

GARDEN

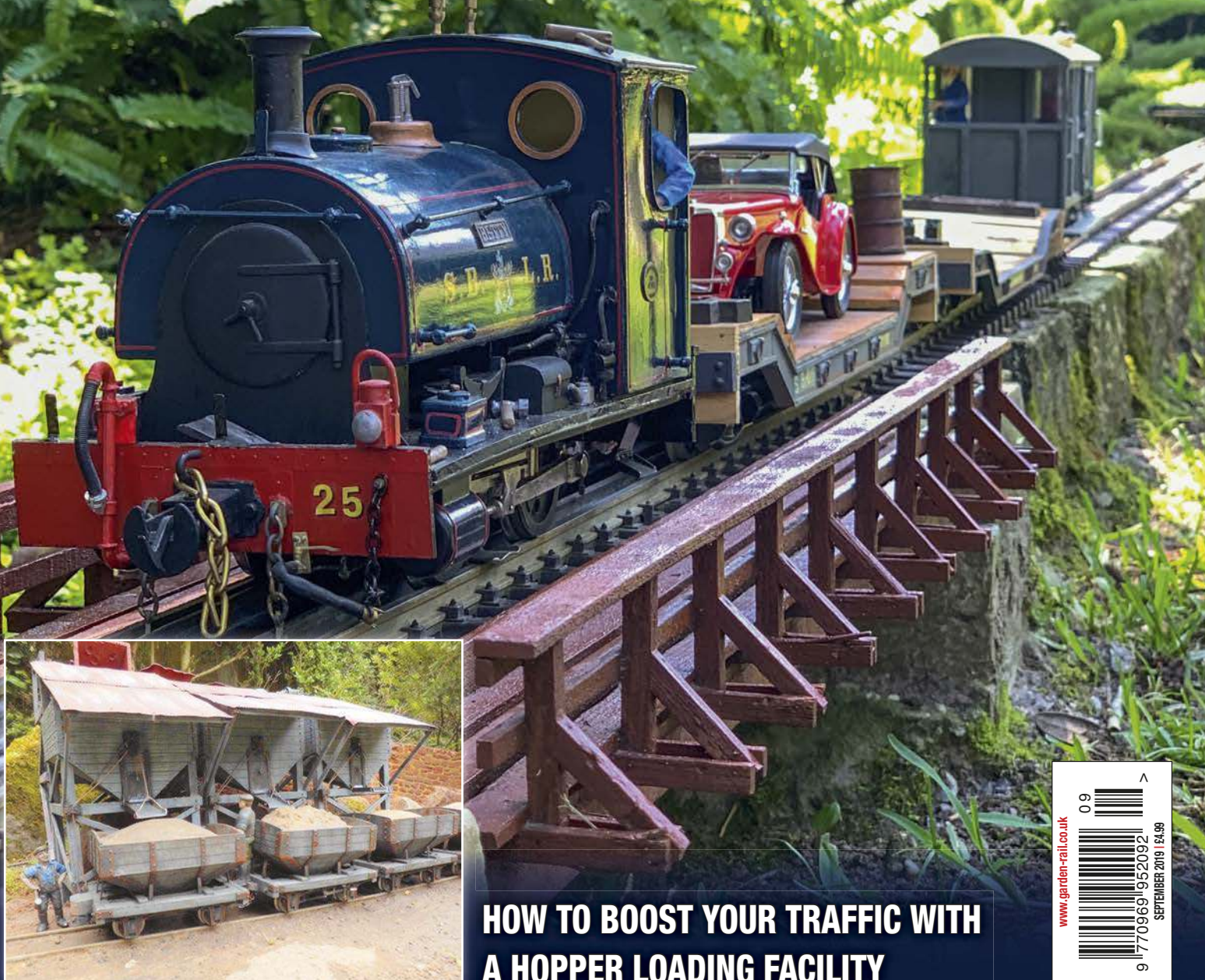
SEPTEMBER 2019
ISSUE 301

Rail



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*Images not to scale

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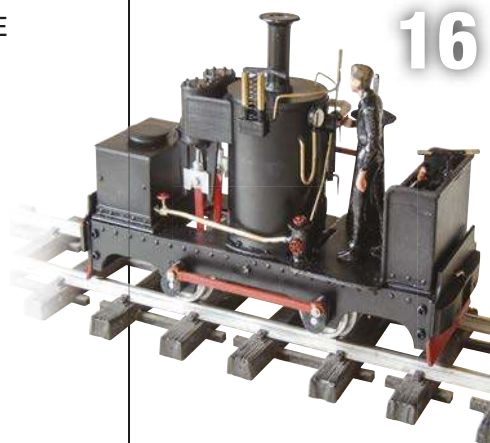
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Next Month: Do you have an old and battered Faller Railcar kicking around? Next month, Lloyd Edwards converts his into a useful diesel.



VIEW FROM THE END OF THE PLATFORM



In search of ugliness

The editorial desk is currently on the Isle of Man where I'm planning to enjoy the annual transport festival. My camera will be pointed at pretty much everything that move on rails. It's not like I need more photos, but who can resist?

There is obviously an abundance of lovely looking locomotives, trams and rolling stock, but if I'm honest, I can be just as happy photographing things most people will shun. You see, I quite like ugly locomotives.

A few months ago, I had the chance to visit Clayton's to see a vehicle I've been trying to bag picture of for years – the National Air Traffic Service (NATS) railcar. This fascinating (to me) vehicle is used to transport engineers up the mountain to service the great, big aerials at the summit.

As such, it lives out of sight most of the time. You'll not see it running during the normal season, and certainly not mixing it up with tourist-carrying cars. That's what makes it so interesting to me.

Thanks to joys of social media, I found out the railcar was being refurbished and cheeky e-mail got me an invite to go and have a look a couple of days before it was shipped back home. I took loads of photos and quite a lot of measurement, my idea being to draw up a plan and build a model.

Thinking that this might be of more general interest, I showed the photos to a couple of kitmakers, who described it as ugly and certainly not worth investing time in.

Fair enough. They know their business far better than I do, but it won't stop me adding the railcar to the "one day" list of projects.

Another Manx "delight" is number 21, the big, green diesel nicknamed "The Cabbage".

Sadly, this hasn't proved to be a particularly successful machine. When the railway decided they needed a new diesel, the old one never having been suitable for the job and then



It might be trouble, but The Cabbage has a certain presence, or am I the only one who thinks like this?

life-expired, the politicians in charge of the purse strings decided they could have somewhat less money to buy a new loco than was really required. The result was a locomotive that has presented many "issues" and spent more time out of action than doing anything useful.

It's big, troublesome and unpopular, and guess who would like to build a model of it?

Well, I have some Peacocks, and a model of the diesel it replaced, so why not?

There might even be a plan available if I ask nicely.

Am I alone in this?

What prototypes have you modelled that don't enjoy classic good looks? Or what's on your list to do?

What is the ugliest locomotive anyone has in miniature? ■

OK, a Peckett might be prettier, but this Simplex built for the article on P19, certainly has its followers.



Above: Resplendent in a new coat of yellow, the NATS railcar is a mobile pickup truck on rails.



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The South Buckinghamshire Light Railway



In a corner of sunny Florida, thanks to Martin Owen, there is a place that is forever England.

The South Buckinghamshire Light Railway had a protracted development both in real life and the 'back story'. I'd wanted a railway in the garden ever since my father set up his Hornby 'num-ber 2 Pullman set' on the grass every summer when I was a kid. The opportunity never pre-sented itself and I instead dabbled in 00 gauge off and on. More off than on as it happened.

I met my wife, a flight attendant for Delta Air Lines in 2003 and after commuting between homes in both the US and UK for a while, we decided to settle in Northwest Florida. Lucky man that I am, Beth declared that the garden was mine and I could do what I liked with it. An LGB starter set arrived from eBay and bug bit.

It turned out that a local school supplies store was owned by a garden railway enthusiast who, to feed his own habit, stocked LGB. He was retiring and selling the store. The new owners wanted nothing to do with the trains, so I picked up all his brand new track for essentially whole-sale price. I also met a guy who had garden railway but was moving to the north (strange as most people retire South, rather than the other way round). He was keeping his stock but sold me a huge amount of used track. I haven't bought any track since 2010 and still have loads to play with.

With no plan, and really no idea what I was doing, I set about laying track. The aim was to have a ground level line that fitted in with the garden,

North into the Chilterns. Baldwin 1929 passes East Burnham level crossing with the photographer's MG at the side of the road.

rather than a garden that fitted around a rail-way. As a result the line meanders around the edge of the property (a yard in US terms, rather than a garden!) appearing behind and around plants rather than taking centre stage.

Just to put our location into perspective, we're in Northwest Florida. That's the bit that runs along the top of the Gulf of Mexico, not the bit that hangs down. We're closer to New Orleans - 4 hours driving - than Orlando (Home of Mickey Mouse) - 6



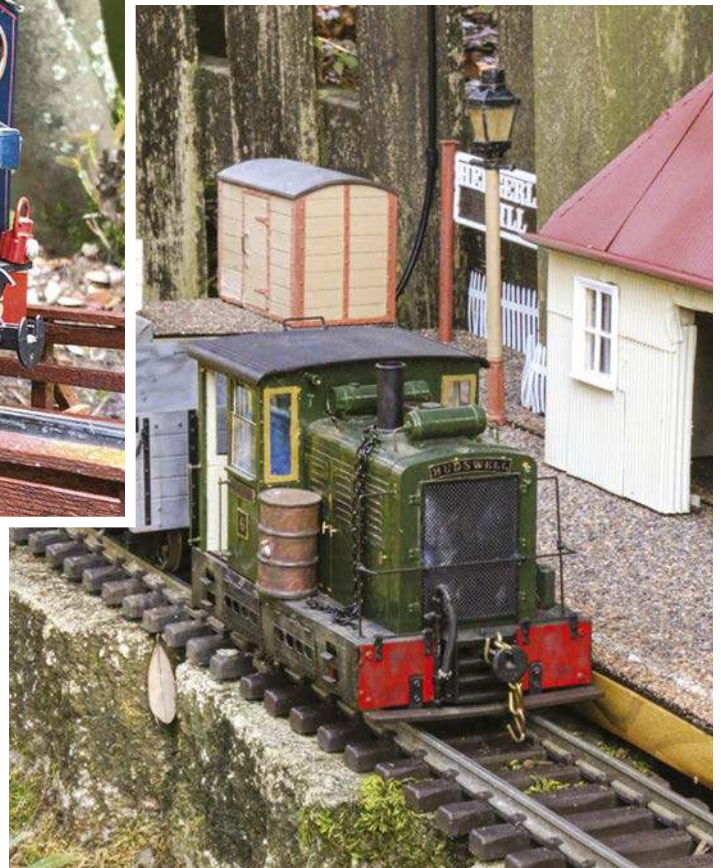
hours, and some 12 hours from Miami. We're in Central Time Zone, the rest of Florida being Eastern time.

We live on Choctawhatchee Bay which drains into the Gulf of Mexico, so we're all of about two miles from sugar white sand and emerald green water. As a result, the soil is basically sand. The climate is seasonal in that we have distinct Spring, Summer, Fall and Winter periods and although mid summer can easily hit well over 100°F (37.8°C) with serious humidity, winter does bring mild frosts occasionally. Spring and Fall are beautiful.

Hurricane Season runs from June to November and during that time one has to be prepared for anything from tropical storms to full-on Wind Events (we try not to use the H word!). Irrigation systems are needed nearly all the year if you want a garden and that has an effect on the rail-way. By the way, although 90% of days are cloudless, sunny and warm, when it rains it REALLY rains. Think 2" in an hour or so.

Above: Peckett 0-4-0T 'Betty'.

Denny' pulling a pick-up goods through Hedgerley Hill Halt. Hedgerley Hill Halt is where the lines to Beaconsfield and Gerrards Cross split.



Given the nature of the soil, after much experimenting I settled on setting the line on stone blocks or on concreted areas (for the main station). This keeps everything from washing away when the sprinklers run or we experience a wind/rain event.

Initially I ran a straight forward DC track powered set up, but quickly moved to a Digitrax DCC system. That meant multiple locos, sound, remote point operation and all the bells and whistles - literally. The problems started emerging fairly fast. First those powered and automated points became full of sand

pretty quickly, no matter how much I tried to weather proof them. Being close to the Gulf, the track would oxidize almost over night, so any running session was preceded by an hour of track cleaning, point cleaning and switch motor maintenance. An LGB track cleaning loco became a must have.

The other issue was that although the electronics were kept inside the garage, wires and transmitters had to be in weather proof enclosures outside. The connecting wire loom ran through the house but had to be disconnected after each session.

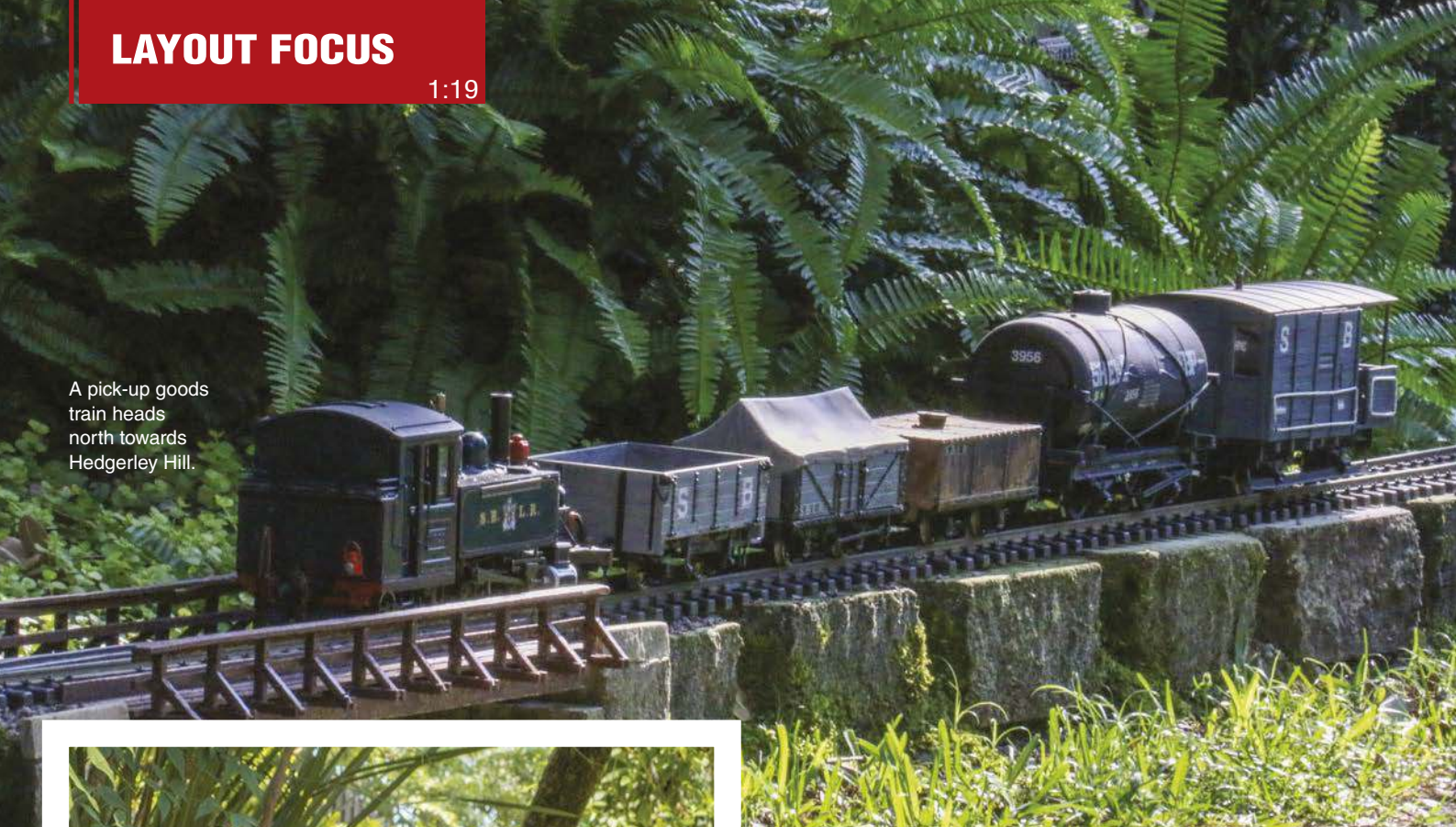


Left: Goods sidings at Farnham Common with the main line from the north on the right.

Below: Farnham Common goods shed.



A pick-up goods train heads north towards Hedgerley Hill.

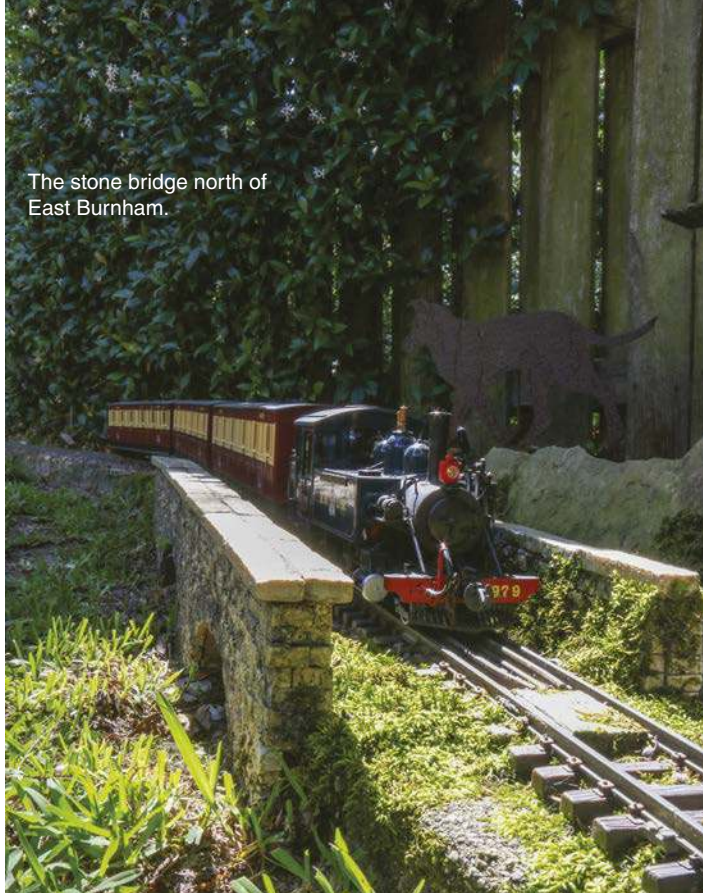


Thunder storms are quite common, particularly in the summer. They don't last long as anyone who has visited the tropics will tell you, but they can be spectacular. 600 feet of brass rail running round the garden acts as a very effective aerial and, despite having everything disconnected after each running session, I got fed up with having various bits of electrickery fried with amazing regularity.

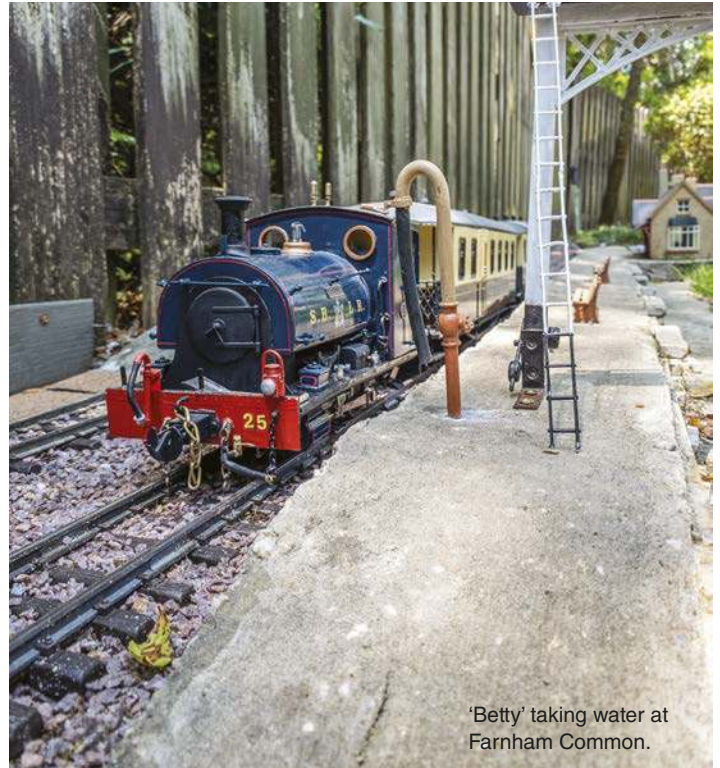
Above: Baldwin 2-4-2T, General Burke. The General pauses at East Burnham.

Right: Northbound classic car goods train.





The stone bridge north of East Burnham.



'Betty' taking water at Farnham Common.

Eventually I bit the bullet and went battery power. I use AirWire which allows me to keep all the existing DCC decoders in the locos along with the sound etc. Big bonus - no track cleaning!

I removed all the electric point motors and replaced them with manual. I still had problems with gunging up, so have now installed a system using bike brake cables and barrel bolts mounted on the fence surrounding the track. An added benefit here is I don't have to bend down to operate the points and they always work.

The line itself is based on a fictitious 3 foot gauge light railway that supposedly was constructed in the early part of the 1900's to ferry tourists from the River Thames at Datchet up into the Chiltern Hills. The area in which I grew up.

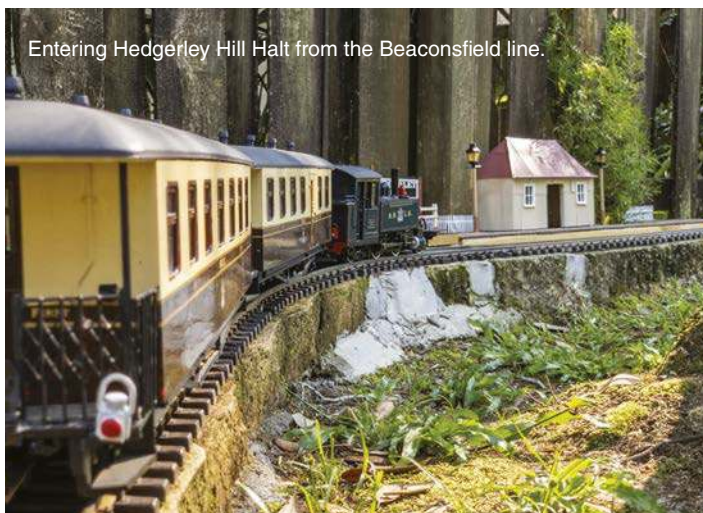
From Datchet where there was interchange with the LSWR and the Thames Steamers, the line ran up through Chalvey, Cippenham and Burnham, where it served the Slough Trading Estate, then up through Burnham Beeches to Farnham Common, Hedgerley Hill and onto Gerrards Cross and Beaconsfield. All this provided connections with LSWR, GWR and GC, and gives plenty of excuse for passenger, light industry and agricultural traffic. There's no timescale, but think somewhere between the mid '30s and mid '60s.

My loco stock is small and heavily hacked about! LGB and Bachmann chassis with repainted, detailed or kit built bodies.

The current fleet includes a GRS Peckett body on an LGB Stainz chassis

with Bachmann Lyn motion ('Betty' after my Mother), a Bachmann 2-4-2T presumably obtained by the SBLR like the L&B bought 'Lyn' (named General Kelly H. Burke, my Father in Law), a Bachmann Davenport diesel heavily modified with a Backwoods Models kit ('Denny', my Mother in Law) and an LGB Stainz with a scratch body (Kenneth M. Owen, after my Father). Many days, we operate on the One Engine in Steam principal. I find it's a challenge to place various bits of stock around the line and then try to run a service.

Rolling stock is equally varied. Repainted Accucraft coaches, rebuilt Newquida coaches and goods stock ranging from simple repaints to scratch built bodies on LGB chassis through to kits. I've never been able to possess a



Entering Hedgerley Hill Halt from the Beaconsfield line.



Hudswell diesel mechanical shunting vans at Farnham Common.



model railway item without repainting, detailing or modifying. Perhaps Mr Editor will let me describe these changes one day (*Editor: Yes please*)

I'd like to have permanently installed buildings around the line, but one has to be aware that in the event of tropical storm or worse, anything left out could rapidly end up in the next county. The ability to clear the garden at three days notice is required.

Having a nearly two year old Smooth Collie also means that buildings can be a chew temptation! Our two older Collies aren't interested.

Buildings are either resin or created from marine ply, heavily waterproofed, and faced with stone. I use sheets of kitchen tile finishes that look like 16mm bricks and stone. I also create corrugated iron sheets using aluminium cooking sheets passed through a crimper. These all hold up pretty well with minimal maintenance. Some are internally lit using adapted garden so-lar lights, with varying degrees of success. The buildings are a story for another time.

The track of course stays down. Much of it is ballasted using chicken grit (you have to be selective as some grit is oyster shells, which is totally the wrong colour) held down with diluted concrete adhesive. This seems to survive quite well and also bonds the track to the base, while allowing an element of float, flex and expansion. In places the track is screwed down to guard against being inadvertently realigned by a rampaging Collie or two.

As for the actual line, it starts by my garage side door on a raised (about

two feet) area. This is close to where the stock is stored inside, and means I don't have to bend all the ways down to ground level. It then descends on a single line, through the flower beds to reach East Burnham Station and level crossing. Buildings are GRS resin. Great kits but a pain to import and they're also meant for closer to 1/24th scale I think, rather than 15/16mm. Of course drivers on the line must be prepared for lizards, turtles and the occasional snake.

Leaving East Burnham, the line passes over a twin arch bridge built of the aforementioned marine ply and bricks before being joined on the left by the branch from Burnham Beeches.

After a short time, the track enters Farnham Common Station. A twin platformed station with, again, a GRS station building. I'd like to replace this in the near future. Farnham Common is where the branch to Burnham Beeches leaves, on the left as you enter the station. Farnham Common also has a goods shed (scratch built) and will be home to the line's engine shed before too long.

Roxy, the Smooth Collie (who can do more damage than a hurricane) decides to be the wrong sort of dog on the line.



Above: Hedgerley Hill Halt and ground frame.

Right: Tea's up. The crew of the 0-4-0T brew up while waiting for the passenger train to clear the junction.

Moving north out of Farnham Common, the line climbs slightly onto an embankment before crossing a wooden bridge (home built out of western red cedar and regularly maintained to stop it rotting away!) and stopping at Hedgerley Hill Halt. Here the line splits, one branch going to Gerrards Cross, the other to Beaconsfield. In essence they're both the same line but only I know that.

Being some 6000 miles from the Old Country means that getting hold of simple things like correct GWR colour paint for buildings, small detail parts or British style buildings is difficult. In fact it's impossible for the paint which can't even be shipped from Canada. This results in having to be imaginative and resourceful.

There's also not the support system of local garden railway folks. There is a large scale railroad club about 30 miles away, but they're into 1/24th main line diesels with long modern trains rather than bucolic English narrow gauge. It's just a different culture!

Most of my enjoyment comes from seeing the track meandering around the garden, even if no trains are running. This goes back to being a teenager and looking for disused railway lines. I love sitting on the patio with a glass of something red, wondering where that overgrown line goes. If every now and then, a train slowly passes, that's wonderful. ■



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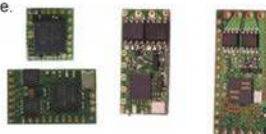
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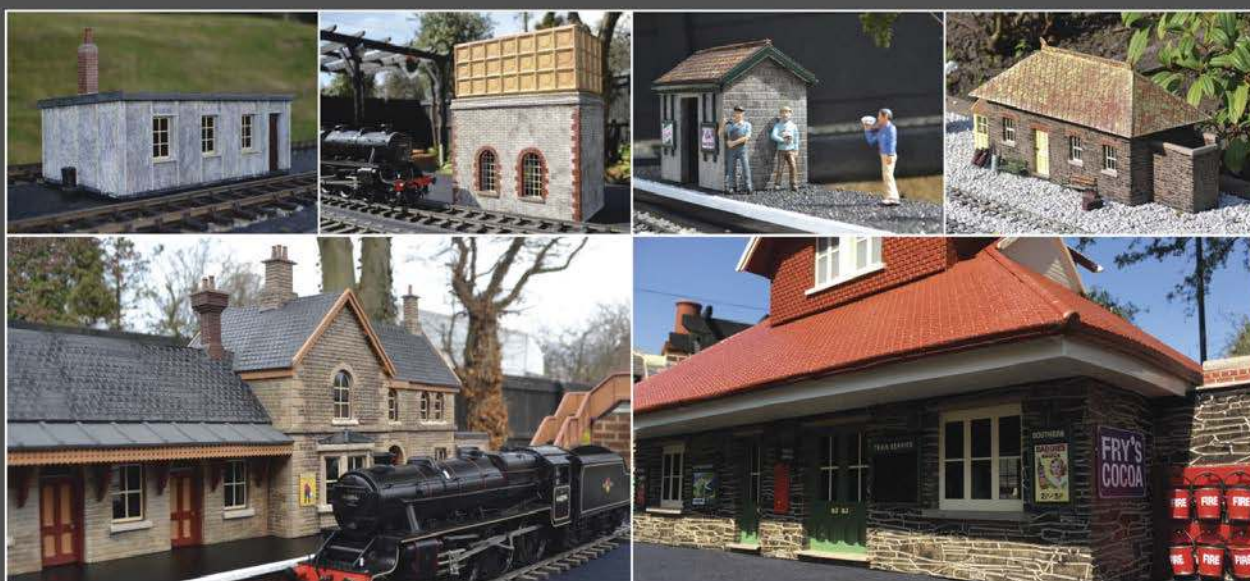
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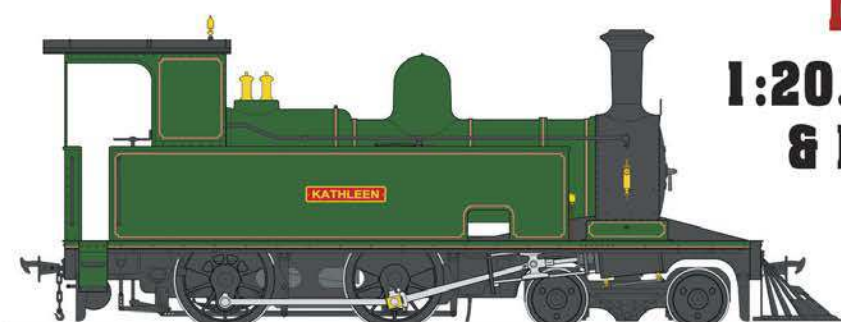
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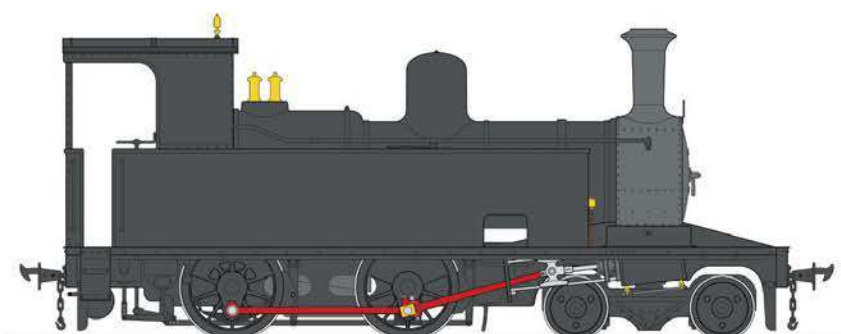
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Two examples survived to be preserved, *Kathleen* in the Ulster Folk & Transport museum and *Lady Edith* at the New Jersey Museum of Transportation in the USA, although there are moves to repatriate her. We'd like to thank our friends at the Ulster Folk & Transport Museum and the Cavan & Leitrim Railway Preservation Society at Dromod for their help in gathering data for these models; the retail profit* from any example purchased in Northern Ireland will go to the former, the retail profit* from any sold in Eire will go to the latter and a percentage of all UK sales will be split between the two organisations (*when purchased direct from Accucraft UK Ltd).

The model is internally gas fired and has piston valve cylinders. The boiler is fitted with a water gauge, pressure gauge and lubricator, the gas filler valve is under one of the water tank fillers, the gas control valve is disguised as the brake standard and the cab controls are accessible via the hinged cab roof. It is available in either fully-lined Cavan & Leitrim green, un-numbered GSR grey or plain satin black. Nameplates are provided for both *Kathleen* and *Lady Edith* but these are not fitted, allowing customers to choose another member of the class if they so wish. The target **UK RRP is £1950.00**



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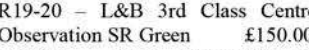
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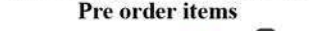
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The model is 1:32 scale for 45mm gauge track, gas-fired with a single flue boiler. The East Kent Railway version is only available from Kent Garden Railways. The anticipated UK RRP will be £1950.00 or £1995.00 for the RTR version (depending on livery), £1795.00 or £1850.00 in kit form.



1:19 'DOLGOCH' Tallylyn 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 model will be available in TR green, 'Atlas Foundry' green or Crimson Lake. The picture is of an engineering prototype. UK RRP £1550.00, estimated for delivery July 2019



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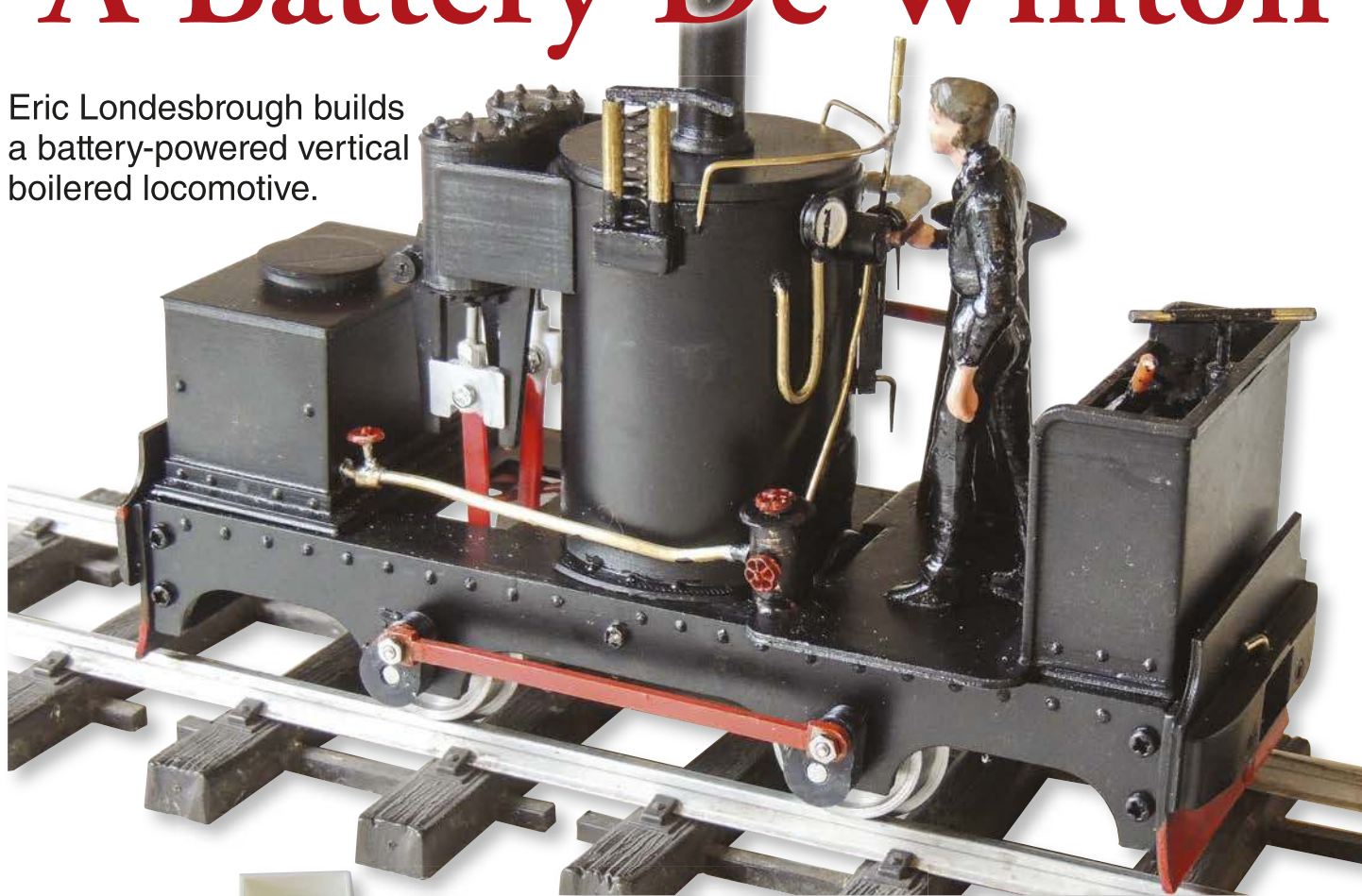
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A Battery De Winton

Eric Londesbrough builds a battery-powered vertical boyled locomotive.



The kit of parts.

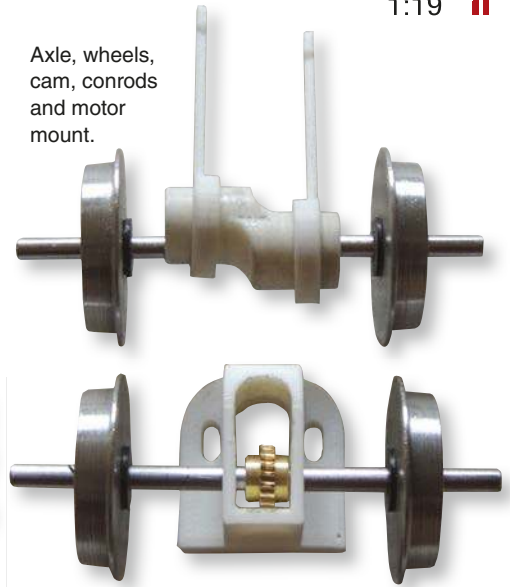
Recently PDF models advertised a De Winton loco kit. These vertical boiler locos have always interested me and as the price was reasonable I ordered a 45mm gauge version, which arrived very quickly.

Examining the parts was interesting, as I had never tried any items produced by 3D printing. I expected a rough finish but the parts were only covered in very fine ridges which responded to coats of primer and rubbing down with fine wet and dry emery.

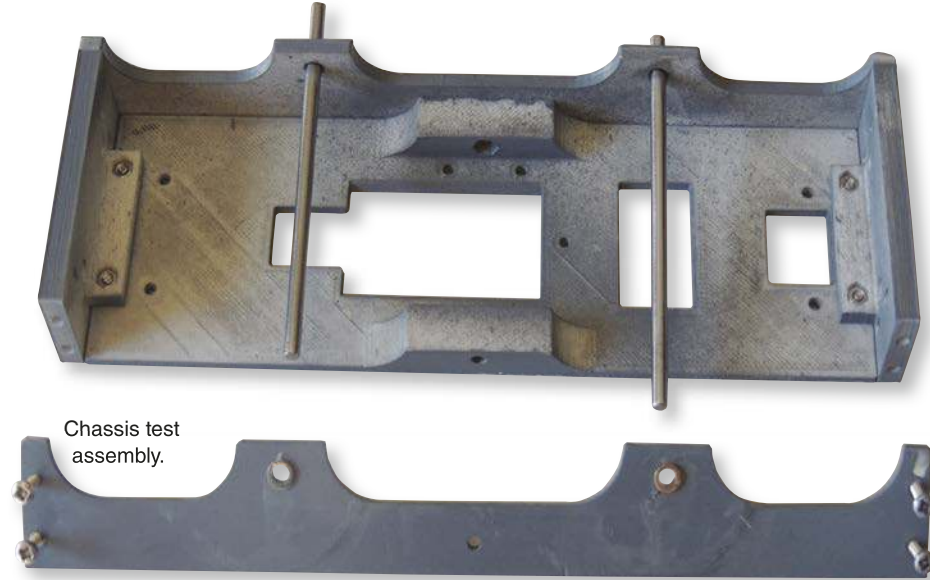
Building with nuts and bolts looks much better than glue. With bolt holes already drilled, pockets and shaped nut spaces provided, and counter sinking done where necessary it looked good. The instructions revealed no parts list to check, so I assumed that the makers were confident the kit was complete, which proved to be correct.

The designer and producer of this kit has done an excellent job which produces a splendid model. Much of the instruction leaflet is good. However a little more explanation and more diagrams would be helpful to less experienced modellers.

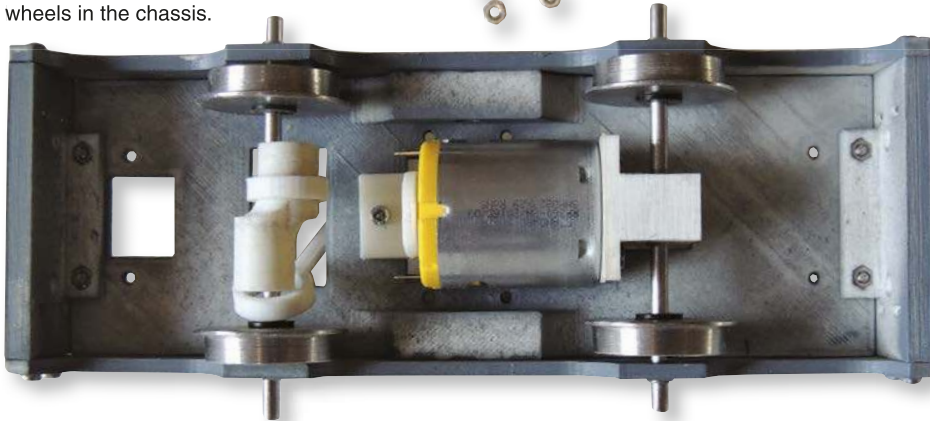
Axle, wheels, cam, conrods and motor mount.



Chassis test assembly.



Test fitting of motor, cam, conrods and wheels in the chassis.



Items needed for construction are small spanners, files, small drills, minute Allen keys, small cross head screw drivers, paint brushes, a soldering iron, solder, wire, fine emery, and a rivet fitter, which I'll come back to later.

I noticed that though the instruction pictures show the chassis sides with bulges on them the kit sides are straight. I made some quick bulges from scrap plastic and fastened them on with blue tack to see what difference they made, but after looking at De Winton pictures on-line, saw that many had straight sides and was happy to dispense with my additons.

With all the parts smoothed, they were sprayed matt black with car paint.

I like this finish as gloss black always looks too shiny to me when applied to a small model engine.

At this point the tiny rivets needed fitting. Once detached from the ample supply on the sprue they can vanish rapidly. Handling and fitting looked difficult. I marked out the positions using sharp pointed dividers set at 5mm and looked for a suitable tool to hold the tiny domes. Eventually, I picked up an enormously long sharp hat pin which my grandmother used when I was a child. This was perfect to spike

the rivets, hold them for poly glue, and then place them precisely. Of course some escaped but there were plenty and the job took far less time than expected. After another spray of matt black they added a great deal to the detail.



Body parts in primer.

I did a test assembly of the chassis sides and ends for which the instructions say use 10mm bolts. The nuts dropped into their slots but the bolts were too short to reach them so I moved up to the next size in the kit, 16mm. These reached the nuts but were too long. Rather than cutting them I drilled the holes beyond the nut pockets a little deeper and all was well. I removed one side of the frame and fitted the footplate.

The instruction section on the gearbox and axles is very good and I followed this to fit the excellent motor and gears and test them. The wheels were fitted to the power axle by pressing them on gently in a vice with small socket spanners used on either side slotted on to the axle. I measured carefully to get equal spacing both sides and the correct back to back spacing of the wheels.

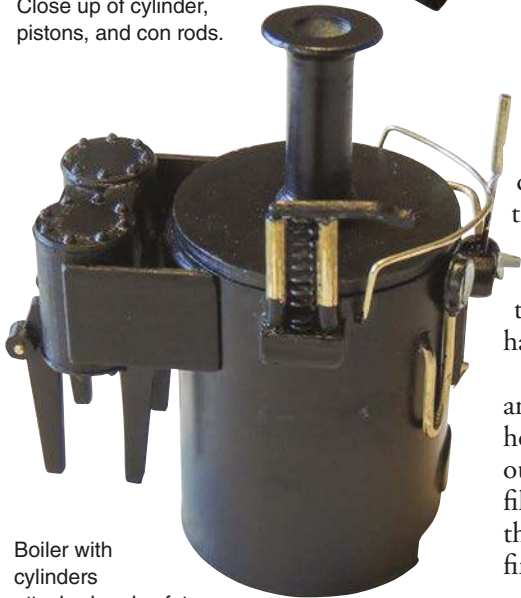
On the other axle fitting the cam in the centre is not difficult, but it is important to get it as smooth as possible before fitting. The two rods which drive the pistons were added after careful smoothing. With wheels pressed on, and axles inserted the chassis side was replaced. I did not fit the outside cranks and connecting rods in case of need to remove a side for later adjustments.

Next was the cylinder block for which the instructions are quite good. Getting the block bolted to the boiler when complete is easiest by passing the bolts from the cylinder into the boiler and adding the nuts inside.

The preparation of the cross heads and piston rods is well explained, but I was not sure that a simple nut and bolt would be secure for fastening the connecting rods to the crossheads and give free movement. I added on the



Close up of cylinder, pistons, and con rods.



Boiler with cylinders attached and safety valve. I added the spring.

inside of the crosshead a small washer (from my bits box) and two nuts. The washer spaces the nuts out of the recess in the back of the crosshead and allows two small spanners to lock the nuts firmly together while leaving a little free play on the unit.

The complete boiler unit was carefully lowered into place as the piston rods were entered into the cylinders and was bolted down.

The motor holder was fitted and the top of the motor protruded a small way into the boiler reducing the space for the battery, and preventing the boiler top sitting down fully. I cured this by inserting a small square of plastic sheet under the motor clamp.

At this stage I added a few details of my own from pictures of De Wintons including pipework for which some nice little hand wheels are supplied as well as a nice pressure gauge head.

The valve control lever, about the only item which needs glue, was fitted with a brass bar rather than a piece of rod. There is a hole in the coal bunker for a brake lever so one was made and fitted.

As everything worked the cams were fitted on the axles and correctly quartered. They have microscopic

grub screws so I worked on fitting them inside a shallow tin as once dropped I doubt I would have found them.

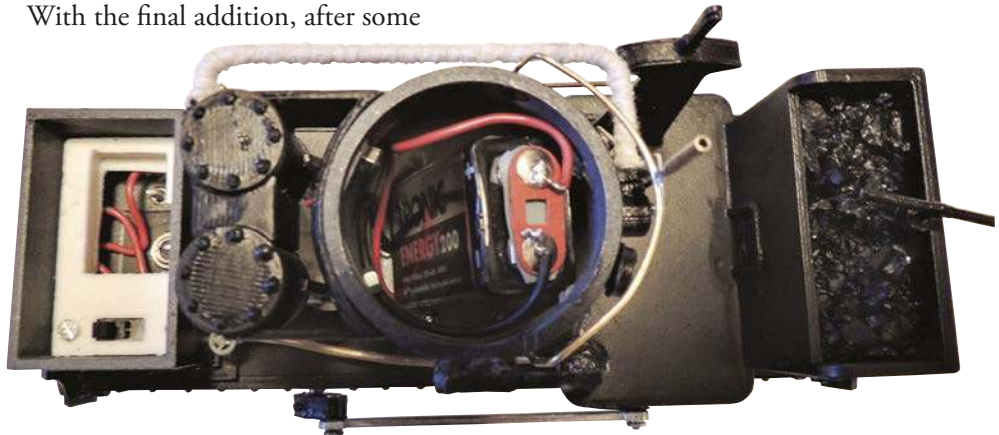
My first major snag now occurred as even my smallest Allen key was too large to tighten up the screws so I had to file one down to fit.

The Connecting rods were rough and sharp but cleaned up nicely. The holes were too small so were drilled out to near size then finished with a file. With connecting rods mounted on the bearings provided the model was finished.

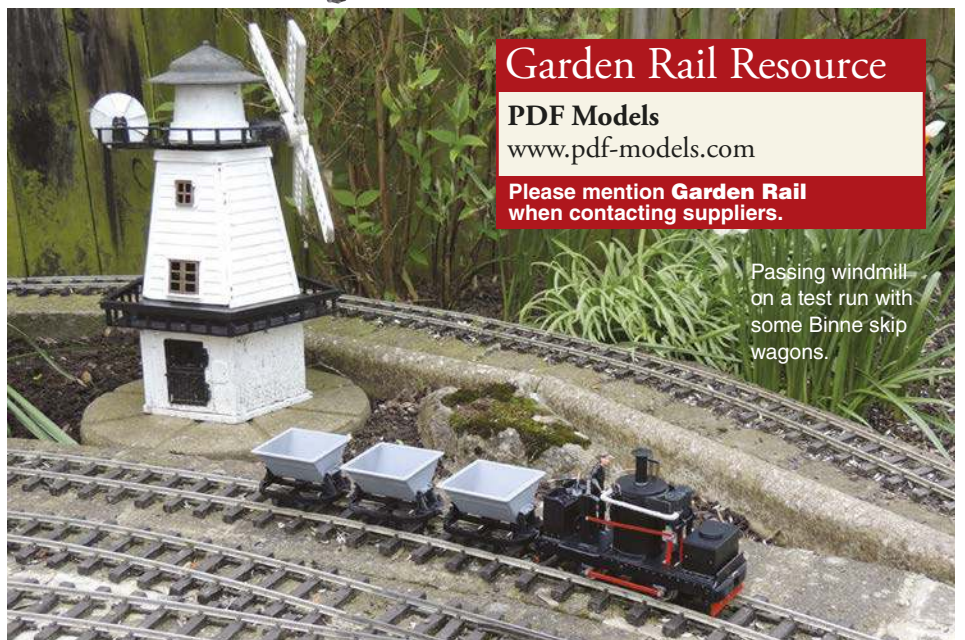
With the final addition, after some

surgery and painting, of a driver who was provided with coal for the bunker and a shovel, and a little more painting the model was ready for the garden. It runs well and pulls well and I am happy to recommend this kit. ■

Battery in boiler and switches in water tank.



Side view showing my additions: water pipe, pump, and valve wheels.



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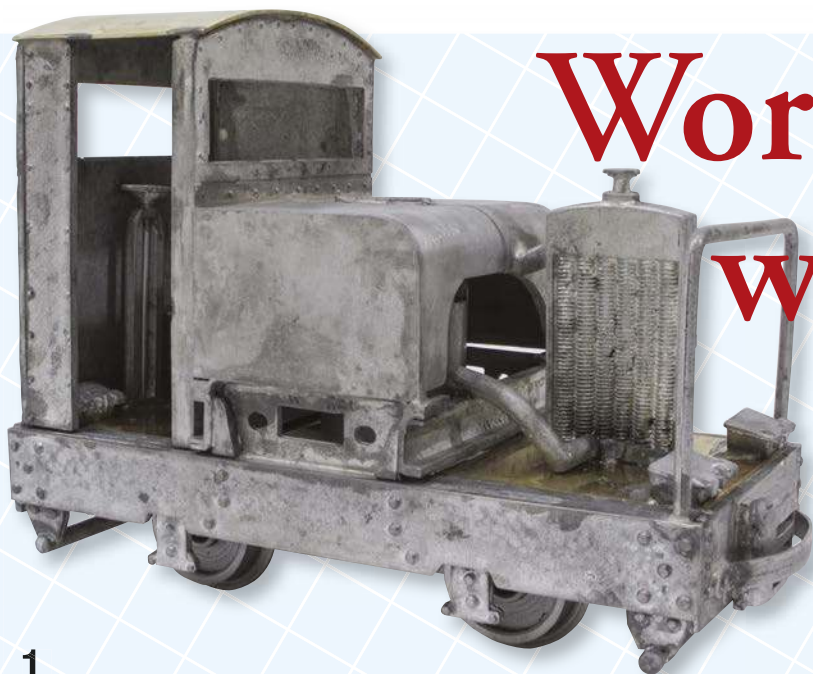
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Please mention **Garden Rail** when contacting suppliers.

Passing windmill on a test run with some Binne skip wagons.

Working with whitemetal

Faced with a kit made from whitemetal, most people reach for the glue, but soldering is faster and easier. The Editor shows us how to do it.



1.

The Tools: A variable temperature soldering iron is essential. Mine cost under 20 quid from Maplin and there are other bargain versions out there. Make sure to get a bit shaped like a flat-bladed screwdriver. You also need flux, Powerflow from the plumbing section of a DIY store works well and then some low-melt solder. These sticks came from IP Engineering with the loco kit. To protect my work area, I have a ceramic tile from a jewellery tool supplier, but a flat bit of wood works nearly as well.

2.

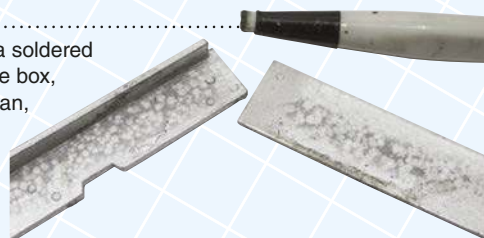
Setting the temperature of the iron can be done with science. The solder should melt at 80°C and the metal the kit is made from melts at around 170°C so as long as you pick a temperature between those two, all should be well. The bodgers way is to put the iron on the solder and turn it up until this melts freely and then poke the back of a casting to see that this doesn't. Since the actual mix of metals kits are made up from varies, there is a lot of sense in being a bodger.



3.

Dirt is the enemy of a soldered joint. Straight from the box, the IP kit is pretty clean, but if unsure, I polish the metal areas to be joined with a fibreglass pencil or fine emery paper.

Do not use a metal polish for while the results will be shiny and very pretty, a residue left on the surface will impede soldering.



4.

Slosh plenty of flux into the joint, line things up and then carry solder to the join on the tip of the iron. If the tip is hot enough, you'll find that it flows freely. One big advantage of solder over glue is that you can fill gaps in the joints by building up more solder. If the parts are in the wrong place, just re-heat the join and move them until you are happy. For beginners, the big lumps of this 16mm scale model are perfect as you can let the iron linger without any danger of damaging them.



5.

Soldering brass to whitemetal – Method 1: Low-melt solder won't stick to brass very well. If you try, the joint will be weak. To get it to grab, tin the brass with a very thin layer of normal electrical solder, you'll need to add extra flux to make it flow. Then solder using low-melt as for the rest of the kit.



6.

Soldering brass to whitmetal – Method 2:

Carrs sell a very nice 100 degree solder which will join brass and whitmetal in one go. While the variable temperature iron will probably be able to generate enough heat to do the job, I tend to have a normal iron handy for this sort of job. They don't call me "Two Irons" Parker for nothing...



7.

The conventional advice when cleaning up joins and mould lines is not to use a file. The soft metal will clog the teeth very quickly and you'll spend as much time cleaning them out with a file card as you will smoothing metal. Abrasives sticks are better but still clog. Best of all is to scrape along the metal with a 3-sided metal scraper. This takes a little practise, but once you get the hang of it, working the soft metal is very easy.



8.

After every soldering session, the model must be cleaned to remove dirt, grease and most importantly, flux. If you don't, the it will start to turn green in short order as the acid reacts with everything. It's possible for joints to be damaged and paint will refuse to stick to they greasy soldering residue. A dig in the kitchen cupboards will normally yield a suitable cleaner. An old toothbrush is the perfect way to scrub at it. Don't worry if bits fall off, they obviously weren't attached properly anyway and better in the sink than in the garden.

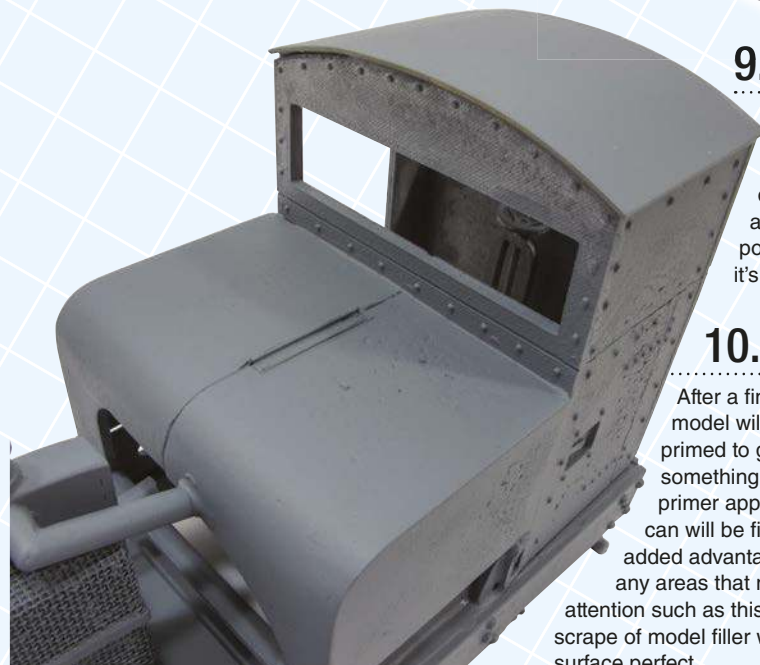


9.

I don't entirely abandon glue. Fiddly bits like these seat slats can be easy to melt. As they aren't structural, a good quality superglue will do the job as long as the metal is clean. 2-part epoxy is also popular, but the joins can be a bit bulky and it's a pain trying to mix up tiny amounts.

10.

After a final clean, the model will need to be primed to give the topcoat something to grab on to. Car primer applied from a spray can will be fine and has the added advantage of showing up any areas that need a bit more attention such as this bonnet top. A scrape of model filler will make the surface perfect.



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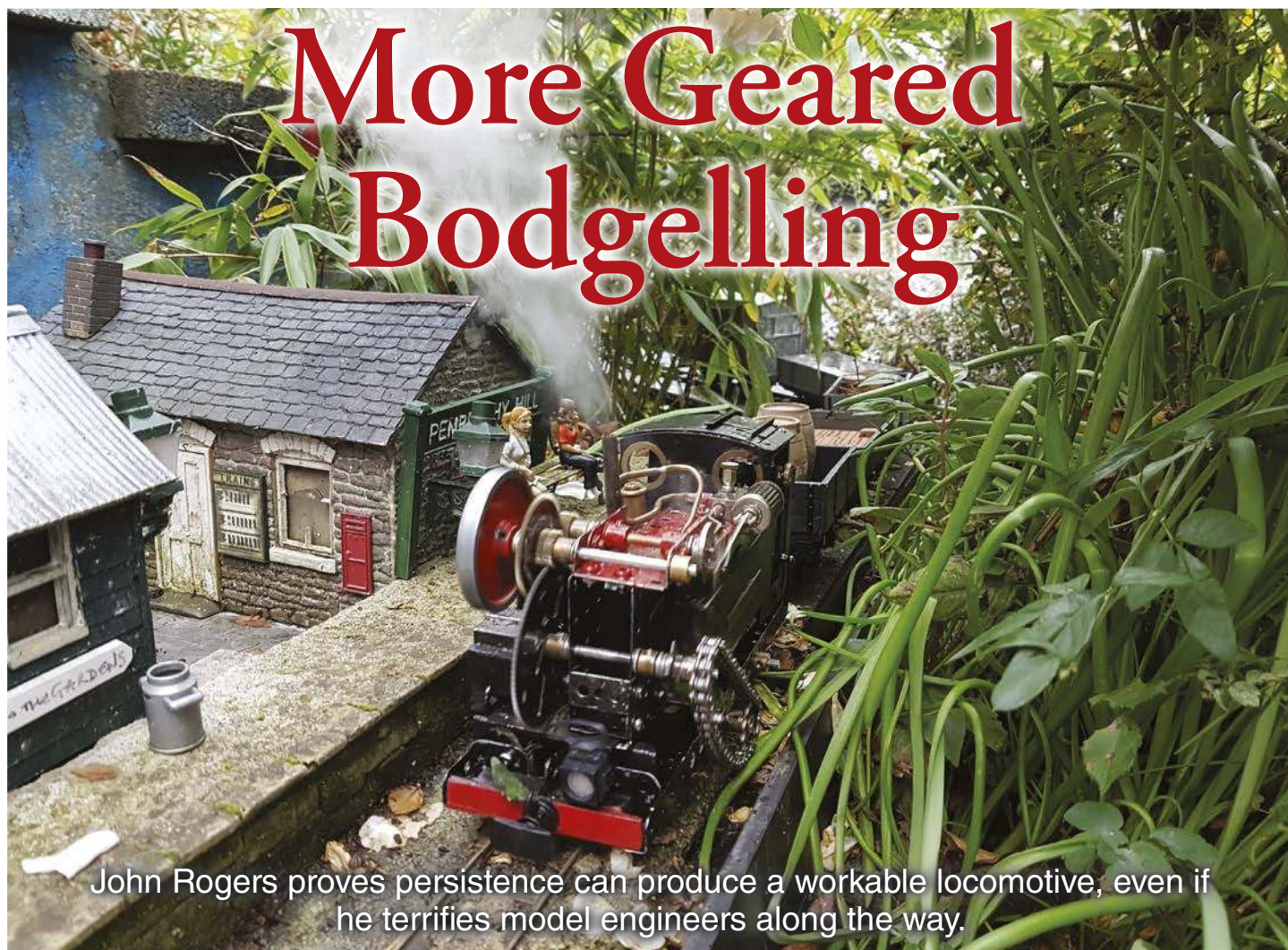
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More Geared Bodgelling



John Rogers proves persistence can produce a workable locomotive, even if he terrifies model engineers along the way.

This is a tale of bodgelling a Mamod Train Mark II into something hardly recognisable as a steam locomotive. Aesthetes and engineers should turn the page rapidly. Those interested in doing Their Own Thing should stay with me.

Fifteen years ago, I had the idea of using a Wilesco boiler and motion, combined with sundry Meccano bits, to making a working steam locomotive. The process can be followed in **Garden Rail issues 150 and 242**. The result was Pigsty Hill Light Railway No.11 *Hedgehog*, better known as The Thing. The beast certainly looks odd, but she is one of my best-performing and reliable

locos, second only to my Roundhouse Bertie in both respects.

This is the story of its successor, No.26 *Sage of Wookey*, named after my much-missed friend and mentor, the late Colin Binnie. Under those circumstances, it is particularly sad that I manage to thoroughly wreck a Binnie steam motor in the process. My sincere apologies all round to Clan Binnie.

What I lack in subtlety and skill is often compensated for by persistence, often referred to by those who know me as bloody-mindedness. This is the story of how I re-bodged the disaster and produced a Really Useful Engine.

THE BASICS

I had a new Mamod with a blown boiler, a safety valve and some ME pipe

The beast clanking through Penberthy Hill. It doesn't go very fast, but it's hard to ignore.

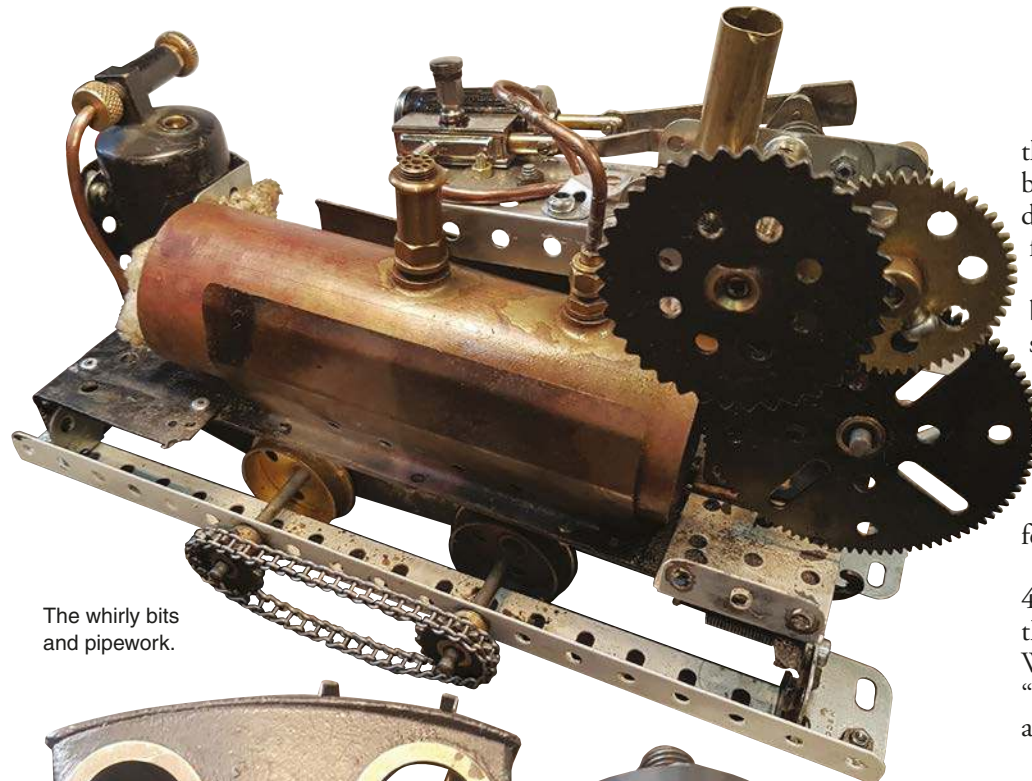
unions and copper pipe, a spare Bruce Engineering safety valve and a stack of Meccano.

Hoping to follow the familiar Wilesco motion and custom boiler approach, using gears and chain drive. I ordered a new copper boiler from Just The Ticket with bushes (the holes fittings screw into) for just safety valve and steam pipe, in sizes 5/16" x 32 ME and 1/4" x 40 ME respectively. This may sound pretty minimal, but I regard water gauges with deep suspicion, pressure gauges are best used for calibrating safety valves.

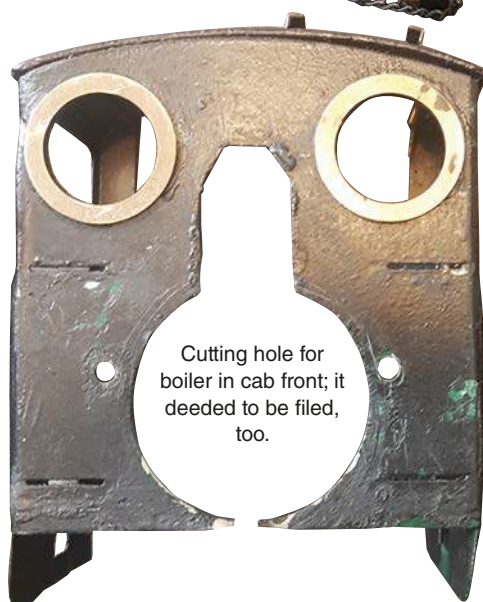
I also ordered a Wilesco cylinder and slip eccentric valve gear assembly (#01729, originally for the D14 stationary steam engine) from Forest Classics. I'd learnt a bit from my failed previous version, in particular how to make a functional and compact gearbox from Meccano. I like my locos to run slowly, and this beast achieves that in spades.



Getting the cylinder and gear running on air.



The whirly bits and pipework.



Cutting hole for boiler in cab front; it decided to be filled, too.



again with a length of brass tube filled with headless 8BA bolts and solder paste, then heated in a gas flame. It won't last for ever, but will be simple to replicate.

I tested this and the gear system by connecting it to an airbrush compressor, a very useful tool for this kind of work. It's probably worth trying to borrow one, if you're starting in this noble art.

THE STEAMY BIT

While all this was going on, I had a dummy boiler, toilet roll centre, in place. Now, it was time to add the steamy bits. The boiler would sit in very much the original Mamod position, just poking into the cab. As it was slightly larger

than the original, the cab front had to be gouged out a bit; tedious but not difficult. It was also propped up at the front end to be level with the frames.

Now, to fit the steam pipe to the boiler. First, the safety valve was screwed into its appointed orifice. Then I screwed the male part of a $\frac{1}{4}$ " x 40 ME pipe union into the other orifice. I soldered a nipple on to one end of a length of $\frac{1}{8}$ " pipe and secured this to the male part with the appropriate female union.

Then I did the same with a $\frac{1}{8}$ " x 40 ME union and $\frac{3}{32}$ " pipe to the threaded steam inlet underneath the Wilescos cylinder. "Ah!" I hear you say, "but now your pipes are different sizes and pointing in opposite directions!"

Very true, gentle reader, but copper pipe that hasn't been work-hardened can be bent into the most unlikely contortions by surrounding it with stainless steel coils unimaginatively called "pipe-benders". Furthermore, $\frac{3}{32}$ " pipe fits neatly inside $\frac{1}{8}$ ", and a little solder paste and a gas flame will make the joint steam-proof.

Note: work-hardening is when metal gets fed up with being mucked around and gets tough. As an ex-crystallographer, I could tell you more about this than you could possibly want to know, but let's just say that you can solve it by heating the metal to red heat and dunking it in water. It's called "annealing", but you can think of it as breaking its will to resist.

The perfectionist will now use the compressor to pump air into the boiler and see whether it makes the gubbins go round. The observant will note that I am not a perfectionist; I put the beast

One of the best points of the Mamod Train is an excellent ceramic burner but my desire to use chain final drive means using outside frames to accommodate it. This, in turn, meant removing the Mamod wheelsets and making holes in the frames for the replacement Meccano wheel bosses. They look a bit odd, not too important with outside frames, but work very well on 32 and 45 mm track. I hope the pictures make this clear; whether this makes the beast double-framed, I leave to your conscience, dear reader.

Wilescos steam engines come with a rigid steel frame that holds the cylinder at the right, critical, distance and angle from the drive axle. I took the bold step of trying to replicate this with standard Meccano, not a simple job because the Wilescos system, not unreasonably, doesn't work on a system of half-inch spaced holes. Rather to my surprise, it worked then, and still does.

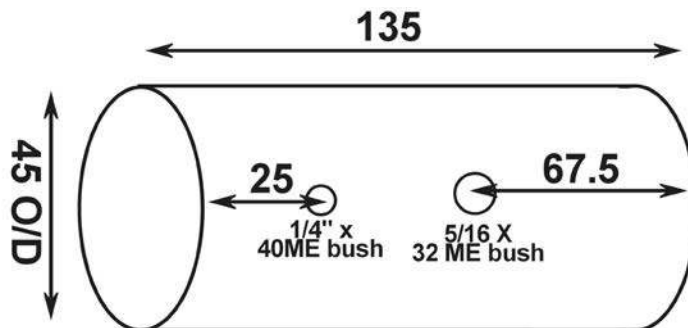
The shaft for the flywheel was a bit of a bodge. I'd lovingly carved an 8BA thread on the end of a brass rod, when it pinged off into the Nether Darkness. I tried



Cab sides moved forward with boiler fitted into cab.



Coal bunker in place. The OLFA tool is remarkably useful.



A tidied up version of the the very basic boiler drawing that I gave to Just The Ticket. The same size as a Mamod boiler with different bushes. I specified 20 gauge copper. All dimensions in mm. Except for the imperials ones.

Basically, that was it; the whole job was done in less than three weeks.

It takes the locomotive a considerable time to circumnavigate my small outside line and is as reliable as The Thing Mark I. Not pretty, but the Pigsty Works design department doesn't do pretty. The older version occasionally has problems with foliage; this one doesn't. I wish I could show you a video; it puts the fear of God into onlookers, let alone obstructive flora and fauna.

up on blocks, water in the boiler, gas in the tank and lit up. There was a slight steam leak in the boiler union, so I tightened it up and gave it another go.

Eureka! The beast clanked into action and the wheels actually revolved for a while. Then the pipe popped out of the boiler union and steam gushed forth; it hadn't been well enough soldered to its nipple.

The nervous should note that it didn't blow the roof off the house; in fact, it was very similar to a "pop" safety valve blowing. I turned off the gas, undid the union, re-soldered the nipple, tightened up the union, and was up and running again in fifteen minutes. This time it held, and has continued to do so.

I ran her on my indoor line, which she fitted - just. Not good luck; good planning for once. She pulled anything I cared to put behind her, which was nice, at a scale speed of 7.5 mph, which was perfect.

The observant will notice that I haven't mentioned a regulator. Like the original Thing, the main control is the

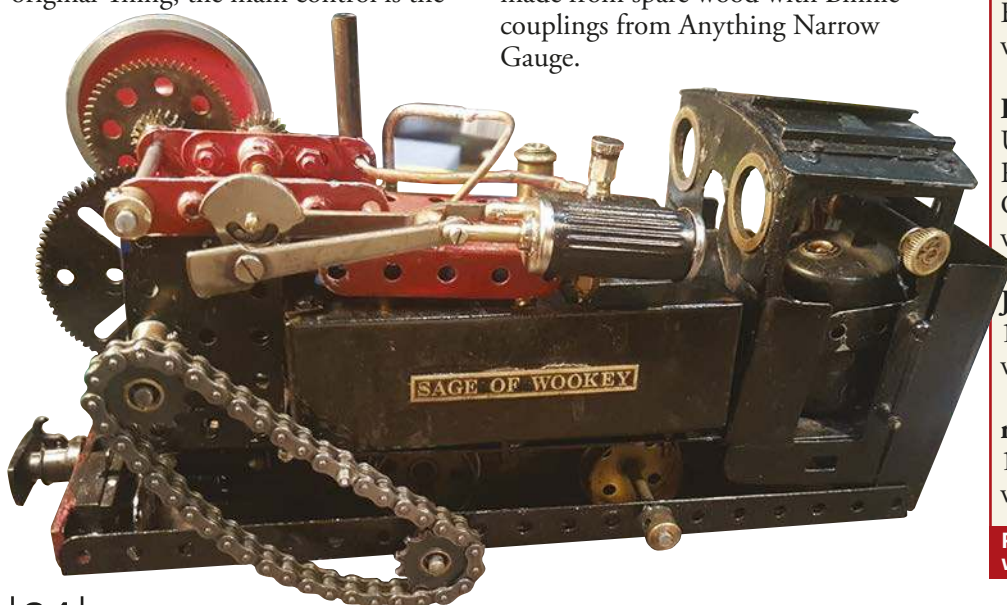
gas valve, which gives me a range of 5-15 scale mph.

FETTLING AND TESTING

Of course, that wasn't the end of it. The first job was to paint the mechanism in Rogers Improved Engine Black (car spray acrylic black satin matt). Next, to restore the original Mamod tanks with their *Sage of Wookey* name plates.

Then I replaced the Meccano chain drive with Meccano compatible roller chain from meccanoandcomp.com. This is a pig to set up but performs much better once one has got it right.

Now, a coal bunker from sheet brass. This was easier than it sounds, using an OLFA PC-L Plastic Cutter from eBay. Despite the title, it is great for thin brass, although it does produce rather nasty swarf, which should be collected (preferably not in one's slippers) and thrown away responsibly. It is remarkably similar to a Binnie "scrawker", which is pure coincidence, no doubt. Finally, I added buffer beams made from spare wood with Binnie couplings from Anything Narrow Gauge.



WHAT DID I LEARN FROM THIS PROJECT?

- Persistence is a fine virtue, but when it shades into bloody-mindedness, it's time to back off and take another approach. I must have had it in the back of my mind, because I had a running chassis remarkably quickly.
- It's a truism that things are easier second time round, but the key thing this time was that I knew it could be done. That meant that I could spend plenty of time designing a compact gearbox, in the full knowledge of the reduction needed and how to achieve it. ■

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A spot of Re-sleepering



A revitalised Y point back in service at the entrance to the locative yard. The point lever, mounted on a section of 6x12mm hardwood is connected to the tie bar using 1/16th brass rod.

If you have ever seen piles of wooden sleepiered track for sale second hand and wondered if you could refurbish it, David Rhodes has a go.

Some readers may well be aware of the fact that the Selby and Hull Railway uses wooden sleepers 32mm gauge track. When I first started in 16mm I used Peco O gauge track which always seemed too small in cross-section for our scale. A house move required the recovery of the Peco track which resulted many damaged sleepers.

Setting up the new line I opted for Merlin track with its substantial wood sleepers and keyhole shaped rail. Unfortunately Merlin track was discontinued so another enforced change to brass rail and Tenmille pre-drilled wood sleepers to which plastic chairs had to be inserted. As my line extended I stated making my own sleepers from 6 x 12mm hardwood.

A lot of my track is now approaching its 35th birthday, especially the points. Not having sufficient spare time back in the 80's to build points I bought several sets from Marcway. Subsequent sets of points were built in the workshop as time permitted. This article relates to probably the first set of points I made which are now in need of many new sleepers.

The makeup of these points, 6' radius Y, consists of sixteen sleepers fitted with 46 rail chairs of there types, ordinary bullhead, twin bullhead for the check rails and slide chairs for the point blades. Only four of the original

sleepers were deemed fit for further use, these must have been replaced at an earlier date.

Digging around in the workshop I located the original 6' radius template used in the construction of the points all those years ago. It would come in handy ensuring the correct radius would be main-tained during the re-sleepering. The old adage of never throw anything away come to mind.

Before removing any of the deemed life expired sleepers they were measured for length, labeled and marked on a rough sketch as to the location the new sleeper would occupy. New sleepers were cut to the measurements and labeled in pencil as to there location from the heel of the points. For example, the first two were labeled 1 and 2, the third labeled 6 etc (3,4 & 5 being reused sleepers).

Sleepers 1 and 2 were Tenmille pre-drilled sleepers, the rest cut from 6 x 12mm hard-wood strip.

The next job was to remove the longitudinal support timbers from the underside of the points, one at a time. This was a fairly quick job as the timber proved to be totally life expired. At this stage I could have removed all the rails and the crossing, however, to make life a little easier I chose to keep them in situ and simply replace one sleeper at a time.

All the rail chairs were removed from the old sleepers for re-use. It is advisable to open out the chair spigot so that it

The completed job of re-sleepering. Note the pins have yet to be fully driven home and at least one rail chair needs re-positioning. Several sleepers ended up way over length, the old adage springs to mind; measure twice cut once!



Two lengths of 6x12mm hardwood form the longitudinal support for the assembly. Each sleeper is pinned to the support giving the assembly a high degree of rigidity.



is “best fit” in the new sleeper (No.1 and 2). There is no guarantee that the spigot will grip the sleeper when chairs are reused. Therefore I pin the chairs in place using 1/32nd steel picture frame pins driven through the chair base at approximately 45 degree into the sleeper.

The remaining ten sleepers would require the rail chairs having their spigot removed and therefore needing pinning in place. This is a simple task and best results are achieved by using a very sharp craft knife. Once the spigot is removed it is advisable to rub the underside of the chair along a file ensuring there are no remaining protrusions preventing the chairs from sitting flush on the sleepers.

Removing the chairs from the rail it best done by gripping the chair on both sides of the rail to form a downward arch. The chair will simply drop off the rail. To refit chairs form them into an arch and press upward from the bottom of the rail, the chair will then grip the rail once pressure is removed. Make sure the chair is fitted the correct way round (for bull head rail) with the two simulated bolt heads on the base facing inward.

This point being a Y turnout so the obvious place to start to make sure the overall geometry is re-tained is the outer curved rail. One of the 6' template was clamped to the workmate sitting on 12mm thick wood strips. This allowed the template to make contact

with the rail (slightly above chair height) ensuring the correct radius was maintained.

The modified rail chairs were then put in place, a fairly easy task as there were markings on the rail where the original chair had been. New sleepers were slid into place one at a time, lined up with the chairs and a 1/32nd pin driven part way through the base of the chair into the new sleeper. The only variance to this procedure comes when fixing check rail chairs, the pins being driven through the chair between the running rail and the check rail. At this stage the pins are left protruding as it is far easier to remove the pin should it be necessary.

Next task is the alignment of the inner rail, stating from sleeper No15, which includes the frog as-sembly. There is a bearing plate soldered under the frog which equates to the same depth as the base of a normal chair. this being pre-drilled to allow it to be pinned to the associated sleeper. A 32mm back to back gauge placed between the outer rail and the frog assembly allows easy setting of the track gauge. This is helped by the fact that sleeper No15 was existing hence holding the gauge. The remaining inner curved rail had chairs fitted, gauge checked and the chairs pinned in place. This process was repeated for the other leg of the Y.

As these points had been in service for a long time the curvature of the rails was pretty much es-tablished. It was just a case of ensuring the back to back gauge was correct and then pinning the chairs in place. A quick visual chick

confirmed the curved section of the point was acceptable.

The final task was to cut and fit the two longitudinal timbers under the point assembly. Each sleeper is pinned to these to ensure rigidity of the assembly.

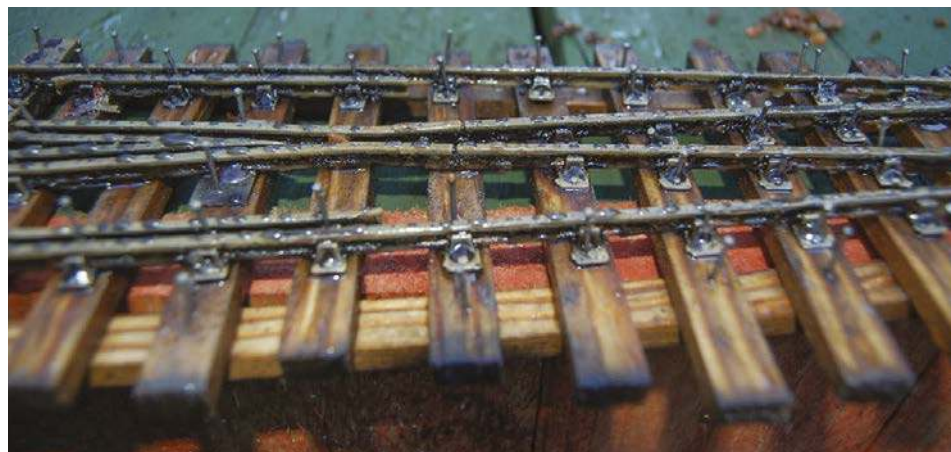
Using a toffee hammer and a pin punch all the steel pins were driven home. The pins holding the cheek rail chairs require a little extra force to ensure that the pin head does not procured and con-flict with wheel flanges. Excess pin lengths were then cut off on the underside of the timbers.

All that remained was to place the whole point assembly in a bath of creosote to add more protec-tion to the timber. Sadly the current specification of creosote does not match that of the original product.

Other than sleepers 1 & 2 all the other timbers are of 6 x 12mm hardwood (of unknown type) which I was fortunate enough to find languishing in a corner of a local timber yard. The use of steel pins prevents the chairs from working loose when used with its spigot, especially if a section of pin is left protruding below the sleeper. The pin will eventually rust and hold fast in the timber.

I hope that readers have found the above of interest, a side of our modelling which does not re-ceive much publicity. Making points, or in this case, installing new sleepers can be very rewarding being a pleasant change from loco/kit bashing to say nothing of the cost saving for a new set of wooden sleepers points. ■

General view of the pinning of the rail chairs to the sleepers. There were still one or two pins to be added when this photograph was taken.



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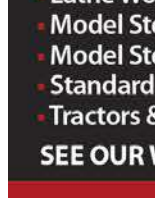
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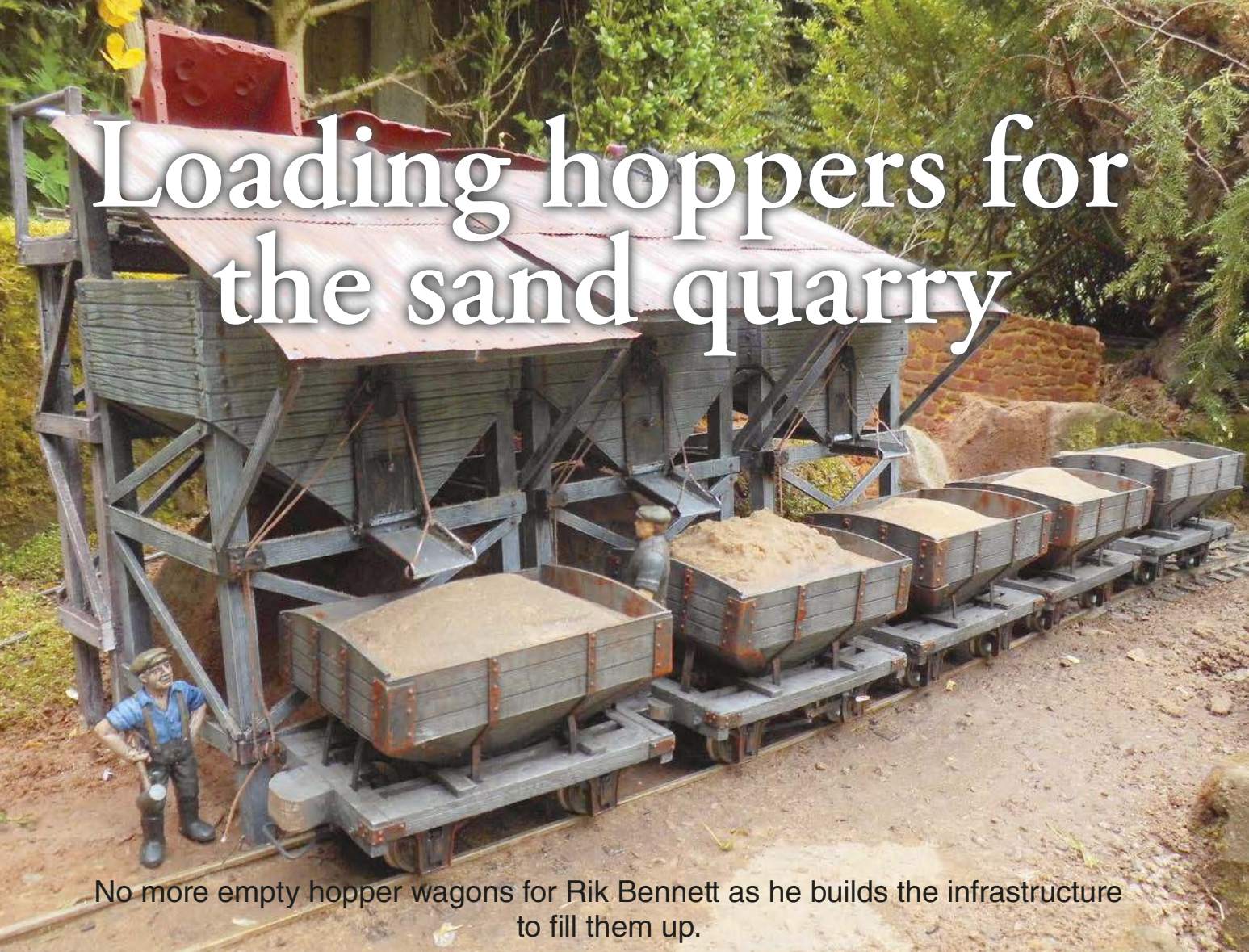
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Loading hoppers for the sand quarry

No more empty hopper wagons for Rik Bennett as he builds the infrastructure to fill them up.

If you are a regular reader of **Garden Rail**, you may have noticed that I recently constructed a rake of hopper wagons similar to those which ran on the Snailbeach and District Railways (July 2019).

Having already added a siding to serve the sand quarry near the terminus of the Peckforton Light Railway at Bickerton, I contemplated how the wagons might have been loaded when the railway was operational in the 1930s.

After rejecting mechanical diggers and conveyors (largely because I felt they were outside my constructional capabilities), I decided that some sort of loading hopper would be appropriate.

Scouring the Internet for suitable prototypes and drawing a blank, I started sketching ideas until I came up with something which I felt might fit the bill. I wanted to keep the hopper small-scale, as the space available was quite tight and so, in the end, decided to build three identical hoppers.

I have a rake of nine Snailbeach-esque wagons and so, three loading hoppers seemed appropriate.

Having already made a few brick-

built structures on the PLR from PVC foamboard (Foamex), I reckoned this versatile material would be quite appropriate for the job – and besides, I wanted to discover how it would cope with representing a spindly wooden structure. I drafted a rough plan, and set to work.

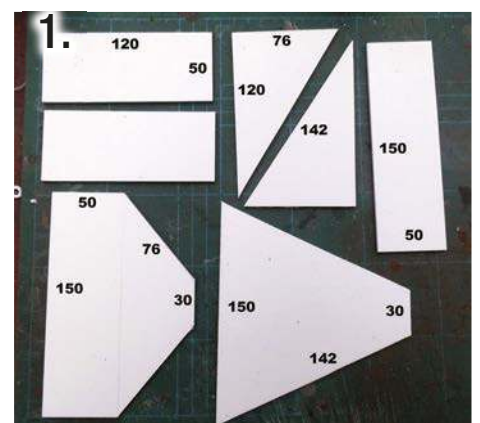
I was really pleased with the outcome. Foamboard is a delight to work with, it cuts easily and can be sculpted with a few knife-cuts and a file. Wood-grain can readily be simulated and the beams and struts seem fairly robust. It readily glues together with cyanoacrylate (superglue) adhesive, takes acrylic and enamel paints well and seems to be weatherproof – though, of course, time will tell.

Owing to their position – against the sandstone rock-face backing the sand quarry siding – I had to amputate the back legs off two and a half hoppers. This was easily accomplished with a razor saw.

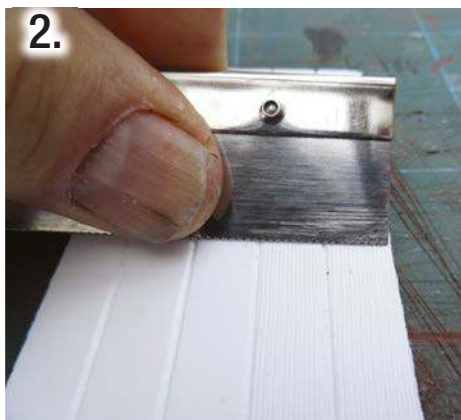
I am in the process of constructing the two-foot gauge feeder railway by which the loaders will be filled, but otherwise, I think they are an appropriate and

Ex-Snailbeach wagons being loaded from the hoppers, while the hoppers are being replenished from the two foot gauge feeder line above.

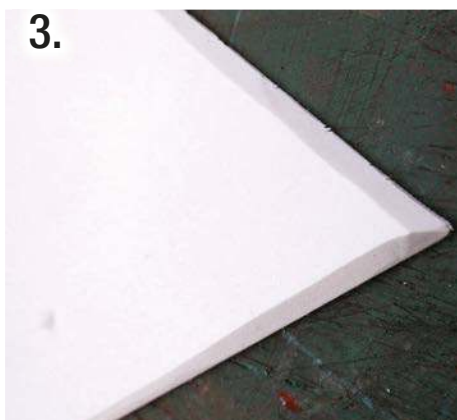
welcome addition to the infrastructure of the railway and represent a reasonable justification for the mineral traffic which they facilitate. ■



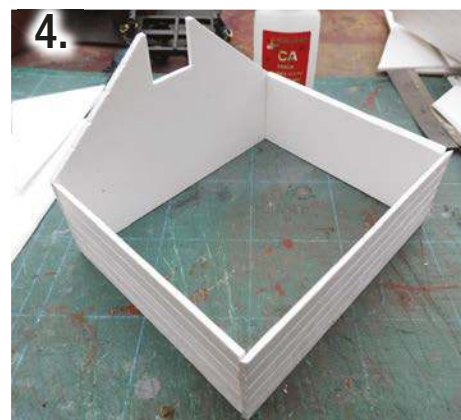
1. The principal dimensions of the hoppers. The main components were cut from 3mm thick Foamboard (Foamex) obtained from Simply Plastics which supplies sheets in sensible sizes and in a range of colours.



2. Planking, 10mm wide, was scribed on to the outside of all pieces. The blade of a razor saw was dragged forcefully along each side several times to simulate wood grain. Note: One of the triangular pieces needed to be inverted before scribing.



3. The edges of pieces which were going to butt together at an angle were bevelled with a craft knife. I found the angles were not critical as the thick superglue filled most of the gaps.



4. I found it was easier to start with the four vertical sides of the hopper, using the grid on a cutting mat to ensure the corners were square. They were glued together using thick superglue. I use Vitalbond which can be bought in 50g bottles on eBay from various suppliers.



5. The triangular pieces were glued next. For pieces like this, I use an activator or accelerator spray, which makes gluing with superglue almost instantaneous. This saves me having to hold the parts together while the glue sets, usually to my fingers as well, I find!



6. Finally, the trapezoidal section was glued on.



7. then cut four square(ish) holes in each corner of the underside of the hopper. These will be taking the 10 x 10mm legs, but as the bottom sections are sloping the holes needed to be 10 x 12mm for the front legs and 10 x 11mm for the rear legs. I could have cut these before gluing everything together but decided I might need to make adjustments to the position of the holes depending on how accurately the pieces were glued together.



8. The 10 x 10mm legs were then glued into the holes, 180mm from the bottom of each leg to the base of the side walls of the hopper. The front legs were 260mm long overall and the rear legs were 297mm long (ie the width of an A3 sheet of foamboard). I glued two sheets of 5mm thick foamboard together before cutting the 10mm wide legs. I could have bought some 10mm thick foamboard from Simply Plastics, but decided any left-overs of 5mm foamboard would be useful for other projects.



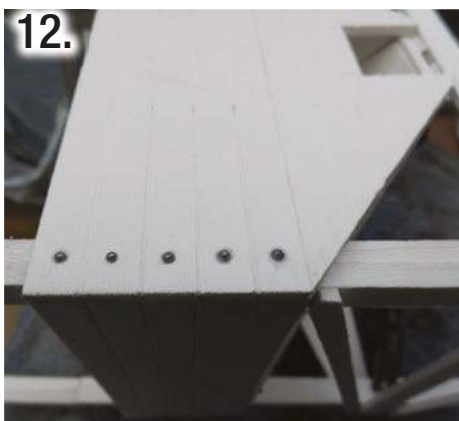
9. Bracing made from 10mm wide strips of 3mm thick foamboard were then glued to the legs 120mm from the base of the sides of the hopper. Cross bracing was also glued on for triangulation.



10. 210mm long roof supports made from 10mm x 3mm strips of foamboard were glued to the ends of the upper protruding parts of the legs and the tops of the legs angled with a razor saw to match the slope of the roof. 108mm long struts were then fixed from the lower ends of the roof supports to the front legs, their ends angled to match the slope of the supports.



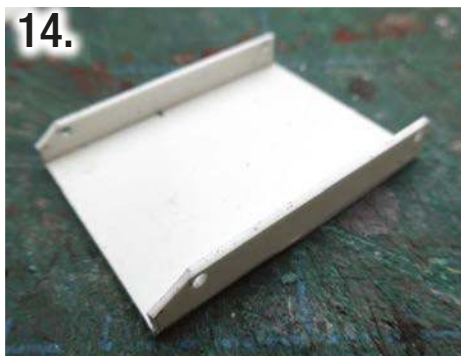
11. 10mm wide strips of 1.5mm thick Plastikard were glued to the lower angled corners of the hoppers and to the vertical corners. 2mm diameter half-round nail art gems (from eBay) were then glued to coincide with the planking representing bolt heads.



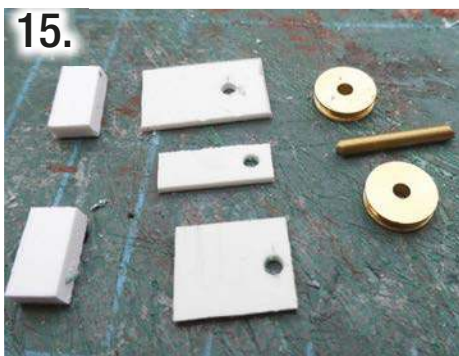
12. I found that applying a small dot of superglue with the tip of a cocktail stick to the required position of the bolt head was sufficient to hold the gem in place. The residue of glue on the stick was enough to pick up the gem and apply it to the glue on the model.



13. A 26 x 25mm piece of 1.5mm thick Plastikard formed the sliding loading door. It was held in place between two 50mm long, 5mm wide pieces of plastic sheet supported on two 50 x 3mm pieces to make a channel for the door to slide up and down.



14. A 40 x 31mm chute was made from more 1.5mm thick Plastikard. The sides being made from two 40 x 5mm strips, with 1.2mm diameter holes drilled into the upper corners to take the pivot bolts and the rope used to raise and lower the chute.



15. A single and a double pulley block were made from various small pieces of Plastikard and 17mm diameter brass sheaves obtained from Cornwall Model Boats. The dimensions of the various bits and pieces aren't critical but the base plate for the pulley blocks were 10 x 16mm.



16. The double pulley block was fixed in place on one of the front legs.



17. The single pulley block was glued above the middle of the sliding door.



18. Corner brackets were glued to the front joints of the roof supports and 1mm diameter nail art gems glued on to represent bolt heads.



19. 120mm wide strips of thick aluminium foil from disposable roasting tins were rolled in a paper corrugator to represent corrugated iron sheets. These were glued to the roof supports (after the main structure had been painted).



20. The main structure was given a coat of grey primer followed by two dry-brushed coats of increasingly lighter grey acrylic paints to simulate fading paintwork. The various pieces of ironwork were painted with black acrylics and burnt sienna and orange paint applied with a fine brush to represent rust streaks.



21. The corrugated iron roofs were painted with red oxide primer and then picked out with dark brown, burnt sienna, orange and silver acrylics to give the impression of rust.



22. Rigging rope, from Cornwall Model Boats, was knotted and glued in place on the sliding door and loading chute and through the pulley blocks.



23. Three identical hoppers were constructed and placed in position on the siding serving the sand quarry. The rear legs of the hoppers were shortened to match the rock face against which the hoppers were placed.



24. I could have made the loading hoppers operational but decided that fine sand and locomotive mechanisms are probably not the best bed-fellows. An artificial floor was glued into each hopper and sand-pit sand



25. After careful thought, I decided that the hoppers would be loaded from a two foot gauge (32mm) feeder railway on an embankment. This was cast in dyed concrete using wooden formers with mortar courses lined out with hot-glue to act as a mould.



23.

Garden Rail Resource

Cornwall Model Boats

Unit 3B Highfield Road Industrial Estate, Camelford, Cornwall, PL32 9RA

www.cornwallmodelboats.co.uk

Simply Plastics

Unit B1, Commerce Way, Colchester, Essex CO2 8HH

www.simplyplastics.com

Please mention Garden Rail when contacting suppliers.

26. My interpretation of what an early three foot gauge Fowler diesel mechanical might have looked like, shunting Snailbeach(ish) hopper wagons beneath the loading hoppers.



The completed garage, showing off the three petrol pumps which build up very well indeed.

HIGHWAY TO HEAVEN PT 2

MARK THATCHER CONTINUES HIS BUILD, AND EMBELLISHES A 16MM SCALE 'WOODVILLE GARAGE' FROM THORLEY MINIATURES

Avid readers may recall that last time I embarked on building this mammoth kit containing around 120 separate parts and signs.

I intended to replicate a scene from a Shell promotional film that I watched as a kid in the late sixties.

So, with the building itself nearing completion I then had a rest, and contemplated what I could really bring to the modeller's table to enhance this already well-detailed model. And, as it turned out, I found quite a lot of nice hop-ups that I could use. Last time I left you with the carcass of the building, complete with the addition of the internal walls. This time I

turn my attention to the detail I added to the garage in order to make it my own.

Before that, let's start with a cheeky tip I have only just discovered. I have always have problems stopping paint seeping in between the planks on a wooden door. It is a pity as the black grooves between the planks of wood add a depth to the door when the top-coat is added. Previously, the only way I have found to achieve this is either to paint very carefully, which is a slow process, or laboriously mask between each plank.

Enter the humble elastic band! Get some thin elastic bands of the right size to be taut when stretched over the door. Line them up so they are a snug fit in the gaps between the planks and liberally paint away. After the paint has dried, remove the bands and they can be re-used next time. Simple and quick!



A quick and easy way to mask up the main doors by using elastic bands.

The accessories that are not included in the kit, which I added off my own bat.

HORNBY 00 PLATFORM SECTIONS

Next, I turned my attention to painting some of the many detailing parts in this kit provided by Thorley Miniatures. The petrol pumps, for me, are the highlight of this kit. The resin pump mouldings are crisp and clean and oozing with detail. These did have a considerable amount of release agent still present and this was difficult to remove. I think they have turned out OK although it took some fiddly masking to get a clean shut line between the yellow front and red sides. The holes to accommodate the hoses needed opening up slightly but that was easy.

As well as the five pre-laminated signs per pump, with a choice of Shell or BP liveries, there are even three small lengths of metal included to act as the nozzle holders. I wanted to add a plinth to stand these pumps on, and had in stock some Hornby 00 scale resin platform sections. I think they work well together, however I have just placed the pumps on these 'as is' as the platforms are needed for another project. But you will get the idea I hope.

EXQUISITELY MOULDED

The spare tyre, fuel can and two tool boxes came as two-part assemblies so were glued together. Even the tiny details like the paintbrush, spanner and hammer were exquisitely moulded, and painting them really brought out the details. I like to drizzle oil and



The finished and painted petrol pumps and other accessories that are included in this kit.

tar colours over objects like these as nothing stays clean when you are a grease monkey, does it?

Fitting the windows and doors was easy, as was their painting. One of the hallmark points of Thorley's kits is that these components are separate from the main building, which makes painting a lot easier and you don't have to worry about getting paint on the brickwork or stone. However, whilst the two large garage doors had been moulded with

detail on both sides, the two smaller doors had not. Now normally, this would not have been a problem, but they will be visible on my roof-off version. The fix was simple as I just added thin wood strip on the plain side, to match that on the detailed side. Once these were painted up, you could not really see much difference between both sides of the doors.

Another job that needing attending to was to install some lighting. Many years ago I turned two Garden Railway Specialists' resin engine sheds into a bus depot and thought I could 'borrow' the lighting from this model to fit into the garage, but the lighting did not look right. The orange glow of four 12V dolls' house globe lights looked perfect for a bus station, but this garage would be much brighter so the technicians could see what they were doing.

I bought some 12V LED strip lighting from eBay. All LEDs have a



Measuring out where the signs go to ensure even distribution along the side elevation.



The various stages of the extractor fan unit being scratch-built. The magnet holds it securely onto the battery: just pull to release it!



nominal switch-on voltage, and these illuminated at 7.2V, so a 9V PP3 battery did the job, and the LEDs were only pulling 7milliamps from the battery. But how could I hide this very obvious PP3 battery which would need to be installed high in the rafters?

The solution I came up with was to disguise it instead. This garage may have had an extractor fan unit, so I made a Plastikard box to fit over the battery and detailed it with some vents, nuts and bolts from Cambrian Model Rail.

Using three brake hand wheels, also from Cambrian, I sliced off the outer rings and used the inner rings to create the fans. I used double-sided Velcro to secure the battery to the end wall of the garage, then glued a small Neodymium 'rare earth' magnet to the inside of the

Below: The 1/18th scale Mini Cooper, with our custom-made number plate, and two mechanic figures were all sourced on-line.

Right: This shot is very evocative and reminds me of the early films in the late sixties that I watched as a kid growing up.

box I made, which would then snap into place over the battery in order to hide it. I was very pleased with this little work-around.

A RIGHT-BIG-CLOUTY 'AMMER

I then started to add a few extra tools which I had in stock too. I mounted a wooden tool drawer on top of a large trunk and populated it with these tools. I had in stock 'a right-big-clouty 'ammer' from Roundhouse Engineering and a set of fire buckets from Cain Howley Structures (CHS) which were also pressed into service. The drip tray, glass bottles and the fire extinguisher were all found on eBay.

Nice as all this extra detail was, I felt I was missing things like a rolling tool chest, acetylene torch and other tools that a garage would have. These 'found items' were a set of 1/18th scale workshop tools on eBay from GMP Models, and fitted the bill – albeit a tad too modern perhaps? This model garage paraphernalia is bought by the die-cast car collector to populate their own

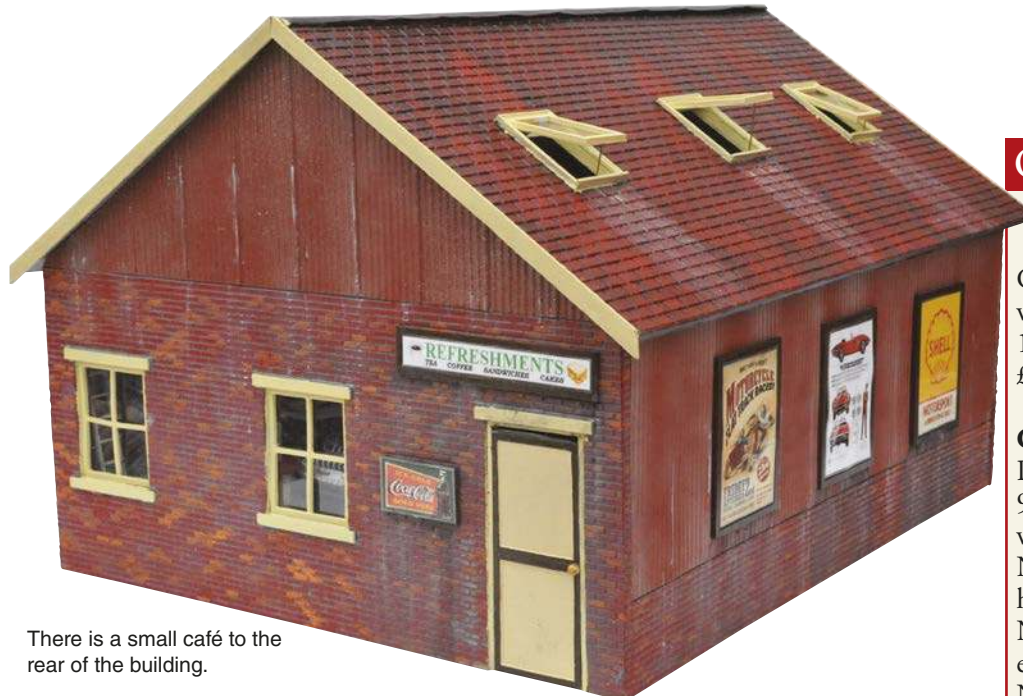
garage dioramas. Unbelievably they all carry the 'Shell' livery which is very well tampon-printed onto these metal models. They are available online. Prices do vary from £39.99 to £49.99 though.

So great, the garage was all decked out and looked fab. But it was missing a car really. I wanted to pick up a model that would broadly suit the mid-sixties era, from where my original memories of such buildings emanate.

I did not really mind which model, but I did not want to pay upwards of £40 for a model car. And, hey, that's cheap! Another search online took me to Model Car World, who have a bargain bin for their damaged models. I found a bright red 1/18th scale Mini Cooper on there for only £14.99 (saving me £25), with one wing mirror missing. That did not matter as I was planning to hack the nearside wing off anyway, and remove the passenger door and front wheel to replicate an accident repair job.

However, when the model arrived, the missing wing mirror was loose inside the still-sealed box. Now, loyal as I am to





There is a small café to the rear of the building.

the readership, even I was not prepared to hack apart a mint model, so ended up keeping it pristine and just added number plates to it. My mum had a bright red Mini. UNO 613E was the registration. Why can I remember that?

The last thing this diorama needed was a couple of mechanic figures. These are available, albeit in 1/18th scale, from Motor-circuit, a German online shop specialising in die-cast models. They finished things off nicely. So, it was job done, or was it?

OUTRAGEOUSLY GOOD

As I live with a model over the years, I often find other suitable items to add here and there. One of my many faults is not knowing where to stop. So, I could go on. Not just adding more detail, but to further espouse the virtues

Below: Looks like the Mini has a flat battery!

Right: A customer waiting for the bad news about his car.

of the kit itself. It really is outrageously good, brim-full of detail, and even if you chose not to accessorise it further like I have done, then you have more than enough to be going on with as it arrives at your door.

It's a large kit, and takes some time to build. You will probably spend twice as long painting the accessories as you will constructing and painting the building itself. It's therefore suitable for all levels of modellers because beginners can put the basic structure together easily, and advanced modellers can create so much more detail.

Respect has to go out to Thorley Miniatures who seem to raise the bar with every new kit they produce. They are truly innovators in this scale, and ingenious with their attention to detail. As I said when I started this article, I have yet to see a more comprehensive and detailed kit, anywhere and at any time.

I have probably spent another £60 or so adding my own detail but the thrill and enjoyment I have had creating my

Garden Rail Resource

Thorley Miniatures

Penllain, Rhydcymerau, Llandeilo, Carmarthenshire, SA19 7RP.
www.thorleyminiatures.com
16mm scale Woodville garage
£124.99 + P&P

Cambrian Model Rail

PO Box 85, Greenhithe, Kent, DA10 9DN. Tel: 01322 515672
www.cambrianmodelrail.co.uk
NA5 - Pack of plastic nut and bolt heads on sprue - £2.00
NA8 - Brake handwheels (used for extractor fan) - £2.00
NA17 - Louvres (used for extractor fan unit) - £2.00

Garden Railway Specialists

6 Summerleys Rd, Princes Risborough HP27 9DT
www.grsuk.com

Model Car World

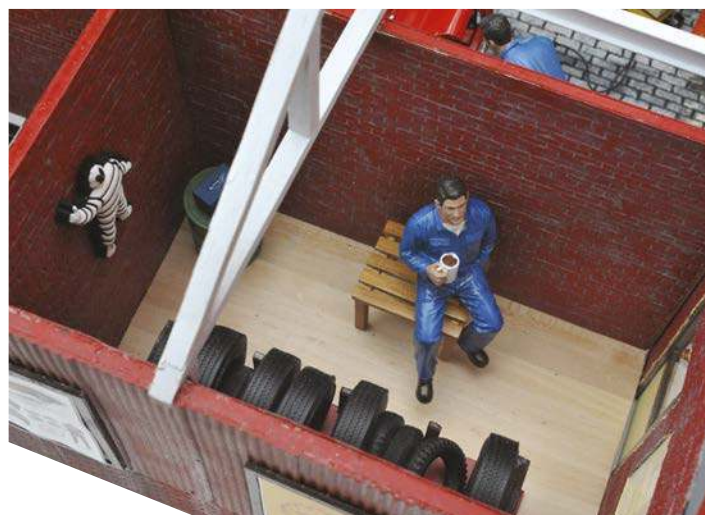
www.model-car-world.co.uk
1/18th scale Mini diecast model - £14.99

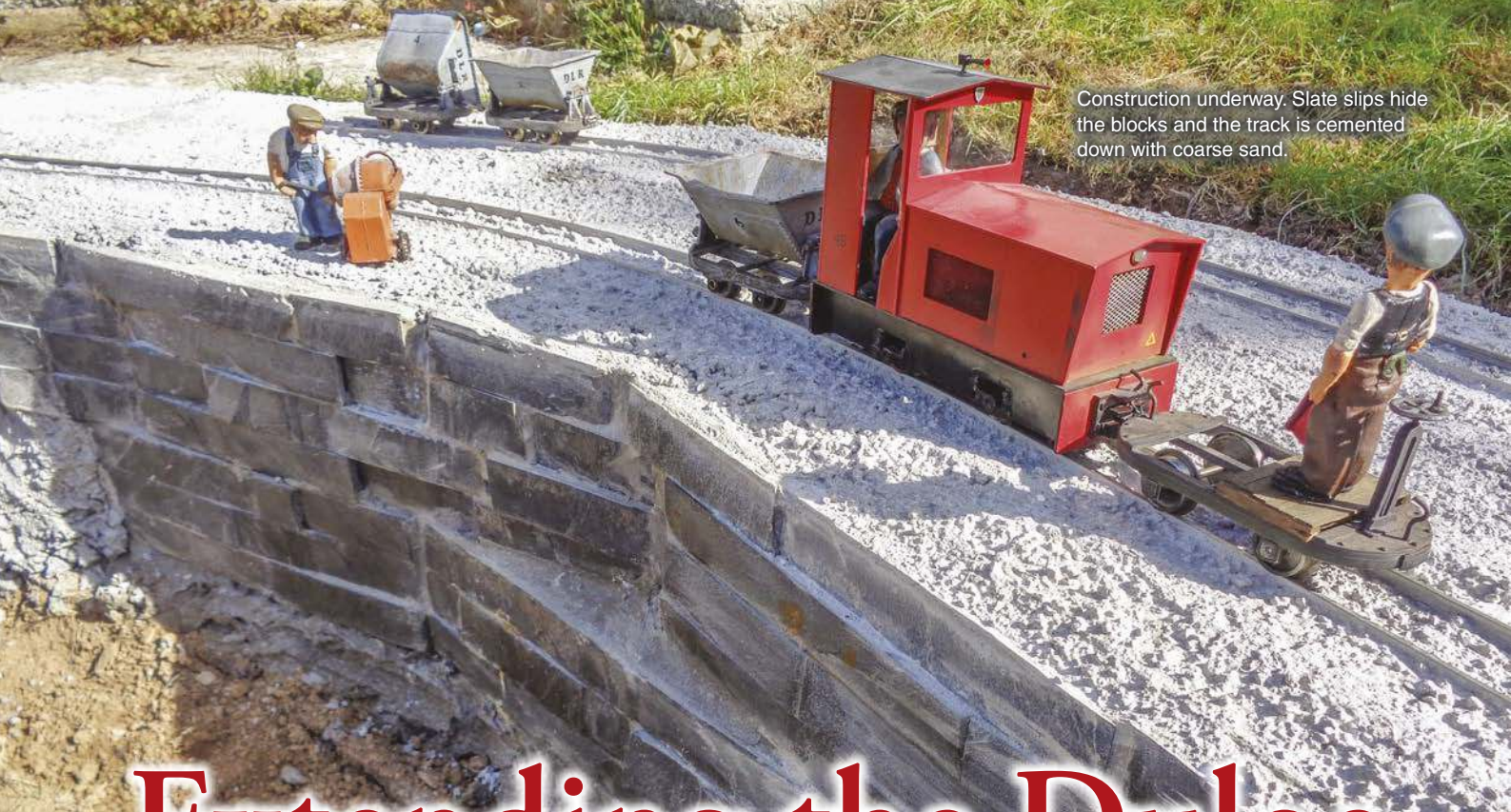
Motor-circuit

www.ebay.co.uk/str/motor-circuit
1/18th scale mechanic figures - £6.25 each

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little piece of history has been worth every penny! And talking of which, I have probably spent around 50 hours on this model. So, looking at the price of the model, at £2.50 an hour for this sort of fun is super value. I can't buy a pint for that and I can easily get through a pint in an hour too! ■





Construction underway. Slate slips hide the blocks and the track is cemented down with coarse sand.

Extending the Duloe Light Railway

Lloyd Edwards' wife wasn't initially keen on a garden railway, but a change of heart saw him building an extension.

The Duloe Light Railway (DLR) has been in operation for some nine years now and we have enjoyed it. Initially, the domestic authorities, namely the good Sarah

Edwards, was rather cool to the idea of a garden railway.

I remember being allowed to fill a shaded flower bed along the back fence. A garden fork was put in the ground to

decree it's maximum width, but when Sarah went inside to make tea, my son Harry and I moved it. Well, we need another foot of width for the Peco set track 605. There is now a set track 607, a slightly larger radius and looking back, I wish it was available back then even if the extra fork movement might have been noticed. Always have as wide a curve as possible on your layout.

In the early days of the DLR, I put in very deep foundations and laid the whole lot on concrete blocks. This was a hard route considering some lay track on wood or plastic or just on the floor with a sprinkle of ballast. The saving grace is that the original construction has not moved around over the years, unlike a line I visited laid on wooden posts and 'wobbly as heck'. The DLR has stood the test of time and with some extreme weather but I had been put it off extending it because of the sheer effort and cost of cement and blocks, let alone the mess it makes.

Sarah has now agreed to filling more of the garden with railway. The line has



This is how I mark the footings out. Lay the track and spray the grass. The track decides its own course.

Block construction for the extension with facing slates being fitted – heavy work!

won her over so much that I think if I asked her, “Could I fill the whole back garden with railway?” she would say yes!

I think it has been seeing others enjoy the garden and looking at it from the kitchen window throughout the seasons that has brought her some joy. Sitting having a meal outside looking at a battery loco going round has been quite relaxing too.

As we get older, we need less heavy garden work like cutting back mature shrubs. Smaller rockery plants and more concrete are a better idea. Well, this sales-pitch worked, we were granted the DLR extension.

The new extension is a P-shaped loop with a goodly steam-up-siding and some aesthetic nods to the existing slate mine theme. Basically, a further yomp for the locos. The original line was detailed in **Garden Rail 212, April 2012** by the way.

Blocks and cement were ordered and off we went mixing by hand again. I’m quite tall and the back often twinges with such work. So it was, with a twinge here and there we built the first low causeway section for the original line.

A friend of mine had a mixer that has not been used for thirty years and had all but rusted away. On account of the back pain we drafted the old girl into service. I had to remove the motor bearings and seal up the holes in the drum by leaving cement in the mixer.



I swear the drum is twenty percent cement now and boy is it heavy! It will only mix one twenty-five kilo bag of sand at a time but it has helped my back out. If you do a similar thing, borrow or buy a mixer, they are worth their weight in cement if not gold.

The block-work is very harsh, so it has slate rocks against its face and the causeway has been tiled with small slate slips. When the plants grow around and into this ‘slate-on-the-side,’ it will soften the look no end.

The whole garden slopes and this creates difficulties to overcome. Also I have a main water supply coming in and a main drain to think about. On top of this I had to be able to get onto the

garden by stepping over the new track.

I decided to build a tunnel and extend our existing steps up over the line. It is quite a high set of steps and further into the garden than I first thought. I personally think there is often a way round most obstacles given enough time and consideration. I also noted that the track decides what to do. By that I mean the curve dictates width and points can extend the line to places not quite imagined at first.

What I do first is lay out the track on the lawn and spray paint around it. Then I dig the footings to that plan real track plan. When the blocks are down and firm the track is laid on top. I use just the odd masonry nail to pin it in place but let it find its own level. After this I mix up some wet coarse sand and brush it in.

The final section of the line runs on piers, and for these, hollow blocks were used as they were bigger. I made a mistake here folks, they fill with water! I do not want still water for summer mosquitoes to breed in, so decided to fill the holes. All this takes time and some money in cement. We build and we learn as we go but if you decide to do the same don’t forget to cap hollow blocks in some way.

Sarah did give me a hand to get slate in the garden after delivery and so did my son Harry who is fifteen now. He was about six when we first started the DLR.



As the garden slopes the new extension gets taller. More blocks, more cement!



Above: The issue of the step and how to get out the house presents a problem as does mains water and drain.

Top Right: The highest point of the new extension. Hollow block piers were a slight mistake. This section will have aluminium extrusion truss bridge connecting the piers.

One day Sarah and I set to work on the piers that from the 'P' loop. We were running late and halfway through. I said "we'll call it a day as the light is going." Sarah said no and we pushed on to get them all in and up. I was impressed with her resilience and it helped spur me on. One only needs help now and

then, but it is essential to get the boost in morale. I'm not a person who enjoys cement. It messy as hell and heavy work. If I was built strong in frame it might be different. I am glad I pushed an made what was a 'procrastination' into 'something-fulfilled.' Something positive, something to look forward to in spring time. The locos will soon have a much further run round and the play in the layout will be enhanced.

Others can come round and enjoy it too, whether that be fellow rail-fairers or just interested neighbours.

As for budget, I have spent about sixteen hundred pounds which is a fair chunk of money. One very good loco is

another way of looking at it. However, we can enjoy the look of our garden for years, long after the cost is forgotten - another sales pitch to remember!

I did limit the use of points on account of cost, spending £180 on just four of them. Add to that, three box's of flexi-track and some joiners and that was it for track costs, say £500. Sand, blocks and cement ate the most of the budget.

In conclusion, if you are thinking of extending or building a layout, just go ahead and do it. You will forget the pain and cost eventually but will have something to treasure that will bring years of joy. ■



The answer to how we reach the garden from the house! A tunnel, which is made of lintels spanning the gap underpinned by concrete blocks. Natural concrete slabs on top to tidy the whole lot. These slabs form the steps down to the left of the shot.

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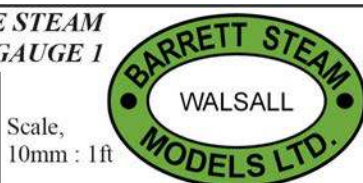


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The Line Side Hut



New for
summer
2019.



Bogie Tanker Wagon

See the
article in this
issue page
46 - 49

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Llanfair 2019

We are heading in to the autumn show season, with the two-day Llanfair event on the horizon. As we went to press, Steve didn't have a confirmed list of layouts, but one of those will be Waltham Wharf, which the Editor photographed for a feature in *British Railway Modelling* a few months ago.



Locomotives are operated by radio control, but designed to run prototypically slowly. The tanks hanging on the back of the two Rustons are exhaust conditioners used on locomotives working in areas where you really didn't want too much in the way of heat or sparks.



While in Llanfair, don't forget to take in the Welshpool and Llanfair Railway gala on the same weekend. Every operating engine will be in use and intensive service run along the line.

Venue

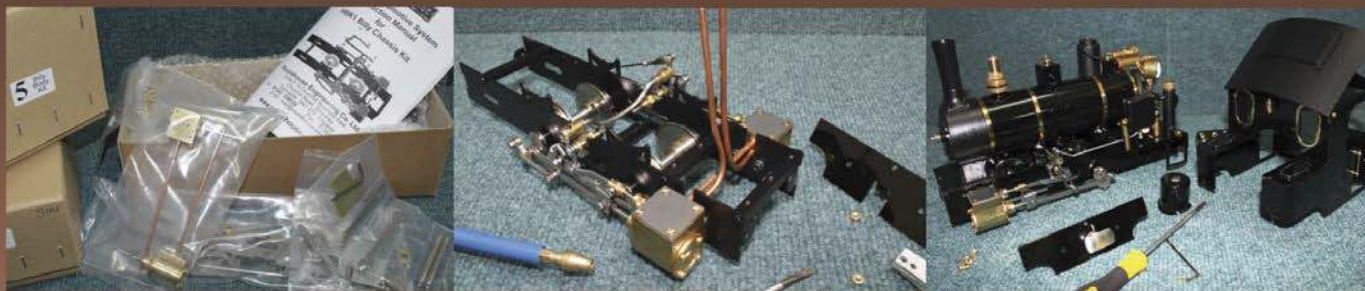
Llanfair Caereinion Leisure Centre
Welshpool, SY21 0HW

Details

Dates: 31 August/1 September
Opening times: 10:00 am - 4:00 pm
Entrance: Adults £7.00, accompanied under 16 free

As well as steam on rails, Llanfair station will be home to a number of vintage vehicles including several steam lorries.

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The Slate Wagon



A gravity train of slate wagons zooms through Tan-y Blwch station on the Ffestiniog railway in 2018. This experience is on Dave's retirement bucket list. The last wagon was one of those modelled, it certainly looks very cosy.

It is unlikely that the Welsh Narrow Gauge railways we all know and love would exist were it not for the ubiquitous slate wagon. Dave Skertchly breaks with tradition, builds a pair of slate wagon kits from Line Side Hut and is still hunting for his bowler hat.

A kind gift from a good friend induced a sense of curiosity and anticipation, I had never built a laser-cut kit before, what would it be like?

Before I even started to build the pair of freelance slate wagons kits from the Lineside Hut it got me thinking. Slate wagons are remarkably small, they only just fit between the tiny 2ft gauge rails of the Ffestiniog railway.

Their size was determined by the small size of the slate workings, it may have been an industrial revolution but it was on a very small scale. Trains often ran by gravity with the crew precariously perched on the speeding wagons with their driver resplendent in a bowler hat and blowing a bugle to provide a warning.

Each quarry had its own design of wagon and these too evolved over time. The later steel riveted type of wagon

seem universal but there are differences in gauge and worse, the Dinorwick Quarry wagons had stub axles while the Nantlle Quarry wagons even had double flanged wheels running outside the body profile. It is the early wooden slate wagon which is the subject of the kit, but even then the Tallylyn had a totally different design to the rest.

There were never enough wagons. In good times they would form bottlenecks when getting them from quarry to



Dave built a pair of freelance slate wagons from Lineside Hut kits which got him thinking.



Slate wagons are remarkably small only just fitting between the tiny 2ft gauge of the Ffestiniog railway. Early slate locomotives at some Quarries would have included the rather unsatisfactory De-Winton built in Caernarfon, this one built from a pdf kit by Thomas Murphy (Photo Richard Murphy).

dockside, unloaded by hand into ships and back into production. In bad times they would be left fully loaded and no-one would pay to unload them. No-one it seems thought of demurrage, a rental scheme levied on delayed containers.

I did a web search for photos of slate trains and found that a typical train is 21 to 26 wagons long. At £10.00 each a scale slate train would cost up to £260,

Matthew Widdop is heroically building a rake of slate wagons. These are the later and more common steel wagons. Matthew has built kits from a range of different suppliers.



however there is bad news as it is said that a Fairlie locomotive could haul 100 slate wagons back to Blaenau from the quay side, such a train would cost around £1000!

Matthew Widdop is heroically building a rake of slate wagons. They are of the later and more common steel wagons. Matthew has built kits from a range of different suppliers including





To modern eyes the slate quarries of Wales are an environmental disaster. Trucks possibly rubbish wagons, from the Dinorwic Quarry Railway have been left to rot next to the old track bed.



Above: Dave was given a load of scale slates by his kind friend Jym Leddy. Taking Measurements against a scale rule revealed them to be Countess size. The Lineside Hut wagon could probably accommodate 5 rows of Duchess slates.

Below: It was common to define slates by name rather than size. This table is the "the code". So now you know and have no excuse but to use the correct sizes.

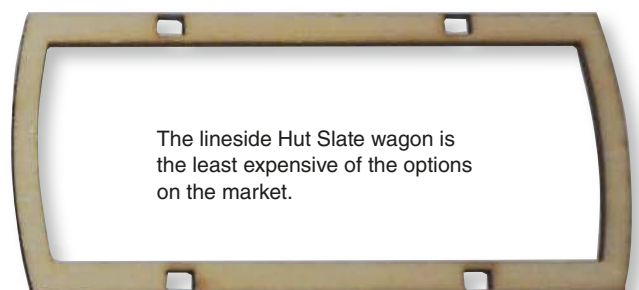
Size of Slate	Size (inches)	Size (cm)
Wide Duchess	24 x 14	61.0 x 35.6
Duchess	24 x 12	61.0 x 30.5
Small Duchess	22 x 12	55.9 x 30.5
Marchioness	22 x 11	55.9 x 27.9
Wide Countess	20 x 12	50.8 x 30.5
Countess	20 x 10	50.8 x 25.4
	18 x 12	45.7 x 30.5
Wide Viscountess	18 x 10	45.7 x 25.4
Viscountess	18 x 9	45.7 x 22.9
	16 x 12	40.6 x 30.5
Wide Lady	16 x 10	40.6 x 25.4
Broad Lady	16 x 9	40.6 x 22.9
Lady	16 x 8	40.6 x 20.3
	14 x 12	35.6 x 30.5
Header	14 x 10	35.6 x 25.4
Small Lady	14 x 8	35.6 x 20.3
Narrow Lady	14 x 7	35.6 x 17.8
Small Header	13 x 10	33.0 x 25.4

the 3D printed ones from Coastline printed by Shapeways.

To modern eyes the slate quarries of Wales are an environmental disaster. When production finished the workings were abandoned and no-one took responsibility for the hazards and damage caused to the environment. Wagons were left by the track to rot,

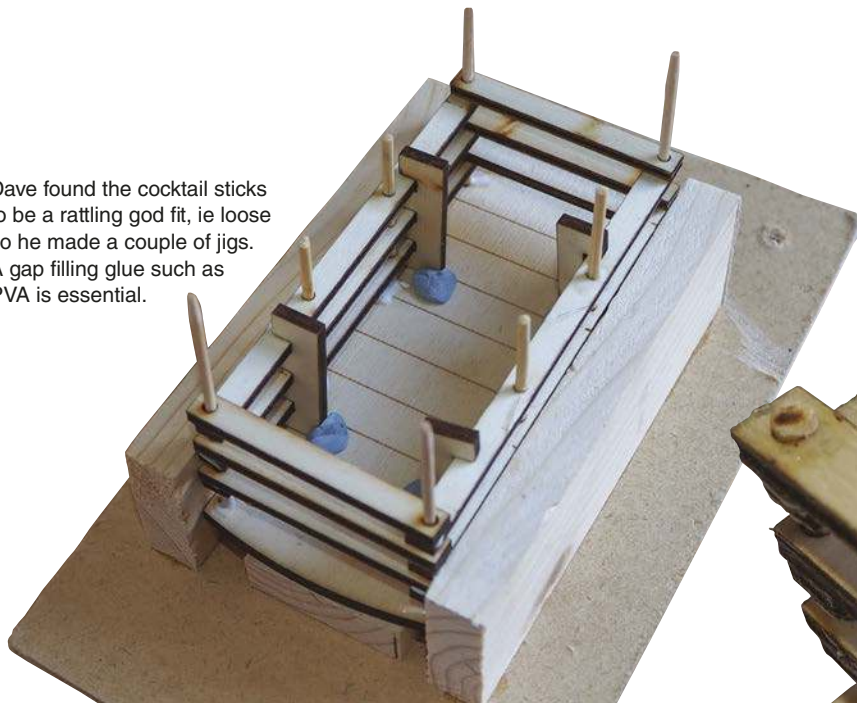
those that were accessible were sold for scrap to pay for the early railway preservation movement which was always strapped for cash.

It was common to define slates by name rather than size. This was in effect a restrictive practice which prevented market entry to new suppliers or employees who did not know "the code",

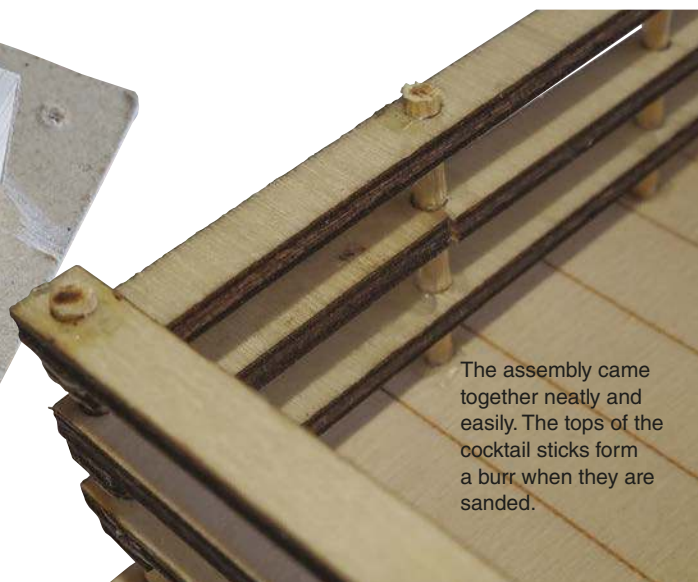


The lineside Hut Slate wagon is the least expensive of the options on the market.

Dave found the cocktail sticks to be a rattling god fit, ie loose so he made a couple of jigs. A gap filling glue such as PVA is essential.



The assembly came together neatly and easily. The tops of the cocktail sticks form a burr when they are sanded.



however I have supplied a table included in the illustrations which provides you with a decode so we have no excuses but to model the correct size slats.

I was given a load of scale slats by kind friend Jym Leddy and was curious to find out what size they are. I took measurements using a scale rule and checked against the code. It revealed them to be 16mm/ft Countess size.

The Lineside Hut Slate wagon is the least expensive of the options on the market. It is simple and economically packed with nicely cut plywood, some cocktail sticks and some Binnie Wheels. The coupling is just a piece of wire and there are no wheel bearings or detailed axle boxes,

I found the cocktail sticks to be a rattling good fit, ie loose. I tried 1/8th dowel, which was too big, and even sorted through my collection of cocktail sticks to try to find a better fit but to no avail. This made the assembly rather wobbly. Keeping the whole thing

The axleboxes are tapered and again they were a rattling good fit into the locating slots in the chassis.

straight while the PVA glue dried was tricky so I made a couple of jigs. A gap filling glue is essential. PVA, as specified in the instructions works well but patience was required as the glue dries slowly even on top of the central heating boiler.

Using the jigs the assemblies came together neatly and easily. The axle boxes have no bushes and for this kind of wagon they are probably not required however the axleboxes were tapered and again they were a rattling good fit into the locating slots in the chassis.

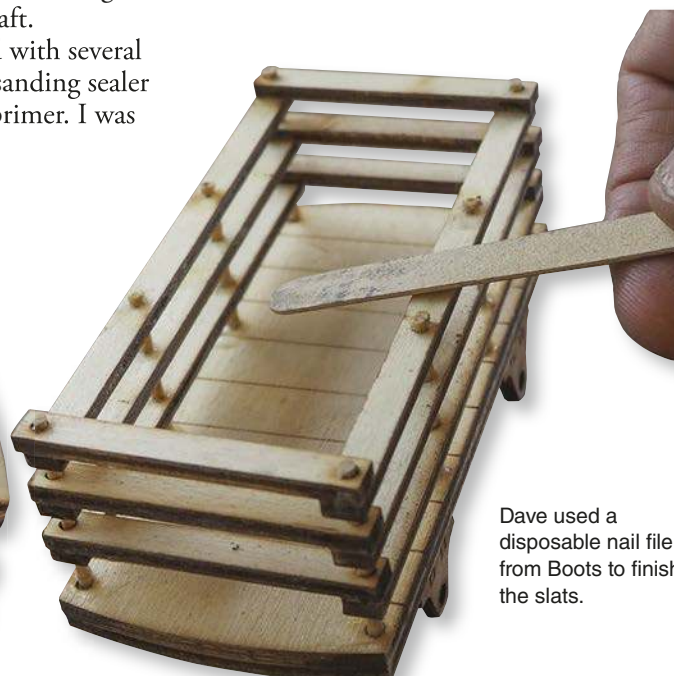
Once assembled the truck looks great. I found that sanding the structure was fiddly so I used a disposable nail file from the make-up counter in Boots. As I completed the wagon I noticed that the structure is a bit short on detail so I added some rivets and bolts using 2mm twinkles from Hobbycraft.

The wagon was sealed with several coats of model aircraft sanding sealer and sprayed with grey primer. I was

a little shocked to see that the ply had delaminated slightly, but this is probably not important.

These wagons were in real life coloured brown so I assumed they would have been painted with Red Lead paint which is based on lead oxide, Pb_3O_4 . Red Lead is horribly poisonous, it may well have helped preserve the wood and would certainly kill lots of plants and insects but would harm the workers including causing their teeth to fall out.

Modern red oxide is not based on red lead but has the same colour so I used that instead and thankfully I still have most of my teeth. It was also obvious that the axle boxes do not reflect the scale form so I painted the axle boxes to simulate the scale shape which is quite effective.



Dave used a disposable nail file from Boots to finish the slats.



The structure is a bit short on detail so Dave added some rivets and bolts using 2mm twinkles from Hobby craft and then the wagon was sealed with several coats of model aircraft sanding sealer followed by grey automotive primer.

Refitting the wheels after painting needs a lot of care, gently adjusting the gap between the wheels, and fitting the right number of 3mm washers to control float, which were not supplied. The finished wagon needed some ballast so I used a steel sheet off-cut.

There are a number of slate wagon kits available on the market ranging in price from the Line Side Hut freelance design at about £9.00 to Slaters etched brass kit at £45.00. The three lowest cost kits cover the two main types of wagon so we can make an authentic train at a reasonable cost by realistically mixing types.

The main competitor to the Lineside Hut wagon is the Binnie Engineering injection moulded version of the early Ffestiniog wagon.

The similar competitor but of the later steel framed wagon is the Cooper Craft injection moulded kit. Injection moulded kits are entirely different and far less prototypical than the laser cut wooden kits but they look good and are an accurate representation, the choice is yours. *(Editor: Sadly the Coopercraft*

kit has been out of production for several years)

So as I sit on my rustic park bench outside the Sheep Shearers Arms I can sip at my fine pint of Auld Phagbutt and be proud that the Vale of Weedol Tramway is preserving Welsh Heritage with a rather short slate train of just

Garden Rail Resource

The Line Side Hut

43 Rope Lane, Crewe CW2 6RB
www.thelinesidehut.co.uk

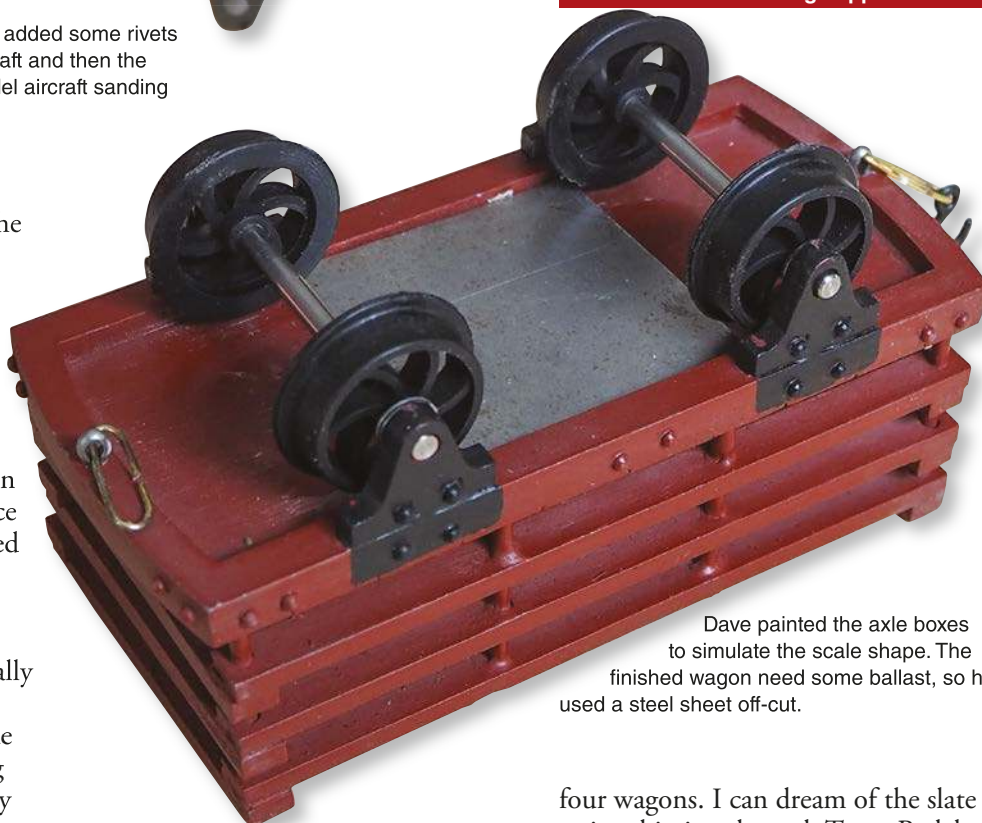
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Dave painted the axle boxes to simulate the scale shape. The finished wagon need some ballast, so he used a steel sheet off-cut.

four wagons. I can dream of the slate train whizzing through Tan-y Bwlch Station and recall that this experience is on my retirement bucket list, that is if only I could find my Bowler hat. ■

Left to right: Binnie injection moulded early Ffestiniog wagon, the Line Side Hut freelance wagon which is the subject of this article and the Cooper craft injection moulded model of the more numerous steel wagons.



From the Works

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LGB

G scale Class HG 4/4 Cog Wheel Steam Locomotive

LGB have announced a new model in their "Fine Art" range - the Swiss class HG 4/4 cogwheel locomotive that runs on the Furka Mountain Line.

It is a finely detailed model with heavy metal construction with many separately applied details. All driving wheelsets are driven by a powerful motor. The

cogwheel for operation with the LGB 10210 cogwheel rack is also powered. The doors to the cab and the smoke box door can be opened.

Both Era VI, as the locomotive looks today or as delivered in 1923 versions will be available.

The locomotive is equipped with an mfx/DCC decoder with light and sound functions including headlights,

cab lighting, running sounds. Whistle sounds are activated by a reed switch. The running sounds will also work in analogue operation.

The locomotive has a built-in smoke generator with steam exhaust synchronized to the wheels as well as cylinder steam and steam exhaust at the whistle when the latter is activated.

Length over the buffers 40 cm / 15-3/4".

Production is limited to 399 models.

Price 3.599,99 €

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all very well applied. We understand that the models were originally produced as corporate gifts for shipping companies. Nowadays, containers are often

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Morven, Roome Bay, Crail, Fife,
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www.c-rail-intermodal.co.uk





RESURGAM ROLLING STOCK 1:19 Hudson Steel 'Dropside' Bogie Wagon

Originally built to the design of Robert Hudson, many of these vehicles were originally used at the RAF Munitions Store at Fauld in Staffordshire. However, they have proved a useful and long-lived design, with many finding their way into preservation.

Amongst others, examples can be found at the Apedale Valley Light Railway, Lynton and Barnstaple Railway and Welsh Highland Heritage

Railway; predominantly in departmental use. A number are also to be found on the Ffestiniog Railway, where they are also known as 'Locoals', from their originally intended purpose of transporting Locomotive Coal.

These kits are the perfect accompaniment to the Hudson 4W wagons already in the Resurgam Range, or for anyone looking for a small to medium sized bogie wagon. This and a number of other new releases will be available to view on the Resurgam

Rolling Stock stand, at the Llanfair Garden Railway Show on the 31st August / 1st September.

Whilst this kit is currently available for 16mm scale only, a 7/8ths scale version could be developed if there was adequate expression of interest.

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- Complete with Binnie Engineering Wheels and Axles as well as HGLW Bronze Bearings

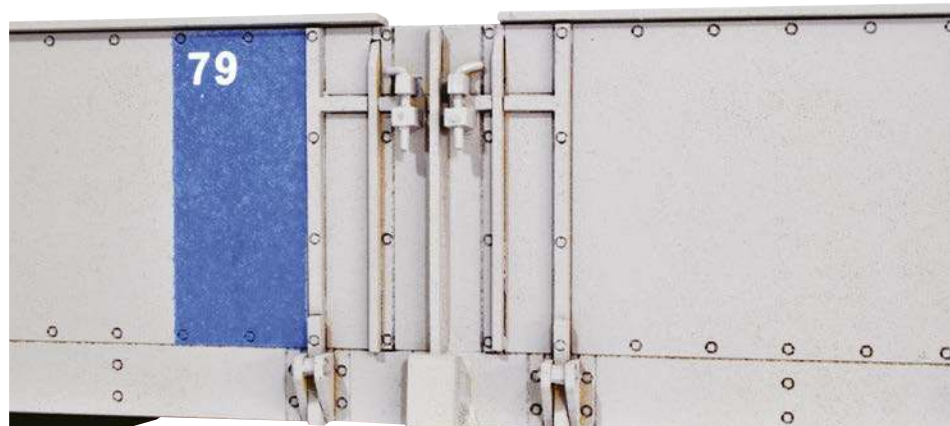
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ACCUCRAFT UK

A new 'Pairs' coach for the Isle of Man in 16mm scale

With stock of the Isle of Man 'pairs' coaches running low Accucraft thought they'd have one last throw of the dice with a 'might have been' coach, a half brake made up of an 'E' Van and a four-wheel coach in the same manner in which the 'pairs' coaches were assembled, albeit allowing for the slightly different design of panels on the 'E' Van.

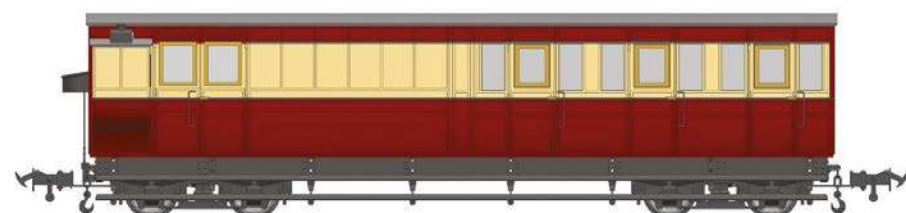
Although it is a freelance design the end result is most attractive and will go well with an existing rake of the 'pairs' coaches.

UK RRP will be £175.00 (part number R19-26)

Accucraft (UK) Ltd

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PHIL SHARPLES

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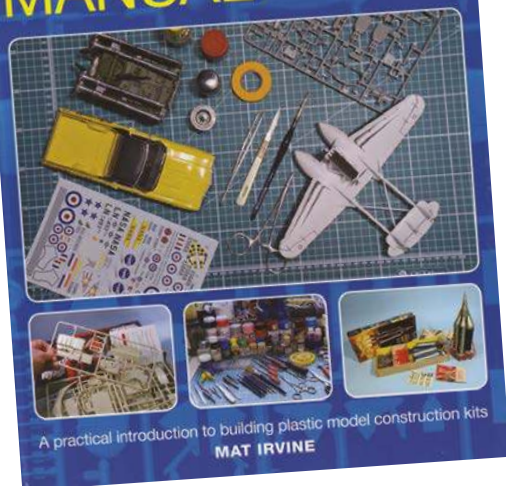
Price: £16

Phil Sharples

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MODEL BUILDERS' MANUAL



HAYNES PUBLISHING

Model Builders' Manual by Mat Irvine

This manual takes the reader through how modern plastic model kits are designed and manufactured, how the scale is decided upon, as well as providing advice on model-building tools and techniques.

The text, complemented by numerous

photographs, provides details of the ideal 'workshop' set-up for building models; tools and adhesives required; paint types and application techniques - from brushing to using aerosol cans, airbrushing and paint booths; the wide variety of decals available, and how to make your own; basic building techniques, and how to construct dioramas to put models into an appropriate 'setting'.

Readers the same age as the Editor will remember Mat Irvine as the man who built the models and special effects for most of the really good television back in the 1970s.

While the focus of the book is clearly plastic kit modelling, railways, including a solitary G scale layout photo, are mentioned. However, there is a huge amount of information on the practical aspects of the hobby including setting up a workshop and using the various tools.

A significant amount of text is devoted to painting and applying

decals, something we all end up doing at some point.

I'm a fan of the idea that we should sometimes look beyond our immediate hobby for inspiration and this sort of book covers the bases very well with plenty of photos along the way to illustrate the points. That said, there is plenty of text to chew through with a cup of tea - this isn't just a glossy "coffee table" book. I've spotted a few ideas I'll be using in my own work in the future.

If I'm honest, this is the perfect gift book, and far more useful than an "amusing" tie or socks!

Model Builders Manual

Author: Mat Irvine

Publisher: Haynes

ISBN: 978-1785215551

192 pages

A4 Hard cover

Price: £22.99

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It is possible to apply Easihold over existing aggregates. Ensure that your ballast is clean, dry and free from contamination. The result, according to the company, should be able to withstand walking on with out damage.

Suitable for stones 2mm to 20mm in diameter. Drying time 12-16 hours.

Coverage = 0.5 litres per m² per coat

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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.

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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

LI-PO BATTERIES

Mr Harper's concern of using lipo batteries is unwarranted

I have been using lipos in my RC aircraft for 10 years or more and have never seen a fire or explosion at the flying club, it doesn't happen

Use a proper balanced charger follow the instructions and all will be fine. They are cheap, hold a good charge and very reliable. After all, you have all got some in your mobile phone, laptop and tablet and they haven't exploded have they?

Occasionally when a plane crashes and the lipo is punctured a large amount of white smoke can be emitted but this is very, very rare. I've only ever seen it once with old style batteries, modern lipos are quite safe

So, visit your local model shop - take advice and start using lipos

Malcolm Element

BALLAST

*I recently asked on the **Garden Rail** Facebook group, what people used for ballast and if they fixed it down.*

Tag Gorton My track is loosely fixed to concrete road bed, fettled then ballasted by dry premix mortar then brushed to shape before being sprayed with a plant watering spray. This method produces a friable ballast with enough 'give' to avoid axle wear on steam locomotives. Done it this way for years...

Dave Skertchly I start by screwing down the track to the breeze block base and levelling it up using free coffee stirrers. I use the track levelling wagon featured in GR to get the tracks level then I use potting grit from the garden centre consolidated with exterior grade PVA. I mix about 1kg at a time in a plastic bowl and then tamp into the space between and under

the sleepers. I guess the coffee stirrers will eventually rot leaving the track supported by ballast.

Neil Nisbet Potting grit, laid on top of c-deck self-hardening / compaction gravel, laid on top of hardcore. If it was good enough for the Romans, then it's good enough for the C.C.O. & C Rly

Paul Abbott 50/50 granite and cement, apply dry, spray with fine water sprayer. For loco yards add a layer of black cement dye.

Simon Fenwick Granite chippings that are used to bulk out floor screed when it goes beyond 3-4mm deep available from flooring wholesalers. Perfect size/scale.

Charlie Riddler Grano Dust from builders' merchants perfect scale £3-£4 per bag good colour mix with cement mortar mix or spray with waterproof white glue diluted.



"Henry buys only the best rolling stock. He likes to be in the swim."

DIARY DATES

Date: Saturday 17th and Sunday 18th August 2019

Event: Model Tram, Trolleybus, Bus and Railway Exhibition

Venue: The National Tramway Museum, Crich Tramway Village, Crich, Derbyshire, DE4 5DP

Times: 10am to 5pm Both Days

Additional info: The Manchester Model Railway Society tramway layout will be the main feature of this exhibition and will be a total length of over 80 feet in the main Exhibition Hall. The track gauge is 2 7/16inch and the rail is standard coarse 0 gauge rail and chairs, mounted on a hardboard base, many pieces of which are over 50 years old

Date: Saturday 31st August and Sunday 1st September

Event: Hollycombe Steam in the Country Model Weekend

Venue: Hollycombe Steam in the Country GU30 7LP

Times: 11:00 to 17:00 (Rides operate from 12:30)

Web: www.hollycombe.co.uk

Exhibitors: Hampshire Area Groups of the Association of 16mm Narrow Gauge Modellers modular layout will be operating. Other exhibits include 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

Date: August 31st and 1st September

Event: Llanfair Garden Railway Show

Venue: Llanfair Careinion Leisure Centre, SY21 0HW

Times: Sat 10am-5pm Sun 10am-4pm

Exhibitors: Layouts in 16mm and G scale. 40+ Traders. Refreshments. Free parking. Free bus from Welshpool & Llanfair Railway gala.

Date: 7th September

Event: Himalayan Day

Venue: Woodseaves Lake Light Railway, Sydnall Lane, Woodseaves, Market Drayton, Shropshire TF9 2AS

Times: 11am - 6pm

Additional info: Prototypical running for the theme is preferred. The Woodseaves Lake Light Railway is a 32mm gauge line with over a scale mile of track located within the grounds of a garden nursery and miniature railway. Parking and other facilities are on site. Refreshments available - tea and tiffin?

Dates: 7th & 8th September

Event: Steam in Miniature

Venue: Bure Valley Railway, Aylsham Station, Norwich Road, Aylsham, Norfolk NR11 6BW

Organiser: Bure Valley Railway

Web: www.bvrw.co.uk

Additional information: Aylsham Minor (32mm gauge) and Prayle Grove (32/45mm gauges) will be operating in the Workshop and Fabrication shop. A celebration of steam in action and on display

Date: 14 September 2019

Event: Wiltshire Model Steam Gala (previously White Horse Model Engineering and Garden Railway Show)

Venue: White Horse Country Park, Coach Road, Westbury, Wiltshire, BA13 4LX

Organiser: West Wiltshire Society of Model Engineers

Web: www.wwsme.org.uk

Times: 10am – 4.30pm

Admission: £5.00, children under 16 free

Exhibitors: See website for full details

Additional info: Free parking, refreshments, bar, traders, 16mm and G layouts, engineering society displays, train (5 inch gauge) and traction engine rides

Date: 28th Sept

Event: The Yorkshire Garden Railway Show

Venue: Elsecar Heritage Centre, Wath Rd, Elsecar, Barnsley S74 8HJ

Organiser: The Yorkshire Group of 16mm Narrow Gauge Modellers Ltd

Date: 12th October

Event: GIMRA Trade Show and AGM

Venue: Statfold Barn Railway, Ashby Road, Tamworth, Staffordshire. B79 0BU

Organiser: The Gauge One Model Railway Association
Web: www.g1mra.com

Date: 17-20 October 2019

Event: Midlands Model Engineering Exhibition

Venue: Warwickshire Event Centre, A425, Southam Road, Leamington Spa, CV31 1XN

Organiser: Meridienne Exhibitions Ltd

Web: www.meridienneexhibitions.co.uk

Times: 10am – 5pm (Thurs-Sat) 10am-4pm (Sun)

Admission: Adult £10.50 Senior £9.50 Child £4.00 (on-line booking discount available)

Exhibitors: See website for full details

Additional info: Free parking, refreshments

Date: 26 October 2019

Event: Exeter Garden Railway Show

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

Organiser: South Devon Garden Railway Group Limited

Web: www.exetergardenrailwayshow.com

Times: 10:30am – 4:30pm

Admission: Adult £7 Concessions £6 Child free

Exhibitors: 25 layouts and 40 trade stands. See website for full details

Additional info: Being all on one level the venue is wheel chair friendly and there is an excellent restaurant on site.

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.



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3D printed samples shown

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- 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



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- 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



For more information check out our website at: www.hattons.co.uk/recordbreakers

From Steam to Diesel



The picture on the box is just a guide. Adrian Foster takes a steam loco kit and builds a diesel.

Readers of this periodical may be familiar with the exploits of Albert Fosdyke, Manager, locomotive driver and general factotum of The Rossington Sand & Gravel Company. Perhaps about a year ago Albert developed a new venture, again in this part of South Yorkshire that borders Nottinghamshire and Lincolnshire.

The new venture was the Mount Pleasant Sawmills & Timber Company. He developed a small sawmill behind the Mount Pleasant Hotel on what is the old A1 (now A638) and a line ran from there just over a mile to Kings Wood where tree felling operations were situated. The loco crew are fond of this latter location as there is a café adjacent the wood on the main road where they can have numerous cups of coffee whilst waiting for their train to be loaded.

From here, trains can return to Mount Pleasant or take a half mile long branch to the Bawtry Sawdust Company at Austerfield (a real company!) although this requires an additional locomotive which is used to bank heavy trains up and is also used as an additional braking system for sawdust trains descending High Common Bank and heading for the main works. When not in use this loco is kept in its own shed at the foot of the Bank.

Locomotives on the main line to Kings Wood have to be either cabless or have their cab roof lowered by 2 inches

to allow the locomotive to negotiate Wood Head Tunnel, an old brick culvert opened up to take locomotive hauled trains under the main road and into Kings Wood.

This was a much cheaper alternative than a level crossing over the A638 which would have cost £12.5 million for crossing barriers, traffic lights, additional flashing lights and bells, warning notices in six different languages and a flagman's hut just in case all the previous lot failed. Doncaster MBC also wanted two years to complete the crossing – the Sawmill's PW staff carried out the alteration works on the culvert in three days.

As for a cabless locomotive, Albert acquired a Deutz/Ruhrthaler rebuild from his other cousin (three times removed) Johann's scrap yard in Liechtenstein following its retirement from Vaduz SandundSchotterwerk (sand and gravel). As with a previous locomotive this one was also moved to England by Lokschiifting und Grommitmachen Gessellschaft.

And now, the conversion: Work starts with a Phil Sharples steam locomotive kit. I built the chassis and body as per instructions and then attacked it with a razor saw.

Some of the smaller Deutz narrow gauge locomotives have a distinctive bonnet whereby one side has a chamfer from the horizontal to the vertical and the other side has a square cut out. I was

aiming to represent one of the smaller MAH 914 types but it turned out as an extended version of one.

The bonnet was shaped, first by razor saw and then thin plywood suitably sanded. The grilles on each side came from Cornwall Model Boats, the seat was a piece of Wilko's wooden plant marker and the gear lever and brake column came from a Gn9 kit.

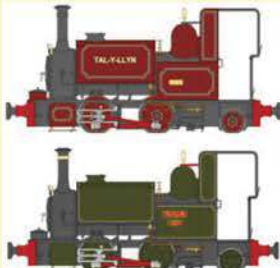
Suitable looking wheels came from my bits box and underneath a length of Delrin chain drives both axles. ■

A head on view showing the shape of the bonnet.



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NEW ANNOUNCEMENTS!



NEW! Tallylyn 0-4-2ST Due Early 2020 or later, estimated price £1650, 32 or 45mm gauge, available in TR Green, Indian Red or Black.



NEW! Lawley Beira/SAR 4-4-0 tender, due late 2020 or later, estimated price £2950, available in Beira Green, SAR Green and SAR Black.



NEW! Dolgoch 0-4-0WT Due 3rd quarter 2019 or 4th later, £1550 manual only. Available in 32 or 45mm gauge, colours are TR Green, Atlas Green or TR Red.



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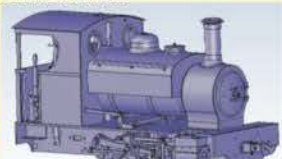
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NEW! Hercules 0-4-0D Radio control £550



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

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Roundhouse Live Steam
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Freelance Kits

Multimedia kits, incorporating Resin and plastic superstructures with Whitemetal accessories. These kits are designed to be simple to build, but with a little more work can also form the basis of a highly detailed model.

Quarry Hunslet 0-4-0ST, Body Kit CMD237 **£109.95** Hunslet 0-4-0ST with Cab, Body Kit CMD235 **£119.95**
Industrial style Peckett 0-4-0ST, Body Kit CMD236 **£119.95** Hudswell Clarke 0-4-0 Diesel, Body Kit DG291 **£120.00**



CMD237



CMD235



CMD236



DG291

Ready to run Chassis

In 32mm and 45mm gauges and with or without cylinders, these chassis feature laser cut steel frames and motion, MFA motor gearboxes (12-24v, 30:1 ratio) driving via nylon bevel gears. A pickup set is also available - G122 **£15.95**



G121 & G120 £189.95



G115 & G114 £149.95

Prototype Kits

L&B 2-6-2T Manning Ward Loco 45/32mm Kit CMD260/I **£795.00**
Tasmanian K1 Garratt 45/32MM KIT CMR250/I **£895.00**

CMD260/I



CMR250/I



In 32mm and 45mm gauges, these models feature laser cut steel frames and motion, GRS powerful motor gearboxes (Two in the case of the K1) driving Salter's wheels via brass gears. Supplied complete with all the necessary details in Etched and Cast Brass as well as Whitemetal, they make into superb models of the real thing



**5 Yards
£132.00**

Dual Gauge?

Combine narrow gauge with Gauge 3 using our range of G64/G45 dual gauge trackwork. We can supply flexible track as well as Points, crossings, slips and all manner of handmade items to suit your needs.

CM1500 kit £749.00



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