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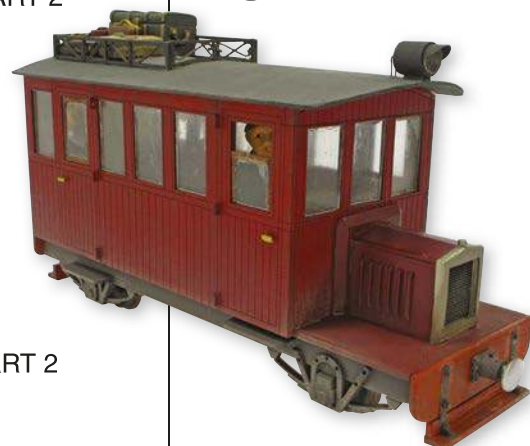


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Next Month: Mark Thatcher builds a Gauge 3 wagon



VIEW FROM THE END OF THE PLATFORM



Have we ever had it so good?

Over the last few weeks, I've had my reporters hat on for our sister magazine **British Railway Modelling** and been attending product launches for the major small scale manufacturers.

Each has revealed new locomotives and rolling stock and provided updates on models they had told us about in the past – mostly providing dates when our readers will be able to go out and spend some hard-earned cash.

Garden scales aren't nearly as popular, in terms of numbers working in them, than OO or N gauge, but despite this, those in our scales can match them in terms out new models. This issue sees three new live steam locomotives in our Product News, two of them already in the metal and ready for delivery in the next few months. The OO models often appear as little more than drawings with plenty of time for potential buyers to save up!

Chatting to the trade, I know there are lots more exciting products on the way this year. Anyone attending a major event this year, such as the Midlands Garden Railway show whose guide appears in this issue, had better start saving their money now as levels of temptation will be high!

IS THIS A GOOD THING?

I like think that railway modelling is a creative activity. Every week I gratefully receive articles from modellers for publication detailing how they have built locomotives, carriages and rolling stock or even complete railway lines. This is, what I think you want to read about.

Garden Rail isn't a collectors magazine for people who like to buy shiny boxes they never open. I might be as guilty as anyone of owning a few "shelf queens" but I also like nothing more than making something. Spending lots of time driving a computer means working with my hands is a welcome antidote to gawping into a screen.

So, grateful as we all are for the efforts



of those behind the tables at shows, I hope that the hobby doesn't just become an exercise in wielding a credit card. Fortunately, we are a long way from this as I don't know any of the trade who aren't keen to encourage their customer to get stuck in and build a railway. They are enthusiasts first and foremost and they want you to enjoy your hobby.

Has there ever been a better time to be into garden railways then?

I'm sure readers will be able to suggest product ranges they miss from years ago. Saltford Models would be high on my list, but those kits have been partly replaced by others, even if they don't come with Brian Clarke's idiosyncratic instructions.

Other suggestions would be welcome though, you might well find someone looking to clear some space in the "maturing cupboard" many of our kits sit in for a while! ■

In July 2018, we reviewed Roundhouse Engineering's steam tram "Clarence". At the time, I looked forward to seeing how one would look fully lined out by an expert, and just before we went to press, Berry Hill Works published this photograph of a model that had just been painted for a customer. What a beauty!

Handy Hint: Sticking bits of RTR models back together is a real challenge, so when I bought a cheap LGB ToyTrain caboose with the steps and chimney rattling around in the bottom of the box, I wasn't sure how well the repairs would go. Spotting glue residue on the step supports didn't make me feel any more confident. A recent purchase from Phoenix Precision Paints saved the day however. Their Superweld doesn't smell like other ABS solvents, but it sticks LGB plastic back together perfectly. The repaired chimney seems as strong as it did when it was new. I pass this on as I'm sure it will help someone.



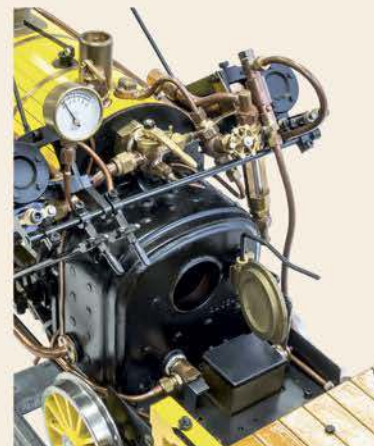
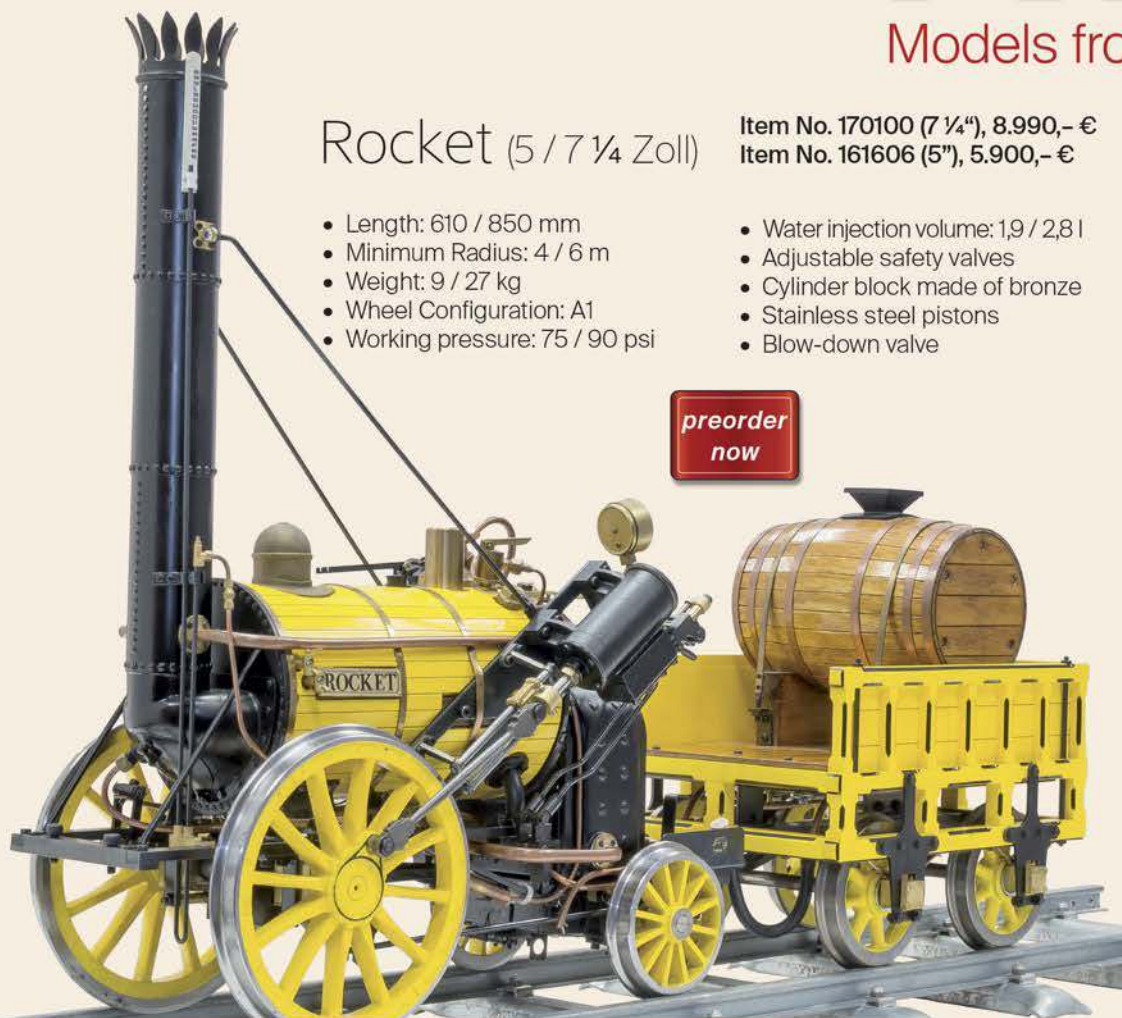
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The Springfield Line

Inspiration for David Mercer's line has come from around the world.

The system that became the Springfield and North London Railway had its genesis in 1992 when the first track was laid. When we felt that construction had progressed sufficiently for the line to have a name,

after much headscratching the names of adjacent streets were used (we are at the north end of one of them).

The gauge chosen was 45mm using mainly Tenmille and some LGB track, chosen for its robustness. I first laid

Double heading by two engines from the Londonderry & Lough Swilly Railway on Bolan Bridge. The pilot engine is 4-8-4T no. 5 (Hudswell Clarke, Leeds in 1912) and the train engine is 4-8-0 no. 12 (also by Hudswell Clarke, 1905).



track outside many years ago when I lived in rather more rural surroundings where cattle trespass seemed par for the course. The resultant damage soon drove the nascent undertaking into early bankruptcy, hence the desire for strong track.

Another early decision was not to electrify the track and to rely on live steam and, later, battery electric power. I had found that during an interim phase of building 00 gauge indoors, I had great difficulty in making the electric power supply reliable. If I had such problems indoors, they would be magnified outdoors.

I have to admit that I hardly ever run the live steam – partly because of

4-6-0 P class no. 76 "Lord Hardinge" of the Bombay, Baroda & Central India Railway setting back on to its train. No. 76 was built at Ajmer Works in what was then called Rajputana in 1913. A class P is preserved at the Delhi Railway Museum.



laziness, partly because I have found that it is easier to run the sort of trains that I want with the battery electrics and partly because I am able to build a large part of some of the locomotives out of styrene, something I enjoy.

The scale I have adopted is 15 mm. to the foot, or 1:20. This should perhaps be 1:20.3 – I have never checked the accuracy of the .3, but I presume it to be so. It is certainly an easy scale to work to, for although I am not at all metrically inclined, each 5 mm division on a metric ruler represents 4 inches – very convenient.

I first adopted this scale as I found that the carriage kits being marketed by Garden Railway Specialists were made to that scale and it seemed an excellent compromise as it suggested the Irish 3 foot gauge and the Isle of Man Railways.

This probably explains why I have so many models of Irish Locomotives, eight at the last count – three each from the Lough Swilly and the County

Donegal and one each from the Trallee & Dingle and the Ballymena & Larne section of the Belfast and Northern Counties Railway.

I look for prototypes from the 2ft. 6in. to 3ft. 6in. gauges. The scale used in building is generally consistent, as I have a somewhat cavalier attitude when it comes to adapting the model to the gauge.

As for the sort of railway, whilst it is freelance, I suppose that it could be said

Class A of the Silverton Tramway on Bolan Bridge with the up mail.

that the inspiration comes from systems like the Indian Metre gauge or the Australian 3ft. 6in. gauge lines. In these islands, the nearest parallel would be the more substantial narrow gauge Irish lines, such as the County Donegal or the Lough Swilly. I also have a liking for big little engines (I think that that is the



T class no. 186 (James Martin & Co., Gawler, South Australia, 1909) of the South Australian Railways arriving at Burmer. No. 186 is preserved, much rebuilt, at Quorn on the Pitchi Richie Railway.



Shades of Pennyburn Shed. A line up of Londonderry & Lough Swilly motive power. From left, nos. 5, 11, 12 and 9.

right way round) that operate in what are, to me, exotic foreign parts.

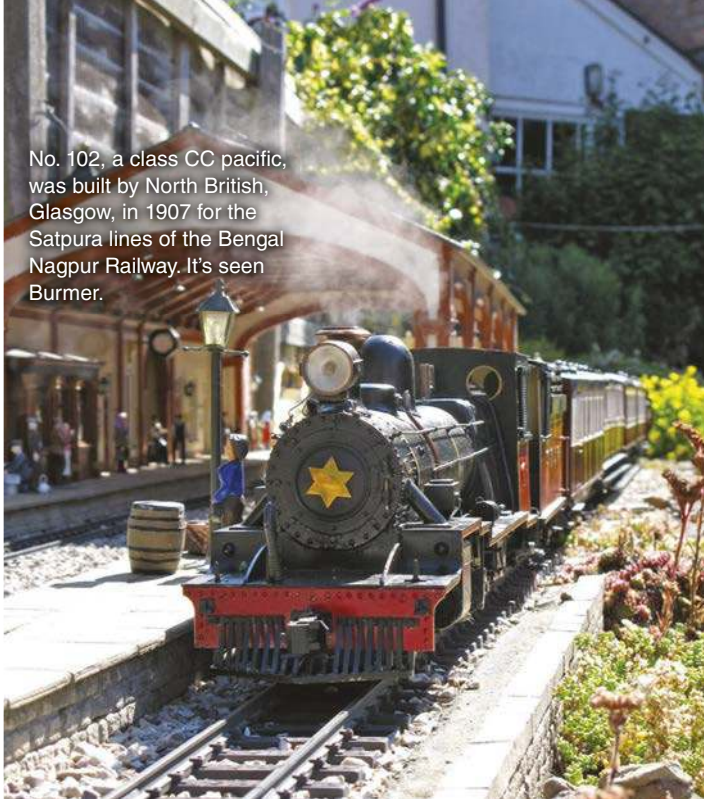
The main running line is a superimposed figure of eight with a total running length of around 250 feet. There is also a branch with sub-branches. It is interesting that when I have visiting enginemen on steam up days, only the drivers of battery electrics occasionally venture down the branch. I do not remember a live steam driver ever doing that. To go down the branch would involve running round the train and live steam drivers do not seem to like doing that. Maybe that is one of the factors why I now prefer battery electrics.



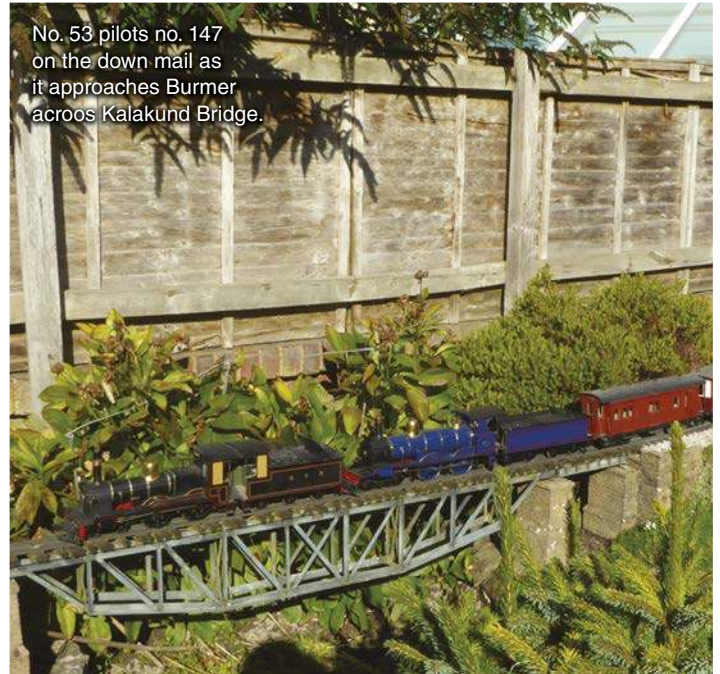
Above: Tribal Class no. 3104 "Alur" (Vulcan Foundry, Newton-le-Willows, 1955) of the East African Railways at Burner. This engine gave me a lot of trouble with clearances. It is really too big for my railway.

Crossing at Salang Road. Trallee & Dingle 2-6-2T no. 6T (Hunslet, Leeds, 1892) meets Class R no. 147 of the Western Australia Government Railway (Dubs, Glasgow, 1892).





No. 102, a class CC pacific, was built by North British, Glasgow, in 1907 for the Satpura lines of the Bengal Nagpur Railway. It's seen Burmer.



No. 53 pilots no. 147 on the down mail as it approaches Burmer across Kalakund Bridge.

All the place names on the line have a reason, often quite obscure but some are more obvious. Kitchener station happens to be outside the kitchen window.

The scratch built buildings tend to be inspired by buildings to which the resulting model bears little resemblance. Take the train shed and station at

Burmer for example. I first started to think about building a train shed when the train I was travelling on stopped early one morning at Bahia Blanca in Argentina and I walked around the rather gloomy wood built train shed there. Having started to think along those lines, other influences came from the Brunel train shed at Frome

in Somerset, the train shed from Edinburgh Haymarket now preserved at Bo'ness and the station at Ballarat in Victoria, Australia.

The result is not a model of any of them, but the influences are there.

As for the lineside structures, take Elgin Viaduct. The inspiration for this came from the Elgin Bridge in the Bolan Pass in Pakistan. Sheila and I were looking at it whilst we were waiting to see and photograph the Quetta Mail grinding its way up through the pass behind aging Alco diesels.

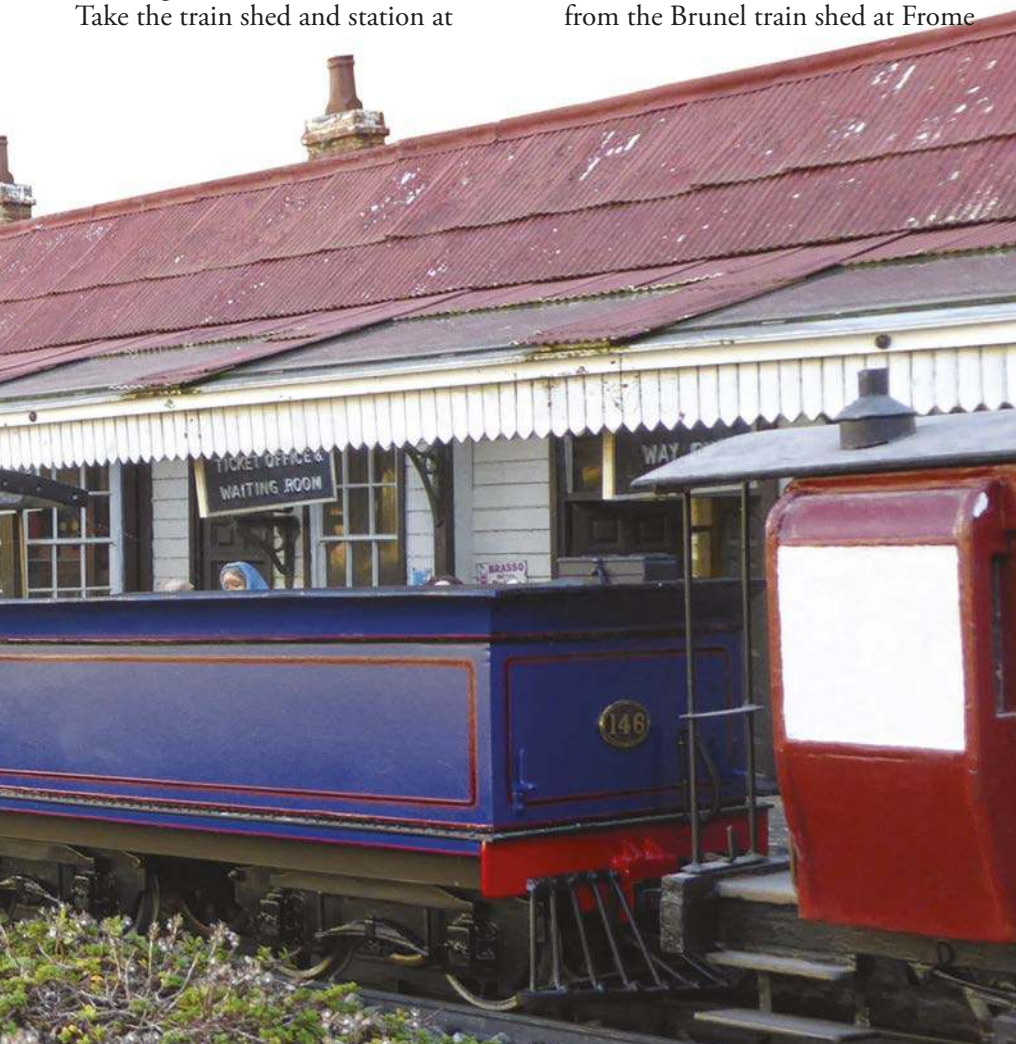
We were admiring the splendid masonry work and we thought that we could do something like that with our modified version of Jigstones – so we did. The result is not a model of Elgin Bridge – that has a steel central span – but it is inspired by it.

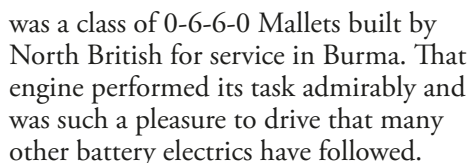
As for the motive power and rolling stock, I have far too many locomotives, but that will not stop me from acquiring more as I enjoy looking at them.

The early locomotives were live steam, some from Roundhouse and Pearse and others built for me by my good friend John Campbell. He is responsible for all the Irish engines.

All the later engines are battery electric. It could be said that the rot set in when I asked John to build me a battery powered locomotive that could be sent round the track to clear off any small twigs or visiting snails, frogs, cats or other trespassers. The engine needed to be heavy, powerful and not have any leading bogie or pony truck that might derail rather too readily.

The prototype we decided upon





I now have models of locomotives from every continent – every continent with railways that is, Anartica being somewhat deficient in that respect. As I said earlier, far too many engines.

As with the buildings, the scratch built stock would have been inspired by some vehicle I have seen, but the finished result is not a recognisable

The line itself does involve quite a lot of bridges as I enjoy building them. Apart from Elgin Viaduct in masonry, there are metal trusses (aluminium masquerading as steel), wood trusses and trestles.

On the main line the gradients have been kept down to 1:72 or less, with the exception of a short length of 1:60.

The minimum radius on the running lines is meant to be 6ft., but there is a length of about 12 inches where it goes down to about 5ft. 8in. This is the result of bad surveying (the company's board of directors wanted to sack the surveyor, but he would not go). As this happened on a 1:72 gradient where there is a station home signal, it has become a test point – with what load can an engine restart its train if brought to a stand there. Otherwise, there are a few Tenmille points in yards with a radius of about 5 ft. 6 in.

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So, the Springfield line. It gives me a lot of pleasure, both in the building and in the running. It is just as well that I do not have a bigger garden as I would only get rather too ambitious as to what could be done and it all has to be maintained.

Nevertheless, the Springfield line, with its varied features, motive power and rolling stock does help to remind me of the fascinating places I have been fortunate enough to visit over the years. ■

More photos on page 44

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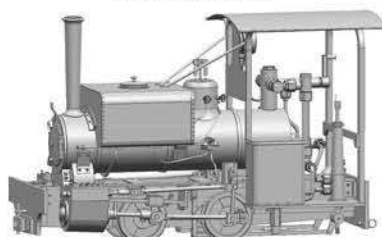
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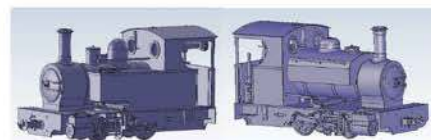


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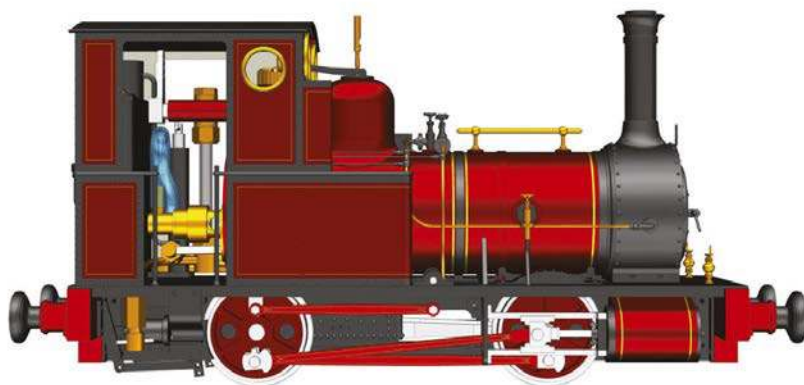
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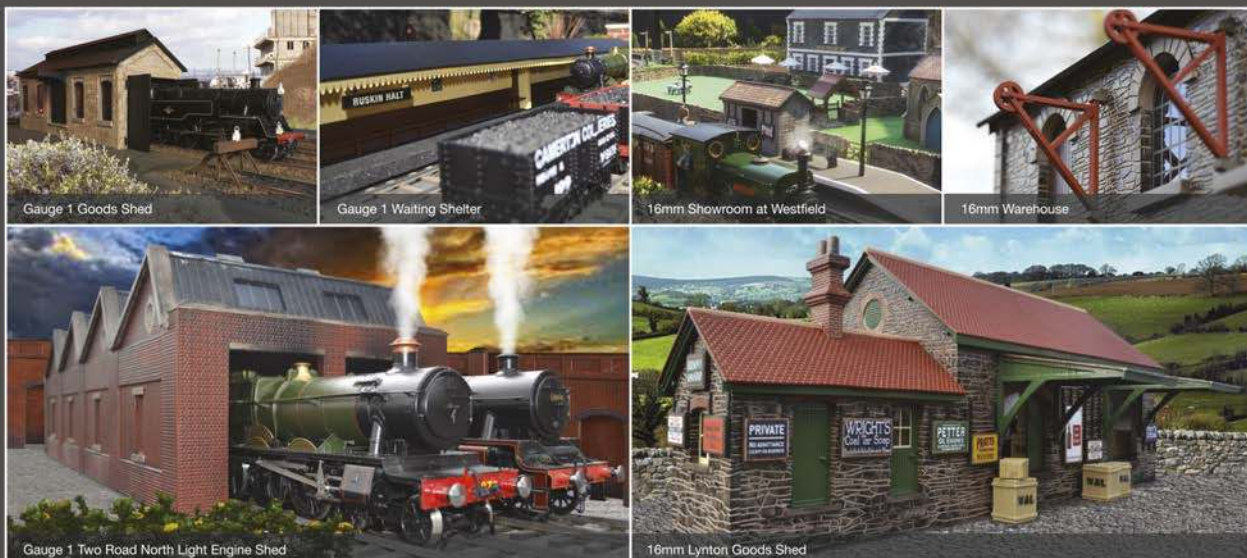
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Confessions of a scratch-bash-bodgeller – Part 2



Last month Rik Bennett showed us how he constructs rolling stock quickly and on a budget. This time he turns his attention to motive power.

Last month, I confessed to possessing mediocre modelling skills, suffer from impatience, am somewhat of a cheapskate and also, I am a bit of a garden railway misfit in that I seldom run live steam and although my track gauge is 45mm, I do not use track power.

I started with LGB off-the-shelf models but very quickly decided that I wanted my railway to resemble a typical UK based narrow gauge railway and so set about modifying (aka bashing) my existing stock and subsequent purchases to 'Anglicise' them (not sure if there

is a similar generic term for 'UK-and-Ireland-ising').

After constructing a Peckett (ish) loco from an early Garden Railway Specialists kit on an LGB ToyTrain 4 wheel motor block, I felt that my modelling skills with Plastikard were sufficient for me to have a go at designing and constructing my own bespoke locomotives.

I figured that the easiest type of loco to construct from scratch would be diesel outline. In effect, a diesel is a couple of rectangular boxes mounted on a set of wheels.

The daily pick-up good meandering slowly through the garden landscape. It ticks all my boxes!

Left: Peckett(ish) loco built from a GRS kit on an LGB ToyTrain 0-4-0 motor block. This was one of the early GRS kits which was made primarily from pre-cut plastic sections. Later and present day kits are mostly resin castings.

Below: What a 3' gauge Fowler diesel mechanical might have looked like – scratch-built body on a bashed LGB ToyTrain 0-4-0 motor block. I based the model on a standard gauge Fowler loco, influenced by the 2' gauge versions.





Former Southwold Railway Sharp Stewart No. 1 (Southwold) re-imagined with a scratchbuilt body on a Playmobil 0-4-0 motor block. Its MyLocoSound sound card is housed in the bunker. The majority of my locos now have soundcards.

Former Southwold Railway Manning Wardle No.4 (Wenhaston) reinterpreted with a scratchbuilt body on an LGB U-Class 0-6-2 chassis. This was one of the first locos I converted to battery power with a 12v lipo CCTV camera battery. I now use li-ion 18650 cylindrical cells in most of my locos.



Recognising that my limited constructional skills would not be sufficient to make a powered chassis which would actually work, as with the Peckett, I based my model on an LGB ToyTrain four-wheel motor block.

As I wanted my model to vaguely resemble something which could have been found on a three-foot narrow gauge railway in the 1930s, I cast around for a suitable prototype. Nothing appropriate leapt out at me and so I compromised. My diesel loco is a cross between a two-foot gauge and a standard gauge Fowler locomotive.

Constructed primarily from plastic sheet with a few bits of brass for the layshaft and fly cranks, plus oddments from plastic ball point pens and with rivet heads and louvres from Cambrian Models, she turned-out, to my mind, to be a reasonably acceptable model of a fictitious diesel mechanical loco for a hypothetical railway.

Buoyed by this success, I felt confident enough to tackle a steam locomotive. As a long-term member of the Southwold Railway Preservation Society, now SR Trust, a Southwold loco was a natural choice.

Consulting the plans in *Branchline to Southwold* (Middleton Press, 1984), I figured that the motor block from an LGB Zillertalbahn U class 0-6-2 was close enough in wheel size (though not necessarily in wheel spacing) for SR Manning Wardle loco No. 4, Wenhaston, provided she was modelled at a scale of 15mm to the foot. The clincher was that using the LGB motor block would save me the trouble of trying to construct my own Walschaerts valve gear.



Almost exclusively constructed from Plastikard, with a dome from the top of a bottle of after-sun spray and the smokebox door from a plastic castor, she turned out to be a reasonable representation of the original, provided I did not look too closely below the running plate.

My next scratch-bodge had to be a sister loco for the SR Manning Wardle – i.e. one of the lovely little SR Sharp Stewarts. By this time, I had abandoned track power in favour of battery power and Deltang radio control and so, I opted for the SR's second No. 1 loco, the slightly larger Sharp Stewart 2-4-2T, Southwold, as this would provide me with a bit more room to accommodate the batteries, radio control equipment (which is actually quite diminutive) and even a MyLocoSound sound card and speaker.

The greatest problem was tracking

Former Davington Railway Manning Wardle 0-6-0 saddle tank with a scratchbuilt plasticard body on a Piko motor block. This was the first steam outline loco which I constructed to run on batteries. Previous locos started with track power and were later converted after frustration with keeping tracks clean and locos running smoothly in the great outdoors.

down a four wheel motor block of the right dimensions. Eventually, a Playmobil motor block turned up on the German eBay site and I took a chance and purchased it for the princely sum of £28 plus postage.

I was delighted to find it was close enough in wheel size and spacing, provided I modelled the loco in 16mm scale. The pony truck and trailing bogie took a bit of head-scratching but eventually managed to fashion them from brass, with phosphor bronze springs to keep them on the rails.

The body was primarily constructed from Plastikard (what else?), and various whitmetal fitments were purchased from GRS. The motor in the block does not seem to run quite as smoothly as those in LGB motor blocks, but I was very pleased with the way she looked. I spent a bit more time detailing this loco and began to realise that my constructional skills were improving slightly.

Where next? I fancied a new challenge and so, after picking up a copy of the Oakwood Press book (2nd edition, 2014) about the Davington Light Railway, I was captivated by the railway's Manning Wardle 0-6-0T locos. I discovered that the Piko 0-6-0 motor block was a close enough match for the wheels in 16mm scale and so set to work.

The saddle tank proved a lot trickier to construct than I expected but after a fair amount of fiddling (plus an occasional expletive), I managed to get the geometry right. The rest of the loco was relatively straightforward though the external pipework was quite challenging for a bodger. Several pieces of copper wire, brass tube and brass washers went into it. One day, I will get around to replacing the pipework as I am not entirely happy with it.

However, the Piko mechanism turned out to be very smooth-running and powerful in operation and so she has become one of my favourite locos, especially for handling the pickup goods. On a load test she happily pulled 48 axles up a 1:40 gradient – far more than I would expect her to do during a normal operating session.

All this time the first loco on my railway, the LGB Stainz 0-4-0T from the starter set had been sitting on the shelf awaiting a decision as to its fate. I had been reluctant to part with it for nostalgic reasons and, while a few Germanic locos did find their way on to UK railways, I felt that the Peckforton Light Railway would not have been one of them, particularly in the 1930s, the period I have set for my railway.

I had avoided trying to Anglicise it because I was not convinced it would be possible, until I saw couple of Stainz conversions which, ironically, had been carried out by fellow garden railway modellers in Australia.

With the bit between my teeth, and razor saw in my hand, I launched into the body of the Stainz. My only criteria

were that it should end up looking appropriate for the UK and I would increase the size of the side tanks to accommodate three 18650 lithium ion batteries (my preferred power source by this time). I think it turned out all right. It doesn't really resemble any specific prototype but, to my mind, the square cab windows and large tanks are reminiscent of the Beyer Peacocks on the Welshpool and Llanfair, provided it's getting dark and one's eyes are half-closed!

My next choice for scratch-bodging was a Black Hawthorn 0-4-0 half-cab tank loco. This started life as a very cheap purchase on eBay of a rather tatty LGB ToyTrain Otto locomotive. I really fancied having a half-cab loco pottering about in the copper mine sidings and initially I simply sawed the Otto cab in

half, but the proportions looked wrong and so I did a bit of searching for a suitable prototype.

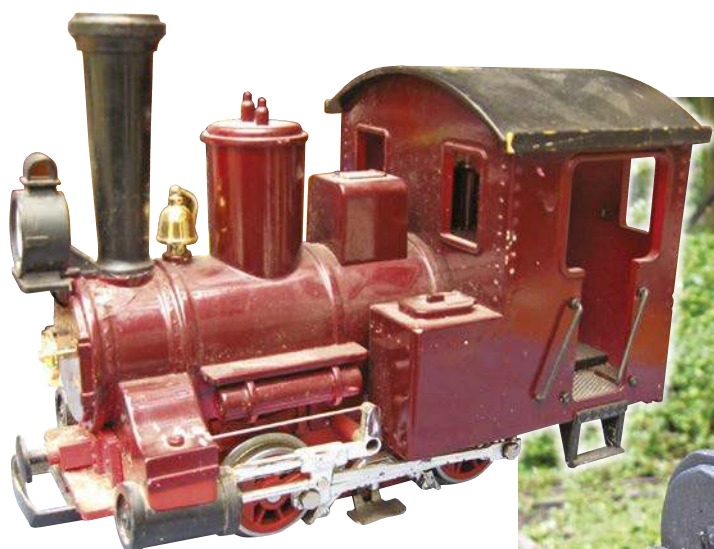
Whilst thumbing through Ivo Peter's (1976) *Narrow Gauge Charm of Yesterday*, my attention was drawn to the rather attractive Black Hawthorn 0-4-0s which operated on the Kettering iron ore railways. Despite my previous experience with making a saddle tank, I pressed ahead and hacked the Otto body about a lot more until I had something which sort-of resembled the original loco. A lot more compromises were made than I would have wished, making me realise that it would have been a lot easier to have made the loco body entirely from scratch, but she is evocative of the real thing and does look very much at home at the copper mine.

In the meantime, I had been slowly

My LGB Starter Set Stainz loco, pre-bashing. This was my first garden railway loco and so has considerable sentimental value.

The Stainz loco, post-bashing. Until this point, I had avoided 'bashing' off the shelf locos as I wanted stock which was representative of real prototypes. However, I fancied the challenge of Anglicising a typical and well known Germanic loco. Larger tanks, a running board, single dome and narrower chimney were the key changes. I also removed the valve gear.





LGB ToyTrain Otto loco as bought on the internet. This was a particularly tatty specimen, which is why I managed to buy it for around £30.

Otto transformed into a (sort of) Black Hawthorn 0-4-0 saddle tank. Fortunately, one of the originals is preserved in the museum at Penrhyn Castle, about an hour and half's drive from my home, so I was able to take over 70 photos to help inspire the bash.



converting some early freelance Andel coaches into something vaguely resembling a back-to-back pair of Ford railbuses. The mechanism on the powered railbus had taken me considerable time to complete after several abortive attempts at using motor gearboxes from a couple of suppliers. These turned out to be neither sufficiently powerful nor robust and after stripping the gears on three gearboxes I opted for an MFA geared motor and nylon bevel gears – quite noisy but seemingly almost bullet-proof.

The railbus is usually used as the last train of the day, as dusk falls. With interior lighting and a sound system using real Model T Ford sound effects and the guts from a £10 MP3 player

she looks and sounds quite pleasing as she trundles around the railway in the gathering gloom.

In addition to my scratch-bodges, I have kit-built six more locos from various sources and picked-up a couple of secondhand early ex-GRS kits and another secondhand loco – and so my fleet of locos now numbers fifteen. At most, I run four locos during a running session and so can pick and choose which locos to use as whim and fancy takes me.

I chose 1932 as the year in which my railway is depicted quite deliberately. Unlike real narrow-gauge railways at the time which were closing at quite alarming rates (eg Southwold, 1929, Leek & Manifold, 1934), I have assumed that my railway soldiered on largely due to the patronage of Lord Tollemache who owned Peckforton Castle and was a keen amateur engineer, partly because of the rich seam of copper which was discovered and also because of its proximity to Liverpool and Manchester and resultant tourist trade. Of course, the railway managed

to pick up a few bargains as other railways closed down which explains the diversity of motive power on the PLR.

As has been mentioned, all my locos are battery powered. From the earliest days of my experimentations, I opted for lithium-ion batteries as these provide the greatest power output for the least amount of space. I'm not sure if it was naivety or my rebellious nature which made me ignore the horror stories which abounded among naysayers on various online forums about the dangers of lithium-ion technology. However, I am neither cavalier nor foolhardy and so exercise a considerable degree of caution in how I handle, connect and charge li-ion batteries.

Most of my locos are powered by three 18650 cylindrical 3.7v li-ion cells, wired in series to give, nominally, 11.1v. I find this voltage perfectly adequate for powering the 24v motors in LGB and Piko motor blocks as I like running my locos at scale speeds.

I buy good quality cells from a reputable supplier (Ecolux) who attaches solder tags to them for free. I use unprotected cells connected to battery protection boards, wire-in a balance charge lead and balance charge the pack with a good quality charger (iMax B6) once a year to ensure the cells are kept in good condition. Over the years only once have I had a problem with thermal runaway with



The final version of the mechanism for my Ford-style railcar after finding the gearbox motors from a couple of garden railway suppliers were insufficiently powerful or robust for the job. This arrangement has been going for over five years with no issues apart from being somewhat noisy. This is now masked by a very loud soundcard, bashed from a cheap MP3 player.



My double ended Ford-inspired railcar bashed from a couple of Andel freelance coaches. The bonnet is probably slightly too small, but was based around a radiator grille moulding from Cambrian Models. One day I might get around to re-modelling the front end.

A typical steam outline battery loco costs me between £120 and £140 to construct.

• Motor block -	£50
• Plasticard etc.	£10
• Fittings	£20
• Batteries	£10
• Wiring etc	£10
• Deltang Receiver/controller	£40
• Total	£140

Of course, I could cut costs by constructing my own chassis and mechanisms but I know my limitations and prefer to base my creations on a proven and reliable means of propulsion. As indicated above, I sometimes make my own fittings from recycled everyday items to further cut costs.

lithium cells – and that was my fault. I accidentally shorted out one of the cells when soldering it into a pack. The cell got very hot, fizzed and vented gas for around ten seconds and then stopped. A bit disappointing really, considering the predictions of doom, gloom and disaster which I had been led to expect.

What do I mean by ‘scratch-bash-bodgelling’? To my mind, ‘scratch-building’ means constructing something entirely from raw materials while ‘bashing’ involves starting with an off-the-shelf model or kit and adapting it. Quite a few of my models have scratch-built bodies but use commercial mechanisms. I regard those who make accurate scale models with highly accomplished skills as ‘modellers’ whereas I’m a cross between a modeller and a bodger – hence ‘bodgeller’.

Why battery powered steam outline? Fellow garden railway modellers often try to persuade me to adopt live steam. I have tried it and had a few live steamers running on my railway, but I must confess (again) to preferring my battery

locos. I realise that I am probably being sacrilegious to 16mm garden railway convention but:

- 1 My locos cost a fraction of even the cheapest live steam loco;
- 2 Even with my limited skills, I can construct a battery loco to suit my own taste in prototypes;
- 3 My locos run at scale speeds and are very controllable for goods shunting operations (which is one of my passions). My focus is on the operational side when running trains – my models are a means to that end rather than an end in themselves;
- 4 I can get a train up and running almost instantly and my locos will run all day between charges. Recently, one of my locos ran for 14 hours continuously, pulling a train of three bogie coaches and a van.

At the end of the day, I believe that garden railway modelling is a broad church. We all pursue our passions. My motivation for moving out into the garden wasn’t the lure of live steam,

it was the opportunity to build my representation of a complete UK based narrow gauge railway system and run it as realistically as I am able. I get infinite pleasure from relaxing in a comfortable chair on a warm summer’s evening watching and hearing a train which I have largely constructed myself, chuffing through a landscape which I have also created to provide a reasonably realistic service to a community which lies inside my head. Isn’t that what this hobby all about? ■

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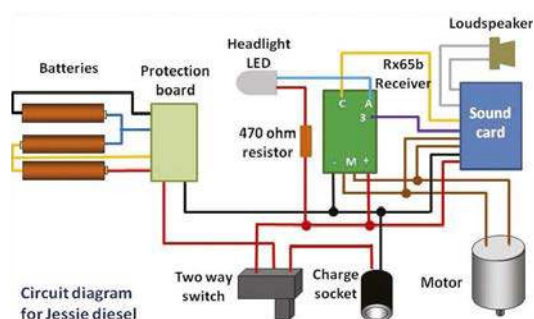
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Wiring diagram used as the basis for most of my battery powered radio-controlled locos. It is a very simple arrangement. The two-way switch isolates the batteries from the motor when charging is taking place. Although it is not essential to use a battery protection board with Deltang receivers (they have built-in low voltage cut-off sensing for li-ion), I prefer a belt and braces approach.

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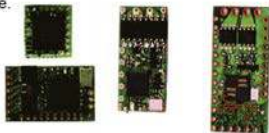
An on-board battery and R/C receiver frees your locos and trains; no more time wasted cleaning track and pickups. Run your layout without track power - no need to insulate turnouts and no messy wiring.

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Receivers and controllers operate on 2.4GHz using the popular Spektrum DSM2/DSMX protocol. Receivers have a short wire aerial, some are available with extended aerials for use in totally enclosed metal bodied locos.

R/C Receivers

The range of R/C receivers covers all scales and gauges; from N to SM32, Gauge 1 and beyond with motor currents from 0.5A to 6A. The smallest receiver, suitable for N and 009, measures 9x9.6mm. A selection is shown here.



All Deltang receivers have multiple auxiliary outputs for controlling lights, coupling actuators, sound modules or whatever on-board function your imagination wants to implement.

Batteries

On-board batteries can be NiMH or LiPo for best size/capacity ratio. LiPo cells can be charged in the model and frequently topped up when the loco is resting. Most locos do not need the full 12V - 4V or 8V from 1 or 2 LiPo cells is usually sufficient. For space restricted installations, a single LiPo cell can be used with a small booster to give 9V or 12V.



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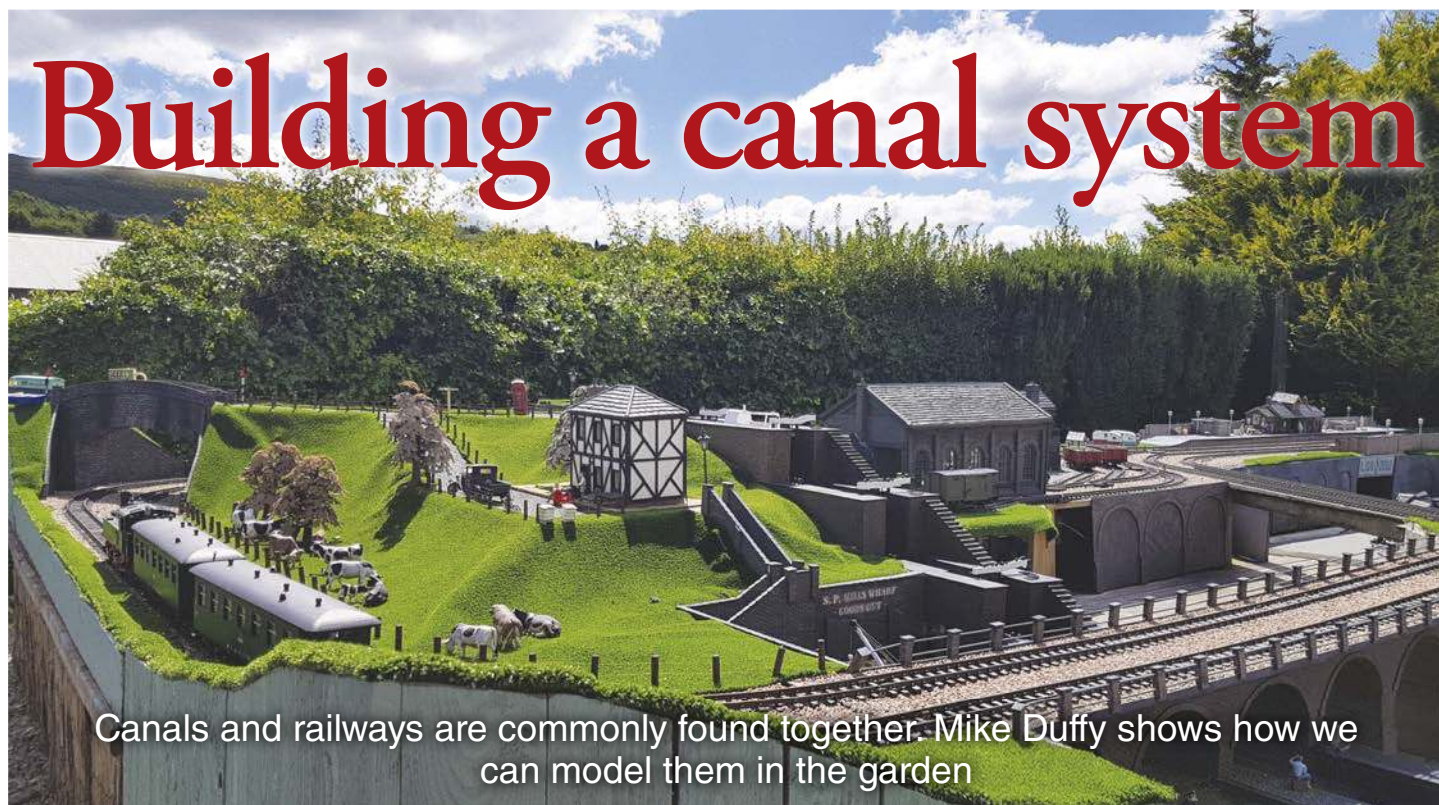
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Building a canal system



Canals and railways are commonly found together. Mike Duffy shows how we can model them in the garden

In my minds eye, Lazy is a real village with real industry and a local population. To survive and prosper, it has grown with the industrial revolution.

Everything started with a factory which needed a delivery system. At the beginning this was provided by horses and carts. Those were superseded by canals and then by rail, only for the lorries to arrive and replace the lot. We will ignore this last “development” though as the period in time I’m looking at is the 1950s-60s *Titfield Thunderbolt* era

I’ve got the railway lines in. I’ve even

got a bit of road in, the missing bit was the canal.

This wasn’t an accident. It was left because I needed to figure out how to do it. Lots of pondering required and I do like a good pondering with a brew. Cake helps enormously too.

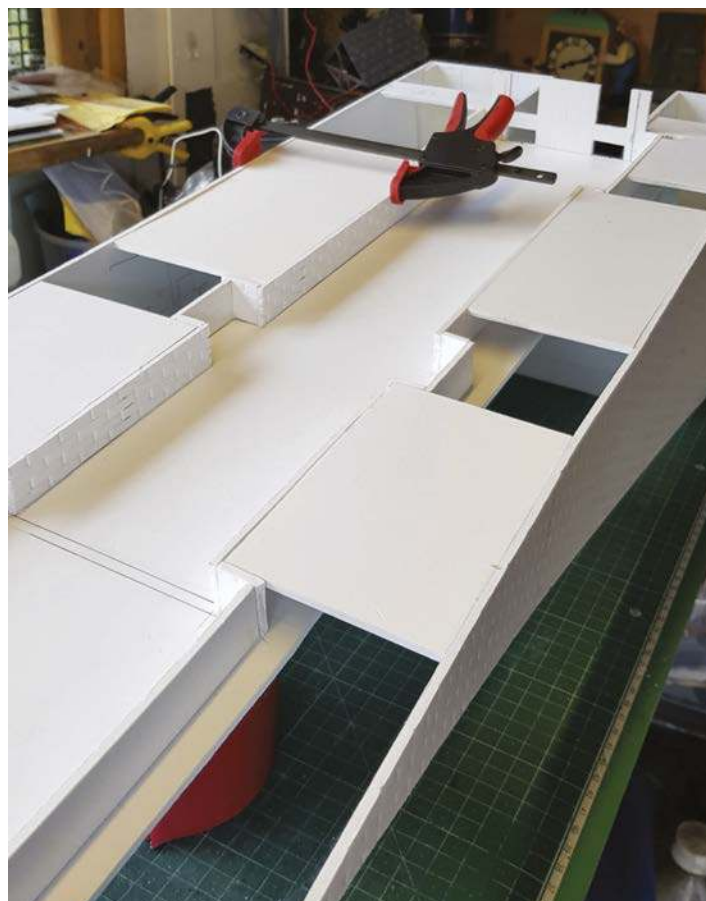
The first thing was I wanted the

canal to go over and under the railway. I wanted it to have a flight of locks. All this had to be integrated into the landscape as though it was there first, but in order to achieve that the viaduct and the goods yard had to be constructed.

Having reached the point where I had

Building the second lock from foamboard.

Using two planks and judge the intended position of the canal locks.



run out of excuses for not building it, last winter I bit the bullet and made a start.

By now, I knew the size - 4 ft long to get up 3ft. This sounds great, until you start. A couple of planks of wood gave a very rough indication of the climb my canal would need to achieve, plus it had to go over the railway line.

The first lock is the difficult one. Do I leave it full of water, or empty?

I decided that one lock would be modelled empty. If this was the bottom lock, it would enable me to have the lock gate opening/closing.

To calculate the size of the lock I would need a canal boat so that's were I started after a brew, more pondering and another slice of cake.

Most people have a idea of what

a canal looks like. The ones local to me are 7ft wide and use single gate short locks. This saves space, which disappears at a alarming rate when you start measuring stuff out. Each lock has length, lift and depth. Trying to figure it out required countless brews.

Eventually I made a master design plan template and set each lock to match it.

The building material I use is my favourite, foamboard. Construction followed the tried and trusted method of drawing it out, then scribing in mortar lines followed by cutting and glueing the parts together.

Its relatively easy to adapt these techniques to making the canal boats, which only took a few days. After they were complete I could use them to work

out the dimensions of the locks. There's no point making the locks if the boats don't fit or look the part!

One thing that was worrying me was the water. I had tried Perspex (clear plastic) and sheets of glass, both painted underneath to look like water, but after a winter they didn't stand up too well. I thought about resin or varnish like the small scale indoor railways use, but didn't think that would work.

Yes, I know you are shouting "real water", except it doesn't really work at scale, nor was I confident of building a full canal that was watertight I'm good, but not that good.

The eureka moment came when driving and I spotted some broken car window glass.

It sparkles. It's flexible. It's safe, in as much as broken glass is safe, but safety glass from car side windows when broken breaks up into small square fragments. After collecting bags of it from various sources including a friendly AA man who's into G scale, I used a old sieve to filter and clean it. After this it's laid loose into the canal trough and to me looks good enough.

Having figured out the water and the boats, construction of the locks could start in earnest. The first lock was the hardest as it was empty so I had to include more detail in it. The second lock was to sit above the first, leading to the realisation this was this was going to be a big build. To make life easier, I decided to make the sets of locks in two halves, building the first pair and joining them together before commencing the second pair. As the build progressed details were added like the steps going up and down along with the ladders.

As the build progress, I grew more confident about it. When the last lock went in I found out I was only half a inch out overall and a quarter of an inch too high. A celebratory brew beckoned.

The set of locks in place enabled me to create the canal wharf setting I wanted on one bank at the bottom and a mooring above the locks. I wanted it set like this as in my minds eye, the men wander off to the pub on arrival at the moorings. This allows two boats to pass each other, and lets their wives, who are the ones really in charge, get on with getting the boats up and down the locks.

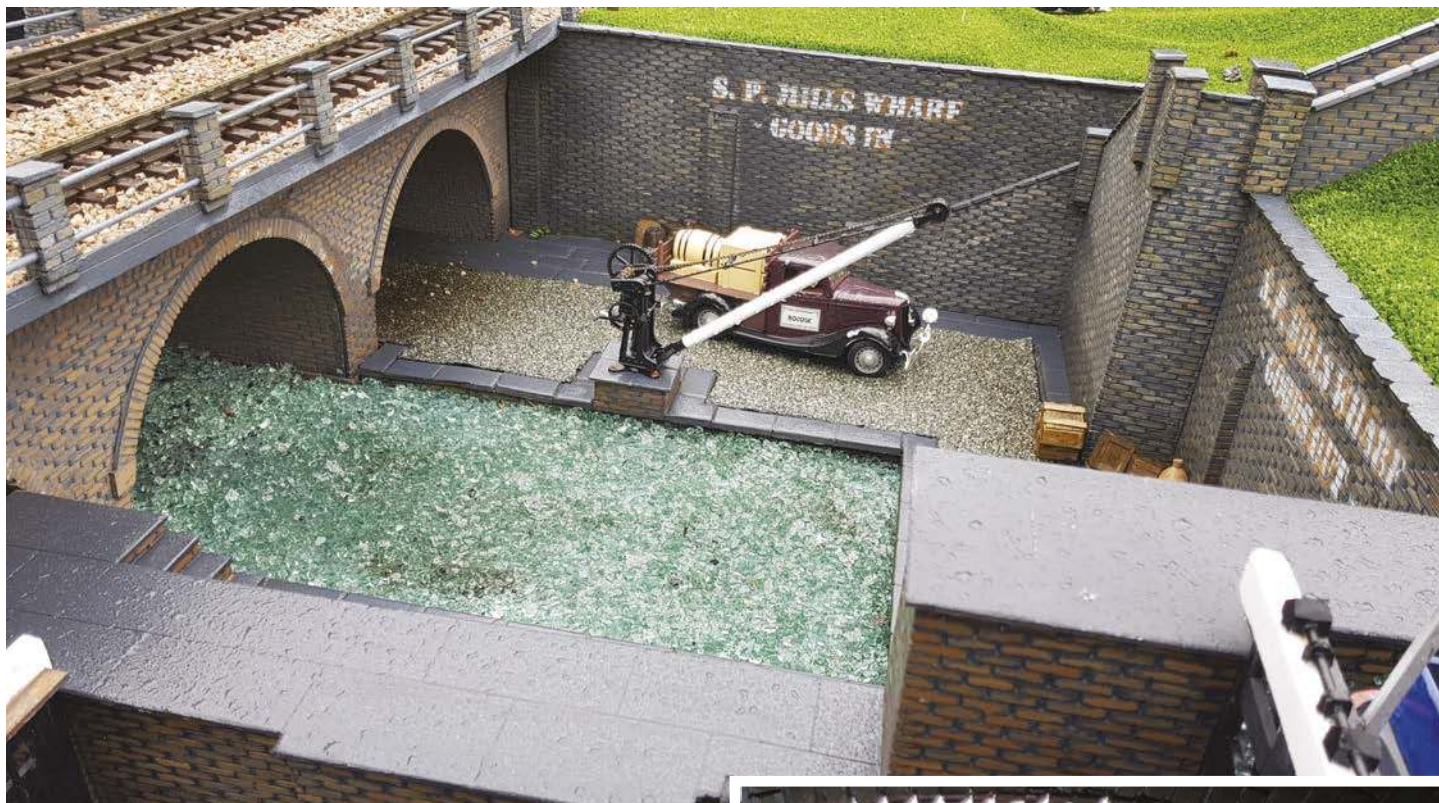
Upon arrival at the wharf they can argue a better price for the delivery of products from the local mill "S.P.Mills manufactures of quality ladies slippers".

Constructing the canal boat.



Trail fit of the top lock.





This really is a local manufacturing thing around these parts of Lancashire. The mill has already been made. What's missing is a warehouse - any guesses what's this years winters build? ■

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Above: With the "water" installed, the wharf in use. The crane is a Trenarren Models white metal kit.

Left: Looking up the flight of locks from the bottom.

Below: The traction engine waits by the top of the flight. You can see the ladder and raised bricks under the balance beam.



Magnetic Uncoupling

Steve Howard explains how to convert chopper couplings to operate automatically using magnets.

I started out using centre buffers and three link chains on my garden layout, but quickly found that they were unsuitable for my end-to-end Hambleden Valley exhibition layout where a significant amount of coupling and uncoupling was required during shunting and run-round operations.

Therefore all the couplings were changed to chopper types so that uncoupling could be achieved by fixing a steel wire to the tail of the hook and a magnet fixed to the track at strategic points.

The initial couplings were Tenmille AG047 compact types as these had a tail on the hook and its shorter overall length reduced the gap between vehicles, important in the confines of a portable layout and more realistic in appearance.

Unfortunately I believe these are no longer available, although the longer AG046 version is and it uses the same

hook. The advantage of the Tenmille coupling over others such as the usual Accucraft version is that the hook has the tail on it, necessary for this uncoupling system to work. (Although I have not tried, it is probably still possible to use the Accucraft version but with a longer wire attached to the top of the hook bar)

However, Accucraft has now changed the design of their hook and it now has a short tail with a bob weight, so it is easier to fit a steel wire. The Accucraft coupling overall length is still very long creating unduly large spacings between wagons, so if I have had to use these, they have been fitted from behind the buffer beam wherever possible, rather than on the buffer beam face.

The roll pins supplied with the Tenmille coupling were replaced with 8BA and 10BA nuts and bolts to make modifications and any future changes or swapping of components much easier.

Attracted by a magnet, the hook is raised for uncoupling.

The hooks have an off-centre boss moulded on them to allow two hooks to sit side by side within the buffer slot. For my purpose, a hook is only required on one end of a wagon, so they are centred within the slot in the buffer by one of two different methods. Usually, the boss was cut down by half and 8BA spacing washers glued on the other side.

An alternative method was to remove the boss completely and fit a length of brass tube through the pivot point, the same length as the space between the side frames of the buffer and to centre the hook on this tube with a dab of superglue. Either system worked just as well.

For the track magnets to lift the hook, a 2cm long piece of steel wire (I used 1mm steel welding rod, but any suitable steel wire or small pin would

Original Accucraft hook with no tail present



Tenmille hook

Steel wire glued to back of hook with Araldite. The operator side of the wire is painted white to make it more visible when operating on the layout.





work) is bent to a right angle and one arm filed to form a flat on the surface to increase the area of contact with the hook. This is then glued to the rear face of the coupling hook tail. It is held with superglue first, as it sets very rapidly, to hold the wire in the correct position and then Araldite is added for additional strength.

The operator side of the wire is painted white and white dots are marked on the rail side facing the operator to denote the extent of travel during which the hook would be lifted and uncoupling can take place. This aids in stopping the train in the correct location as it is difficult to see the track magnets when the train is over them, even when you know where they are!

The track magnets are neodymium bar magnets ordered from the Internet. Beware, these are very powerful and need to be handled with care. Keep all tools and wristwatches etc. well out of the way or you will end up with everything sticking together.

The magnets used on Hambleton were 75mm x 10mm x 2mm and were glued to the top of the sleepers with Impact adhesive. They are disguised as much as possible with various treatments depending on their location. In some instances, they are painted matt black and covered in track ballast and others covered with a thin piece of balsa wood or plastic sheet and painted dirty brown/black as part of a boardwalk crossing.

They are placed on the layout where uncoupling is usually required, such as at the beginning of each siding, at the end of the station and in the headshunt etc. Where possible, these were fitted on straight pieces of track.

Long fixed wheelbase vehicles and excessive side play in the wheel axleboxes means coupling hooks and slots do not always align well on curved

track. The track magnets are easily removed and fitted to new positions, or additional ones added if the train operating sequence or uncoupling arrangements are changed.

All the stock is placed on the layout with the coupling hook located at the right-hand end of the vehicle. The coupling on the left-hand is a buffer only with no hook fitted.

Stock pulled across the track magnet will not uncouple as the tension caused by the weight of the train prevents the hook being lifted. However, when the train is stopped or slightly reversed above the magnet, the release of the tension allows the hook to rise.

Some of the stock is left in rakes so a wire is not fixed to hooks in the middle of the rake. Coaches are kept in pairs so the middle coupling is again not modified.

Hambleton is usually operated at exhibitions with fixed rakes of vehicles, typically three goods trains and three passenger. The last vehicle of the train, usually the brake van and some intermediate wagons where the train is normally split during shunting, have a small sprung metal strip bearing on the axle to help maintain coupling tension throughout the train to help prevent any unwanted uncoupling when running over the track magnet.

The reliability of the system depends on accurate alignment and setup of individual couplings, particularly their height. When the hook is raised by the track magnet, it must clear the bottom of the buffer slot of the adjoining vehicle. I made a simple jig from a block of wood that sits on the track. The top of the block was the height to the bottom of the buffer slot.

The buffer faces have also been slightly reshaped. The buffer head and slot has very square edges and these have all been rounded off to help guide the hook

Track magnets are disguised with ballast or as boardwalks across the track. The white dots which are only visible from the operating side mark the extent where the hook will be lifted for uncoupling.

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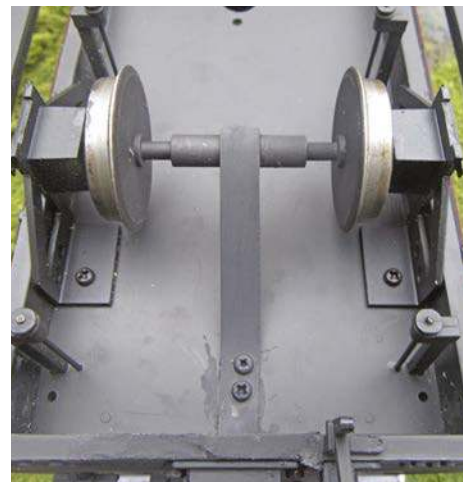
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into the slot. I used a craft knife to carve the buffer rather than a file. Filing the Tenmille buffer leaves a rough surface finish due to the nature of the material used. A knife left a clean finish.

Very occasionally, usually when someone is filming, the system will not work reliably on long wheelbase vehicles on curved track, but on my layout the success rate is very high and has been well worth the effort compared to trying to use three link chains or always having to separate the vehicles by hand.

It takes a little practice and some good slow running properties of the locos, but once mastered enables hands-off coupling and uncoupling to take place during operating sessions. There are several videos on YouTube of the layout in operation. ■



Small strips of sprung metal bear on the axles of some vehicles to help maintain tension on the couplings in the train formation. Usually the brake van or last vehicle of a consist.

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The PIKO N Scale (1:160) range features a modest selection of locomotives and stock, as well as a range of building kits. The locomotives run smoothly, with accurately printed liveries and DCC compatibility. This range includes many passenger multiple units that run around Europe, not just in Germany, this allows interesting commuter and inter-urban layouts to be modelled if they are based around a specific locomotive.



The PIKO G Scale (1:22.5) range covers locomotives, rolling stock, a track system, and a large range of building kits. It can be used both indoors and outdoors, and is great value for money. The locomotives feature directional lighting, and some even have sound and smoke. Stock from both Europe and the USA are featured in the range and the track is high quality and robust, and easy to lay.



TT Scale (1:120) is gaining in popularity, and PIKO produce a growing range of locomotives and rolling stock, including the famous ICE High Speed Train. A good 'compromise' scale, TT offers the detail of HO Scale but the space-saving convenience of N Scale. New modellers should definitely consider this scale, as many generic scenic materials can also be used to create layouts in TT Scale.



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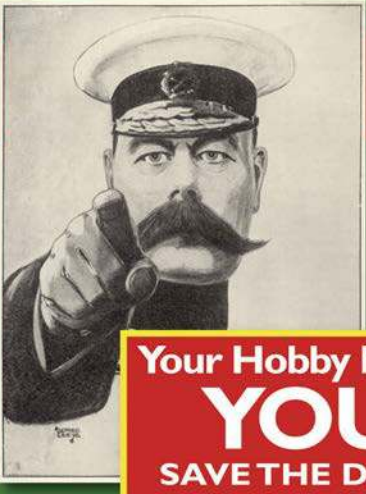
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Moving in to steam

Your nice new steam locomotive has arrived in its box. Tag Gorton explains what you should and shouldn't do next.

At this point I think, and for the purpose of the exercise, we can say that our first assay into steam motive power has turned up. You may of course have collected it from a show or it has arrived, hopefully undamaged, via a carrier. Oddly there seems to be a thing on YouTube where people record the opening of the box when they get a new phone or computer product – I haven't a clue why. The thing I still remember however is the smell of my brand new Merlin when I opened the box some thirty-four years ago.

Now luckily, and perhaps because you read Part 1, you have already laid in the equipment, fuel and oil that you will require for steaming your new locomotive. I will as well, make the assumption that you have rails to run on. If you have not there is still a way forward for you to get used to your locomotive before you head out to perform on a local garden railway.

After you have checked out and explored your locomotive it is a very good idea to read the instructions (something I am embarrassed to say I have not always done) because the manufacturer or builder of your locomotive will generally have a fair idea about how to run it and, even if you think you know, you may get caught out as I did.

In my defence I have to say that I have not been the only one too cocky to read instructions. I do remember an



This is a Roundhouse 'George', a generic loco direct from Doncaster, undergoing its first steaming on a line on the slopes of Dartmoor. One always remembers one's first time... (Photo: Roundhouse Engineering)

experienced trader who steamed the Roundhouse 'Millie' for the first time. After fuelling, watering and oiling, said trader turned on the gas and clicked assiduously away at the chimney top with his lighter.

Unfortunately the 'Millie' is NOT an internally gas fired engine. The firebox is around the boiler and one should light the fire between the boiler and the side tank. By the time the cloud of gas had reached as high as the chimney top there was a fair bit released and it ignited with a disconcertingly loud WHOP accompanied by an eyebrow burning flash – which must have fixed his split ends!

READ THE INSTRUCTIONS THROUGH

Of course you yourself are very switched on (I can see that from here) and will

undoubtedly sit down with a cup of your favourite beverage and read the instructions through carefully.

Do bear in mind that, if it is a Roundhouse locomotive, the instructions will also contain a certificate of compliance with the Safe Engineering Practice component of the EEC Pressure Vessel Regulations – in other words boiler and gas tank certification. It is therefore a good idea to keep the instructions for your loco in a safe place. You don't need to cart them round with you if you run elsewhere and mine are all kept safe in individual plastic slip cases.

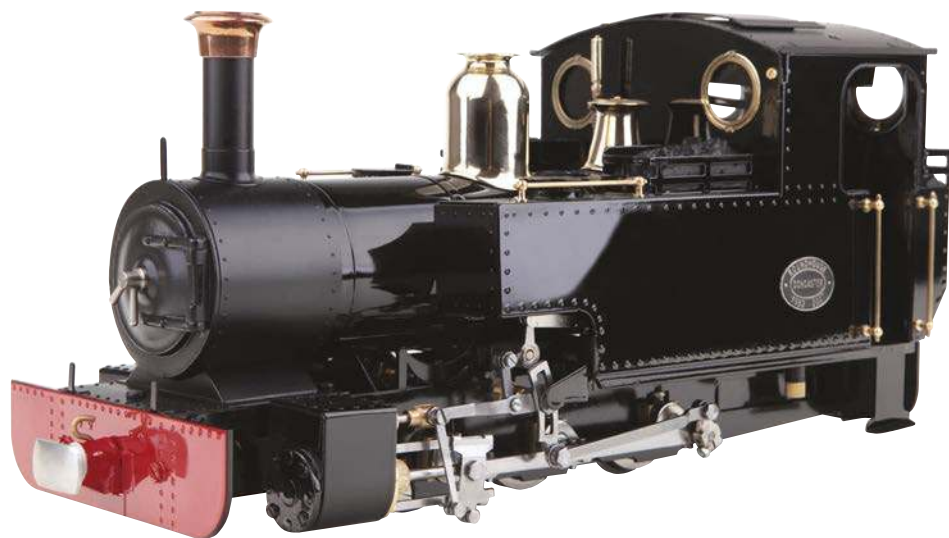
In the case of Accucraft locomotives, the certificates of compliance are separate but may be treated in the same way. I never take them with me because I only use commercial 16mm scale locomotives and they are all EEC PVR compliant.

Anyone who actually asks to see the certification really does not know what they are talking about. After all, what is it gonna tell them that they don't already know from the marque of the loco? It's a Roundhouse Mate – don't fuss! I certainly, would never hand my locomotive over for a wholly unnecessary hydraulic test by an amateur in a private club.

Anyway trust me, this does not happen at garden railway meetings. Indeed the Association of 16mm Narrow Gauge Modellers and the G



Another four-coupled locomotive is this Accucraft 'Ragleth'. I have had a bit of fun with these because they are so easy to modify and improve. This class of locomotive is due for replacement by the Walschaerts fitted 'Talgarth' and a saddle tank variation 'Sabrina'. (Photo: Accucraft UK)



Scale Society recommend only that one conducts one's own steam (not hydraulic) tests on commercial models and keep a record – but this is not mandatory.

There is a form supplied to do this on their respective websites; it is dead easy and is basically looking out for leaks and checking that the safety valve can get rid of all steam above 10% higher than working pressure. Honestly this is much easier to do than to read about and one can record it once a year. I will take a guess here and say most people don't bother - after all if you had a leak in your pipework you would notice and just nip it up.

I do however keep an eye on my safety valve. If you have not used a locomotive for some time, do check that this item will expel all steam above 10% over working pressure. Sometimes with repeated re-heating from new, things can loosen up, but nowadays with modern production methods, it is very rare.

I am aware however, that people do worry about pressure vessels on their model. Funny that because people never worry about the pressure in the flash boiler in their shower – and the hot water they are standing under comes from the same box that is also supplied with between eight and ten kilowatts of electrical power.

Bear in mind that our little dragons are hugely over engineered. In Australia an engineering society tested a copper garden scale boiler to destruction. It finally failed (not 'exploded' mind) at something approaching 500psi. By then it had expanded to look like an orange – so, if your boiler starts to look like an orange just turn your gas off! In the real world of course your boiler will not exceed either around 45psi for Roundhouse or 68psi for Accucraft. Accucraft boilers are even more over engineered than Roundhouse in terms

of thickness of copper. Your little steamer is a safe item for adult use and for children's use under supervision.

OIL ROUND MOVING PARTS

I did mention that you might like to give your locomotive a go even though you do not yet have a railway. Two pieces of wood (of the same size) can be used, one under each bufferbeam, to raise the loco off the ground.

Now, I am not here going to run through the instructions because of course you have them with you. If you are trying this indoors then do place on a tray because there will be water and oil underneath.

First job will be to oil round all moving parts of the running gear and some people use something like a shoebox lined with sponge to hold the loco for this job. Just a tiny drop of multi-grade on each moving part will do. Steam oil is fine as well, although 3 in 1 or sewing machine oil is no good at all. One does not need to oil for every run and every few runs I degrease and start again - but more of this later.

Fuel and water your locomotive as per instructions. There are various points of view regarding the ordering of these tasks and I always do water, gas and then charge the lubricator.

All of course are essential, but my reasoning is that one must have water before anything and I have seen someone forget the water then panic and try and add water via the boiler fill system. This would prove disastrous. The flash steam this event would produce would be likely to flatten your firetube, thereby requiring a replacement boiler – and I have seen this done!

Best bet if you do actually forget the water and are alerted by the smell of warm paint, is just to turn off the gas and go indoors for a cup of tea before any attempt to fill the boiler.

A Roundhouse 'Silver Lady' in err – black! Easy to fire and run, this is perhaps an absolutely ideal garden railway locomotive for those new to live steam. The running qualities are superb and because it is a generic narrow gauge locomotive, it is ergonomic in terms of getting your fingers in the cab if manually controlled. Personally I prefer RC these days... The 'Lady Anne' class of locomotives has been in continuous production and improvement, certainly for all the time I have been in the hobby. (Photo: Roundhouse Engineering)

Next is gas – not last, because the time taken to fill the lubricator will allow any stray gas to disperse. Yes I suppose one could forget the oil, but even if you did then it is most unlikely to be any sort of disaster because there is almost certainly a fair bit of oil from your last run.

STEAM TO ATMOSPHERE

Place your locomotive on your blocks, or indeed on the tracks. Switch on the transmitter (if you are radio controlled) then switch on your receiver on the locomotive and check that all is well, because sometimes a battery will slip out of its holder if the model has been bounced around in transit. Once tested, turn off until you are ready to go.

Light your gas in accordance with instructions. Light at the chimney top for Roundhouse locomotives and you should hear the burn 'pop' back into the tube. For Accucraft locomotives, open the smokebox door and light there.

I have to say that the Accucraft burner is rather more agricultural than the Roundhouse job and I have a suggestion here. When charging the gas tank with butane, only part fill and this way there will be no liquid carry over and it should then light easily. Once lit, the burn should 'pop' back into the firetube and if it doesn't then turn the gas down very slightly. Once it has settled down shut the firebox door. Once you have over around 30psi, turn the gas off and fill the gas tank completely. The warmed loco will then relight easily and all one has to do is to wait till the gauge is approaching working pressure.

For both marques turn down the gas at this point. One does not need to wait until the locomotive is blowing off and therefore wasting steam. It says 'working pressure' but that does not mean it won't work comfortably well below working pressure and, like the full size locomotive, it is not efficient to eject steam to atmosphere. Indeed it is worth avoiding as well, because it is almost a newbie

cliché to see a 'Lady Anne' running with a train and the safety valve blowing continuously. Keep the gas low unless pressure has dropped and a bit more power is required to work your train.

Well, we are ready to move... Switch on both transmitter and receiver (if on radio control), put the reverser into forward gear and open the regulator. Now if you are now expecting the locomotive to chuff gently away, then you are likely to be disappointed. Locomotives this size do not come with draincocks (although one can retro-fit) and it may only move half a wheel turn. Close the regulator and set the locomotive to reverse. Open the regulator again and you will get a bit more movement. Move again into forward gear and the locomotive should chuff away happily.

Now – have a bit of a play. Turn the gas down as far as it will go, because you see, we are running 'light engine' and practice moving slowly, stopping at particular points. There is, after all, no hurry to charge out on the main line with a heavy train. You will find, even with a train, your loco will run happily once over 20psi on the pressure gauge.

Once you have run a couple of times at home, you will feel reasonably comfortable running on someone else's line – particularly if you have radio control.

You will find that, as the gas tank warms up with convected heat from the boiler, the gas flow will increase and you will need to turn the gas down again, perhaps at the next station stop. It is worth mentioning here, that gas burner on your brand new four coupled Accucraft locomotive will sound quite loud for the first few runs. The reason for this is that the locomotive is new and stiff and no 'running in' is conducted at the factory. Equally the run time will be comparatively short for a while. I have had a couple of complaints about this over the years, but as the new owner gets a few scale miles under his/her belt, the run time will increase and the usable pressure will be held with the gas turned right down.

DRAIN OUT THE CONDENSATE

Garden scale locomotives, particularly if no water gauge is provided, are designed to run on the 'single fill' system in that one fills with water, gas and oil then one can run until the gas is exhausted. Once this happens your regulator should be



turned right down to prevent any oil being sucked into the boiler. If you later refill when the locomotive is cool, the first job is to open the draincock at the bottom of your lubricator and drain out the condensate before starting again.

With more experience, one can buy an inexpensive valve (replacement for the filler cap) on the top of the steam turret in the cab and top up the water whilst still actually in steam. This works rather like an old-fashioned bicycle tyre valve. The gas tank can then be filled once the gas valve is turned off. It should be said here that one can tell when the water is getting low because your little dragon will get a bit livelier, and at this point one can add water to your boiler via the valve and with your 'squirty bottle'.

At the end of your run and if you are not going to run again for some considerable time then, in my opinion, it is worth draining your boiler before stowing your locomotive away. I did mention degreasing didn't I? Now, I do this every dozen runs or so. It isn't critical, but avoids oil staining and also a rather nasty abrasive mixture of dirt and oil, which can build up and cause wear.

If you have a Roundhouse engine then I would clean and degrease the running gear with a one-inch paintbrush and paraffin. Allow the model to drip-dry on a couple of newspapers overnight before drying off and re-oiling. Accucraft locomotives can be degreased using a water-soluble degreaser, then again, dry overnight on newspaper before re-oiling.

The trouble with articles like this, is that really quite simple things can seem complicated when one does not have the equipment or item in front of one. It is however much simpler than

This locomotive has had the boiler filling-cap exchanged with a standard Goodall valve. It is therefore possible to top up the boiler whilst in steam using a water fill bottle. I use those available from Jackson's Miniatures, because they fire in more water with every squirt. The loco is my much modified RC 'Ragleth'.

driving a car, and will very soon become second nature. You probably remember your driving lessons demanded much concentration, but then after a couple of years, you will have driven to work and not remembered going through six sets of lights!

Much the same thing happens with running a train with a proper steam locomotive. You will be relaxed, sitting in the summer sun, possibly with a nice cup of tea, enjoying the sight and sound of your first steam locomotive hauling a train on your garden railway fiefdom. I have been doing this for the best part of 35 years and never get bored of this engrossing and many faceted hobby. ■

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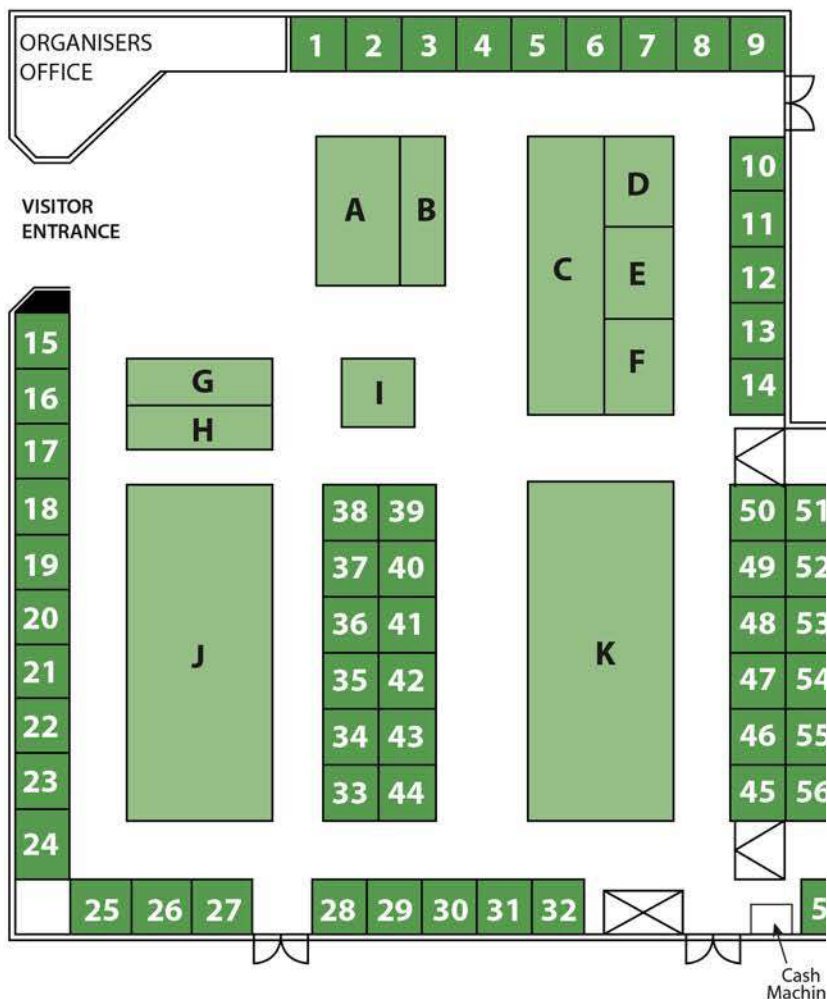


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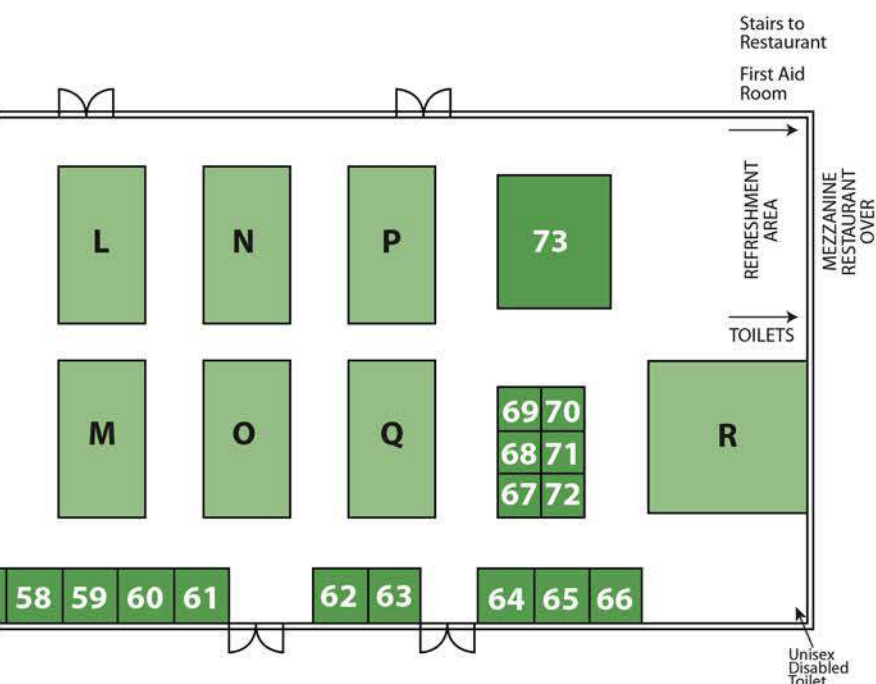
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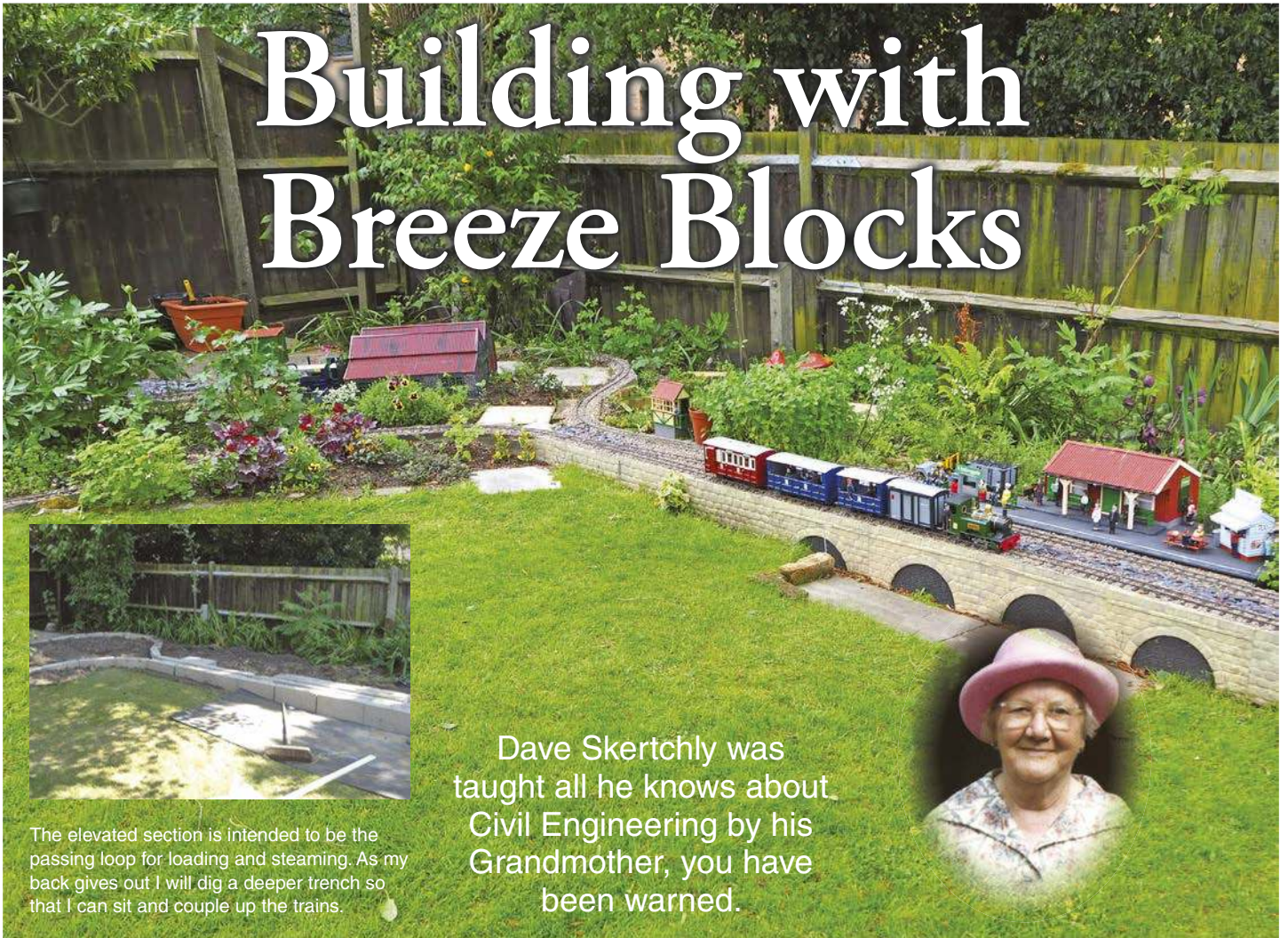
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Building with Breeze Blocks



The elevated section is intended to be the passing loop for loading and steaming. As my back gives out I will dig a deeper trench so that I can sit and couple up the trains.

Dave Skertchly was taught all he knows about Civil Engineering by his Grandmother, you have been warned.



Our Local Council Office seems to be a happy place to work. Peels of laughter emanated from the back office behind the frosted glass screen. The young lady who deals with heritage returned with my archaeological finds. She was in floods of tears and I presumed that she must have recently been widowed.

In between sobs she explained that she did not feel that the inscription of

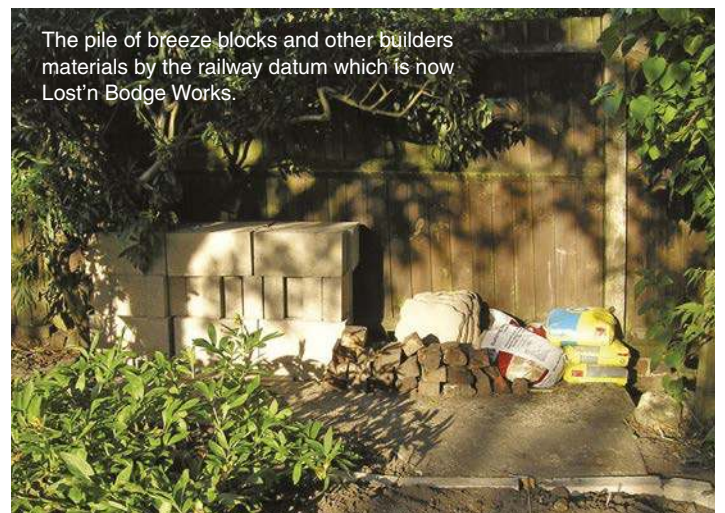
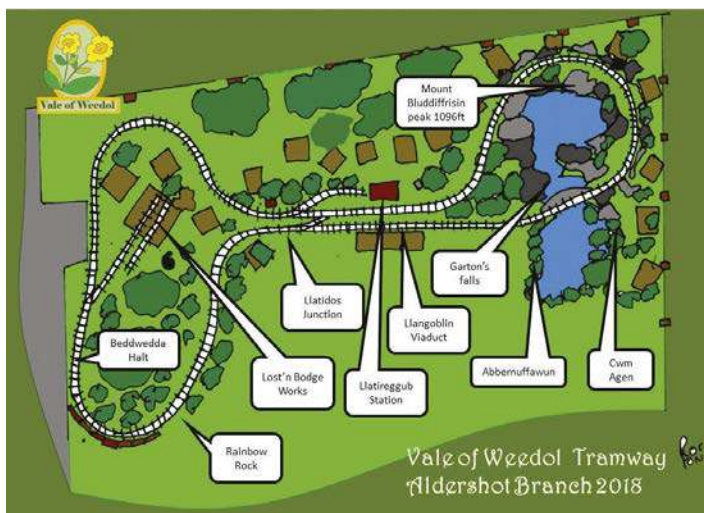
LBC on my Roman brick referred to 50 years BC in Roman Numerals. "What about Proppls the Roman Legionnaire who had his name inscribed on the brick, and what about the fine blue and White Chinese porcelain fragment with the man running over a bridge, and what about the broken medieval broken artisan hinge with the name of the Welsh God Woolwort inscribed on it?"

She blew her nose into her

handkerchief and in between sobs said she would look into it. Then reminded me that my bus left from the corner in two minutes and I might just catch it if I left NOW.

You will be relieved to know that I caught my bus, but sadly I have heard no more from the archaeologists.

The Vale of Weedol Tramway, like any other major infrastructure project, such as Crossrail, takes its responsibility for



The pile of breeze blocks and other builders materials by the railway datum which is now Lost'n Bodge Works.



The entry to the embankment from the ground level, note the master level string, spirit level and Grandmother's lump hammer.

heritage and archaeology very seriously but as always it is best to start at the beginning.

There are no right answers when building a garden railway. Each one reflects the character and creativity of its constructor. From micro lines screwed with brackets to an adjacent garden wall, or grander constructions with elevated sections and perfect rockeries, all are a source of wonder and amazement to family, visitors and garden rail enthusiasts alike and brings endless hours of pleasure to their owner. Being impatient I chose to make my railway quickly from standard breeze blocks.

I had hoped that the Aldershot branch would run round the garden and across the patio, but alas the grubby, shady, weedy end of the garden with a filthy pond under the trees was allocated. Bin

loads of bluebell bulbs were removed. For encouragement, a nice old lady in my mother's block told me she spent 40 years trying to rid herself of them, so I just hope that I too live long enough to fail in that respect.

A piece of string and spirit level was used to survey the line. It transpired that with a cutting at the eastern end and an embankment at the western end, standard breeze blocks of 210mm X 440 X 90 laid on edge would create a level track bed. It is useful to know that breeze block dimensions are an exact multiple of brick and paving slabs sizes.

A sketch was drawn up of a squashed oval often referred to as a dog bone, from which it was calculated that 75 standard, cheap, frost proof breeze blocks would be required. As I mentioned last month, my wife struck a deal on 90 blocks for the price of 75 with free delivery and 10% off, leaving the man in B&Q somewhat stressed. So it was, that the finished railway was larger than designed.



The embankment after a year bedding in.

I started laying the track bed from the garden path close to Lost'n Bodge Works which is the zero datum point. I then extended the trench into the sunken section getting deeper and deeper into the cutting in order to use up the blocks.

At each 440mm step a new block was placed in the trench on edge and levelled up. Every few blocks the level was checked with a carefully selected straight piece of 2" by 1" timber with the spirit level laid in top. It was also used to cross refer to the master level piece of string.

I had been fortunate enough to inherit my Grandmother's sledge hammer, actually a kind of very heavy lump hammer, which family legend has it once served on the Western front. Fortunately no-one in my family has seen fit to challenge the bequest and this tool was indeed vital to the building of the railway by tapping and levelling up the blocks. Incidentally, my Grandmother taught me everything



A template was essential to laying out the railway, but did not accurately reflect the path of the track resulting in some unsightly overhangs.



A view of the rough and ready construction with the mixture of earth and mortar forming the base and more mortar mucked into the open joints. Note the datum string being used to keep the blocks more or less level.



Bricks are intended to be dimensionally matched to the blocks.

A view along the formation showing how the stepping stones have been placed. It shows how the well-trodden paths created at the first battery steam up were copied into the stepping stone positions.



I know about civil engineering based on her experience constructing, and later demolishing, the air raid shelter in her garden. This advice has proved invaluable.

The process of block laying was carried on northward until I got fed up with it. The trench was then extended westwards and then southward and soon the first loop was in place. By now the slope of the garden had started to make the trench shallower.

At some point about half of each block was exposed and I started to add a mixture of dry sand and cement mortar to soil in the bottom of the trench. As the blocks became more exposed this mixture was reinforced with stones soil and the sand cement mixture stuffed under the blocks to level them up. This worked well even where blocks were fully exposed.

For some weeks the blocks remained

slightly wobbly but quite soon the mortar went very hard and in effect a concrete foundation now exists. In some places bits of stone and concrete were used to hold the blocks in place, although they were actually quite stable especially where they joined at an angle.

A template was used to lay the 2'6" curves and it would have been quite impossible without it, although there was a snag. The track when laid on the top of the block does not follow the centre of the block but will go from one edge at the ends to the opposite edge in the centre. This proves impossible to achieve at the joint between reverse curves and at the interface to straight sections, where the track starts in the middle. This results in some overhangs. With care, the block positioning could be much improved.

On the elevated sections some wet sand and cement was "mucked in"

between the blocks and held with scrap wood until dry, although this was not necessary where the blocks were buried. The voids around the pond were filled with earth to provide planting opportunities.

The tracks were screwed onto the top of the blocks using ordinary PK screws and yellow plastic raw plugs. The screws soon go rusty and blend in with the track.

The screws can be easily loosened and tightened to help adjust the track which was carefully levelled with a spirit level and using coffee stirrers as packing. One interesting observation is that it is necessary to remove the plastic webs between the sleepers if laying Peco Flexitrack to a tight radius.

The works starts to take shape with a paving slab acting as foundations and the earth levels built up around it.



The datum point next to the path at Lost'n Bodge halt. The bit of string being used to set the level is just visible.



The slab allocated looked so bare that Dave just had to knock up a plywood building until a more permanent building can be made.

Ask ten enthusiasts about ballasting and you will get ten different answers. I used garden grit consolidated with PVA which goes soft in the rain but just about stops it being washed away in downpour.

It is said that the best way to position stepping stones is to note the footprints of people who have used the path previously and lay the stones there. This was done after the first electric steam up and seems to have provided adequate paths to every section of the line to meet maintenance and rolling stock recovery requirements.

Taking advice from Monty Don and John Rogers, the dog bone shape was selected to provide space for low level planting near the railway and larger plants at the rear to cover the fence. Did the planting schemes work? Well it may yet be another year or two but that as they say is another story.

So as I sit on my rustic park bench



outside the Sheep Shearers Arms I sip at my 8th pint of fine Auld Phagbutt and can reflect that for about a week in 2017 I was lifting and positioning about 20 blocks per day which had given me a flat tummy and six pack, much to Pauline's delight. I was duly rewarded with large slices of her special coffee walnut cake

which alas soon undid the good work, but the garden railway remains steadfast at the end of the garden and should last many years. So many fun projects beckon, I cannot wait. ■

Lost'n Bodge works installed, the garden starts to recover from all the building work.



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Timpdon MODELS

The Ffestiniog Hearse Van



The power of advertising!
A couple of issues ago our Editor, the kind Mr Parker, featured one of our recent models. The Ffestiniog Railway's Hearse Van. Fine! However he also published my puns. "It's a *dead* good wagon." "A *heaven* sent opportunity." It turned out that many of you

also have a warped sense of humour. It's not uncommon for people to share their own "death jokes" with me at shows and events. At least I'm in good company with my sick humour.

So then. It's a 16mm scale model (32mm or 45mm gauge) of the FR's Hearse Van, seen for many years at the Welsh Highland Heritage Railway's Museum in Porthmadog.

Made from birch plywood with brass finials - which look just like the original's, it's available as a kit (£34.50) or as a finished model (£49.50) (if you don't want to add to your pile of unmade kits).

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More photos from the Springfield Line

Bengal Nagpur
Rly. No. 102 on
Bolan Bridge.



Burmese mallet no. 342 has set back to charge the snow ahead at Salang Road. Snow was unlikely to have been a problem in Burma.



Burmer. Mewar State Rly No. 53 on a Directors' inspection train crosses a local train.

0-6-0T no. 15 "Caledonia" (Dubs, Glasgow, 1885) of the Manx Northern Railway interests the cows.

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FREE PARKING OR SHUTTLE BUS



Building a Colonial Railbus – Part 2

Last month, the Editor had assembled the main parts of the railbus kit and started to add some details. This time he finishes the job.



1.

I've always been nervous when it comes to painting laser-cut kits. Too thick a coat and all the lovely engraved detail could disappear. Since I didn't want a shiny ex-works finish, I used three coats of cheap acrylic paint thinned with water, lightly sanding between each one in case the wood grain swelled slightly. This didn't happen, but the sanded wood certainly produced a nice finish – probably better than I really wanted! The solebars and underframe were painted with a Revell enamel, No.9, Matt Anthracite.

2.

A few Modeltown people go along for the ride. They are a good fit, there's no need to cut their feet off to get them sat properly in the seats. This is a job for a good strong glue as once the roof is on, you aren't going to be able to stick anyone who comes loose back in their seats. Once happy, the roof supports are fitted into the slots in the side.



3.

You can just stick the glazing in as a single sheet behind the windows, but I cut each one out and fixed it reasonably flush using Deluxe Materials Glue'n'glaze. All the windows are nice and square making the cutting a lot easier than it might otherwise be. A couple of the droplights were modelled partly opened for variety. Detail freaks might want to include the leather straps that support these inside (Harecroft make a set) but I had a deadline so left them out.

4.

The instructions don't say which way up to fit the roof, but with the slots upwards it bends easily and if I want to be pretentious, I'll say that this replicates the planks in the real roof. Plenty of glue and some elastic bands hold it in place while it dries overnight.

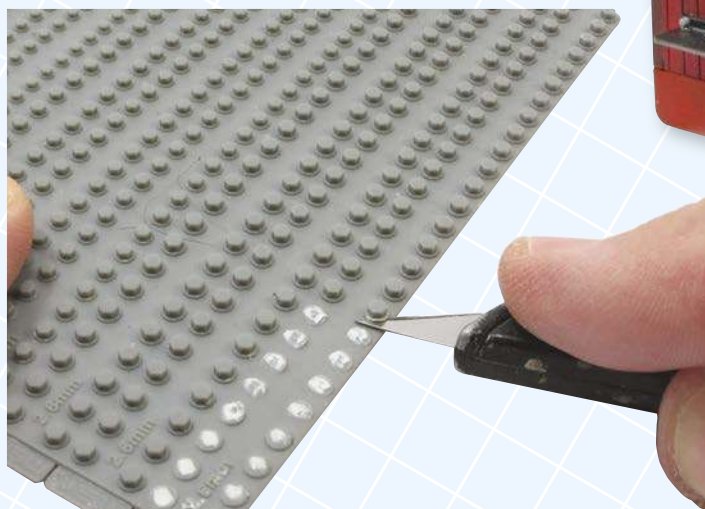


5.

Using sheets of thin tissue paper and spray glue, I cover the roof with three layers. It's easier to cut the paper oversize and then turn the model over to trim it back once stuck down than try to get it right first time. Practise with the spray glue as you don't want to soak the paper. I used proper 3M stuff from a stationers rather than the cheaper versions as the spray is finer and more even. A coat of grey enamel helps bond everything together.

6.

Wooden steps are included in the kit, but they are a bit thick for something supposedly made of metal so I replaced them with versions made from black Plastikard. Black, because if I don't paint the edges against, it won't show. The handrail is a piece of bent brass rod about 2mm in diameter.



7.

Cosmetic bolt heads come from a MENG 1/35 scale Large Nuts and Bolts set. This is a plastic moulding containing many bolt heads and tails which you slice from the surface and glue in place to provide some detail.

8.

At the front and back, I felt that some sort of cowcatcher would look nice, but didn't fancy making a metal version. Looking through prototype photos I found some lines just hung lumps of wood low over the track. Two lengths of basswood and some brass strip were all that was required to model this. Hornby track pins brace the joins and are covered with plastic bolt heads superglued in place.



9.

Two slide switches are provided for wiring. One handles direction changing, the other on and off. A pair of AAA batteries are enough to power the model at a modest speed for quite some time, the whole lot fitting under the floor.





10.

According to the photos I've found, railcars tended to have headlights. Those based on old Ford buses seemed to retain their standard road lights, which would look nice on this model, but a single, central spotlight fits the "colonial" look better. A destination blind is supplied, but I made a my version from a length of plastic tube with a thin plastic brim. An LED is fitted for the day I work out how to hide the wiring.

11.

A nice roof mounted 3D printed luggage rack is fitted, and I'll fill it up with some resin cast items from the Omen Miniatures gauge 3 range. All were painted and then given a wash of Games Workshop earth shade ink to give the well-travelled look.



12.

A finishing touch is a little light weathering applied with an airbrush. I like a earth colour along the lower areas, some dark grey on the roof and dark brown "track colour" everywhere. Holding a sheet of paper over the windows keeps them clean, and provides a use for some junk mail!



Garden Rail Resource

IP Engineering

Carousell Spilsby Road, New Leake, Lincs, PE22 8JT
www.ipengineering.co.uk
 Colonial Railbus kit £95

Deluxe Materials

Available from all good model shops
www.deluxematerials.co.uk

Modeltown

6 Station Road, Halton Holegate, Spilsby, PE23 5PB
www.modeltown.co.uk

Omen Miniatures

Unit 4, 9 Harris Road, Calne, Wiltshire, SN11 9PT
www.omen-miniatures.com

Please mention Garden Rail when contacting suppliers.

All done and ready for the railway. Not a difficult kit to build, nor a time consuming one. Even allowing for glue and paint drying time, most people could build it in a weeks worth of evenings. It's one of those models that cries out for personalisation and the kit provides a great basis for this. As far as value of money goes, everything you need, apart from glue and paint is in the bag so there's nothing more to buy and we are talking about an entire train for under a hundred quid, which can't be bad. Most importantly, I enjoyed the build, which is what it's all about isn't it?



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
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MAMOD

Beattie Steam Locomotive

Named after the locomotive engineer and designer, Joseph Hamilton Beattie, who's designs were some of the most efficient of the time.

Beattie was an innovative engineer, pioneering feedwater heating, balanced slide valves, coal-burning fireboxes and

later on; a boiler suitable for burning coal. His most famous design, the 2-4-0 T Wells Tanks, were in service for 88 years. Mamod say their Beattie locomotive has been designed in recognition of this pioneering engineer of the 19th Century.

An 0-4-0 locomotive, it has been manufactured with a silver soldered boiler with a volume of 1.8cm³/120ml. Driven by two 14 mm slip eccentric cylinders, it is an impressively powerful model locomotive. Complete with an in-line displacement

oil lubricator with a drain dock and is equipped with a 40 PSI safety valve for peace of mind.

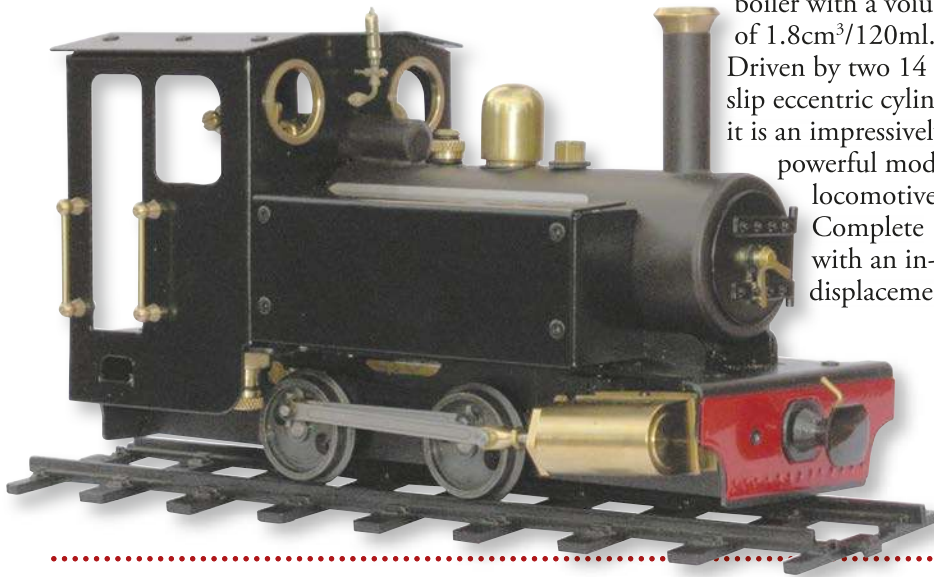
Specifications

- 45mm gauge 0-4-0
- Length 245mm
- Width 110mm
- Height 150 mm
- Steam oil
- 3/16 BSW steam valve
- Ceramic burner
- Butane/propane gas tank
- 14mm slip eccentric cylinder
- In line displacement oil lubricator with a drain dock

Price: £495.00

Mamod Ltd

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



ELSTOW ENGINEERING

16mm scale Darjeeling & Himalayan A Class

The A Class steam locomotive used on the Darjeeling Himalayan Railway in West Bengal, India was the lines first standard design of locomotive.

Originally designed and built by Sharp, Stewart & Co. in 1881 were numbered 9 and 10. A second batch of four locos were built the following year by the Hunslet Engine Company,

under sub-contract by Sharp Stewart who supplied a number of components.

Hunslet modified the design, fitting a saddle tank to supplement the original well-tanks and coal bunker.

The final two locomotives were built by Sharp, Stewart in 1883.

Specification:

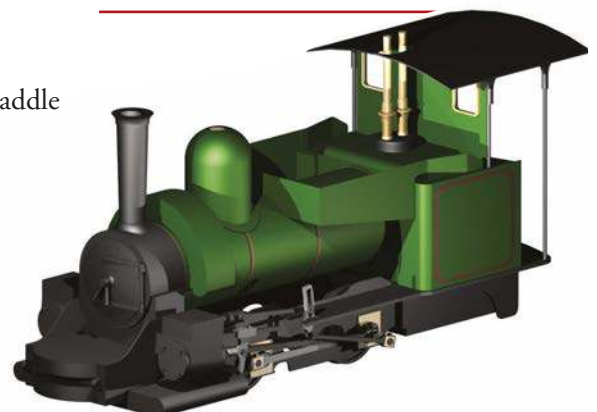
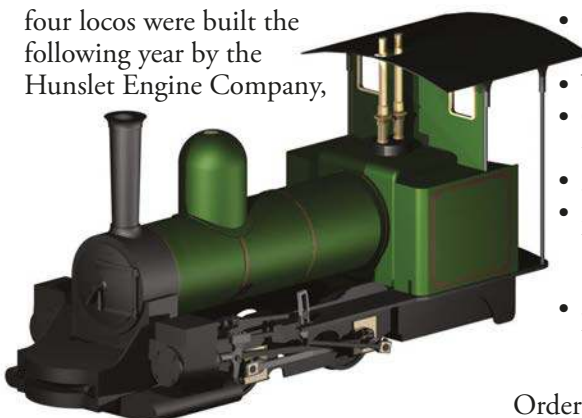
- Gas Fired with water top up and sight glass
- Various Numbers
- Option of coal bunker and saddle tank
- 32mm or 45mm gauge
- Dimensions 315mm over buffers, 100mm wide, 157mm tall
- Scale cylinders developed by Elstow

16mm AGM in April, with delivery in September.

Price: £2350

All enquiries and sales are being handled by: **Loco-Boxes**

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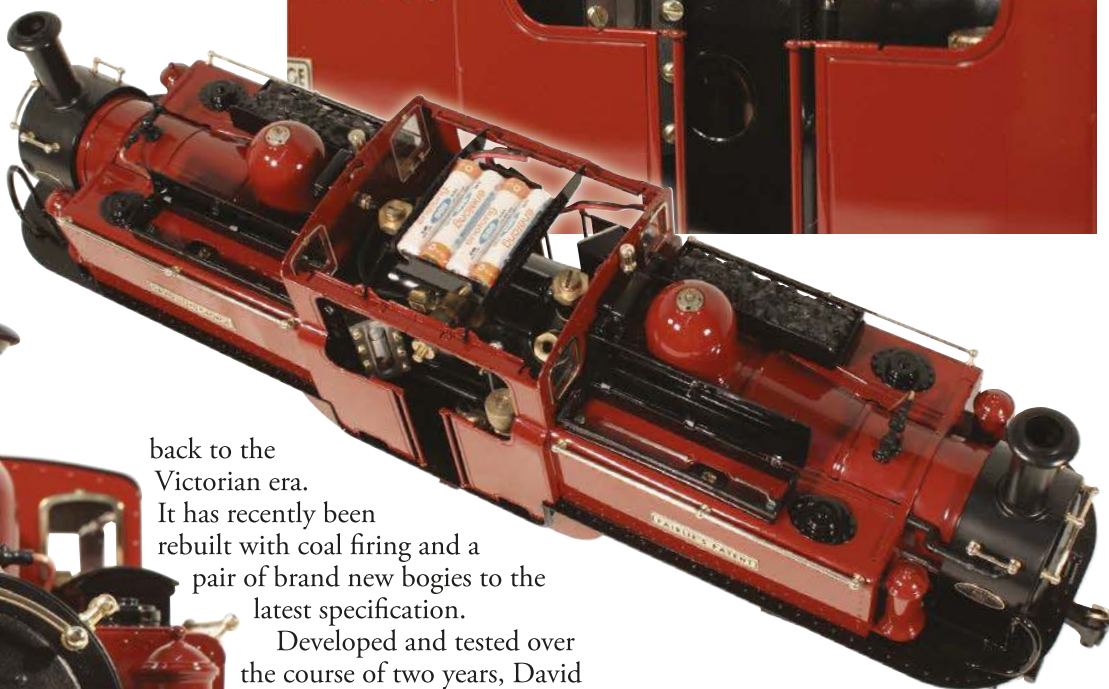


ROUNDHOUSE ENGINEERING

16mm Double Fairlie 'David Lloyd George' / Dafydd Lloyd George

David Lloyd George was the fourth locomotive to be built by the Festiniog Railway Company in its own workshops at Boston Lodge and the sixth FR Double Fairlie. It was completed in 1992 as a modern locomotive but with a traditional outline.

As originally built it burned fuel oil and was running on a pair of old bogies with some parts dating



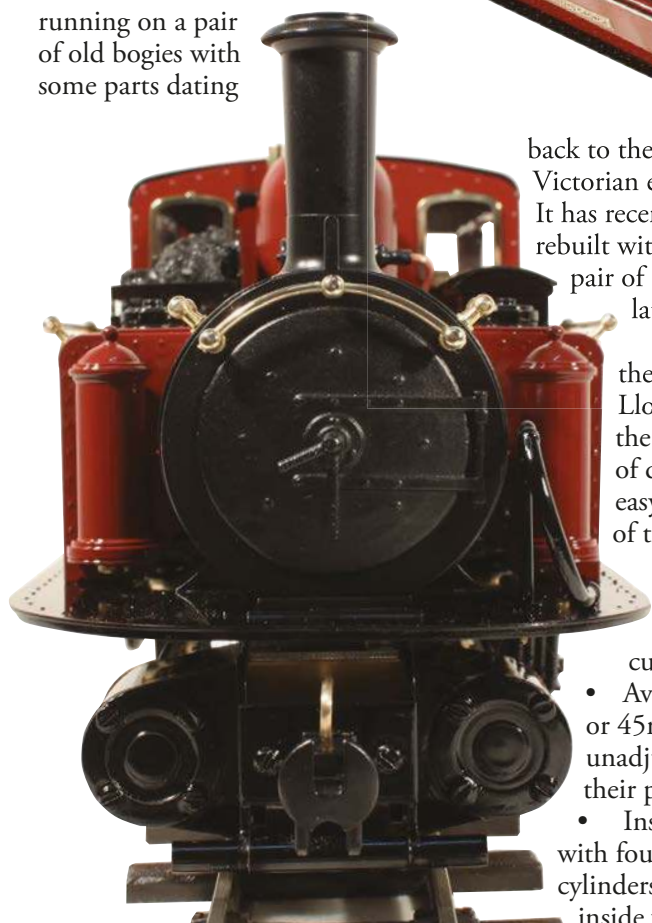
back to the Victorian era. It has recently been rebuilt with coal firing and a pair of brand new bogies to the latest specification.

Developed and tested over the course of two years, David Lloyd George by Roundhouse, the locomotive features a wealth of detail and promises to be as easy to own and reliable as any of the firms models.

Specification:

- Minimum 3ft radius curves required.
- Available in either 32mm or 45mm gauge. The gauge is unadjustable so buyers should state their preference when ordering.
- Inside framed 0-4-4-0T chassis with four double acting slide valve cylinders operated by Roundhouse inside valve gear.

- Exhaust enhancers fitted as standard.
- Insulated wheels available at additional cost.
- Controls fitted as standard are :- steam regulator, safety valves, 1/2" pressure gauge, displacement lubricator, gas regulator and reversing gear.
- Glazed cab spectacles.
- Highly detailed lost wax castings.
- Seven channel radio control fitted as standard for both speed and direction.
- Water top up system and water gauge fitted as standard.
- Internal gas firing using our 'FA' type



burners.

- Rechargeable battery pack and charger supplied.
- Dimensions (loading gauge): Length - 501mm over buffers, width 108mm, height 135mm, weight 5.7kg.
- Supplied with etched brass works plates.
- Available in any Standard Roundhouse Colour, shown here in Crimson Lake - BS473 (current WHR livery as verified by Boston Lodge Works).

Orders are being taken and the full model will be on display at the 16mm NGM AGM in Peterborough on the 6th April 2019. A live demo of DLG will be carried out at the show, further details will be confirmed closer to the date.

Price: £4100 (incl.VAT) / £3416.67 (ex. VAT)

16mm scale battery electric diesel outline "Hercules"

Hercules is a battery powered 0-4-0 diesel outline loco that ready to tackle all your industrial hauling needs.

Specifications

- Dimensions (loading gauge) are : Length over buffers: 180mm, width: 82mm, height: 135mm.
- Etched brasswork body.
- Steel frames.
- Hi-Powered motor and tough nylon gear set.
- Worm gear drive and chain drive to rear axle.
- Working headlamp.
- Sealed 6 NiMh AA cells (7.2 volts).
- 2.4GHz radio control as standard.
- Re-gaugable between 32mm and 45mm.
- Insulated wheels as standard.
- Onboard charging port, smart charger supplied.
- Available in any standard Roundhouse colour with the choice of red or chevron buffer beams.

Price: £550

Roundhouse Engineering Co.Ltd.

Units 6-10, Churchill Business Park,
Churchill Road, Wheatley, Doncaster,
DN1 2TF
www.roundhouse-eng.com



BOWATERS MODELS

7/8th scale Paper Railway wagons

Newly announced by Bowaters models are a range of paper railway wagons in 7/8ths scale. The initial release will cover 4 different types:

- BMB-701 Bowaters Paper Railway 20 Ton Flat Wagon
- BMB-702 Bowaters Paper Railway 8 Ton Pulp Wagon
- BMB-703 Bowaters Paper Railway 10 Ton Kerr Stuart Pulp Wagon
- BMB-704 Bowaters Paper Railway 10 Ton Bagnall Pulp Wagon

These kits are designed to operate on both 32mm and 45mm gauge track. Each kit is complete with bogies in

either 32mm or 45mm and Accucraft couplings. Normally produced in MDF, plywood is available at extra cost. These are sold as advanced scratch aids and will require some details to complete them although they are designed to be run as is for those who wish to do so.

When decided, all prices will include postage to mainland UK only with shipping to other countries being at cost. The range will be released during 2019.

Bowaters Models
www.bowatersmodels.co.uk



ACCUCRAFT

Changes to the supply of Gauge 1 locomotives

From Accucraft:

After much consideration we have decided that the only way we can continue to serve the Gauge 1 market is to sell Accucraft locomotives direct.

This has not been an easy decision but it has been forced on us by new entrants in the market (models which are being sold direct into the UK by their importers) which have under-mined our ability to sell through our dealer network.

All future Accucraft 1:32 locomotives will only be available direct from us although our stockists will be happy to continue to supply you with our range of rolling stock.

The immediate consequence of this

is that we are delighted to be able to offer the next batch of 'Victories' with a set of four RCH 7 Plank wagons for the original RRP of £1275.00, effectively reducing the price of the locomotive to just £975.00 (*wagons to be a selection of 'Big Four' or BR types); the power unit will be available with two wagons FOC on the same basis.

Rest assured this does not mean that we will abandon 1:32 Scale since, in addition to the Aster-Accucraft locomotives now available through us, we will be announcing new Accucraft (UK) types in the future as well.

S32-14A Kerr Stuart 'VICTORY' 0-6-0T – GWR Green – £1275.00 + Four free RCH wagons*



S32-14B Kerr Stuart 'VICTORY' 0-6-0T – GWR/BR Black – £1275.00 + Four free RCH wagons*

S32-14C Kerr Stuart 'VICTORY' 0-6-0T – Black – £1275.00 + Four free RCH wagons*

Accucraft (UK) Ltd.

Unit 4 Long Meadow Industrial Estate,
Pontrilas, Herefordshire, HR2 0UA
www.accucraft.uk.com

HARDY'S HOBBIES

Scale figures

Hardy's Hobbies have announced a new range of finescale figures and accessories for the garden railway market. They claim to strive to create realistic figures that portray the day to day life of railway workers and civilian personnel over the last 100 years.

All the figures are created

using the latest 3D scanning and CAD techniques before being printed in high quality resin using real railway staff and re-enactors to create figures that stand out from other manufacturers.

Figures are available in Gauge One, G, 16mm and 7/8ths scales as one piece models and in the larger model engineering scales as a two piece models. All are supplied unpainted and attached to their printing sprues (7/8ths and above are

usually removed from their sprues for posting).

Specialist scales can be catered for by request and models can be adjusted in height slightly to fit particular models should a customer require it.

Prices:

Gauge One £10

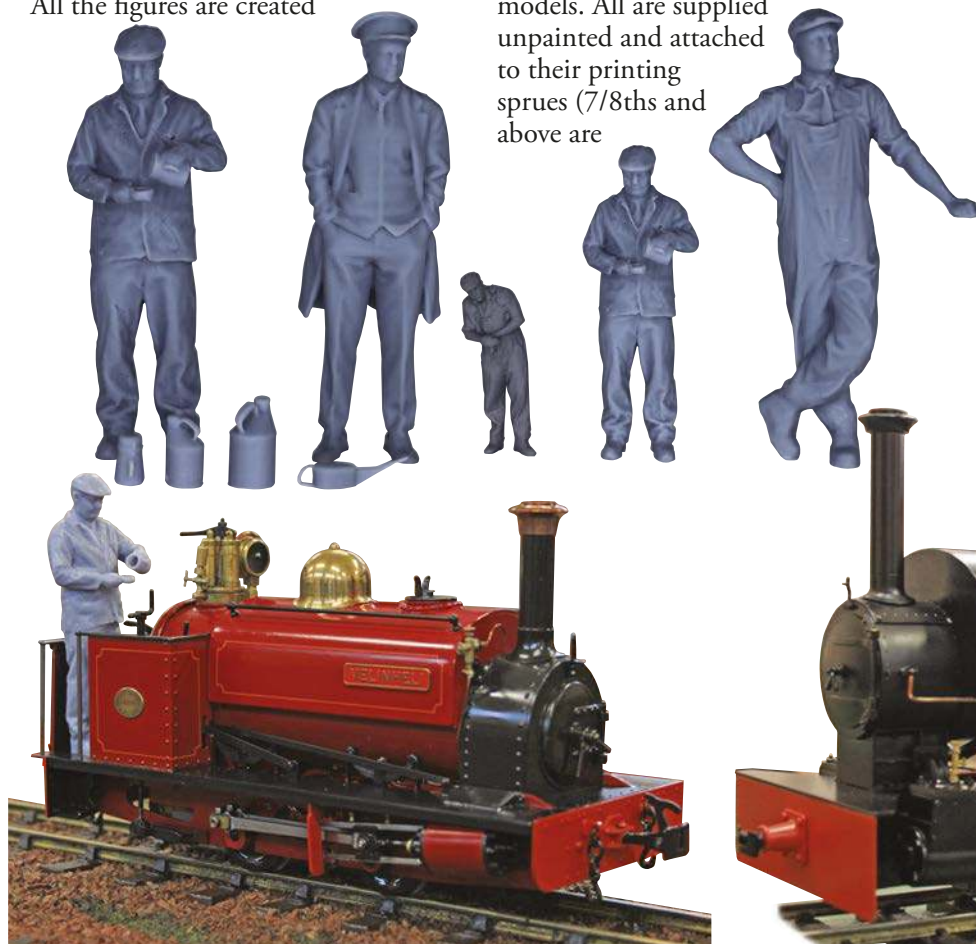
G £18

16mm £25

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We are proud to announce three new locomotives in 16mm scale from Elstow Engineering, all being built in England

The Quarry Shunter



Open or closed cab
Speed control with forward & reverse
Driver (unpainted)
Black as standard, red or green offered at extra cost
185 mm over buffers, 90 mm wide & 150 mm tall
32 or 45 mm gauge, £499 manual, £549 radio control

Orders are now being taken

G42 Garratt



G42 Garratt - 2019 release!

As we go to press are pleased to announce the news that the prototype G42 Garratt is almost complete & will shortly begin rigorous testing. The cost of the coal fired version is £5500 & updates/progress will appear on the Loco Boxes website.

Deposits are now being taken

Darjeeling 'A' class



We are now taking orders for the Darjeeling 'A' class, the prototype will be shown at the Peterborough show on 6th April 2019.

Gas fired £2350
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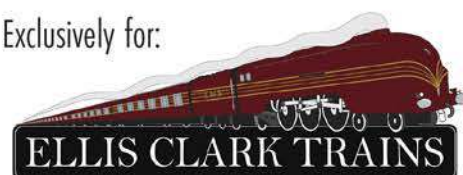
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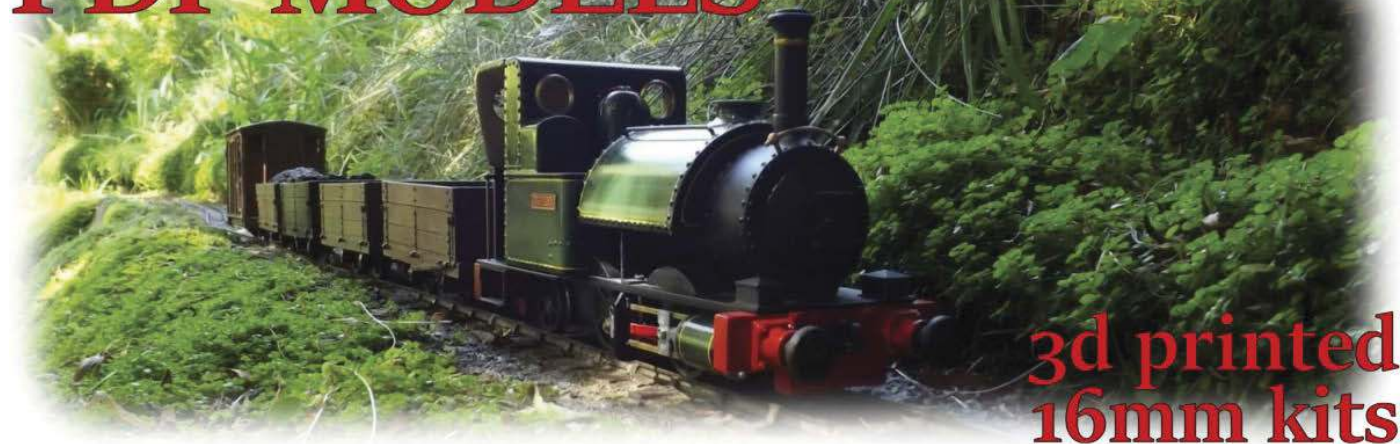
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Letters are welcomed on any aspect of large scale railway modelling. Please e-mail the Editor:
phil.parker@warnersgroup.co.uk
 or post to The Editor, **Garden Rail Magazine**,
 Warners Group Publications, West Street,
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SHED DOORS

The engine shed article in the January edition of Garden Rail reminded me of a common mistake made by very many modellers and DIY enthusiasts alike when hanging diagonally braced wooden doors and gates.

Please note that the diagonal brace should always go from the top outer corner back to the hinge post. The taller and heavier the door, the more diagonal braces there are, but they all go the same way. (Note: this doesn't usually apply to modern lightweight garden sheds which are typically made with a diagonal in each direction to allow the door to be hinged from either side depending on its installed location)

I know it is being a bit picky but I find it annoying that so many folk get it wrong, just look at any prototype engine shed. I must confess that spotting incorrectly hung doors is a bit addictive and has become a bit of a hobby of mine, sad but true.

Steve Howard

Editor: Steve isn't alone in his hobby. I know I've been picked up on this before...

RAILCARS

I have just received my Feb. Garden Rail magazine, and was interested in your article on building this kit. please find attached a photo of my model, to which



I have added working lights, plus some more detail, and it looks good, and runs well on our small garden railway, "The Lower Ickneld Railway", in deepest Oxfordshire.

Shirley and Trevor Wood

G SCALE

Can I comment on what may seem a trivial point, but one I feel is important that as the leading Garden Rail magazine which is not only informative but Educational as well.

I feel it is important that Reviews are accurate and factual so that we do not perpetuate the (mainly American) myth that anything that runs on 45 mm Gauge

track is G Scale ,this IS NOT the case.

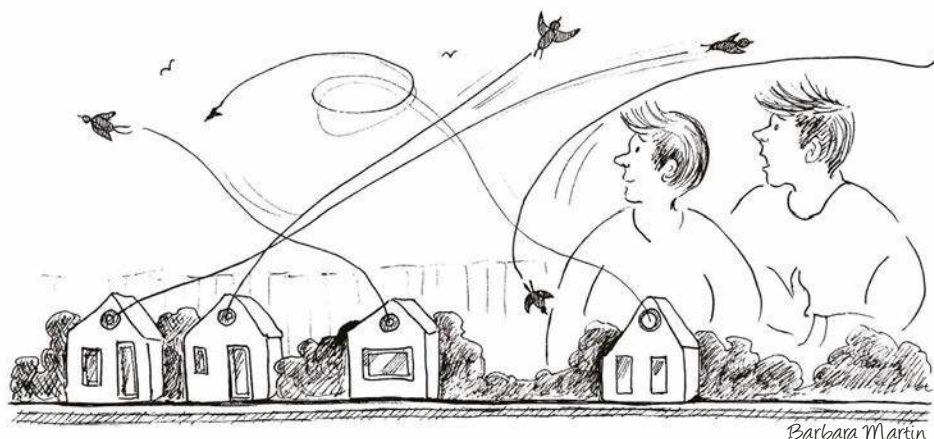
G Scale should only refer to LGB type models normally of a scale of either 1:22.5 to 1:24th. Wikipedia only lists one scale for G as 1:22.5 .

With 3 foot gauge models such as the reviewed Isle of Man "Mona", these are 15mm Scale models, ratio 1:20.3, which are I believe in the UK is known as Fifteen Mil, and the International listing as FN3, which is F for the Scale N for Narrow (gauge) and 3 for the gauge.

Sorry to go on about it but I feel that a lot of new comers to garden railways should not be miss informed.

Readers can find more detail on-line here: sites.google.com/site/iom15milgroup/home

John Denbury.



Barbara Martin

"Since you used bird boxes as houses there are more flight paths here than at Heathrow".

DIARY DATES

Date: 2nd and 3rd March 2019
Event: Leamington & Warwick Model Railway exhibition
Venue: Royal Leamington Spa College, Warwick New Road Leamington CV32 5JE
Organiser: Leamington & Warwick MRS
Web: www.lwmrs.co.uk
Times: 10am – 4.00pm
Prices: Adult £8, Child £2, Family £18
Exhibitors: Warwickshire 16mm Association group with “Weleaton”.

Date: 16th and 17th March 2019
Event: Midlands Garden Rail Show
Venue: Warwickshire Events Centre, Fosse Way, Leamington Spa, CV31 1XN
Organiser: Meridienne Exhibitions
Web: www.midlandsgardenrailshow.co.uk
Times: 10am – 4.00pm
Prices: Adult £9, Senior £8, Child £4
Exhibitors: Full trade support and layouts. See website for details.

Date: Wednesday 27th March
Event: Spring Twilight Running
Venue: Butterley Garden Railway, Butterley Station, Ripley DE5 3QZ
Organiser: Butterley Garden Railway Association
Additional Info: Starts in mid-afternoon. The legendary Fish & Chip Ordering Service will be in operation.

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.

Date: 6th April 2019
Event: National Garden Railway Show
Venue: Peterborough Arena, East of England Showground, Peterborough PE2 6XE
Organiser: 16mm Association
Web: www.nationalgardenrailwayshow.org.uk
Times: 10am – 5pm
Exhibitors: See website for full details.

Date: 4th & 5th May
Event: Vintage and Oscillator Weekend
Venue: Butterley Garden Railway, Butterley Station, Ripley DE5 3QZ
Organiser: Butterley Garden Railway Association

Date: 11th May
Event: ALSMR Reading show
Venue: Rivermead Centre, Reading, RG1 8EQ
Organiser: Association Larger Scale Model Railways
Times: 10am – 4.30pm
Prices: Adult £9 ALSRM members free
Web: www.alsrm-events.co.uk/reading-show
Exhibitors: See website for full details.

Date: 8th & 9th June 2019
Event: Guildford Garden Railway Show 2019
Venue: Stoke Park, London Road, Guildford GU1 1TU
Organiser: Guildford Model Engineering Society (GMES)
Web: www.gmes.org.uk
Exhibitors: See website for full details

Date: 22nd & 23rd June
Event: Open Weekend
Venue: Butterley Garden Railway, Butterley Station, Ripley DE5 3QZ
Organiser: Butterley Garden Railway Association

Date: 28th Sept
Event: The Yorkshire Garden Railway Show
Venue: Elsecar Heritage Centre, Wath Rd, Elsecar, Barnsley S74 8HJ
Organiser: The Yorkshire Group of 16mm Narrow Gauge Modellers Ltd

CORRECTION CORNER

I have just noticed that in the February issue of Garden Rail two of the locomotive models shown on the shows page, (p44) have been described incorrectly. The stunning LSWR model is an Adams T3 class and not a Drummond T9 as stated. The T9 class has inside cylinders.

Also the fully lined Garratt is a Darjeeling D class and not a Tasmanian K1.

Malcolm Duckett

Editor: Thanks to all the others who pointed these out. I'm sorry they slipped through.

ITEMS FOR SALE

I have decided to sell up my railway due to practical restrictions and now have the following available:

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Kevyn Chambers.

Editor: Letters containing items for sale will be published, but sellers need to realise that the production schedule for Garden Rail means there will often be a two-month gap between the details being received and publication.



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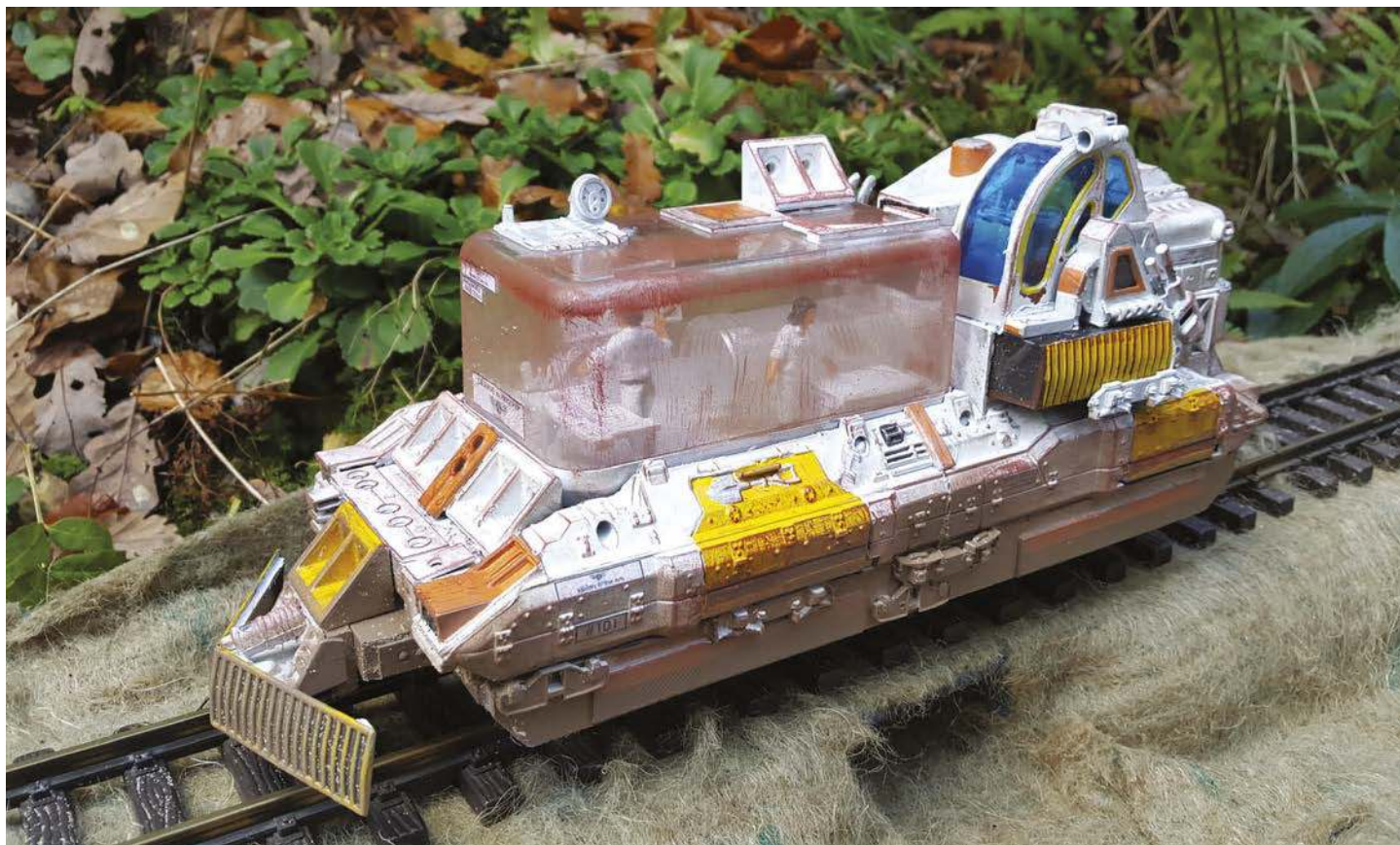
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Observe to Preserve



In what must be a first for Garden Rail, Ben Buki builds a locomotive from the future.

“Observe to Preserve” is a project on a science fiction theme that I’ve been working on for an art exhibition; a development of an idea from the dim and distant days of college in 2003. The concept behind it all is that in the near-future aftermath of some (unspecified) catastrophe, a body of artists have been sent out into the polluted, de-populated countryside to record the world around them for posterity.

It all takes its lead from 60’s-80’s apocalyptic science fiction like “Quatermass”, and novels like “On the Beach” by Neville Shute, whilst the aesthetics of the environmentally protected art studios and hazmat-suited painters are very much following in the style of Gerry Anderson productions—bluntly, I think I watched too much “Captain Scarlet” and “Terrahawks” as a child, and it’s carried over to my model making...

I found myself at short notice needing an extra miniature for a location shoot back in the spring, and the resultant

rail-borne studio is a kit-bash of whatever bits and pieces I had to hand.

The bodywork is built around a fairly solid but lightweight pine stripwood frame, mounted on a toy G-scale chassis. I wanted to keep a certain design similarity with a road-based studio miniature that used a kit of a Challenger tank as its basis (the background fluff of the project is that “Observe to Preserve” uses repurposed military and emergency services hardware for their kit). I wish I’d plumped for a better quality parts donor here though, as the toy tanks had thin plastic which bowed a bit when I joined the two sides together.

Taking inspiration from old French railcars, I wanted the driving position raised up so the driver could see over the top of the studio portion, and the cab was built from a toy bulldozer (which resulted unfortunately in the blue-tinted glazing, as I didn’t have time to scratchbuild something in clear acrylic before the shoot).

All the other details were odds and

ends from the scraps box, though I included some gratuitous Airfix footbridge bits in there, as a nod to the likes of “Thunderbirds”. Does anybody else play the ‘spot the Airfix Girder Part’ in those shows?

The studio portion was made – perhaps a tad too obviously- from a Ferrero Roche box which was easier than forming rounded edges in clear acrylic, and meant it could be easily opened up for posing the repainted Britains Farm models figures.

The final model was painted a nice obvious UN-style white to match the other miniatures, with highlights in yellow, white, black, and gunmetal, with a few custom-made logos. Some gratuitous spray and dry-brushed weathering made it look just nicely battered and abused, as suited the background of the story.

All in all I’m happy with how the model turned out; I think it works in the photographs, and will make an unusual sight trundling around my future garden railway... ■

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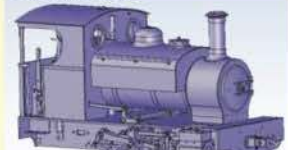
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Katie 0-4-0ST May 2019 Manual £1345, R/C £1585



Little John 0-4-0D R/C Battery electric, June 2019, £602

Bulldog 0-4-0D Jul 2019 R/C Battery electric £634



Billy 0-4-0T Sept 2019 Manual £1345, R/C £1585

Darjeeling Garratt with 2.4GHz R/C, Nov 2019, £3875



Lady Anne 0-6-0T Jan 2020 Manual £1410, R/C £1595

Darjeeling 0-4-0ST Feb 2020 Manual £1930, R/C £2145

Silver Lady 0-6-0T Mar 2020 Manual £1700, R/C £1915

Bundaberg 0-6-2T Apr 2020 Manual £1633, R/C £1806



Clarence 0-4-0 Tram May 2020, Man £1575, R/C £1700

Leek & Manifold 2-6-4T May 2020 Manual £1800, R/C £2020

Lilla 0-4-0ST May 2020 Manual £1575, R/C £1799

WD Alco 2-6-2T May 2020, Manual £1900, R/C £2130

Basic Series - Bertie, Millie & Sammie, all £660,
Jennie, 0-4-2 tender loco, £785, all built to order delivery Feb/Mar 2019.

Accucraft Ready To Run



L&B Bogie brake van in Light Grey Data Only, SR Brown livery, in stock.....£85



L&B Bogie Open Wagon in SR Brown, L & B Grey No12 or No13 in stock.....£80



L&B Open wagons, SR brown, L&B Grey, grey data only, SR brown data only£55



L&B Box vans, SR brown, L&B grey, grey data only, SR brown data only£60



Cattle wagons, W&L Grey £70



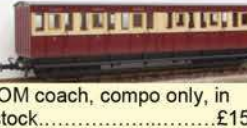
W&L Flat wagon GW grey £50



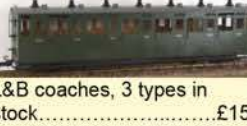
W&L Open wagon GW Dark grey only.....£55



W&L Brake Vans, W&L grey livery, light or GW Grey data only.....£75



IOM coach, compo only, in stock.....£150



L&B coaches, 3 types in stock.....£150



IOM 'E' Van in green & cream livery **In Stock** only£80

Arriving soon, date or £ may vary Pre-Order now!



NEW! L&B 'Howard' van, Mar 2019, or later, SR Brown 4 numbers, L&B Grey data only,£100



IOM 'G' Van, early or late livery, or data only, available with or without portholes. June 2019 or later, pre-order now.....£80

Peco SM32, G45 & G1 Track
SM32 Buffer stop kit.....£5.00
SM32 1 x 3' flexi track.....£9.00
SM32 12 x 3' flexi track£96.00
SM32 6 x 30" radius curves.....£48.94
SM32 6 x 38" radius curves.....£48.94
SM32 60" rad points L,R.....£44.50
SM32 Y Point.....£44.00
SM32 38" rad points L&R£42.00
G-45 1 x 3' flexi track£14.15
G-45 6 x 3' flexible track£83.00
G-45 6 x 2' radius curves£44.28
G-45 6 x 300mm straights£44.28
G-45 48" radius points L&R.....£59.81
G45 Buffer Stop Kit.....£4.92
Gauge 1 1 x 3' flexi track.....£10.50
Gauge 1 12 x 3' flex track£112.00
Gauge 1 points L or R£84.50

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Garden Railway Specialists

PREMIER



DEALER

**The 2019 GRS
LGB Day 1st
of March from
12:00 - 16:00
See our website
for details**



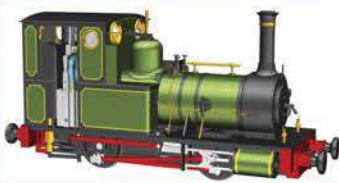
GRS Services

Due to a recent increase in manpower, our electric repair and upgrading service is able to take on more work than ever before, and is now offering a much faster turnaround. So please try us for Decoder, Sound Fitting, battery/R/C conversions, and all repairs from the simple to the most complex.

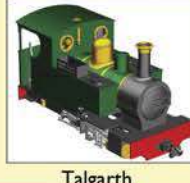
At last the wait is over for RhB Fans
L23530 RhB Steam Loco G 4/5 £1956.83
L33401 RhB Coach I./2 Class AB22 £233.32
L33402 RhB Coach C209 £233.32
L33403 RhB Baggage Car F4051 £233.32

ROUNDHOUSE

New for 2019, Ffestiniog Double Fairlie 'David Lloyd George' 32 or 45 gauge, 3ft min. radius, R/C Standard, taking orders now **£4100.00**



**Another Welsh Classic
'Dolgoch'**
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'Talgarth' and 'Sabrina'**
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 Wheels, Manual, (R/C
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Sabrina

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R-T-R
COLLETT
COACHES**



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 A new BR 16T Mineral Wagon Kit
 Easy Build with Resin one piece body and
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NEW PIKO
PK37440 BR103 Electric Loco
 DCC ready **£555.34**
 (extras available include dedicated loco and sound decoders and motorised pantographs)

We will be running our popular Basic (11th May £35) and Advanced (8th June £50) Massoth Courses in 2019, please tell us if you're interested in attending. The courses are run in the shop, and include a buffet lunch and the chance to purchase Massoth equipment on the day at a special 10% discount.



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Midlands Garden Rail Show, Warwickshire Exhibition Centre, Fosse Way, Sat 16th & Sun 17th March 2019.
 National Garden Railway Show, Peterborough Arena, Sat 6th April 2019.
 All prepaid orders can be delivered to the shows.



Garden Railway Specialists Ltd

Station Studio, 6 Summerleys Road, Princes Risborough, Bucks, HP27 9DT

E-mail: sales@grsuk.com Website: www.grsuk.com Tel: 01844 - 345158

Monday - Friday 09:00 - 17:30hrs Saturday 10:00 - 16:00hrs