

GARDEN Rail

MAY 2020
ISSUE 309

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FEATURE OF THE MONTH: ROUNDHOUSE

Bertie Maroon 45mm £675

Bertie is typical of the style of Saddle Tank locos that were probably the most common type of small locomotive found on British narrow gauge railways.



Jennie Deep Brunswick Green 32mm £799

Jennie is ideally suited for those looking for something in between our smaller basic engines and larger classic engines.



Bulldog Victoria Maroon Chevron Buffers £645

Bulldog is another freelance design typical of a powerful small yard shunter and, though it shares the same chassis with Little John, it has a more purposeful look and features extra detail and a working head lamp.



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Sammie 32mm & 45mm £675

Sammie, whilst freelance in design, is typical of the small and medium sized US Saddle Tank locos like Baldwin and Porter. He is offered ready to run in a choice of either 32mm or 45mm gauge. Being internally gas fired, Sammie is efficient and powerful and is similar to Bertie in many respects.

Please note basic range takes 16 weeks from initial order and other locomotives are in batches. Batch dates will be in product description. Locomotives in stock will state instant dispatch available. *In stock as of 29/02/2020, please note these loco's may no longer be available, check stocks online or call.

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ROUNDHOUSE

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Bertie Maroon, 45mm	£675
Lady Anne Maroon, R/C 32mm	£1,625
Sammie 32mm & 45mm	£675
Jennie Deep Brunswick Green 32mm	£799
Bulldog Victorian Maroon, Chevron Buffers	£647

On Order

Katie	Due Aug 2020
Lady Anne	Due Dec 2020
Russell	Due Nov 2020
Billy	Due Jan 2021

Please note all loco's 'on order' can be altered to your own specification requirements
Deposit of only £200 required

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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 309 May 2020

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Keep calm and build garden railways

We live in “interesting” times. I should be talking about an enjoyable National Festival of Garden Railways, but thanks to the Corona virus, this has been postponed until November. Up and down the country, the same fate has befallen other events, and will continue to do so for the foreseeable future.

While we mustn't ignore the wider consequences, this is a hobby magazine so I feel I should focus on those who will be badly hit by the loss of shows – our manufacturers and traders.

For many, losing a show means a hole in their cash-flow. While everyone working in our hobby is an enthusiast, a love of large scale model railways won't pay the bills.

If we want our shows to be well supported by the trade in the future, they need our support now. To put it bluntly, we need to buy stuff. Get on the Internet or pick up the phone and place an order. Flick through the advertisers in any issue of **Garden Rail** and treat yourself.

For many, a lack of time to build our models isn't going to be an issue for a while, so that new kit won't sit on the shelf for very long.

This won't just help the trade of course, it will help you. Being stuck at home isn't going to be a lot of fun. It's too easy to dwell on the news all day and this isn't healthy for our mental health.

At least we all have a hobby to occupy

us. Better still, it's a hobby that involves being out in the fresh air whilst allowing for the correct social distancing. Basically, most of us have just had all the excuses for not getting on with our railway torn away. Yes, I know there will be excuses for not doing DIY jobs vanishing in the same way, but let's focus on the railway. While focussing on the railway, how about taking the time to write for **Garden Rail**? I could do with more layout features, so point a camera at your line and send me the results. Don't be modest, someone will always be inspired by your efforts.

In the meantime, we've been forced to make a few changes to the magazine but don't worry, everyone is working hard to bring you the best large scale modelling every month. Keep yourselves safe and enjoy your hobby.



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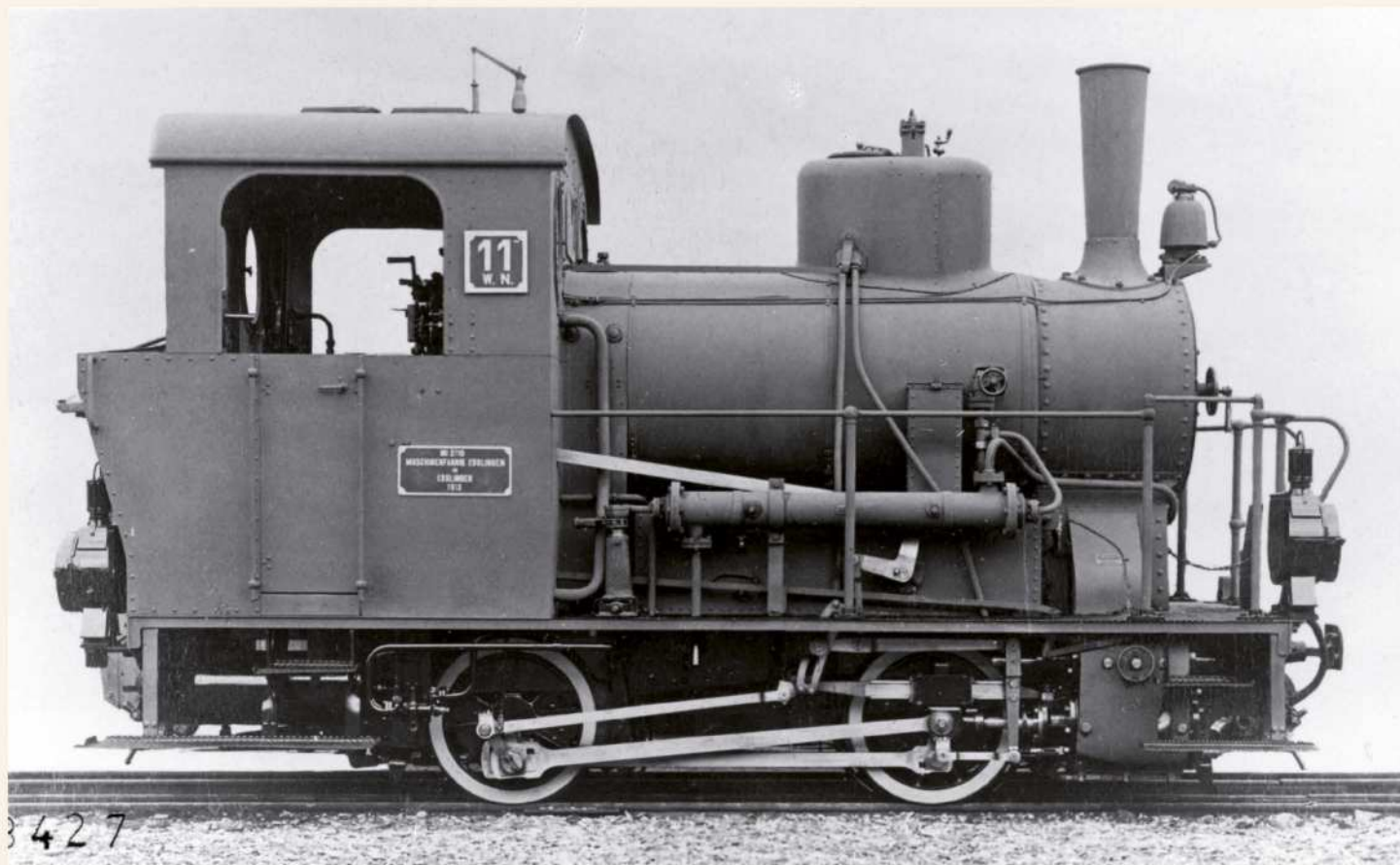
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KM1

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Original: The locomotives 3710 and 3711 were built in the year 1913 by the „Maschinenfabrik Esslingen“. They were originally designed for the famous „Haertsfeldbahn“, that was part of the South German Railways. It connected the Royal Wuerttemberg Railways with the Royal Bavarian Railways on a 1 meter narrow gauge track, routed between Aalen and Dillingen. These steam engines are today still operated by the Railway Museum of „Haertsfeldbahn“, which is located in a picturesque area, starting from Neresheim Abbey. The locomotives were in service until 1964. They managed the route with a maximum slope of 3‰ and were equipped with a Heusinger valve gear and superheaters. You can still experience a run under steam with „Locomotive 12“ today. (www.hmb-ev.de)

Model: Precision handcrafted brass model, coreless motor, DCC decoder with power pack and HiFi-sound, broadband speaker, synchronized dynamic smoke system with piston steam function, cab lighting, LED imitation of firebox, operational firebox door, switchable multi color headlights (white/red), warmwhite LED's, reliable cardan drive with ball-bearing gear, axles ball-bearing and sprung, power pickup trough axle bearing, stainless steel wheel tires, operational lids and doors, smokebox door can be opened, detailed backhead and cab interior, prototypical painting and livery, overall length approx. 27.5 cm, Minimum operation radius 60 cm, weight approx. 3 kg.

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The Lighthouse and Gorsebank Railway

Why build a Garden Railway? There are many reasons, Ian Beech explains his with a tour of his line.

It may seem a strange question to be putting in a specialist magazine like *Garden Rail*, but I am sure people's reasons are varied and possibly not what you may expect.

What was my reason for spending a lot of time, and for that matter money, in virtually filling the available space around our bungalow with yards

of 45mm track and its associated infrastructure?

The answer, Computer Control.

For as long as I have been a miniature and model railway enthusiast I have always had a desire to see a railway operate itself, whilst I sit back with a glass of beer, or Vimto in my youth, admiring my achievement.

Don't get me wrong, I enjoy operating locomotives, be it live steam, battery, DCC or analogue as much as the next trainoholic, but to see trains running, stopping at stations, obeying signals and in general operating themselves with the added possibility of taking over control of any automatic train or indeed adding in additional manually operated motive power has always been my goal

SO HOW TO GO ABOUT IT?

For me DCC was the way forward. I have built automatic 00 and Z gauge layouts in the past using analogue control, but these were only partially successful with stops and starts always being abrupt and loco sound being lost at all the isolated sections. I am sure there are ways around this but DCC makes these aspects so much easier.

I needed a track plan that would allow a number of trains to run under block control but at the same time add more interest for the observer.

My method was to build two loops of track each divided into five

Furka Oberalp Electric crosses the lift out one-piece bridge over the drive.



The laptop running Stellwerk Easy software that controls the entire layout.

A magnetically operated track switch used by the computer to keep track of locos.



Below Left: Home made brass fishplates bolted up with 10BA brass screws, nuts and washers. The original rounded ballast since been replaced.

Below: HF 110 99 4652 just given the road at Gorsebank platform while Meyer IV K stands at Gorsebank Station.



block sections, but with one section common to both loops. This common section would see bi-directional running with the computer preventing further entry to this block from either end once occupied.

In addition to this, goods sidings, bay platforms and a branch line to Lighthouse station incorporating a rack section were included to permit manual operation whilst the software took care of the two main running lines.

In order for the automatic system to function reliable for hours on end, derailments had to be avoided and so alongside the use of only one manufacturers track and rolling stock, Thermalite blocks were laid into the



99 4651 prepares to depart from Gorsebank station.



Always make sure your suitcase is securely fastened.

ground to give a level and even track bed to which LGB rail was pinned down.

I have had only one expansion issue which occurred along the 21 yard straight run down one side of our home during an extremely hot afternoon, this being cured by the introduction of two expansion joints along this length.

The track was then cosmetically ballasted and although the odd piece of ballast does get trapped in the point blades between operating sessions, due to the rain, once cleared prior to running this has not proved to be an issue. The original ballast came from the sieved sand used in the IOM Steam Railways sand boxes, but re-ballasting has been done using horticultural grit which although slightly oversize looks more realistic being sharp edged.

Rail connections also needed to be considered as dead spots due to high



Mallet 99 201 waits for green in front of the platform 2 trap points.



resistance joints would develop over time - we live 100 yards from the Irish Sea.

I did not wish to use rail clamps but did want a reliable connection that looked as close to prototypical as possible, and so I decided to make my own fish plates from brass and to drill all my rail ends and secure with brass 10 BA screws nuts and washers. Approximately 1400 of each were used along with 700 fishplates.

I also decided to wire all point blades to the appropriate stock rail to avoid continuity issues once they have lived outside for a number of years, particularly when short wheel base locomotives traverse them.

To date, after around nine years of operation I have not had a single issue

Local train being unloaded at Bride goods station.

RhB Heidi, so called because it became famous for appearing in the film of the novel Heidi.



The diesel on the long straight beside the house.

with continuity, dead points or loose fishplate bolts anywhere on the railway.

As mentioned above, the automatic operation is currently limited to a maximum of four trains running around each of the two loops, although I find three trains works better as some, dependent on their speed, will stop at signals set at danger whilst others will have a continuous run under green.

If different numbers of trains are operated on each loop, variation in

Works train waits in Bride platform. The loco has a WiFi camera fitted in its radiator grill.





Bride station showing the cable car in the background.



A Zahnrads HG 3/3climbs the rack to Lighthouse Station.



Bride signal box.



A little homage to the artist Terence Cuneo at Jurby Station.



trains meeting at stations is achieved. Both loops of the railway pass under the workbench in my workshop and this enables all locos and rolling stock to be easily and quickly stored at the end of the running session.

Since the railway is all LGB, although now using a Massoth base station with 12 Amp capacity, it made sense to use software originally developed for LGB by Jurgen Schwarz. This has been available directly under the name Stellwerk Easy for a number of years and originally came to my attention when I purchased a large bundle of LGB items via the usual on-line auction site.

The seller was a very nice gentleman and clearly a very able code writer, the help given to me both prior to purchase

Right: The line runs through my shed so the trains can be quickly brought in from the Manx liquid sunshine.

and since has been invaluable. This software is still being developed the latest version being 10.0.013. I have no links with this company other than being a very satisfied customer.

The Software is easy to use and once you have your head around using schedule control, lots of things are possible. Each loco is fitted with a magnet which triggers track switches enabling the computer to keep track of train positions.

When used in manual mode all locos, signals and point work can be operated at the click of a mouse or normal hand controllers can be used.

My priority was clearly to have a reliable automatic layout which although not set to any particular time frame or country still needed to look well. To this end four stations, Bride, Gorsebank, Jurby and Lighthouse have been modelled along with a goods shed, signal box, Lighthouse and Lingerie Factory owned by G.S.Tring.

All the buildings and platform canopies are illuminated using LED strip and an Arduino controlled cable cars runs at random from its station.

A long, one-piece, double span lift out bridge built from aluminium and held together with round head aluminium

Of course there's one of these at Lighthouse Station.. There's a real one in sight of the railway too.

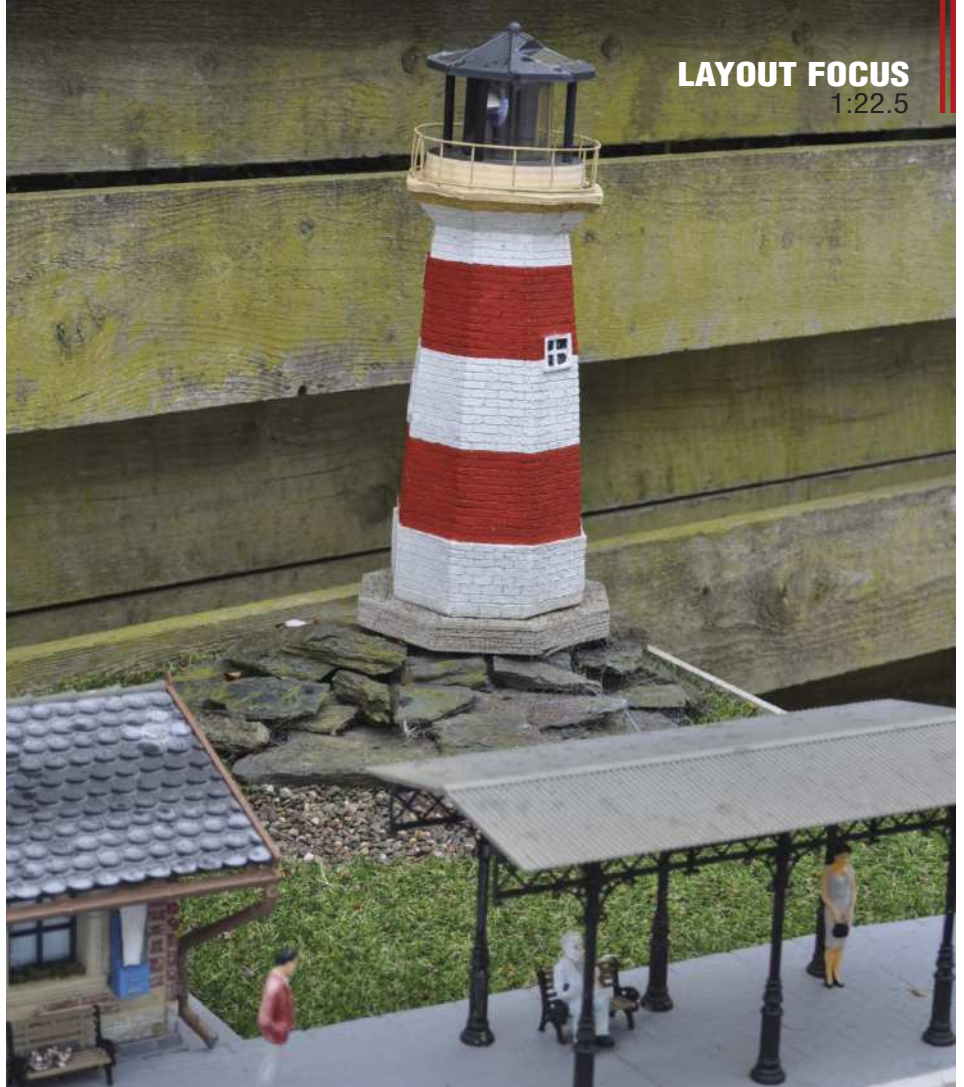
rivets is used to cross the drive. The purchase of a chop saw was invaluable when building this.

Although built for my own amusement, one day whilst the railway was in operation, a touring coach stopped outside and asked if the holiday makers on board could view the railway, this led to a collection being taken.

The interest shown encouraged me to open to the public and I have for the last four years opened on dry Saturday afternoons between 12 noon and 4pm with all monies raised being donated to the local children's hospice. To date £1425.00 has been donated.

If you are on the Isle of Man on a Saturday between the middle of May and the end of September 2020 please come and say hello and take a look at The Lighthouse, Gorsebank and Bride Railway. Just head for the Point of Ayre Lighthouse and you will find me.

So that's my reason for building a Garden Railway, what's yours? ■



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Streamlined corridor tender

- H7-A4-001 2509 'Silverlink' in LNER silver
 H7-A4-005 4464 'Bittern' in LNER garter blue
 H7-A4-007 60012 'Commonwealth of Australia' in BR green with early crest



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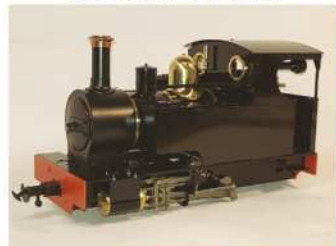
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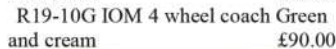
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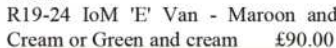
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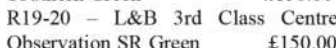
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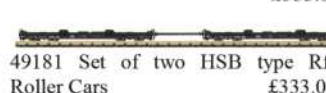
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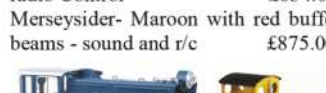
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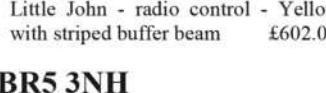
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PK38769 UP Bogie Flat Wagon w/Chevy Nomad Load



PK38770 PRR Bogie Stake Wagon Set (2)



PK38771 D&RGW Bogie Stake Wagon Set (2)



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PK38907 D&RGW Wooden Caboose 0501



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Backer & Rueb steam tram No. 16



Henri Kroeze enjoys little bit of LGB bashing with his radical conversion of a Stainz locomotive.

ROTTERDAMSE TRAMWEG MAATSCHAPPIJ

It was in the last quarter of the 19th century that local tram lines were started all over Europe. In the Netherlands, many local tramlines were started (it is said be around 150) and in the years that followed.

In Rotterdam the Rotterdamse Tramweg Maatschappij (in short, RTM) was founded in 1878. The headquarters were located in the Rozenstraat and their lines directed to the south/south west, to the Zuid Hollandse eilanden and Zeeland. These isles were at that time very isolated from the main land, only accessible by ferries and boats.

The construction of the Barendrechtse brug at the end of the 19th century was one of the first permanent connections between the isle Hoeksche Waard and

Rotterdam. Of course the RTM insisted to have a tram line across that bridge.

For the economical development of the isles the RTM played a main role, not only by tram, but also by the exploration of ferries, buses and even trucks. People and goods could travel much easier and faster to the metropole Rotterdam. Both people and goods were transported, where a large part was taken by sugar beet transportation to the various sugar factories.

The big flood of February 1953 changed things for RTM forever. First, all the infrastructure was heavily damaged, soils were weakened by the months being under water. Repaired lines became unreliable because of frequent derailments. But the biggest thread to the RTM were the Delta Werken, where all isles were connected

to each other by dykes, so people could now travel by road to wherever they liked. The need for the RTM services vanished.

BACKER & RUEB

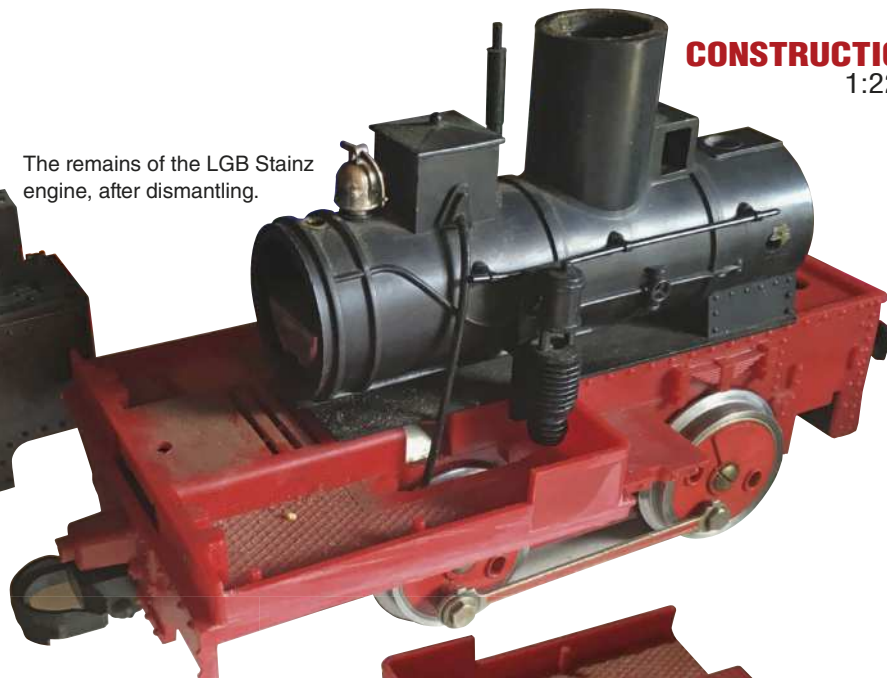
One of the first engines bought by the RTM was made by Backer & Rueb, a Dutch manufacturer of steam engines, located in Breda. The first batch, 21 in total, arrived in 1898.

Werkspoor in Amsterdam built almost the same type of engine in a batch of five.

Engine no. 16 was build in 1899 and scrapped in 1949. None of these 'square' engines survived, although the RTM Museum in Ouddorp, the Netherlands, is building a working replica of engine no. 37, a former Werkspoor engine. This museum, by the way, is worth a visit as a



The remains of the LGB Stainz engine, after dismantling.



lot of original RTM trams are preserved there and in running condition!

NO. 16

So how to make my own Backer & Rueb?

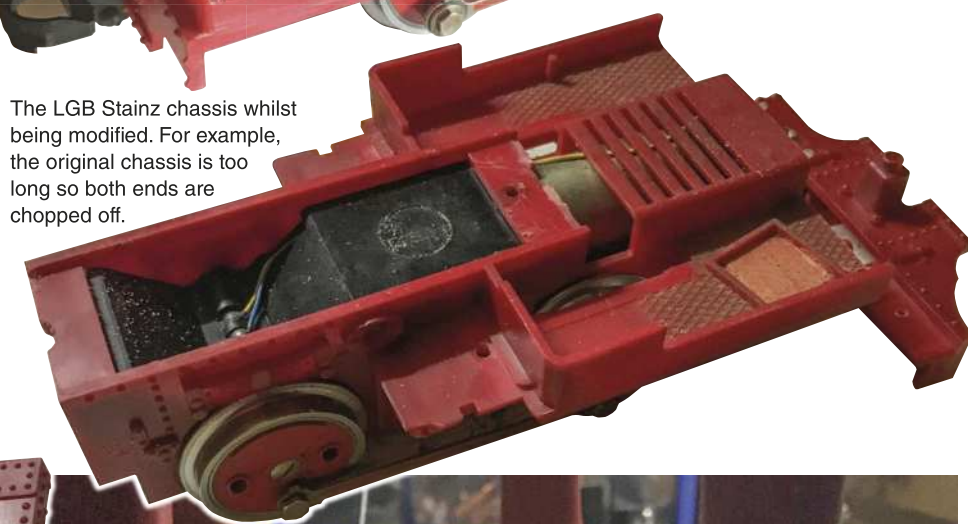
Luckily there are literally thousands of pictures available online made during the heyday of the RTM, so there is enough photographic material to start one's research. I was looking for side and front profile photos, when someone on a forum offered me a copy of the original drawings. What a pleasure it is to work with original blueprints. A computer was used to print a set in 1:22.5 scale. I figured it could only be an easy build, being an almost square body.

For motorisation a very old and incomplete LGB Stainz was used. The Stainz has the right size wheels and 75mm wheelbase. The model was completely dismantled and the chassis shortened to fit.

While working on the chassis it's a good idea to dismantle the gears and give them a good cleaning. Take note of what goes where, as there is one tiny ring that must be used in combination with the crown gear next to the motor. If this ring isn't there, the old drive train will live up to its name of 'Heuler' (howler) by making a lot of gear noise. The little ring does prevent a few decibels. Don't ask how I know...

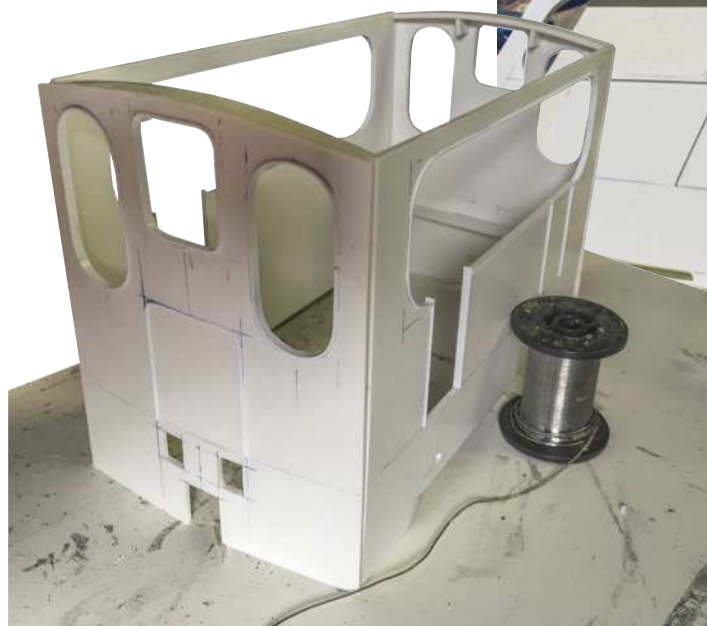
The chassis of the Stainz was cleaned of all parts bolted or moulded to it. The Stainz boiler is perfect in size to be reused on the Backer & Rueb, and so is the chimney so if you source a Stainz as donor, try to get one with a straight chimney.

The LGB Stainz chassis whilst being modified. For example, the original chassis is too long so both ends are chopped off.



Curving the front and rear of the cab. After 48 hours of pressure, the Plastikard remained the desired curve.

Shaping the sides out of 2mm styrene and adding body lines by using 2.5mm Evergreen styrene strips.



PLASITKARD

Almost the whole tram is made of Plastikard (styrene). For the main parts I used 2mm to ensure sturdiness when the model is picked up. The drawings were of great use to get all parts in the correct size and all openings at the correct locations.

The front and rear are curved which made this build a little bit more complex. How to remain the curve after removing pressure on the 2mm styrene?

Above: Although using the original blueprints, it is important to check the overall look many times.

Right: The body parts glued together. Working on a level and square surface ensures a straight build. Inside the reinforcement ribs are visible.



Chassis, body and boiler. The three main parts.



Inside of the roof. The construction with styrene strips on curved ribs is visible. The rectangle fits perfectly in the top opening of the body.



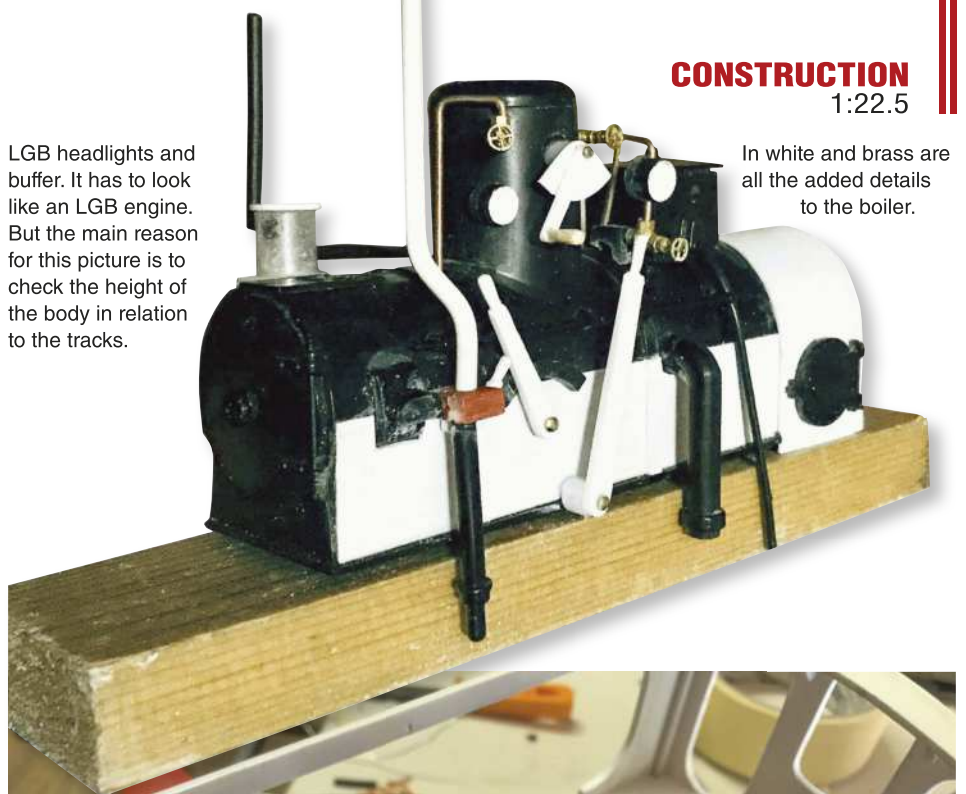
LGB headlights and buffer. It has to look like an LGB engine. But the main reason for this picture is to check the height of the body in relation to the tracks.

I solved this by adding ribs on strategic, invisible locations.

Another challenge was to model the characteristic body lines. Around the window openings, around the engine itself at footplate height and alongside the skirts. Evergreen styrene strips were used to create these body lines. By gluing a 2.5mm wide strip at right angles to the 2mm body results in a 0.5 mm line, which is perfect. The strips are square but I did nothing to round them off hoping the paint would hide this.

With the outside looking like No.16, the next challenge was how to mount it on the LGB chassis. For this, the ribs retaining the curve of the front and rear fascia were used. These were glued at the exact height so the body rests at the perfect level on the chassis. A little tweaking was done by adding a thin layer of sheet upon the ends of the chassis to get the absolute perfect ride height. As this is quite difficult to measure, most of it is done by eye. After a few tries it looks just perfect.

The roof is made of styrene strips glued to ribs with the correct curve. Onto these strips a 1mm sheet is glued. The roof has



In white and brass are all the added details to the boiler.



Test fitting, to make sure everything will fit together during assembly.

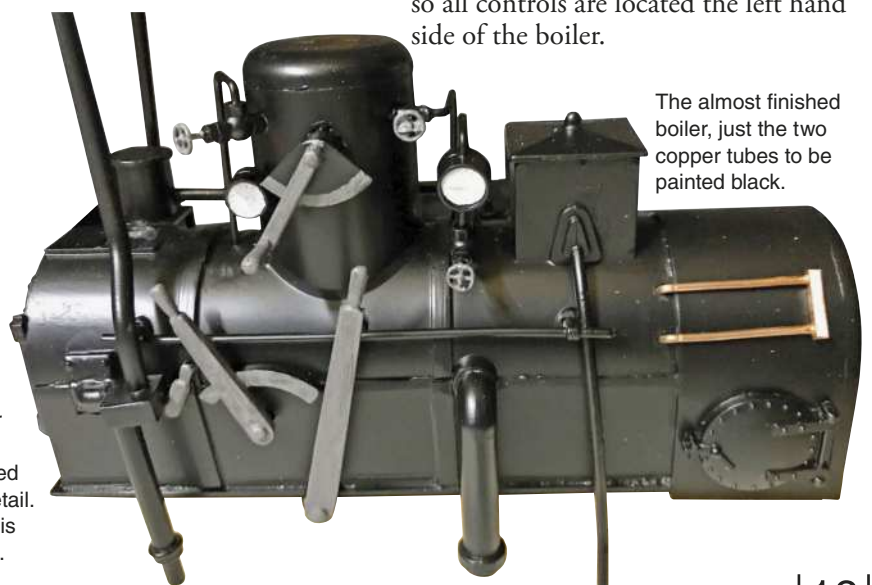
a supporting frame underneath that fits perfectly, with some slight force, into the opening of the tram. It is held in place by a few dabs of 'Krystal Klear' and of course by the chimney.

BOILER

The boiler of a square tram differs on some points from a normal steam engine boiler. The RTM insisted this engine could be operated by one man, so all controls are located the left hand side of the boiler.



The buffer beams get more crowded with added detail. The rear light is still unpainted.



The almost finished boiler, just the two copper tubes to be painted black.

Yes, errors are made as well! One of the 'jack triangles' was put into the wrong position and had therefore to be repositioned.



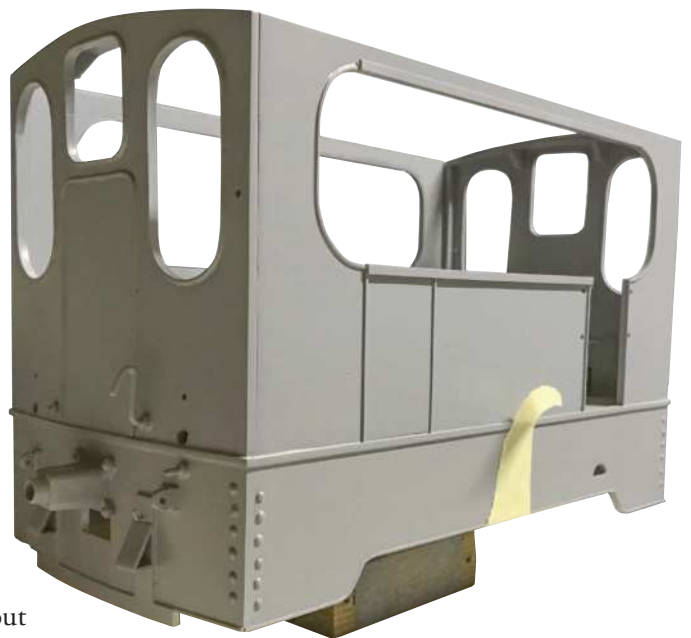
As the large openings in the body on both sides give full view of the interior, the boiler deserves to be neatly decorated with controls. Again our photo archive is of use just to realise there are only a handful of photo's revealing these details. With two manufacturers and different batches of engines produced, it is quite a challenge to build it exactly right. So at this point I use whatever I can discover on the photo's and I feel to be able to replicate in scale 1:22.5.

The material used is of course Plastikard. Some brass parts were a gift from a friendly co-builder in 1:22.5, and lots of piping, mostly electrical 1.5mm wire and 3mm plastic tube which were left overs in some old curtains. Fun fact, part of a syringe is used as well, as are some bits of old ballpoints. After painting the boiler satin black and giving 'iron' looks to some controls, it is fun to look at.

THE TINY BITS

With the boiler ready, the focus was again moved to the outside. Studying

One of the several coats of primer. It shows all the tiny defects in the body that were sanded down or filled.



old photos, I worked out what parts were still missing.

It was surprising to discover that, although the outside is pretty clean, the buffer beams are filled with tiny parts. There are of course the buffers itself, which I re-used from the old Stains, chains, hooks, jack triangles and hoses.

The hoses are electrical wire isolation. The metal tubes are 1.5mm copper wire. Jack triangles are 1mm plastic sheet, chains were sourced at a model ship supplier and the hooks were, after a long search, found in England.

The main running lights are old LGB lanterns, which I really like. It gives the tram an LGB feel, a look I wanted to achieve. The tiny lamps were scratchbuilt and are non-working.

PAINTWORK

The engine is painted in four colours. The inside is half satin black and half cream-white, the outside is green-black

(RAL 6012) and the roof is grey-blue (RAL 7031). Since none of these engines survived and there are no colour photos, we can only guess the right colour.

Someone at the RTM Museum looked up the colour for me and RAL 6012 is the closest we can get. The tram is finished with the custom etched parts. Made by the Tramfabriek, they are the masters in creating these small parts.

To top it off brickets, the fuel on which these engines ran, were added. These are 'real' bricks intended to build tiny houses, painted flat black. ■

Garden Rail Resource

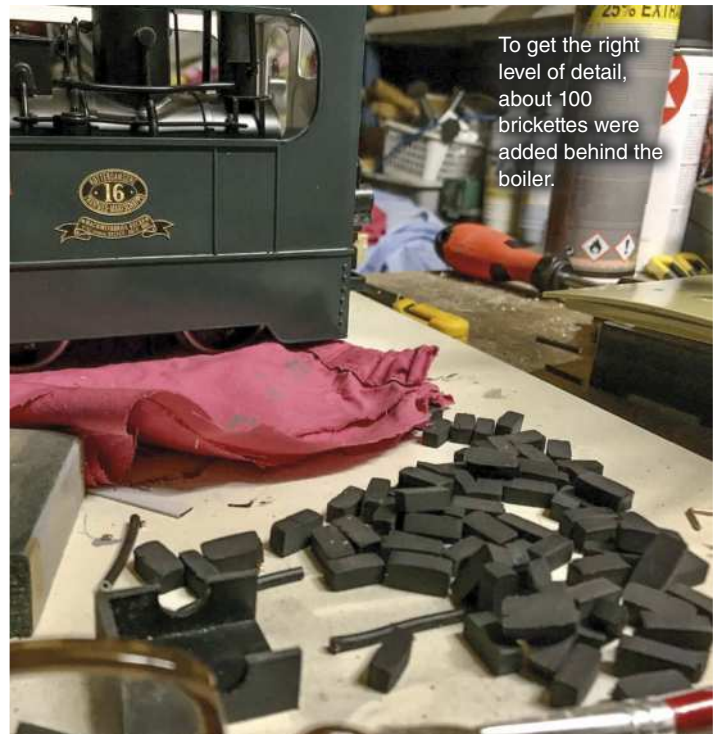
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Putting on bits and pieces. Almost all parts are added except for the roof.



To get the right level of detail, about 100 brickettes were added behind the boiler.

GARDEN Rail

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The problem with People

Dave Skertchly foolishly decided to populate his railway, but had no idea of the dire consequences that awaited him.

There was a time when the Vale of Weedol Tramway was tranquil and relaxing sort of place. I was in control, and any decisions I made were never questioned. I was king in my own domain. I don't quite recall when it was that I decided that something was missing, and that something was people.

There was a visual hole where drivers drive the engines, where passengers enjoy the scenery and punters wait patiently on the platform for the next service. Just a few people on my layout,

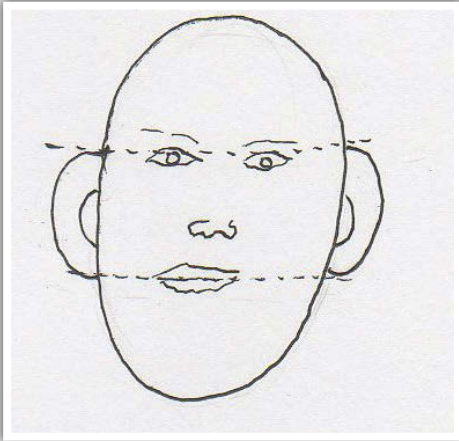
I thought, would add interest. Now, some seventy odd people later, they have become an essential, if tiresome part of every project, worse still they have started to take over.

There are of course amazing figures which can be bought and it is one of my pleasures to prowl around the Peterborough show admiring them, looking for the latest quirky ideas, but for how it was that I got into making my own figures, it is best, as they say, to start at the beginning:

I am not an artist, but in retirement, I want to enjoy this aspect of life which had been denied to me during years of pointless toil spent earning my living.

There was frankly no chance of me making a passable figure from scratch so I cheated.

I first examined Leonardo da Vinci's medieval drawings of figures, but eventually my wife Pauline took orthogonal photographs of me. I enlarged the pictures to 92mm high matching my modest 5ft 9" height,



traced around the outline, and finally cut formers from Plastikard.

I then filled between the formers using car body filler and carved the shape to match the formers. I did my best to carve a face using simple advice given to me by my Auntie Betty in the sketch above.

This completed figure was used as a blank which I used to make a silicone rubber mould from which I could make any number of people. My early moulds were made from silicone sealant but discovered that over 10 years the moulds shrink, quite a lot as it happens. My favourite mould making compound nowadays is Polycraft GP-3481-F a soft pink silicone rubber from MB composites.

I decided to make a blank rather than a completed figure since every person on Vale of Weedol Tramway, just as in real life, would be different. Each copy blank is moulded from car body filler, or more recently from polyurethane resin, in 2 halves and stuck together with cyanoacrylate adhesive. The blank ensures that I get the basic dimensions right and if necessary it can be cut up and assembled in any pose while still retaining the correct proportions. From then on my imagination takes off.

Initially I added clothes and uniforms from shapes carefully cut from my favourite cereal packets and back filled with car body filler, but I soon discovered that this amount of detail is unnecessary, a collar and lapels being the most useful addition.

Most figures are seen from a distance or hidden in carriages, so simply painting the clothes and outlining the seams with a marker pen is quite sufficient. Detailed figures are produced only where the detail can be seen and enjoyed.

One thing is certain and that is the importance of hats. In the 1960s some

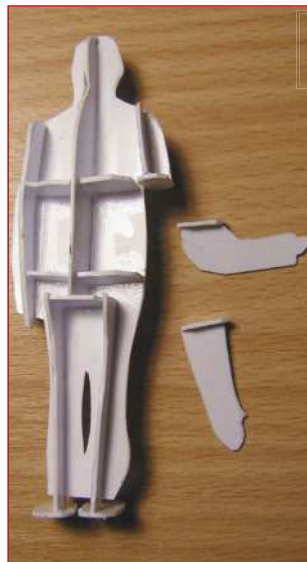
5 STEPS TO THE PERFECT FIGURE



STEP 1: Dave posed for photographs from all angles.



STEP 2: The photos are stuck to Plastikard and cut out.



STEP 3: Using the side views, the generous proportions of the figure are added.



STEP 4: Car body filler is boded on to fill the gaps.

STEP 5: The blank is sanded smooth ready to make a mould.



The mould tools are made from silicone rubber.



The ticket collector can be seen on the open platform of a coach so has been relatively well detailed using cereal packet cardboard.



of us may remember the Dunn and Company catch phrase "if you want to get ahead get a hat".

The hat may no longer be fashionable apparel but stereotypes remain. Top hats define toffs, flat caps define the working classes and bowler hats the middle classes, from foreman to bank manager.

For that matter Frenchmen wear berets, Germans wear Pickelhaubers, Americans wear ten gallon hats and Italians wear trilbies. The class and nationality of my figures can thus be determined from yards away. A hat can be easily made from a roughly shaped lump of resin cast in a cavity in a piece of Plasticine.

I soon discovered that most figures are not standing but sitting, either in carriages or on bench seats provided by me. To make a seated moulding blank I took a copy of the original figure which was cut up and finished to shape. To my horror I discovered that it could not be moulded in one piece, so it was cut up along split lines and a kit of parts moulded which are then stuck together with super glue before filling and finishing.

I made two torsos, the first looking straight ahead and the second looking left which is suitable for the driver of a small diesel or for a passenger gazing out of the window. As you can see, I cut and shape arm positions which often indicates mood.

Alas I was inevitably accused of sexism, the ladies it was said were

under-represented on the Vale of Weedol Tramway and this had to be put right. There a couple of significant differences between men and women, as you may have noticed, and these are faithfully modelled.

My first female figure was Gladwys

Topnote, a rather pleasant but naive enthusiast for her beloved Vale of Weedol, she is the Choir mistress and Chairman of the Vale of Weedol Appreciation Society, she is the boss. She is dressed in Welsh National costume in the style of Bessie Jones, famous station mistress at Tan-y-Bwlch and is always accompanied by the station master staff Sergeant (retd) Bates.

Gladwy's Granddaughter Chantelle is another kettle of fish however, she wants to become a Bollywood film star but her virtue is jealously guarded by Auntie Nasty in a sombre grey dress, who is there to prevent the lecherous Shaun the Lad from getting his wicked way.

Somehow King Edward VII and Alice Keppel have appeared on the station, it seems they may have been travelling around Wales incognito and have missed their connection, they may indeed have a long wait.

Some characters appear only in my minds eye or in cartoons such Russian tram driver hero mother and former tank driver Tatyana Shuvalotin, who was renowned for increasing the load factor of trams on the Gorbilmi Tramway during the rush hour.



Seated people cannot be moulded in one piece so a kit of parts is produced.



The hats make the man, and clearly denote the type of person, both figures are for carriage interiors so the detail is simply painted on.

The local drainage contractor (Drains unblocked while you wait) Hugh Pugh has recently signed contracts for one of the arches under the viaduct. Evan Elpas, preacher at Llatidos chapel, renowned for his sermons on the sin of lust, will soon be modelled.

For the most part the Vale of Weedol Tramway is populated by the usual idlers and ne're do wells who stand around hands in pockets whiling their life away carelessly smoking and chatting.

There are some surprising facts which have come to light. I had noticed that the model of me was a tight fit on the footplate of Victorian era narrow gauge locomotives. I mentioned this in passing to Pauline who was quick to point to certain lifestyle choices and in particular to those of beer and idleness.

I felt that she was mistaken and that there must be some underlying science to explain this strange effect. It was then that I came across an academic paper entitled "Long Run Trends in the Heights of European Men, 19th-



Starting with scruffy looking blanks can be discouraging but every project requires passengers and drivers, these are the figures required for the railbus.



Gladwys Topnote is dressed in Welsh National Costume as was Bessie Jones on the ffestiniogg at Tan-y Bwlch, accompaied as ever by the loyal by staffsergeant Bates in his Victorian Station Masters uniform.

20th Centuries". The authors Timothy J. Hatton and Bernice E. Bray had analysed the heights of men for the period from 1856 to 1980. The height of British men has increased from 166.25cm to 176.83cm. This is a height change of 10cm (4inches in old money) and at 16mm to the ft this is some 5mm.

I decided to make master mould blanks of the two, and the difference is quite substantial, and certainly noticeable, so I will in future choose my people to match the era being modelled.

As I sit on my rustic park bench outside the Sheep Shearers Arms I can see the little people of the Vale of Weedol and in my mind they all have characters and a story to tell. I consider my duty of care to provide for their well being. Is it my imagination or are they exploiting my generosity or plotting a coup, is this the early stages of paranoia? or the ill effect of too many pints of fine Auld Phagbutt, I guess I will need to try another pint to find out, cheers. ■

Shepherd Edwin Jones and his flock of Jacob's sheep, you can tell they are Jacob's sheep because they have black noses.



Some of Dave's people live in cartoons on his facebook page, here Inspired by Jym Leddy's Soviet era tram Dave made up a story about Tatyana Shuvalotin the Russian Hero Mother, former tank driver and now tram driver on the Gorbilmi Tramway.



Chantelle Topnote is a bit of a madam, her virtue is protected by the dour Auntie Nasty from Shaun the lad, loo cleaner at Llatireggub and not much of a prospect.





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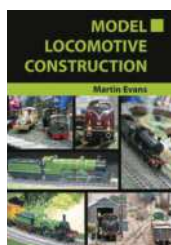
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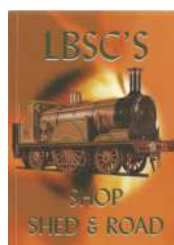
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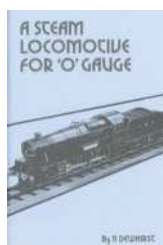
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Down, down, deeper and down

Mark Thatcher builds a rake of 16mm Ffestiniog quarrymen's coach kits from Wood Valley Works

I very much enjoyed building and reviewing the diverse range of Wood Valley Works (WVW) six assorted freelance wagon kits in **Garden Rail 306** and it would appear that WVW enjoyed the article too, as shortly after publication of that article, a box of four different quarrymen's coach kits arrived on my doorstep. They looked rather inviting too! In a similar vein to the previous article about this manufacturer, I am not going to attempt to shoe-horn build notes about all four, as much of the assembly is common to these kits across the range.

To hand I had the open-topped quarryman's coach 1A, and this looked like the easiest to build. Also there was the enclosed roof type 2A. But I opted to build what I considered to be the two most complex kits, the enclosed types 1B and 2B, on the basis that if you would be comfortable constructing these, then the other two kits would be a cinch.

Quarrymen's coaches were the earliest passenger vehicles on the Ffestiniog Railway, and were built on site at Boston Lodge from 1867. Prior to these,

the workers used to hop a lift atop slate wagons and this was not an approved practice. Captain Tyler, Inspecting Officer for Railways, refused to put his men at risk, hence 32 open-topped type 1As appearing in 1871.

Very soon, a 'promotion of health' report by the Merionethshire Slate Mines inferred that these open coaches were not suitable to carry workers, often riding in wet clothes, hence the type 1A

getting a roof and becoming a partially weatherproof type 1B in 1873, albeit with no doors!

Type 2As followed in 1876, but still with no doors. Amazingly 16 workers could be shoe-horned into these dog kennels on wheels and earned these coaches the nickname 'zip fasteners' as the passengers had to interlock their knees in order to squeeze aboard.

The type 2B was the first fully



Coach 1B is the most comprehensive kit containing side overlays, but not the 3D-printed bolt detail and angle irons that are supplied in coaches 2A and 2B.

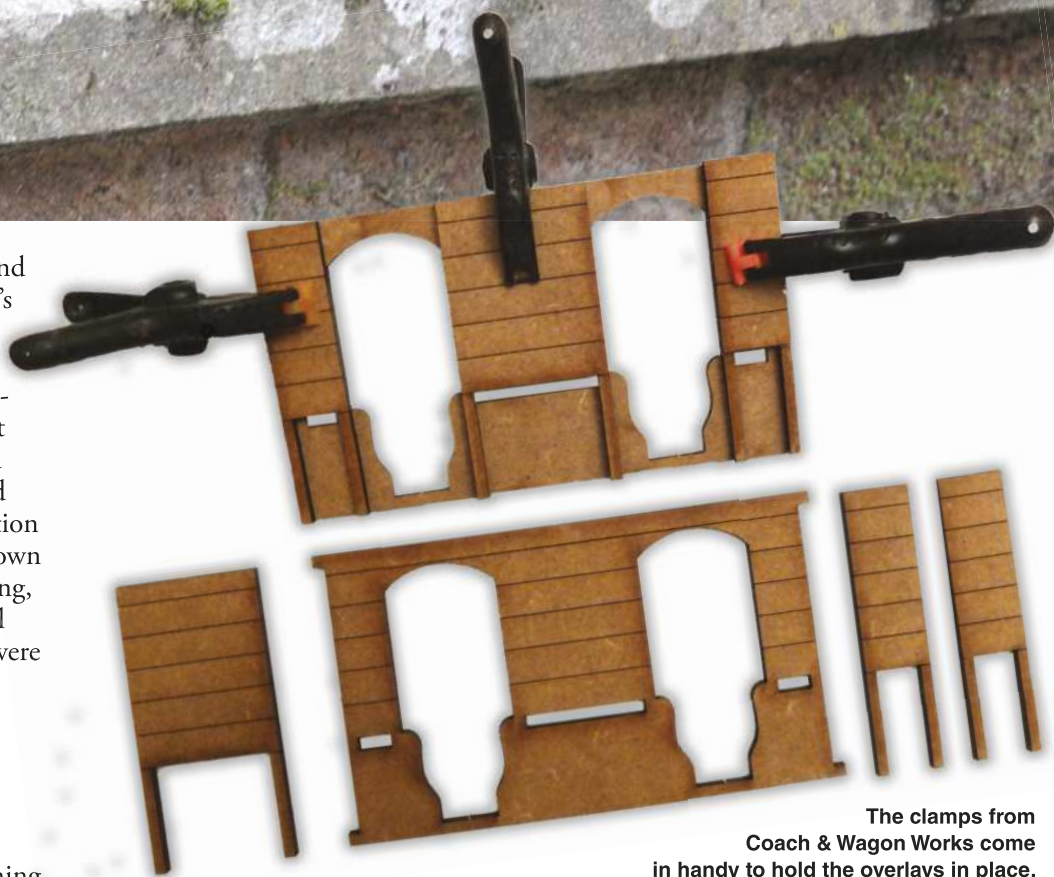


enclosed coach with proper doors and glazed windows, and, in quarrymen's terms, must have been the epitome of luxury. These were pressed into service in 1881. Luxurious these unsprung coaches were not, but it beat the workers walking to work in foul weather. For a fare of 6d they would be taken to Blaenau Ffestioniog station then make their own way further down to the quarries on a Monday morning, were they would live and work until the Saturday afternoon when they were scooped up and returned home.

A PLACE FOR EVERYTHING

These kits present very well out of the bag, in a similar way to the aforementioned freelance offerings, insofar as there is a place for everything and everything is in its place. The wheels are securely located into cut-outs in the wooden frets of the MDF, but the real stand-out components are those beautifully produced maker's plates, which are pre-painted and wonderfully prepared. I normally don't talk about pricing until last, but this needs to be mentioned.

The 1B coach that I started with comes in at only £26.00 including everything apart from three-link chains, glue and paint to complete this kit. Going down the line price-wise, the open-topped 1A coach is a measly £12.00, including wheel sets, buffers and plates. You can even specify which numbered plates you want upon ordering. I have paid more than that in



The clamps from Coach & Wagon Works come in handy to hold the overlays in place.

the past for a set of makers plates alone, and I had to paint them myself!

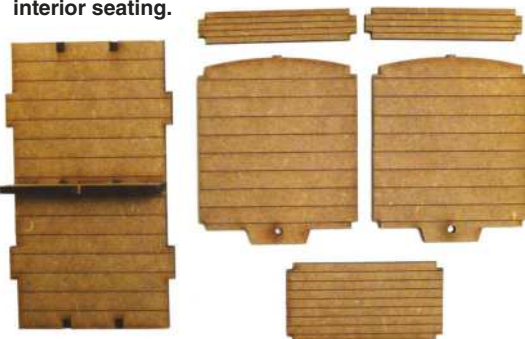
WVW also offer these plates as single purchase items as well for, wait for it, £2.00 a pair. I certainly would not have the skill to pick out the detail of these plates had they not have been pre-prepared for sure. Also if you just want a rolling chassis and to build on that, then one is yours for a tenner.

TWIST AND TURN

So, cracking open the bag for coach 1B, I firstly removed all the MDF parts from the fretwork. Use a sharp knife to go around the edges of the parts and nip through the very thin tabs that hold them onto the fret.

Don't be tempted to push and twist and turn the parts to remove them, as you could easily delaminate the MDF in the process. Pay particular care when removing the side overlays as they have plank lines etched into them, making the lower parts of these prone to damage during this process.

The components that make up the interior seating.





The solebars simply clip into slots in the floor ensuring they remain straight and true.

The instructions for all four kits are available either to download from the manufacturer's website by following a PDF download link, or if you want to be particularly environmentally unfriendly, you could choose to print them out. As I have said before, these are some of the clearest instructions I have ever seen accompanied by some great exploded illustrations.

INGENIOUS BUFFERS

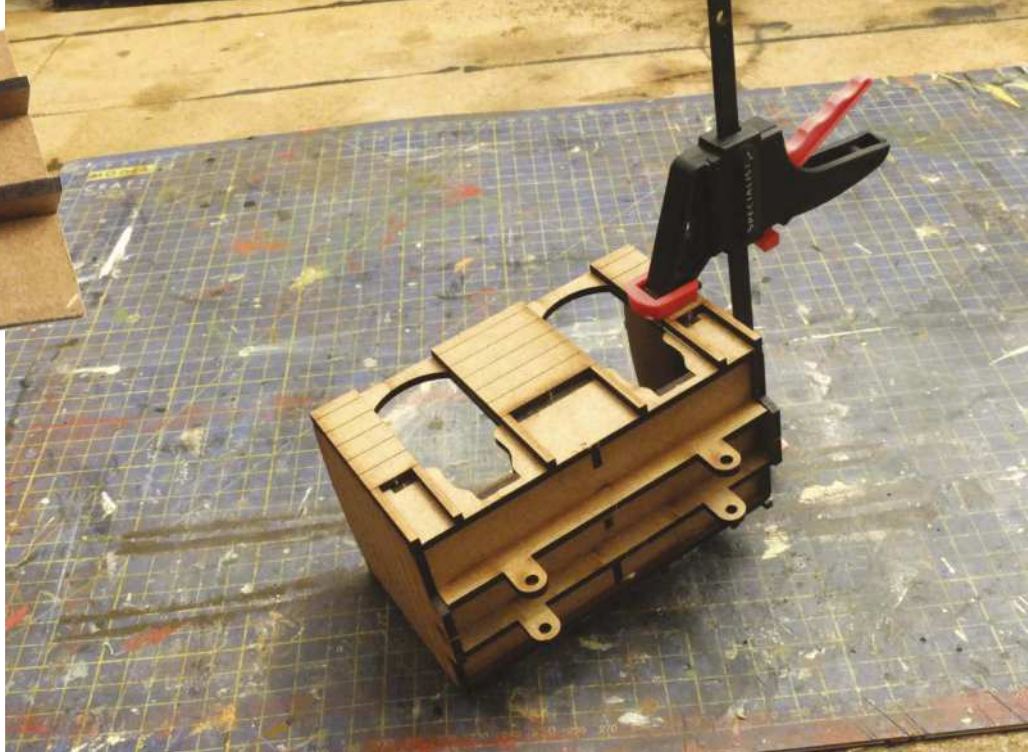
Given that the carriage side overlays were particularly vulnerable to damage, I chose to glue these to the carriage sides firstly using PVA 'dries clear' glue. I would not advise using Superglue as if you wish to stain the MDF, this glue acts as a sealer so the stain won't take over the top of it. Note: in this kit (and this kit only), the scribed planks of the carriage sides face inwards, as the un-scribed sides are largely covered by the external carriage overlays. On the similar-roofed type 2A, without these overlays, the planked sides face outwards.

Before I progressed with the carriage build I was intrigued as to how the buffers would build up. The answer was they are quite ingenious. The buffers are common to all four kits and locate in the right place, so buffer heights between the rolling stock should not be a problem.

There are two hex-headed bolts within the kit. These are glued into the central slot of the middle layer of the buffer, which in turn is sandwiched from the top and bottom with two other layers, which has the effect of locking the bolt in place and disappearing the bolt head, so that only the thread of the bolts protrude and are visible. The bolt simply slots through the pre-cut hole on each buffer beam and nuts are supplied to complete the job. Clever, simple and very effective.

TURNING TURTLE

Next I built the underframe. There are



I used a large compression clamp to hold the carriage sides in place when gluing the ends



The first coat of the red primer. I might have got away with one coat, but to be sure, I applied a second coat later on.

pre-cut notches on the underside of the carriage floor to accept the solebars, which click into place so well they hardly need gluing. That is about as difficult as it gets. Just make sure the planked floor is uppermost. If you want to paint the underframe black, this is a good opportunity. After that four brass bushes are inserted into the holes in the solebars and the axles and wheels can be mounted. I always leave this until last as I don't want a coach rolling off the work bench and turning turtle as it lands.

Back to the body now. I built up the seating on one side only. There is a central support for the middle seat which snaps into place on the upper side of the floor and three further seat sections which slot into the carriage sides. I stress again, these are such a good tolerance fit that they hardly need gluing and will remain at right angles to the side, so squaring up the entire

Coach 1B is assembled and ready to accept some paint.



sub-assembly is simply not an issue. If you want to stain or varnish the interior of this model, now is the time to do it as it would be more difficult to do so once the second side is in place.

Next, the coach ends were fitted and the previously-made buffers (which I made and painted en masse for the four kits) also fitted. The roof section has been heavily scored making it easy to contour to the curved shape of the carriage ends. Again, this was simple enough to glue into place and secure with elastic bands. There is also a helpful little notch in the coach ends which locate into a hole in the roof, so you can't set the roof askew in any



The parts of the buffers, the most ingenious part of this kit.

way. This must have been a more recent modification as roof and ends featured in the instructions don't have this feature.

THE RIGHT RED

Then I painted the exterior of the carriage with what was roughly the right red. I could probably have got away with Halfords red primer, but decided to hand-paint the exterior to avoid any over-spray onto the stained wooden interior. Coach & Wagon Works sent me a pot of matt red oxide which was easy to brush on as it did not need an undercoat. I am sure the hue of the red paint varied over the years on the real thing but will wait for a response that I have not used the right red. As all four coaches will be painted in the same red, I am not sure this will even be an issue. The roof was sprayed in Railmatch grey to finish off.

SAVING THE BEST UNTIL LAST

After adding the axles and gauging the wheels the last task was to add those glorious maker's plates to finish off the model. I always try to employ an Easter egg or treat when I build and save this as something not only to look forward to, but also to encourage me to get the kit finished.

Tip: if you are at all worried about getting these plates straight and level, you can cut around the oval hole in the fret that these were originally located in to make up a small jig to help you better align the plate to the carriage side, whilst still giving you enough wiggle room to make final adjustments once the jig is removed. I used UHU glue to set these plates in place and allow time for minor adjustments.

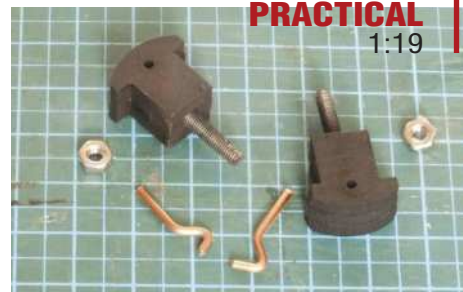
So, that concludes coach 1B and now it was time to tackle the type 2B which to my eye looks more like an enclosed parcel or stores van. It wasn't and I find it hard to believe that 16 men could be 'zip-locked' into this tight space as they made their way down to work on the rock face in the quarry.

The basic principles of this kit are



The left hand side buffer is shown not glued to illustrate the assembly process. The right one is completed.

exactly the same as the others in the range. The major differences here are that you are presented with some nicely etched doors: two per side. Four small brass eyelets are also supplied to serve as door handles and neatly screw into laser-cut holes already etched into the doors. Plastic glazing is also supplied to add to the four window recesses. This must have been the worker's equivalent of the Pullman car and the height of luxury for the quarrymen. Some



The final result. You make the coupling hooks from the wire supplied in the kit.

3D-printed angle irons and bolt heads are included for extra detail.

I did dispense with the brass eyelets as I had some coach door handles in stock from Brandbright Limited, which I think look a little better. I am not sure though whether these are still available as an aftermarket part. Likewise there was provision to make a coach ventilator out of components within the kit, but I had in hand some 'new-old-stock' white metal ventilators from the sadly long



As all these coaches have similar numbers, I affixed the labels from the packaging to remind me of each type and this will be one thing less to forget down the line too.

I cut out around the fret that the maker's plates were located in and used this as a useful template to help to get them mounted neatly on the carriage sides.



Whilst I spray-painted the roof before adding it, it needed another coat but the body was very easy to mask up for this process.

gone Imp Models which were a little more prototypical.

I have to say, having now made up two of the four kits, they have been a joy. It is great when parts fit together as accurately as these. But as I said earlier, if you want to dip your toes into this range, then hit up WVW for the type 1A as a starter. Just two notes for you if you do. This kit is easier to paint before assembly, unlike the others. This kit is also the lightest of the set and would benefit from some added weight under-stairs. WVW sell iron weights specifically for this at 50p per strip and they drop neatly between the solebars on the underside of the coach. Watch the double sided tape though, as you will only get one chance to drop them into the right place.

Why not just go for it and get the whole set? This would cost you £89 plus P&P. I reckon you can knock forty quid of that price for eight of those grand maker's plates alone. Also, together with my 16mm brass model Ffestiniog double-Fairlie 'Merddin Emrys' used for the final photo-call, you can see that the coaches actually work really well as a four-car rake and sit well behind the loco.

NO QUARRELS WITH THESE QUARRYMEN'S COACHES

The build of the remaining two kits followed swiftly and without any issues to report. I really have difficulty in finding anything to be critical of with these models. They are comprehensive kits. They build up totally accurately.

The underframes are correct and true to the prototype. The buffer construction is ingenious. The tabbed roof section is impossible to misalign, and those maker's plates (I think I may have mentioned those already) finish these diminutive coaches off to perfection.



The final coat with Coach & Wagon Works red primer on coach 1B.



Wooden supports allow me to mount the maker's plate to one side, then flip the bodies over to repeat the process without disturbing the plates on the lower sides of the models.



Coaches 2A and 2B just awaiting roofs, buffers and wheels.

The four kits in various stages of completeness, with coach 1B (furthest away on the right) being complete.



The 3D-printed bolt heads and angle irons feature in coaches 2A and 2B.



The completed rake of the four coaches from left to right, types 1A, 1B, 2A and 2B.



The coach roofs being held in place with elastic bands, which I cut off after the roof was set as there was less risk of damage to the body.

Garden Rail Resource

Wood Valley Works

15 Dart Close, Alsager, Cheshire,
ST7 2HY
www.woodvalleyworks.co.uk

Quarryman's coach type 1A (open top) £12.00

Quarryman's coach type 1B (with side overlays) £26.00

Quarryman's coach type 2A £25.00

Quarryman's coach type 2B £26.00

Rolling chassis kit £10.00

Iron weights 50p per strip

Red primer (40ml tins), and other colours £4.50

Coach & Wagon Works

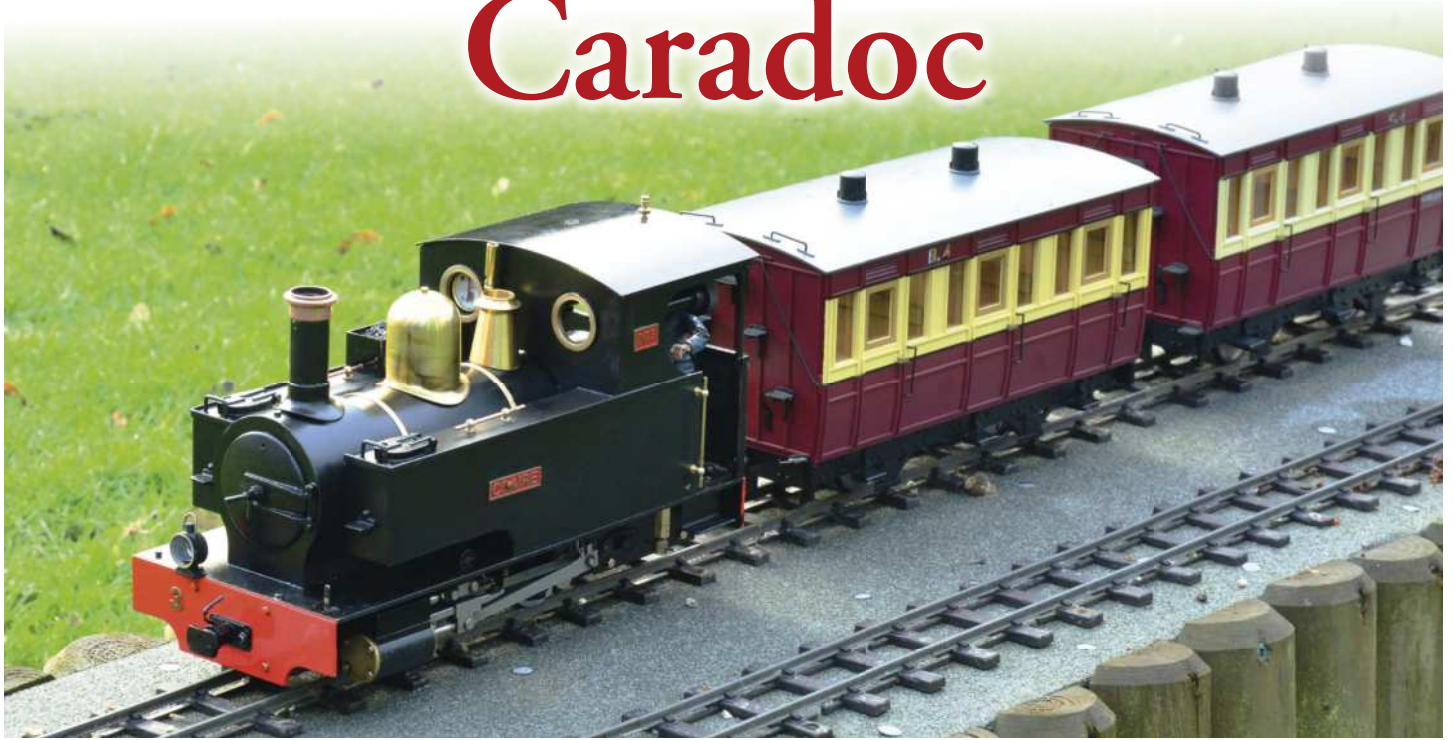
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Iron weights added between the solebars to aid adhesion.

Restoring an Accucraft Caradoc



Mike Wakefield found himself saving a locomotive that was in need of a lot of love.

I recently received an Accucraft Caradoc for restoration. For those unfamiliar with this loco, the Caradoc was a 0-4-0 piston valve tank engine with internal gas firing, manufactured in the early 2000s. My task was to change the loco back, as far as possible, to how it had looked when first manufactured, salvaging as much of the original as I could.

This particular loco arrived in rather a sorry state. Sometime during its life it been considerably altered, mainly in the cab and rear underside areas. The rear frames had been cut away from just behind the rear wheels, the cab side door openings filled in and the cab back removed completely. The cab roof had been extended backwards, there was a large oval hole in the cab floor

and a water top-up had been fitted and then extended by a brass pipe to project underneath the left side of the cab floor. It also had a number of purely cosmetic changes such as remounting the whistle on the smoke box with a dummy steam pipe extending back to the cab.

Radio control was in the form of two servos, one operating the regulator and the other the reverser, with the receiver and battery box located in a triple-axle tender.

Not so much kit bashing as kit battering.

Judging by the oval hole in the cab floor and the cutting away the rear part of the frames, I guessed that a previous owner had set out to convert the loco into a 0-4-2. Apart from the oval hole there was no

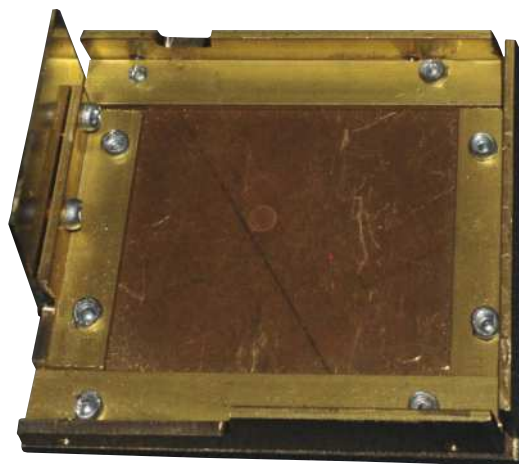


The model as obtained.



The battery compartment before work. Note the odd hole

The battery compartment after I'd finished.

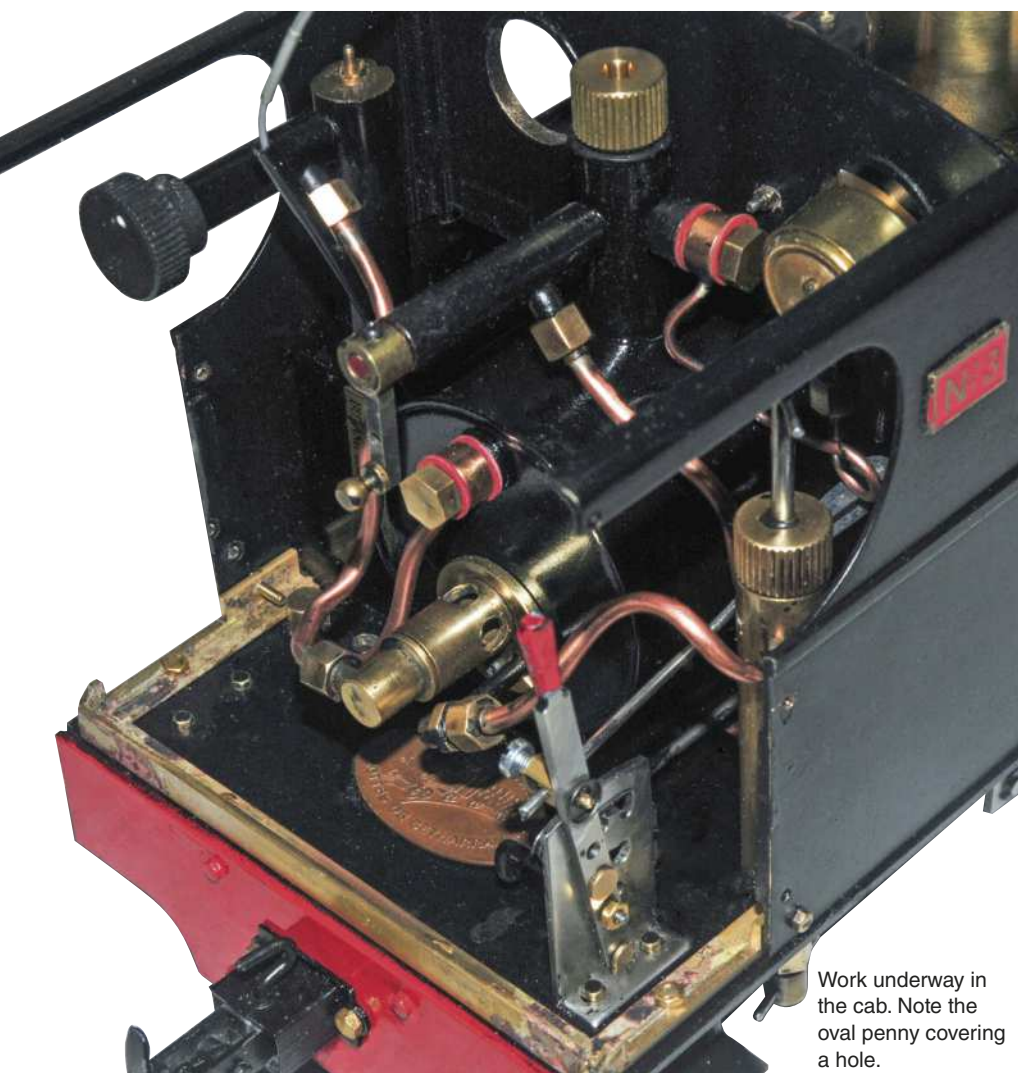
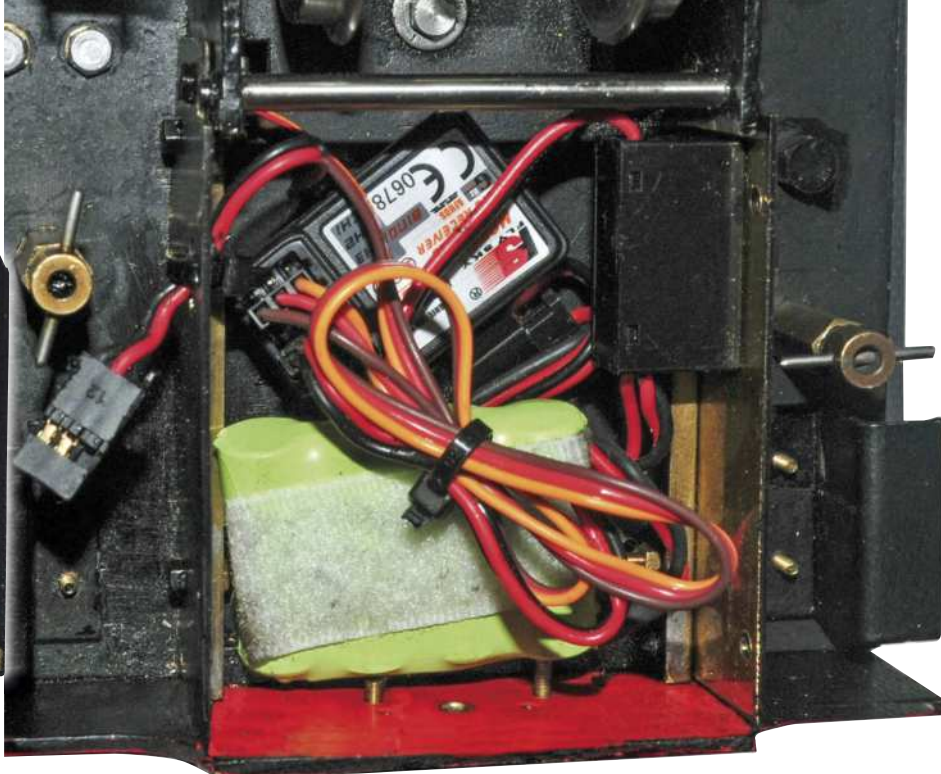


I made a new cover for the battery compartment.

sign they'd been successful and definitely no remains of any kind of pony truck, so I assume this attempt had failed.

However, because the rear part of the frame had been cut away, there was nowhere to house any radio control gear under the cab floor. To get around this a tender had been made, along with the

removal of the cab back, filling in the side door openings and extending the cab roof. The tender itself was of thin steel and plywood construction, and had both a dummy coal load and dummy water filler. It also incorporated some of the parts originally fitted to the loco, such as the rear buffer beam and cab steps.



Work underway in the cab. Note the oval penny covering a hole.

Of course, in the real world, a tank engine doesn't require a tender.

There was no point in making serious changes to the loco's looks if it wasn't going to run so, before embarking on any alterations, I disconnected the radio control servos, totally cleaned the loco, re-oiled all moving parts, and then test ran it on a rolling road, first with compressed air and then under steam. The loco ran really well, so I pressed on with the restoration.

I first totally dismantled the loco to have a good look at its alterations and to give me an idea as to what could be restored. I concluded that, while the major alterations to the cab and rear frames had mainly been carried out to a high standard, the cosmetic changes appeared more hurried, with thick black paint being used, some of which had pooled in large blobs before drying. Fortunately I found this thick paint readily dissolved with white spirit, leaving black enamel underneath.

A PLAN OF ACTION

I then put together a plan:

First, discard the tender, recovering anything useful that could be reinstalled on the loco.

Next, remove the existing water top-up system and replace it with the more normal top-up valve, screwing directly to the top of the boiler.

Remove the handles that had been soldered into the vertical roof supports at the rear corners of the cab, so I could re-attach a cab back.

Remove the thick black paint that had been liberally applied to everything in the cab, and return to the shiny

Work completed in the cab.

brass and copper that I personally favour.

As my Mortimer has a coal bunker projecting out from its cab back, to swap its cab roof with the extended one from the Caradoc. Also to fit the little catches I've fashioned to stop the cab roof sliding back by itself.

From 1.5mm brass sheet (the thickest my modeller's circular saw can easily cut) fashion two plates to replace the missing parts of the locos frame, to be bolted in place. Before attaching, mill appropriately shaped holes to accommodate a radio control on/off switch on one plate and the battery recharging plug on the other.

Again using 1.5mm brass sheet, fashion a plate to cover the location of a radio control receiver and rechargeable battery. This cover to be held in place by bolting it to the new frame extensions and also the bottom bolts of the rear buffer beam.

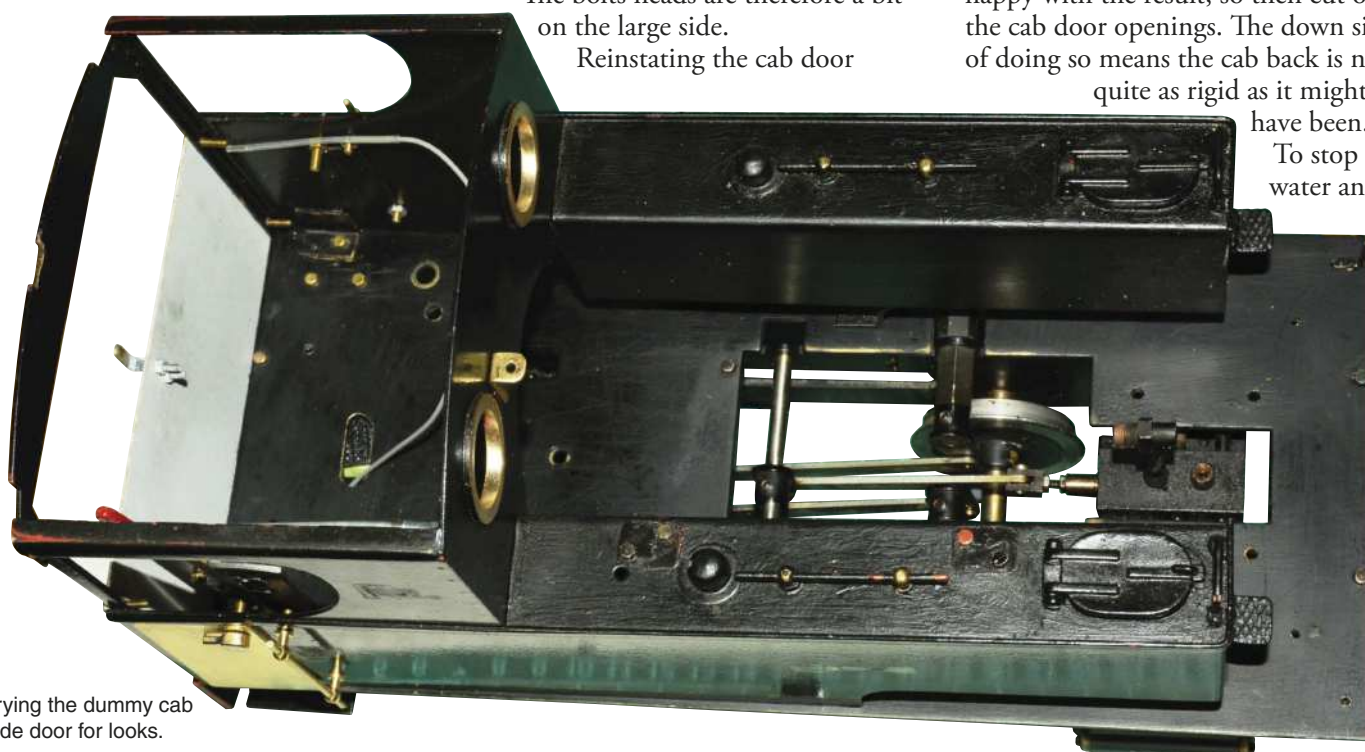
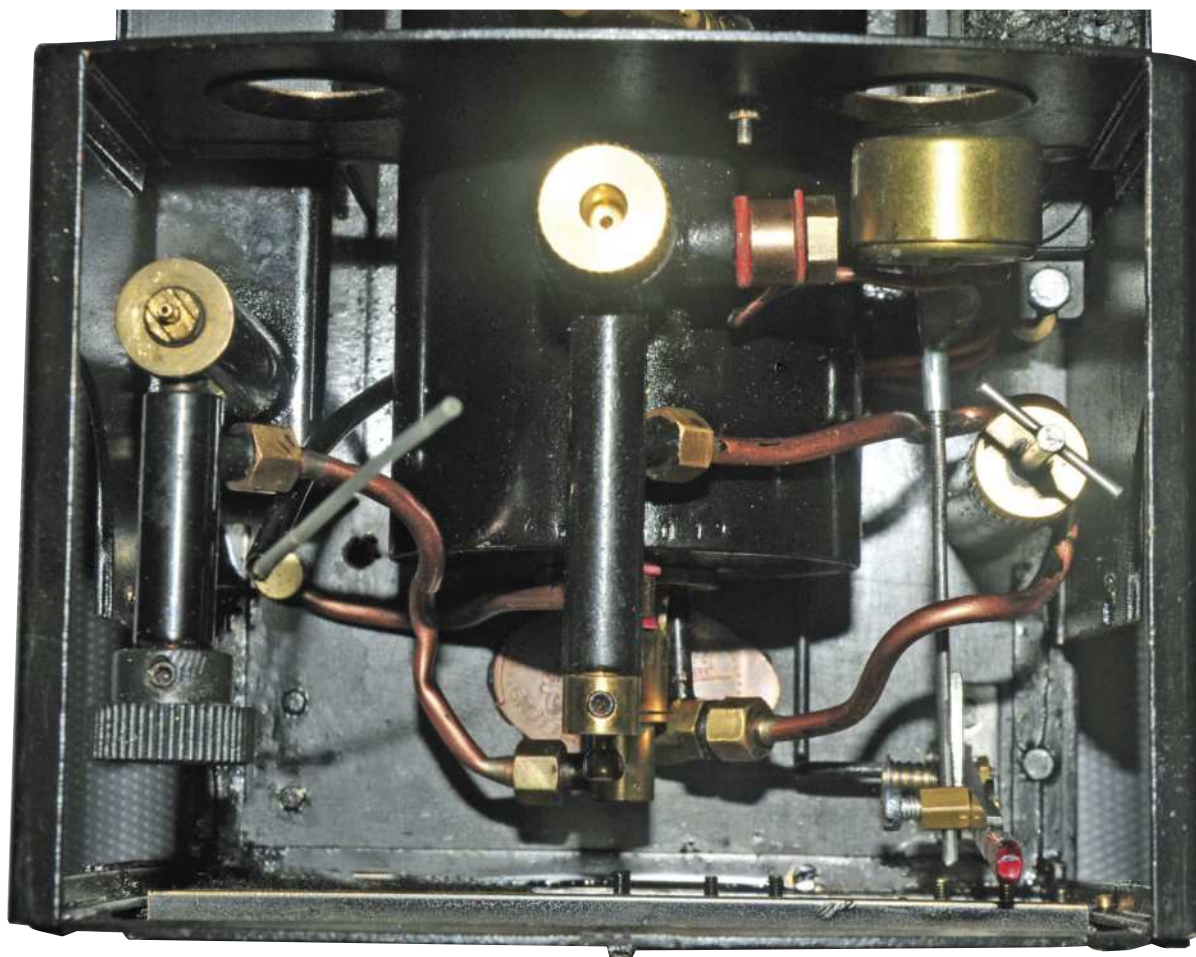
Using more of the 1.5mm brass sheet, construct a new cab back that could be taken off to give access to, say, clear a blocked gas jet. This back to be attached by bolts screwing into the holes left by the previous removal of the handles on the vertical roof supports. Unfortunately these holes were too large for a M2 tap so I had to use an 8BA.

The bolts heads are therefore a bit on the large side.

Reinstating the cab door

openings was something I first felt shouldn't be attempted as, with so much metal cut away when the cab back had been removed, there would have been precious little left to support for the cab roof. I therefore initially decided to not to open up the cab side door openings and instead made some dummy doors to go on the outside. However I wasn't happy with the result, so then cut out the cab door openings. The down side of doing so means the cab back is not quite as rigid as it might have been.

To stop any water and oil



Trying the dummy cab side door for looks.

Testing with the doors fitted.



getting onto the radio control receiver and battery I needed to make and attach something to fill the oval hole in the cab floor. After initially planning to use a piece of rectangular brass I remembered an oval copper souvenir token, embossed with a picture of a loco, that came from the underground train ride at Grottes de Betharram in France. It seemed appropriate, so I fixed it over the oval hole using high temperature silicone.

Cosmetically, to refit the whistle onto the cab front, polish the dome, refresh the paintwork and, considering this is a narrow gauge tank engine that only moves a maximum of around 20-25mph, attach oil cans, buckets, tools and the like which would be appropriate to such a loco. Ian Davies kindly gave

me a dummy coal basket and coal for fixing to the top of a side tank.

Refit radio control. I opted to use just a single servo on the reverser as you really don't need to servo control the regulator as well on these piston valve locos. Neither of the servos that came with the loco was reusable. One had had its fixing lugs sawn off and the other had stripped (nylon?) gearing. I used a metal geared servo of my own and rerouted the control linkage rod so it acted directly on the reversing lever rather than incorporating a 90 degree bend, which had a tendency to flex.

Finally, to re-assemble all the parts of the loco, using new fibre washers as required, and re-test using compressed air before a full test under steam.

HOW DOES IT RUN?

It runs really well, and even exhibits slightly more pulling power than my own Mortimer of a similar age. I can only conclude this Caradoc hasn't had much use. The only thing I needed to alter was the gas control handle which, by projecting from the cab side window, kept snagging on the foliage growing alongside the track. I fitted a standard Accucraft circular knob instead.

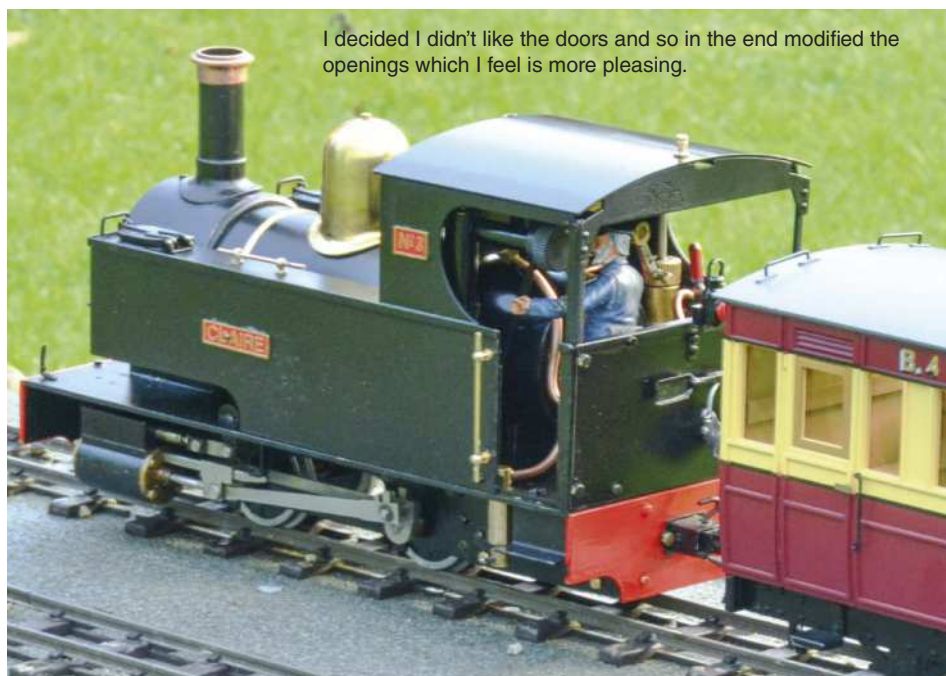
As to how it looks, that's a far more subjective decision. I personally like locos to be clean and shiny while others prefer them to appear used and add dummy rust stains and the like.

CONCLUSION

It proved easier than first anticipated to restore the Caradoc back to something like it would have looked back in around 2004. As to why an attempt had been made to change it into a 0-4-2 I can't say, other than it was pretty sure to be unsuccessful.

Looking at the position of the wheels on, say, a 0-4-2 Leader of the same era as a Caradoc, it's clear a pony truck ideally needs to pivot further forward than simply the middle of the cab floor, and that requires the rear driving wheels to be mounted further forward as well.

Am I'm entirely pleased with the result? Well no. I feel I have achieved the best that could be done with what I had, but the 8BA bolts attaching the cab back are too large and conspicuous. I plan make some brass handrail knobs with an 8BA thread and use them to replace the bolts. ■



Fen End sawmill



Paul Thorold shows us a useful traffic source for his Lincolnshire line.

Construction of the Fen End Railway began in my garden, in a small Lincolnshire village in the Summer of 2011. In the eight years following this, the line has grown massively in both size and in fan base thanks to its appearances on social media.

I spend a lot of my time out in the garden with my railway, much to my wife's annoyance sometimes, but it is truly a great passion that I have, especially when my grandchildren want to come and 'play'.

The most recent of my creations is the

saw mill named S. Headland. The name was chosen to honour of a very close friend of mine, a carpenter, who sadly passed away recently.

It currently stands on the raised part of the railway, both were constructed last year. This particular raised area I built



The buildings are all constructed from wood salvaged from a summerhouse.

mainly for the live steam trains that I have in my collection. Since then it is now connected to the Massoth DCC System, which is connected to the rest of my set up, there is also in provision to isolate when running live steam.

The main body of the sawmill is from reconstructed redwood timber, which was originally our summerhouse. The planks of wood were sawn to size and then I used a Dremel tool to scribe on the planking detail. The saw bench for the sawmill was also created by the same wood as the main construction with dowels and a large washer to represent the actual blade.



The small crane for loading logs is scratchbuilt.



Under the lean-to is the mill's steam engine made from bits of pipe and 3D printed components.

My Boiler House was also made from scratch. The corrugated looking roof is really plastic which painted in a such a way that it looks like it has real rust developing. The boiler is made from a piece of drain pipe, a brass water pipe, wooden coffee stirrers (thanks goes to McDonalds) and various other bits and pieces I had lying around my workshop.

My friends Paul Cole, then very kindly used his 3D printer to make the beam engine.

Using home-made rubber moulds, I cast the main roof sections in resin. A finishing touch was to add lights and a sound system, which makes saw type sounds.

To make the entire construction more realistic I used both acrylics and enamels for the painting and weathering it. ■



A lorry collects waste sawdust.



Well, look at that. He's been working under the layout all day and come out with designer beans!



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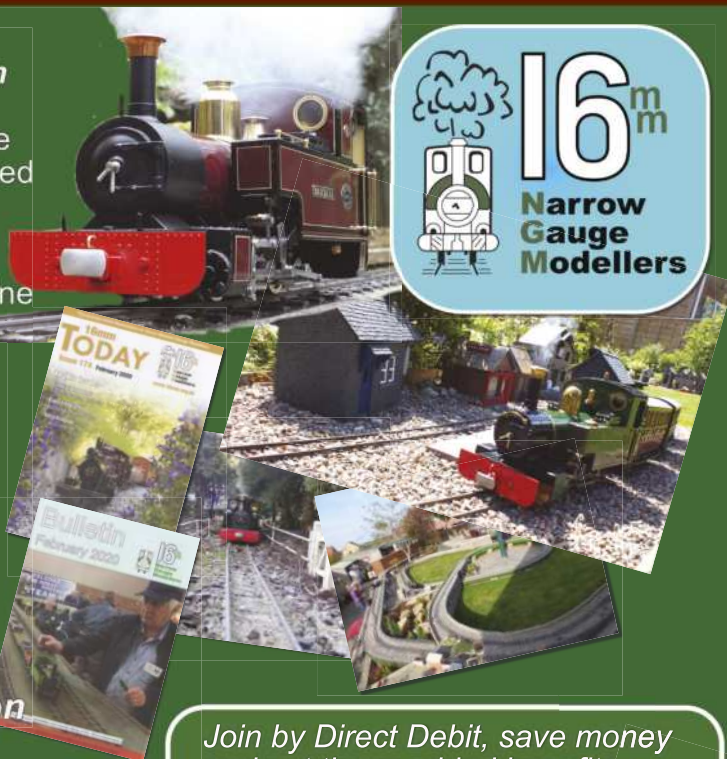
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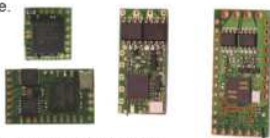
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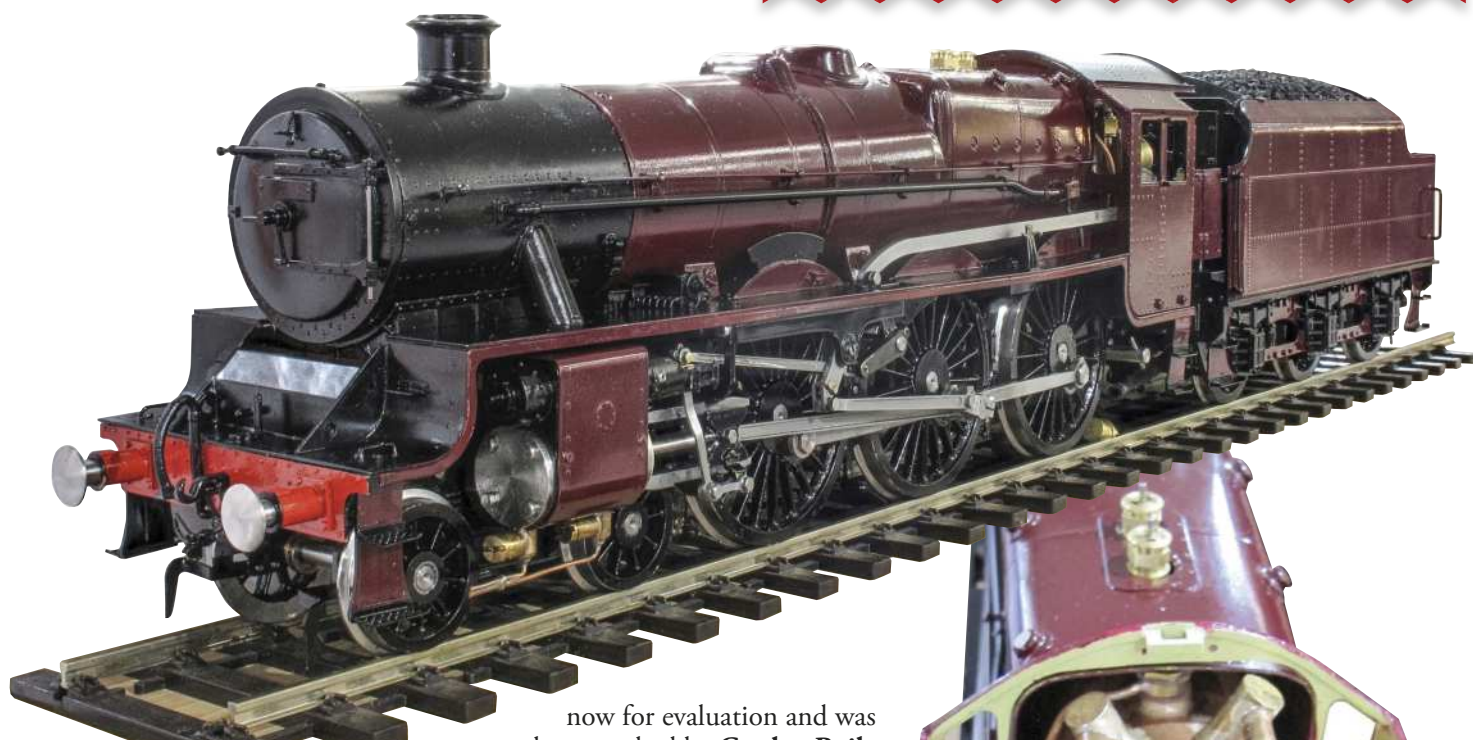


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now for evaluation and was photographed by **Garden Rail** at the Midlands show. We will bring you images of decorated samples very soon.

The model is available on a pre order basis only, allowing a choice of any name and number combination on LMS Crimson Lake and British Railways Brunswick green liveries.

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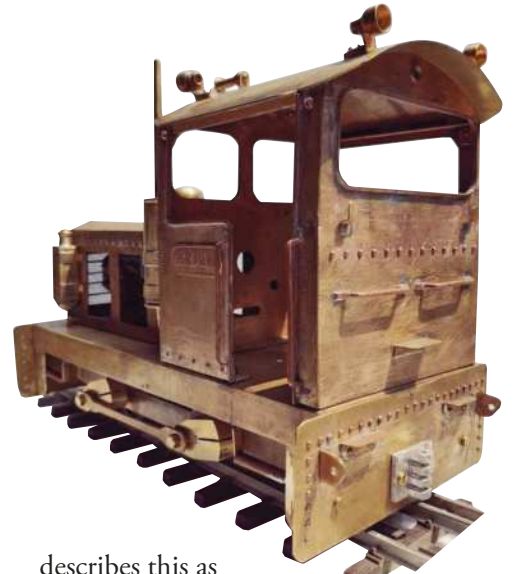
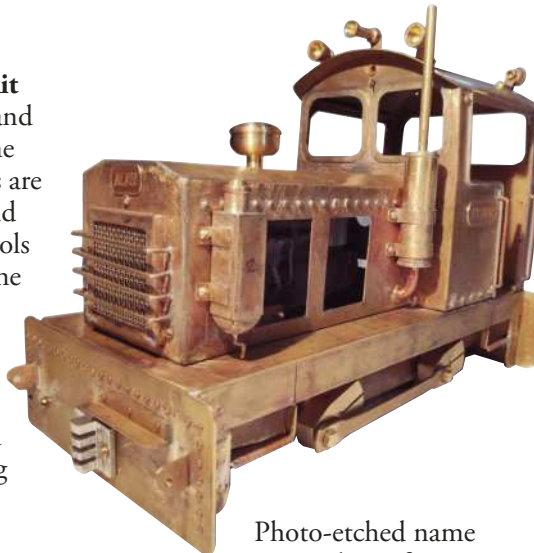
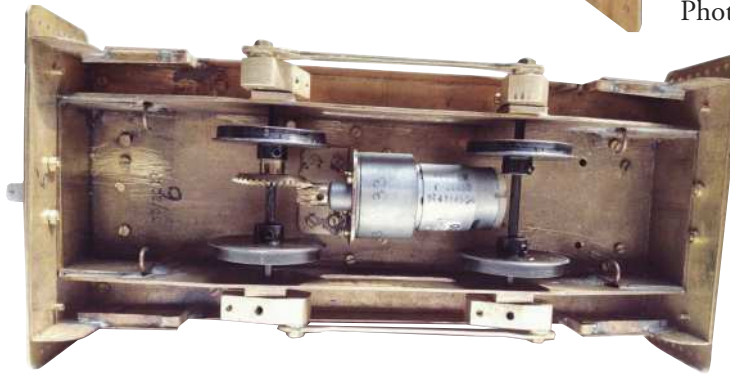


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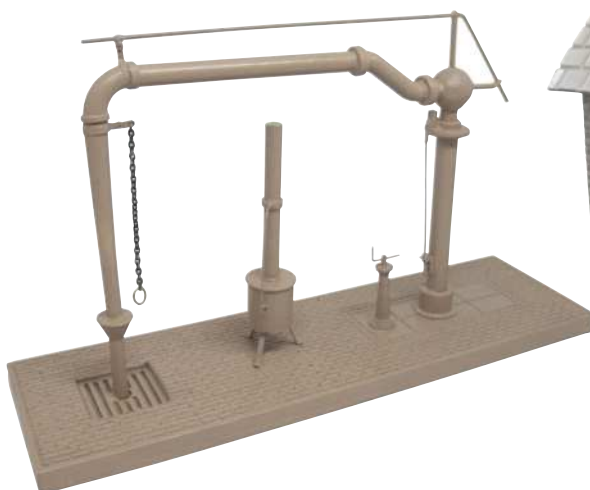
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16mm scale Talyllyn three plank wagon

The model is based on one of the various 3 plank wagons used by the Talyllyn railway for the conveyance of general merchandise, coal, timber, fish and beer. Although originally thought to be unbraked as they were based on rebuilds of the railways 2 bar slate wagons, the designer found a photo of a prototype with brake gear fitted, so it is supplied to allow the modeller to choose.

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This is a Tony Riley body kit, with solid wood parts (not MDF or plywood) machined to shape so, for example, end stanchions are correctly tapered and planking details are on both sides.

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Event: 30th Anniversary Weekend

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

Organiser (BVR): Bure Valley Railway – 01263 733858, also on Facebook

Organiser (16mm): alan.butcher34008@gmail.com - e-mails only please as I cannot be contacted via the BVR

Web: www.bvrw.co.uk

Times: 10.00-17.00 or until last departure from Aylsham if earlier

Prices: Free access to 16mm layout, normal prices for train rides etc.

Layouts: Aylsham Minor will be available for Association members to run on

Additional info: Bring a locomotive to run whilst the family ride the rails. Two Romney, Hythe & Dymchurch Railway locomotives will be visiting for the weekend. The previous Friday (10th July only) will be 'Steam Back in Time' event with 1990 fares for travellers.

Date: 5-6 September (Note: change of date)

Event: Steam in Miniature

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

Organiser (BVR): Bure Valley Railway – 01263 733858, also on Facebook

Organiser (16mm): alan.butcher34008@gmail.com - e-mails only please as I cannot be contacted via the BVR

Web: www.bvrw.co.uk

Times: 10.00-17.00 or until last departure from Aylsham if earlier

Prices: Free access to 16mm layout, normal prices for train rides etc.

Layouts: Aylsham Minor will be available for Association members to run on

Additional info: Bring a locomotive to run whilst the family ride the rails. Two former Fairbourne Railway locomotives – Katie and Siân (from Windmill Farm Railway) will be visiting for the weekend.

Date: 3 October

Event: Llangollen Garden Railway Festival

Venue: Llangollen Royal International Pavilion, LL20 8SW

Times: 10am to 4:30pm

Admission: £7. Accompanied children under 16 free.

Web: www.lgrf.com

Date: 3 - 4 October

Event: Aylsham Model Railway Show (Saturday only event)

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

Organiser (BVR only): Bure Valley Railway – 01263 733858, also on Facebook

Organiser (16mm): alan.butcher34008@gmail.com - e-mails only please as I cannot be contacted via the BVR

Web: www.bvrw.co.uk

Times: 10.00-17.00 or until last departure from Aylsham if earlier

Prices: Free access to 16mm layout, normal prices for train rides etc.

Layouts: Aylsham Minor will be available for Association members to run on

Additional info: Bring a locomotive to run whilst the family ride the rails.

Date: 14 November

Event: National Garden railway Show

Venue: Peterborough Arena, East of England Showground, Peterborough PE2 6XE

Times: 10am to 5pm

Admission: £12.50 on the door (under 18's and carers admitted free), however buying in advance (online from 9th December) will save you £2.00 per ticket.

Organiser: The Association of 16mm Narrow Gauge Modellers

Web: www.nationalgardenrailwayshow.org.uk

Additional Info: 19 layouts, in scales including 16mm to the foot, 7/8ths, 7mm narrow gauge, G, G1 and G3 running a mixture of live steam and electric powered stock. 100 trade stands including suppliers you simply don't see anywhere else as well as major manufacturers launching new products, information stands and heritage railways. Model of the Year Competition, Member to Member secondhand sales and lots more.



Locomotives running on the 16mm scale layout "Severn Mendip" at the Midlands Garden Rail show in March.

All events are published in good faith.

In light of current events, please check with the organisers before travelling a significant distance as Garden Rail can't be responsible for changes or cancellations. Please be aware that travel restrictions issued by the Government may also impact your journey.

To submit and event for publication, please e-mail phil.parker@warnersgroup.co.uk

SUBMISSION NOTES

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

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

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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

FILCRIS IN LAYOUT CONSTRUCTION

My experience with Filcris is a bit limited in that (for all sorts of reasons) work did not start in earnest until October, but my 'big plastic trainset' will be LGB supported by Filcris.

My approach is very much derived from 4mm experience, but I am also a civil engineer. A ground level layout would not work anyway. The garden slopes from house to back wall at about 1 in 12 but that wall, a garage and brickwork used for container grown summer flowers provide a secure fixing and level datum along two sides. The third side belongs to 'next door'

To be fair to Filcris, the guidance on their website does make it clear that steps must be taken to cater for thermal movement over and above that which would be normal in wood. It is also quite 'floppy' when a single piece is used on its own. However, as soon as you put in an overlapping plank, the combination stiffens a lot. The other key is triangular bracing, as shown in the attached photos.

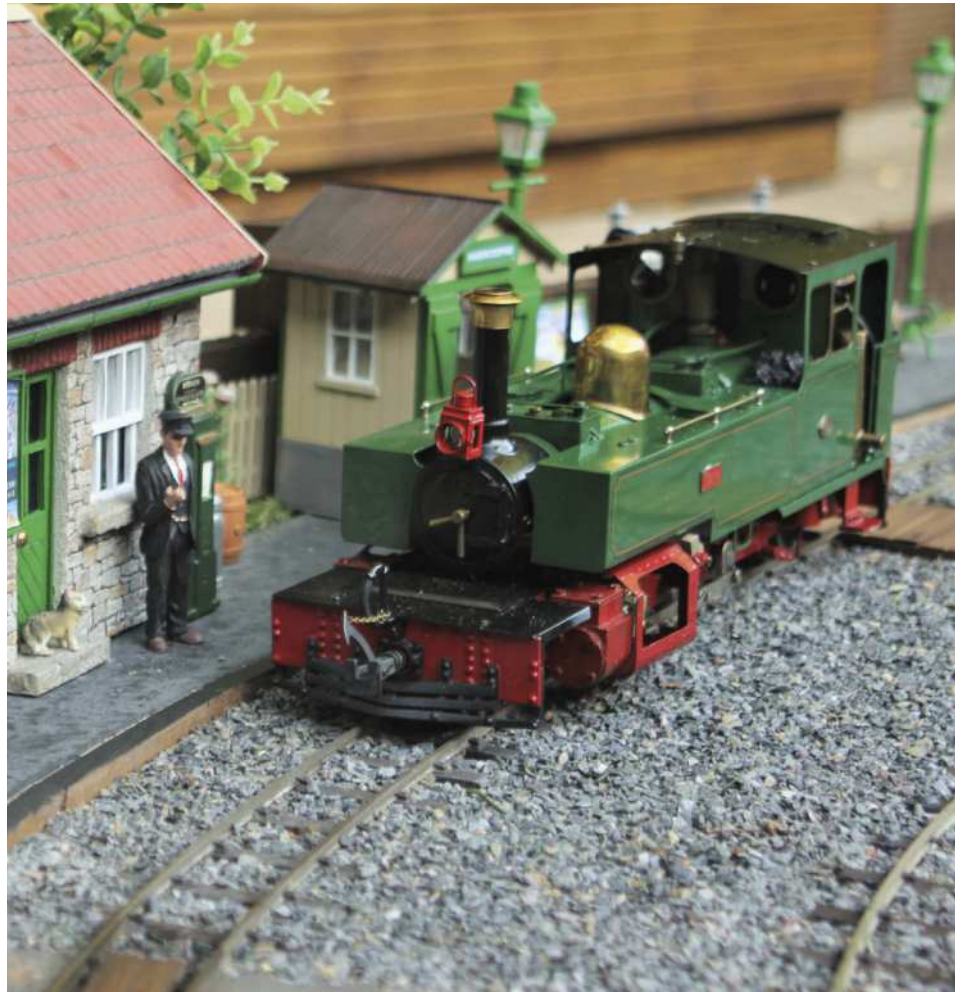
Of course, our glorious winter weather has been free of sun and warmth, but I will gladly provide feedback in the future if you think it helpful.

David Rockliff

I have just read the note from Richard Jenkins in **GardenRail 307** regarding the issues he has had using Filcris on his railway and thermal expansion/contraction.

While I am no expert in the science behind the thermal properties of Filcris, I can only pass on advice based on my own experiences using the material.

As I have outlined in my article, my railway is constructed using the 'ladder technique'. I have used support posts and spacers between the runners at regular (half a meter) intervals. I have also used track boards on top of the runners (made from the same density



Filcris), and these have a width of 75cm and have gaps in-between. The construction is solid, and while this may seem over engineered for a track that is essentially at ground level I have so far had no issues with heat expansion- and the railway has been down for about 4 years.

The Filcris I have used is the very dense brown coloured material - <https://www.filcris.co.uk/category/garden/garden-railway-products/ladder-frame-kits-and-components>

As I mentioned, my line is very close to the ground (at its highest point it's about a foot). It runs around the edge of the garden, next to the garden fences on either side. I have noticed that even in the middle of summer, the track is never in direct sunlight for long periods of time. As the sun moves around the

garden from morning to evening, the fences provide shade throughout the day. I am sure this also helps prevent any major heat expansion of Filcris material. The majority of my Filcris trackbed is also buried or hidden with soil, planting and rockery etc to hide it as much as possible and the uPVC edging profile and ballast also helps to keep the heat off the Filcris.

When I constructed the railway, I did this over the winter months- I remember it was pretty cold! So any Filcris used was in its 'non-expanded' state when delivered.

I do hope these notes are of use to you, and I would be happy to try and help further if I can- perhaps after seeing some photos of your line.

Rob Goulding

DPDT SWITCH

I liked the article on budget radio control, I do have a query.

You mentioned a “sub miniature mini Toggle switch DPDT with on off on capability”. I failed to source these a couple of months ago and tried Google/ eBay again today with no success. I should explain that to me (and the Component Shop Llanwrst) sub miniature means rough 8mm x 8mm x 12mm. If that is what you are referring to could you tell me where you got one?

I need the centre off as it's for a forward, stop reverse switch for my granddaughter's 'mall Thomas', not the Bachmann one, and would allow conversion without too much butchery

Ray Waters

Editor: I passed Ray's e-mail over to the articles author, Chris New, to see if he could help.

I'm glad you liked the article and I hope it has encouraged other people to have a try at the dark art of RC. When I first started out a lot of people were very helpful with helping me solve problems and I thought it would be nice to share the knowledge they gave to me.

For those struggling to find the DPDT switches on eBay, due to the way sellers put in lots of different descriptions when you search for an

MODEL TOWN'S THATCHED COTTAGE – ERRATA

For some reason when building and reviewing this cottage kit, I used the wrong chimney from the one that is supplied.

I put small parts in a container so I do not lose them and I grabbed a chimney from there which looked very similar to the one supplied with their Corris cottage kit, thinking this was correct. Well it was not!

The actually chimney supplied is a much nicer mould in fact. I realised my mistake too late before this article went to print, but have now replaced the chimney on the cottage with the correct one.

Apologies to Modeltown as I know they have made great strides over recent years to improve the quality of these detailing parts and I apologise

directly to them for getting it wrong on this occasion. A picture of the correct chimney is shown here. Where that erroneous chimney came from is still a bit of a mystery however!

Mark Thatcher -
Buildings & kits
columnist



item to help boost their sales, here is the search I used “5pcs AC 125v 6A 3 position DPDT ON-OFF-ON Micro Mini Toggle Switch” The seller was called “misterfred1”. The size of the base is 13 x 12 x 9mm and the price was £4.25 including free postage.

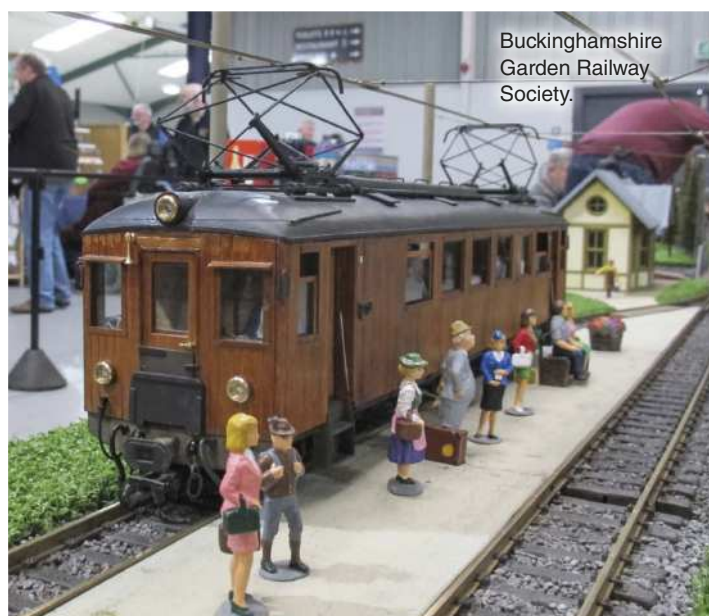
A smaller switch is available, 8 x 8 x 5mm base if space is at a premium, from the seller “led-essential” or try a search for: “ON-OFF-ON Subminiature Sub

Mini toggle switch SPDT”. These are rated at 1.5 Amps 250v AC which will be plenty for your project loco. These were priced at £1.39 each or £3.99 for five including free postage.

Both sellers are UK based and you should get the items within a couple of days. If you go for the SPDT switch the article explains the different wiring to use.

Chris New

Seen at the Midlands Garden Rail show



Plum Tree Lane crossing



Keith Wilson relives some happy memories on his line.

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For me, level crossings conjure up happy childhood memories. Not the modern type with automatic barriers, flashing red lights and TV cameras, but the old fashioned ones with wooden gates, a signaller and a signal box. I remember the excitement of hearing the bell chime and the clunk of the hand wound wooden gates as they closed across the road to make way for the approaching train.

Each afternoon before teatime I'd cycle down to one such level crossing at Littlefield Lane in Grimsby with my schoolmates to see what was hauling the London train: usually a class 47 diesel,

but sometimes it was a 'namer' or even a mighty Deltic. I guess these nostalgic memories were the subconscious driving force for Plum Tree Lane level crossing on my own line, the Waltham & Lincolnshire Coast Railway.

I chose the location of my level crossing to be in one corner of the back garden, under a small Victoria plum tree. It's a single track section where photos can be taken from a low down position without including real world features such as the back door or garden furniture. It's only about 12" from the fence so I try and position slow growing small leaved evergreen

plants such as box hedging to provide a green background.

Like my trackbed base, Plum Tree Lane is made from concrete. I mixed it fairly stiffly so that a realistic camber could be formed on the road surface. Before the concrete had set, I sprinkled a layer of black silica sand into it to give the impression of tarmac. I guess concrete colouring powder would have been better but I just used what was at hand.

The gates and posts are a resin kit from Modeltown. To fix the posts in position I drilled 6mm diameter approx vertical holes up into each resin gate post base and then used a short piece of copper tube set into the hole and then into a corresponding hole in the concrete. This gives the posts a secure fixing but allows for easy removal when an occasional repaint is required.

The signal cabin was a pre owned resin kit and gifted to me by a friend.

I made the slate walls myself using slate mulch chippings that I washed, dried and stuck together with silicone, with the Editor's permission, I'll explain this in a later issue.

I leave all my buildings permanently outside and enjoy seeing the railway even when trains aren't running. In the future I hope to add some LED lamps to the gates and a light inside the hut. ■



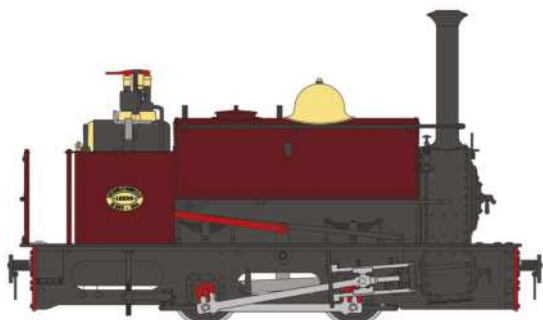
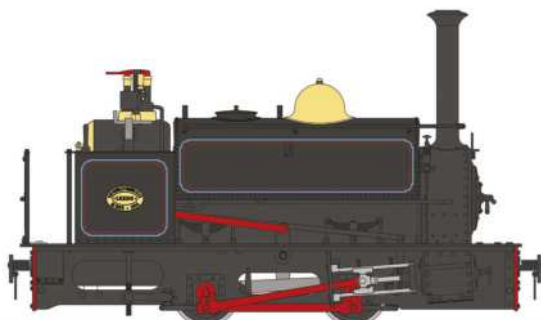
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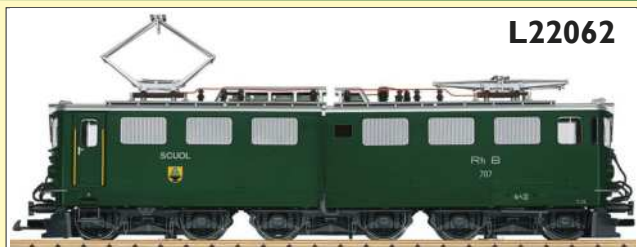


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