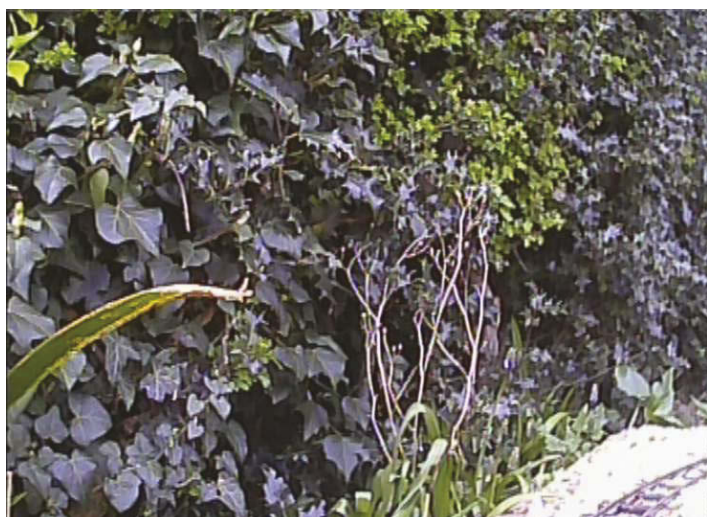
So what's it like driving a train with FPV? I found it great fun as you really seem to be in the loco's cab and very quickly everything becomes a normal size rather than 19:1. You want to keep turning your head to look around you but, of course, it doesn't make any difference.

After a bit of experimenting I decided which of the three transmitters was the most suitable:

- Although fine when first tested, once I put the steel cab back on the Boulton I found the signal from the 25mW transmitter kept being lost. I put this down to the steelwork partly blocking the signal.
- There was no such problem with the 600mW transmitter but I found the signal was so powerful that it bled through to onto adjacent channels so I decided not to use it.



The view from inside the headset.



- The 200mW transmitter came out the best. I didn't lose the signal with the cab on and neither was there any channel bleed, so that was the one I chose to use. The only slight issue being the 230mAh battery lasts less than an hour before needing a recharge.

So what could I do to make the experience better? Well, for about twice the cost you can get more sophisticated headset that can record what you see onto a memory card and also, be both a headset and, attached to camera tripod, simply be used as a monitor without being worn.

More sophisticated still you can purchase setups that include a pan-and-

tilt gimbal camera mount, controlled by a gyroscope sensor in the headset which, with dual onboard cameras, enables the driver to both turn their head and gain a true stereoscopic view. The downside of such sophistication, other than far greater cost, is you're going to need a much larger battery, so just where would you find room for it? Perhaps the battery and transmitter could be placed in a wagon, leaving only the camera on the loco itself. Maybe disguise this camera as a headlight mounted at the front?

Alternatively you could go for a much simpler option like I'm doing at the moment. I've bought another camera which is mounted on a dummy wooden barrel. The 25mW transmitter and

Images captured by headset.

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battery are placed beneath a plywood floor and the whole thing, complete with more dummy barrels, are placed in a model open wagon. There's no loss of signal and, with the wagon coupled to the front of a radio controlled loco, you can see what's ahead without any bodywork partly obscuring the view. ■



Rather than trying to cram the equipment on the footplate of a loco, my latest attempt has it in a wagon, with the load partially hiding the electronics from view.

Tunnels & Trusses



Mick Pagram finds inventive ways to keep his line clear of plants

When I started laying the track for Bingboro Light Railway (BLR) one of the stipulations from She Who Must Be Obeyed was that it must not intrude too much (bit of leeway there), and it must work round existing plants (hmm).

Now, one side of the back garden has a lovely straight slated area about 1m wide & 12m long down the side of the lawn, well I call it a lawn. With 2 Greyhounds, no grassed area can really be called a lawn. This area is planted with 3 fruit trees, a Twisted Hazel and 3 Cordylines. An ideal space to start the track, down the side of the rope edging separating the slate from the 'lawn'. It wouldn't be intrusive, wouldn't affect the plants, perfect.

My method of laying the track down this area was to set grey paving bricks into the grey slate chippings (not intrusive) and glue the track to the bricks using the likes of Waterproof No More Nails.

As an aside, I've no idea if this method of fixing track has been used elsewhere, but that track had been down about a year and when I came to lift some of it recently, I had to slide a pallet knife between the track and the bricks to release it. I could lift the bricks with the track!

The bricks went down, the track went down and it was time for a run with my first loco, an IP Engineering Feanor renamed Fanny. While the track doesn't interfere with the plants, poor Fanny hadn't gone more than 2 metres when the plants interfered with her.

She negotiated the apple tree no problem and then encountered the first Cordyline (The 3 of them were sold as Cordylines, but I think 2 of them are New Zealand Flax). Headline 'Leaves on the track cause derailment'. Oh dear, something was needed to hold the leaves up high enough for trains to pass underneath and still be 'not too intrusive'.

Foxie progressing through the truss section



Left: One section of truss
Above: Entrance (or exit) to the truss section



I searched the Internet for ideas and came up with a truss Bridge type of design, although it isn't bridging anything, it would hold the leaves up, away from the track. Not much structure, painted grey, 'not too intrusive'. So that they weren't too long and unmanageable, I reckoned I would need 5 of them, 2 under one 'Cordyline' and 3 under the other. The third Cordyline didn't intruder on the track enough to cause a problem.

As a temporary solution while I built the trusses I propped the leaves up with bits of pipe and sticks!

I built 2 trusses out of wood and piano wire and installed them under the first problem Cordyline. They work a treat. I made them a simple U shape, no base, and they just sit on the slate. They are quite unobtrusive, the boss approves.

At this point other projects got in the way, so progress on that part of the BLR came to a halt.

One of the projects was demolishing the chimney in our house, long story, not for here, but as a consequence I had loads of breeze blocks and clay flue liners stacked up down the side of the house. Well one of the warmer days at the beginning of the year She Who Must Be Obeyed & I were sat having a coffee in the garden wondering what to do with all of this debris when the cogs in my brain started whirring while looking at the size of the hole in the flue pipes, would an engine fit through there?



Left: Entrance (or exit) to Chimney Tunnel
Above: Chimney Tunnel under the Cordyline

By this time I had built a nitro powered diesel called Foxy and a live steamer called Bert. As he is the larger of the two, I fetched Bert him and a bit of track from the workshop. Laying the track in the bottom of one of the flue pipes, I cautiously pushed Bert along it. Happily, he fitted with no scraping and just enough clearance.

I now had the job of convincing the management, not too hard a job actually, her attitude towards the railway was mellowing and an active interest was being taken in some aspects of it. This was the answer to the other 'Cordyline', a tunnel.

When the opportunity arose, I started lifting the track and bricks under the Cordyline and laying the sections of flue pipe. Sections of pipe were laid in groups of 2 pipes - space - 2 pipes - space - 3 pipes, the gaps being wide enough so that I can get an arm in to sort out any derailments.

The track was then laid through the pipes checking for level. This time I did

not glue the track down, because of the curve of the pipe, only the ends of the sleepers touched, another method was needed.

Support was needed in the middle of the sleepers, so the best method I thought would be to pour dry readymix cement over the track, tap it down so that it gets right underneath and then level it off. I made a block of wood to scrape along the rails to clear the inside of the rails down to sleeper level and the outside of the rails level with the top of the rails. This done and having checked for level again, I then sprayed a mist of water down the pipes to make the cement wet, but not disturb the surface too much and left it to dry overnight.

Next day I fired up Bert and ran it through - slowly, no horrible scraping, great. I tried Foxy next, it came to a full stop at the entrance, the exhaust stack was catching. After trimming 5mm off the top I tried again, this time it knocked the horn off the cab roof but continued to run through fine. No problem, I just need to fix the horn somewhere else.

So there we have it, I think they blend in with the garden quite nicely and more to the point my wife is happy! ■



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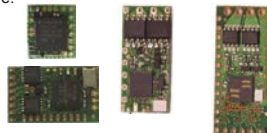
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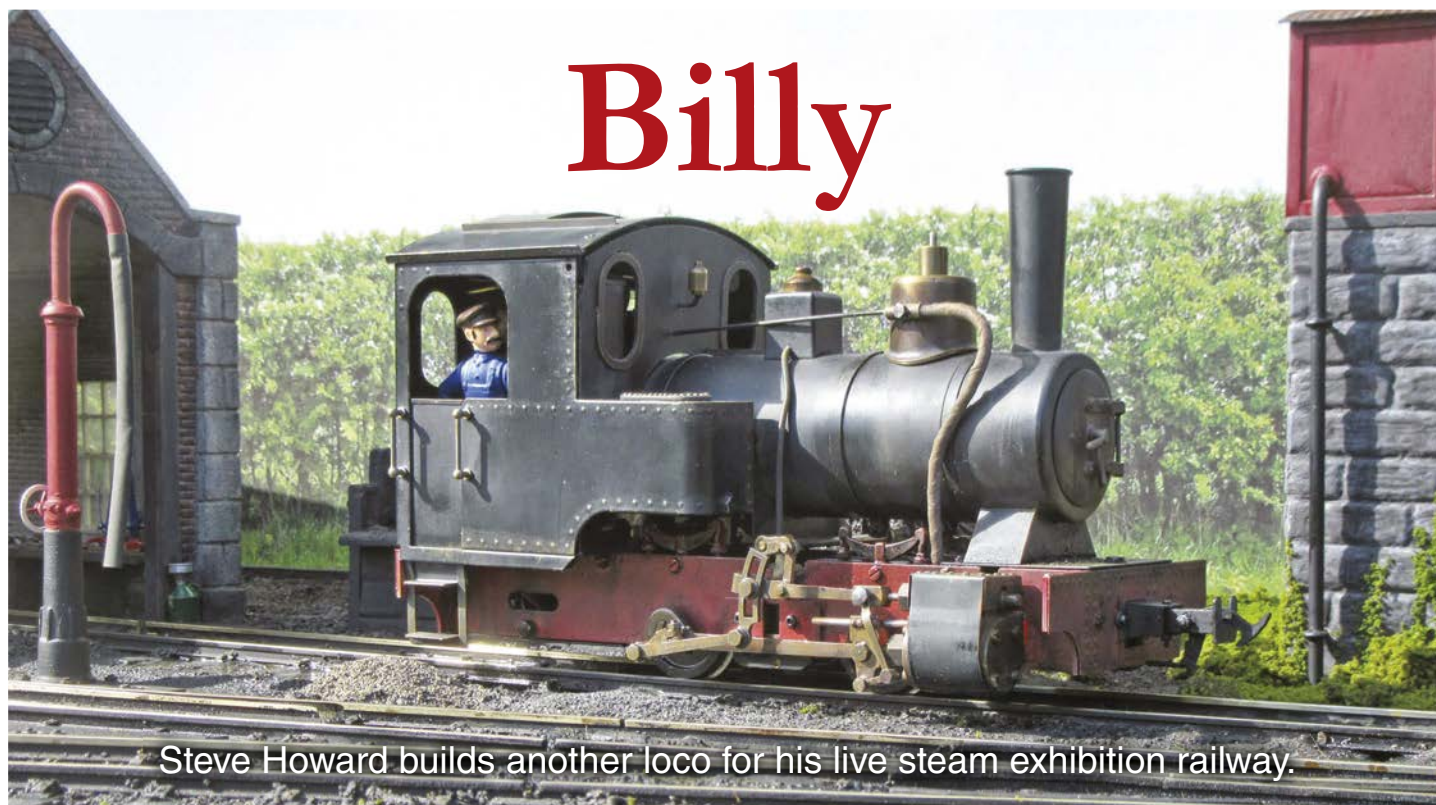
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Billy



Steve Howard builds another loco for his live steam exhibition railway.

The Hambleden Valley Railway needed an additional loco to share the intensive roster used at exhibitions. An O&K type loco was deemed most suitable and so a Roundhouse Billy was purchased second-hand.

It duly arrived in pristine condition with shiny green paint, not really suited to my layout, where the condition of the rolling stock and locomotives was intended to represent a hard working life and minimal maintenance. A few modifications and added details were needed, but mainly it required a repaint and weathering to something much more grubby. I don't like shiny engines.

Roundhouse supply a whole range of spares and detailing parts and their after sales service is second to none.

The first job was to dismantle the locomotive and separate it into the three main components of chassis, boiler and body.

CHASSIS.

The chassis was completely stripped down to its component parts. The cylinders and motion were taken down, the wheels and axles removed and the frames separated. All these components were de-greased and cleaned.

The frames were rubbed down and repainted first in grey primer, then

Billy running on Hambleden in its final weathered condition

followed by Volkswagen Red from a car accessory shop rattle can. This was all toned down by weathering with grey, browns and blacks. The chassis was then rebuilt. New replacement insulated wheels were also fitted as the layout can also use track power for its non live-steam fleet.

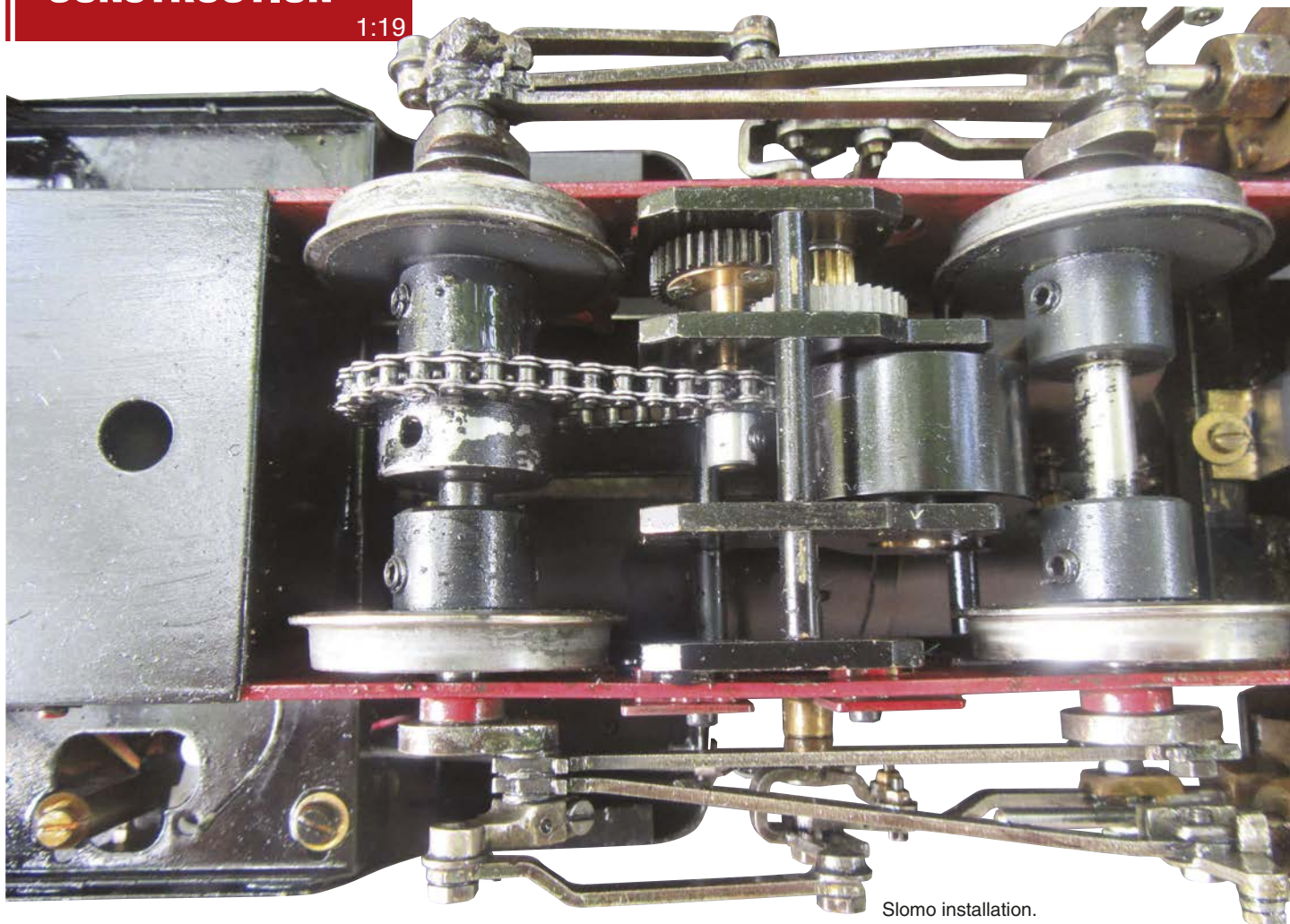
Being absolutely essential for slow running on the layout, an SSP Slomo was installed at this stage. All the steam locos on Hambleden have this fitted as it completely transforms the performance of the loco and enables realistic scale speed shunting, impossible without a Slomo.

Other small replacement or additional items were also added and these included white metal leaf springs and new Roundhouse cylinder covers. The valve gear was enhanced with new crossheads, drop links and combination levers again from Roundhouse and fitted with Hex head screws

New Roundhouse buffer beam overlays with rivet detail were added. New Hex head bolts were used for these to replace the unsightly cheese head screws used by Roundhouse. The



A brand new Billy, a bit too shiny for my line!
(Photo: Roundhouse Engineering)



Slomo installation.

cast centre buffers were replaced with chopper couplings with a hook used at one end only and a steel wire was Araldited to the hook tail for automatic uncoupling by track magnets on the layout. New vacuum hoses were fitted to front and rear buffer beams.

BOILER, SMOKE BOX AND FITTINGS

The smokebox was separated from the boiler and its base plate modified with a slot for the exhaust pipes as per current models to make the smokebox fitting

New crosshead, combination lever and drop link parts purchased from Roundhouse.

and removal much easier in the future.

A new Summerlands chuff pipe was fitted that required the existing steam exhaust pipes to be lengthened, although I believe Summerlands do produce a special pipe with a longer shaft for these early models. I had some spare pieces of cylinder exhaust pipe cut from another loco where the pipes needed to be shortened and these were used with a sleeve to join to the existing Billy exhaust pipes.

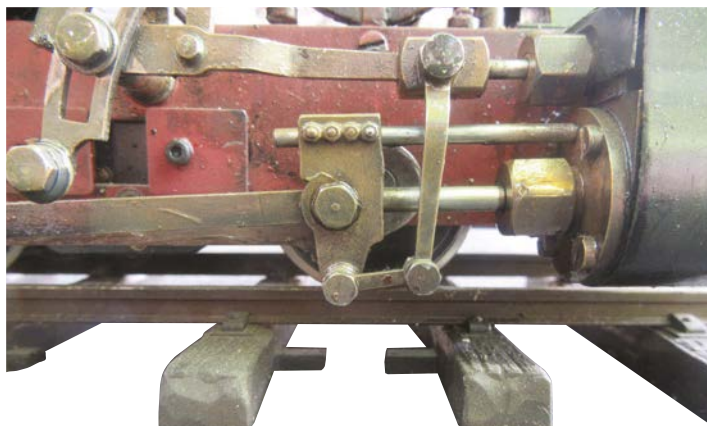
A new gas regulator valve from Roundhouse was fitted as the early ones were difficult to adjust on a low setting. The new ones have a spring behind the control knob and provide better control

of the gas flow and it is now possible to get a run time in excess of 40 minutes out of a single gas tank fill.

Hambleden, being an end to end layout, does not require much steam and it is just possible to keep the burner turned down to its minimum setting to prevent the safety valve blowing off.

As the burner flame cannot be seen

A rather cruel close up of the chopper coupling and buffer beam overlays. A hook is only fitted to one end of loco. A small piece of right angled steel wire is glued to the hook for magnet uncoupling operation. This is painted white on the operator side only to make locating above the track magnet easier.



(the smokebox door doesn't open), you have to rely on sound and feel and at noisy exhibition halls it can sometimes be quite difficult to hear the burner. The gas regulator knob has been drilled and fitted with a short length of 1mm brass wire to act as an indicator pointer. The knob is positioned on the shaft such that at the lowest gas setting, the pointer is vertical and aligned with a similar pointer soldered to the rear of the cab, see photo.

BODY.

A new cab back sheet and cab door (one side only as the displacement lubricator is in the way on the other) were fabricated out of brass sheet. As the locos on Hambleton are never turned, the public only ever see the side with the doors and driver looking out. Spare oval spectacle plates are available from Roundhouse and these were added to the cab rear. One day I must get round to glazing these.

The foam pads used to hold the dummy sliding roof vent were removed as this part is no longer required for use as an aerial as it used to be for older 27/40Mhz radio systems. New roof vent runners made from small brass angled strips and were soldered to the roof along with rain strips on both edges of the cab roof.

The cab steps were modified and supported with diagonal supports back to the frames. The original steps were regularly bent out of shape through handling.

The cab, side tanks, boiler wrapper and smokebox were all cleaned and

Keeping cool

Part of the problem with running an intensive service at exhibitions, is that the locos get very hot and need time to cool down between turns. (You cannot refill the on-board gas tank when the loco is hot) To aid this process, a small 12volt equipment fan is placed on top of the cab, powered from the layout lighting supply.



de-greased and the shiny green paint rubbed down, primed and painted matt black. I don't like pure matt black paint as it is too black, but it was convenient to use a car spray can rather than an airbrush. However, all the matt black

Below: New cab back fabricated from brass sheet and fitted with oval spectacle plates supplied by Roundhouse.

Top right: The indicator rod fitted to gas control valve to aid setting.

Right: The roof vent has had the self adhesive pads remove to lower it and new runners and rain strips added to the roof.

Bottom right: Cab step supports (with slightly bent steps as a result of constant handling) It's amazing what the camera picks up in close up.



All HVR locos have someone in the cab. Billy's driver is a much modified LGB figure.

was subsequently over-sprayed with a dirty black from Precision Paints to tone it all down.

The model was re-assembled for final weathering and detailing added. The shiny brass dome and dummy whistle were toned down with Carrs brass black

A new representation of a steam feed pipe and control rod was fitted to the steam dome. An LGB driver was fitted by amputating his legs and fitting him on a post secured to the top of the regulator servo mounting.

COMPLETED LOCO

A block of lead was secured behind the front buffer beam to achieve better axle loadings as these locos are very rear end heavy.

As Billy waits to take on coal, you can clearly see the extensive weathering to produce and engine that has a hard working life and minimal maintenance.



A new 2.4Ghz radio receiver from Lococontrol was fitted under the cab floor and new Hi-Tec HS82MG servos fitted. I have standardised on these servos for all my r/c locos as they offer good torque and have proven to be reliable in the hostile environment of heat, oil and water and for a reasonable price.

The final loco was generally weathered for an overall well used look and has got quite grubby after completing nearly 20 exhibitions. I never clean them. ■

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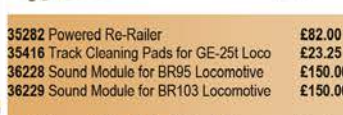
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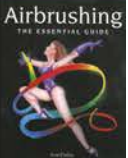
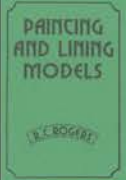
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A low-budget 16mm scale Mineral Railway

What do you do with a spare locomotive? Build a new railway of course.
Richard Turner does this on a tight budget.

In **GardenRail 279 (November 2017)**, I described how I built 'Phoenix', my fantasy post-WW1 conversion of a WW1 Baldwin 4-6-0 pannier tank into a diesel locomotive using the abandoned rolling chassis of what was to have been a 16mm scale, scratch-built model of a Baldwin (wisely, I had bought the Accucraft model instead).

At the time, I speculated that in the real world, such a conversion would have been beset by mechanical

'Phoenix'; powered, painted and weathered, ready to haul minerals.



problems and that, following unsuccessful test running, it would have been 'shoved into a corner of the workshop and forgotten' - but I was not really going to do that with my model.

This posed a problem as to just what use I could put it to. It had no place on my strictly-to-prototype 1930s Welsh Highland layout, nor the layout's alter ego, a 1:12 scale, 15 inch gauge Miniature Railway. Furthermore, not being gauge-convertible, it could not run on my brother, Dave's, 45mm gauge layout either. How, then, could 'Phoenix' find employment?

Evidently, a bit of 'blue skies' thinking was in order, but one thing was certain; I was not going to be able to spend much money on it for some time. Just as I was finishing basic construction of the loco, in March 2017, storm 'Doris' wiped out my garden fences and with them, my modelling budget for at least a year. Fortunately, having been at this game for a good while, I have accumulated quite a lot of left-over raw materials and components which, with a bit of ingenuity, could be used to produce - what, exactly?

In the real post-WW1 world of the mid- to late 1920s, a locomotive like 'Phoenix' would, I imagine, have found its way onto a mineral line,

hauling mined or quarried material for transshipment onto the main railway and/or canal system. Dave's layout features just such a line, albeit in 7/8 inch scale, and I had been hankering after something similar of my own for quite a while. This, then, seemed to be the way to go; my existing layout would assume, when required, yet a third guise as a mineral line, but in 16mm scale - I could probably even press some of my Welsh Highland corrugated iron buildings into service on it.

OK then, 'Phoenix' now had a purpose in life, but before I could set it

to work there was the small matter of the necessary power supply and control system. Luckily, at this point my beleaguered finances received a welcome boost, when my article on adapting the Accucraft Baldwin to represent the WHR's loco '590' was published (**GardenRail 273**).

This provided the wherewithal to purchase a Deltang Rx61-22 combined receiver and motor controller, along with a Deltang Tx22-22 transmitter. This realistically-priced equipment was chosen following successful trials on Dave's Ruston (**GardenRail 262**). Power supply would be my usual 12, AA size NiMH cells in series, a set of which was already to hand. A repaint from 'photographic grey' into a more workmanlike livery of black, with red rods and bufferbeams, would be required - my existing stock of Humbrol tinlets would supply the paint.

Of course, one locomotive does not make much of a railway and I soon had ideas taking shape for other early internal combustion locomotives, both prototype-based and freelance. I had developed quite a taste for the genre whilst doing research for the fantasy diesel conversion project from which 'Phoenix' resulted, but before I could even think about building any of them, I first had to get the mineral railway up and running, all at minimum cost.

I knew of an existing loco which would be right at home on the new line. Some years ago I had built 'Druid', a



'Druid', ex East Fen Railway.



'Kit of parts' for inside bearing wagon. Note axle bearing production line.

freelance early diesel in 16mm scale, on a gauge-adjustable Essel Engineering chassis. Briefly mentioned in an article in **GardenRail 208**, it was currently working on Dave's line. Regauged, it would be ideally suited to my new venture, and Dave readily agreed to swap it with 'Cyclops' (**GardenRail 245**), a gauge- and scale-convertible member of my 1:12 scale Miniature diesel fleet.

Now, what does a mineral line have in abundance? Wagons, that's what: lots and lots of them, and all I had in 16mm scale were a few examples of the WHR's meagre goods stock, plus a short rake of Coopercraft Ffestiniog Railway slate wagons. Most of these were not the sort of thing I had in mind anyway, but the solitary ex-WD 'D' class bogie wagon, by Slaters, in my WHR/FR fleet could find a place in the new set-up, bringing coal from the (imaginary) main line interchange to power the (imaginary) quarry machinery. These instantly recognisable wagons found their way onto many light railways after the war and, when my finances recover sufficiently, I would like to build more of them.

But back to the here and now; I reckoned that I would need to provide a minimum initial stock of about 20 mineral wagons, a quantity which, even if made from the very cheapest kits available, would still cost more than I could afford in my current cash-strapped state.

Giving the creaking mental cogs a few turns, I remembered a horde of nylon curly-spoked wheels from the aforementioned Coopercraft wagons, which, in palmier days, had been upgraded to Slaters' steel-rimmed ones. This yielded enough wheels for 8



Inside bearing wagons, painted & as built.



Miniature railway wagon before conversion (right) & after (left).

wagons, which would give me a start.

Also to hand was a quantity of Spruce strip of various sizes from which underframes could be made. I have always been intrigued by wagons with inside axle bearings, which seem to hark back to the earliest days of railways; more to the point, by opting for inside bearings I could make them from aluminium angle, left over from the lift-out bridge I had made for Dave's railway (**GardenRail 212**).

Bodywork would be plywood, scribed to represent planking, and draw-gear would be home-made: dumb buffers with 'chain-over-buffer' couplings.

Casting around for other ways to stock the new project without spending much cash, my eyes lit on the 11 small wagons which I had built for my 1:12 scale Miniature fleet (**GardenRail 253**) - far more than strictly necessary. Although they looked, as might be expected, too big and clumsy for 16mm scale, I

reckoned that it would be possible to reduce their width quite easily and fit new, slimmer, bodies. Here again, all that would be needed was a few bits of ply and spruce strip and a dollop of elbow grease. I decided that the Miniature fleet could manage with just 3, leaving 8 available for conversion. This brought the total to 16 mineral wagons, which would have to do for now. Later on, I would buy some more running gear and build a further batch of wagons.

OK, I now had two locos and would have, when built, some wagons. Structures, such as loading hoppers and chutes, could be knocked up from my stock of plywood and stripwood offcuts, with metalwork from oddments of brass sheet. I also had some vac-formed plastic sheet representing brickwork, roofing slates and corrugated iron, left over from my WHR structures. The motley assortment of small buildings usually to be found dotted around areas on



'Phoenix', with loaded train, passes 'Druid', on shed. New garden fence prominent in background.



mineral lines would be made from ply or MDF and covered with this material.

So, I had the makings of a mineral railway. As noted above, it would share the layout used by my WHR models. This end-to-end layout comprises a terminus, with run-round loops, loco shed, carriage shed and goods shed; two intermediate stations, each equipped with passing loops and sidings for local traffic; and another terminus, with run-round loop and sidings.

I decided that the first terminus (WHR Dinas Junction) would be the headquarters of the mineral line. The loco shed would serve the same purpose; the carriage shed would become the repair shop; the goods shed line, without the shed, the canal interchange (canals still carried a lot of commercial traffic in the 1920s); and the passenger loop, the main line interchange. Unfortunately, due to lack of space, the canal and main line

railway themselves would have to be imagined. The intermediate passing stations (WHR South Snowdon and Beddgelert) and the other terminus, would represent sources of traffic.

The next question was, where in the UK would the railway be set, and what would be the mineral it transported?

Following retirement from full-time work, I spent several years exploring the canal system on a narrow boat. Since one of my many interests is Industrial Archaeology, during these voyages I familiarised myself with former canal-connected industries, discovering that many of them had used rail systems of one kind or another. This was particularly true for extractive industries; well-known narrow-gauge lines with a canal connection included the Glyn Valley Tramway and the Leighton Buzzard Light Railway, carrying granite and sand respectively. There were, in days now long gone,

Repaired and repainted wagons hauled by 'Phoenix' from the repair shop, as 'Druid' passes with coal for the rock crushers.

many more, largely unsung.

One area with which I became very familiar was the stretch of the Coventry Canal between Tamworth and Nuneaton, where a number of wharves had been connected to collieries and stone quarries by railways, although not all of these had been narrow gauge. This, I decided, was the area in which my mineral line would be located, feeding crushed stone to a wharf on the 'Cov', as well as a siding from the nearby West Coast Main Line. Sadly, as noted above, these facilities would exist only in the imagination, although I would love to build a narrow boat in 16mm scale one day. Approximately 70ft long, it would work out at 1.12 metres – quite a beast! ■



'Phoenix' with loads waits the road at Halfway, as 'Druid' with empties enters the passing loop.

Messing around with the latest Mamod Saddle Tank Loco

Lloyd Edwards takes a look at the latest saddle tank from Mamod, and then modifies it.



Mamod at speed

The humble oscillator strikes a cord with most modellers as this was the start of live steam for many of us. There is a simple charm about an oscillating cylinder locomotive that can beckon the most seasoned of garden modeller.

Mamod Ltd from 'Brum,' have been steadily improving its whole range and this is the latest saddle tank loco, on offer for 2018. There was a red colour Jubilee limited run saddle loco last year,

but further improvements can be seen on this, the latest model.

The first part to get attention was the lubricator whose filler plug is in now the cab. I have noticed when running this one uses the oil steadily as opposed to my previous Mk2 loco which tended to use most of the oil in the first part of the run. It could well be the hole for oil supply is now smaller.

Buffer beam rivet detail has appeared and the front smokebox is a quality

brass casting where previously we had seen lead. The smoke box handles supplied were slightly better too. There are more holding pop rivets on the saddle tank cover for strength. There is a smoother shinier steam dome and very stiff strong black coupling rods. The burners venting has been changed and the burner now is absolutely perfect. That's a lot of changes for a years progress with a model. In effect one could call this the Mk3 Saddle tank loco.

Now I'm a 'Phantom Fiddler' and can't leave anything alone. Forgive me I just can't help it!

Cosmetically, I painted the buffer beams added a nod to vacuum pipes, then added a vacuum ejector pipe, care of DJB Models, to the saddle. This was a hard thing to do. I had to drill out the eight rivets that hold it on. Inside I could see the very clever heat shield that works the gases. This had to be notched where the nut holds the new detail pipe on. Getting the saddle back on was not easy. Some detail parts are easy, some we fight for eh?

The cab had some attention by painting the interior and filing some perspex spectacles to fit the loco's eye sockets.



The loco is a handsome beast, especially with its new whistle and smokebox door handle.



Above: Posed in some typically Welsh scenery on my line, you can see the newly fitted nameplates.

Left: Inside the cab, I've replaced the control knob and there is space for the all important driver figure.

Changing the regulator knob for wire, which does get a bit hot so not sure that was good idea although I don't mind hot pinkies for added detail enhancements in the balance of things. I added some Roy Wood Models steel wheels to improve running on tight bends and had to change the connecting rods to suit. This was hard as the original were superior in harness.

The wheel change is a good modification with regard to running. The original wheels have a poor profile and although they are made well they do show a slowing in speed on tight bends. If you have a layout with shallow bends then it may not be

worth doing, but I have Peco 605 set curves which are tight.

Roy Wood had a detail whistle part which fitted easily so that had to go on. I did change the smoke handle for DJB's cast ones in the end but felt bad taking of the original. Its only that they had a screw head which was highly visible. The handle thread needs cutting in length but it fits straight in. Anyway I hope these tiny cosmetic changes give it a more realistic look.

Overall I like the 'Talylyn look' to the loco and it suits the Duloe Light Railway well. My layout is a nod to the slate workings of old and the loco helps tell industrial stories of times gone

Garden Rail Resource

DJB Model Engineering

"Eleanor House", Sibthorpe Hill,
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www.djbengineering.co.uk

Mamod Ltd

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Summit Crescent, Smethwick, Warley,
West Midlands, B66 1BT
www.mamod.co.uk

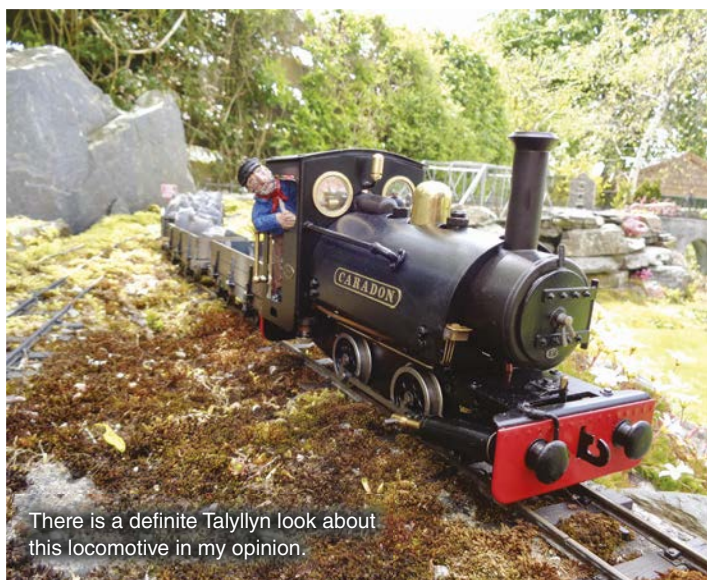
Roy Wood Models

www.roywoodmodels.co.uk

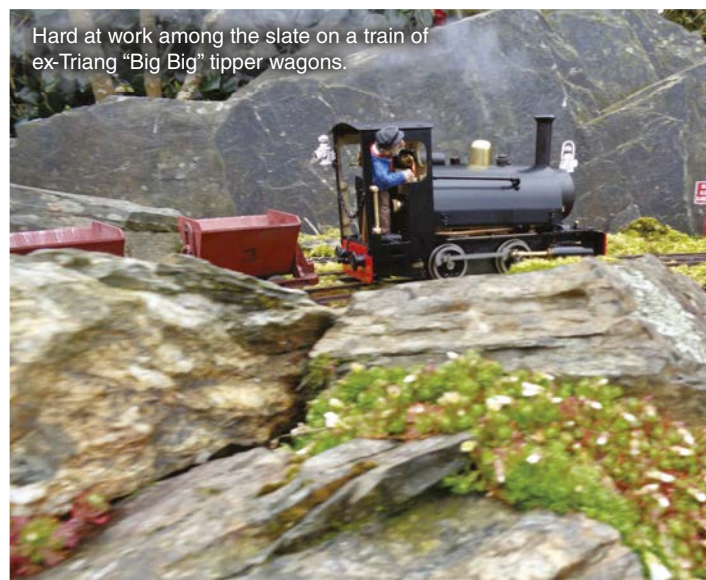
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when contacting suppliers.**

by. Name and works plates have been added.

Over time, it will 'weather in' and it may get some added grime spray paint if its simple growing patina is not enough. For the moment, this little loco is finished in my eyes. Happy modelling folks, whether it be 'Simple Steaming,' or more complex 'Garden Chuffing.' ■



There is a definite Talylyn look about this locomotive in my opinion.



Hard at work among the slate on a train of ex-Triang "Big Big" tipper wagons.

Building a track cleaning wagon



A railway in a shady spot gives Dave Skertchy a problem, solved by a truck which is shunted around the track every morning.

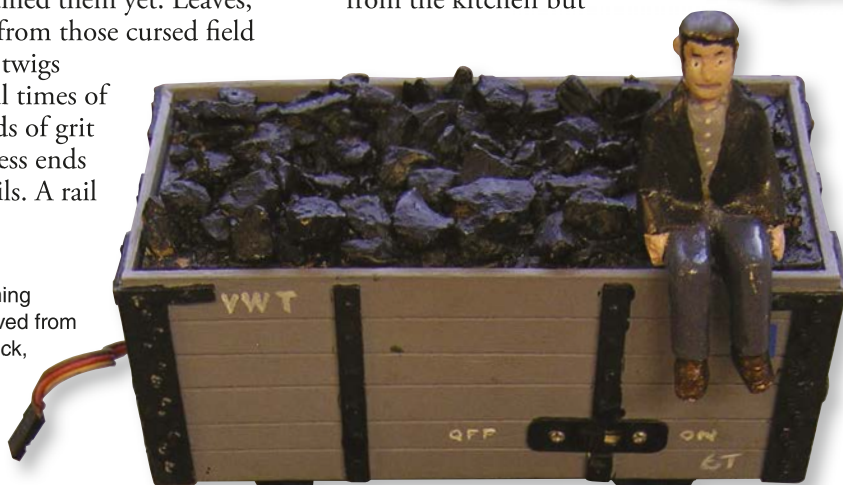
How it was that I came to be cleaning pans in the cause of the smooth running of the Vale of Weedol Tramway is a tiresome tale, but must be told for the ears of younger members who might benefit from hearing of my chastening experience, so let me continue:

There is no chance of there being delays on the Vale of Weedol Tramway due to the wrong kind of leaves on the track, as once expounded by a Railtrack expert. All kinds of leaves drop on the VOW and among them must be the right kind of leaves, I just haven't identified them yet. Leaves, helicopters (from those cursed field maples) and twigs descend at all times of year. All kinds of grit and grubbiness ends up on the rails. A rail

cleaner was needed and the lads at the works swung into action, on overtime you understand, this being timely for the last pay packet before Christmas.

I started by trying to pilfer a standard Wilco pan cleaner (*Editors note: Wilco is a UK supermarket*) from the kitchen but

The track cleaner in the grubby, damp cutting near rainbow Rock.



The track cleaning wagon is derived from a WHR coal track, modified to accommodate a standard Wilco pan scourer.



was caught in the act, and with no ready excuses, I was allocated the appropriate chores. When released back to the garage aka Lost'n Bodge Works with a brand new scouring pad, I was able to establish that the standard pan scourer would fit neatly under a Welsh Highland truck and that a weight of 1.5lb (720gm) would be required to lightly compress the foam backing and retain contact of the abrasive with the track.

A modified flat-bed design truck, based on the Welsh Highland coal wagon, was in my head and so the sides were cut out using 1/8" ply from an old packing case. The width needed to be just slightly wider than the WHR wagon to provide a pocket which would retain the scourer.

I checked that the truck was still inside my loading gauge, which comfortably accommodates Glyn Valley Tramway stock and it was. It was tacked together with Cyanoacrylate, glued up with PVA rubbed well into the joints and left on the boiler to dry overnight. I had intended it to be crude and functional but something ridiculous in me decided to detail it.

The reinforcement bars were made from a cereal packet retrieved from the dustbin and the bolts were made from cocktail sticks, holes were drilled and the sticks stuck in place. Once dry they were sanded to the correct length.

Wheels are from Binnie, the dummy axle boxes from a body filler moulding, and couplings are standard Vale of Weedol couplings compatible with Cooper Craft wagons, and nothing else. And there you have it, besides I have too many wagons and carriages to modify the couplings now so don't even suggest it!

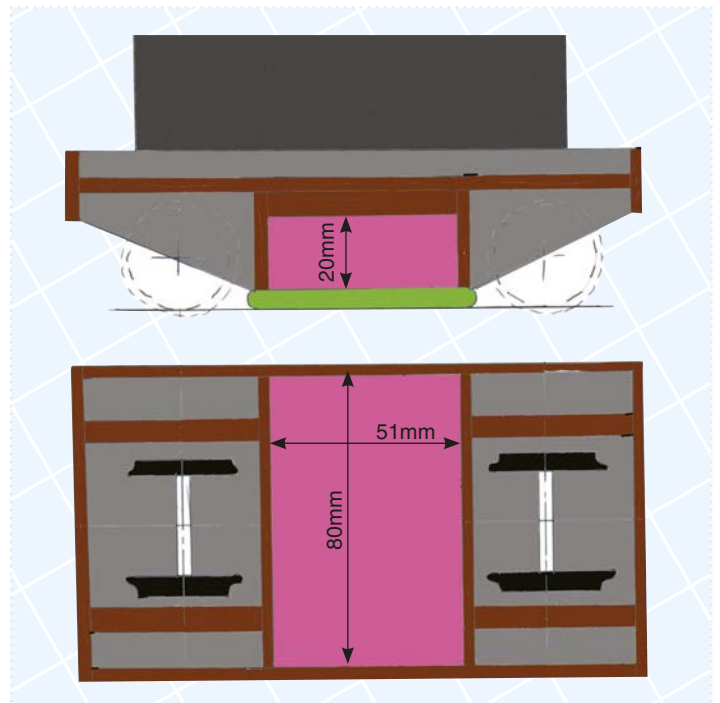
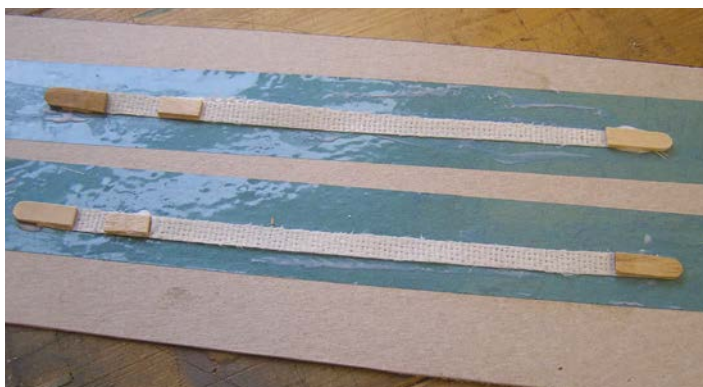
A concrete block was moulded to weigh in at 1.5lb (720gm). There was then the detailing of the block to consider. I decided that Lost'n Bodge

The basic structure made from scrap 1/8" ply reinforced with cardboard cut from a cereal packet.



The concrete block weighed 1 1/2lb (720 grammes).

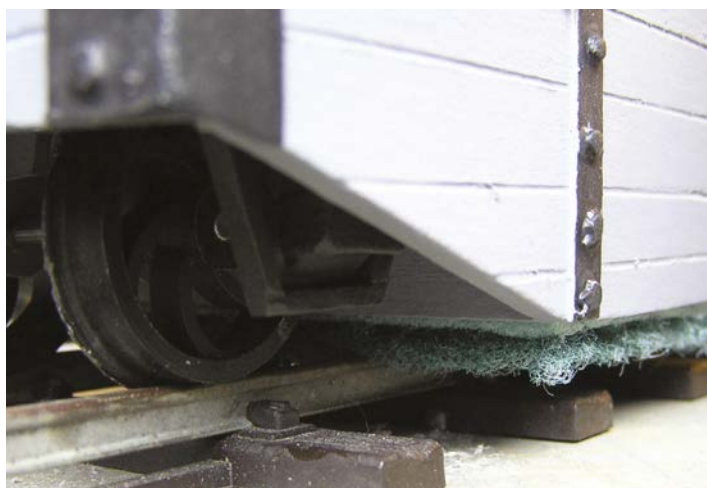
The straps were made from glass fibre tape stabilised with masking tape and PVA glue.



The truck is sized for a standard Wilco pan scourer.



The compression of the pan sourer is just enough to brush the top of the rails.



The track cleaner looks quite good in a train. Remove the scourer and it is a simple flattie. The crate containing the NC machine for Lost'n Bodge works looks OK made from coffee stirrers and glass fibre straps stabilised with PVA to hold it down.



works needed a 5 axis NC machine so one was procured from the Gung Ho Machinery Works in Shanghai and shipped direct to the Warf at Abbernuffawun.

Unfortunately the crate cannot be unloaded until Dai Filtch (Treasurer of the Vale of Weedol Appreciation Society) pays the bill. It seems that it may be stuck on the truck for some time, so Ernie the fitter will not yet need to pawn his cross cut dreadnought file. The crate is made from coffee stirrers glued untidily to the block with PVA which in turn is stuck to the truck with an amazing exterior glue bought from B&Q for about £2.00.

The straps are from woven glass fibre which has been stuck to masking tape before cutting to size and being soaked with PVA. Once dry the reinforcement bars are added from 1/16" scrap ply, the whole lot painted and then stuck to the truck.

At last the truck could be taken out for test. I had hoped that Toad the smelly Ruston diesel from a Saltford Models kit, might be able to push it around, but it just sat there wheels spinning valiantly. It had loads of power but no tractive effort.

Next, Penelope the Melbourne Gas Works Peckett was tried and despite being only 2 wheel drive, she romped away with it. I was concerned that at Cwm Agen the exit from the bridge is into a tight banked turn, rather like that at Plas-y-Nant on the Welsh



Penelope the Melbourne Gas Works Peckett easily shunts the track cleaner around the banked curve at Cwm Agen.

Highland Railway, but even so Penelope shunted the truck round the curve with little trouble. The Viper 10 speed controller also seemed to be OK running at 4.8V.

The tracks seemed clean and the engines ran smoothly, what more could you ask? More recently Freddie the Bodgeit and run Diesel does duty with a full 7.2 volts and extra weight added to the front.

A few months later and the ballasting was complete and I found that the sponge tended to pick up on the ballast. A simple modification was required which took just a few minutes. 4 lines were scored through the scourer into the foam representing the position of the tracks allowing for curves. The scourer was peeled off revealing 2 tracks of scouring pad neatly in line with the heads of the rails.

So as I sit on my rustic park bench outside the Sheep Shearers Arms sipping my pint of Auld Phagbutt and watching my steamy breath in the damp winter air, I can be content that the Vale of Weedol Tramway is spick and span, and that one day Lost'n Bodge may even take delivery of that 5 axis NC machining centre. Until then I will be happy in my Garage making trains from bits of scrap. ■



Modifications to the Wilco sponge to clear ballasted track.



Nice clean tracks on a wet winter's afternoon at Cwm Agen.

Closing date
5th October

Win a Helmsman controller and radio control handset



To celebrate Garden Rail's 25th Anniversary, and thanks to the generous support of Helmsman Model Rail, we are giving away a controller suitable for large scale models and the radio control handset – full details of both can be found on pages 38 and 39 of this issue. The prize is worth over £300!

To win, all we are asking you to do is send in your best photograph of a garden railway subject. Locos, rolling stock, buildings – the choice is yours.

Don't worry if you don't own a fancy camera, we are looking for an interesting picture so even a mobile 'phone will do the job.

Simply e-mail your entry to **phil.parker@warnersgroup.co.uk** by the 5th October and then we'll put them all before our panel of judges to decide the winner.

The winning photo will be published in the November issue of Garden Rail along with some of the runners up.



Warners Group Publications Plc standard competition terms apply, to view visit: www.warnersgroup.co.uk/competition-terms/

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NEW ASTER-ACCUCRAFT PRODUCTS FOR 2018

USRA Light Mikado 2-8-2

Due for release shortly will be an up-graded version of the Light Mikado. Production quantity will be limited to 60 units and it will be available in both unlettered and 'road-named' versions. This is a powerful and easily constructed kit based on one of Aster Hobby Co's most successful designs for the North American market. The USRA Mikados are perfect to accompany the Accucraft US range of 1:32 rolling stock – please enquire about current availability.

UK RRP to be £3550.00 for the kits and £4550.00 for the RTR, due late September.



BR Standard Class 5MT 4-6-0

This new version of the 5MT will now feature a high-sided BR 1C tender and will be available in both lined black and lined green liveries. Kits will be unlettered and without emblem/crest for your choice (decals included).

Ready to Run models will represent preserved No. 73096 in lined green and the Bluebell Railway's No. 73082 Camelot in lined black. The model is perfect for representing the British Railways 'King Arthurs' which acquired the names of scrapped Southern Railway N15s. The 5MT will be an ideal companion for the Accucraft UK range of Gauge 1 (1:32 scale) rolling stock.

UK RRP is expected to be kits at £3200.00 and RTR at £4200.00.



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The Yorkshire Garden Railway Show

The Yorkshire show is heading to Bradford. Phil Thompson explains the move and lets us know what to expect at the new venue.

The Elsecar Garden Railway Show is changing – it's now the Yorkshire Garden Railway Show! With a different venue, more traders, more space and better parking. Come and see us on 6 or 7 October 2018 for a great day of garden railways.

Back in 1999, the 16mm Association promoted a second annual show, based oop north. The chosen venue was the Elsecar Heritage Centre, in South Yorkshire. In 2003, the Yorkshire Group of the 16mm Association began running the event. In that year, 23 traders and around 1,000 enthusiasts supported the show.

The show has become a major part of the garden railway calendar, timed around the end of September each year.

But with increasing numbers of traders and visitors, the venue at Elsecar became progressively more congested.

In truth, dealing with the heritage centre management was also a challenge: one year, they wanted to charge us to remove a stage erected for the benefit of the previous hirer. Another year, they double-booked the hall on set-up day and set-up couldn't start until 10.00pm the night before the show!

The Yorkshire team started to seek an alternative venue soon after the 2017 show. This proved a challenge: to find a venue of the right size, easy to find, with good parking, easy access, dedicated catering and in Yorkshire. After inspecting a number of options, we're pleased to say the Richard Dunn Sports Centre, Rooley Avenue, Odsal, Bradford

BD6 1EZ fits these requirements.

At the show in a few weeks' time., you can expect to find



Entrance to the event space at the Richard Dunn Sports Centre

at least 34 suppliers of 16mm, G-Scale and 7/8" Scale goodies (more than ever before), along with 9 layouts and displays – as well as more space generally. The venue is just a few hundred yards from a motorway junction, with acres of adjacent parking. ■

Useful links

www.yorkshire.16mm.org.uk/Yorkshire16mmShowhomepage.html

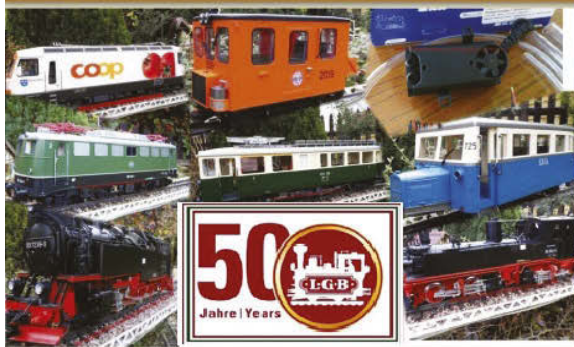
www.facebook.com/yorkshire16mm/

Please mention Garden Rail when contacting suppliers.

Fuglen Station by Chris MacKenzie

Inset: On the Dixon Green and Saed-y-Parc layout of the Yorkshire Group





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Our display at the National Railway Museum

G-Wizz Garden Railway Display Team Celebrates 25 year Anniversary

Allan Judd and friends have been on the road promoting garden railways for quarter of a century.

It is a pleasant coincidence that in the same year that LGB, now part of Marklin, celebrates 50 years and **Garden Rail** hit's quarter century, our G-Wizz Garden Railway Display Team celebrates its 25th anniversary on the exhibition circuit with close on 280 appearances around the UK.

The Group was formed in 1993 by the owners of the three original garden railways on the Fylde Coast of Lancashire, the railways being, The Blowing Sands Light Railway, The Shonnette Railway and The Old Orchard Line. The aim of the group was and is to promote the garden railway hobby in general and G scale in particular.

Our display plan was to replace the usual practice of some G Scale track on

a table with a proper garden railway, complete with grass, trees, plants and built on low "stone" walls. We also try to include at least one water feature.

The first of the new displays was at Lytham St. Annes in 1994 using track "lifted" from member's gardens. Following this success the group received an offer from Richard Kohnstamm Ltd, the Importers of LGB Trains at that time, for them to supply the track and control gear for the G-Wizz Group Layout.

This important development removed the need for members to strip their gardens of track for each exhibition. The arrangement continued until 2000 when new importers were appointed. Following this change new track

and controls were purchased by our members and the group became fully independent again.

In December 1997 the Team ran the first of what was to become 20 annual Charity Christmas exhibitions raising thousands of pounds for local charities ranging from Lytham RNLI and North West Air Ambulance to The Royal Manchester Children's Hospital.

In 2001 the G-Wizz Team also started to stage the North West Garden Railway and Narrow Gauge Exhibition, this successful event was to run until 2012 when the hirer of the location increased the cost prohibitively.

A new development for 2003 was the introduction of a low level digital demonstration line in the centre of the



Above: "G-Wizz It's Christmas" Our festive exhibition raised over £12000 for many local charities, including The Royal Manchester Children's Hospital.

Right: A very busy sawmill scene. In the background is the Cornish style pumping engine from Modeltown.



display using the LGB MTS system giving visitors the chance compare the digital and analogue systems. As before rolling stock is provided by team members and therefore changes depending on which operating crew is on duty.

Buildings too have always been supplied by team members and have featured products from Pola, Welshpool Pottery, and Jigstones, many of the later custom built in concrete, as the team gets older many of the concrete items were being replaced with lighter items some being supplied to the Group by Modeltown Resin Buildings. Our new station has been fitted with lighting by T & M Models.

The 2012 season saw the appearance

Below: Our display for Liverpool MRC was shorter than normal due to a lack of space in the hall.

Right: One of our cable car systems in the middle of the layout.



of a Steam Generating plant at the sawmill and a working Cornish pumping engine both from the Modeltown range.

The G-Wizz secret of success lies in the garden. Because the plants are real the display is never repeated exactly the same each time and so varies with the seasons from spring right through to Christmas. We can even change the theme using trains from Switzerland, Austria, Germany, USA or even Trams! It's not unusual for a certain "friendly" engine or two to appear.

In addition to the railway, the group has a display of photographs and our video system shows our DVD "G-Wizz, On The Road Again- A Year With G-Wizz Team" continuously throughout the exhibition. The video shows the lines which made up the group as well as footage from events at which we have appeared.

The display also features two automatic cable car services and either a high level or low level tramway, or fully working rack railway. A some shows a ground level shuttle tram may be operated through the village.

The Team had a very busy schedule for with a number of very high profile appearances, including no less than

14 appearances at the Llanfair Garden Railway Exhibition, another of these was at the National G Scale Society G Rail Exhibition at Milton Keynes and Stafford, and another was an appearance at the National Railway Museum in York at the end of May for their "Big Fun With Little Trains" event. So successful was this that we returned the following year to the NRM for a week long appearance when over 35000 visitors saw the display featuring the full Garden Railway.

As the fame of the G-Wizz "brand" continues to spread around the UK and Europe attracting many followers it is good to know that as long as bookings keep on coming in the Group grows from strength to strength spreading the hobby of Railways in the Garden for the next generation of enthusiasts.

Our operators (and gardeners) are always pleased to answer any questions you may have regarding the layout, gardens, plants or G scale railways in general.

Visit our website www.gwizzgroup.wordpress.com for the latest details of our group and its activities, plus where you can see us next, remember this railway is rarely the same twice. It is literally Grown to order! ■

From the Works

Trade information on new products for the garden railway modeller...
If you are a trader with any new product, then contact phil.parker@warnersgroup.co.uk
Please mention **Garden Rail** when contacting suppliers

ACCUCRAFT UK

New for 2019 – Kerr Stuart “Wren” 0-4-0T in 1:13.7 scale (7/8ths in: 1 ft.)

From Accucraft:

We are delighted to announce our next adventure in 7/8ths", the much-requested Kerr Stuart 'Wren' 0-4-0ST. In the UK the model has been produced in association with Kent Garden Railways and will only available from them or direct from Accucraft (UK).

Kerr Stuart produced 163 'Wren' type locomotives before they ceased trading in 1930 and a further four were constructed thereafter by Hunslets. The 'Wrens' owe their origin to the 'Buya' class of 1903 although the

type encompassed a huge number of variations including inside and outside frames and inside and outside valve gear. Our model is based on the 2' gauge 'new type' developed in 1915 with inside frames, Hackworth valve gear and cast-iron wheels fitted with steel tyres. In due course 'Wrens' were sent around the world, many to Africa and Asia whilst in the UK they found homes with construction companies and the Ministry of Munitions, some being used by the Ministry of Defence in the building of airfields. No fewer than 27 were purchased by R.H.Neal & Co. for sewer contracts and several of these were sold on to Devon County

Council for road construction. A few 'early' type 'Wrens' survive around the world and half a dozen 'late types' have been preserved, five of them in the UK.

The model is internally gas fired and has slide valve

cylinders with working Hackworth valve gear. The boiler is fitted with a water gauge with blow down valve, lubricator and pressure gauge. It will be available in 45mm gauge (gauge 1) only. The model will be available black, blue, green and red with a UK RRP of £1650.00.

Specifications:

Scale: 1:13.7 (7/8ths": 1ft)

Gauge: 45 mm only

Construction: Brass & stainless steel, copper boiler

Mini. Radius: 30 in. (0.75 M)

Length: 11 inches (280mm)

Width: 4 inches (103mm)

Height: 7.5 inches (190mm)

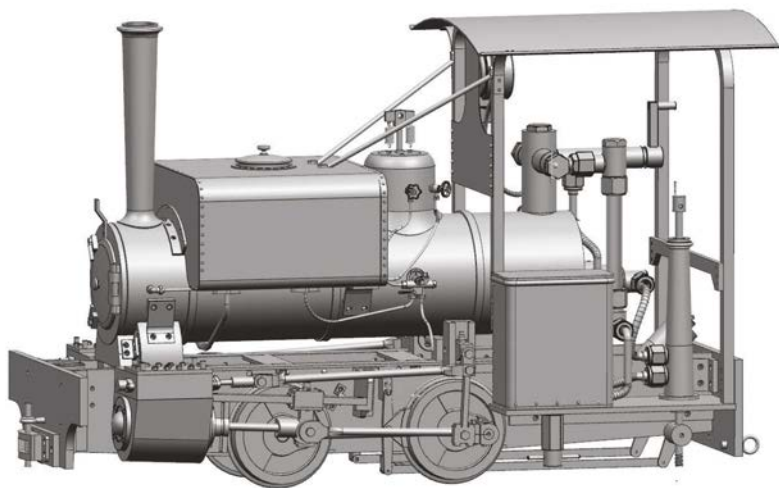
Features:

- Butane fired
- Two slide valve cylinders
- Single flue, gas-fired boiler
- 60 psi working pressure
- 1/2" Pressure Gauge
- Water sight glass
- Hackworth valve gear

Accucraft UK Ltd

Unit 4, Long Meadow Industrial Estate, Pontrilas, Hereford, Herefordshire HR2 0UA

www.accucraft.uk.com



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CRE59000 Revolution radio controlled DCC system

As the official UK distributor for the Train Engineer Revolution radio control system Finescalebrass are pleased to announce, that in addition to holding stock of the current CRE57000 system and receivers (in both steam and diesel generic sound), they are now stocking the new CRE59000 Revolution radio controlled DCC (please NOTE the 2 systems are not compatible).

For the operators of electric locos

both track and battery powered who require the more realistic effects that come with DCC including actual sound recordings (up to 16 sounds), control of loco running characteristics and finally synchronised smoke.

The system acts as the DCC controller so no external DCC system is needed with the exception of a decoder and has a published range of 400'



The base system (1 handset and 1 receiver) £259.60 per set. Additional receivers are £105.80 each.

A typical sound decoder with specific steam or diesel sound projects and a speaker is £150.00.

A full fitting service is available at additional cost.



Finescalebrass

Unit 3, Fulford Business Centre, 35 Hospital Fields Road, York YO10 4DZ
www.finescalebrass.co.uk



IP ENGINEERING

Freelance Matchboard Coach Range

Here is a new range of 16mm scale coach kits. All kits include wheels, cast buffers and cast metal cast door furniture the kits are constructed using the best quality plywood and include brass wheel bearings.

These coach kits are very easy to

construct and look very pleasing behind a steam or diesel outline loco.

Available in 32 mm or 45 mm gauges

Price £35.00 Each

Or all three in a set (2 Pass Coaches and a guards/pass coach for £90.00

IP Engineering

Carousell, Spilsby Road, New Leake, Lincolnshire, PE22 8JT
www.ipengineering.co.uk



TIMPDON MODELS

16mm scale Ffestiniog

Hearse Van

From Timpdon Models. All puns are Chris's own, the editor accepts no responsibility:

Dying for a new wagon?

If ever there was an excuse to write a lot of puns in an article, this is it. A model of the Ffestiniog Railway's Hearse Van has been produced. It's a dead good wagon. A heaven sent opportunity. Don't let the opportunity pass away. (I'll stop now).

The original could be seen for many years at the Welsh Highland Heritage Railway's Museum in Porthmadog. It's now moved back to the FR for restoration.

One of the first wagons produced by Timpdon Models was this very accurate 16mm/foot scale model of the Hearse Van, used on the FR for transporting workers on their final journey. After

meet the increasing public demand.

The wagon is made from birch plywood with brass fittings and finials - which look just like the original's.

Available as a kit (£34.50) or finished model (£49.50). The kit can be made as either 32 or 45mm gauge, but it's not re-gaugeable once completed. If you buy the finished model (as you don't want to add to your increasing shelf of unmade kits), it's in gloss black with a matt back roof and gold coloured trimmings.

So, don't make a grave error by missing out (Sorry! I had one more).



the first batch sold out several years ago, they've now re-released the model to

Timpdon Models

2 Curzon Drive, Timperley, Altrincham, Cheshire, WA15 7SY
www.timpdonmodels.co.uk

BOLE LASER CRAFT

Foreman's Office

Bole Laser Craft has just added another kit to their "Buildings and Lineside" range. The Foreman's office is a small brick building with timber framing and a corrugated iron roof. It is in fact a freelance model but closely matches the architectural style of the Southwold Railway's stations and also does not look out of place next to some of the Leek & Manifold railways buildings either.

Included in the kit is a number of door signs including "FOREMAN", "OFFICE", "MANAGER", "STORES" and "MESS ROOM" so the railway modeller should be able to find a home for this building somewhere in their goods yard or next to a siding.

This laser cut kit is in 1/20 scale making it suitable for both the Sixteen Millimetre and G scale modeller. The assembled kit measures a modest 22 cm long; 15 cm wide and 18 cm tall (to the top of the 3D printed chimney pot).

All walls are 3mm thick, laser cut birch plywood with engraved "english bond" brickwork. The walls overlays (which give the building its attractive Mock Tudor affect) are cut in one piece from 1.5mm birch plywood, so the modeller doesn't have to glue dozens of thin strips in place.

The main roof is 1.5mm plywood with a vacuum formed corrugated

"HIPS" roof overlay. Bole Laser Craft are also selling these corrugated sheets separately if the modeller wishes to use them for their own projects. Usable area of these sheets is 12cm by 34 cm. They are 1mm thick with a 4mm pitch between "ridges".

Obviously being wood, the kit will need thorough painting or varnishing if the modeller intends to leave it

outside in the rain. Use of waterproof woodworking glue or epoxy resin adhesive is also recommended.

Price of building kit: £35 + £6 P&P

Price of roofing sheet: £5 + £3 P&P

Bole Laser Craft

Yew Tree House, South Street, Bole, Retford, Nottinghamshire, DN22 9EJ
www.bolelasercraft.com



BRANDBRIGHT

Stake Wagon Kit

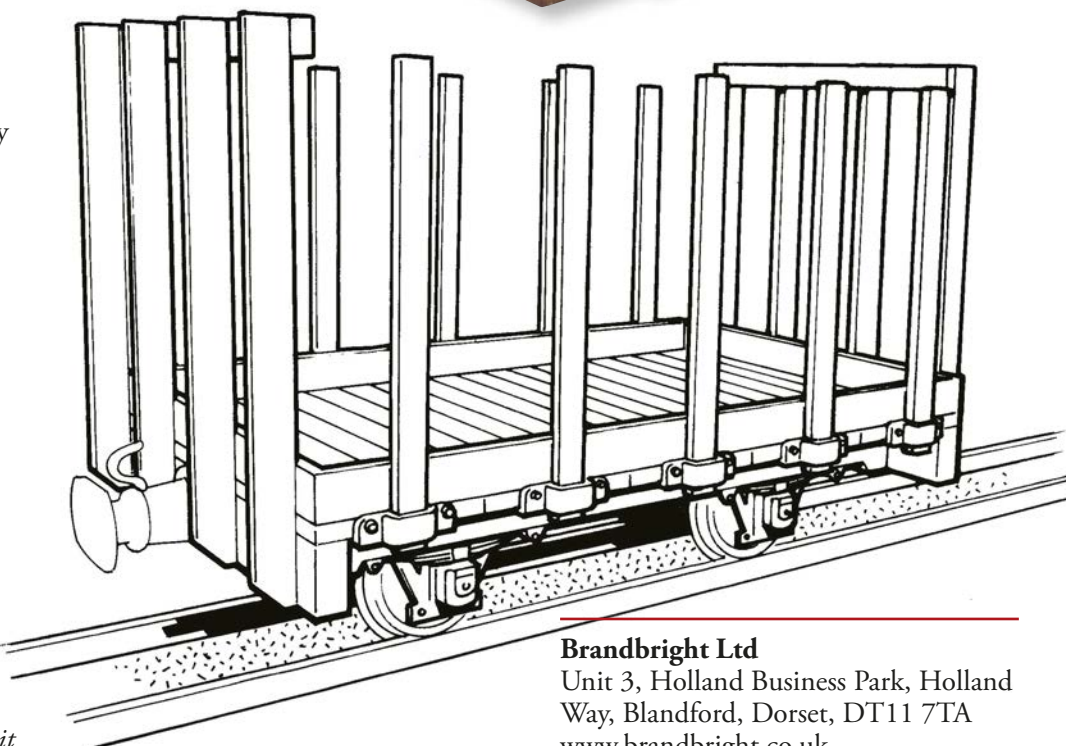
This kit builds into a four wheeled Stake Wagon. Based on a typical early Sugar Cane wagon, it would be ideal for a small rural railway for carrying sticks, withies of willow or hazel for basket or hurdle making, thatching reeds, bales of hay or even a few barrels of beer!

The kit can be made up to run on 32mm (Gauge 0) or 45mm (Gauge 1/G Scale) track. Suitable Wheels would be RSA30/0 or RSA30/1, or if insulated wheels are required then other 25mm diameter wheels can be used.

Required to complete this kit are: Glue, paint, sandpaper, drill, modelling knife and your choice of wheels and couplings.

Price £22.20

Garden Rail will be building this kit in the November issue.



Brandbright Ltd

Unit 3, Holland Business Park, Holland Way, Blandford, Dorset, DT11 7TA
www.brandbright.co.uk

OXFORD DIECAST

1:18 scale diecast micro cars

Heinkel Kabine - (Left Hand Drive) – Yellow

The Heinkel, from the mid 1950s, is a German microcar with a left hand drive and a German number plate SIM TJ 23. It is decorated in a bright yellow with black roof. The interior is moulded in grey with contrasting blue and red tartan seating. It is decorated in a bright yellow with black roof.

The original Heinkel Kabine which was designed by the famous German aircraft manufacturers was made with a steel unit body and the interior was accessed by an opening front. Unlike some of its competitors, it had a four speed gear box plus a reverse gear. Its top speed was 56 mph which in those days was probably a bit scary, considering it was only a three-wheeler!



In real life, the car was designed to be driven either on the right or the left of the road without any mechanical modifications, all down to its tandem seating format.

Price £28.95 (RRP)

Oxford Diecast Ltd

Unit 6 Ystrad Trade Park, Fforestfach, Swansea, SA5 4JB

www.oxforddiecast.co.uk

Messerschmitt KR200 - Convertible - Royal Blue

The three-wheel Messerschmitt KR200 bubble as a convertible with black hood in the closed position with the body painted in a rich royal blue. It has a British number plate 672 WMV. The interior is red and black with silver controls and steering wheel. At the back there is even a tiny luggage rack



DYLCOM MODELS

1/32 scale road vehicles

From Dylcom Models:

The Mercedes O321H was the first bus produced by Mercedes with a semi integral design. It was produced from 1954-1964 it was Mercedes's first rear engine bus that would set the bar for other manufacturers.

This resin model is superb in every way, the finish is museum quality and a great addition to your layout.



It Measures 290mm Long 70mm wide 100mm tall

Price for the blue coach is £220 + p&p. There is also a Red/Cream version that is £199+p&p (no roof rack)

Mercedes 200 ponton fin tail

The W110 heckflosse (fin tail) was a mid range saloon produced from 1961-1968

These again are resin models we have the dark grey and white version and they are £77.50 +p&p (we also have the estate version at £89.50+p&p)

Palletised loads

These are great little items to load on open wagons or on station platforms. Various

styles available, these sell really well so you may have to pre order to avoid disappointment. £4.50+p&p (we will combine postage on multiple orders)

Telegraph Poles

Made to order In 1,2 or 3 crossbars or to any specifications you have. Starting at £12+p&p for single £15 for twin £18 for triple

We also have an extensive range of white metal figures sold in sets of 6 for £13+p&p unpainted and £45 pre painted



Dylcom Models

69 The Birches, Bramhope Leeds, LS16 9DP

You can buy via their Facebook page or direct from me via email - mercedes319d@gmail.com

Building a laser-cut wagon kit

New subscribers to **Garden Rail** will receive a free gift, a North Pilton Works open wagon kit in either 32 or 45mm gauges. The Editor puts one of the models together and decides to fit it with LGB couplings. See page 52 for more information.

1.

The Pilton kit arrives neatly packaged in a strong cardboard box. Each model is complete with wheelsets, so remember to ask for the correct gauge.

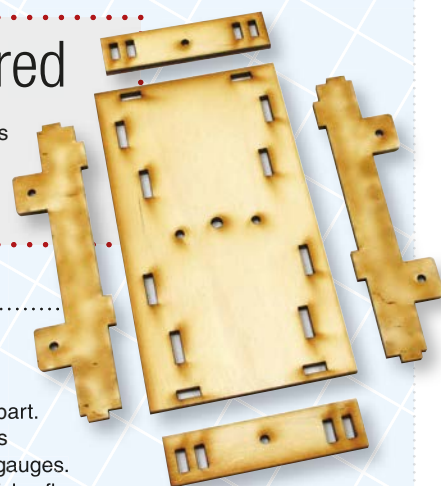


Tools Required

- Sandpaper or abrasive sticks
- PVA glue
- Razor saw if LGB couplings are to be fitted

2.

Work starts by assembling the chassis. Accurate construction is helped by some good sized tabs and slots to locate each part. The floor has two rows of slots to accommodate the different gauges. These will be covered by a false floor, later.



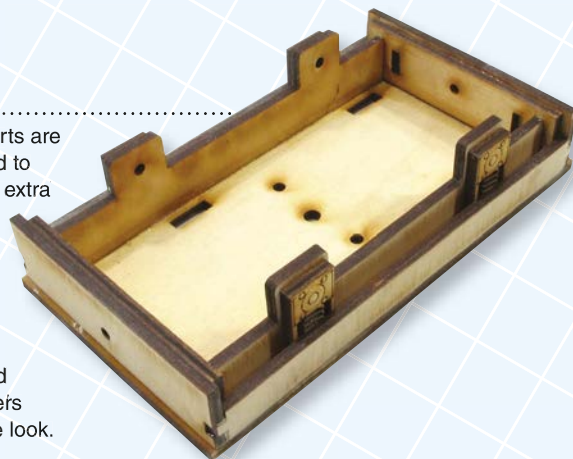
3.

Dry fit the parts without glue to ensure everything goes together OK and then use a bead of PVA along each joint before putting them together. Check for squareness and then let this stage dry fully.



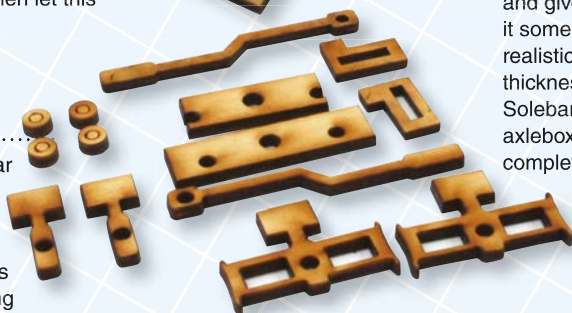
4.

Cosmetic parts are now attached to cover up the extra slots in the bufferbeam, and give it some realistic thickness. Solebars and axlebox covers complete the look.



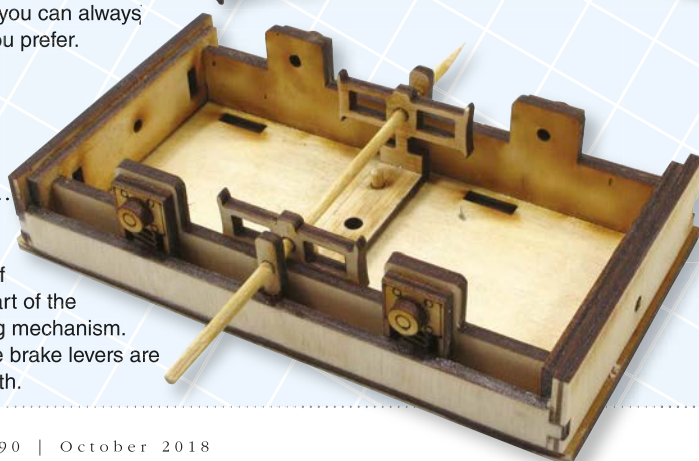
5.

A full set of brake gear is included. There's probably too much for a narrow gauge wagon, the prototypes could be sorely lacking in this department, but you can always leave some of it off if you prefer.



6.

Clever design locks all the brake parts in place and makes use of a wooden skewer as part of the (non-working) operating mechanism. Leave this long until the brake levers are fitted, then cut it to length.



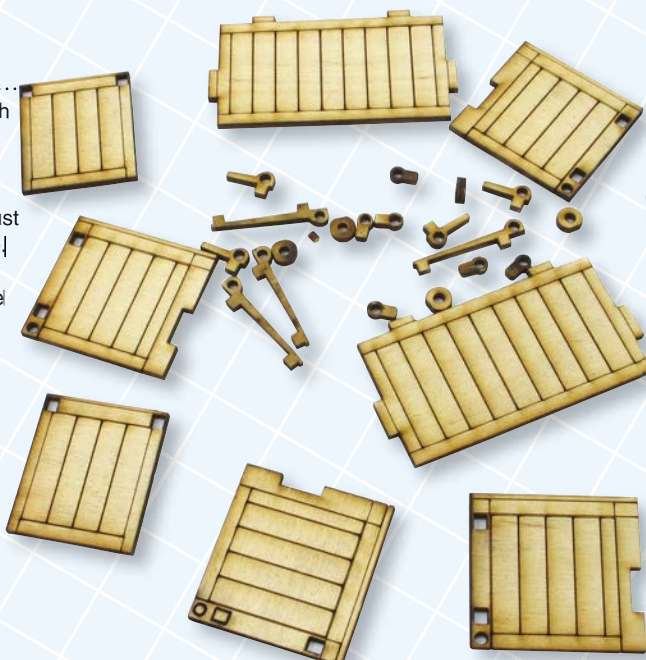
7.

The wheelsets are provided with brass bearings. Slide these into the axleboxes and then spring the sides apart slightly so the axles pop in. Make sure everything spins freely. A quick test on the track is a good idea, and fun.



8.

Much of the North Pilton range of wagons makes use of the same chassis, again, just like the prototype. The bodies are different and here are the parts for the open wagon. These are more complicated than normal because of the opening doors, but it's nothing difficult.



9.

Ends on and the false floor mentioned earlier is dropped in place. Again, tab and slot construction speeds things up and aids accuracy.



11.

Tab and slots corners aid assembly, but don't look great so a few minutes spent with hood filler and some sandpaper is a good idea. You could consider fitting corner plates made of plastic or thin metal instead to cover them up.



10.

The sides go on and then you have the trickiest job, fitting the door catches and not glueing them solid. I fitted the centre rods to the inner wooden washers away from the model and let them dry. These are inserted in the sides and outer catches fitted with a smear of glue on the outside, well away from moving parts. A chamfer at the bottom of the door ensures it will open – assemble without glue first to check this.



12.

Centre buffer couplings are included and these simply screw into the holes in the middle of the bufferbeam. This particular wagon is built to 32mm gauge but are assembled in the same way.



13.

For my 45mm model, I wanted to fit LGB coupling. A set of 64107 couplings need to be screwed to strips of wood added to the floor. Any scrap wood will do as you don't need much. To accommodate the coupling, a slot has to be cut in the bufferbeam. Measure this by standing the wagon next to another item of rolling stock.



14.

Finishing touches include a coat of grey car primer, numbers painted on by hand and some wooden plates painted black to cover up my poor measuring resulting in the couplings being too high. More packing wood underneath sorted this, but left ugly holes. I think I'll get away with it.



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Lincolnshire, LN57TD
www.northpiltonworks.com

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www.yorkshire.16mm.org.uk



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Timpdon MODELS

The Circus is in Town!!



Two rather unique and unusual wagons produced by us at Timpdon Models are the Circus Wagons.



Intended for anyone who wishes to run their own Circus Train, Safari Park Train or Zoo Train, they're also ideal for entertaining the grandkids. Children will spend hours loading and unloading wild animals for a ride on the railway. The lid simply lifts off, whilst the bars keep the public safe from the ferocious beasts inside.

You can buy suitable 16mm plastic animals in most major toy shops.



Available in two sizes (it depends on the size of the animals you want transported), the very easy to build kits contain everything you would need apart from wood glue and paint.



My favourite version I saw on someone's railway was one of the wagons marked "Gorillas". The bars were bent apart and no large apes were inside. Then I spotted a gorilla sat on a station bench reading a newspaper. (Turns out I'm not the only daft one).

For just these two wagons, finished versions are only available by pre-order. Send me an email with your colour requirements.

Small Circus Wagon Kit: £26.00 Finished: £46.00

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See this and more at: www.timpdonmodels.co.uk



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O Gauge Class A3 & A4 Locomotives

Hatton's has teamed up with Heljan to produce O Gauge models of the Gresley Class A3 & A4 locomotives as well as accompanying Gresley Teak coaches in a variety of liveries.

We have been working in conjunction with the National Railway Museum to ensure that these iconic locomotives are brought to life in O Gauge so people can have a piece of the National Collection in their own home.



3D printed samples shown

Each locomotive will measure around 50cm in length and weigh in excess of 2kg.

Variations available to order

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- H7-A3-003** 2745 "Captain Cuttle" in LNER black
- H7-A3-004** 60072 "Sunstar" in BR Express blue
- H7-A3-005** 60035 "Windsor Lad" in BR green with early crest
- H7-A3-006** 60077 "The White Knight" in BR green with late crest
- H7-A3-007** 60103 "Flying Scotsman" in BR green with late crest



Class A4 4-6-2 - £750

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- H7-A4-007** 60012 "Commonwealth of Australia" in BR green with early crest
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Letters are welcomed on any aspect of large scale railway modelling. Please e-mail the Editor: phil.parker@warnersgroup.co.uk or post to The Editor, **Garden Rail Magazine**, Warners Midlands, West Street, Bourne, Lincolnshire, PE10 9PH



MAKING A READY TO RUN LOCOMOTIVE INDIVIDUAL AND YOURS!

Having a steam locomotive is great, running it on a railway is fun. To take it too the next level and make it yours, different and have it have the wow factor can be a dream. I did dream but then I did something about it, but How?

Simple. Decals

I have a Accucraft Victory, she is plane black with industrial twin safety valves. She is one of many running on Gauge 1 Garden railways, well, she WAS now she's MINE, individual and unique?

With being an (ex) miner, raised in Northumberland, Ashington and its system had a soft spot in my railway being. So it will be no surprise that my Victory is Ashington Coal Company No 21.

Here comes another part of our fascinating and diverse hobby, research, finding out where she was and how

ACC painted their locos took time (too many twists and turns to describe here). It took research time, time although not running trains you are still in the hobby, still thinking, still working out and still finding out things about railways.

During the research I did find photos of ACC locomotives. One photo found was of 21 and one of a fully lined and named one. Putting the two together was a simple step. Estimating the size of the lettering then deciding on the colour was fun but the effort was rewarding. The decals were produced by and with the help of Endon Valley Custom Decals then they were applied by Northumbrian Painting (keep it local).

Now a plain black shunting engine emerges from the chrysalis of common work-a-day obscurity to the beauty of an individual. I think so and she is mine, OK I am biased...

The list below shows who owned the class of 10. What the 10 were renumbered and named. This is the start

of the route to change a lovely Ready to Run Locomotive into yours. I did it, so can you.

- 3066 - Powell Duffryn Abaraman Colliery No.18.and Penrikyber colliery.
- 3067 - East Kent Railway No. 4.
- 3068 - Manchester Collieries 'Francis'
- 3069 - ADR No 34 then GWR 666 then BR 666.3070 - Brecon & Merthyr No.35 then GWR 2161. Sold to Ashington Coal Co. (No.21)
- 3071 - Powell duffryn Aberaman colliery No.19.
- 3072 - Tirpentwys Coal co.
- 3073 - ADR No.35 then GWR 667 then BR 667.
- 3074 - Lambton Hetton & Joicey Collieries then NCB.
- 3075 - United Steel Co. 'Rothervale No.8' then NCB.

Alan Macfarlane

St Andrews & Middleburg Railway - CMEE and GDB (General Dog's Body)

UNCOUPLING

I came back to Garden Railways just as Accucraft entered the market. This was a huge change as it gave us ready to run stock.

From that day until I read a letter in June 2018 Garden Rail I've struggled, and sworn, trying to uncouple their chopper couplings. Then Les Fordham's letter triggered a thought. Ease a metal 6 inch rule between the buffers, push the wagons together to take the tension off the couplings, lift the rule and 'hey presto'..... uncoupling.

Probably everyone except me has always know that!

Often the greatest help are the little ideas that an article triggers rather than the major project it describes.

Ray Waters

DRAWINGS

In response to Ewan Cooke's request for drawings I hope the following will be useful.

I suspect the book he refers to is one of those by Bernard Rockett, a quick Google will bring up more of his titles, or take a look at the booksellers listed as suppliers on the 16mm Association website.

Speaking of the Association, there are about a gazillion - I think that's the correct mathematical term - drawings in the magazine. Fortunately for us the magazine index can be viewed in a number of 'cuts' of the data and this link will take you to a version that has all the drawings listed together, along with which edition to buy/search out.

<https://www.16mm.org.uk/publications/16mm-today/16mm-today-index/by-subject/>

Lastly, as you mention, there is an excellent listing of drawings for narrow gauge subjects in all sorts of scales, see:

<http://www.narrow-gauge-index.co.uk/>

Chris Stockdale

Not knowing which area Ewan is from, I would suggest attending specialist shows such as Expo N/G at Swanley on 27th October 2018 where he will be spoilt for choice. Also The Transport Bookshop, Welling, Kent, which is a short walk from Falcon Wood Station.

Every issue of 16mm Today magazine has 16 mm scale drawings within, there is also available a CD ROM disc with almost all the back issues and more drawings than you could ever use.

John Denbury

DIARY DATES

Date: 6th and 7th October 2018

Event: The Yorkshire Garden Railway Show (formerly Elsecar Garden Railway Show)

Venue: Richard Dunn Sports Centre in Bradford BD6 1EZ

Organiser: The Yorkshire Group of 16mm N.G. Modellers Ltd

Web: www.yorkshire.16mm.org.uk/

Yorkshire16mmShowhomepage.html

Times: Sat 10am – 4.30pm Sun 10am-4pm

Exhibitors: See website for full details

Date: Saturday 27th October 2018

Event: Exeter Garden Railway Show

Address: The Matford Centre, Matford Park Road, Marsh Barton Ind Estate, Exeter EX2 8FD

Organiser: South Devon Garden Railway Group Limited

Contact: Mr Peter Javes - 01548 559283 – e-mail: show.coordinator@sdgrg.org.uk

Web: www.exetergardenrailwayshow.com

Times: 10.30 a.m. to 4.30 p.m.

Prices: Adult £7, Child free, Concession £6.

Exhibitors: Around 25 exhibitors covering all the major garden railway scales, and standard and narrow gauge layouts with working live steam, electric, and heritage model trains.

Traders: About 40 traders will be attending, selling everything from locomotives down to nuts and bolts.

Additional Info: Restaurant, disabled friendly, free car parking. No dogs except guide/assistance dogs.

Date: 24th November 2018

Event: Steam in BEDS

Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, LU6 2DJ

Organiser: 16mm Society Bedfordshire Area Group

Web: www.bag16mm.org.uk

Times: 10am – 4.30pm

Exhibitors: Full trade support and at least 3 live steam layouts. See website for full details

All events are published in good faith. Please check with the organisers before travelling a significant distance as Garden Rail can't be responsible for changes or cancellations. To submit and event for publication, please e-mail phil.parker@warnersgroup.co.uk

SUBMISSION NOTES

Garden Rail welcomes articles submitted via posted disc, e-mail, Dropbox (or other large file sending system on-line). Please ensure that your name, e-mail address, telephone number and postal address for payment on publication are included. Send to phil.parker@warnersgroup.co.uk or to the contact address on the Contents page.

Articles should be submitted in MS Word or other word processing format. Please do not use fancy formatting or embed photos in the piece, these should be sent separately at the highest resolution possible and in JPEG format. Printed photos of a historic nature will be accepted. Captions for all photos should be included as part of the submission. You must own copyright to any material submitted.

The background of the advertisement is a dense, overlapping collage of numerous tablet devices. Each tablet screen displays a different issue of the 'Garden Rail' magazine. The covers feature various railway-themed illustrations and headlines, such as 'SIMPLY Charming', '71 MILES OF TRACK? NO PROBLEM.', '17 YEARS OUTDOORS AND STILL RUNNING...', 'TOY STORY', 'GARDEN RAILWAY SUPERPOWER', and 'IT'S SNOW'. The tablets are arranged in a way that creates a sense of depth and repetition, emphasizing the digital nature of the subscription.

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Dining trains

Brian L Dominic serves up some tasty operational ideas

Most of our “stuff” is seen in the garden, but when you build cheapo battery locos and have an oval of Faller E-train track, it’s a case of “have railway, will travel”.

Our local Ripley U3A (University of the Third Age, for those who are not old enough) has as one of our Special Interest Groups a Transport Group. Some of these groups are terribly serious and studious, but in the Transport Group we tend to go out and visit nearby places of interest - from tramway systems (heritage and modern) to canal tunnels, narrow gauge railways and transport museums.

Each of the Special Interest Groups takes it in turn to put on the tea and coffee at our monthly General Meeting, so when it was our turn, the opportunity was taken to run a train consisting of a second-hand Simplex, an IP Engineering “Albert” loco and a rake of nearly-finished Phil Sharples Pingxi coal wagons, which have appeared in this august publication some time ago.

Recently, the Butterley Garden Railway Association held their first Loco Olympics: tests of loco power and control.

There were tugs of war, drawbar pull tests and a “how carefully can you drive your loco” test. For the latter, a cocktail glass from Tesco was fixed to a flat

wagon with Blu-Tac, and filled brim-full with water when the loco had been coupled up.

It was then up to the driver to drive as carefully as possible around one circuit of the upper level at Butterley. The loco which needed least topping-up to make the glass brim-full again was declared the winner.

Oddly enough, it wasn’t a radio-controlled loco which won - my manual Baldrig took the honours! ■

Garden Rail Resource

IP Engineering

Carousell, Spilsby Road, New Leake, Lincolnshire, PE22 8JT
www.ipengineering.co.uk

Phil Sharples

Search eBay for vwmonkeyblue
e-mail: sharples66@talktalk.net

Please mention **Garden Rail** when contacting suppliers.



Left and Above: Tasty treats delivered by the Battenberg Express



Right The challenge wagon. Brian assures us that it's water in the glass.



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The new improved limited edition of our 32mm Diesels (25 only)

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NEW! Clarence Nov 2018, R/C £1700, Man £1470



NEW! Merseysider Jan 2019, R/C £755, with sound £875



Darjeeling NDM6, 0-4-0D, Nov 2018, R/C battery electric £1252, sound £1355



WD Alco 2-6-2T Nov 2018, Manual £1863, R/C £2090
Russell 2-6-2T, Jan 2019, Man. £1682, R/C £1860

Little John 0-4-0D R/C Battery electric, Jan 2019, £602
Bulldog 0-4-0D Mar 2019 R/C Battery electric £634

Beddgelert 0-6-4ST March '19 Manual £1858, R/C £2075
Billy 0-4-0T March 2019 Manual £1320, R/C £1555

Fowler 0-6-2 tender, Mar 2019 Manual £1610, R/C £1835
Lady Anne 0-6-0T Apr 2019 Manual £1370, R/C £1555

Leek & Manifold 2-6-4T Apr 19 Manual £1780, R/C £2000
Harlech Castle 0-6-0D Apr 2019 R/C Battery electric £919, with sound £1055, FR yellow band additional £40

Bundaberg 0-6-2T May 2019 Man £1633, R/C £1806
Katie 0-4-0ST May 2019 Manual £1320, R/C £1555

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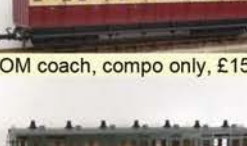
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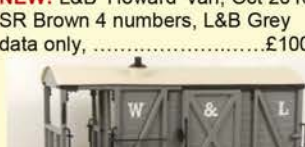
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