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JUNE 2019
ISSUE 298

Rail



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GARDEN Rail

Incorporating GARDEN RAILWAY WORLD
Issue 298 • June 2019

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Printed by: Warners Midlands plc

Distribution

News Trade – Warners Distribution

T: 01778 392417

Model Trade – Warners Trade Sales

T: 01778 392404

Overseas Agents – Japan

Erei Co, Ltd 1-1-12 Toyotama-kita,

Nerima-ku, Tokyo 176

Subscriptions

T: 01778 392465 F: 01778 421706

(UK & Overseas)

subscriptions@warnersgroup.co.uk

UK: £57.00 12 issues (1 year)

(UK DD: £11.99 Quarterly, £49.99 Annually)

Rest of Europe: £71.00 12 issues (1 year)

Rest of World: £83.00 12 issues (1 year)

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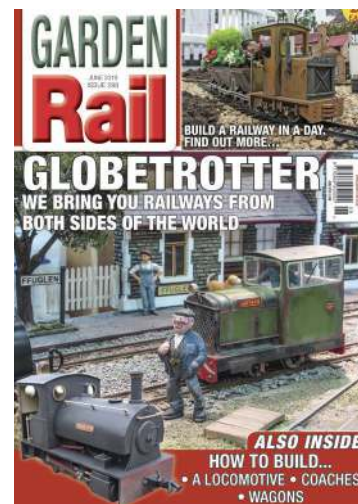
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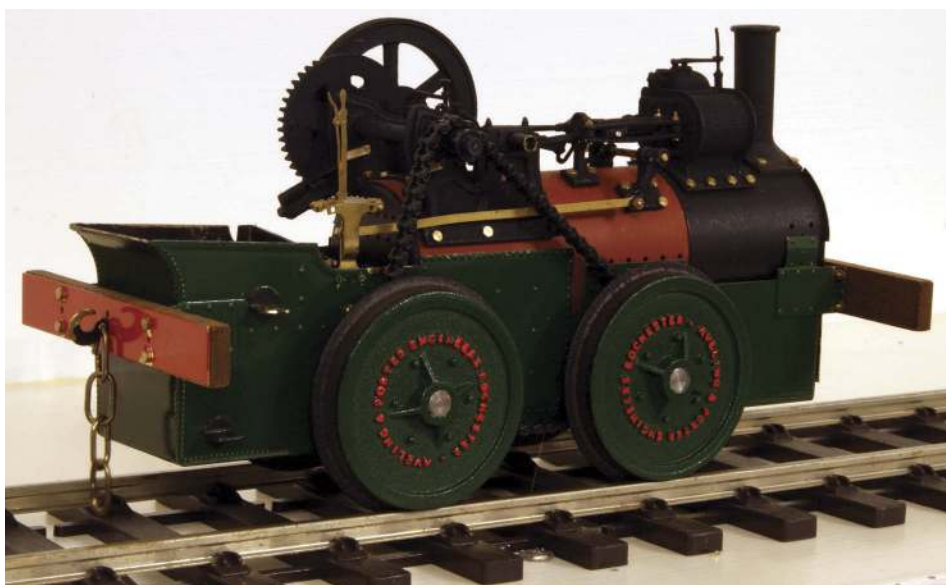
Garden Rail: Published monthly by Warners Group Publications

Next Issue: 299

On sale: 20 June 2019



Next Month: If you have seen any of the Gauge One test tracks in the last few years, you will have spotted David Viewing's fascinating 3D printed Victorian rolling stock. Next month, he explains how he produces it.



VIEW FROM THE END OF THE PLATFORM



I want one of those!



Mark Thatcher's model which inspired me.

No matter. A trip to the Binnie stand for a pair of chassis, followed by a few evenings pleasant messing around with Plastikard, and I have my own version. It's not an exact copy, there is also some influence from a Model Earth Design van we featured a few issues ago, but I'm pleased with it.

I didn't have a 32mm gauge brake van anyway, so I really needed one... ■



The working lamp is based around an LED powered by a battery box in the body of the van. To get at it, the guard is removable, held in place by a magnet. The wasp stripes seem to be a relatively modern feature, although I'm not entirely sure when they first started to appear on industrial rolling stock. Perhaps a reader can help?



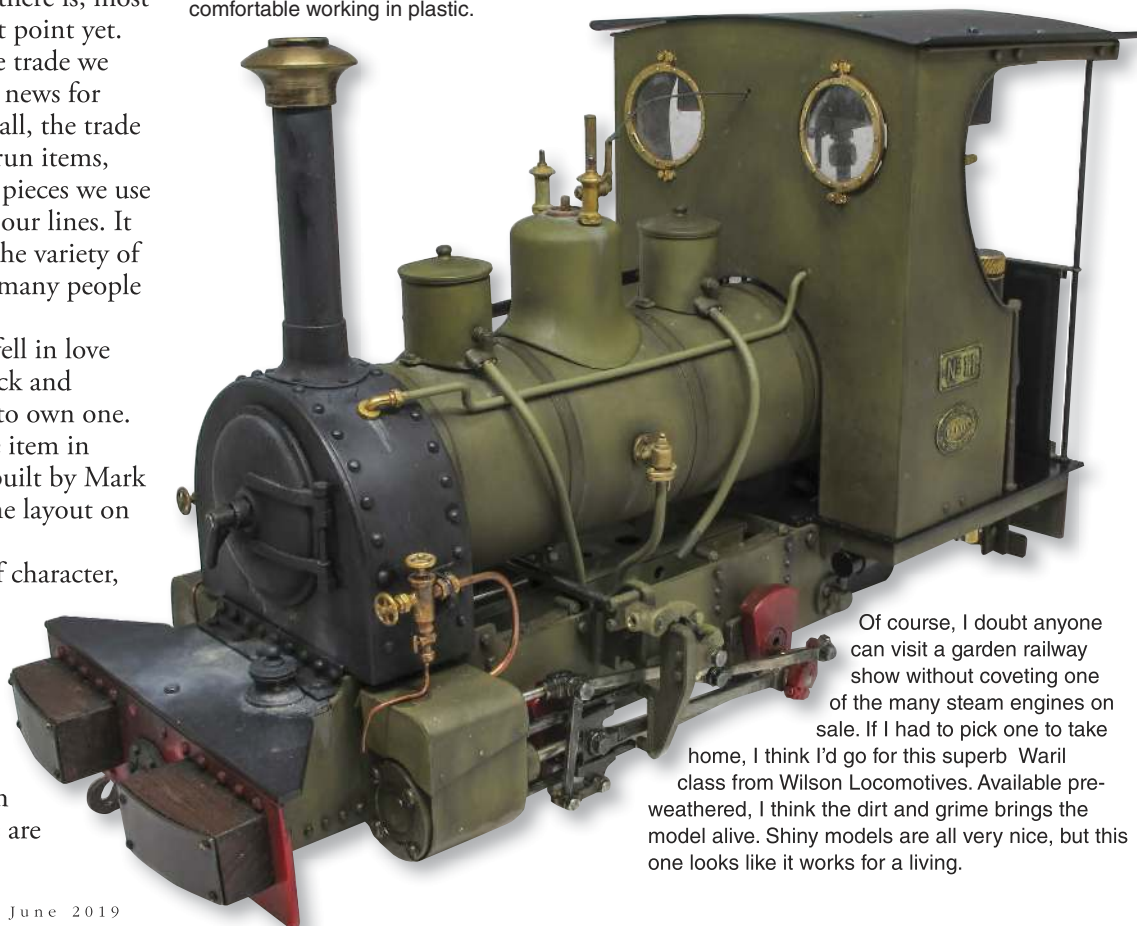
Is there such a thing as "enough" trains? Judging by the bags being carried out of the National Garden Railway Show this year, if there is, most people haven't reached that point yet.

This is good news for the trade we rely on and I suggest good news for the hobby generally. After all, the trade aren't just selling ready to run items, but all manner of bits and pieces we use to produce the models for our lines. It never ceases to amaze me the variety of products on offer to what many people consider a "niche" hobby.

At the show, I certainly fell in love with an item of rolling stock and immediately felt the need to own one. The only snag was that the item in question was a brake van built by Mark Thatcher that we ran on the layout on the Garden Rail stand.

Mark's little van is full of character, even if it wouldn't have been popular in real life. I'm assured by someone involved with real narrow gauge railways, that using a skip chassis as the basis for a coach is far from ideal as far as ride qualities are concerned!

Sat atop a Binnie skip chassis, the body of my van is made from Slater's Plastikard sheet scribed to look like wood. I know I could have used the real thing, but I'm much more comfortable working in plastic.



Of course, I doubt anyone can visit a garden railway show without coveting one of the many steam engines on sale. If I had to pick one to take

home, I think I'd go for this superb Waril class from Wilson Locomotives. Available pre-weathered, I think the dirt and grime brings the model alive. Shiny models are all very nice, but this one looks like it works for a living.

BR 98.75 („Berg“)  1:32

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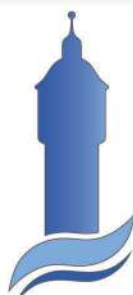
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The Garden Rail garden railway



Could the Editor build a working garden railway at the Nation Garden Railway Show in April?

When I volunteered to build a real garden railway, the 2019 National Garden Railway Show seemed so far away. As the date approached, I knew I'd have to deliver on that promise. Gulp.

My plans were simple – there was a 10ft square space with my name on it. I had plenty of plastic 32mm gauge track and some battery electric locomotives

to run. I'd lay a circuit, spread some compost around and ballast with pea gravel.

Regular contributor, Mark Thatcher had offered to loan some of the buildings you will have seen in past issues of **Garden Rail**. He gave me a list, but as the track plan would be worked out on the Friday before the show at the venue, I just asked him to

An IP Engineering Ezee Passenger Train performing sterling service on the layout.

fill his car and we'd work it out at the show.

A couple of polite begging e-mails secured half a car load of plants, on loan from a Notcutts garden centre a mile from the show. This distance mattered as I had to promise to return them on the Saturday and the centre shuts an hour after the show. No time for a long drive!

I arrived on the Friday afternoon, after picking up the greenery, and set about building the model. The job only took a couple of hours, mind you, the



Far left: Trackwork was to be Tri-ang "Big Big" plastic sections. I felt that black would look better than red, so spent a couple of hours spray painting it using Halfords matt black. Getting paint in between the sleepers isn't easy and my gloved hand ended up pretty well covered by the end of it. The results looked pretty good though with a nice smooth finish.

Left: The stock box is a plastic crate that took up very little space in the car. Battery powered diesels were the order of the day as I planned to leave them running while I looked around the show. Besides, plastic track and live steam don't mix.



En-route to the show, I dropped in at Notcutts Peterborough garden centre where plant manager Paul had agreed to lend me some shrubs. I promised to look after them and not take anything out of its pot. That and have them back at the centre less than an hour after the show closed on Saturday!

sweat was dripping off me by the end of it!

On the day of the show, I switched the first train on and let it run. Everyone said nice things about the model, including those who didn't think it could be done, or thought I was mad to try.



Test train. The IP wooden engine was the most robust model to hand. It made it all the way around successfully, although proved a bit light. I fixed this the next day by filling the bonnet with pea gravel.



Arriving in the hall, 16mm Association publicity officer Rod Nipper was getting a little concerned how late I was leaving things. As it was, the 10ft square damp proof membrane quickly marked our spot and would hopefully reduce the mess when it came time to pack up. We weren't going to do anything to damage the very hard floor, but it's polite to show it's being protected.



To keep the compost under control, some lengths of wood were screwed together to make a square. Of course I can't get anything that long in my car, so each has to be jointed. Track plan mark 1 has been laid, nothing more than a wiggly loop – I was making it up as I went along. Eventually I added a point so we could have siding, but with plenty of track to hand, I could experiment.

Landscaping began with some bits of polystyrene to provide some contours. We also put the main buildings in place to get a feel for the look of the finished layout. Mark helpfully brought plenty so we could take our pick.



Planning complete, around 180 litres of DIY store compost and a bag and a half of pea gravel were spread around to cover everything. Despite the plastic sheet being black, I don't want to see it through the "garden." Ballasting was just lifting up the track, chucking stones under and patting them down. I didn't bother too much about levelling up properly as the little locos don't seem to worry too much.



Planting starts. All the pots were buried in compost, often tilted over to hide them from view. The stunning bonsai trees are from Mark Thatcher and attracted many compliments during the show.

Almost as soon as the doors opened, people found their way to us. Children plonked themselves down on the floor and watched the train go by, mesmerised by the scene. Parents took photos of their children train-watching.

As Mark, who had stationed himself on the corner of the display, and I talked about the layout, I think several modellers found themselves having to explain to their wives why we could build a railway in a couple of hours and they seemed to be taking a lot longer!

My plan had involved hourly train

changes, but I got distracted and the IP Ezee train ran from the opening until early afternoon. This on the pair of AAA batteries I'd put in it for testing. I had brought lots of spares and needed hardly any. We ran a small selection of trains for variety in the end, but all using simple and cheap stock. One slight snag was a set of wheels in a brake van that squeaked and got a little annoying after an hour or so.

The end of the show arrived and the top stand team who had enjoyed bumper subscription sales offered to



To add colour, I bought a pack of pansies from the garden centre. You can't really borrow these as they need to come out of their pots, being too small to hide them. After the show, they ended up in the garden back home anyway. Flowers make the layout look like it's a proper garden, so they are worth it. Unlike real gardeners, I pick the flowers in full bloom, not the ones that will open in a few days, we need impact now!

The finished layout. I split the display into a visible and backstage area. This was filled with compost bags and rolling stock not in use at the time. Maybe in the future, I'll dress the model all the way around the track, but that would require more plants.



Inset: My 30 year old Salford Models Ruston hauls some weathered "Big-Big" tippers around. I re-wired the model before the show, got this wrong and it ran like a rocket with the motor being fed 6V and not the normal 3v.



help clear up while I whipped the plants back to Notcutts. It took me longer to load the car than them to bag up the “garden”, but I was still on my way home just over an hour from the doors closing. Not bad.

I had a terrific time – thanks to Mark, Carly, Ruth and the people at Notcutts

in Peterborough. We didn't win the layout of the show, maybe next year.

Did I say next year? Well, it seems the layout went down so well that I will have to do it all again next year. Since my boss has seen it, there might be another show appearance lined up too. Watch this space... ■



A much modified Phil Sharples kit on the tippers. The driver, a Kara's little character, needs to hang on!



Left: As 5 o'clock arrived, the track was lifted, buildings removed and plants packed back in crates ready for return. Despite having spent the day chatting to visitors and selling magazine subscriptions, Ruth and Carly offered to bag up the compost and gravel while I took the plants back to the garden centre.

Right: 25 minutes later, I was back at the show and found everything bagged and ready to go. Once slight problem is that the compost expands, and my car was fuller on the way back than it had been earlier.

Sitting down on the floor and you could almost believe you were really in a garden. Many of our younger viewers saw just this view.

Could you do this?

This isn't the first time I've built a temporary garden railway. It's an eye-catching display in a shopping centre to promote all sorts of railway activities. If you fancy trying this yourself, here are a few pointers:

- Cover the floor with thick plastic. I used damp proof membrane from Screwfix. It's thick enough to walk on and cheap at a tanner for a 12 by 10ft sheet. At the end of the day, you can fold it up with quite a bit of compost inside to save sweeping up.
- Wooden edges will stop the compost spreading around the floor, something appreciated by those running the venue. The light colour should also show visitors where you are and stop them walking across the layout.
- Compost is cheap if bought in big bags, but it expands once unpacked so bring plenty of rubble sacks to pack it in at the end of the day. Bin bags are too thin and burst, guess how I know.
- Plants can stay in their pots and if you bury them in compost, no-one will notice.
- Both the pea gravel and compost will dry out overnight and change colour, the display looked a lot lighter in the morning.
- Buildings and flowers add colour and interest.
- Keep it simple, people are happy just watch a train move. Any sort of track will work, LGB or Mamod metal stuff would both be excellent, but the plastic track was fine.
- Little locomotives will run for many hours on one set of batteries.
- Kids love a ground level railway.
- If you are advertising something, ensure the posters are low enough to appear in photos of the model. That Garden Rail van wasn't there by accident.
- You can't have too many dustpans and brushes for the clean-up.
- We separated the gravel and compost roughly but not perfectly. Life's too short to pick all the stone out. Once chucked on the garden, it won't matter.
- It's fun – honest!



Seen at the National Garden Railway Show

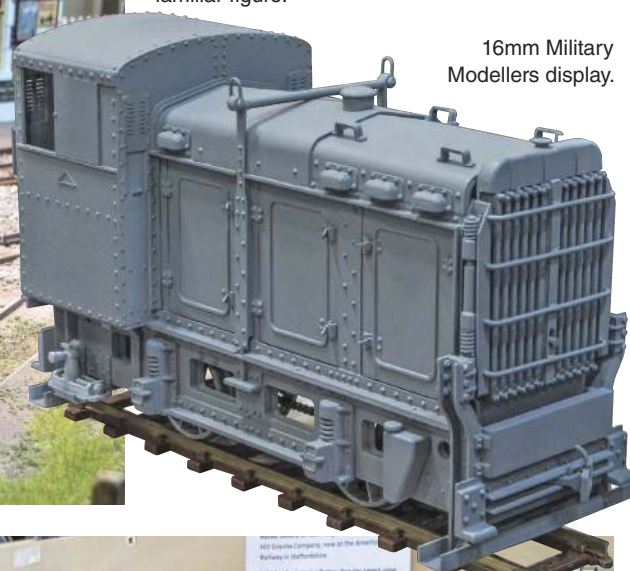
The Editor managed to get away from his layout long enough to grab a few photos of models at the event in April



Above: Roundhouse certainly attracted a crowd when they steamed the new Double Farlie on the Modular layout.



Left: Ashover on Ffuglen, attended to by a familiar figure.



16mm Military Modellers display.



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W&L Pickering coaches brake or composite in chocolate and cream £180.00

Pre order items



1:32 SCALE ADAMS RADIAL TANK 4-4-2T

The model is 1:32 scale for 45mm gauge track, gas-fired with a single flue boiler. The chassis is constructed from stainless steel, the wheels are uninsulated, the boiler is copper. The model will run round 4' 6" radius curves (TBC). The East Kent Railway version is only available from Kent Garden Railways. The anticipated UK RRP will be £1950.00 or £1995.00 for the RTR version (depending on livery), £1795.00 or £1850.00 in kit form.



1:19 'DOLGOCH' Talylln Railway 0-4-0T

The model is built to a scale of 16mm:1" (1:19 scale) and is internally gas-fired with a centre flue boiler. It will not be gauge adjustable but will be available in either 32 or 45mm with non insulated wheels. The axles run in bronze bearings and all the rods and valve gear (piston reverse) will be of stainless steel. The cab roof opens to give access to the gas and water and the lubricator filler is in one of the bunkers. The copper boiler is fitted with a gauge glass (with blow down) and the displacement lubricator has an under-floor drain valve. Although fitted with TR buffers and couplings the model will be supplied with a pair of Z2 chopper couplings for those who wish to use them. The model will be available in TR green, 'Atlas Foundry' green or Crimson Lake. The picture is of an engineering prototype. UK RRP £1550.00, due for delivery Q2/Q3 2019



LGB



21411 RhB Switching Tractor - MFX/DCC sound - remote control couplers £556.00



23530 RhB Class G 4/5 Steam Loco £1822.00



20482 DR locomotive, Road No. 99 685 £1725.00



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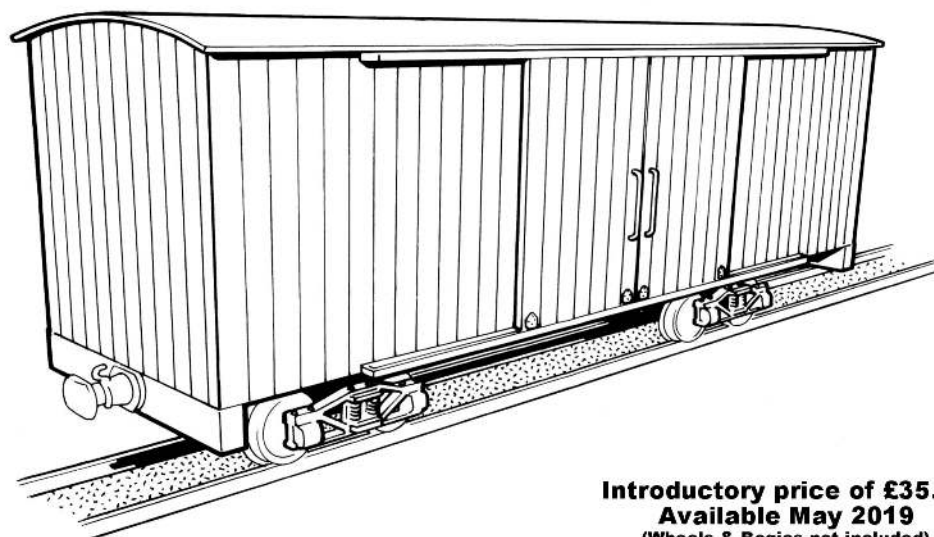
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1:13.7 Bagnall 0-4-0ST



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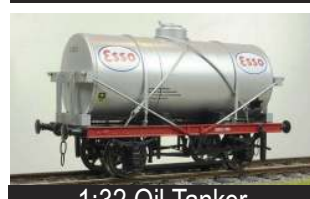
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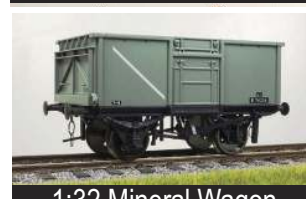
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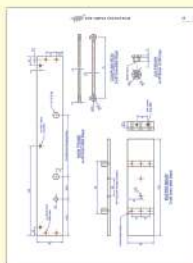
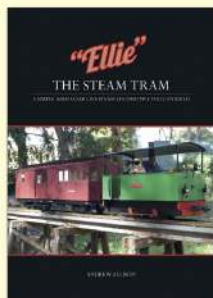
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Building a Nissen Hut

Geoffrey Hankin wonders if he should stick to tree making

The peatworks at Tumbly Moorside is on the edge of the moor so the line from the works to the stockpile is very short. Although this situation is not uncommon I felt it would be better if there was a scenic break between the works and the peat stockpile. I had planned for an area of woodland to satisfy this requirement, but the thought of making so many trees caused a rethink and I ended up making a Nissen hut instead.

Easy I thought, I'll buy the Modeltown kit, weather it and job done. Unfortunately the kit is no longer available so I would have to start from scratch, perhaps trees would be better after all!

Searching on the Internet revealed a veritable feast of photographs of the prototype and a couple were printed off for reference purposes.

The shape and size were determined by a cake tin lid I found in a kitchen cupboard as this was used as a template to mark out the shape on some Plastikard which gave me two end pieces and a middle section for extra strength.

Window and door openings were cut out of the two end pieces and they were clad in brick embossed plastic from



Glendale Junction. Door and window lintels were added from plastic.

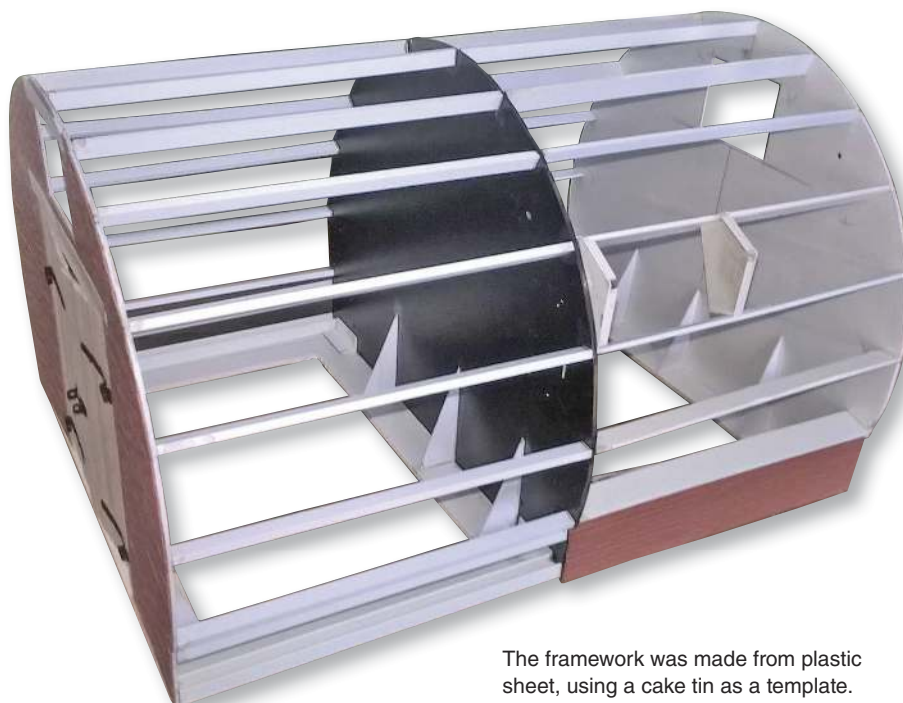
The three pieces were glued to a plastic base which had two rectangular holes cut into it, just in case I needed to access the underside of the roof during construction. Fillets were added for strength and horizontal stringers glued between the uprights to take the corrugated sheeting. Having done the easy part it was now time to fit the cladding.

Large sheets of corrugated plastic were cut to scale size and bent to shape. My first attempt at bending the plastic involved dipping a sheet into hot

water, bending it and then dunking it in cold water. My fingers weren't too keen on the hot water so I held each end of the sheet with a clothes peg but the pegs crimped the ends and the sheet sometimes twisted. Those trees might were looking more and more promising...

Back to the drawing board for a more reliable method that didn't result in painful fingers or crimped ends. Some scrap wood was made into a curved former with some brass strap added near each end to hold the plastic sheet in place while heat was applied from a hair-dryer and it worked a treat.

Thirty corrugated sheets later, I was ready to stick the cladding to the framework. This was a slow process



The framework was made from plastic sheet, using a cake tin as a template.



The corrugated plastic was fixed to a wooden former and blasted with a hair-drier to form the curve.

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Above: Plenty of clips were required to hold the sheets in place while the glue dried.

Right: Finishing the top required some different ways of holding the sheets in place.



requiring numerous clamps and weights but it was worth the effort. Because the pieces of cladding were not bent to the exact curvature required they needed to be clamped until the glue dried so cladding the building took quite a while as I wanted to be sure each piece was well secured before moving on to the next piece.

The windows at each end were from Jackson miniatures as they look about right for metal framed windows, just trim the cill flush.

Glazing is clear plastic rubbed over with sandpaper to give a frosted appearance and a couple of the panes had holes drilled in them which were

opened out to give the effect of being broken by stone throwing youths.

The double doors were made up from balsa with hinges bent up from tinplate and wire. A bit of rusted chain and a plastic padlock secure the doors and the buildings contents, whatever they are. Cambrian model bolt heads were added but after painting they were hardly noticeable.

It is very satisfying to watch the train leave the works and disappear momentarily behind the Nissen hut, the layout is certainly the better for it. ■



Windows and doors are plastic mouldings suitably distressed.

What is a Nissen Hut?

Major Peter Nissen of the Royal Engineers began to experiment with hut designs in April 1916 to try and supply the urgent need for quickly assembled, portable buildings that used the minimum of scarce wartime materials. It took three attempts to produce a finished design but once ready four months later, manufacture started in earnest. By the end of World War 1, 100,000 huts had been produced.

After the war, Nissen patented his design in the UK and around the world. Demand dropped off until World War 2 when production was revived.

Each hut is built on a framework of T-shaped metal and covered with corrugated iron sheets. These arrive on site pre-curved and can be staked inside each other for transport. Each end was normally filled with a wooden panel. A Nissen hut could be packed in a standard Army lorry and erected by six men in four hours.

After the war, attempts were made to find civilian uses for the huts. Some were turned in to workshops and homes. As living accommodation, they weren't popular as the wind whistled between the corrugated sheets if they weren't tightly attached. Although the structure could be lined with hardboard, this didn't improve matters much. Normally the building would be cold in winter and sweltering in the summer.





DZ drop-side ballast wagon

Thierry A de C Foley (Tac) builds the Resurgam kit

Those of us with an interest in modelling the re-built Welsh Highland Railway in 16mm, have suffered a marked lack of models of the non-passenger-carrying ex-SAR/SAS wagons that are an everyday sight on the lines, either ready-to-run, or kit-built.

In particular, the ex-SAR/SAS ballast wagons, high and low-sided, have been a common sight for a number of years now, and with around twenty in service, they are often seen as maintenance-of-way trains along with their little bogie brake van.

I was so moved by the lack of these models in 16mm that I scratch-built my own versions of the Type B wagon and the brake van, as some of you may have seen on a well-known Internet site where you can post your own movies.

Then, at Llanfair last year, while talking to Loco-Box proprietor Chris Moodie, I was introduced David Williams, the man behind Resurgam Rolling Stock, and to cut a long story short, ended up a few months later having built three of his Type B ballast wagons.

He recently told me he planned on producing the earlier type of drop-sided wagons with the all-riveted construction, rather than the later mostly-welded style of superstructure – and my ears perked up. This wagon, Type DZ, has a far more complex riveted fabricated structure and what can only be described as almost an over-abundance of smaller detail. I have to admit, as a detail freak who can't just let things be, that I was hooked before I'd ever seen the model, and I had to have one. My adventures in super-detailing the already highly-detailed Type B had whetted my appetite for another challenge.

Here is the real DZ wagon,

as with most of them in service, locally-modified to meet particular requirements, railspeak for 'bashed about to make it easier to unload using a mini-digger'.

As you can readily see, the Type DZ wagon has low sides, about half the height of the Type B wagon, and unlike

the B wagon, which has just one set of drop centre doors, the entire sides of the DZ drop down like the end of a tipper truck – in fact, a number have been modified in this way on the WHR for ease of unloading on site when re-ballasting track.

As such, it has a very impressive



Type DZ low-sided ballast wagon, modified with removable ends. (Photo: David Williams)

Main components, showing fine rivet detail.



Bogie components.



amount of interior detail – sides and ends. Rows of rivets follow all the major parts that are attached through to the exterior, and given the three-dimensional nature of the construction, the end result is going to be an impressive model.

With such a multi-component laser-cut kit, with all parts made of high quality MDF - all bearing the finest detail imaginable – it's good advice to take notice of the instructions. They are paragons of their kind, being both clear and very accurate with regard to the 'naming of the parts' and the advice given on how to assemble the kit with few, if any, problems. Every part in

the kit is detailed in the first couple of pages, much like the sprue diagrams in a plastic kit. All parts are very well-packaged in substantial and re-usable plastic bags.

Take my tip and read them carefully before beginning the build – there ARE a couple of places where rushing will engender a major mistake. Those sides and their respective inner overlays are NOT interchangeable. For those who may not have seen the real vehicle, they are asymmetrical by design, not by accident!

The SAR-pattern bogies, with much fine relief detail derived from the use of exquisitely formed laser-cut overlays,

are also provided in the kit, as is the necessary hardware to attach them, using a style of Nyloc bolt fixings.

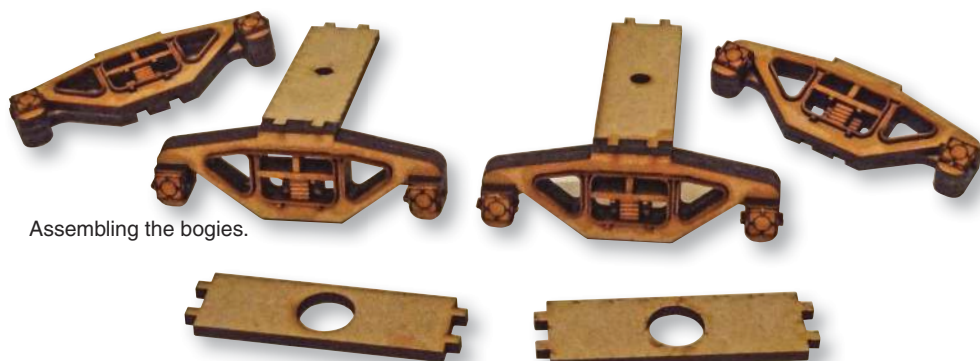
Models can be built to either 32 or 45mm gauge, and suitable bolsters are provided for both gauges. Suffice it to note that NOT having to source these unique-style cast bogies from elsewhere is a real bonus. When made up they are very convincing replicas of the full-size bogie, and David advises me that they can be bought separately for scratch-builders. Any missing or damaged parts are obtainable almost by return post - as I found out in my initial buy where one small component was absent.

You will have to source suitable gauge wheels, axles and bearing bushes for your model, as well as couplings and vacuum brake hoses. A list of providers can be found at the end of this review.

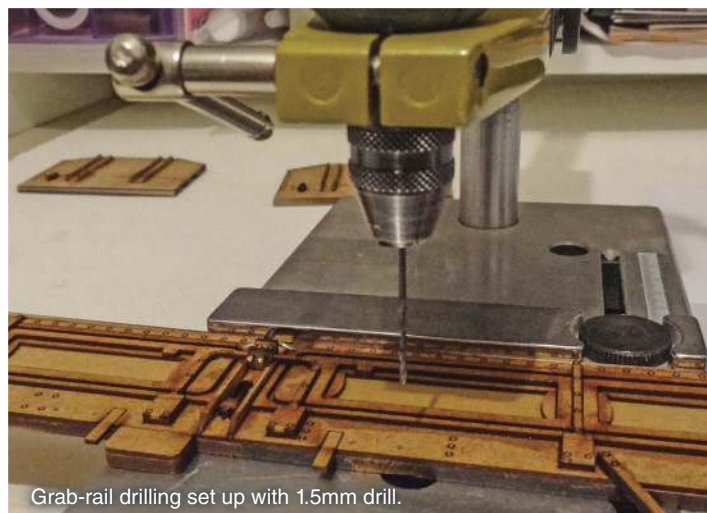
A dry run of components shows that there are no problems in putting them together. As the parts are laser cut, every single component fits either together, into or onto the matching part with an exactitude not possible by any other means. However, a very light application of the finest abrasive stick might be required to remove all traces of laser 'burn' on finer components, in order to ensure good adhesion. The resultant body is both strong and rigid and goes together like a dream, making the whole experience a genuine pleasure from start to finish.

To make sure that the grab-rails were all lined up - and few things looks worse than a line of wonky handrails - I set up a long guide on the base of my little Proxxon pillar drill set-up. It made an easy job of getting the line straight.

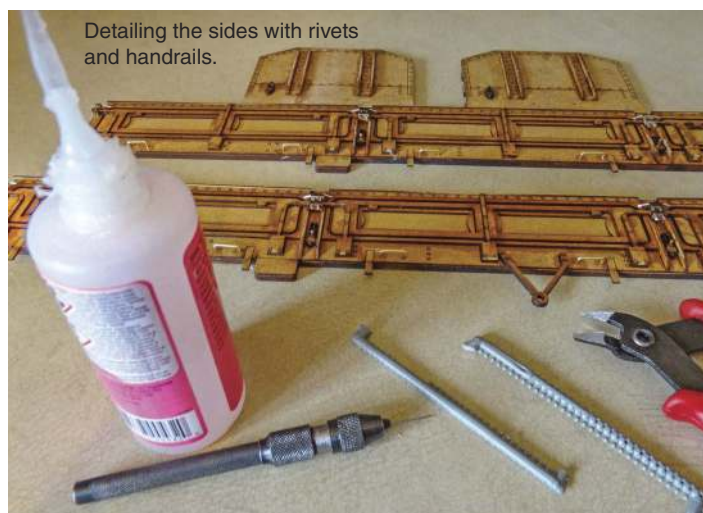
I used a mix of Tightbond and CA adhesives, as well as a new-to-me form of very free-flowing adhesive, called



Assembling the bogies.



Grab-rail drilling set up with 1.5mm drill.



Detailing the sides with rivets and handrails.

'Super-phatic' that wicks into gaps, making an invisible joint. I've found that this latter adhesive is ideal for building multi-layered panel coaches – AFTER the layers have been painted separately.

Since the basic kit is already very detailed, I chose to add a minimum of details. When I say minimum, that's not really true, since there is a plethora of individually-applied 'rivets' obtained from our old friends, Cambrian Models. I have to emphasize that this in no way detracts from the appearance of the model that is built 'as-it-comes', let's just say that I'm well-known for my 'make it better' attitude to modelling, and leave it at that. Needless to say, it will be a long time before I make another similar model, but the results speak for themselves, I think you'd agree.

I used a very simple method of applying the over 1500 rivets – it is, after all, a noticeable feature of the real rail vehicle, and to my mind the model looks better for them being there. Cutting off the 1.5mm diameter rivets into a plastic bag (one used to package the model parts is fine), I empty them out and turn them over. Then, using a pin held in a pin-chuck, I dip each one in a small pool of CA adhesive and place it on the 'location' provided.

Having started, I simply continue until they are all done (phew). I'm sure there is a better way, but right now it hasn't presented itself to me, and I have a lot of experience applying them to a number of scratch-build wagons in this scale – the WHR/RhE/SAR

brake van that some of you will know had almost 700 of the little blighters... plus fifty or so nuts and bolts.

The bogie trucks, again are a marvel of CAD and laser, and not only have the 'reinforcing' web I showed you earlier, but detailed axle boxes, too – all in 3D.

You can paint this model using that well-known brand of 'rattle cans' and a good result will be yours. A final covering of two-coats of Dull-Cote was then applied over the whole thing. The 'much-used' look was achieved by 'chipping' and dry-brushing, finished off with genuine granite ballast chippings and dust. Of course, if you are using this wagon to transport coal, the final appearance will be quite different.

This is the latest in a line of excellent models produced by a small operation that is actually based in North Wales by an enthusiastic manufacturer with close personal links to the real Welsh Highland Railway (David is a fireman, lucky beggar!)

It's also worth pointing out that several B-wagons and DZs have found their way to the Vale of Rheidol Railway and Lynton and Barnstaple Railways, so there is plenty of scope to spread them around, even if you don't own a matching SAR loco.

These fine kits represent great value for money, notwithstanding that at the moment,

as far as this particular wagon is concerned, they are the only show in town. Although there is, as ever, a need for care and attention to be taken, and the time and effort in building it is reduced by the 'fall-together' nature of the components and their microscopically-exact fit that leaves no chance of making an error, unless you are deliberately inept (!)

Note, too that from early-May, every model in the series will be available in high-grade ply instead of MDF. This will incur an additional cost of just £5 for the DZ and B-Wagons. And finally, I must add that I have no connection with the company in any way, except as a happy customer. ■

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Type DZ ballast wagon £60 + p.p from Resurgam Rolling S
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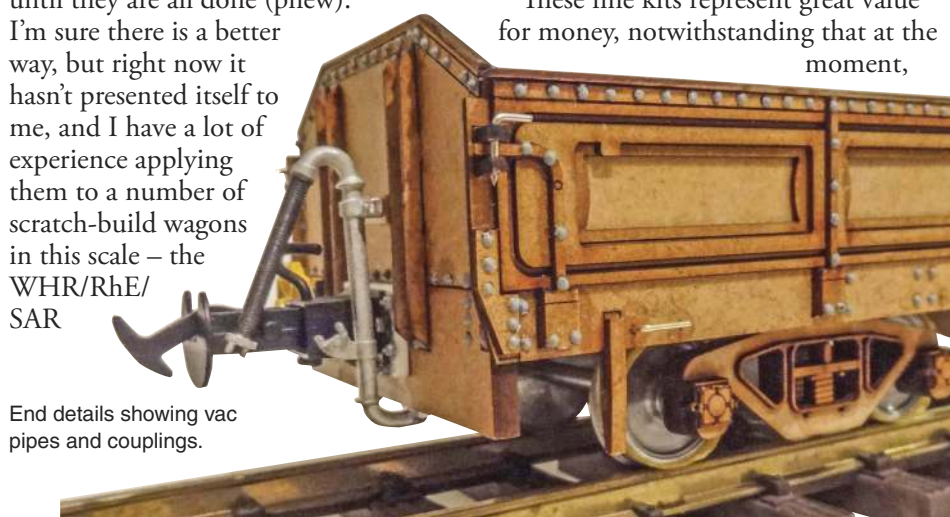
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End details showing vacuum pipes and couplings.

The wagon ready for paint.





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“What’s the worst that can happen if it goes wrong?”, Steve Strickson decides to find out.

For many years, I have wanted to build myself a loco. Ideally, it would be live steam, but I felt I needed to start with something a bit less ambitious so I’ve ended up constructing a battery powered, steam outline loco mainly from brass.

I don’t have an engineering background, nor am I one who is inclined to ask how to do things or ask the right way to tackle something. My step father gives me advice when I get completely stuck and he has been my inspiration.

My “have a go” mindset says, “What’s the worst that can happen if it goes wrong? Start again or give up”. I love all sorts of locos and have settled with 16mm scale using both 45mm and 32mm gauge tracks on my layout.

Having very little prior experience of metal-working, this project has been a fairly steep learning-curve for me, but one which I have thoroughly enjoyed. I am certainly no expert, but I hope that by sharing my experience you might decide, as I did, that taking that first step is not as daunting as it seems. I am certainly not setting out a set of instructions, merely giving you an opportunity to look over my shoulder and see how a novice has gone about his

first loco construction project.

Faced with a plastic kit which I wasn’t happy with, I decided I could do better. The model was a Peckett 0-4-0 and I had a bought chassis and motor from GRS, all I’d need to build would be the foot plate, buffer beams and body.

So, the adventure begins. I drew up some 16mm scale plans to give something to work from, taking best guesses where needed until I ended up with a drawing that looked like what I was aiming for. I knew the dimensions of the working chassis I had, so that gave me the overall sizes to start from.

The first decision was what materials to use. I opted for brass, simply because it does not rust, I find it easier/softer to work with than steel and very reasonably priced off-cuts can be obtained from our local supplier just down the road. I went for 0.8mm sheet for the cab and water tank, 3mm for the buffer beams and chassis plate and the rest was mainly taken from round bar.

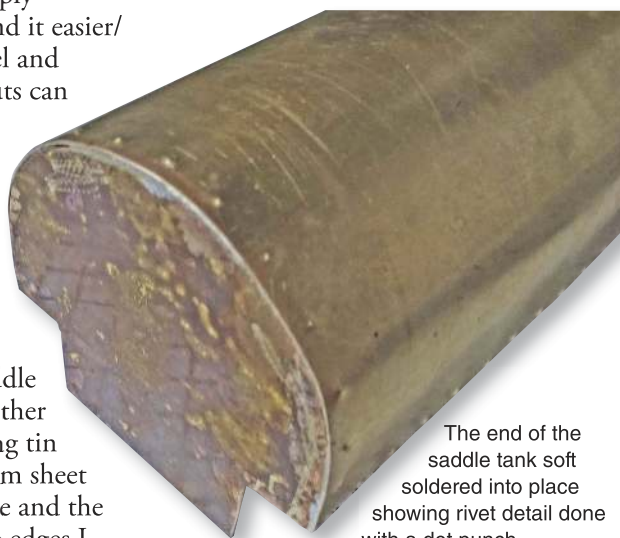
I copied the end of the saddle tank from my plan onto another spare piece of paper and using tin snips cut two pieces of 0.8mm sheet slightly oversize. Taping these and the paper pattern together at the edges I

made the rough cuts with tin snips.

Files and a sanding disk on a Dremel finished the job giving me my two ends of the saddle tank.

Deciding I would like rivets around the saddle tank but having no experience on how to do this, I took a spare bit of small brass sheet and used a centre punch on it to see if this looked OK. Working out how hard to hit it until I was happy with the result took a little time, but eventually I was confident enough to move on to the model.

I cut a piece of 0.8mm sheet with tin snips to exact size that I needed



The end of the saddle tank soft soldered into place showing rivet detail done with a dot punch.

The sides, front, rear of cab with the metal corner strips and the lathe made brass spectacles.



for the base and another for the top of the saddle tank. Marking out where I wanted the rivets on the saddle tank part I went along hammering the punch where required. Once all done, I bent the brass sheet over a round tin until it took the approximate curve required and went ahead clamping the bottom and top sheet in place to the two ends made previously. These were soft soldered together using small blowtorch.

At this point I should note not to use to big blow torch as I first did. The problem was it got it all so hot that any parts previously soldered just melted again while trying to fix other parts. I later tried a much smaller blow torch and got much better results, often using a wet sponge to keep previously soldered parts cool and in place.

Using a Dremel cutter and sanding disk I cut and sanded a hole in the cab end so I could place the battery, speed controller and any electrics inside the tank to keep it all out of view. 0.8mm

sheet brass was then cut with tin snips and sanded to shape to give the final shape of the smokebox and soldered to the saddle tank.

Buoyed with success, I turned my attention to the cab. Again using 0.8mm brass sheet I used a similar method to make the cab sides as I did with the ends of the saddle tank. Cutting them slightly over size and bringing down to final sizes with files whilst taped and clamped together.

The front and rear cab parts were done together as were the two sides. The doorways in the sides were mainly drilled out, then cut with a cutting disk to give a single opening. Sanded using the Dremel gave the final smooth shape. The same was done with the front and rear port holes.

I decided not to solder the cab together as keeping everything inline, with no tabs to do so seemed an impossible task. Instead I took some 0.5mm brass sheet, cut four narrow strips, put them in the vice and bent them in half, giving me nice little right angles that were the height of the cab. These were then marked

out and drilled out using a 1mm drill and then placed on the cab parts so they were all lined up and drilled again so everything was in the correct place. The cab was then bolted together using tiny 14ba nuts and bolts.

As with the saddle tank, the cab roof was bent over a larger tin until the desired shape was achieved. It is held on by small powerful magnets glued to the inside, matching brackets soldered in the cab. Two small locating brackets soldered to the underside of the cab

Starting from the left the three pieces of the chimney together with the water top up and the base of the safety valve / whistle. These were all turned on the lathe from brass bar and bored out where needed.



The safety valve / whistle was made up of a total of 6 parts. A base shown in picture 3 and the five other parts shown here. The centre is a 3mm screw and these were soft soldered together.



The sandbox bases were milled from brass stock and the tops were turned in the lathe. The smoke box door was turned in the lathe from a 2" brass bar, filed and sanded to shape.

roof, makes sure it goes on straight each time.

Work now focused on the fittings. Although I have a small lathe and a little experience, the thought of turning some of the smaller prominent parts such as the chimney was somewhat daunting so I planned out what I thought I needed parts wise, and then how I could make each one.

The chimney broke down into three pieces. I made the tube by using some brass bar, boring it out and then turning the outer surface down until it looked something like a scale chimney.

Measuring the outer diameter of this tube, I made the crown and base to be able to slide on and in. The shape of the saddle on the base of the chimney was painstakingly done by having sandpaper on top of the saddle and rubbing away the brass base until the round shape was achieved, the same method was used for the whistle / safety valve base and the water top up.

A picture showing most of the external fittings that were machined for this loco, but does not show the steps nor most of the internal cab fittings. Most items are made up from multiple parts as shown here but can not be seen once painted.

This shows the cab sides which were drilled with a 1mm drill bit and a total of 112 holes were drilled and bolted together with tiny 14ba nuts and bolts.



The water top up was one piece turned in the lathe. The whistle and safety valves were made by turning down two small part of brass to the same size, a 3mm bolt to look like a spring, the top was made from brass strip and simply cut and filed to shape. A hacksaw across the top of the three upright parts and them all soldered into place.

The smoke box door was machined on the lathe from large round brass stock, drilled and smoothed out with a file and lots of sanding. The lock for the smoke box door was turned from a small bit

of brass made to fit the hole and then drilled to take some 2mm rod. The hinges were cut from 0.3mm brass sheet and moulded around the 2mm hinge rod.

Buffer beams and base were cut from 3mm thick sheet using just a hack saw and then sanded back to give square and smooth sides.

The chassis base was drilled and tapped to take the brackets made from angled brass so I could screw the cab and saddle tank in place as well as drilled and





tapped for the chassis to be screwed to it. The buffer beams were then marked out and drilled with a 1/32nd drill bit and 1/32nd rivets were super glued from the rear in place. Holes were also drilled for the chopper couplings I use.

The firebox end inside the cab was made from 0.5mm brass, an end was cut to shape and then a strip of brass was cut to approximate size and bent over a small tin until it gave the shape of the end I required. The sheet was then cut to size so it wrapped nicely over the end. These were then soldered into the inside of the front part of the cab. A hole was cut in the cab front where so that wires could pass through from the motor and switch to inside the saddle tank where the rest of the electrics were placed.

Inside the cab. I turned a small piece of brass and parted it off very thin to create the firebox door. Small strips of brass were cut from 0.3mm sheet to create the hinges and handle and then all soft soldered together.

The reverser lever was made from a small piece of brass stock, milled, then filed to size and to give it a rounded look, a hack saw was used to make the cuts across it. A hole was drilled for the upright which was made out of an off-cut of 2mm brass sheet and filed to size and the handles were made from 2mm rod.

The gauge glass was made from a bit of square brass, the centre milled all the way around to give a 3D effect of a gauge glass, then drilled through the centre so a 2mm rod could pass through it. The top and bottom of the gauge glass joints were made on the lathe, drilled and all superglued together as soft soldering to a 2mm welding rod was not going so well.

Brass spectacles were made on the lathe so they slid inside the holes made in the front and rear cab panels and then bored out until it gave a nice thin surround.

The vent for the roof was cut from 0.3mm brass sheet with tin snips and soft soldered into place.

Sandboxes were made from brass

Inside the cab is soldered the firebox and firebox door. The gauge glass, regulator have been machined and fitted.



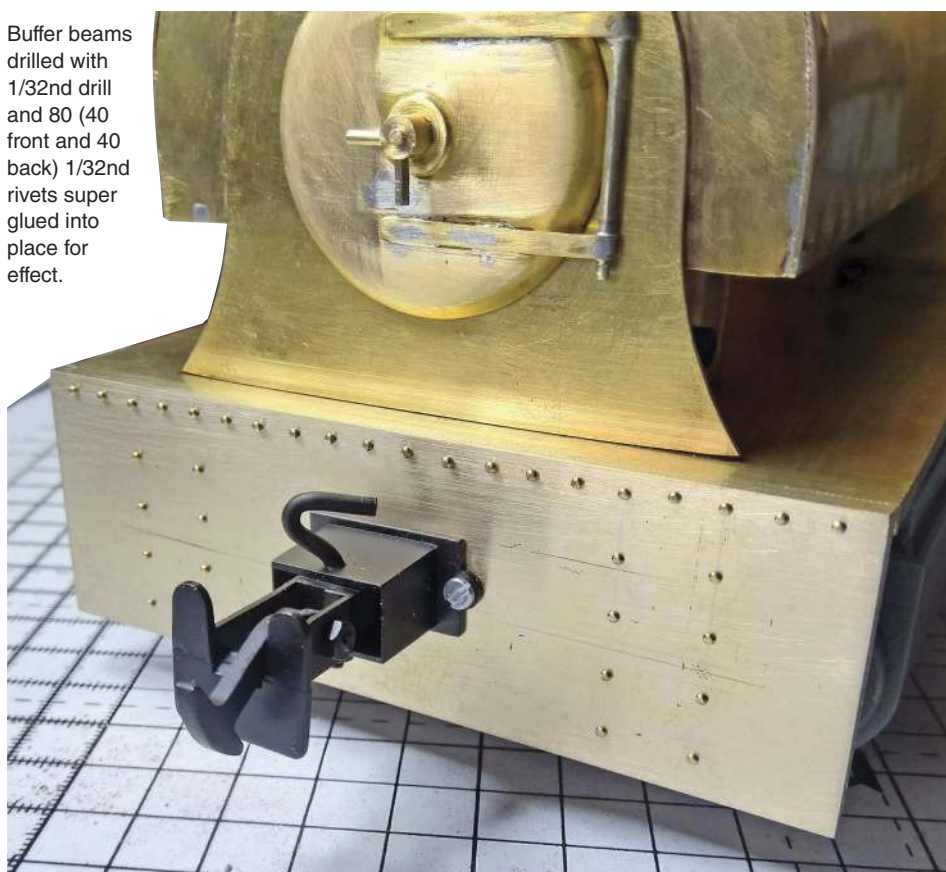
Gauge glass, regulator, dials and shelf added to cab internals.

stock, milled to size and then milled out to give it the desired shape. The tops were turned in the lathe and soft soldered to the bases.

The white metal chassis springs were

purchased from GRS and epoxied in place. I had a go at building these in brass like old car springs, but it really wasn't successful and for the sake of a few pounds it was just not worthwhile.

Buffer beams drilled with 1/32nd drill and 80 (40 front and 40 back) 1/32nd rivets super glued into place for effect.





Many of the parts are made and placed on the table. At this point I thought, I wish someone had given me a kit with all the brass bits in it to build.

Handrail brackets were purchased from Roundhouse and 2mm welding rod used for the handrails.

As this was electric it seemed obvious to make it radio controlled. I purchased an RX65b from RC Trains as this module is tiny and is not just a receiver but also a speed controller all in one. I use four lithium ion 3.7v batteries to provide 14.8v (16.8v fully charged) to power the loco as the motor is 12v to 24v, giving me plenty of pulling power.

After dry run assembly I had decided on matt black as the colour for this little engine. My wife had given me a small compressor and two airbrushes as a present five years ago and I had never worked up the courage to use them. As I was sitting there very pleased with my brass build loco I thought, in for a penny, in for a pound and decided to airbrush the loco as well. I sprayed it initially with a purchased tin of etch primer. I then watered down my black and began spraying, finding that 20psi was good for what I needed.

Base colour on I then went for some weathering. I didn't want an old rusty loco, I went for a working loco in good condition. Some dirt, light and dark browns, was sprayed on followed by

some rust colour in various places. Once I had sprayed these it was looking overly weathered and was more than planned so I set about it with some more black, lightly spraying and covering up much of the weathering, but in the process giving me the perfect look I had wanted in the first place. I finished this off with the bigger airbrush and covered it in a matt lacquer.

I must admit to being very pleased with the outcome and even more delighted with my accomplishments. Not only had I created a working locomotive, I had constructed the body myself and developed the skills to work successfully in metal. Furthermore, I had bitten the bullet and fired up the compressor to spray paint the whole thing.

This is my start into the world of engineering and hopefully it will inspire someone who would like to start down the road of working with metal the incentive to also give it a go. It gives you an amazing feeling of satisfaction looking at the end result and knowing that most things you were looking at, you have made.

Now what are you waiting for, go get building your new loco! ■

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A first coat of primer to show up all the defects and there were quite a few.



Cab detailing added including the real wood floor made of coffee stirrers and the weathering soot.

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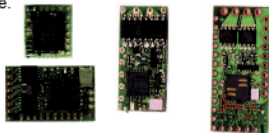
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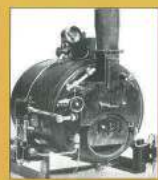
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Practising My Scales – Part 2

Mark Thatcher continues his build of a 3D printed Bedford O series flatbed lorry from PDF Models



Here is the 'O', ready to be pressed into service with its first payload. I think the container accessory kit really helps to add even more detail to this very detailed model

You may recall in part one of this article last month I built the basic components of this kit. I also mentioned that during the construction I thought it would be a pity not to furnish the flatbed itself with a load of some description. Leaning heavily towards a brown and cream colourway, this meant the obvious choice of carrier would be the Great Western Railway.

LIGHT BULB MOMENT!

I am always thinking a lot as I build. I like to think of ways to improve or embellish my work. However, even if I say so myself, during this build I had one of my better "light bulb moments"! I recalled I had a GWR container kit from Garden Railway Specialists lying around. The container would

be a load on a flatbed railway wagon, but I am sure it could or would have been transported by road too. I have everything somewhere and something everywhere, but it did not take long to locate this in the 'model building overflow room', (aka the conservatory)! The only issue is the PDF kit is scaled to 16mm at 1/19th scale and the GRS container is Gauge 3 at 1/22.5 scale. So would they work together?

Now I know at this stage I may be infuriating the true scale modellers out there who are currently spitting their mouthful of tea over the printed page. Could be worse I guess, as they might have been reading the digital version! So I decided to bite the bullet in any

case and this model's fate was sealed as it was now to become an official GWR furniture removal lorry. It also created me sheds load more work as there was a lot more masking, painting and decaling to follow as even the front wheel arches would now become two tone!

At the time I bought the container from Garden Railway Specialists, I fortuitously bought the matching GWR container decal sheet, and had acquired a decal sheet specific to a GWR furniture container from another source, so would have enough transfers to bling up the container and lorry too! The container itself (part number CM201) is a nicely finished one-piece moulding, so there is nothing to assemble.

It costs £41.95, but ideally to finish it off, you will need to spend another £9.95 getting the detailing pack (CM202) which includes four brackets and wire to make the hoist wire assembly, some chain and turnbuckles to lock the container onto the flatbed, and other bits and pieces. It is a worthwhile purchase as this really adds a lot of detail to the container. I would like to thank Garden Railway Specialists



The reference picture that I discovered that encouraged me to try and create a "what might have been" model. (Photograph kindly reproduced with the permission of the Brighton Toy and Model Museum)



Above: The container needed VERY careful masking up to avoid the paint creeping behind the tape. There is no hiding this paint line in the finished job, so it had to be done right first time!

Right: My wife, Flo, putting her design skills to good use on Adobe's Photoshop software. I am glad she knows how to use it. I don't!



in Princes Risborough for kindly donating the container fittings kit as used in this review, as this was the one item I was missing. Anyhow, please be your own judge if you think the pairing of the lorry and container works.

DID THE GWR ACTUALLY HAVE SUCH A VEHICLE?

That is not an easy question to answer. I did a quick Internet search which did provide me with a picture of a Bedford O lorry cab and articulated wagon. Dated as 1944, with a registration number FLL 382 and bearing a running number on the doors of S8812, this resource was good enough a hint for me that a similar lorry may have actually existed. I also noticed the cab had a cream front bumper and cream edges to the wheel arches, and I chose to model these as I thought they looked pretty smart. One other 'spot' was a small round pinhead GWR logo mounted on a circular plate to the cab roof. Thanks to my wife's Photoshop skills these were recreated and printed onto photo paper. When added to the model these were varnished over with a matt clear-coat to protect them.

By the way, if you choose to do this, or indeed want to add registration plates to any of your existing fleet, then the font for the letters and numbers is called 'Charles Wright' and is freely downloadable from the Internet. The number plate on the reference photo was actually mounted centrally on the bumper and not to the offside on the front wheel arch, the latter though seemed to be more

common practice, so that is what I opted for. The pinhead logo was printed out and mounted onto a drawing pin, which looked to be the right size.

THE FINAL ASSEMBLY

The glazing was easily fitted into the cab, after painting the inside with GWR matt cream. I am a bit of a cheapskate here as I generally buy matt railway colours, as you can always make them glossier, and often will need to varnish over decals in any case. The glazing was a little fiddly due to the windscreen resting on a ledge inside the cab. My effort is not perfect, but OK. If you use the glazing supplied, note that as well as it having a blue protective film on one

side of the clear plastic sheet, it also has a very hard-to-see transparent film on the either side. Don't forget to remove that one too!

I used some soft balsa strips to wedge between the side windows and the front and back windows inside the cab, to hold the windows into place whilst the epoxy glue set. Then the interior (comprising a base, dashboard, two seats and a steering wheel) was fitted to the chassis, to allow the cab body to locate on top. I did have to file the floor of the cab a little to allow the cab itself to slide over it but honestly, this is the only time my set of files



The finished sub-assemblies ready for the final coming together. Just the cab glazing to do firstly.

Soft balsa wood strip was used to support the glazing whilst the epoxy glue dried.

were used in anger during this build.

I left adding the GRS chains until the container had settled onto the flatbed, so I could get some tension onto them. I really like the white metal and brass turn buckles supplied in this accessory kit. After painting the chains black they were weathered down with a rust colour. Then the wheels went on and finally the windscreen wiper, side steps and the mirror were fitted to the cab – and it was job done!

Now, I know the mixing of scales will divide opinion, but I think it works, and I should imagine I will be the only owner of a PDF Models 3D printed Bedford flatbed with a GRS container plonked on top. Unless that is, you copy the ideas in this review!

WHAT'S NOT TO LIKE?

I have to say out of the many reviews I have written for this magazine over several years, the building of this model certainly makes my top ten as it was a joy to work with. I did not have to spend any time fettling components that did not fit, or making replacements and finding work-arounds. This allowed me to build this kit as was, and spend more positive energy in embellishing it to make it my own, which I truly love.

A lot of my review items I build because I am presented them for review



purposes. This kit was built because I wanted to build it. Similarly a lot of items I build get sold on later as

A little tip for painting chains: just use cocktail sticks stuck into some polystyrene to keep the chains well away from the painted body.

they don't really have a place in my collection. I assure you, for many reasons, this one is a keeper!

SO TO ROUND OFF, WHAT DID I THINK?

Well I thoroughly enjoyed building and painting both the PDF Models lorry and the GRS container. I reckon they work pretty well with each other. The ease of fitting of the PDF Models kit was great. The files only came out once, just to ease the floor into the cab. The chassis is strong, and straight, although I think tacking through the flatbed to the chassis further improved matters. This is really an artisan-like quality kit, with great details like transparent 3D-printed lights and other small detailing parts. This is all backed up by excellent instructions too.



The rear of the lorry, showing off the nice lights, the custom-made number plate and also the nice detail on the container load too.



By way of a comparison, here are my other two Bedford lorries finished in BR livery. These are 1/24th scale plastic kits made by Emhar.

The GRS container is a fantastic one-piece moulding that similarly needs no filing, filling and fettling, and the decals and accessory chains really finish things off here nicely. Adding the Cambrian Model Rail rivets onto the wheel hubs of the lorry further enhance the detail in this area. So all in all, a lovely combination of products from three trusted suppliers that work very nicely as a whole.

As for the mixing and matching of scales, well it may not be to everyone's taste but I reckon it works and I am delighted to add this to my collection of gauge 3... or do I mean 16mm models? You must be the ultimate judge of that! ■

Here is one we made earlier, rather service-worn and grubby, sat atop a GWR flat wagon. I did check the number on this container so I did not use the same service number twice.

FLL 382

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Above: The JPG of the master artwork. This will be placed on the magazine's section of Rmweb.co.uk should you choose to replicate the number plates and signage created for this model.

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PDF Models

www.pdf-models.com

16mm scale Bedford O flatbed lorry (without cab preparation) - £62.50

As above with the cab filled, sanded and primed - £82.50

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Jackson Sharp coaches to Leek & Manifold(ish) opens



Rik Bennet converts some American rolling stock.

You may have seen in my previous 'Confessions of a Scratch-Bash-Bodgeller' article, that I do not regard myself as a fine scale modeller but am happy to create rolling stock which are representations or are evocative of the sort of stock which might have been found on a UK based narrow gauge railway in the 1930s.

The Peckforton Light Railway has evolved over the past fourteen years from its LGB starter set origins into something which I like to believe vaguely represents a hypothetical

3' gauge narrow gauge line which might have run through the Cheshire countryside to serve the copper mines located in the Peckforton Hills. Setting my railway in the mod 1930s allows me to justify running stock recycled from closed railways such as the Southwold and the Leek & Manifold.

For several years, passengers had been carried on my railway in unadulterated Bachmann Jackson Sharp coaches which I intended to one day convert into something more appropriate for the PLR.

Although they are not accurate models of the rather fine coaches which adorned the Leek & Manifold, they suit the Peckforton Light Railway well and run beautifully through my tight curves and slightly uneven trackwork.

At one point, I had wondered if they might be made to resemble the Cleminson coaches on the Southwold or even the stylish Pickerings on the Welshpool & Llanfair – but no matter how hard I squinted, even my fevered imagination could not see how they could be transformed.

Then, one day, I happened to pick up a copy of Robert Gratton's excellent Leek & Manifold Railway (RCL Publications, 2005) and figured that the window spacings on the L&M coaches could be represented (kind of) by hacking the Bachmann coaches about a bit.

Undaunted, I seized my trusty razor saw and set to work. ■

The Bachmann Jackson Sharp coach as acquired secondhand on a well-known online auction website for £24. It is under scale for 1:20.3 modelling and so requires a certain degree of modification.

1

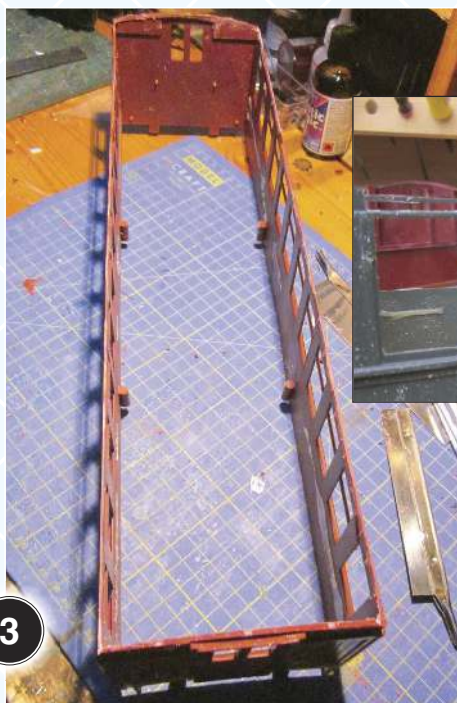




Above: Dismantling was easy, as the various body components are held together with self-tapping screws. Once it was in its component parts the upper moulding for the roof was excised.

Right: With the roof supports removed, the main body was ready for the next stage of modification.

Below: The windows were then closed-off at the top by the addition of a 8mm wide piece of 1.5mm thick Plastikard. This was extended 40mm beyond each end of the coach body to provided support for the extended roof over each balcony.



Above: The window openings either side of the middle pair of windows were doubled in size by removing the intervening pillars. This was repeated for the next pair of windows.

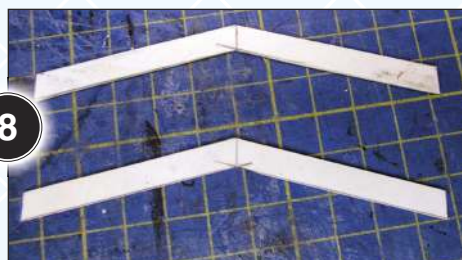


Right: After tidying up the window surrounds with a flat file, the remaining window pillars were increased in height by adding 12mm x 8mm pieces of 1.5mm thick Plastikard.

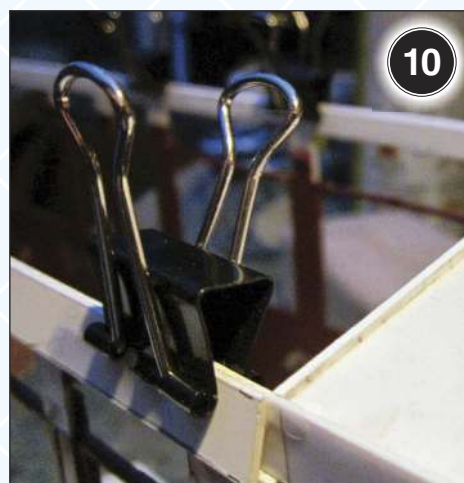


Left: The ends of the main body were then raised with the addition of some more 1.5mm thick plastic, shaped and sized as shown in the photo. The door frames were also raised with the addition of some off-cuts of plastic strip.

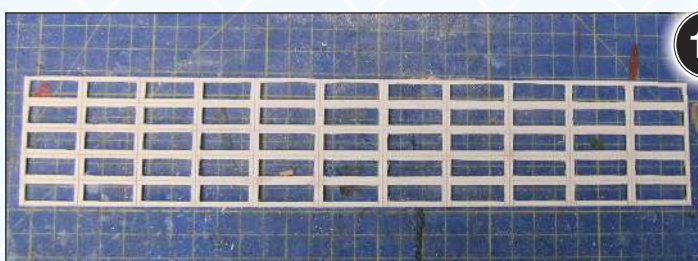
Right: Two gable ends were then shaped from 1.5mm thick plastic to match the angle of the roof formed by the re-shaped ends. The gables were 12mm wide.



Right: These were then added to the extended ends of side pieces and rectangular strengtheners glued into place.

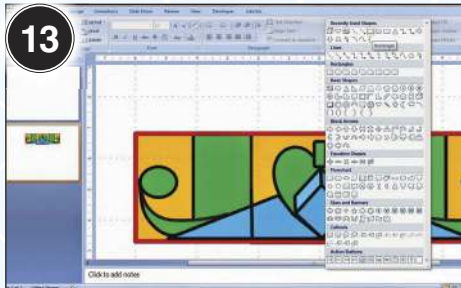


Right: The body was then given a couple of coats of Halfords grey primer followed by a couple of coats of Halfords Rover Damask Red from aerosol rattle cans (I don't do airbrushes!).



Left: The toplight window frames (25mm x 12mm with 2mm wide bars) were cut from a sheet of 1mm thick Plastikard.

Above: Two strips of 8mm x 1.5mm thick Plastikard were then glued over above the windows, angled by the addition of some 2mm x 2mm spacers under the lower edges



The leaded windows were drawn in PowerPoint and the slide exported as a jpg image.



A couple of strips of the 2mm thick acetate were glued behind the window frames on the coach body.



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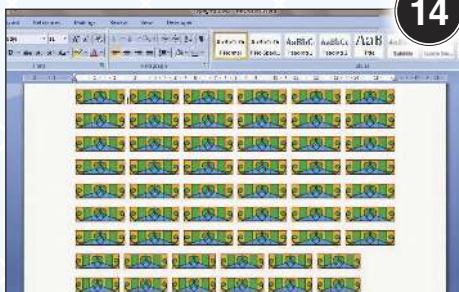
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Right: Two 432mm x 13mm lengths of 2mm black Plastikard were cut out, tapering 30mm from each end down to 8mm, for the solebars. These were glued into place and then Cambrian Models rivet heads were glued on at 10mm intervals.



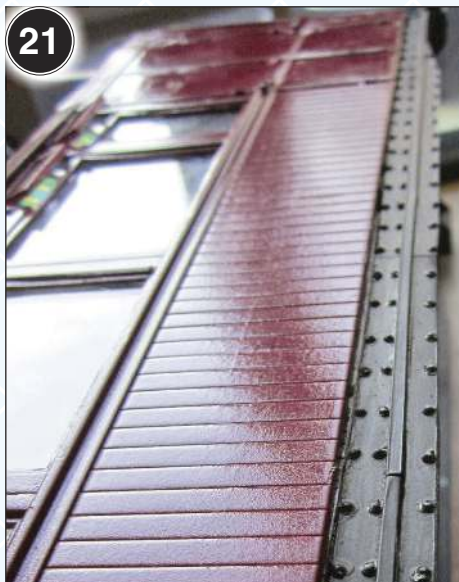
This image was then cropped and inserted into a Word document. It was then reduced to the relevant size (using the image sizing tools) and then copied and pasted several times and printed out on to a sheet of clear, self-adhesive inkjet vinyl (from Photo Paper Direct)



The frames were then cut out from the acetate and glued into toplight openings. Some in the open position and some in the closed position.

Left: Railings were purchased from Dolls House Parade. These were trimmed to reduce their height and then bent to fit the end balconies. They were fixed in place to the end walls of the coach body with a couple of pieces of twisted florists' wire as the shiny plastic would not accept any of my available adhesives.

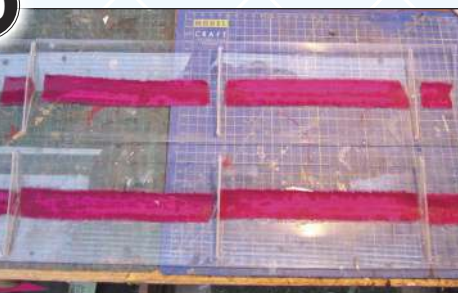
Right: Two 55mm x 158mm pieces of 2mm thick acetate were cut together with three angled pieces and fixed together with superglue. Fabric was glued beneath the apex for reinforcement of the joint. I wanted the roofs to be removable to allow for interior detailing at a later date and so the cross-pieces were made to be deeper to hold the roofs in place. The roofs were given a couple of coats of Halfords grey primer followed by a coat of dark grey acrylic.



The frames were glued to one side of a sheet of 2mm thick clear acetate (using clear Bostik) and the printed overlays glued to the other side.

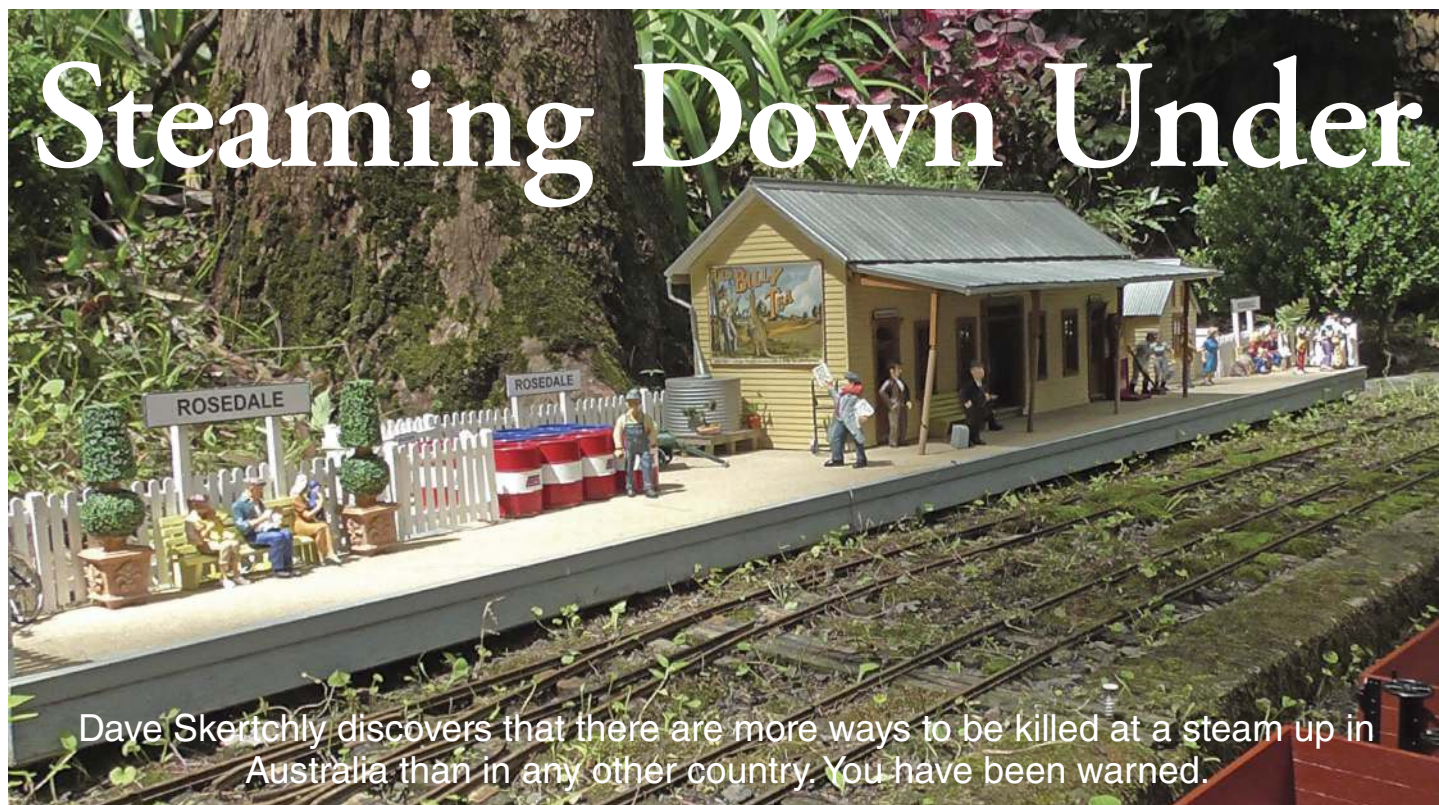


The balconies were widened by adding two 15mm wide strips of 1.5mm thick Plastikard. These joints were reinforced with the addition of additional longitudinal strips underneath, fixed in place with Deluxe Materials Plastic Magic solvent (normal styrene solvent does not work on Bachmann plastics).



Interiors for the coaches were made from stained balsa wood – the seat covers being shaped from balsa for 3rd class passengers and from Fimo for 1st class passengers. Lighting was also added using warm white LEDs connected to a battery box slung beneath the coaches.

Steaming Down Under



Dave Skeritchly discovers that there are more ways to be killed at a steam up in Australia than in any other country. You have been warned.

Whatever your opinion of Facebook it is great to find that you have garden railway friends all over the world.

After responding to a desperate post, John Martin of Australia's Rails in the Garden club (RITG) rescued me for just one day from a family holiday in Sydney. At short notice he arranged a steam up in my honour. The day started with a trip on one of those amazing double decked Australian trains and for a bargain price which appeals to my parsimonious personality. On arrival I was sprayed with mosquito repellent, a portent of things to come.

John's line is located on the side of a steep gully which facilitates various levels including ponds and viaducts. A zig zag from the main line to the saw

mill provides a real challenge to drivers who want to take it on. John's railway is understandably called St Ives Ridge Zig Zag.

Located under the shade of the 100 foot tall ubiquitous gum trees, the canopy over the barbecue is not to protect against the rain I was assured, I dared not ask.

I questioned John about Australian narrow-gauge heritage, and of course mostly it is one of mineral railways, but there were a significant number of logging railways, hence his feature of the saw mill. I had earlier been to the Puffing Billy Railway in Melbourne, a three day drive from Sydney via the pretty way. The distances are vast.

The Puffing Billy Railway is of course a former logging line. Sadly I found it

Rosedale station looks good with the overgrown track.

fully booked for the Chinese New Year. I was also disappointed to discover that one of my favourite locomotives, the Cranmore class Peckett Sir John Grice, was unrecognisable dressed up as a Thomas the Tank Engine mock up, so after a 13,000 mile journey I was just a little bit disappointed.

John's layout is interestingly dual gauge 32mm and 45mm since most of the scratch builders are nowadays working in to 7/8" scale. I noticed that where the loops join up some interesting static dual gauge fixed points were required.

Buildings are made from Hebel Block (Insulating block). With temperatures in Sydney ranging from 2 to 40°C, frost is not an issue. Most of the scenery is therefore made from this block and looks great. I noticed that many real station names are derived from British stations. John's model of St Ives station is an accurate representation of typical Aussie station building, especially the weather boarding and curved canopy supports made from bent up rails.

In trepidation I asked about wild life. Snakes are quite rare, but wallabies and kangaroos eat everything except for your layout.

Possum and kangaroo poo around the back yard is unpleasant, but wombats will destroy stations and scenery. Birds



St Ives station.



John makes his own corrugated iron using aluminium flashing strip pressed between tools made from Kebab sticks.

St Ives Village modelled in 1/24th to use commercial models to create a false perception of perspective.



"It seemed a shame to leave these models on the shelf" said John "so I made a rake of flat wagons for them".

One of John's oldest buildings made from Hebel Block.



such as parrots and cockatoos eat seeds, roses and timber window sills. A kind of Ibis, known locally as a bin budgie, is a pest but mostly outside fast food restaurants I am relieved to report.

Over lunch I trampled around in

the undergrowth taking photos and noticed everyone holding their breath, "there are funnel web spiders behind the windmill" gasped John and I beat a hasty retreat, they are just about the most poisonous spider in the world, and

death is sufficiently slow to be agonising but nonetheless certain. A story told over lunch was of a frantic call received from a neighbour to the host of a steam up "have you got any children in the garden?" "no" replied our host "oh that's OK because you have a python in the garden!". All tall stories no doubt, Aussies like pulling your leg, but I was taking no chances

Plants were a mixture of familiar British plants and indigenous Australian ones, although it is quite possible that the Victorian plant collectors may have introduced them to England from Australia. I noticed that the grass was a pretty tough looking invasive plant called Kikuyu, I am not putting that in my garden!

So far as trade goes, mail order from well-known European suppliers is superb, but local suppliers come and go offering superb indigenous products. If you attended the National Garden Railway show you will no doubt have met Brian Wilson and his superb range



John Martin's fully functioning, self-propelled steam crane.



The Blue Gum sawmill.

The tunnel can be accessed by a removable grating. The last thing you want to do is to put your arm into the tunnel only to find and be bitten by a brown or red bellied snake hiding therein.



John Martin adjusts the tracks while Andrew House takes on the zig zag which leads to the saw mill.



Happy steamers Andrew House, Brian Hogan, John Martin, David Ashton, and Geoff Wilhelm



of 7/8" RTR steamers. Radio Control Systems produce a local radio control and Terry Robinson produces the Slomo.

The Quarterly magazine "Rails in the Garden" edited by Peter Stiles, is superbly produced and available to members. It certainly helps keep garden Railway enthusiasts in contact. Choosing between reading RITG

Brian Wilson is now in production with this gorgeous 7/8" Hunslet Jack which incorporates a slomo, as it seems do most of the Australian models made in this scale.



Above: My favourite locomotive of the day, John's 7/8th Manning Wardle. If my memory serves me well I recall the full size was used on the 18" gauge line at Woolwich Arsenal. The model was made from a drawing in 16mm today from August 2013 Issue 146. Due to the open cab John had to hide everything to keep the footplate clear including a square gas tank tucked out of sight.

magazine or watching the babes on Bondi Beach was no competition, the magazine is fab. Although many members are based in Sydney and the Southern Highlands many more are spread over this truly vast continent and the newsletter helps to keep contact.

Gossip over the barbecue was far ranging but then we got to the thorny question of running narrow gauge locomotives at standard gauge speeds. I was surprised to find that Andrew House (RITG President) is keen on running his O gauge and Gauge 1 locomotives at express speeds which must be spectacular. I am sure the Editor would love some photos and a story (*Editor – Yes please*).

I fell in love with Australia, great people, great climate and lots going on, even if the creepie crawlies are a bit scary.

So as I sat on my bench seat on the boardwalk outside the Sheep Shearers Hotel and Bar, I could sip at my ice cold tinny of Ferbies Fine Old Fagbutt and listen to the Australian ambience, mostly the cricket commentary and the rattling of the pokies. I can think of the amazing friends I have made, the fine locomotives I have admired and the strange things I have discovered.

Garden railways are surely a great hobby with so many fab friends spread across this amazingly diverse world. It doesn't get better than that and thank you so much to my new-found friends in Australia. ■

An accurate model of Johns parents boat house.



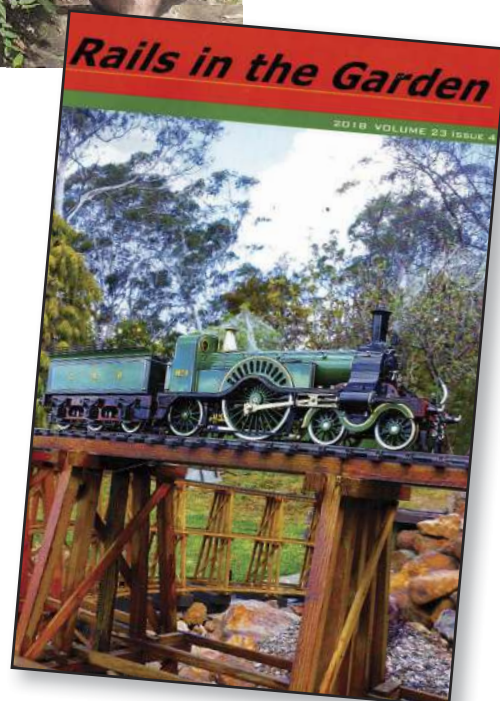
John Martin and his ever-popular scratch built K1 Garrett.



Where the dual gauge loop re-joins the main line joins there needs to be some clever centre rail cross-over track work.



Crash of the day, one bogie went straight on the other to the left, ingenious lot the Aussies.



John Martin regularly writes for the RITG club's quarterly magazine. (Picture with thanks to Joe Van Ewyk)

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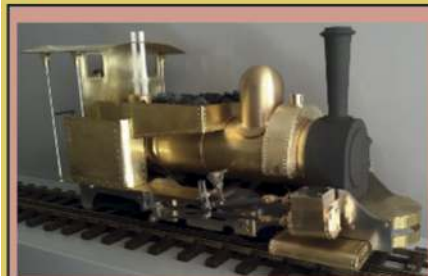


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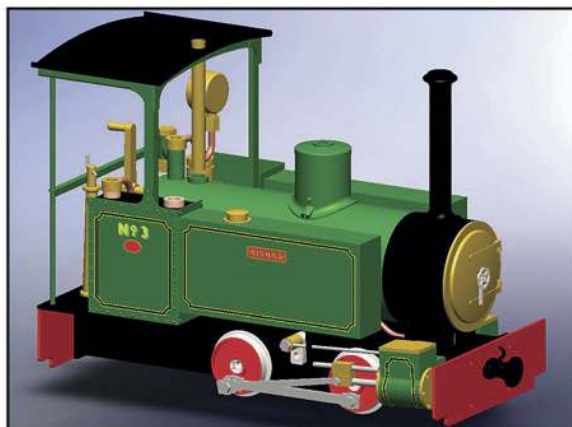
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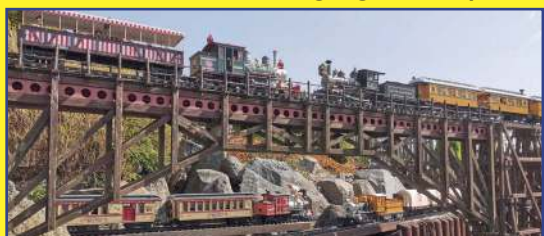
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Slide valve cylinders .5" bore .625" stroke
Working valve gear - Slip Eccentric with 85% cutoff
Bronze bushings on all rods and axles.

Prototype can be seen operating at the 2019 AGM in Peterborough.
Full supply of parts will be maintained for both warranty and repairs.
Designed and built In-house by The Train Department

www.thetraindepartment.com 732-770-9625

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The Bowande 14XX GWR tank Locomotive

Robin Barfoot takes a look at a classic GWR locomotive in Gauge 1



The model on test with a pair of coaches.

A keen Gauge 1 modeller, I started with alcohol fired models, but having seen the success that 16mm modellers experience with gas fired models I decided to try a gas fired gauge 1 locomotive for myself.

I purchased one of the pretty 14XX tank locomotives from Bowande and thought I would share my experiences of running this attractive model.

FIRST IMPRESSIONS

The first thing that is immediately apparent with this model is what a superb job has been done in getting the proportions and detailing right on the

locomotive. The model is an excellent representation of the prototype. The fully functioning inside cylinder Stephenson valve gear is a delight to behold when examining the underside of the model.

I opted for a BR green variant of the locomotive. Painting and detailing are up to the usual high standard of modern models and the engine is supplied unnumbered with brass cab side number plates and decals supplied. These are relatively straight forward to fit as the number plates locate in a recess in the cab side.

after filling with Butane I find gives a run time of around 20 minutes. The gas control valve is a screw fitting above the tank and is finely adjustable so that you can control the amount of steam produced.

The cab contains a good size regulator, accessible from the back of the cab, when the roof is fitted and a lever type reverser. On the boiler backhead there is a water gauge for ensuring the boiler has sufficient water in it.

The lubricator reservoir is cleverly accessed via a screwed cap located

CONTROLS AND LAYOUT

Like all current Bowande locomotives, the engine is gas fired. The firebox contains a ceramic burner which performs extremely well. The gas tank is located in the coal bunker which



14xx in the GWR livery (Photo: Bowande)

Specification GWR/BR 14xx 0-4-2T

- Gas fired boiler with ceramic burner and fine control valve.
- Two inside cylinders with fully functioning Stephenson valve gear reversible from the cab.
- ENOTS/Goodall valve for refilling under steam
- Separate provision for external handpump
- Gas tank in bunker with 20+ minutes capacity
- Two livery options - GWR/BR green or BR black.

Price £1495

Prototype information

Built between 1932 and 1936, the Great Western Railway 1400 Class 0-4-2T locomotives for branch line operations.

Designed by Collett and built at Wolverhampton, they replaced the venerable 517 class. 75 were built, in three batches fitted with autocontrol and ATC equipment. A further 20 were built without this, although some were retro-fitted later in life.

Paired with an autococh trailer, the entire push-pull train could be operated without the need to turn the loco at the end of the line. In service, they proved to be reliable, good steamers that were economical to run, ideal for the lightly used branch line services they were designed for.

Although most members survived to be taken over by BR, gaining a 1P classification, scrapping commenced in 1956 with all gone a decade later. Four examples have been preserved.

- Weight: 41t 6cwt
- Driving Wheels: 5ft 2ins
- Boiler Pressure: 165psi
- Cylinders: 16in x 24in
- Tractive Effort: 13,900lb
- Valve Gear: Stephenson (slide valve)



Looking down on the cab we see a good size regulator, accessible from the rear when the roof is fitted and a lever type reverser. On the boiler backhead there is a water gauge.

underneath the side tank filler cap. The displacement lubricator reservoir needs any residual condensed steam removing before filling with a suitable steam oil. The locomotive will normally consume a full reservoir during a 20 minute run.

OPERATION

After all the standard preparation the gas is ignited through the smokebox

door. Turning down the gas draws the flame back onto the ceramic block which when more gas is supplied heats up very quickly.

The engine is normally in steam and blowing off within 4 minutes.

The engine steams really well and looks the part on a short rake of chocolate and cream MK1 stock. The model is supplied with a Goodall valve so that additional water can be supplied into the boiler whilst the locomotive is still in steam. The engine will quite happily run with a rake of 4 carriages in tow and will usually run for around 20mins until the gas has run out.

Garden Rail Resource

Bownade Ltd

PO Box 788, Rickmansworth, WD3 0NT

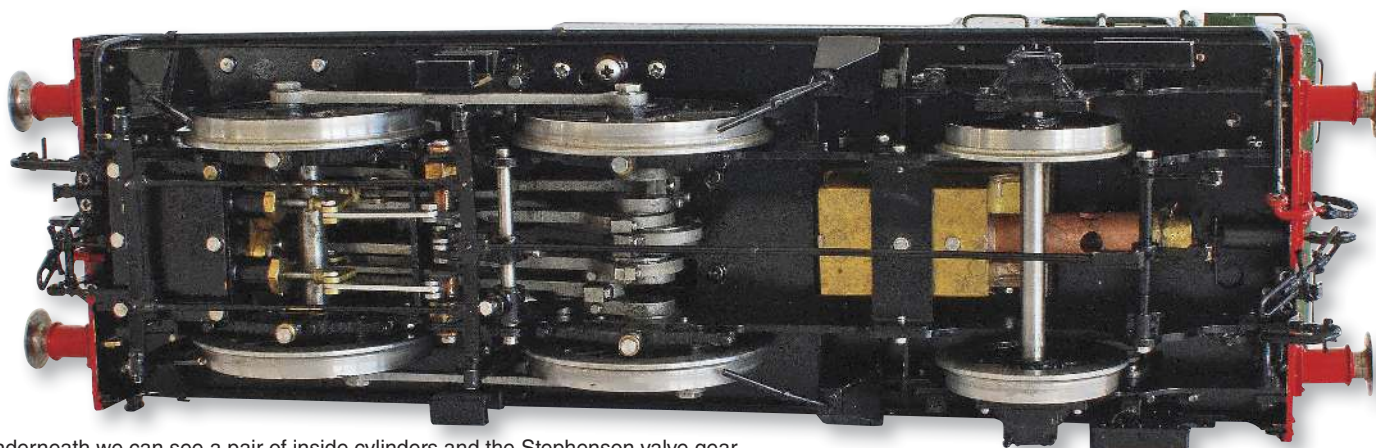
www.bowandelivesteamuk.com

Please mention Garden Rail when contacting suppliers.

CONCLUSIONS

This is a beautiful model that looks and runs superbly. It's simple operation, small size and attractive price make it an ideal model for the newcomer to Gauge 1. Having such a short wheelbase it is ideal for garden layouts and should be capable of running on most 16mm tracks. One of the water tanks could be used for fitting remote-control operation and I believe several examples have already been fitted in this manner.

I've had lots of fun out of mine over the last year and have already acquired two further gas fired Gauge 1 locomotives ■



Underneath we can see a pair of inside cylinders and the Stephenson valve gear

From the Works

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

ACCUCRAFT 16mm scale "Talyllyn"

In 2013, Accucraft were approached to produce all the Talyllyn Railway locomotives as a commission and although this never came to fruition they had worked up the concepts and designs with a view to producing them. The first of these, Dolgoch was announced recently and a decorated sample shown in April.

Once this has been delivered, work will start on TR No. 1, Talyllyn, with a view to delivering the model in early 2020.

The model is built to a scale of 16mm:1' (1:19 scale) and follows Accucraft's standard design brief being internally gas-fired with a centre flue boiler.

The model will not be gauge

adjustable but will be available in either 32mm ('O' gauge) or 45mm ('1' gauge) and will not have insulated wheels.

Axles run in bronze bearings and all the rods and valve gear (piston reverse) will be manufactured from stainless steel.

The cab roof is fixed, access to the regulator and reverser is via the cab doors, water via the boiler filler cap, gas via the toolbox and the lubricator filler is in one of the bunkers. The copper boiler is fitted with a gauge glass. The model is built from stainless steel and brass.

Although fitted with TR buffers and couplings the model will be supplied with a pair of adapters for Z1/Z2 chopper couplings for those who wish to use them.

The model will be available in TR green, Indian Red or black.

Estimated UK RRP £1650.00, due for delivery Q1 2020.

Specifications:

- Scale: 16mm to 1 foot (1:19)
- Gauge: Either 32mm or 45mm
- Min Radius: 1.0M (36 ins)
- Length: 286mm (11 ins) over buffer heads
- Width: 88mm (3.5 ins)
- Height: 136mm (5.5 ins)
- Weight: TBA
- Boiler: Centre Flue
- Working Pressure: 60psi
- Reversing Gear: Piston type, reverse by lever in the cab
- Fuel: Butane Gas
- Boiler Fittings: Safety valve, pressure gauge, water gauge.
- Cab Controls: Steam regulator, gas regulator, reverser, lubricator.

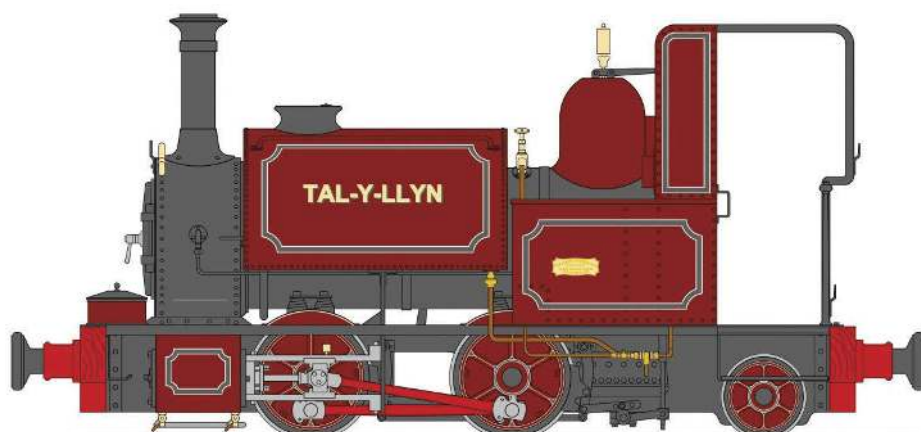
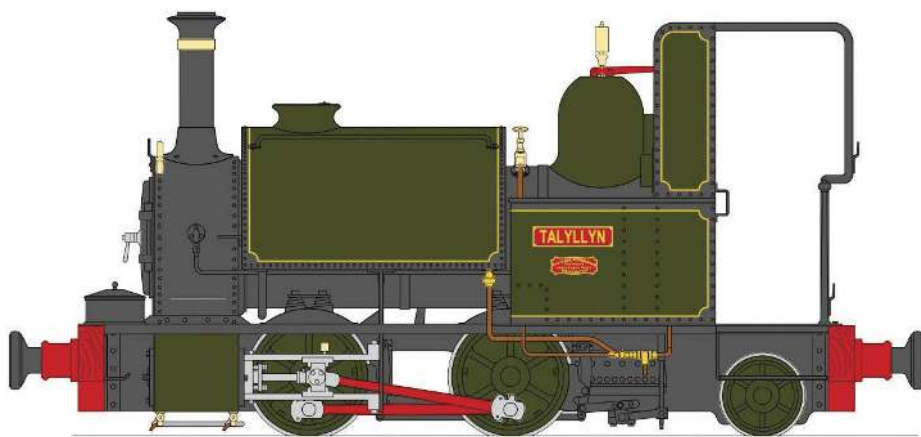
Versions available, subject to production batch:

- S19-34A 'Talyllyn' 0-4-2ST Live Steam, 32mm gauge – TR Green
- S19-32B 'Talyllyn' 0-4-2ST Live Steam, 32mm gauge – Indian Red
- S19-32C 'Talyllyn' 0-4-2ST Live Steam, 32mm gauge – Black
- S19-35A 'Talyllyn' 0-4-2ST Live Steam, 45mm gauge – TR Green
- S19-35B 'Talyllyn' 0-4-2ST Live Steam, 45mm gauge – Indian Red
- S19-35C 'Talyllyn' 0-4-2ST Live Steam, 45mm gauge – Black

Decorated Dolgoch and Howard van
Accucraft showed the first decorated versions of 16mm scale Dolgoch and Howard van at the NGRS.

1:20.3 Isle of Man Railcar Number 20

Isle of Man Railcars are now being delivered to customers. Models are of all-metal construction and 45mm gauge only. Track power and battery options are offered.





Price: £995 (Track power) £1295
(Battery power with R/C)

More details from Track Shack -
www.track-shack.com

Accucraft (UK) Ltd
Unit 4 Long Meadow Industrial
Estate, Pontrilas, Herefordshire,
HR2 0UA
www.accucraft.uk.com



PENDLE VALLEY WORKSHOP 16mm scale Workers Cottage kit

This building depicts a pair of single storey one room stone built cottages.

Each kit (PVW043) is supplied in unpainted kit form, manufactured from exterior quality resin. All the modeller has to provide to is glue and paint.

Dimensions:

- Height 200mm to roof top
- Width 310mm
- Depth 130mm

Price £56.00 (+ postage: £12.00)

Pendle Valley Workshop
www.carnforthmodels.co.uk



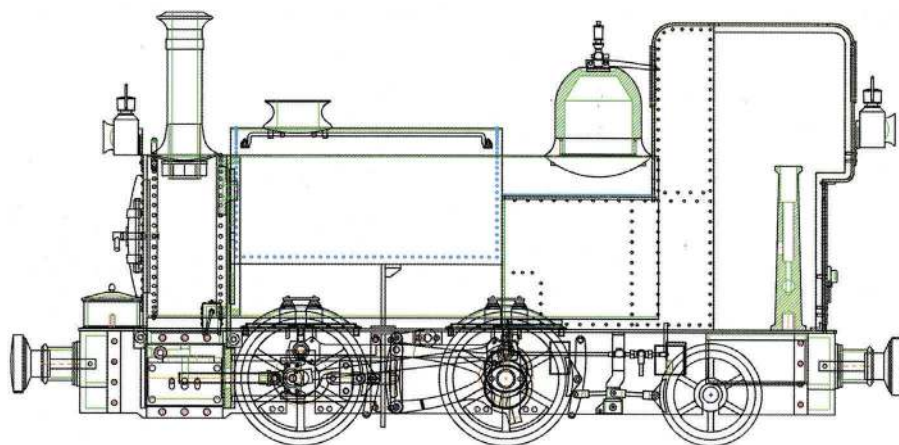
THE TRAIN DEPARTMENT

16mm scale Contractors locomotive

A new small locomotive production built in the USA by Justin Koch & Jason Kovac and based upon small contractor locomotives built during the turn of the century.

Specifications:

- 16mm Scale on 32mm and 45mm track gauge available.
- Rigid chassis with bronze bushings
- Cylinder .500" Bore/.625" Stroke – Slide valve cylinders
- Valve gear – Slip Eccentric with 85% cutoff
- Boiler 2" x 5" - Ample water capacity of 175ml at 80% fill with Sightglass
- 40Psi operating pressure with an added pressure gauge and Goodall valve
- Lost wax cast Brass detail parts with Brass etched and riveted bodywork



- Butane poker burner and 50ml fuel tank for extended runs of 40mins
- Available in Green, Red, Black and Blue fully lined
- Length 8.2"
- Width 4"
- Height 5.8"

Price estimate £1575

16mm scale "Talyllyn"

Due to recent announcements, The Train Department have decided to

cancel their model of Dolgoch and instead produce No1 "Talyllyn".

Specifications:

- Proper Stephenson gear with 85% cut-off
- Full bronze bushed running gear
- Scale Talyllyn couplers and buffers
- Ceramic Butane burner
- Goodall under the saddle tank filler
- TTD fine gas and throttle valves
- 32mm or 45mm frames
- Air pump included loose
- Liveries available – Deep bronze green with lining, Furness red with lining, Black with lining.

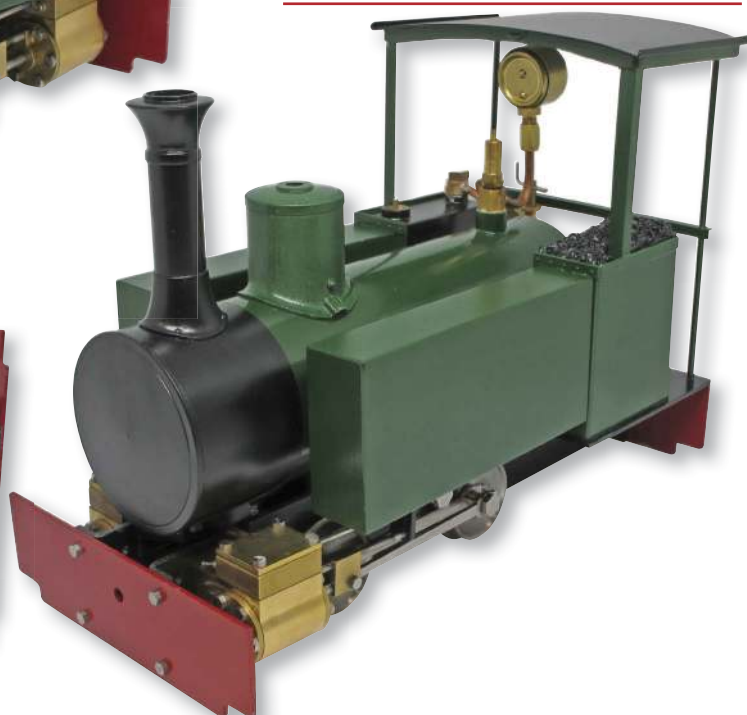
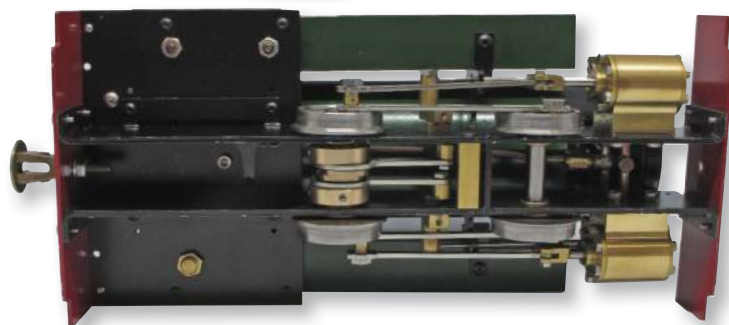
Models will be sold through The Train Department and Wilson Locomotive Works. UK and Europe servicing through Cuffed 2 Bits.

A production sample should be available in June 2019.

Price: £1650 ex-VAT (Estimated)

The Train Department

www.thetraindepartment.com



LOCOWORKS

16mm scale FR "Prince"

Locoworks have announced their first live steam ready to run locomotive 'Prince'.

Specification:

- Hand built brass construction.
- 32mm gauge.
- Slip eccentric valve gear.
- Bespoke gas fired copper boiler with water gauge and top up valve.
- Very high level of working detail.
- Controls fitted: pressure gauge, water gauge with blow down valve, steam regulator, gas regulator and displacement lubricator.
- Manual or R/C (regulator only).
- Ready painted.



- Includes name and works plates fitted.
- Limited production run of 10 to 15 locomotives per year.
- In house lining and colour options available.

Price TBA

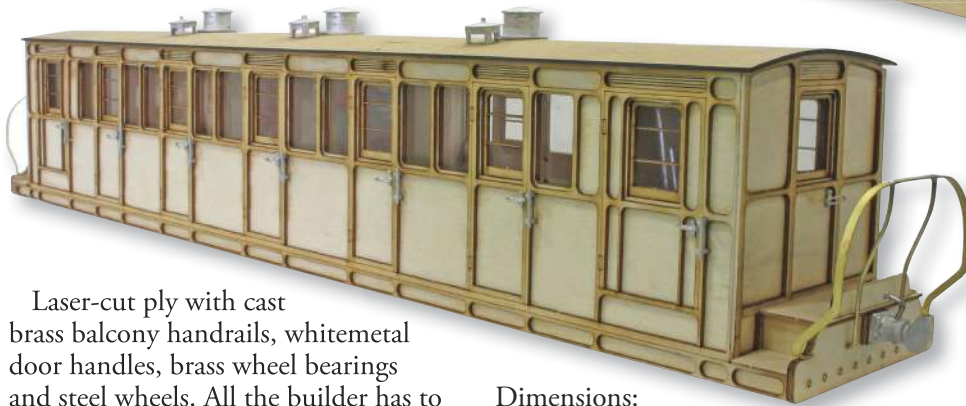
Locoworks

5 Bowburn Close, Wardley, NE10 8UG
www.locoworks.co.uk

IP ENGINEERING

16mm scale Ffestiniog 15 and 16 bogie coach kits

Modelled as running on the railway today, IP Engineering claim that these are the most detailed kits they have produced to date.



Laser-cut ply with cast brass balcony handrails, whitmetal door handles, brass wheel bearings and steel wheels. All the builder has to supply is paint and glue.

Dimensions:

- Length 603mm

- Width 100 mm
- Height 122mm
- 32 or 45mm gauges – please state when ordering.

Price £100 each

IP Engineering

Carousell, Spilsby Rd, New Leake, Lincs, PE22 8JT
www.ipengineering.co.uk

MODEL EARTH DESIGN

7/8th scale figures

Joe is a seated American driver, Flynn, A city gent and a Station Master.

Pressure cast in resin and supplied unpainted, these figures consist of bodies with separate heads, the Station master which has a separate right hand, and Joe a separate right arm.

Price: £18.50 each



Changes to the Talisman 16mm range

ModelEarth will no longer be accepting orders for 16mm castings from 3rd May 2019. From 20th May 2019, the range will be available from I.P. Engineering. ModelEarth will continue to offer the 7/8ths and 1:12th ranges as before.

Model Earth Design

58 Greville Road, Warwick, Warwickshire, CV34 5PJ
www.modearth.co.uk

BRANDBRIGHT

16mm scale Freelance bogie van kit

Designed in the same style as their popular 4-wheel box van kit, but twice as long.

The kit requires Wheels and Bogies to complete.

Dimensions:

- Length 326mm
- Width 108mm
- Height 132mm

Price: £35



Brandbright Ltd

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

RESURGAM ROLLING STOCK

1:19 and 1:13.7 Hudson wagon kits

Whilst predominantly specialising in 16mm scale South African Railway Rolling Stock, Resurgam Rolling Stock have also recently released their first domestic UK prototype.

Hudson supplied these 2ft gauge, all steel '4-Wheel' wagons to the MOD, for use at various sites, and many eventually found their way into preservation.

No less than 15 were purchased for use on the re-opened Ffestiniog Railway, where they are colloquially known as RAFs. To this day they remain a key constituent of the Infrastructure Department's fleet.

They would make a great accompaniment to the Roundhouse Engineering 'Harlech Castle' or any of the smaller locos available in either 16mm or 7/8ths scale.

To maintain the correct scale dimensions, the 16mm scale version is available in 32mm gauge only, while the 7/8ths version can be gauged for 32 or 45mm.



Prices (All prices + P&P)

16mm Scale
MDF: £25.00
Plywood: £30.00

7/8ths Scale
MDF: £30.00
Plywood: £35.00

- Available in 16mm or 7/8ths Scale
- Laser Cut MDF or Plywood
- Hidden 'Slot and Tab' construction for easy, accurate construction

- Simplified Brake Rigging Detail
- Complete with Binnie Engineering Wheels and Axles as well as HGLW Bronze Bearings

Resurgam Rolling Stock

www.facebook.com/ResurgamRollingStock



HARECROFT

16mm scale Beamish Pew Coach

Started in 2017, the Pew Coach was designed and built from an assortment of timber including old church pews. Complete with 18 inch diameter web-spoke wheels, ratchet brake and a hand-craved mouse; the Pew Coach was completed in spring 2019 and will be used on the Beamish Colliery Railway.

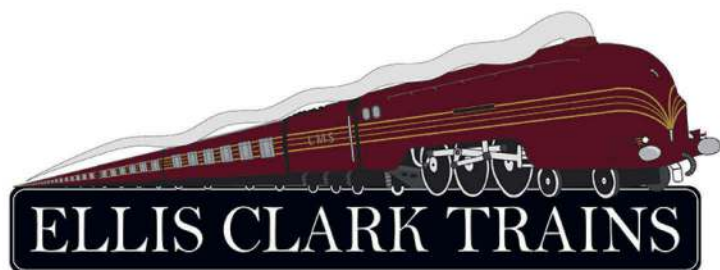
Harecroft's most highly detailed kit to date is laser cut in wood and comes complete with real rivets, etched acrylic and 3D printed details.



Price: £22

Harecroft

6 Marina Drive, South Shields, Tyne and Wear, NE33 2NH
www.harecroft.co.uk



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

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



3D printed samples shown

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

Variations available to order

Class A3 4-6-2 - £750

- H7-A3-001** 2750 "Papyrus" in LNER Grass green
- H7-A3-002** 4472 "Flying Scotsman" in LNER Grass green
- H7-A3-003** 2745 "Captain Cuttle" in LNER black
- H7-A3-004** 60072 "Sunstar" in BR Express blue
- H7-A3-005** 60035 "Windsor Lad" in BR green with early crest
- H7-A3-006** 60077 "The White Knight" in BR green with late crest
- H7-A3-007** 60103 "Flying Scotsman" in BR green with late crest



Class A4 4-6-2 - £750

- H7-A4-001** 2509 "Silver Link" in LNER silver
- H7-A4-002** 4468 "Mallard" in LNER Garter blue - Record Breaking condition
- H7-A4-003** 4468 "Mallard" in LNER Garter blue - As Preserved
- H7-A4-004** 4489 "Dominion of Canada" in LNER Garter blue
- H7-A4-005** 4464 "Bittern" in LNER Garter blue
- H7-A4-006** 60007 "Sir Nigel Gresley" in BR express blue
- H7-A4-007** 60012 "Commonwealth of Australia" in BR green with early crest
- H7-A4-008** 60009 "Union of South Africa" in BR green with late crest
- H7-A4-009** 60008 "Dwight D Eisenhower" in BR green with late crest



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Web: www.bolelascraft.com Phone: 07900 995164

Royal Arsenal Railway Ammunition Wagon

This 7/8 scale kit has laser
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extensive 3D printed
details.

Features opening doors, lift
off body and metal wheels.
Available in both 32mm and 45mm gauges



Price £60

David Lloyd George

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The kit makes a simple battery powered garden railway locomotive and is complete with everything required to make the model including chassis, wheels, motor, gears, weight and electronic speed controller but requires batteries, glue and paint. The kit comes with good, clear instructions for building.

Post & Packing on all orders: UK £4.00, Europe £7.00,
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illustrated 16mm scale price list.
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or visit our web site at www.gcalesociety.com

G Scale Society on Facebook



Timpdon MODELS

Timpdon Coaches



For the ones not familiar with our coach range, they're available as a kit or as a finished ready to run model – which are proving very popular.



It's now becoming quite common for people to re-order more stock, telling me (and hopefully others within earshot) how pleased they've been with their purchase. In fact over the years we've only had one complaint – that they were too cheap! (I offered to rectify this for just that one customer, but he immediately withdrew his comment).



They are available as a tiny one compartment, right up to the four compartment bogie version. A Parcel Van, Guard's Van and Composite Coach compliment the passenger coaches perfectly so you can make a train to suit your line.



Of course they all have real glass (even in the little windows of the guard's duckets) and the hard-wearing nylon wheels make for smooth running.



Kit: Not too hard to make, with easy to follow illustrated instructions. Everything's included.



Pre-Made: Available in either maroon or green.

Visit the website to see the full range and click on the pictures for a clearer view. Be warned though, my photography skills are pathetic and the colours really do match across the range – just not in the pictures.

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

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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, Bourne, Lincolnshire, PE10 9PH

TRI-ANG BIG BIG LOCO

I read with interest the article on converting a Triang Big Big Loco written by Mark Hill (**Garden Rail** April 2019). It mentions "I think I will install RC" in the text. Well, I can help here as I have converted the Big Big Ruston, which has a very similar chassis, some time ago. It won't cost much to do!

Using our old friend eBay you will need a FlySky FSgt3c transmitter and receiver. This is the steering wheel type which can be set up for forward and reverse either on the trigger or the steering wheel. If you are prepared to wait a couple of weeks one from Hong Kong will arrive for the sum of £22.59 (free postage.).

The ESC (speed controller) that works

well is found by searching RC 10A Brushed Motor speed controller for Car or Boat w/o brake (the w/o brake is important). This also comes from China for the huge sum of £3.39!

Instructions are included and its easy to bind the Tx/Rx and connect the ESC. switch and battery. The battery I use is a Li-Po which fits in my Ruston battery space perfectly but as long as the batteries deliver about 6 volts any type could be used. Take care not to short out a Li-Po as they are not forgiving. I use this battery because I swap it from model to model as required.

Try to master soldering and use heat shrink insulation if you can (but the ESC comes with connectors, plugs etc) as the chocolate block screw type connectors have a habit of working



loose and going intermittent with time.

I have left the original switches in place (disconnected) so I did not destroy the possibility of putting it back to the original trackside switch set -up. I attach a photo of my installation, it works really well.

David Anderson

WATER QUALITY MISCONCEPTIONS OR USE A HOOVER. DON'T USE A VACUUM CLEANER.

I picked up the January 2019 copy of **Garden Rail** at the National Garden Railways Show. In it I was interested to read the article on water quality. Over the years various misconceptions have been published regarding the terms used to describe water quality. Sadly I think the article in January edition published just one of those misconceptions.

To summarise, we must be careful to understand the difference between the process and the desired effect. In this case care must be taken to understand what is meant by 'De-ionisation' and 'Distillation'.

When treating water for boiler feed purposes, the ideal is to have water which is devoid of all dissolved inorganic salts, since these could cause either corrosion (of which de-zincification is an example) or scaling. These salts when dissolved in water are considered to have formed 'ions'. These are either positively or negatively charged 'bits'. For example calcium sulphate, a source of boiler scale, will ionise into positively charged

calcium ions and negatively charged sulphate ions. Removal of these ions, by whatever means is called de-ionisation.

The first process used for ion removal was that of distillation, in which the water to be treated is heated to form vapour and the vapour then condensed. Reliance is placed on the fact that the dissolved solids do not vaporise but remain in the boiler. Therefore the condensed vapour will be devoid of all ions. It has become de-ionised. Distillation is the process but de-ionisation is the result.

A later method utilised the process of ion-exchange where the water passes through beds of a special resin. One bed removes the cations, such as the positively charged calcium ions and the second bed removes the negatively charged anions such as sulphate ions. The result is ion-free water, i.e. deionised water. When exhausted, the beds are then regenerated. Note that ion-exchange is the process but de-ionisation is the result.

More recently, membrane processes have been developed where water under pressure is applied to a specially formed membrane. Water molecules are able to pass through the membrane but the dissolved solids molecules are held

back. Reverse osmosis is the process but deionisation is the result.

Note that for medical applications, the water needs further treatment to ensure that it is of certified quality for example free from bacteria and viruses; meaning that the cost is consequently much higher. This applies to water bought at a pharmacy.

So we have 3 methods of de-ionising the water. Unfortunately the term 'distilled water', because it was the first method to be developed, has lent its name to the whole of the de-ionisation process and this has caused considerable confusion between the names for the process and the end result. Whatever process is used, then the purity should be the same. If what is sold is not pure ion-free water, then this is not the fault of the process. There is no magic ingredient either present or absent, which makes any of these 3 methods different. The result is exactly the same namely de-ionised water.

So to conclude, instructing someone to use 'Distilled water' but not 'De-ionised water' is like telling them to use a Hoover, not a vacuum cleaner.

Paul Kidger

DIARY DATES

Date: 19th May

Event: The G Scale Society Garden Railway Show

Venue: Harvey Hadden Sports Village, Wigman Road, Nottingham, NG8 4PB.

Organiser: G Scale Society

Web: www.gscaleociety.com

Time: 10:00am to 4:30pm

Admission: £6 (Members £4) Accompanied children and carers Free

Exhibitors: Layouts in various scales, O Gauge, G Scale, 16mm, Gauge 1, Gn15, Live steam, electric and battery powered trains. Many traders, preservation groups, area group displays, members sales area, demonstrations, raffle and society clothing. Building blocks area where you can build your own wagon.

Additional Info: Car park, Cafe, Disabled access.

Date: 8th June 2019

Event: Accucraft UK Open Day

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

Time: 10:30am to 4:00pm

Web: www.accucraft.uk.com

Additional Info: We will have factory seconds, damaged items and test samples to sell as well as many 'end of line' items. This stock will be offered for sale on a 'first come, first served' basis without prior reservation and will include 'open box' locomotives, rolling stock and track components as well as sundry 'kits of parts' with potential for re-assembly! Other retailers attending will be confirmed nearer the time. We will be running Accucraft locomotives in 1:13.7, 1:19, 1:20.3 and 1:32 scales. An on-site café offers refreshments and light lunches."

Date: 22nd & 23rd June

Event: Open Weekend

Venue: Butterley Garden Railway, Butterley Station, Ripley DE5 3QZ

Organiser: Butterley Garden Railway Association

Additional Info: Plant stall and traders

Date: Saturday 22nd and Sunday 23rd June

Event: Hollycombe Steam in the Country Steam Festival

Venue: Hollycombe Steam in the Country GU30 7LP

Times: 1:00 to 17:00 (Rides operate from 12:30)

Web: www.hollycombe.co.uk

Exhibitors: Prayle Grove 16mm scale layout and Hampshire Area Groups of the Association of 16mm Narrow Gauge Modellers modular layout will be operating. Other exhibits include traction engines, miniature traction engines, fairground models and toy steam.

Additional info: Admission includes rides on 2ft gauge quarry railway and fairground rides Free car parking, refreshments

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.

HIGH LEVEL LAYOUTS

I have attached a photo of my waist high railway in reference to the letter in **Garden Rail** issue 297.

The reason behind the high level is to keep my dog from joining in the fun and keeps my back healthy!

Phil Clarke



I do like layouts at waist height don't you?



Barbara Martin

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Toby's Trucks

Daniel Cousins, needed some trucks, hopefully not troublesome ones...

Having completed a model of Toby the Tram from the "Thomas the Tank Engine" series using IP Engineering's Shelly Tram kit, featured in **Garden Rail 292**, my thoughts turned to building something for Toby to pull.

The obvious choice would be a model of the coach Henrietta based on a Wisbech and Upwell Tramway 4-wheel coach, but there doesn't appear to be a kit or ready to run model similar to the pictures in the books. To build a model will require either a scratch build job or a fair amount of kit bashing. Another consideration is the long wheelbase may struggle to negotiate garden railway curves.

Two of Rev. W. Awdry's stories, show illustrations of Toby with some open wagons and that got me thinking I could create something similar based on the illustrations by Gunvor and Peter Edwards from the Tramway Engines books.

I chose two Brandbright GS15 5-plank wagon kits as a basis for my project bought at the National Garden Railway Show. Don't forget to purchase wheels and couplings as these are not included in the kit.

This was the first time I had ever built a kit from Brandbright and I wasn't disappointed one bit. The wagon went together easily using Deluxe's Super-Phatic Glue for the wooden parts and super glue to fix the white metal items such as corner braces and the imitation hinges.

Before I painted my wagons with Humbrol No.153, I sanded the bodies and gave them a coat of sanding sealer. Metal parts were sprayed them with Halford's Grey Primer then painted satin black.

The wheels and axle boxes are metal and included are some brass bearings which makes the wagon roll very nicely indeed.

Once the basic painting was completed I added the couplings also detailing these to make them look more realistic by repainting the buffer plates



and hooks gunmetal. For the wagon loads I made up some false floors out of Plastikard sprayed matt black before adding some cheap cat litter to represent the stone load.

All that was left was to add some faces and white letters, FQC (Ffarquhar Quarry Company). I used the excellent white 25mm self adhesive lettering from BECC purchased from Cornwall Model Boats.

All coaches and wagons illustrated in Thomas the Tank Engine have a face and it would be wrong not to include any. I am no artist so I opted out from even attempting painting some faces, instead I chose to purchase some faces from Rail-road models. For not too much money you can get four faces already printed for you on some card leaving me to cut two out, colour the edges and stick on my wagons.

That concludes my small project

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when contacting suppliers.**

giving my Toby something to pull instead of that Balcony Coach. Its also been a bit of fun building and adapting this kit to represent something a little bit different. ■

The two completed trucks for Toby showing the two different faces.





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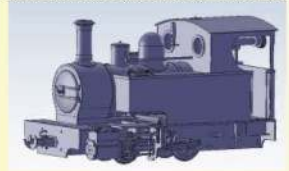
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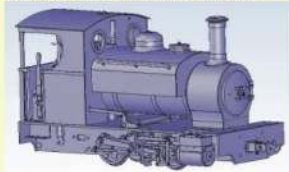
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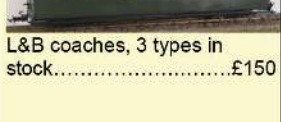
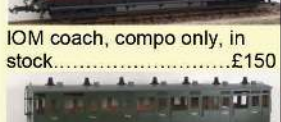
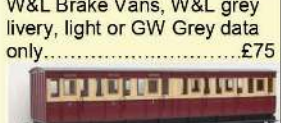
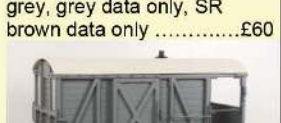
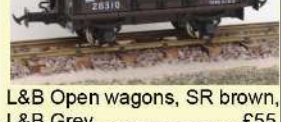


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