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Rail



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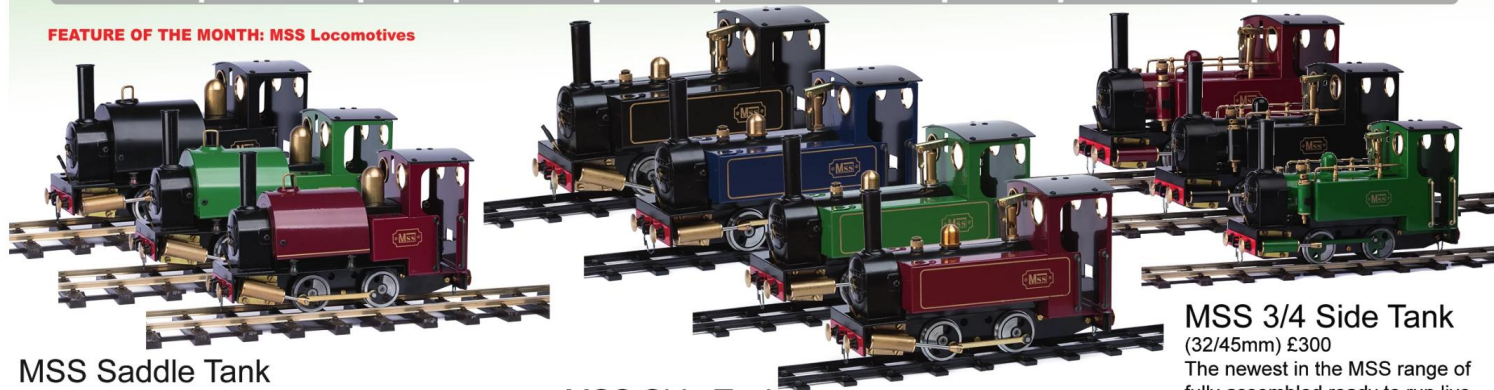
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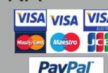
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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 312 August 2020

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Printed by: Warners Midlands plc

Distribution

News Trade – Warners Distribution

T: 01778 392417

Model Trade – Warners Trade Sales

T: 01778 392404

Overseas Agents – Japan

Erei Co, Ltd 1-12 Toyotama-kita,
Nerima-ku, Tokyo 176

Subscriptions

T: 01778 392465 F: 01778 421706

(UK & Overseas)

subscriptions@warnersgroup.co.uk

UK: £57.00 12 issues (1 year)

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

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

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

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BUDGET PRESSURES

Maybe it's something to do with being locked down, or perhaps the shops haven't been open for a while, but I've received several articles recently where people have been getting inventive and creative with their railways for very little money.

Lack of cash was certainly why I found myself working in larger scale many years ago. As a youngster, the components for a half-decent kit-built OO gauge loco were way out of the range of my pocket. However, the local model shop sold cheap, plastic O gauge wheels and the wagon underframe component pack

from Coopercraft plus a Proops "Pound Pack" motor could be the basis for a scratch-built loco.

Later on, discovering glass-filled fibre wheels and spare parts in the GRS (I think) catalogue, allowed me to build more impressive battery-electric models, well they pleased me anyway.

The point is that those in this hobby don't seem to let a little thing like finance get in the way of enjoying themselves. Or, perhaps the visible parsimony is just a sop to soften the blow from their other half when a shiny new steam loco arrives!

How to stay at home and still obtain your Garden Rail

In the current situation, some explanation of our various options to order GR online for delivery to your home might be helpful.

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Starter Sets



PK37154 Circus Roncalli Battery RC Starter Set

Locomotives



PK37242 DB BR050 Steam Locomotive IV
PK37243 DCC-Sound Version



PK37429 Flixtrain BR181 Taurus Electric Locomotive VI



PK37436 DB E94 Crocodile Electric Locomotive III



PK37441 DB BR103 Electric Locomotive IV



PK37510 DB BR218 Diesel Locomotive IV



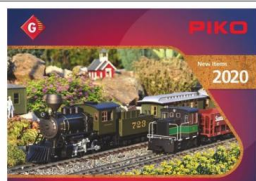
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PK37591 DR B106 Diesel Locomotive IV
PR37591 DCC-Sound Version



PK38208 AT&SF Mini Mogul Steam Locomotive 723



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PK37663 DB BPMZ 1st Express Coach IV



PK37664 Flixtrain Passenger Coach VI



PK37680 DR Reko Bage 3 Axle Coach IV



PK37681 DR Reko Bagtre 3 Axle Coach IV



PK37682 DR Reko Baage Coach IV



PK37682 DR Reko 3 Axle Baggage Coach



PK38650 NYC Wooden Coach 286



PK38651 NYC Wooden Coach 287



PK38652 NYC Wooden Combine 215

Wagons



PK37745 DR EAOS Gondola IV



PK37747 DB Bogie Flat Wagon w/20' Container IV



PK37752 DR Bogie Flat Wagon w/2 x20' Deutrans Container Load IV



PK37764 DR Res-X Bogie Stake Wagon IV



PK37795 DR Cement Silo Wagon IV



PK37926 DR 2nd Class Coach III



PK37957 DB Open Wagon III



PK37958 DR Flat Wagon IV



PK37959 DR Club Cola Box Van IV



PK38767 Texaco Bogie Tank Wagon 1971



PK38768 Christmas Flat Wagon with Pick-Up Load



PK38769 UP Bogie Flat Wagon w/Chevy Nomad Load



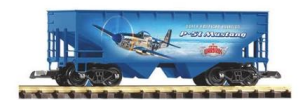
PK38770 PRR Bogie Stake Wagon Set (2)



PK38771 D&RGW Bogie Stake Wagon Set (2)



PK38900 CSX Rib Sided Hopper w/Coal Load



PK38902 Vintage Warbirds P51 Hopper Wagon



PK38904 Christmas Box Wagon 2020



PK38906 PRR Wooden Caboose 461221



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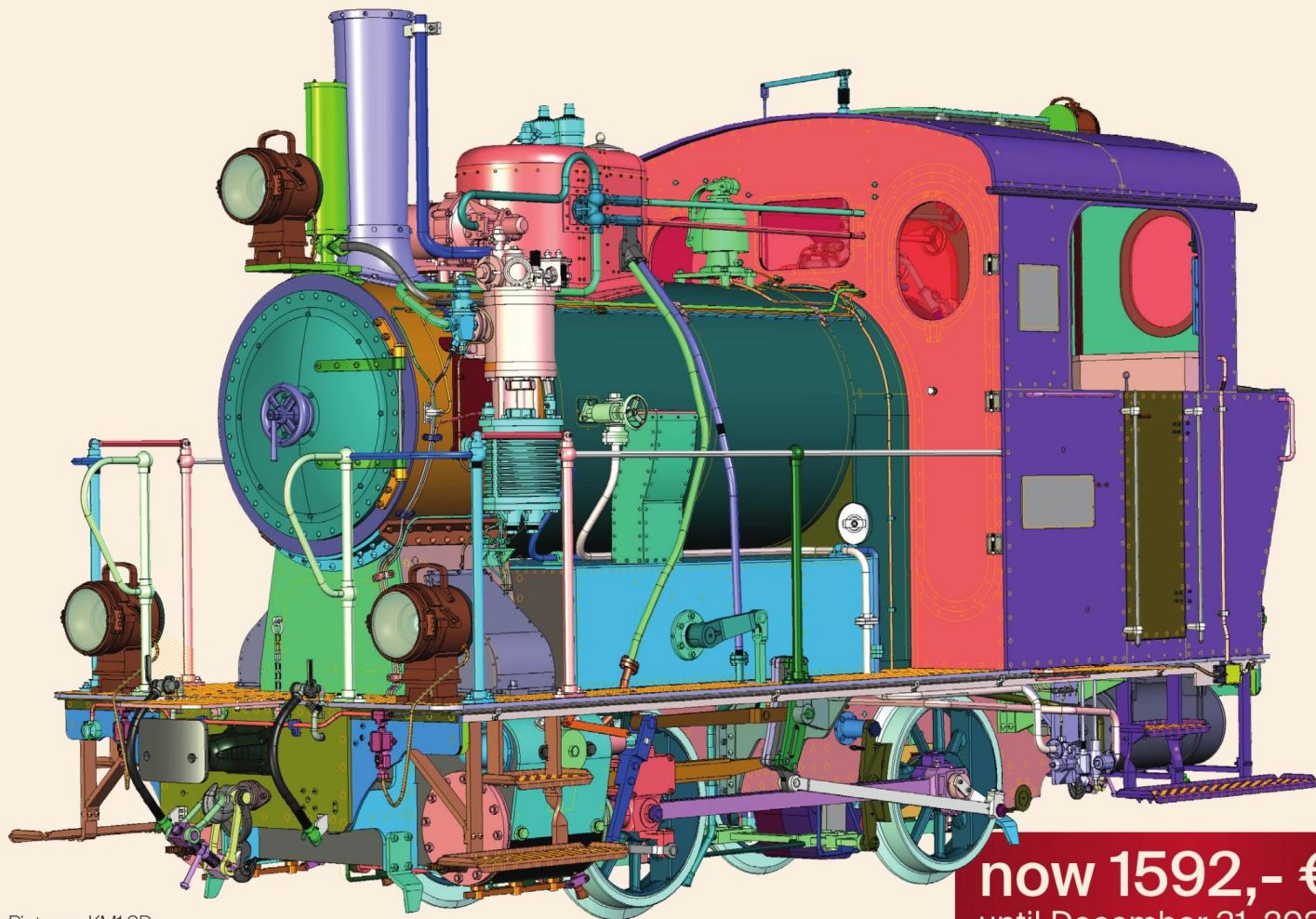
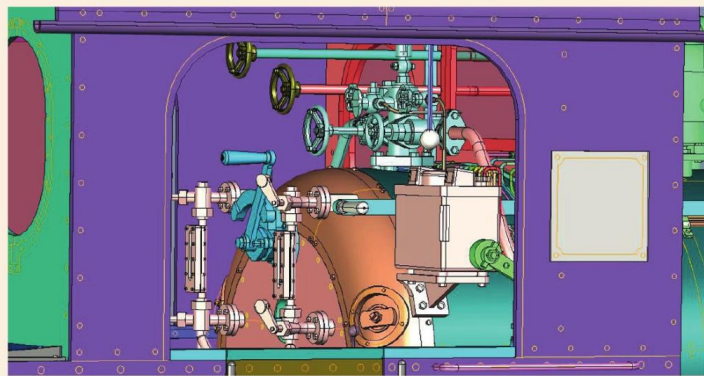
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We manufacture 11 different types from locomotive „11“ and „12“ at prototypical stages between 1913 until today. Scale 1/22.5.

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Treweek Siding

Sean Cullen dodges a cherry tree and rounds an upturned fish pond with his “humble” layout.

There are many grand railways with well-kept towns, a large fleet of locomotives, and running trains of great length and variety. Mine is not one of them. It has grown from humble beginnings to its current (less than minor) line status, but it is mine, and I like it. I built it, and if I can manage that, then there is hope for every railway dreamer.

Treweek Siding is a small railway, firstly because it has to fit in a small space and secondly because I like small railways, which meander slowly with rolling stock to suit.

I am not a builder, and a fairly average DIY'er as far as I can tell. The railway has progressed slowly over the years, mainly due to my lack of experience in building.

The space I was allowed to have means the railway has minimum radius curves of 2ft 6in by Peco Setrack. In an ideal world, I would avoid having a reverse loop around the base of a cherry tree, but that was the space allocated, so I just got on a made what I could of the situation.



Looking over the yard wall, we see “The Yak” shunting coaches. The bug boxes are built from kits by Imp Models, IP Engineering and Andel Models.

A Roundhouse Lady Anne will run, but anything bigger would not fit. To achieve this, part of the garden fence had to be “adjusted” with a hammer and chisel.

The construction of the railway is on a concrete base with lightweight concrete blocks laid on top. I have attempted to build as level as possible and will not mention the step where the two ends of blockwork met. Fortunately, there are no photographs of that particular episode.

Planting has progressed by trial and error. Some plants have survived and proved to be practical for a garden railway, both in size and suitability for the chosen position. Others have been too big or just died, giving me the hint that they were not properly sited.

Buildings have come and gone or moved around the site. One day there should be a ramshackle station building, but for now,

the tin bus shelter will have to suffice.

My liking for out of the way, small rundown railways is reflected in the whole line and its rolling stock.

The “mountain” in the middle of the quarry end is an upturned pond liner (well, more of a puddle liner, really), which was in the front garden when we moved into our house and which management deemed of no use. Having been taken up and left kicking around for a while, inspiration struck before it could be taken to the tip.

The works yard, known as Treweek Siding, actually has a proper building for the office, otherwise, facilities are basic, as might be expected. There always seem to be people hanging around chatting, much like many full-size railways I know.

ROLLING STOCK

Motive power for the line is varied. The first

loco, Number 2 (the reason for that number will become apparent shortly), is an IP Engineering Simplex. I bought this as a way of seeing if I really wanted to make models again, having not done so for quite some time. At that stage, I didn’t want to commit to building a railway before I really knew what I wanted to do.

It is still running strongly, even though it looks somewhat run-down and the driver is never seen without a mug of tea.

My second loco is Number 1, “The Yak”, which was built by Colin Binnie. He proposed building a series of 12 Steam Yaks, all of which would be slightly different.

The name came from the fact that the designs arose from yakking on the old Yahoo 16mm group about traction engine locomotives, which led to other odd little engines. My wife somehow convinced him to sell her the first one for my 50th birthday.

Regner Vincent as a 7/8ths scale engine. Modifications include a 7/8ths scale driver, dulling down much of the bright work, smaller pressure gauge, smokebox dart by DJB Engineering, new buffer beam with dumb buffers, chassis painted black, all adding up to a more British working appearance.





Tredressen station, and the staff, are passing the time away.



A new engine, an IP Engineering Polar Bear that has radio control squeezed in. A real racing engine this one (*Editor: Just like the real thing then!*).

The design is based on the designs of Stephen Lewin of Poole. “Ant” and “Bee” on the Isle of Man and “Samson” at Beamish are examples of Lewin’s work and features my model is powered by a Binnie Steammotor on top of the boiler driving through gears, which gives it a nice sedate ambling gait.

Next up is a foreigner, being a Billard T50, built from a kit produced by Atelier Vaporiste in France. Another very slow runner with a good haulage capacity. This has recently been fitted with radio control and repainted.

A Regner Vincent was added to the roster as a retirement present. It’s another oddity of a loco, with the works sat on top of the boiler and chain drive to the wheels.

My model has had some modifications to give it a more British look. It is a larger loco and I run it with 7/8ths scale driver and rolling stock as I think that looks more appropriate than the 16mm scale driver I used at first. The poor chap looked dwarfed by his engine!

Passenger stock consists of Ffestiniog Railway bug boxes, each from a different kit manufacturer. They look right behind the Yak and are all that is needed for a line in the middle of nowhere with few passengers.

There is a scratch-built royal coach,

“King of Syria,” an engine I made for my son to have something to take when we visited other people’s gardens before I built my line. It is built from Plastikard on an IP Engineering basic chassis from a design by James Finister for a cardboard engine. When I priced up having nameplates made, I decided to make my own from plastic and moulded letters as the etched ones would have cost more than the whole cost of making the engine.





The line's first engine, Simplex No.2 on the station spur with an end tipper that looks like it has been left out in the rain for some considerable time.



Dwarfed by our plastic mountain, "The Yak" hauls a short goods train.

whose design owes a lot to a famous Dinorwic yellow coach. The original of the one modelled is at Hollycombe Steam in the country in Hampshire, where I am a volunteer, so I enjoyed good access to check out details. Unfortunately, I made a mistake when building it so it cannot run through points and has to be carried on a flat wagon. One day I will make another that can be used.

Goods stock consists principally of tippers, being the Binnie ones. These can be distressed in many ways. It does not take much heat to soften the plastic to allow artistic moulding and the use of a variety of weathering techniques gives a good variation, from just out of the paint shop to some that look like lumps of rust on wheels.

Binnie Engineering also supplied the GVT wagons, one of which has been cut down to a two-plank wagon. Another has had the body removed for use as a coal staithe, which has left a useful flat wagon that carries the Dinorwic yellow coach.

WHAT'S IN A NAME?

People have various reasons for naming their railways and stations. Treweek Siding refers to my ancestors who came from Cornwall.

My great-great grandfather was Robert Treweek, a slate quarrier in the parish of St Breock. The station name Tredressen is where my great grandfather was born in 1862.

Unfortunately, I have not been able to discover the actual location of Tredressen. It is shown as being in the parish of St Breock on his birth certificate, but Google and the Ordnance Survey maps do not give any clue where it was. ■



It's not always sunny at Treweek Siding. A little bit of snow doesn't stop us running! Here we see T50 before restoration and repainting.

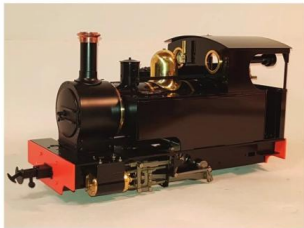
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After 25 years KGR has decided to close our retail shop and from now on will trading solely on the internet, by telephone and at exhibitions. This has been a difficult decision but an unprecedented combination of circumstances make this the sensible choice at this time. We thank those of you who have visited us over the years and look forward to a continuing relationship in the "new normal" in the future.

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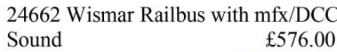
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Rolling stock of the Aston Railway And Tramway

Last month, Mick Aston introduced us to the AR&T. Now we take a closer look at the rolling stock.

I'd decided long ago on the provenance of my line: an 18-inch gauge industrial and estate railway set in the middle of the last century, I would model shabby Victorian infrastructure and locomotives running alongside estate-built infernal combustion engines and the odd railcar. The Sand Hutton meets the County Donegal. Heaven!

This suits my style of modelling. There's no finescale or rivet counting on the AR&T. I prefer cheap and cheerful, scratch-building wherever I can and recycling everything. If I can't build it, I'll buy a reasonably-priced kit.

I'm happiest ordering a load of bits and

putting them together to make something work. For me, the great thing about 7/8ths is the size of the kit. A plank is a plank, and chunky is the order of the day, which suits my Mars bar fingers.

The Aston Railway, yes there really was one, horse-drawn, ran up until the early part of the 20th Century, taking stone from mines to the North of the village in an easterly direction towards the Trent and Mersey Canal. The mental leap required to convert it to 18-inch gauge, introduce steam traction and extend it into a general carrier was for me, a very, very short one.

Steam locomotives are the heart of most lines and mine are no exception. All are

Simply 7/8ths kits mounted on preparatory power units with RC, chuff pipes and Model Earth bell mouth couplers.

My loco's all carry the same Highland Green livery, but as yet, they are only numbered. Decals and name plates will be added, but I've always got something else to spend my railway budget on.

I chose Simply 7/8ths kits because I love their look, the long chimneys, and they were accessible. Although each is different from its sister, they add a certain consistency in appearance, which gives the line its identity.

Now, I used to be a complete steam snob, until I bought my Father an IP Engineering railcar kit for Christmas some years ago.

As it ran around and around on a pair of rechargeable double A's, for literally hours, I got thinking that something similar might be useful, even if for only ensuring the track was clean enough for me to run something more expensive. So, I contacted IP Engineering, ordered an Ezee Range chassis kit and started doing some research.

By this time, I was heavily into industrial and estate railways and had a good idea what I wanted to build. Something knocked up in an estates or mine workshop in the 1930s from an old Morris or Ford? Timber sides with a corrugated iron roof?

A quick call to Mikes Models and my new creation was going to be remote-controlled. A day or two later, a Viper speed controller, receiver, a four-cell rechargeable battery and charger arrived about the same time as the chassis. These were assembled, bonded to my remote control and my Ezee Range chassis toddled across the table every time I touched the lever. I built the rear fuel tank from brass and an old filler cap to house



No 3 is a Baldrig mounted on a 10-year-old Caradock power unit. As soon as I saw pictures of the Baldrig I had to have one. I won't go through putting the kit together as it's been written about before, but I did add a marvellous cover for the safety valve and a dummy whistle from Model Earth. The proportions I find really pleasing, it's a nice slow runner and sounds great, especially loaded climbing an incline.



April Fool, the battery-powered loco that cured me of steam snobbery.



March Hare. My next battery loco was originally built from the remains of my Father's IP Fowler Railcar, which would have survived a lot longer if it had run on a line benefiting from a raised track bed to keep it away from people's feet. I had a War Department, boat-shaped hull, open to the elements, box sort of theme in mind and delved into my bit box and the Internet for inspiration.



The diesel tram has only just been completed and requires a lot of detailing, but it runs nicely and looks really at home pulling my new wagons. It used the new IP heavy-duty chassis and the motor, Viper, battery and receiver fit in the box body. The base, skirts and panelling in the driver compartments are of brass and the body made from ply covered in lolly sticks. It has a few Model Earth fittings added and a removable roof to access the gubbins.



My passenger rake consists of a pair of IP Engineering two compartment coach kits and a brake van. I added a wooden roof, bogies and bell mouth couplings, then a lot of lead to lower the centre of gravity. They look great and ride nicely.

the receiver. A space under the driver seat housed the battery and the engine cover concealed the Viper and motor.

As soon as I ran her I knew I'd be building more. "April Fool" required weight, so a copper sheet in the roof was added to improve its tractive effort and, on the advice of IP Engineering, I ordered chains and sprockets from Motion Co to make her four-wheel-drive, which I now use on all of my battery locomotives.

Over the last three years, she's run, quite literally, miles. The motor needs changing now and the chains have stretched, she's lost some of her pulling power and a £20 refurb is in order. On her day she'll pull nine ore wagons up the incline past the MPD. IP Engineering has introduced a heavy-duty 30 to 1 gear set at only £5 a pop, which I've now fitted to all of my battery locos.

The cost of the remote kit and chassis for my locos, including the rechargeable battery, (less the charger and remote control) is around £70. May was built for around £45.

The one area I've had limited success is my railcar fleet. I built a pair for The Aston Hall Estate and one for the AR&T, but all are in my recycling box waiting to be reborn.

The AR&T version ran nicely for a year, but I'd decided back-to-back railcars would

be more appropriate for the AR&T, so the next project will be a pair of railcars with their back ends permanently coupled to a powered RC van using North Pilton Works coach sides and Model Earth bonnet kits. The estate pair will have a similar arrangement, but the motor will be under my IP Engineering Lord Penryn coach and the railcars based on a 1930s Morris van and a Ford Truck.

My mine stock is all scratch-built, again on IP metals, and currently consists of 14 vehicles, mainly slab carriers and the three plank wagons I've recently begun building to replace those built nine years ago. After years of service, they were warped and prone to derailling. The new wagons use their wheels and axle boxes and I'm building twelve. Dimensions are from drawings of the Sand Hutton wagons.

It's difficult to sum up where I am with the AR&T, nowhere near finished thankfully, but probably in that nice place, somewhere in between where I can run my kit on a line that's started to bed into its surroundings, but there's still lots to get stuck into. I plan one more steam loco, the railcars, finish the GP wagons, not to mention the branch into my workshop. More will come. All in all, a good place to be. ■

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My obligatory 7/8ths logging train is all scratch-built on IP Engineering wheels and axleboxes, coupled with Model Earth bell mouth couplings. There's lots of good stuff on wagon building online, so I won't bore you with the detail, but for anyone looking for inspiration take a look at the Summerland's Chuffer website.



A viaduct for my garden

Steve Howard creates a bespoke viaduct that looks great and includes important safety features to save his locos from a tumble.

Most of the track in my garden is at ground level, however, because it is on a slope, some of it runs along the top of low brick walls. Where these walls become too high or obtrusive, the solid wall is broken up with various viaducts. The largest of these is the subject of this article. Hopefully, the pictures are fairly self-explanatory as to its construction.

The piers are three-hole bricks set on end in the wall and are sitting on a single course of brick in the ground on a 2in bed of mortar. The arches are semi-circular clay ridge tiles used for roof capping. Each tile was sliced into three sections, each 4ins wide, using a 9in angle grinder. These were cemented in place on top of the brick pillars.

Finally, topped with a cement bed to bring the track base to the correct height to match the adjoining wall. The in-fill

The walkway supports were made from 11.5 mm wide aluminium strips purchased from the local DIY store. These were cut to 8in in length and were glued in place using an external waterproof glue in a cartridge gun. The webbing between the sleepers was cut to allow the spacing allowing the walkway supports to be evenly distributed.





1/4in wide Plastikard angle strip was glued to the deck to contain the track ballast.



Ballast was a mixture of five parts sharp sand, one part O scale granite ballast, and one part cement. This was applied with a small trowel and cleaned off the sleeper tops and rail sides with an old toothbrush and screwdriver before the cement had set.

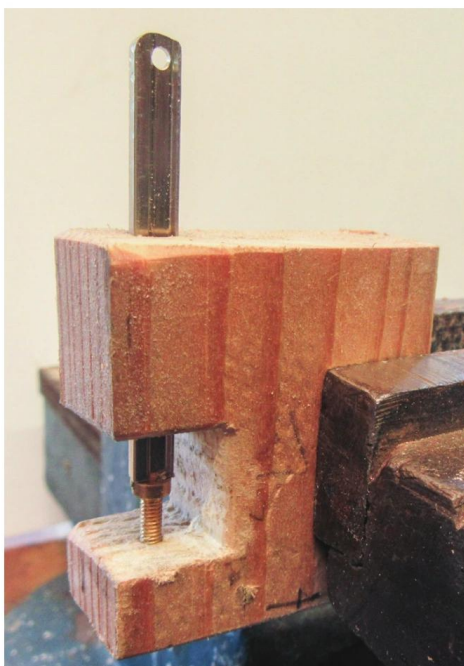


Handrail stanchions were made from some spare lengths of Peco SM32 rail. These stanchions were 2in high and drilled with 2 x 2mm holes to take the horizontal wires. The top end was rounded slightly and the bottom end filed to produce a tongue that fitted into the slot of a brass 6BA screw.

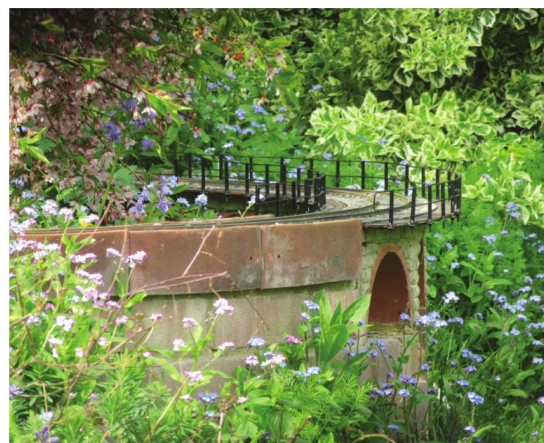
between the arches was cast in cement, initially contained using Plastikard stone sheets stuck to the sides of the arches with silicone sealant. Before filling with cement, the sheets were first rubbed with oil as a release agent to prevent the cement from sticking to them. When set, the sheets were removed, leaving a stone embossed pattern in the cement. The track was then fixed down with brass countersunk screws and small rawlplugs drilled into the top concrete surface. This was then all painted with a dirty matt black enamel paint. ■

Right: The walkway boards were cut 10mm x 3mm pine wooden strips from the local hobby shop. These were left soaking in a tray of some old creosote I had in the back of the shed. This is now banned, but there are modern-day equivalents.

After being left in the sun to dry for a few days, they were glued in place. It remains to be seen as to how long these survive the elements before needing to be replaced, but at £6 for about 15m, this is a fairly cheap and easy exercise.



As I only have two hands, the problem was how to make the stanchions vertical by correctly aligning the rail to the 6BA screw whilst it was being soldered. This was achieved by using a jig made from a piece of wood and held in a vice. The rail stanchion was inserted one end and the 6BA bolt the other and it held the two in alignment whilst they were soldered together.



The stanchions were secured in place on the aluminium strips with 6BA nuts.

Horizontal rails are galvanised garden wire sold on a roll at garden centres. This is usually a roll of about 4in in diameter and when unrolled, is anything but straight. The only way to straighten this out is to stretch it.

To do this, one end was secured around the base of a tree and the other end to the front towing hook of my van. The van was slowly reversed until the wire snapped, stretching and straightening it in the process. The stanchions were threaded on to this and then secured in the horizontal supports with 6BA nuts. The handrail and stanchions were painted with gloss black paint.





A sweetcorn can water tower

Stephen Wise checks his supplies and creates some useful yard details.

Finding ourselves in lockdown indefinitely, I had a lot of time on my hands to tend to the needs of the Swanage & Southern Light Railway (SSLR). We are lucky we can get out to enjoy the garden, so I started by making a list of all the jobs I could see that needed repair, details adding, sorting things out, finishing off, and new building.

THE SHED YARD

On checking my supplies, I was short of large, angled plastic strip and needed to use the last bits for edging for a mortar floor for the engine shed. The building had a bad winter, as not being properly fixed down, so it was blown over a number of times. Plastic angle feet will let the shed sit astride the mortar floor and then be bedded in, as the yard is developed, and stop this.

I cut out the centres of several sleepers to create the illusion of a pit in the shed floor but have no plans to chisel into the concrete track base to make it deeper. Once the



The governor inspects the new coal stage made almost entirely from foam board.



Resin sheet, a door and a freshly-emptied sweetcorn can. Just add some Plastikard and you have all the ingredients for a water tower.

plastic angle was glued to the concrete sub-base, I filled the gap between it and the rails with mortar, the angle giving a neat job.

The shed is built from corrugated aluminium, recycled from beer cans on an oak stripwood frame. The winters dents have now been painted with rust-coloured enamel paint, giving the shed a characterful appearance.

Looking to see what was available for construction, I found sheets of artists foam board, pieces of resin stone walling, sheets of Plastikard and resin doors and windows, etc. All this seemed to point at making a foam board coaling stage.

I cut the board into sleeper-sized pieces with a razor saw, apart from the main floor and rear wall, which were just cut through the top surface to represent planks. The size is about a scale 6ft x 10ft for the platform.

The various parts were glued together with Evo Stik weatherproof PVA then painted with Railmatch SR Goods Brown.

Then I added stick-on "jewels" from Hobbycraft to represent chunky bolt heads etc., either stuck directly to the 'wood' planks or to plastic strapping that had been glued to the foam board with Unibond Contact Adhesive. This stuff melts the inside of the foam board, but not if applied after the enamel paint has dried to form a barrier.

Real coal was crushed and fixed with weatherproof PVA glue to the platform. I added a bucket and shovel from Garden Railways Ltd and a resin oil drum to liven up the scene.

WATER TOWER

There's not much use having coal but no water for the SSLR steam fleet, but what to use for the tank?

I headed to the kitchen and looked at the tins; tuna chunks, much too low; sliced carrots, too tall and narrow; baked beans, too tall, but the 325g tin of sweetcorn - just right. Once opened and the contents eaten, here was a nice-sized open 'tank' with no messy opening as the ring pull lid had come away neatly. I removed the paper label and



Water tower construction commences with the walls cut to size and a Plastikard tank roof built.

sprayed the can with Halfords grey primer.

What to stand the tank on? I toyed with Wild West-style wooden post-construction, but only had one piece of stripwood left. This meant it would be a stone-built store building made from an A4-sized resin sheet of stone walling.

After measuring up what would hopefully be a good height relative to feeding water to the locos, and a width slightly wider than the can diameter, the resin sheet cut easily with a Tenon saw. I matched up the wall cornerstones and chamfered the edges with a wood plane.

I used a triple layer of foam board as a base, carefully cut to match the exact space available, then glued the walls to it together with Unibond. Any gaps and mismatched stones at the corners were fixed with Humbrol hobby filler, fiddly but not too messy when applied with a very small screwdriver.

The exterior was given a coat of grey primer and the tank was painted with Railmatch SR Venetian red. A conical roof was added from a larger circle of Plastikard cut and folded to fit the top of the can. This was attached to a circular flat piece of plastic that had been Unibonded to the steel so that the cone roof could be glued on more effectively with polystyrene cement.

The tank was attached onto foam board planks, forming a ceiling on top of the walls, and then some plumbing added with some spare plastic sprue and also the brass ladder from GRS.

A water hose was eventually made from a rawlplug wrapped in a paper napkin soaked in PVA glue then painted, attached to a plastic drinking straw fixed to some Plustruct tube of two sizes, then a plastic flange off-cut.

All through construction, the shed, coal stage and water tank were taken to the shed yard area, together with a resin 16mm yard office kit that I made last year, then made to look more G size by fitting a smaller door and a toplight above the door, for trial fitted in around the track, stone outcrop and trees.

To install the buildings and have a level mortar yard, I again laid some smaller-angled building plastic strips and sort of glued them to the concrete sub-base with the Unibond around the building bases. They only have to be temporarily stuck, but makes it a lot easier to add mortar without the buildings in the way and enables a neater appearance. This leaves shaped holes where the buildings can be positioned once the mortar is dried.

Buildings can be removable or lightly glued in place, knowing that they are held firmly but can be removed without the need for a pneumatic drill if repairs become necessary. The water tower itself needed a bit of mortar to fit it in, so it is not so easily removable.

Once everything had been installed, I did a bit more painting and weathering of the yard to make it all look a bit more complete. There was a bit of grit left to ballast the yard entrance track. This all took a lot longer than I thought it would, but I have been able to put quite a bit of detail into the works and at last, provide a suitable shed yard for the locomotives. ■

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The shed properly fixed down with its new inspection pit on show.





Building the Bursledon Brake van

The Editor assembles the latest kit from Bole Laser Craft.

We are used to rolling stock from railways built to move slate, but something from a brickworks is a lot more unusual. Fortunately, the prototype will look at home on any narrow gauge line, so you don't need to open a clay pit in your lawn to justify one of these attractive vans.

Laser-cut wooden kits aren't a new thing in **Garden Rail**, but this one is also packed with some of the nicest 3D-printed details I've seen. Not only are they fine, but the surface also needs no work by the modeller and everything seems robust enough that you won't have to worry about using the finished model on less than perfect



For such a simple van, the box contains a lot of laser-cut parts in a variety of thicknesses and materials. There's also a collection of 3D-printed components, insulated steel wheels and even some coupling chain.

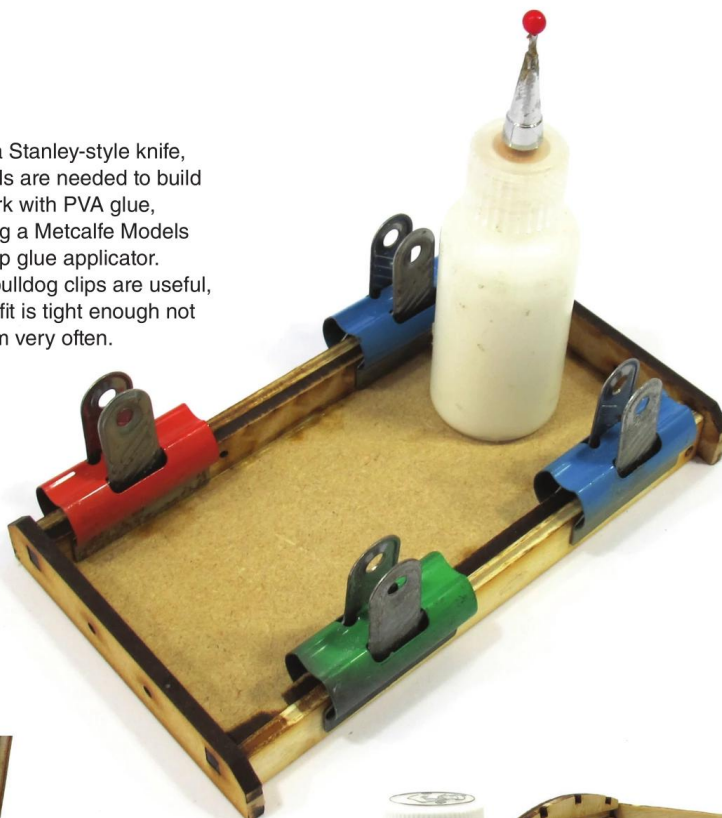
trackwork.

One advantage of 3D print is the lack of weight. This is a tall van and a lot of high-level whitmetal parts could make it top-heavy if extra weight wasn't packed under the floor. As it is, the steel wheels should keep the model on the track as they are the heaviest part of the model.

You could easily stick this model together in an evening, but this is a hobby, so there shouldn't be any need to rush. Spending time staining the floor and finishing the interior is worthwhile and the finished model will look all the better for it.

The prototype for this vehicle still runs and quick web search will bring up photographs. It appears to have gained

Apart from a Stanley-style knife, very few tools are needed to build this kit. I work with PVA glue, applied using a Metcalfe Models Ultra Fine Tip glue applicator. Some little bulldog clips are useful, but the part fit is tight enough not to need them very often.



For the floor, I treat the wood to a coat of JoTiKa oak colour satin wood stain. This is wiped on rather than brushed and dries very quickly. To be honest, this sort of job is perfect for using up remnants of varnish left over from a DIY job.



Prototype photos show the inside to be unpainted wood, so I use Humbrol Clear acrylic varnish. It raised the grain a little and should really be left overnight to dry before being lightly sanded back. I'll know next time! While waiting for the varnish to dry, I knocked up a vacuum pressure gauge out of plastic because the van currently has one visible from outside.



The roof supports are quite substantial and need to be carefully angled at the sides to ensure they don't show up too much over the doors.



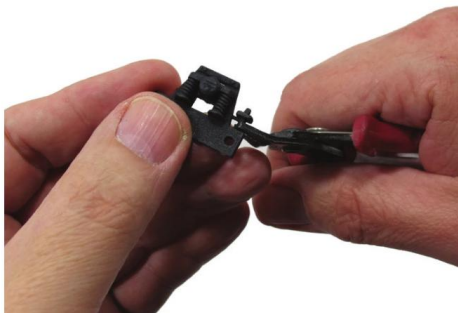
A vac-formed plastic roof need to be cut to size. Trim around the edge to remove the flat lip and then test fit on the model, gently removing material as required. This sounds tricky but turned out to be a simple task with a nice, sharp knife.



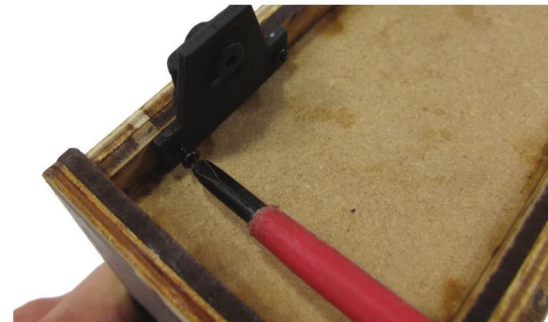
I don't bother sealing the wooden sides, simply lightly sanding them between a couple of coats of Humbrol No.64 enamel, and the result is really smooth. All the 3D-printed metalwork is pre-painted in Revell Anthracite grey, it's nearly black but not as stark and looks much nicer.

a low-level door in the side, the purpose of which is a mystery to me. Adding this would only need a bit of work with some Plastikard if required. Since most rolling stock was modified over the years as required by its owners, this isn't a surprise.

As it is, I didn't worry, I think the Bole have got the look just right and on my railway, that means it's just right. ■



Securing rings need to be nipped off the axle guards using small cutters. They aren't used on this model. A quick twizzle with a 2mm drill bit clears out the axle journal to ensure free-running wheels.



The axle boxes are fixed to the solebars with small cross-head screws. The wheelsets have to be put in before fixing, but there is just enough space beside the wheels to get the screwdriver in.

CONCLUSION

This is a simple to assemble kit that quickly builds into a robust and useful van for modellers in 32mm gauge. All the parts are neatly cut and the 3D printing is some of the best I have seen, there's no need to do anything other than paint them. If I'm going to be picky, this is a brake van, so some brakes would be nice, but they would be difficult to see on most lines and be vulnerable to detritus on the track.

It will look great on the end of a train of tipper wagons or other four-wheel trucks. The steel wheels add some useful low-down stability when traversing less-than perfectly laid trackwork.

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Finishing touches include a brake stand and couplings. All the "metalwork" is fixed in place with small amounts of superglue. Finally, the pre-cut glazing is stuck in with canopy glue



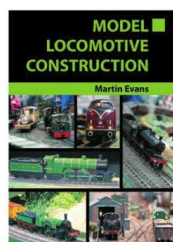
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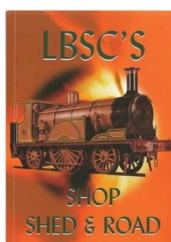
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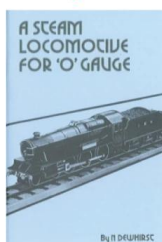
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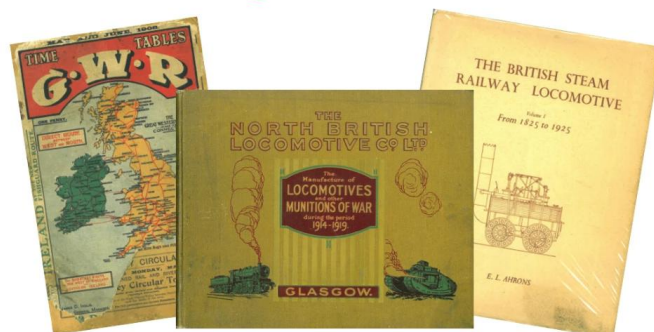
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Building a 1920s Mostyn Seven Delivery Van

Dave Skertchly builds a “stand off scale” 1920s delivery van for his railway, just in time to introduce food deliveries during lockdown.

One of the joys of garden railways is making the detail, and for many of us this can become an obsession. There are so many possibilities out there, from dolls house parts to die cast model cars.

Our 1/19th scale is a bit of an oddity, but at our scale and the viewing distances we experience in the garden, all kinds of tricks can be used to give the impression of fine detail. I had particularly admired John Martin's use of vehicles on his line in Sydney Australia. John freely admitted to cheating perspective in order to use his collection of die cast vehicles. I determined to do something myself, I decided that had to have a delivery van to park by the goods yard.

Dave admired John Martin's die cast car collection which looked well on his railway in Sydney Australia.



Everything on the Vale of Weedol Tramway is scratchbuilt, so I could not buy one, even if my budget ran to collector's prices. Neither did I want to spend months building a fully detailed model of a 1920s car, not my thing you understand, so I looked around in the archives.

To my delight I found just the prototype I wanted. It transpires that Mostyn Herbert had founded the Mostyn Motor Company in Llangoblin in 1920 to build the world first £120.00 mass produced car. The design was the little known Mostyn Seven. It seems that an English rival in Longbridge undercut Mostyn's price by £20.00 and the rest, as they say, is history.

I drew up what looked reasonably like a 1920s delivery van and developed the basic shapes to cut out. The parts were cut from plywood. The floor was cut from 3mm (1/8th) the sides from 0.8mm (1/32") the A and B pillar from 3mm (1/8"). (Editor: The full-size plan can be downloaded from the **Garden Rail** section of RMweb.co.uk)

The A and B pillar are surely glued to the floor. The sides are added using quick setting cyanoacrylate, the sides are drawn together and radiator bulkhead is then added. The luggage door is curved and is best cut from 0.8mm (1/32") ply with the outer grain across the van, and glued in place, again superglue is best. Now reinforce all the joints using PVA rubbed, and I mean rubbed, into all the joints.

The engine cover is cut from an MDF off-cut and sanded to fit and once to the correct shape it is glued in place

The roof is from 1.6mm (1/16") scored to help the fit and the scores filled with decorating filler. The rest was all cut from scrap and off cuts including MDF. The safe edge to the cabin was made with plastic coated garden wire for a change, since I had run out of copper wire.

A front axle was cut to fit, the dampers made from cocktail sticks, and all held in place with adhesive and a 2mm bolt self tapped into the hardwood with glue.

The chassis and structural parts of the body were assembled. At this early stage you can see that I had included bumper mountings. I was surprised to find that bumpers, fenders to our American friends, were not required by law until 1971. These chassis beams were therefore cut off.

I realised that the structure I designed is in fact a modern car structure without a chassis known technically as a unitary construction, old habits die hard after a career in the automotive industry.

The wheels were a problem, I was not going to spend weeks making wire wheels. In the end, they were cut from plywood discs. I spun them in the lathe using sandpaper to form the tyre but one could



Dave particularly admired John's Ford model T van with an authentic background.



The outline drawing for Dave's van. Full size when printed A4. Copies can be downloaded from RMweb.co.uk.

equally spin them in the chuck of a drill. There are wooden wheels for toys which are sold on eBay and even old-fashioned hardware stores if all else fails.

Making the characteristic mudguards was a problem. I stuck a copy of the drawing onto a piece of scrap MDF and then cut out the shape. The mudguards were then laminated roughly from cereal packet strips glued together with super glue, but PVA would be better if you have the patience.

Once removed from the tool the shape was finished off with a craft knife and gentle application of sandpaper. I then soaked them in thinned model aircraft dope to provide some moisture protection then

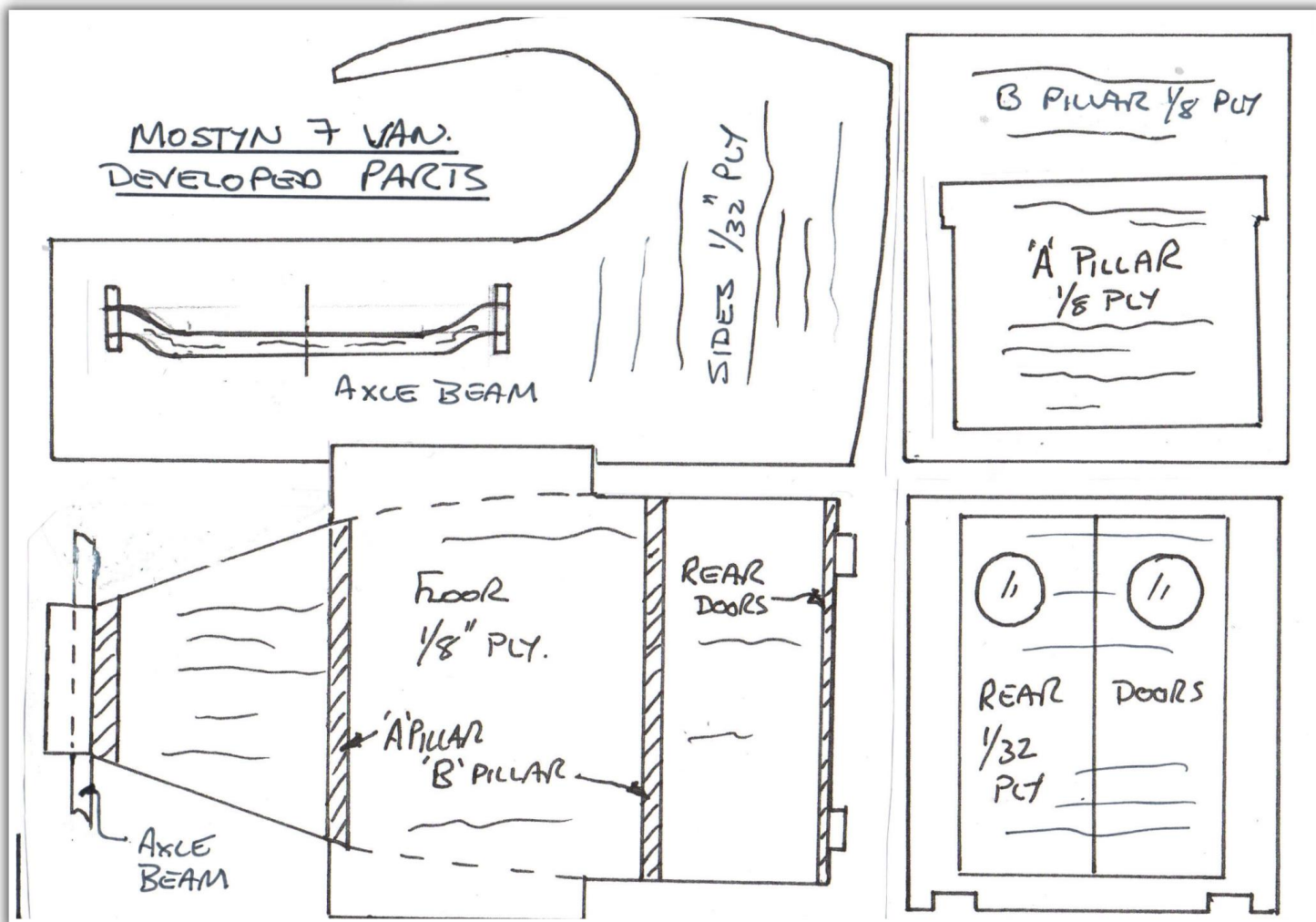
finished off with sanding sealer and matt black paint which would become gloss when lacquered

The screen surround was made from coffee stirrers and glazed with a packing transparency off-cut. The characteristic split was simply a strip of black adhesive tape.

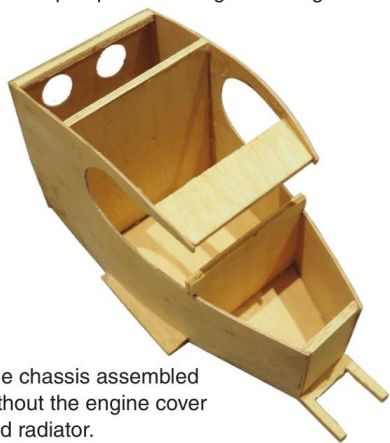
The radiator was made from MDF and coffee stirrers and the beading cut from cocktail sticks slit lengthways.

A Blu-Tack bolt up was essential to make sure everything fitted and that it looked good. Dry fitting parts is always a good move when scratchbuilding, and very satisfying if everything looks OK.

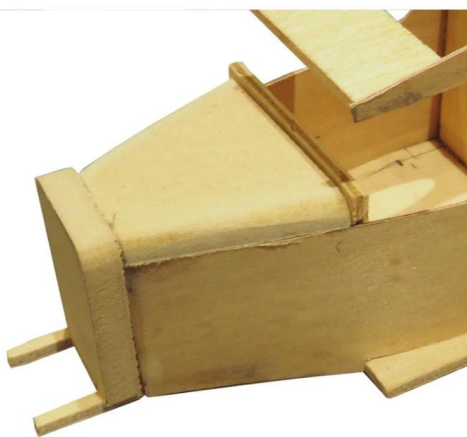
All the parts were sealed with model



A developed parts drawing for cutting out. Full size when printed A5. This is also available from RMweb.co.uk.



The chassis assembled without the engine cover and radiator.



The engine cover and radiator roughly formed from an MDF off-cut.



The structure coming together. Dave likes the characteristic round rear windows.



The front axle is cut from 1/8 ply and the dampers are just bits of cocktail stick. The axle is glued on and reinforced with a 2mm bolt self tapped and glued into the ply floor for reinforcement.



The wheels were a problem, and were made from plywood discs.



To make the characteristic mudguards I stuck a copy of the drawing onto a piece of scrap MDF and then cut out the shape. The mudguard was then laminated from cereal packet strips glued together with superglue.

The Blu-tak bolt up was essential to make sure everything fitted and that it looked good.



aircraft sanding sealer then primed with rattle can primer. They were finished with Humbrol enamel for the main colour to match my upper class coaching stock and the other odd bits using hobby enamels from my box. The mudguards were fitted.

A set of decals were made up to finish off the model and once dry a coat of Polycraft varnish was applied. Finally the windscreen was fitted using some scrap transparent packing materials retained with a fillet of PVA.

As I sit on my rustic park bench outside the shuttered Sheep Shearers arms, I sip sadly at my chilled bottle of Italian Bel Canto lager and long instead for my fine pint of Auld Phagbutt. I am cheered by the thought however that thanks to my foresight the Mostyn 7 Van was put into service just in time to deliver groceries and whisky to Lil and the Little Old Ladies of Llatireggub in lockdown. ■



The Windscreen was made from packing transparency off-cuts and a strip of black self adhesive tape.



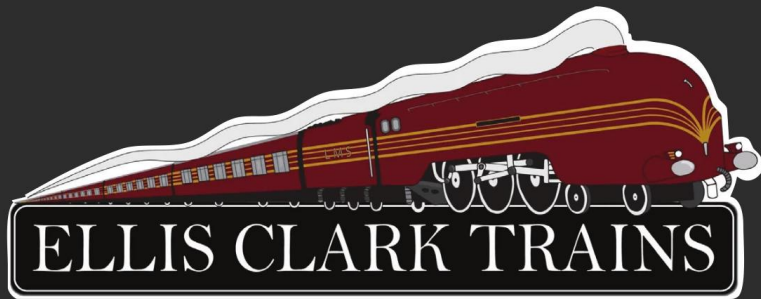
All the parts were primed with rattle can primer and finished with Humbrol enamel and hobby enamels from my box.



Painted and ready to deliver groceries and whisky to Lil and Ada the Little Old Ladies of Llatireggub in lockdown.



A set of decals were made up as show in the February 2020 issue of Garden Rail.



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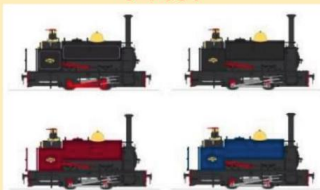
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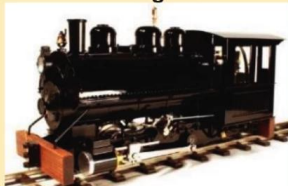
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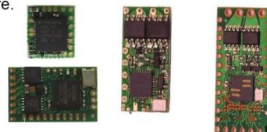
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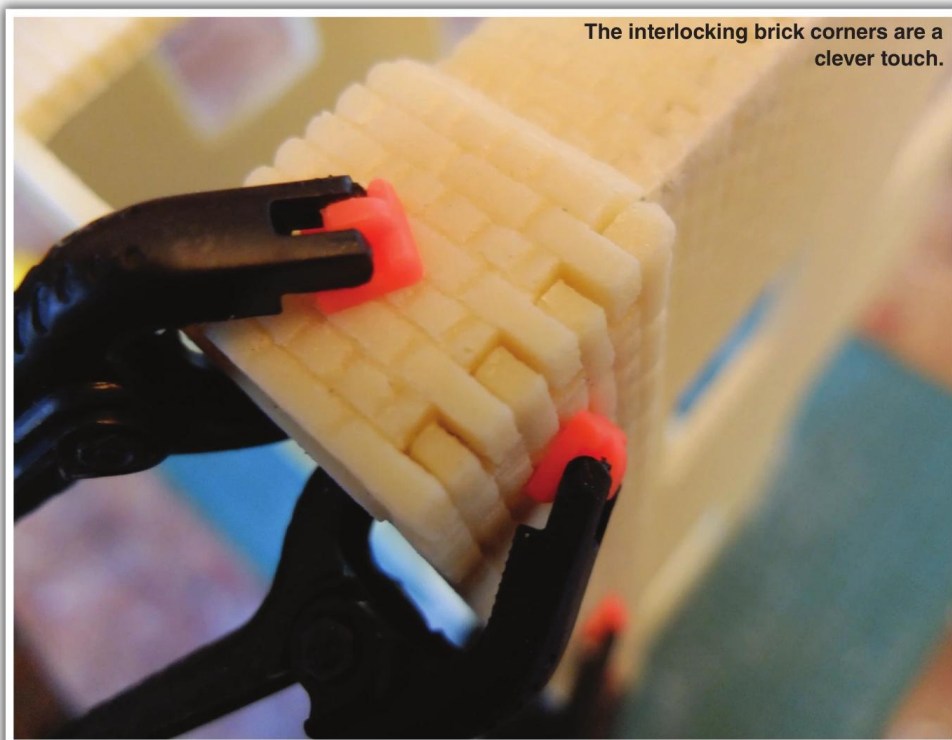
Boxing clever or mixed signals?

Mark Thatcher finds out when building a GWR signal box from Kippo Models.

In 1896, the Great Western Railway introduced a standard design for their signal boxes. This lasted until 1927, hence why so many of these boxes look so similar. A great example of these signal boxes can be found at Blue Anchor station on the preserved West Somerset Railway. A similar box was located at Astrop and it was these two boxes that provided much of the research to allow Kippo to create this kit.

Scaled at 1:22.5, this signal box is aimed at the G scale market but I should imagine this will be equally popular with the Gauge 3 crowd as this building is perfect for lineside placement in both these scales. Imagine your GWR passenger express or goods service rumbling past this box. It would indeed be a great sight to see.

When the kit arrived it was extremely well packed with all the major components wrapped in kitchen roll and over-wrapped in bubble wrap. All the smaller components were taped down to study cardboard sheets



The interlocking brick corners are a clever touch.

and everything was fine when unpacked. The instructions were on a single-sided A4 paper and a second sheet with four pictures accompanied this.

A PLETHORA OF PARTS

I could see from the get-go that this would build up into a substantial and very well presented model. However I could glean fairly early on that if I wanted to achieve the fine results of Kippo's control model that I would have my work cut out.

There are 52 major components in the kit, and that excludes the 16 decorative 90 degree decorative brackets used to support the roof. A quick read through of the instructions gave me some sort of clue as to where to start but over the course of this review I did have to check a couple things directly with Kippo.

The kit would certainly benefit from more detailed instructions and more pictures of the progression of the build. However Kippo have produced a video guide to painting this kit on YouTube which is very informative and I would urge you to check this out as a matter of priority. Just search for 'Kippo painting' and you will easily find it.

I did also notice that there was a fair amount of flashing left on some of the components, and notably, on the delicate window frames. I used a scalpel to clean these parts off. It did not take too long, but care is required as the window frames in particular are quite fragile components. But, fail to prepare, prepare to fail and all that. Some people may object to having to do this, but having such components flash-free prior to delivery would take up time during the manufacturing process and inevitably the price of the kit would have to increase to reflect this. Looking on the bright side, during this clean-up process I was able to become more intimate with each part and gleaned a better understanding of how they all fitted together.

INTERLOCKING BRICKWORK

I started with the brickwork base of the box and immediately noticed that Kippo were boxing very cleverly in this department, as each side wall has notched bricks. I believe wood workers call this a box, or boxwood joint. Anyhow, as the brick work interleaves at the corners, you are not left with a hard seam line, but presented with a naturally flowing course of bricks which looks great. The downside is you will have to spend a little more time filling in little gaps between the brick parts to neatly finish each corner off. But the efforts spent doing this will pay dividends when you come to paint the model later.

It is worth noting you may position the

stairs leading to the first floor at either end of the building, as one side elevation has a cut-out to accommodate the first floor door, but the other side does not. Once the four main walls were built up, I then added the lower course of bricks that formed the pedestal of the building, that in turn interlock at the corners in the same way as described above.

MIX AND MATCH

After this main structure was complete, it seemed a sensible time to tackle the brickwork. Kippo's own built-up model showed some fine painting techniques, which I ran out of talent trying to replicate! I am just an average modeller, and having a steady enough hand to try to pick out individual bricks is a little beyond me. You'll see my fails in one of the photos, as it is always important to share these errors with others. A little bit of self-deprecation goes a long, long way!

In the end I settled for my tried and trusted sponging techniques that, whilst not up to Kippo's high standards, at least gave a nod to the different colours of the courses of brickwork, but also gave a clean cut line between the shades of brickwork on the model. But as I said earlier, do check out their own video.

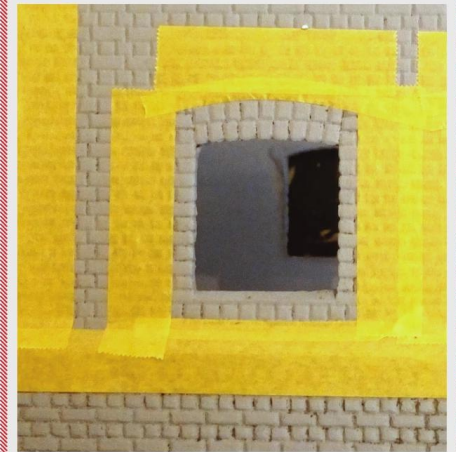
So, firstly I hand-painted the inside and outside of the base with light matt grey from Coach & Wagon Works. It is a really thick and gloopy paint that covers extremely well, but being water-based it can be thinned down if required, and it is easier cleaning your brushes after using a water-based paint too.

Then I masked up the areas that needed to be grey: around the windows, doors and at the corner edges of the building. These got sponged with a dark grey from Valspar. The next step was to mask up all the grey painted areas and add the base brick colour. In this case I used Humbrol Matt 82 very sparingly. This does dry with an orange hue, but after I applied some rust-coloured weathering powder followed by a quick blast of Humbrol matt varnish, the whole mix and match approach to tackling the base was just about OK.

The windows to the ground floor were then painted white and added. Make sure you glue the ground floor windows in straight and level so that internally they are aligned with each other, as the floor sits atop these, and if you don't get them in line with each other, you will end up with a wonky floor.

I also had some GWR cream and brown paints in stock from Phoenix Precision Paints which I used for all the doors and the stairway.

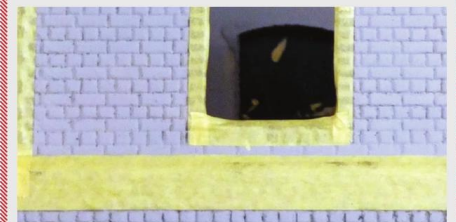
Painting brickwork



I start with a coat of Coach & Wagon Works matt grey, then mask around the areas that were to be dark grey.



After sponge painting and removing the masking tape this is the effect I was hoping to achieve.



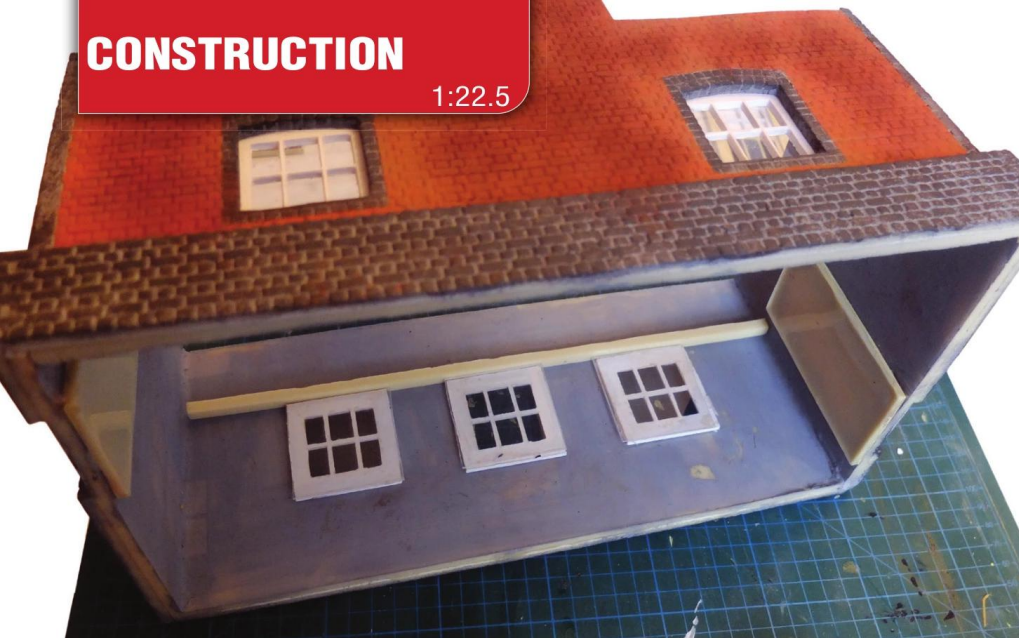
Next, the plinth is masked as well as all areas previously painted.



Humbrol Matt 82 is sponged on to the brickwork. It looks a little too orange but this can be dulled down later using weathering powders.



Here is a close-up shot much further down the line, showing the brickwork having been softened and weathered down with a rust coloured weathering powder.



Before you glue this floor support in, do check you need it. I did not and should have glued the floor in here without using the support.

REMOVABLE ROOF

OK, so far some very clever touches were making this an exciting project, but I was to come across a couple of mixed signals at this point. When fitting the floor there is no mention of exactly how and where it fits in the instructions. Apparently the two long resin strips provide a sort of batten for the floor to sit on top of, and rather obviously the floor would sit at the height of the threshold of the first floor door. But it would have been handy to have a picture of this.

Kippo tell me the height from the base of the model to the bottom of the floor on their model is 94mm, so you can use this as a guide. I opted for the battens, but should have tested the height first as my floor sits too high and there was no going back to fix this

Another mixed signal is that no glazing material is provided in the kit. As regular readers of my reviews know, I am generally not a fan of glazing as it gets gummed up with dirt and debris. But as the open aspect to the first floor will be full of detail,

glazing is really a necessity and it should be included. I have mentioned this to Kippo and they tell me it will now be – so that's great news for the modeller.

Once the floor and my doll's house flooring were added, I cut the glazing for the first floor windows. The frames are thin in places so go steady with the glue. TIP: I used canopy glue, preferred by aircraft modellers to stick cockpit canopies onto their models. Then all the window frames were added. I masked off the white frames on both sides and used Phoenix's GWR cream for these, using very thin 3mm lining tape to mask the thin frames. I then test-fitted the first floor door as there was a little filling required where it adjoins the floor and that had to be done prior to laying in the floorboards.

BESPOKE INTERIOR

I found it really hard going to get any sort of signal box interior fit-out, and could find very little off the shelf. Perfect World do a handy GWR electronic token key

machine and some other useful accessories like fire buckets but since we sadly lost Steve at Back2bay6, who did a white metal signal box detailing set, I struggled in this department.

Then I recalled my good friend and experienced Gauge 3 modeller, John Candy, had scratch-built a signal box for the society's G3 layout called Monkton Priors. I contacted him and he told me he had made master moulds and cast an interior signal box detailing set in resin, and asked if I would like one. On the Friday I said yes, and on the Monday there it was on my doorstep, and John laboured the entire weekend to get all the bits moulded and painted up for this review. John's level of attention to detail means it was spot on – even down to a minute reproduction GWR operations timetable on the desk!

Next, the signal box windows were added. These windows did need a little filing though to reduce their height very slightly. The separate frames are a tolerance fit actually, which allowed me to position them in place how I fancied, some closed and some open. Then if I want to change the arrangement I can move them to suit. I am sure with a little more thought I could have even made a slider system for them too.

Then the roof was assembled and painted. This was boxing clever for sure. As the instructions clearly explain you can make it removable (although it can be fixed in place should you want to). To make the roof removable, I turned the building upside down and slid the piece with the moulded-in guttering face down. I used a glass table to ensure everything was nice and flat. Then I glued the decorative roof supports onto the side of the building only. These act as the external roof supports. Once the glue was dry, I removed the guttering section. When the roof is completed it simply rests on the roof supports.

Getting the pitch of the roof right however, I found quite tricky. Nothing wrong with the kit, but the modeller simply ran out of talent. I again followed the instructions and used masking tape to hold the four slate sections together, placed them over the guttering section and lightly tack-glued them in place. I reinforced these joints with Isopon P38 car body filler from the inside, making for a very solid structure. I should mention the chimney stack and pot detail is excellent too.

The final part of the roof build was to add the very nice ridge tiles which cover up the joins in the roof. They need to be cut to length and are mitre cut at roughly 90 degrees to each other, and the end result was very effective.

A general arrangement view of the internal layout, with John's finely made miniatures.





Here the decorative support brackets have been added. The removable roof rests on these brackets.

The stairs were easy to construct, but I drilled a couple of 1.5mm holes to the ends of the stairway and fitted in some brass rod. Similar holes were drilled under the door of the signal box. Now the stairs can easily be removed, for when I want to move the model, without any risk of damaging them.

I was going to make and fit some handrails from some 1.5mm brass rod, as it appears they were present on the prototype. Whether they were there for safety reasons (dubious), or to allow the signaller to lean out and clean the windows or throw things at the loco crew (more plausible), I don't know. However, I did not have suitable rod to hand. Hopefully by the time you are reading this my local model shop is back open and I can buy some.

Lastly but not included in the kit, I grabbed a length of 12V lighting strip and stuck this to a Plastikard batten under the roof. I discovered the switch on voltage for these lights is around 9V, so with a standard PP3 battery you get a nice gentle glow. There would not be much light at night in this box in any case.

ACCURATE REPRESENTATION

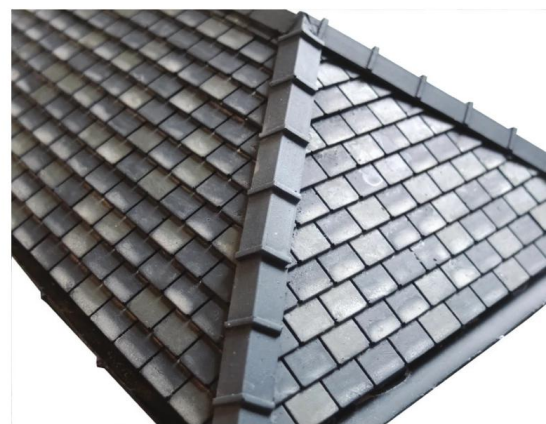
I have to say that despite two niggles, notably the clean-up of the parts and the thin instructions, this kit does build up very well and you will end up with a very accurate representation of a GWR signal box. You will need to take your time over the kit. It is certainly not one to knock out over a weekend, nor is this kit for the inexperienced modeller. I have supplied my

own take on the instructions which I believe Kippo will be including in future kits.

There is also a little filing and filling required, on the abutted wall joints and around the edge of the floor. But if you are patient you can achieve a very nice end result, and let's face it, if you want a GWR signal box, you have two options. Scratch-build one or buy this kit. Now, there is nothing wrong with scratch-building, although I would rather build this kit and with the time saved, spend that on super-detailing the model and making it my own.

So, yes, a couple of mixed signals and a challenging but very rewarding kit, that boxes very clever in several departments and builds up as a heavyweight model. ■

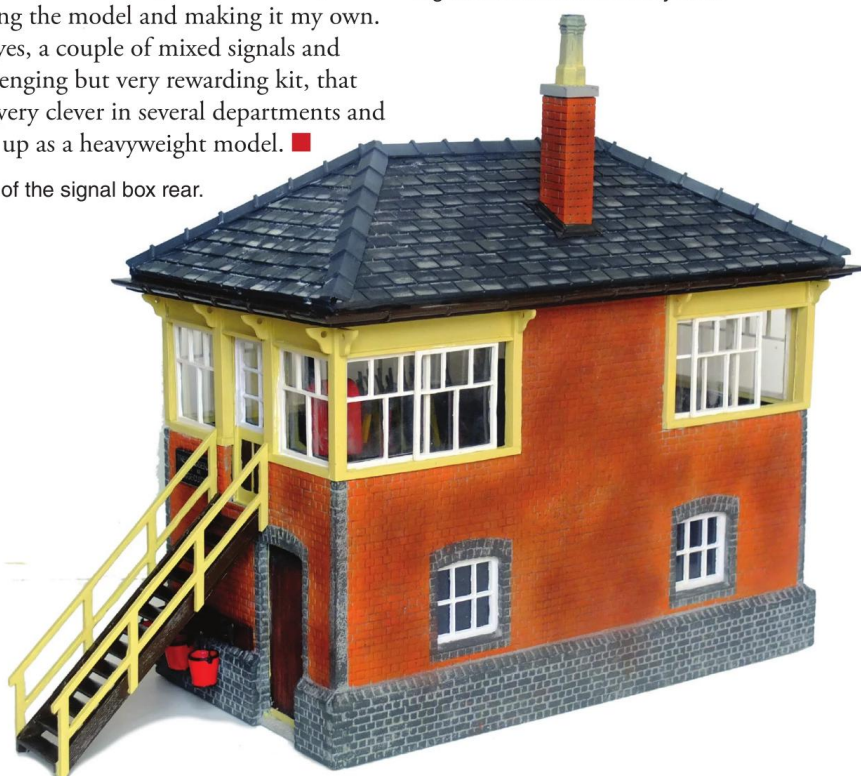
A view of the signal box rear.



This is how the roof joints are mitred. Don't worry if you don't get it perfect first time as there are spare ridge tile sections in the kit and a little filler goes a long, long way.



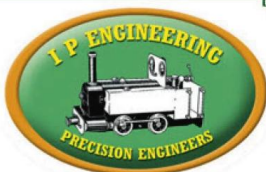
Two rods are attached to the back of the stairs so they can plug into the matching holes on the signal box. It all looks really neat.



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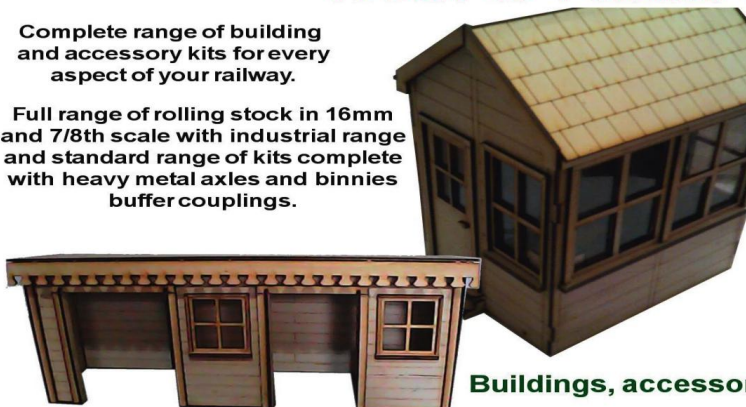
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If you are a trader with any new product, then contact phil.parker@warnersgroup.co.uk
Please mention **Garden Rail** when contacting suppliers

PIKO

G scale D&RGW 208 Mogul

Over 11,000 2-6-0 Mogul locomotives were built in the USA. Suitable for both Class 1 railroads and shortlines, they could be found across the country on both standard and narrow gauges. A true “maid of all work”, there are still several preserved and providing the backbone for heritage railways.

PIKO have produced a generic design which is available with different tenders for coal, oil and wood firing along with the appropriate smoke stack. Ten different liveries are currently available.

On arrival, some detail fitting is left to the modeller including brake cylinders, handrails and brake gear.

Specification:

Powerful 5-pole precision can-type ball-bearing motor

Numerous moulded-on details including lights, brake cylinders, and smoke stack
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BOWATERS MODELS

16mm scale Bridgton and Saco River Railroad Range

The first Bridgton releases covers four different types of boxcars, four types of flat cars, the caboose and two different passenger cars.

To the manufacturers knowledge, these items are the first for the B&SRR in 16mm scale and should look perfect with any American motive power, especially since a large percentage of the stock formed the equipment of the Edaville Railroad, much of which survives today in preservation.

The initial range consists of the following items:

BMR 002 Coach 17
BMR 003 Combine 25 as built
BMR 101 26ft Boxcar
BMR 102 28 ft Boxcar
BMR 103 30 ft Boxcar
BMR 104 34 ft Boxcar
BMR 201 26ft Flat car
BMR 202 28 ft Flat car
BMR 203 30 ft Flat car
BMR 204 34 ft Flat car
BMR 301 Caboose 301

These kits are designed to operate on both 32mm and 45mm gauge track. Kits complete with bogies that can be built in the gauge of your choice and Accucraft couplings.

They are also available without these options.

Price:

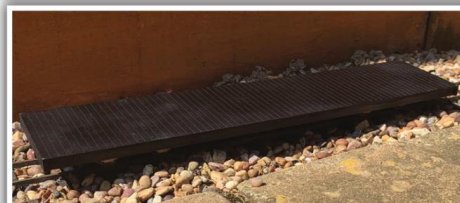
£55 to £120 per kit in MDF

£75 to £140 in Plywood.

All prices include postage to mainland UK only with shipping to other countries being at cost. Please note, these are sold as advanced scratch aids and will require some details to complete them, although they are designed to be run as is for those who wish to do so.

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BRUNEL MODELS

16mm scale platelayers hut kit

Made from hard wearing outdoor grade materials machined using latest CNC technology, each kit comes complete with clear and precise illustrated instructions, enabling the most inexperienced of modellers to achieve an exceptional high standard of finish, with the minimum amount of time and effort, and a great deal of satisfaction.

205mm wide
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Price:

£45.00 – flat pack kit

£70.00 - assembled and painted

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BONZAI DESIGNS

16mm scale Botchan Coach

Loosely based on rolling stock used on the original LYO Railway in Matsuyama, Japan. The Botchan coach kit comes with full instructions, window glazing, handrail wire, axles bushes and wheels.

The kit can be assembled to run on either 32mm or 45mm gauge track.

The kit does not come with buffers.

Length: 220mm. Width: 100mm

Height: 130mm

Price: £40 per kit.

Free UK postage when you order two or more kits.

BONZAI DESIGNS

E-mail: mail.bonzaidesigns@gmail.com

RESURGAM ROLLING STOCK 16mm scale ex-RNAD Conversion 3 Plank Open Wagon

This latest addition to the Resurgam Rolling Stock range of RNAD vehicle kits has been waiting in the wings for a while and reflects the second lease of life enjoyed by many of these ubiquitous vehicles.

On many preserved narrow-gauge lines, you will often find vehicles which have been built to suit local requirements, utilising ex-RNAD chassis and running gear as a base. The vehicle depicted here is based on an example found at the Statfold Barn Railway, re-built as a three-plank wagon for carrying locomotive coal.

In line with Resurgam kits practice, it is laser cut from MDF or Plywood (See Pricing) with a host of engraved detail and features hidden slot and tab construction throughout for easy and accurate assembly.

The kit is supplied complete with Binnie Engineering Wheels and Axles, HGLW Oil Filled Bronze Bearings, SLR Models 3D Printed Couplings as well as the necessary components for the safety chains. As supplied the kit can be built for 32mm or 45mm gauge. This kit would be appropriate for anyone modelling the Statfold Barn



Railway, whilst it is also ideal for anyone looking for a small to medium size open wagon.

The 'engineering prototype' for this kit as shown here has had minor changes to the positioning of the central strapping and safety chains on the wagon ends, in order to better represent the full-size prototype.

Price:

MDF: £30.00 each (3 for £80.00)

PLY: £35.00 (3 for £95.00)

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IP ENGINEERING

16mm scale Tallyllyn wagons

New to IP Engineering's range of laser-cut TR models, we have the Gunpowder and Iron wagons.

Each kit features plywood construction with cast metal axleboxes, strapping and scale wheels. Models are available in only 32 mm gauge.

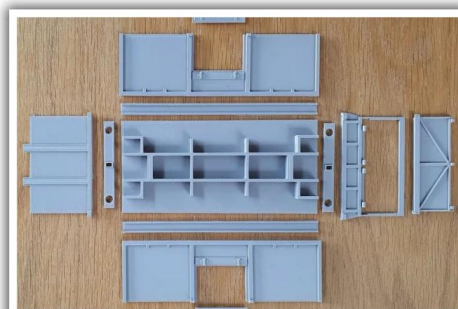
Iron wagon - Length 125 mm Width 62 mm Height 53 mm

Powder van - Length 125 mm Width 62 mm Height 96 mm

Price: £25 each

IP ENGINEERING

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www.ipengineering.com



ALD PRINT

Gauge 1 16 ton mineral wagon body print files

Over lockdown ALD have decided to try something new, a downloadable 3D print kit. Modellers but the STL files to print at home on their own 3D printer.

The design has three opening doors for you to unload your coal or whatever you are transporting around. It's very simple to put together, no instructions needed, 0.7mm wire can be fed through the hinges to make the doors operate.

The files are scaled for Gauge 1 (1/32 scale) but the owner can change the scale to suit whatever you wish

Wheels, buffers, couplings, W irons/ axle boxes and brakes will need to be sourced separately and ALD recommend either Northern Finescale or the Gauge 1 association.

Once purchased, the files may be printed as many times as you want for non-commercial use and ALD request that they aren't shared. If this is successful, the company will add other print at home projects to the range.

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Roof sections are 50mm (2") long and you can buy any number.

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Each roof section (grey) £3.50

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S32-15D – SR plain black, 'sunshine' lettering

S32-15E

S32-15E – EKR lined Ashford green (exclusively available from KGR)

S32-15F

S32-15F – BR black, early emblem

S32-15G

S32-15G – BR black, late crest

ACCUCRAFT UK

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www.accucraft.uk.com





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

HORNBY LARGE SCALE HARRY POTTER TRAIN SET

When I saw that Hornby was producing this set in conjunction with Lionel in USA, what a great set for the money, I thought.

My son lives in New York and he was able to purchase one for me and, having collected it, I then tried to run it on my Gauge 1 garden railway, it doesn't fit. LGB etc. track is 45mm, but this set is set at 50mm.

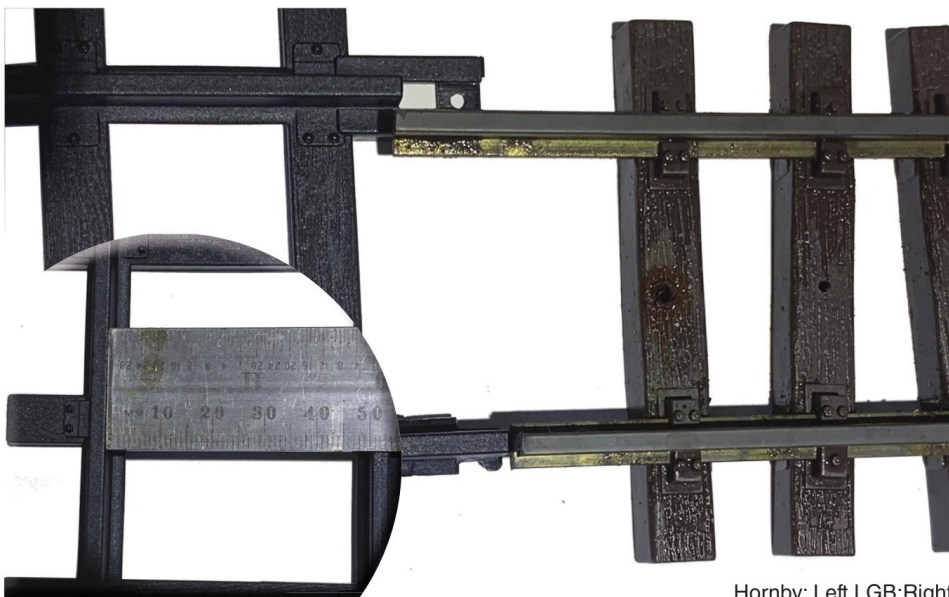
I contacted Hornby earlier this year as they were unaware of the gauging issue, I sent them photos to show the difference. Hornby replied that they would change the marketing to playset ready-to-run.

I just wish to make your readers aware that this is not Gauge 1 and could be a disappointment.

Simon Pilbeam

Editor: Simon's letter was the first, but not the only communication received on this topic and was a surprise to me. My only contact with the model has been at the London Toy Fair, where the difference in gauge wasn't obvious, but then I don't carry LGB track around all the time...

Anyway, I contacted Hornby about this and was assured that retailers were being contacted to inform them that the set



Hornby: Left LGB:Right

wasn't G gauge or Gauge 1. However, the note to the trade now suggests the track gauge is 55mm.

It seems the model originates from the Lionel "Read to play" range of sets (www.lionel.com/search?query=Ready-to-Play) of which there are several.

More importantly, extra track pieces are available from the US. Points at \$9.95 seem like terrific value, even if they are plastic, and you need to factor in currency conversion and taxes on delivery. If any US reader

can offer more information on these sets, we'd certainly be interested.

The gauge seems to be a throw-back to a vintage standard. Since the firm still produces coarse scale 3-rail O gauge sets, that can't be a big surprise. According to one manufacturer, there is no market in the US for finescale O!

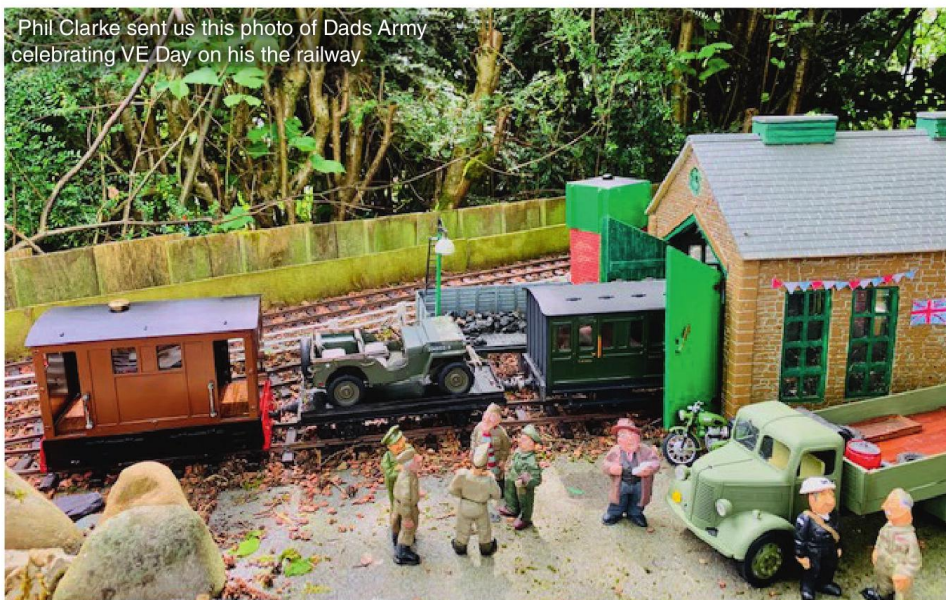
Returning to the set, we'll have a review in the the next issue and our reviewer has offered to investigate re-gauging the model at a later date.

CHASSIS CONSTRUCTION

When it comes to constructing scratch-built chassis, I often have trouble with pairing separately bought wheels and axles. Usually, the axles are a very tight fit through the wheel hubs, and I find it difficult when forcing them together, to keep the axle at a true right angle to the wheel, consequently having a wobble on completion. Trying to rectify this by twisting the wheel round never gives a truly square profile. I could give the hubs a gentle file through before axle insertion, but this can lead to wheel slip later.

What do others do to get around this, I'm sure I can't be the only one having this problem?

Eddie Lund



Phil Clarke sent us this photo of Dads Army celebrating VE Day on his the railway

FILCRIS

Following recent letters regarding Filcris, it may be of interest to describe my experience.

I built my G scale garden railway about five years ago using Filcris, having seen it at a show at Peterborough. I saw the website and then visited the premises, a 40-mile round trip, to get a better understanding of the features of the product and what its capabilities were. This, I felt, was essential and the guys there were very helpful. Thirty minutes well spent.

I used the ladder principle but with my take on it, closing gaps between posts and spacers or increasing their frequency as I felt necessary. The track was to be 10-12 inches off the ground, I used Tool Station metal fence post spikes to take the 50mm Filcris post material. These have two bolts to clamp the posts, others have one, and have a better curved 4-face concave profile, which appears to be more rigid in the ground. I didn't use concrete so I could retain some level of future adjustment, in the end not needed.

The lengths of planking for the track bed I cut tapered for any curves and each piece

was clamped tight against the previous one, using four screws per piece, not two as I have seen in some pictures of this construction. I used 5mm screws with a power driver very slowly. My experience has been, if screwed in quickly, the friction heat will melt the Filcris and fill the screw thread with loose plastic. It will feel secure but won't be as tight.

Trainline track and Piko points were screwed securely and slowly to the Filcris boards. It was all generously ballasted with potting grit mixed first with 50% PVA and water before applying. Over 60 years ago, a pioneering garden railway exponent insisted that, if I ever retained my then schoolboy interest in model railways and I ever built a garden one, I must ensure the track bed was rigid! His experience was with wood and cement.

I think I have achieved this, I literally can walk along the track (15 stones), apart from the two tunnels and the 8-foot bridge over one of the ponds, without any apparent movement. I have not had any problems with either sleepers, rails or Filcris material.

The work was done October to Christ-

mas Eve, so the material was cold rather than hot. I used dark brown rather than black, which, from memory, is the basis of the expansion/contraction formulae quoted on the website. It is a south-facing garden and one-third of the track is in direct sunlight all day when sunny.

The Filcris track bed is completely covered but the posts and much of the side rails are exposed. The track bed edges are protected by 40mm plastic trim used by double glazers. If I ever extend it (planning permission already refused, apparently the green house is listed and cannot be moved), I would not hesitate to use Filcris, it is easy to hand saw, drill, screw close to the edge and is predictable. As with any synthetic material, it has known characteristics and you need to be aware of these as you build the structure up.

I would describe myself as a reasonably-experienced 00 gauge modeller and I built my 5" live steam loco, too big for the garden.

I have no connection with the company other than being a very satisfied customer.

Michael Williams.

FENDYKE

While futzing around there in the mid-90s, I caught a glimpse of the tiny one-window shop-front with some models in it. I instantly went in and bought the open-cab diesel and a single plank-sided wagon - it came with Binnie wheels.

The loco was a mixture of substantial styrene sheet and white metal castings of good quality, with a vertical worm drive to one axle. It also had, surprisingly, a direction-changing LED "headlight". It also weighs in at a substantial 19oz with batteries. I made both in a weekend, put batteries in the loco, and ran it a couple of times on the track at Cambridge MES before moving on to bigger things.

I don't have any 32mm track and ran it around five years ago over at Chris Moodie's immense track near Waterbeach. The batteries are original, from around 1995 or 6, and I just ran it on the tabletop now - perfect!

Fendyke as a going concern faded from view shortly afterwards, although I'm sure that these days their cute little locos and wagons would find a ready market on the 16mm 32mm gauge scene.

Mr Bucki might take comfort from knowing that his loco has a brother over

here in rural Cambridgeshire.

Tac Foley

In response to this month's letter, unfortunately, the company ceased trading several years ago. I bought a number of items of

the original demonstration stock as I was briefly in communication with the owner of the company, including a Fenman. I have been looking out for more kits and stock ever since!

Nick Ward



Tac Foley's diesel, still running on its original batteries!

John Sutton Models

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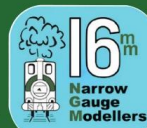
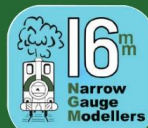
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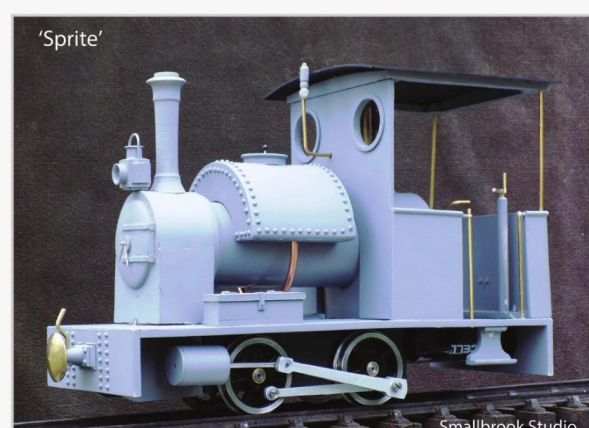
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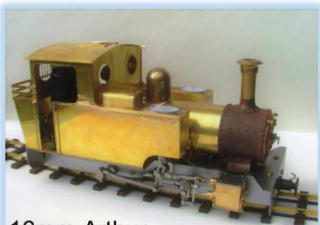
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The 'Old Lady' rides from Pontrilas

Geoff Loynes reviews "Dolgoch" from Accucraft.



I have always enjoyed modelling, and volunteering on, the Talyllyn Railway, but until recently, the 16mm trade hadn't regarded the Fletcher Jennings locos as a priority for volume RTR production. So, when Accucraft's "Dolgoch" was announced, I decided to invest in one.

The loco's history is well known; following the arrival of "Talyllyn", the TR needed another locomotive; but instead of ordering another "Talyllyn", they ordered a new design that had just been patented.

"Dolgoch" arrived in 1866, with unusual features, notably a long wheelbase and valve gear crammed into the space between the firebox and front axle. She served the railway well, with several overhauls and a reboiling, until the TRPS rescue in 1951. For that year, she was the only loco in regular use and also saw service in 1952/53. She was rebuilt, returning to service in 1963, before getting a fourth new boiler in 2011.

The model is of the loco running today, choice of four TR liveries, bronze green (preservation era 1960s- 1990), "Atlas

Foundry" green (1945-1953 & 1995-2008), lined crimson lake (livery carried post-1900 and 2008-2014) and lined red-brown – a recreation of the livery thought to have been applied to new Fletcher Jennings locos in the 1860s.

My model is crimson lake. The lining is finely done and separately-etched plates are fitted. Works plates are excellent, nameplates are reasonable, but not exactly like the prototype ones.

Opening the packaging, a new feature is revealed: an inner box is pulled out. The sides of this fold away, enabling the model to be removed and placed on the inspection/servicing pad.

The model is supplied with instructions, paperwork, tools, detail parts and gloves. It follows the standard construction method for this manufacturer, with steel frames and rods, copper boiler and brass bodywork.

Space inside the cab is at a premium, (as on the prototype); the hinged roof gives access to controls. Like the prototype, it is right-hand drive, with the reversing lever in the corner of the cab. The gas control valve

is disguised as the handbrake column on the fireman's side, and a small pressure gauge is in the driver's front window.

There is a high level of detail, covering most items visible to a keen observer. Sprung buffers and coupling hooks are fitted; it appears Accucraft couplings (not supplied) can be fitted.

Cylinders have inside valves, driven by standard Accucraft valve gear off the rear axle, unlike the real thing, which has Fletcher patent valve gear, driven off the leading axle. The model does not have space issues here, like the real thing, hence the different valve gear.

Cosmetic detail parts to be applied consist of a bunker top (removable to access the lubricator), Salter safety valve fittings and a whistle. The air pump and pipework with which the loco has had since 1995, are not included, nor are Train Communication System (TCS) fittings. Not everyone will wish to fit them, but given the attention to detail, it was a surprising omission from the bag of detail parts.

I have yet to fit all the supplied details to

my model; the manufacturer advised me when delivered that there was an issue with the whistle thread being too long. The fix is to shorten the thread to ensure the correct operation of the safety valve. It was good to be advised of this, however, I am a little concerned that this issue wasn't picked up before the production models arrived.

When it came to running, the usual procedure, gas/oil/water, was followed. The gauge glass is visible from outside the cab, the water filler is accessible, and the reverser is prototypically in the front corner.

The gas tank sits in the back, in the same space as the back water tank, but not the same shape as it sticks up towards the cab roof. The tank does not appear to be held in place by anything other than the pipework and moves around noticeably. I have to say I don't find this a good design feature at all. Hopefully, any future batch will include a change to this.

After being lit up, the loco raised steam nicely the first time. I ran it briefly just after delivery; it seemed to be slightly stiff, which I attributed to being a new loco needing running in, then a house move came up and the model had to be stored while numerous domestic matters were attended to.

Several months later, I was able to resume testing for this review, I decided to run it on a rolling road. During the second steaming, the loco became more and more sluggish, until she started spewing out a chalky white deposit from the chimney, dome and filler valve. I tried a second time; when the safety valve did not blow off at the set pressure, or even close, I immediately shut it down, left it to cool, and looked at it when cold. There was no obvious cause – I use dehumidifier water, the recommended thick oil, butane gas, and, at this point, it had only had three steamings.

As one should in these circumstances, I contacted the manufacturer (the model had been purchased direct) and advised them of the problem. Within a short time, I received a reply saying that they would investigate and get back to me (by this time we were in lockdown!), but within another short space of time, I was contacted again.

The advice was that, whilst they were unsure where/how the contamination originated from, they suggested the best and first approach was to clean the boiler using citric acid to remove deposits, and, if this did not work, they would investigate further.

I purchased some citric acid powder, starting with a very dilute solution, I made up a stronger solution and left this in the boiler for 15 mins as per instructions. At the same time I and soaked the safety valve and water filler in citric acid too.

When the treatment was finished, the

next stage was to do a steam test. Steaming again it was very good and the safety valve behaved perfectly. I carried out another test, on the rolling road, the loco ran but was somewhat stiff. I decided I needed to run it on track, but with no permanent railway in my new home and lockdown preventing visits elsewhere, I was stumped until I remembered I had Mamod track. This was found, and a circle laid down on an uneven patio, not ideal, but it worked, even on the tight curves. However, the overhang was considerable, so I did not try attaching any rolling stock.

The model behaves very like the prototype. With quite large cylinders, it's a case of put the engine in forward gear, crack the regulator open, and let her find her own pace. She doesn't seem to need very much regulator to keep up a steady pace. On the real thing I was always taught by certain TR drivers that the best setting is to put her in gear, crack the regulator gently open and let her take her own pace, whatever the load is. The model behaves almost the same way!

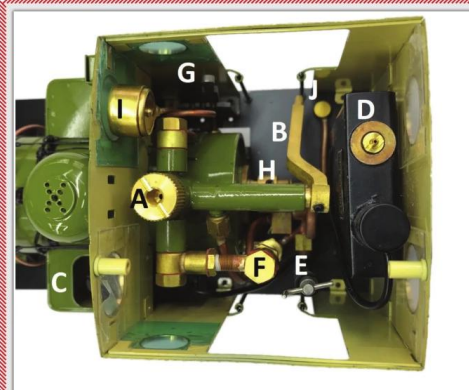
During the testing, I found it took about five minutes or so to raise steam, and once ready, she runs for 15-20 minutes before needing a gas refill. Servicing was generally simple, although I did find that the horizontal lubricator in the fireman's side bunker is quite tricky to empty of condensate. The trick turned out to be to ensure that the flexible tube on the end of the small syringe supplied goes all the way into the tank, otherwise you will leave some behind!

In conclusion, what can I say? Well, the model captures the character of the loco very well, the problem I encountered is not one I've ever experienced before with any brand-new loco and the technical support given enabled me to fix it myself.

There are a couple of minus points, the gas tank needs a proper mounting, the smokebox dart has started to bend a little bit from opening the door (a magnet holds it shut) and the dummy brass lubricators are a bit prone to being caught.

"Dolgoch" specification

Scale: 16mm to 1 foot (1:19)
Gauge: Either 32mm or 45mm
Min Radius: 0.6M (24ins).
Length: 280mm (11ins) over buffer heads
Width: 88mm (3.5ins)
Height: 136mm (5.5ins)
Boiler: Centre Flue
Working Pressure: 60psi
Reversing Gear: Piston type, reverse by lever in the cab
Fuel: Butane Gas
Boiler Fittings: Safety valve, pressure gauge, water gauge with blow down
Cab Controls: Steam regulator, gas regulator, reverser, lubricator drain valve



(Photo: Accucraft UK)

A: Water filler(Goodall valve)
B: Steam regulator
C: Lubricator
D: Gas Filler valve
E: Gas Control valve
F: Water gauge
G: Reverse lever
H: Burner jet
I: Pressure gauge
J: Water gauge blow down valve, under footplate

Overall I'd give this model 8/10, and at £1,595 for a scale prototype manual loco, you get a lot for your money. In due course, I will probably add a little more detail, but that's my own choice. At the time of writing, models were still available from stock direct from the manufacturer and traders with sales agencies. ■



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Building a HGLW diesel

As a break from editing the 009 Society magazine, Chris Ford tries a larger scale.



‘Something to run?’ said Mrs. Ford as she spotted me prodding at the moss that had grown over the abandoned 32mm gauge line. Built a few years ago, with no usable locomotive power, it had fallen fallow and was almost covered in moss and weeds.

Sensing the verbal dig, I wandered into the office. Somewhere there was a small cardboard box containing an already started kit from a friend, which I’d only given a cursory glance before storing. With the sun shining and Covid 19 lockdown in full swing, now was the time to open the box. This would need to be fast; mainly to give me an excuse not to do any gardening.

What I found was a basic chassis built up, a started body, and a roughly trial-fitted battery and switch; I took the latter apart and examined what was left. A few bits were missing: glazing, window frames etc., but nothing major. I set to work and pretty soon had the basic structure together. The design is very basic, but the fit of the parts is perfect and gives you a chance to add as little or as much further detailing as you wish. The only fiddle was wrapping the roof with all those elastic bands that the postman had dropped on the driveway.

The instructions on the website suggest that the chassis and body are a ‘push fit’. Well, they are, but not for long. I drilled a 3.5mm hole through the floor of the cab and the chassis and ran a M6 nut and

bolt that was lurking in the bottom of the toolbox. This single bolt is enough to fix the two parts together to avoid the whole thing falling apart.

I wasn’t sure if the top of the bonnet was supposed to be glued, but I elected to leave it as a loose fit to allow access to the battery and discarded the Velcro fixing. The last of the main items to be fitted was the grille, which, very sensibly, is fitted first to a frame and then stuck to the inside of the bonnet, thus sandwiching the grille itself between two layers of MDF. This means that you are less likely to stick your thumb through it when handling.

I’m endlessly told by ardent 16 millers that ‘it’s a learning scale’ and you don’t need to add loads of detail. This feels strange to me, coming as I do from the smaller scales where adding more and more fine detail is seen to be the nirvana of modelling skills.

I pondered my new locomotive for a while and thought that even from about 50 feet away, a little relief may be nice on the bonnet sides, so some fairly crude ventilation louvres were knocked up in short order from coffee stirrers. These were followed by a length of plastic tube for exhaust purposes. My quickie locomotive was now more or less complete.

The following morning it was blasted with some Halfords primer. This appeared to raise the grain on the surface – if MDF

can be said to have a grain – but the sun was rising again, and I was impatient to get it running. The primer dried and a top coat was added from the only can of spray in the garage; a rather fetching LBSCR coach brown, which had been mislabelled Austin/Rover.

The track was cleared and by lunchtime, she was running. Not highly detailed, but from 50 feet away, who knows? My 16mm version of a Saturday afternoon Airfix Spitfire kit was complete and with no thumbprint on the canopy. ■



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DIARY DATES

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 Addr: 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 Addr: 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 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.

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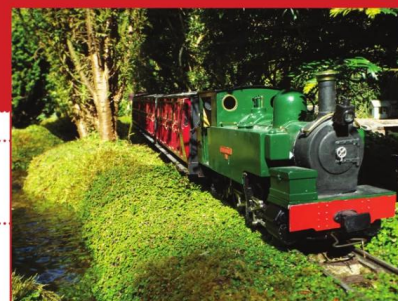
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Articles should be submitted in MS Word or other word processing format. Please do not use fancy formatting or embed photos in the piece, these should be sent separately at the highest resolution possible and in JPEG format. Printed photos of a historic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

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It was all Mark Thatcher's fault.

His article, in **Garden Rail** issue 304, about building a PDF Models 16mm scale Ruston Lat diesel kit inspired me. I very much liked the look of this loco and when I saw that the firm also made a 7/8th scale version, I realised I could have two different scale railways using the same 32mm track. I couldn't resist.

That Christmas, my wife presented me with a 7/8th scale workman's hut, which I converted to a yard foreman's hut. A railway was born.

When these were completed, my thoughts turned to some wagons. Searching the Internet, I came across Peter Binnies Glyn Valley Tramways granite wagons kit for £12.50 each. These, I thought, could be easily converted to 7/8th scale, so two were ordered.

When the kits arrived, very promptly I

must say, I decided to remove the top plank and convert the wagons to two plank drop-sided wagons. The GVT type couplings were discarded, instead, I cut slots in the wagon ends with a small cutting disc and drilled through to use link and pin type couplings.



The Binnie GVT wagon kit components.

Only one vehicle is fitted with the supplied brake as I thought any 18-inch gauge railway would be cash strapped and buy as cheaply as possible, wagons without brakes being cheaper.

While not finescale, I think the results look really good behind my Ruston. ■



The completed wagon.

Garden Rail Resource

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Pennal, Machynlleth, SY20 9LB

www.peterbinnie.com

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

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In 2013 we were approached to produce all the Talyllyn Railway locomotives as a commission and although this never came to fruition we had worked up the concepts and designs with a view to producing them of our own accord. Due to developments within the trade we decided that, rather than waste all this effort, we would bring the first of these, Dolgoch, to the market in 2019. Delivered to great acclaim, Dolgoch is being followed by TR No. 1, Talyllyn, with a view to delivering the model in 2020.

The model is built to a scale of 16mm:1' (1:19 scale) and follows our standard design brief being internally gas-fired with a centre flue boiler and available in either 32mm ('O' gauge) or 45mm ('1' gauge). The axles run in bronze bearings and all the rods and valve gear (piston reverse) will be manufactured from stainless steel. The cab roof is fixed, access to the regulator and reverser is via the cab doors, water via the boiler filler cap, gas via the toolbox and the lubricator filler is in one of the bunkers. The copper boiler is fitted with a gauge glass. The model is built from stainless steel and brass. Although fitted with TR buffers and couplings the model will accept our Z1/Z2 chopper couplings for those who wish to use them. The model will be available in TR green, Indian Red or black. Estimated UK RRP £1650.00. We would like to thank David Fletcher for the superb drawings and members of the Talyllyn Railway for their help in providing data for the model.



I.O.M. 'E' Van



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1:32 Oil Tanker



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1:32 7 Plank Wagon



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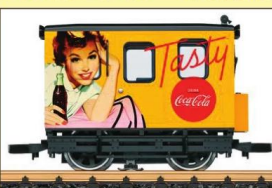
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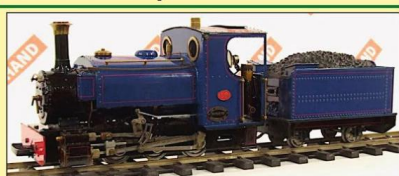
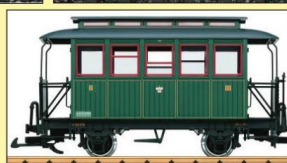
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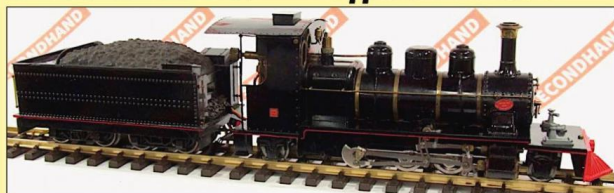
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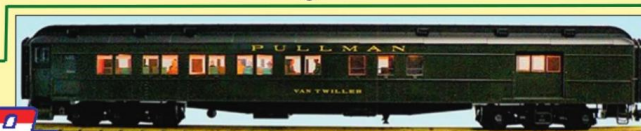
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