

GARDEN

DECEMBER 2020
ISSUE 316

Rail

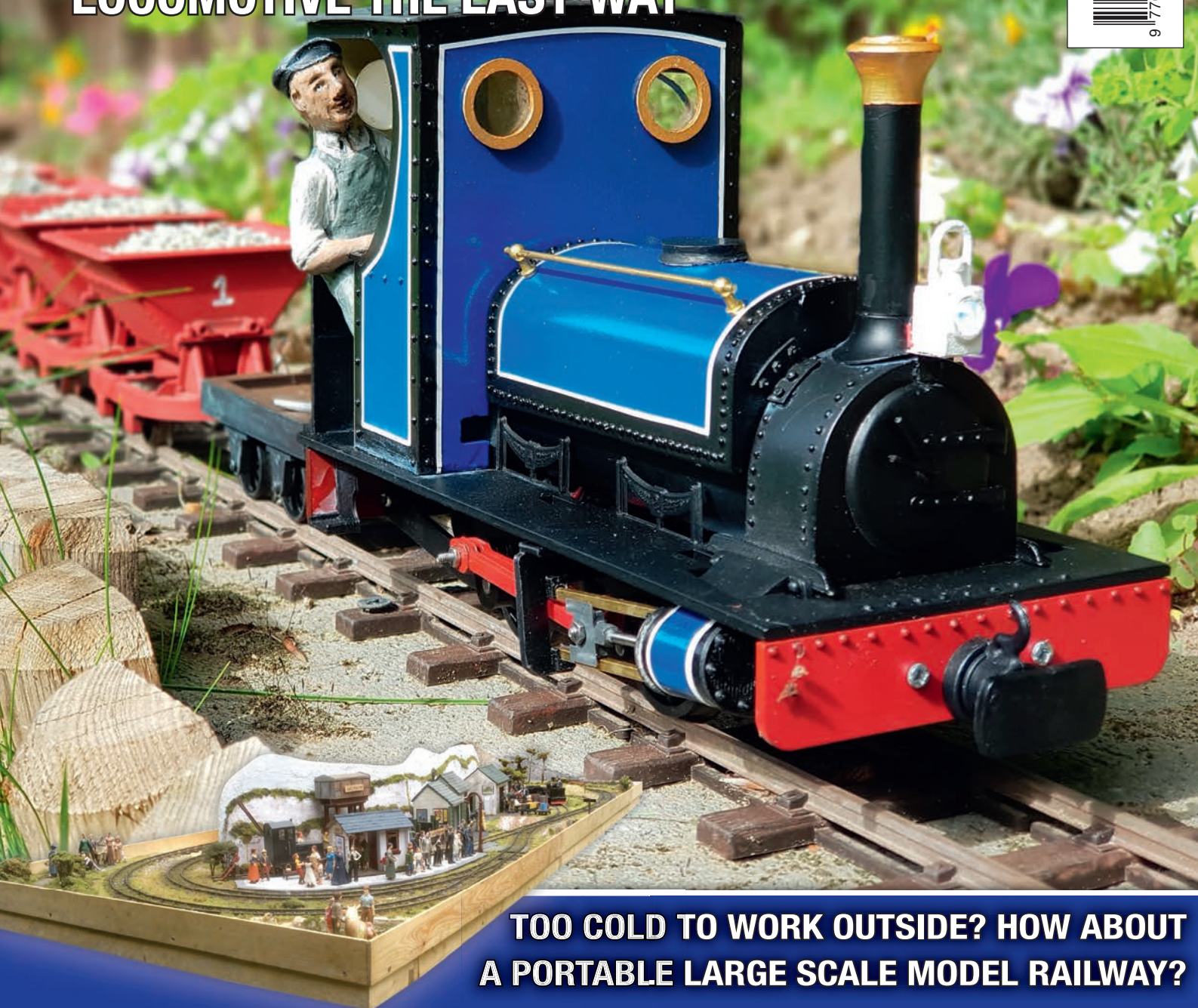
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FEATURE OF THE MONTH: Mamod

Mamod Mark III Locomotive

This modified design incorporates a vertical inline lubricator which is filled from inside the cab using the syringe provided. This greater oil capacity increases the lubrication of the steam resulting in a more efficient engine with less wear. The fire box door is a cosmetic feature which can be removed to uncover the boiler certificate number.
32mm is £353
45mm is £375



Following the huge success of Mamod's first electric locomotive, the Boulton; Mamod have released a second remote control electric engine to the Mamod range, the Tram. Using the same high performing technology, Mamod has constructed an all-metal representation of the tram once seen operating all over the UK. This new offering comes equipped with a sound module and aesthetic bell, complete with a rechargeable battery pack on an internally framed, dual gauge engine.

The Tram comes with a remote control which can operate the sound card with three individual sounds; steam whistle, bell and guards whistle.
£520



Tanker for use with all Mamod Trains and other makes. This light weight model can be easily converted from "O" Gauge to "1" Gauge. Size: Overall 145mm, width 80mm and height 95mm. Weight 350gms £42



Tender for use with all Mamod Trains and other makes. This light weight model can be easily converted from "O" Gauge to "1" Gauge. Size: Overall 145mm, width 80mm and height 95mm. Weight 350 gms. £50



The Boulton, Mamod's first diesel electric engine

The Boulton is available in green or black and with the optional addition of a remote control and sound card. The sound card is loaded with three unique and realistic sounds of a steam whistle, a bell and a guards whistle.
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Saddle Tank
32mm is £353
45mm is £375

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Setrack Curve - Single	ST-905x1	£8.50
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Billy	Due Mar 2021
Silver Lady	Due Mar 2021
Katie	Due Apr 2021

Please note all Locomotives are in batches. Batch dates will be in product description.
Locomotives in stock will state instant dispatch available.
*In stock as of 12/10/2020, please note these loco's may no longer be available, check stocks online or call.

MSS

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Blue Tender (32mm/45mm)	911402-BL	£55.00
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Blue Passenger Coach (32mm/45mm)	911201BL	£55.00
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Guards Van (32mm/45mm)	911001	£55.00
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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 316 December 2020

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MERRY CHRISTMAS

2020 has been a strange year, hasn't it? We'll just have to take the opportunity of looking forward to some festive cheer in the deep midwinter.

Let's hope that we all find something under the tree to entertain us in the coming months, and occupy those who are stuck inside during the cold and wet weather.

Ignore those who point out that we've not built all the models bought last year - any modeller knows it's unhealthy to complete *all* your projects!

To **Garden Rail** readers everywhere, can I just say a heartfelt thank you for supporting

our magazine, by both buying copies and submitting articles for me to fill our pages with. From all the team at Warners, we wish you a very Merry Christmas.



P.S. Don't forget that if you are dropping hints to your family for presents, a subscription to your favourite garden railway magazine is a gift that lasts 12 months. Visit www.world-of-railways.co.uk/Store/Subscriptions or take a look at page 47 of this issue for our latest offers.

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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



PK37568 DR BR110 Diesel Locomotive IV



PK37591 DR B106 Diesel Locomotive IV
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PK99700 2020 G Scale Catalogue £3.95

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PK37663 DB BPMZ 1st Express Coach IV



PK37664 Flixtrain Passenger Coach VI



PK37680 DR Reko Bage 3 Axle Coach IV



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PK37682 DR Reko Baage Coach IV



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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



PK38907 D&RGW Wooden Caboose 0501



PK38910 Vintage Warbirds P-38 Hopper Wagon



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Class Bh2t – Locomotive „11“ and „12“



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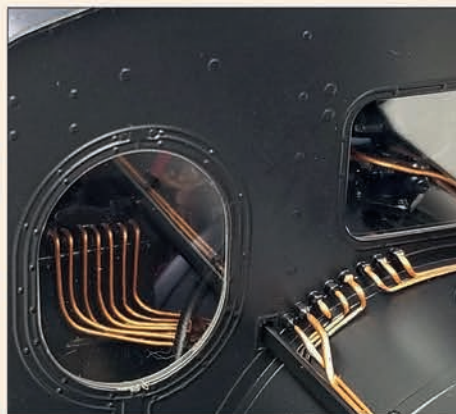
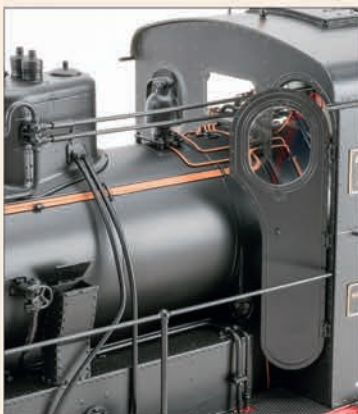


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pictures: KM1 sample, stage september 2020



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Aberwym

Andrew Neale builds a portable layout.

Aberwym is a layout that many thought could not be built as it is only 10ft long x 3ft 6ins wide (3m x 1.1m), very small for 16mm trains running on SM32 track. In that relatively small space, I have been able to build a single-track line with passing loops, a station, a workshop and a warehouse, and have space for sidings.

I decided that the layout would have to be reasonably lightweight as I usually have to assemble and put up the various parts myself. Initially, I decided on two boards and then added a third. All are built from 9mm plywood, screwed onto a frame of 3in x 1in timber. The boards are joined together with 6mm diameter bolts and 12mm diameter wooden dowels for accurate alignment. The whole layout is then supported on two tables.

When I was happy with the trackplan and reasonably sure it would work, I started laying Peco flexible SM32 track beginning with an oval and sidings. Once fixed, testing of the track took place. This showed up a few tight spots, but after easing them, I

found that nearly all of my stock was able to negotiate the 18in radius curves.

After thoroughly testing using battery-powered locos, it was time for live steam. One of my budget Roundhouse engines was fired it up and let go. I held my breath, but it entered the first bend without derailling. It ran for 18 minutes without any problems at all. I was extremely pleased with the results. This encouraged me to continue with the project.

Not much changed on the layout for many weeks as I continued testing and making sure every part of it was working as I hoped it would. The track at the rear of the layout was altered a couple of times to give more space and siding capacity. Everything had to be ready before I started laying ballast and scenery.

A scenic break stops those viewing from the front seeing what was happening at the rear. This is basically two pieces of 6mm plywood shaped to look like a hill.

The two largest panels can be carried quite easily by one person (me), but, as the scenery is added, the weight gradually increases. It

was necessary then to limit this extra weight as much as possible, otherwise transporting the layout becomes a problem.

In order to model ballast, I bought some gravel from an aquarium stockist in muted colours which, when mixed together, enabled me to achieve a realistic look, and by adding it sparingly, it was still possible to carry the panels without too much effort. This was fixed by using copious amounts of PVA glue, and by spreading it between and around the ends of the sleepers, then sprinkling the gravel on top.

I like to see contours on a model railway as very little land is actually flat, and this can be achieved either by forming raised areas and/or depressions, added using white plaster, applied on to a timber frame, or straight onto the boards. I used both methods, then applied more PVA where I wanted to model the roadway and walkways, sprinkling dark grey scatter over this area.

When this had dried, I applied more glue and added Woodland Scenics products, mainly using their light green coarse turf. At this stage, I placed some of their bushes in



"Andrea" is a detailed Roundhouse Bertie pulling some scratch-built flat wagons. Despite my initial worries, even without radio control, these live steam locos are quite happy on tight curves.

position and applied more scatter including brown shades to represent dead or dying plant life. I let all this dry thoroughly and then sucked up any loose scatter with a vacuum cleaner.

Next, I constructed the small platform. Incorporating a station on a layout allows me to fill the platform with people. A small model railway needs to have an abundance of detail to keep everyone's interest. The platform was constructed by using 9mm plywood, detailed with rectangles of 1mm ply to represent the edging, and then glue and a sprinkling of small grey grit covered the main part.

I built a simple platform shelter from 6mm plywood as my layout is always indoors. It is light, strong, does not warp, and cheap, so I use it for all my structures, covering the surface with plaster. The biggest, most time consuming task was to apply the 1mm thick roof tiles one by one.

All buildings on Aberwym were scratch-built and fairly quick to construct. I have painted them mainly off white, but add weathering as they represent a busy railway that doesn't spend too much money on maintenance.

I always try to put detail into the interior of the buildings. One of my structures is a workshop with an air compressor, hand-worked crane, and a large boiler, which in real life would have supplied electricity and hot water to the station and adjacent buildings. I think it is quite important to have lighting inside, so I have made up some

assemblies of 3V battery holders and LED's, and placed them discreetly in the buildings.

Many miniature people populate the scene. Most are on the platform waiting for a train, and many others in a workmanlike pose. The figures have been collected over the years from many different countries. Some are ex-Star Wars and or made by Schleich Others were purchased at toy fairs. They are permanently fixed to the layout

which makes setting up much quicker and means that I don't have to keep picking up figures that have fallen over. All my locos have engine drivers. Some have a fireman too, if there is sufficient space in the cab.

I have four of the Roundhouse budget locos, one Bertie and three Sammies. All have had their bodywork altered and in some cases completely changed. One engine has been modified into a passable Fletcher Jennings. Another has been shortened. Two have had part of their saddle tanks removed to be replaced by twin coal bunkers.

They have all seen quite a lot of black paint and have been resprayed. All four are manually controlled and run extremely well and are just the right size for this layout. They negotiate the curves very well without binding. I also own a Roundhouse Bulldog diesel, which runs well with a heavy load. It is radio-controlled which enables me to run additional trains at the same time as the live steam engines.

Trees are difficult to model, so during winter, it is often worth taking a trip to the country to try to find suitable plants for the railway. They are of course dead and fragile, but with care can be trimmed, coated with PVA and sprinkled with Woodland Scenics foliage or turf. I now have several trees on the layout, and I am always on the lookout for more.

I have always scratch-built wagons. To make them, all you need to buy are wheels, axle boxes and possibly buffers. Wagons are simple to construct, quick to put together and cheap. I prefer to use steel wheels rather



Figures come from a variety of sources, the driver of my DeWinton is of a wizard that some might recognise.



The line doesn't spend much on track maintenance as you can see, although in reality, I had to spend quite a bit on Woodland Scenics course scatter material to achieve the look.

than plastic because they seem to run better.

The easiest wagons to make are flat types, and they can carry a load if required. I make them out of strip wood available from DIY stores and in a variety of cross-sectional sizes. Superglue and epoxy resin join the various parts together. I then paint them using Humbrol or similar paints and glue a lump of lead or steel between the wheels on the underside of the wagons to give extra weight and allow them to ride the track better. Using 1mm and 2mm sheet plywood available from model shops enables me to build brake vans, open wagons, covered wagons, slab wagons, the list is endless.

Sometimes though, it is more convenient to buy kits of hopper or tank wagons. This will save a lot of time in construction but cost more. As my layout is small, I usually marshal about six or seven wagons per train. This is sufficient for a railway of this size. And I always have on standby a small four-wheel diesel loco with four or five hopper wagons connected, sitting in a siding, ready to run at a moments notice should a live steam loco suddenly and unexpectedly run out of steam.

I like to see cameos on a layout, either groups of people or animals. There is a corner of a pig farm modelled, with the pigs looking and waiting for their food from the farmer, while in a wooded area I have placed



Cameo scenes bring the layout to life and also fill in odd corners of the baseboard.



"Marjorie" is another Roundhouse Bertie with an enlarged cab and coal bunkers.



Rather than draw a trackplan, I've taken this high-level photo that shows just how much railway is packed into the modest baseboard.

a hungry fox looking for his dinner and spying a nice juicy turkey only a few yards in front of him. At the other end of the layout just beyond the station is a Shetland pony being fed some sugar lumps, while in another corner there are some ladies of the night being lectured to by a churchman.

I have really enjoyed building this layout. It has allowed me to be creative and work hard to make such a small railway interesting for me to operate and to be visually scenic enough for the general public to enjoy and spend a little time viewing it. During the last few months, I have gradually been adding more and more detail. I could say that the layout is finished, but then while looking at it again I think - Oh, I am sure I could improve on this or that, so it's never really over and done.

I am a member of the Bedfordshire branch of the 16mm Association of Narrow Gauge Modellers. In our club, we own three portable layouts, which our members use at our regular meeting place at Eaton Bray. It's always a pleasure to meet with others who share a similar interest, also you may wish to bring along something to run, or if you have a problem with for example a locomotive, there is usually somebody in the club who will know how to solve it. We meet every month throughout the year, almost always the first Sunday in the month. You can find more details on our website - www.bag16mm.org.uk. We always welcome new members. ■

KENT GARDEN RAILWAYS

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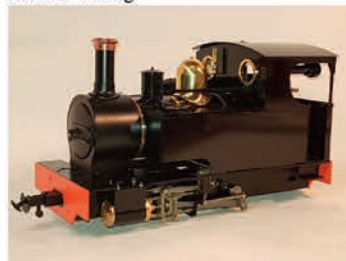
Z1 Square head chopper coupling with bob weight and hook £7.50

Z2 Round head chopper coupling with bob weight and hook £7.50

Z49 Replacement chopper with bob weight for Z1/Z2 couplings - pack of 10 £9.50



1:19 'TALYLLYN' TR 0-4-2ST
To be available in TR Green, Indian Red or Black and either 32mm OR 45mm gauge. £1650. In production at time of writing.



1:19 Talgarth 0-4-0T
Black, green or maroon £1050.00



1:19 Sabrina 0-4-0ST Black, green or maroon £1050.00
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Kerr Stuart 'Wren' 0-4-0T 1:13.7 Scale (7/8th) in black, blue, green, grey and red £1650.00



R19-26 Isle of Man Pairs style Half Brake £175.00



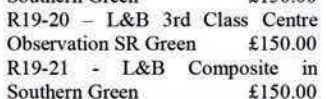
R19-17 Isle of Man Pairs Composite – still available £150.00



R19-10 IOM 4 wheel coach Maroon and cream £90.00



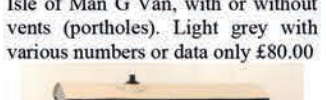
R19-10G IOM 4 wheel coach Green and cream £90.00



R19-19 – L&B 3rd Class coach in Southern Green £150.00



R19-20 – L&B 3rd Class Centre Observation SR Green £150.00



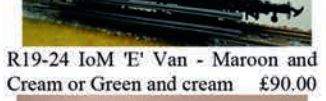
R19-21 – L&B Composite in Southern Green £150.00



Isle of Man G Van, with or without vents (portholes). Light grey with various numbers or data only £80.00



W&L Guards Van W&L 1 or 2, data light grey or data dark grey £75.00



R19-24 IoM 'E' Van - Maroon and Cream or Green and cream £90.00



SR Howard Van £100.00

SR brown, 4 numbers or L&B grey data only

Pre order items



R19-18 L&B brake composite – estimated delivery late 2020 £175.00



1:19 Large Quarry Hunslet
To be available in Red, Black, Penrhyn lined black and blue. Anticipated delivery late 2020 and priced at £1595.00

PIKO



37154 Circus Roncalli Battery Powered RC Starter Set £205.00



LGB



78302 Passenger Starter Set £352.00



26816 DRG Class 99.22 S 2-10-2T mfx/DCC Sound £1952.00



20320 HSB Class V 10C Diesel Loco mfx/DCC Sound £488.00



20184 Steam Loco 99 5605 with mfx/DCC Sound £634.00



24662 Wismar Railbus with mfx/DCC Sound £576.00



25911 MPSB Diesel Loco £259.00



33552 RhB coach, 2nd class £185.00



35097 Saxon Passenger Car coupled pair £233.00



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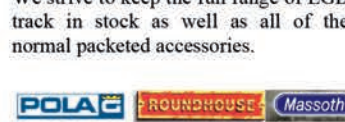
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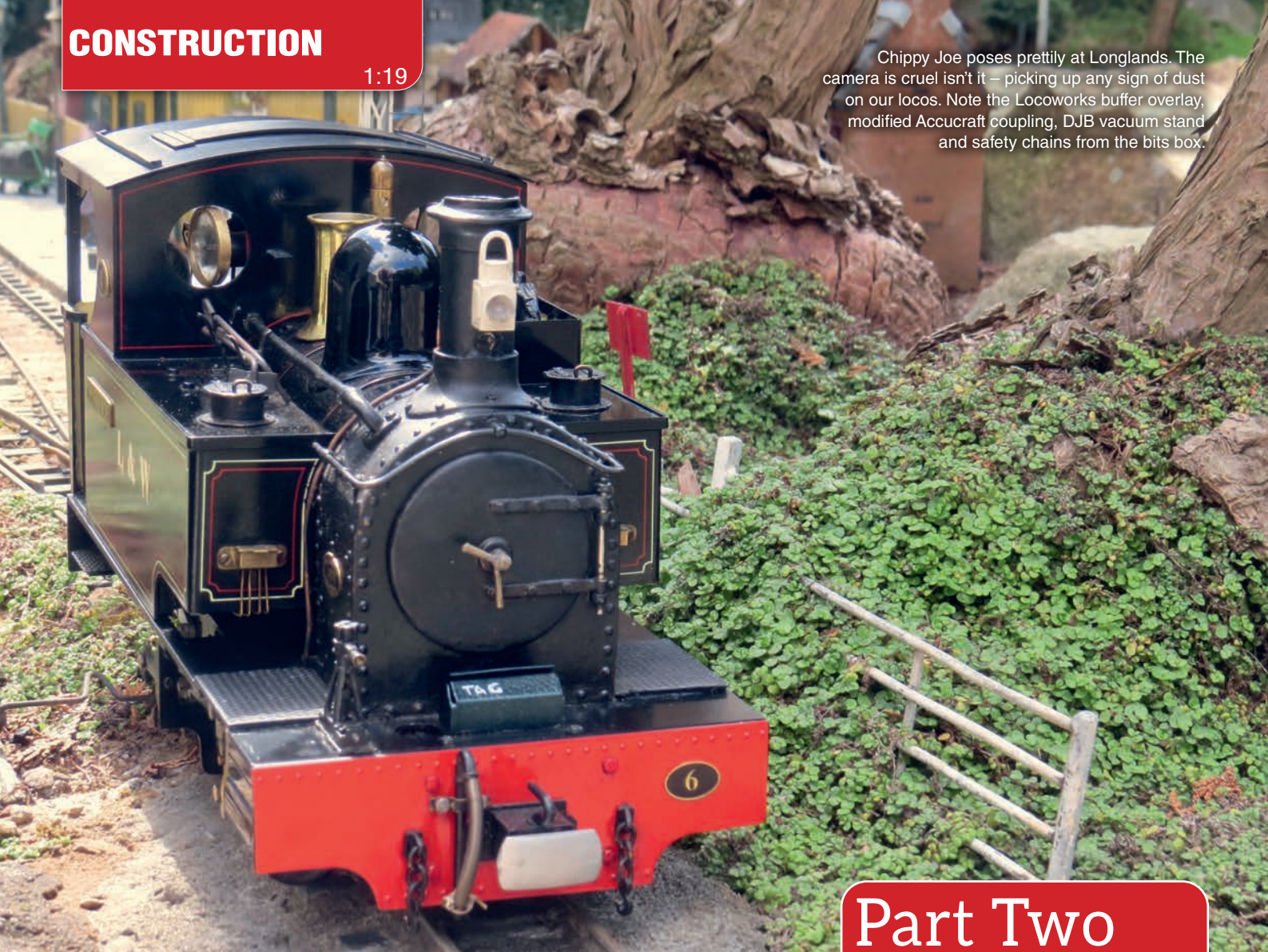
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Chippy Joe poses prettily at Longlands. The camera is cruel isn't it – picking up any sign of dust on our locos. Note the Locoworks buffer overlay, modified Accucraft coupling, DJB vacuum stand and safety chains from the bits box.



Part Two

Chippy Joe rides again

Tag Gorton continues work on his Talegarth, fitting the radio control.

The next job is to fit the radio control and set it up before adding the bodysheet and other details. I have seen all sorts of radio control fits on these generic engines, some with the cab stuffed full of electronic gubbins and even one with receiver and batteries in a tender wagon. There is, I am pleased to say, no need for this at all – have a look and you will be hard pushed to see any sign of the three-channel radio control that manages this loco.

Many people see the fitting of radio control as something of a black art, but you can see it isn't. For this, fit you will need, rather obviously, a suitable transmitter and receiver, I use FlySky FS-16 sets. Now, I like these because, once all fitted and working one can, using the screen on the transmitter, set the system up exactly, setting each servo so that it doesn't rattle against full lock. Far quicker and easier than the mechanical adjustment on the older sets.

You will also need suitable servos and for the whistle and the regulator. One must use miniature servos because these will fit in the battery space beneath the cab. Neither of these controls need much in the way of brute force to work and so the SG90 micro (9g jobs) will be absolutely fine. For the reverser, a standard size metal geared servo is needed and you will also require an AAA flat battery pack, an RC On/Off switch with harness and a pack of clevises together with a pack of M2 threaded rod. Check out RC sites if you don't have much idea or eBay if you do. Anything Narrow Gauge is pretty good at providing radios and their associated parts. Oh yes – you will also need M4 internally threaded female to female stand-off spacers for the standard servo. (two quid a pack on eBay).

The trick with getting the radio control fitted, is to spend time offering up servos, receiver, and batteries – if you then look at

the photographs you might be forgiven for asking, "Where is the receiver?" The receiver is fitted behind the chassis cross-member, sitting on its edge. Perilously close to the wheel rims when running, but it should be born in mind that the cover (held by three screws) is not a flat plate, but one that is 'L' shape in section and will therefore provide a fourth wall for the box under the cab. Do be aware that if you have a Talegarth or Sabrina, the vertical section is little more than a turn-up and I would suggest bolting a larger plate onto it to protect the radio from moving against the wheels.

This is not because Accucraft is being a bit careless in terms of protecting the radio fittings, merely that they do not expect anyone to put more than one servo beneath the cab and the radio, therefore, can be positioned elsewhere in the RC box. The steam plant on these locos also employs an Aster dead leg lubricator for use with slide valve cylinders,



OK – it's a tight fit, and I have not fitted the servos quite square, but I was not going to rip off the servo and clean up the sticky, just tit another one that may not be as square! It is quite tricky to do before the glue grabs. The odd pieces of plastic on the servos are there to press up against the battery box when fitted to help secure the servos. The receiver is sitting on top of the cross member.

so you will not find there is much oil thrown around below the running plate when the loco is running.

Bush Engineering

Now, we have already offered up other components to ensure they will be in the right place. I allow a bit more room when drilling the holes for the control wire, just to enable the servo arm to move up past the running plate partly through the hole. You see, when moving to the 'off' position it cannot be allowed to foul the battery box. The late Peter Jones always used to talk about 'bush engineering' but really, I think it is just about finding other ways to do things. I am sure that what is to follow will rise a few hackles, but all I can say is that it has worked completely reliably for several years on "Cannon Pig".

Don't forget, once you have 'paired' the receiver with the transmitter, to connect all the radio components before putting on the locomotive just to check that everything works. I would also add, that if you struggle with the instructions, just look up FlySky FS 16 on YouTube and there are many demos on how to do everything.

I put the miniature servos in place with double-sided sticky pads rather than brass brackets! The odd-shaped pieces of plastic on each servo were chosen not for looks but thickness. When the battery box is in position and the securing plate in place, the pressure, once the plate screws are tightened up, together with the outside quality sticky pads, keep the servo securely in place while allowing a modicum of flexibility – in the

same way as the rubber grommets do on servos fitted on stand-off spacers. The next job is to add what would be the control rods, only here I will use one 1mm rod for the regulator and very thin wire for the whistle valve. The latter is 'pull' only and the whistle will return to off via the spring in the valve. Once hooked into place below the footplate we shall just leave plenty of wire to fit at the steam end later.

Redundant Fitting

The hefty standard size servo sited beneath the starboard side tank is needed because there is quite a lot of metal to shift whilst reversing, and the miniature servo would just not cut it. Perhaps you will be pleased to know that fitting this one is more traditional because there is plenty of room to play with. Anyway, first of all, we do not need the rather nice reach rod as supplied, because we also do not need a reversing quadrant in the cab. Worth mentioning here is that if you decide to have RC fitted by one of the traders that advertise such a service, do insist on the removal of this redundant fitting. I know they may well say that leaving it means you can run your loco manually as well – but the real reason is that it is quicker for them to fit! After all, it is two minutes work to replace the batteries on the loco and the FlySky TX will show you exactly how much battery you have left so you do not need to run manually. It also gives you plenty of room for a driver/fireman. A tip here – and it is only my opinion – but rechargeables are just a pain and are always going down at the wrong time. They also have a lower voltage. You can buy AAA batteries in packs quite cheaply and recycle them at Waitrose.

The servo is fitted upside down on female to female stand-off spacers, to allow movement of the servo arm. First of all, plug the servo into the receiver and set the central point then fit the servo onto the stand-off spacers. Put the valve gear to the central null point. Fit a clevis on the threaded end of the rod, then offer up to get the approximate length. Mark off and bend 90 degrees to allow it to fit into the hole on the lifting arm and cut to size. You will need to cut a thread on the valve gear end and either M4 or 10BA will be fine. Fit the clevis to the servo arm on the threaded end and fit the rod through the hole in the lifting arm and finish with a securing nut. If you are a bit out don't panic because you can adjust where you screwed on the clevis.

Now, it is really a matter of tidying and doing the final setting up using the screen on the transmitter. Again, check YouTube for

full instructions on this. As for tidying, one should note that if you have a whistle as well and have set up as per this article, there will be no room to fit the On/Off switch in the slot provided on the side of the chassis. This is no problem because I have fitted mine on the cab floor hard against the stand-off spacers for the reversing servo. I have cheated by using three blobs of silicone and the On/Off is in position rock solid while the wiring goes down through the square wiring access holes to the receiver. All I have to do is put my finger down in the space forrard of the driver and will find the switch by touch every time.

Small Electronic Adjustments

Hook up the wire and the fine rod to whistle and regulator respectively and give the loco a run before adding the bodysell. You may well have to make small electronic adjustments of the throw and centring of your servos on the transmitter screen, perhaps to set the whistle just right or to stop the reverser or regulator servo chattering, but, trust me, this is a lot easier than doing it mechanically.

Next step was the bufferbeams. I used the new ones from Talegarth and purchased new riveted overlays from Locoworks. It is worth not only bolting them on but gluing as well, particularly at the edges. I added chemically- blackened safety chains and I had a



The battery pack fits in very neatly and is secured into place by the L-shaped plate that makes up the floor and front plate of the RC 'box'. All is safely gathered in.

set of vacuum stands originally from DJB. Sadly, no longer available, but really nice and better than white metal. I also removed the working parts of the Accucraft chopper couplings and had found some white metal replacement centre buffers in my bits box, which slide into the buffer shank and are held by the coupling hook in the same way as the chopper. Before fitting the completed beams, I painted the front cylinder end caps with etch brass black primer because I don't like too much brassy bling. At this point, I decided I did not much like the large cut out over the cylinder blocks. I appreciate that it makes it easier to get at the steam chests but the occasions when this might be necessary must be rare as finding rocking horse manure. I decided to cover them with diamond pattern platework. This is held on by silicone and so they will pull off with a bit of effort but are on pretty solid. Worth noting that DJB has now done some 'bolt-on' castings to do this job – but now my loco is completed, I do not want to strip it down again for a while...

Almost finally, the body is added. Not much to say about this really because it is just held on by four bolts. A few words about alterations and additions that had been completed before this build would not come amiss. The working spectacles are locally modified and turned down from the originals so that they will just pass through the spectacle hole in the body. They were then drilled 1.5mm straight across from top to bottom 1.5mm before adding Acme Engineering's glazing for Accucraft spectacles. Half inch or so of handrail wire is then dropped in to the holes and cannot pass through because of the glazing. This becomes effectively the simple hinges. A small area of paint was removed around the spectacle holes where the hinge wire would sit, the loco body propped rear end up and the spectacle window fabrications we have just put together are epoxied into place (making sure that they will turn both ways through the holes) and left overnight before moving the body. The inside of the cab is then painted cream or white.

Opening Tank Fillers

I have fitted some dummy lubricating boxes, opening tank fillers and fire-irons from Locoworks, the DJB ejector pipe was fitted into the hole in the cab and the elbow fitted to the smokebox and the whistle replaced. The coal bunker was moved to the port side, where (with real coal added) it cunningly disguised the gas filler valve.

I had added rain strips (from Swift Six-

teen) to the roof and I also begged a roof hatch from Roundhouse. Someone told me that, "This engine would not actually have both a hatch and an open back", but I told him that, when ordered from the loco manufacturer by the LWR, it had a full backsheet as standard, but once tried in the sub-tropical warmth of South East Cornwall it was decided to remove this – and obviously, there was no point in removing the hatch. There is a back story for everything! This just left, in terms of work on the loco, the cab steps to be replaced and to add diamond-plate to the top of each step. Fitting the crew into the cab is up to you and there is a huge choice. I used figures from ModelU, which need care in painting, but look pretty good in position. I fix mine into place with clear silicone because a) they are very light and b) I can remove them easily if I sell a loco on.

So here we are and, as that nice Mr Jobs used to say when he was introducing new operating features to his well-known fruity computers, "Just one more thing..." I had noticed that the Walschaerts valve gear runs upside down on this range of locomotives and the reason for this is that the loco is put into forward gear using the standard Accucraft reversing quadrant, the radius rod is up rather than down and of course vice versa. No problem with this of course – it works very well. Unfortunately, my locomotive OCD cannot stand this because it just looks wrong to me. If you have the same problem then the valve gear may be adjusted relatively easily.

This Simple Adjustment

First of all, turn the wheels until the axle cranks point straight up (don't worry about what gear the loco is in). You will note that the valve cranks are 30 degrees off the vertical, angled to the rear of the locomotive.

Next, put a very fine straight scratch right across the valve crank and boss on each side of the loco. The idea of this last is that you can very easily return the crank exactly to its factory setting (don't worry – a small scratch pen can soon remove this after work has been completed and you are happy). Next, loosen off the valve crank securing bolt so you can just move the crank. We need to move this crank so that it is 30 degrees from the vertical, but this time angled to the front of the locomotive. Repeat for the other side and test on blocks (not rolling road). Mine worked first time but you may need to make slight adjustments to get it spot on. Not difficult but of course if you are not happy you can always return it to factory settings

easily. Personally, I think it is great – but do remember if you do this on a manual loco, you will have to pull back on the reversing quadrant to go forward – unless you find a differently levered reversing quadrant. Certainly, I was very pleased with this simple adjustment and for me, it is the icing on the cake for this excellent working chassis.

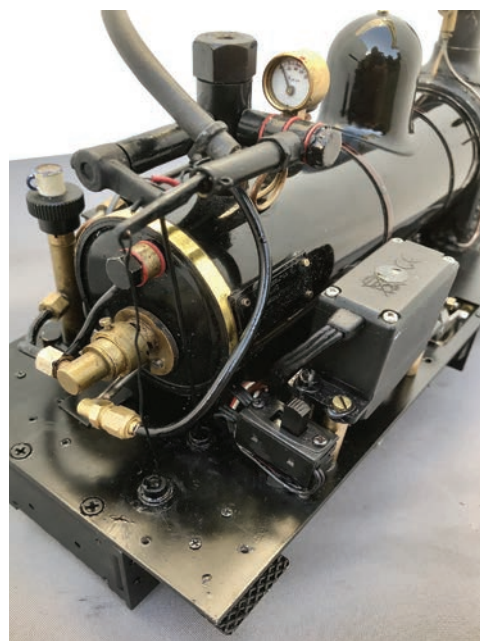
"Chippy Joe", I think is now a very pretty side tank locomotive, however, I strongly suspect it will be the only one of its class because there will be few people in my position in terms of having the parts to do this.

Oh yes, some of you may be wondering what happened to the parts and chassis leftover from this build. Well, let me say that this too will be the only one of its class. The boiler, gas tank, smokebox and body shell are brand new. The piston valve running gear is in very good condition because I thoroughly degrease, clean and re-oil my locomotives regularly, so the running gear looks new as well. It is a perfectly competent Accucraft locomotive.

I do hope that people will find some of this useful, particularly the fitting of radio control on Accucraft locomotives and, of course, the adding of suitable detail parts is always worth a look. This work took me a great many hours but certainly gave me something enjoyable to do during lockdown...

(Lack of space precludes a Garden Rail Resource, but details were in last month and can be found on RMweb.co.uk). ■

The radio control is all fitted and test run in this shot. Can hardly see the regulator and whistle control wires can you? The reversing servo and On/Off switch is hidden by the bodyshell once fitted.





Creating a 16mm semi-scale trawler from a beach toy

Your boat modelling Editor knows how expensive nautical models in our scales can be. Dave Skertchly converts a beach toy into a trawler to save some cash.

Many of our garden railway projects have their genesis in happy family events. The resulting models bring back happy recollections time and time again. In this case, a delightful holiday on the beach with my grandchildren, forced on us by Covid 19.

It is amazing to think that a young family can still survive the old fashioned British beach holiday of our childhood, a mere 60 years on, without the involvement of a multi-billion dollar theme park. In the

traditional manner, we built harbours and pools by damming the little streams that trickle down the beach at low tide. In these pools, my grandson Freddie would float a rather strange little boat bought at a seaside kiosk. The digging and floating were accompanied by tall stories, which I would make up on the spot.

My mind wandered off into just how this funny little boat could be displayed at Abernuffawun, the notional harbour on my railway. This thought became an obsession,

so I hatched an evil plan.

On the last afternoon as the sun sank towards the west and the clouds were finally tinted with the pink of a fine tomorrow, the tide flowed over our civil engineering masterpieces erasing our existence from this pleasant land. We struggled back to the car hauling our beach bags, empty picnic hampers, and cursing the sunburn.

As we packed our belongings, the children were already looking forward to the addictive joys of the Xbox and so the boat



Inspiration came to Dave during a happy family holiday in Cornwall; just the kind of happy memories we need to cheer us up in the middle of winter. The object of Dave's Dastardly Design was a rather unpromising beach toy bought from a beach hut.

was conveniently forgotten, but not by me! It was "accidentally" stowed in the spare wheel bay of our car, and, from there, in due course, it was spirited into my shed aka Lost'n Bodge Works.

My dastardly plan had worked, but then I was struck with guilt. Was I a miserable thief, a conniving con-man, or an enthusiastic recycler of what was likely to become just more plastic waste? You are my judge, my jury, and my executioner, and I beg for mercy.

As for how I arrived at this sorry state is a long story and it is best to start as they say, at the beginning; I had long nurtured an ambition for a harbour, perhaps based on Port Dinorwick, or maybe a narrow boat lock and basin such as that at Chirk on the Glyn Valley Tramway, my favourite line. I started by cutting out the profile of a small tramp steamer on wallpaper at 16mm/ft scale and laid it beside the potential harbour; it was huge and would certainly not fit in the pond. Even a 72ft narrow boat to fit the tiny Brindley Standard locks universally adopted in the north of England was larger than the pond.

We often forget just how small our favourite industrial narrow gauge railways are, it may have been an industrial revolution, but it was on a very small scale. I finally abandoned the idea when I realised that enlarging the pond would do significant damage to the roots of my silver birch tree, which are very close to the surface. Not to be defeated, I recalled the little stern trawlers from Shoreham, which would fish off Worthing in the dark. Whether this was to avoid officialdom or something to do with the type of fish, possibly sole, that they want to catch, I do not know but it was very quaint.



We tend to forget just how large boats are. Dave cut out the profile of a small tramp steamer to 16mm/ft scale on wallpaper and laid it beside his harbour; it was huge, and would certainly not fit in the pond.



Dave checked out his ideas for an in-shore stern trawler by creating a cardboard mock-up.



The parts were cut out from 1/8" (3mm) plywood, with a 1/16" (1.5mm) roof.



The deck structure just drops in to the plastic hull, but the derrick used to swing the nets inboard was designed to fit into existing slots in the plastic hull.



The wheelhouse was sized to be a tight fit on one of Dave's standing figures. Davy Jones sits on his locker fixing the nets and enjoying his pipe of St Bruno Ready Rubbed.

There are two types of small coastal trawler, the Brixham or beam trawler, which tows two nets, one each side of the boat from derricks fixed behind the bridge. The other, simpler stern trawler, hauls just one net behind it. To empty the net, it is retrieved over a frame at the back of the boat. Neither of these boats should be confused with the drifter, which has a sail on the back, and which fishes for herring with drift nets.

To start, I designed a deck structure and floor which would just drop into the plastic hull, since I felt there was little chance of getting any glue to bond to the polyethylene moulding. I first made a cardboard mock-up to check out my ideas. The wheelhouse is designed to fit just one of my moulded figures and the second crewman would sit on a locker which would house the winch required to haul the nets in. The derrick, or frame, which is used to swing the nets inboard, was designed to fit into existing slots in the plastic hull which held the original wheel house.

The parts were cut out from mostly 1/8" (3mm) plywood and the roof cut and scored from 1/16" (1.5mm) plywood. The winch barrels were made from sewing bobbins. My efforts to purloin these from Pauline's stock were defeated so I had to buy a pair from the sewing shop but the kind ladies therein are starting to get used to my requests for bra strap fixings and carpet binding thread so all was well.

The parts were assembled with cyanoacrylate and reinforced with PVA rubbed, and I mean rubbed, into the joints. Once the sub assemblies were complete, they were assembled in a Blu-Tack bolt up to check that all was OK. The floatation angle was down at the pointy end (known technically as the bow I believe) due to the amount of structure at the front, so some weight was added at the back (stern). The deck planking was scored with a sharpened bodger.

The wooden parts were sealed with sanding sealer and the joints between the deck planks were emphasised with a black marker to simulate the caulking. The structure and hull were finished off with paints from my collection. The plastic hull was first primed with damp proof silicone paint. Even this did not adhere well, but well enough for a coat of white gloss. I finished off with a coat of yacht varnish which unfortunately turned the white paint slightly yellow. I will remember this in the future.

Finally, the nets were made from some garden netting. I looked at the Kent and Essex Inshore Fisheries and Conservation

Authority regulations and found that sizes from 10mm for catching sprats up to 220mm for Cod and a strange fish called a Lumpsucker are legal. I felt that a Lumpsucker fishery was most likely off Abbernuffawun so the mesh size is about right.

So, as I sit on my rustic park bench outside the Sheep Shearers Arms, I sip at my fine pint of Auld Phagbutt and see

the excitement in the eyes of the tramway passengers as they peer over the parapet of the Llangoblin Viaduct to see the good ship Ivor Novello swinging at anchor. I remember the great time I had on the beach with my grandchildren and look forward to next year. I can hardly wait to find out what new beach toy we might then find for conversion? ■

Prototype Photos

Fishing boats offer a wealth of opportunities for anyone who enjoys highly-detailed modelling. Derricks don't seem to be built to any sort of standard, so pretty much anything you create will do the job. While Dave used plywood, plastic and brass section would work well. For detail parts, try Macs Mouldings - www.macsmouldings.co.uk.





Building the PDF Models cabbied Hunslet

Scott Rixon adds some battery steam power to his fleet with this gorgeous locomotive.

The PDF selection of locos is very impressive and very affordable, so much so that this is my third kit from the range after a cabless Hunslet followed by a “Leanne” kit. The Hunslet kit has been through a few improvements and changes recently. It is now printed in ABS (Acrylonitrile Butadiene Styrene) and, compared to the first kit I built some two years ago, features visibly finer printing, which makes getting a good finish a lot easier.

The instructions are provided by a couple of YouTube video links, where Pete does a nice job of showing how the loco goes together. There are also some updated instructions downloadable from the website. This way you can review the kit before purchase.



Each PDF Models kit provides all you need to complete the locomotive.



The cylinders are sprayed with high-build primer and sanded.



The chassis with connecting rods fitted. At this stage, it should roll freely on the table.

Chassis construction

I like to start with the chassis. There are three large sheet sections that get a quick clean up with a file, primed and then painted matt black. I try and do as much as I can with standard rattle cans, it's quick and easy. The frames are held together with nuts and bolts, front and back, making getting everything square, quite simple.

There are some different views on how best to deal with the 3D printing finish. Initially, I read a few posts where people are wrapping the kits with very thin plastic sheet. I felt this would be as much effort as sanding the kit as with a wrap you still need to blend in joints. The idea of ABS is that it should be easier, using files and sandpaper to get a quality finish.

The cylinders are the first part that needs cleaning up. A large file gets the worst off, then I use some small but fairly coarse files that I'd picked up from the local supermarket that does a cheap deal on a Thursday. You need to file off the ridges, then use some 80 grit sandpaper followed by 180 sandpaper and finally something like some 1200 grit. The cylinders are small, so it takes some work to get them smooth, but it's worth it.

Once cleaned up, I use some grey primer first to see how they look. After another sand, I use filler primer. It won't fix everything, you still need to sand like crazy, but it certainly helped to build up the crevasses a little more. This was so much easier with the ABS printing, but still worth taking time and getting the parts smooth.

I fully paint and line the two cylinders,

including gloss varnish, before bringing the chassis together. Some 3.2mm pipe is pushed into the cylinders for the piston rod to run in. I open them up a little with a drill bit and then glue in place. The first time I built one, I taped it in, bent the end of the tube and then the slide bar wouldn't move freely. Duh! The cylinders are attached to the frames with two 2.5mm Allen key bolts.

Open the bearing holes up with a 4mm drill bit and then push the bearings into the frames for the wheels. Pushing them too hard will do two things, it causes a little more friction for the shaft and might crack the frames. Guess how I know that one? Get the axles into the bearings and screw it all together, not forgetting the bearings on the rear axle for the gearbox. It's essential to make sure everything is square and running smoothly. A quick roll along the table and then some track makes sure you are free running. Don't forget to check the back to back for the wheels.

Next, fit the cranks and the coupling rods. The quartering I find easy, just put the first side cranks on and rotate the wheels through 90 degrees, fit the other side. It's the coupling rods that are a challenge, they need opening up to make sure they don't stick. Firstly, open them up with a 3.2mm drill then, after testing on the cranks, ease them out horizontally so there is some play. The chassis should then roll around a table nicely.

Now the chassis is running, we can get the piston rod into the cylinder and attached to the rear crank. I make sure it's moving freely enough to fall out of the cylinder

when I hold it up. You can then test with all the cranks in place before attaching the slide bar holders. These tend to have some overprinting where the square sections sit, which needs cleaning up until you are happy. Get this right and you are on the road to a free moving chassis. Once it's all moving smoothly, you can glue the slide bar holders in place.

To bring the chassis together, you need to fit the gearbox onto the rear axle. I find the printing can make this a little tight. Open the holes for the shaft up, I use a 4mm drill by hand. You may also need to file where the cog sits, we want this to rotate freely, the cog only goes one way around, make sure it's located correctly and there is no flash in the way.

Then get some power on it and test! I use thread locker on all the motion nuts once I'm happy that it runs fine. Do this before you get too carried away with testing and all your motion falls off.

Power and control

For this model, I'm using Loco Remote. Power comes from a pack of four 3.7v Lipo batteries, which I can swap between the two locos in my fleet that currently use them.

The Lipo batteries are nice and small, but I like to be able to remove them easily. The Hunslet chassis is quite tight, but I managed to build a small tray from plastic section to sit between the front wheels. This makes it easy to slide the battery in and out. Previously, I'd tucked the battery in the



I added loads of plastic rivets from Cambrian Models.

boiler, but I wanted to try and avoid having to keep taking it on and off.

Main Body

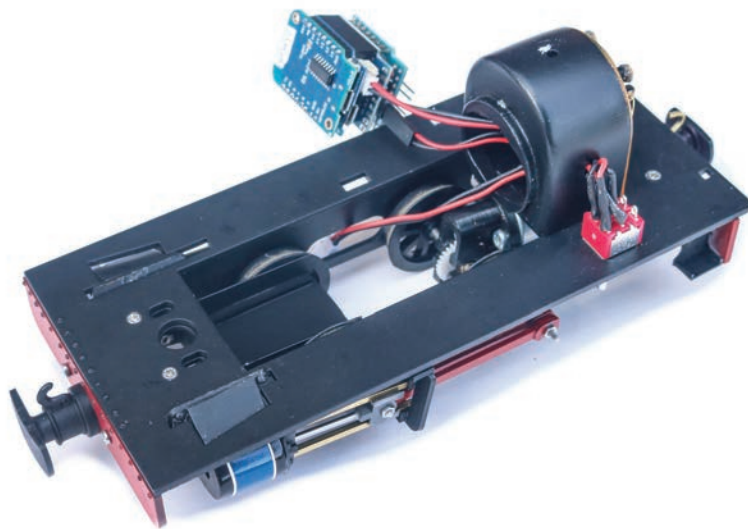
The cab is four nice sections of plastic. It is best to bring the front three together and work on them as one. Taking some time with filler really tidies the joins up. The rest of the 3D-printed body parts are treated in the same way as the cylinders, getting the best finish I can. They are a little easier as they are so much bigger.

The sanding process can be fun. You see the progress and how amazing it looks once it has all been smoothed out. The other nice thing, the kit goes together in such logical sections that you can be smoothing out the different parts, while painting and building the others. It's also easy to paint the core parts in one solid colour, meaning the painting can be quite easy as you don't have to mask up too much.

The loco starts to come together nicely at this stage. I cut out a small notch from the boiler, which means this and smokebox come off and locates my Loco Remote. The backhead is also a separate piece from the firebox, so you can paint that flat on the table and stick it on when completed. This means I've got a nice brass surround on the firebox as this was all done before the back head is attached. It's all just pushed together, this makes the final stages of painting so much easier.

The smokebox, boiler and cab rivets were a fun job. The Internet is a fantastic resource for this as I could find lots of Hunslet pictures to see the different patterns of different locos in various stages of their life. My rivet process is a fairly simple one, I mark out where I want them with a pencil, normally using a small template to get similar spacing between them. Then, I have a cocktail stick and pool of superglue, put a small dot onto the loco, and then using my finger pick up a rivet and place it on the dot of glue. I went a little crazy with this kit and riveted the whole loco. Looking at pictures, I felt I didn't want the lines to be perfect, so kept it a little random. It took a while, but I think it was worth it. Once completed, it all got a spray in grey before moving onto the final painting and finishing.

The painting is pretty standard, I do all the black first and then mark out sections for the blue. Then, once I am happy with the blue, I used Trimline tape for the white lining. Simple to do if you're careful and then a quick spray with gloss varnish will seal it all together.



The Loco Remote and shelf for the battery in position.

Final Assembly and Lights

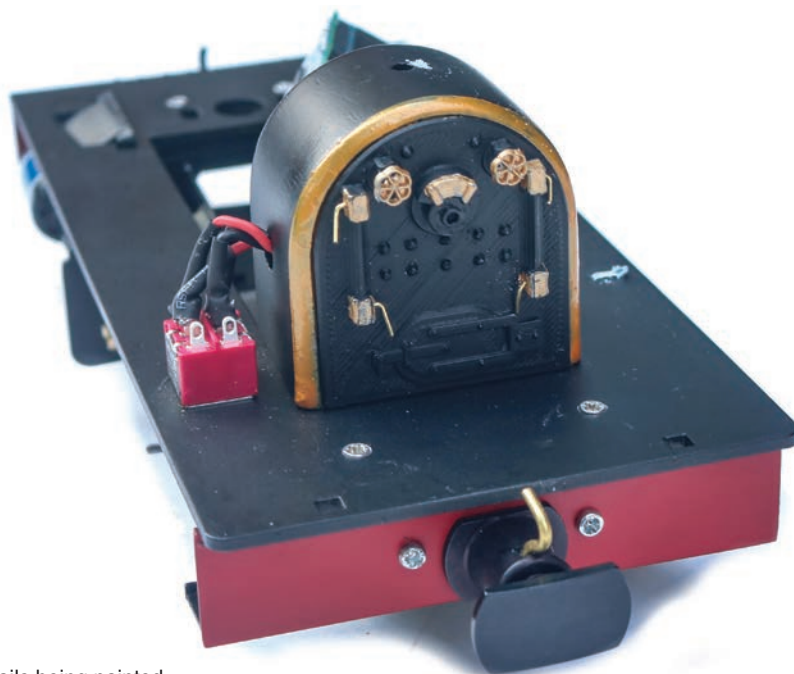
The LocoRemote chip I'd bought came with connections for directional lighting. Both lights are from HGLW and come with small jewels to mimic the lens colour. I removed the jewel and then drilled them out to take a white LED. A couple of coats of filler primer stopped the light bleeding through the plastic, but otherwise, it was quite simple. The front one has the wires through a hole in the top of the smokebox, while the rear is through the cab back and up and over in the roof. Both are then mounted on a small scrap of sheet brass to mimic lamp irons. A small blob of filler on the back closed the gap for the wires and stopped further light bleed.

Looking at prototype pictures, I felt the turret in the cab needed a little tweak, so added 2mm plastic tube to the top, extending the safety valves up and into the roof. I then made up the roof and added more rivets to finish it off. I also bought

some smokebox tank brackets from Coast Line Models. I'd like to add a little more pipework, but it's a balancing act between looking good and surviving being used by my young family.

The final touches were handrails and a toolbox. I had handrail knobs in stock from the first Hunslet, I'd searched the Internet for some, but in nearly every instance I could find the size of the knob, but not the size of the hole for the rail. In the end, I ordered a pack for a Mamod from Dream Steam, they arrived, I measured the hole, 1.6mm, and then I could get some brass rod from Eileen's Emporium. I ordered a batch last time, so had plenty for this project. The toolbox is from Trenarren Models.

For more pulling power she does benefit from a little more weight, so a little bit of lead wrapped in insulation tape was slid into the boiler, as well as a small piece in the chassis under the smokebox to add to the front end weight balances the loco out nicely.



Backhead details being painted.

I've really enjoyed this build, I find it easy to make progress on multiple parts at once, which is great, you are not waiting around for paint to dry, and you can crack on sanding something else. This is especially true if you are going to do that many rivets.

The kit splits into nice sections for painting and the new ABS for 3D printing makes

the whole process much easier. I can highly recommend PDF if you are looking for an electric loco to add to your fleet. Pete provides some amazing aftersales support, and there is a lively private Facebook group with tons of help, pictures and people posting the progress of their builds. ■



Back cab light fitted.

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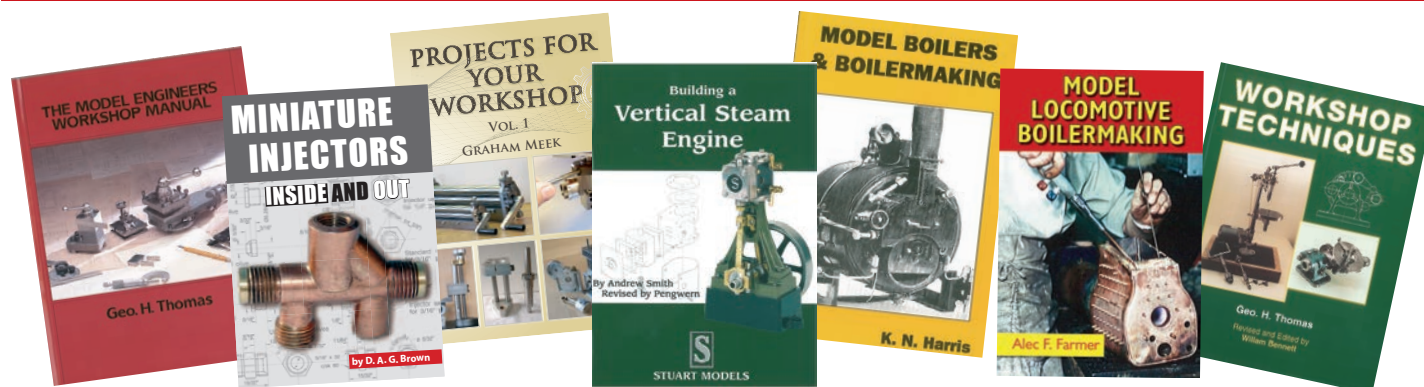
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The drinks are on me!

Mark Thatcher builds a 16mm scale country pub.

I have constructed many buildings, but never tackled a pub before, so I knew this kit would make a refreshing change. Its arrival was a surprise - I had ordered a chimney stack for another project and when the rather large box was dumped outside my door by the courier, I thought, that must be a big chimney, or extremely well packed!

Sash windows

The kit is very easy to build with four walls and two roof sections. These have all the detail you could wish for. The lower face of

the building is modelled in stone. The upper face has a rendered finish and a horizontal wooden plank separates the two areas.

A particularly pleasing feature is the beautifully-crafted sash windows. I also spied three window boxes complete with flowers to add underneath the first-floor windows on the front elevation, and a chimney stack, cap, and a double chimney to boot.

In the past, I have been critical of Modeltown's attempts at modelling chimneys, but I can report these new ones are superb. In so many ways, it has set a new benchmark in

terms of quality with this kit. The sculpted in detail is by far the best it has ever achieved on any model across their entire range.

One thing I did pick up on was the illustration that is included in the instructions showed a swinging pub sign and two name boards. However, these were not mentioned in the instructions, nor included in the parts list. Modeltown tells me there was a very good reason for this.

Modeltown offers a selection of pub signage with different names, so when you



Here is a very neat way to ensure the walls glue at right angles. Simply slide one of the end walls inside the structure. What a simple idea that I wish I had thought of!

order your kit, check out the accessories page on its website and choose the name you prefer. I went for the rather apt 'The Old Boiler'! In the future, the firm will be including the resin-cast swinging sign, just leaving you to choose the name you prefer. A set of four pub signs for only £2.00 is hardly a deal-breaker cost-wise.

Assembling the kit was a breeze thanks to the thick and flat wall sections. Being keen to press on with this, I used Gorilla Glue superglue gel, which, as the name suggests, is nice and gloopy and fills in any little gaps, too. Absolutely no filling down the seams on the corners of the building was required.

Why didn't I think of that?

A great tip in the instructions was to use one of the gable end walls of the building to act as a spacer when fixing the other three walls together. Glue the front and rear elevations to one of the gable ends, and slide the other horizontally between the front and back walls. That way you know without fail you have the right spacing and angle for when you add the second gable end to the other end of the building. How simple, in all my years knocking kits together, why didn't I think of that?

However, I did notice one way I could make this kit my own. If you have read

my crossing keeper's cottage article in last month's **Garden Rail**, I created a porch with working lights. Figuring I could do the same again with this model I cut out the double door from the front elevation and mount-

ed it into the open porch section as this allowed me to fit a couple of ornamental lights. A switched AAA battery box is neatly hidden behind the newly-installed porch door.



After removing the door from the side, I had to trim the sill from the door to allow it to fit into the porch. Gorilla glue applied inside the porch holds it in place. It is worth filling in any gaps at this stage, prior to another rub down and the final painting.



A piece of metal was then fitted to allow the magnets fitted to the porch to locate the two components in place. Upon closer examination, the metal was not tin, but aluminium, which, of course, is a non-magnetic metal.



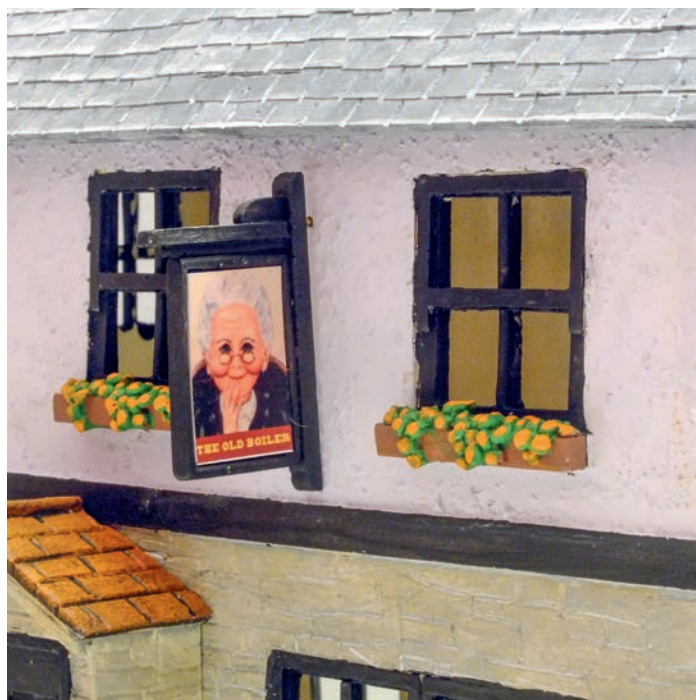
A simple switched AAA battery box hidden in the porch powers the two decorative lamps

I then just cut out a piece of what I thought was tinplate to infill the hole that was left by the door previously removed. All I then needed to do was add a couple of magnets glued behind the porch to attach it to the building. The porch can be then easily detached to access the battery box, then magnetically snaps back into place afterward. Well, that's fine in theory except for the metal I used to fill in the hole where the doors were was not tin, but a non-magnetic aluminium! It would only have taken me 10 seconds to check, so magnets were also glued to the aluminium. How daft am I?

Up on the roof

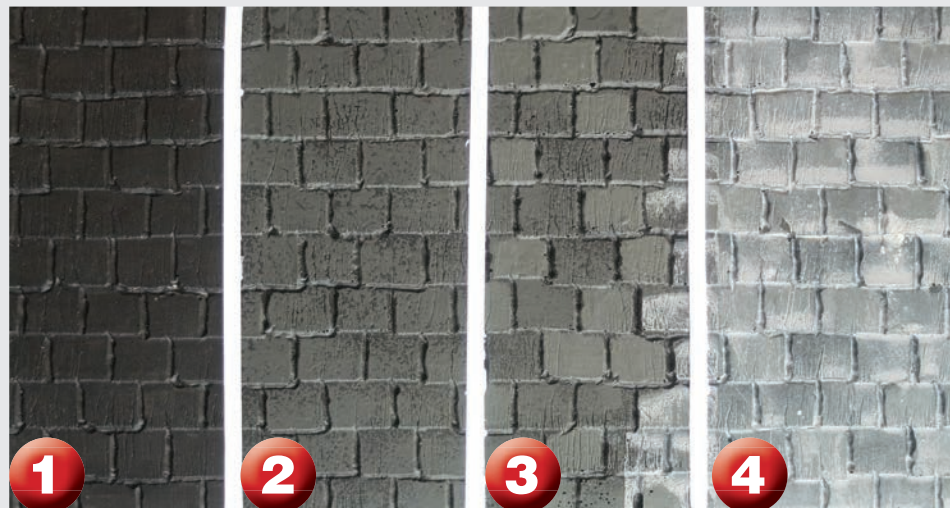
Once the walls were assembled, it was a pretty quick process to fix the roof and to add the ridge tiles and chimney stack. With all Modeltown's kits that include ridge tiles, I prefer to saw up the plastic strip and create separate lengths of tiles using a small mitre block to ensure I get nice square cuts. When these individual tiles are glued to the top of the roof, you can see the small gaps along the ridge, which I think makes the finish look more realistic.

Start by working from the chimney toward the gable ends. I found, purely by chance, that chopping the ridge tiles to around 2cm in length worked really well, and the last tile on each end of the roof dropped in without a gap perfectly. But this was indeed lucky, you may be not so fortunate.



When fitting the ridge tiles, rest the chimney in place, then add one tile on either side. Then you can remove the chimney, which allows you to mask up and paint the ridge tiles in situ before you glue back in place.

Create a weathered slate roof



Step 1: Using the matt black from Coach & Wagon Work's Slate Paint Set to coat the roof entirely. I use a medium-sized stippling brush to ensure the paint was worked into all the mortar lines between the slates.

Step 2: I sponge on a coat of grey from the same paint set, trying to keep this layer quite random, leaving some parts of the roof darker than others.

Steps 3: Some tiles are picked out with a slightly darker shade of grey. This is quite subtle and needs to be because when you wash over the entire roof later, it can look like a patchwork quilt. You can always add a little more of the darker shade, but you can't take it out once it is on the roof.

Step 4: For the final finish, I use the pot of water that I clean my grey and white water-based paints with. It had turned into a nice sludgy off-white with the consistency of milk. Setting the roof section about 60 degrees to the horizontal, I liberally drizzle this wash down both sides. It looks a dreadful milky mess, to begin with, but don't worry. Just leave it to dry overnight and the chalky weather-worn effect will be there to greet you the next morning.

Don't overthink the sponging, painting, or drizzling. You are not knocking out a Rembrandt, but bashing out a quick Banksy here and even if your attempts at picking out the individual slates is not perfect, this will be largely hidden by the final wash of white paint.

I followed colourway for the stonework, aided and abetted by the new set from Coach & Wagon Works.

If you sponge-paint quite a bit, it is worth having in stock a tub of matt white to lighten your colours. That way, you can get away with buying one primary colour and lighten this off during the layering up of the sponge-painting process. Just make sure you mix enough of the lighter shade of paint to cover the building as you would struggle to hit a match exactly if you needed to mix more in the future.

The upper render layer on Modeltown's model was painted in matt white and the windows and doors were painted black. However, I found the white render finish was a little too stark, so choose an off-white with a hint of blue, which I had in stock. It was called 'London Lights' from Valspar's range. There were some nice details to pick out on the window boxes and they bring a

sprinkle of colour to the building itself.

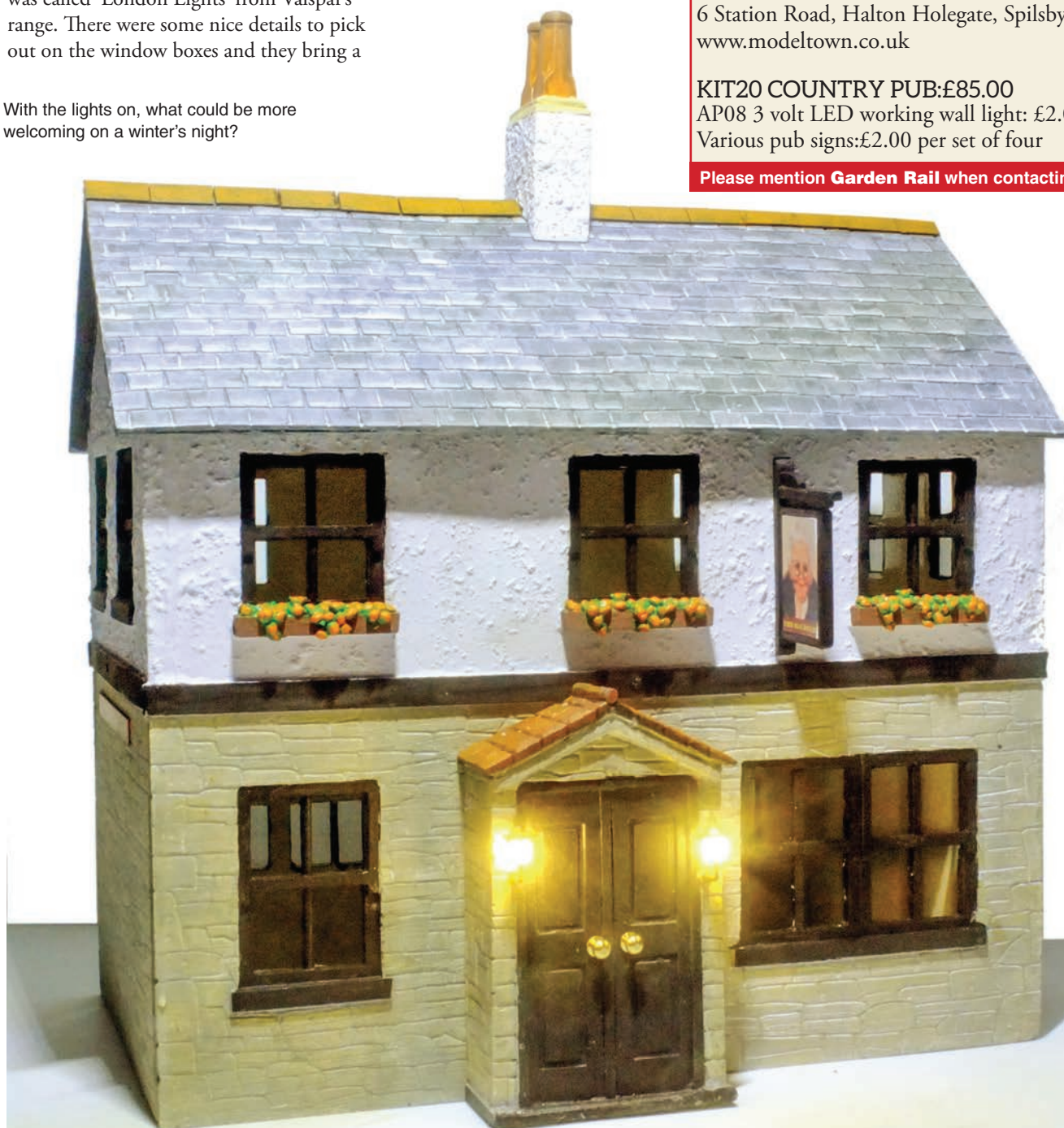
Mock Tudor

I am very pleased with the finished result, and I am glad I did not try another colourway but replicated that of Modeltowns (albeit with a slightly different shade of white) as it suits the building so well. It gives the whole building a kind of mock-Tudor feel to it. Perhaps, if you wanted to, you could take this look even further by adding more wooden planking on the render course of the gable ends, but even as is, it is a great looking building.

The stand-out feature is the chimneys,

and the detail to all the elevations is exemplary. I suspect there is certainly space in the market for this public house and there is really no excuse for us not to have a village pub on our railway, is there? So, while we can't actually visit our local currently, we can at least grab a tinny at home while we make a model pub. That will have to suffice until the new normal emerges. ■

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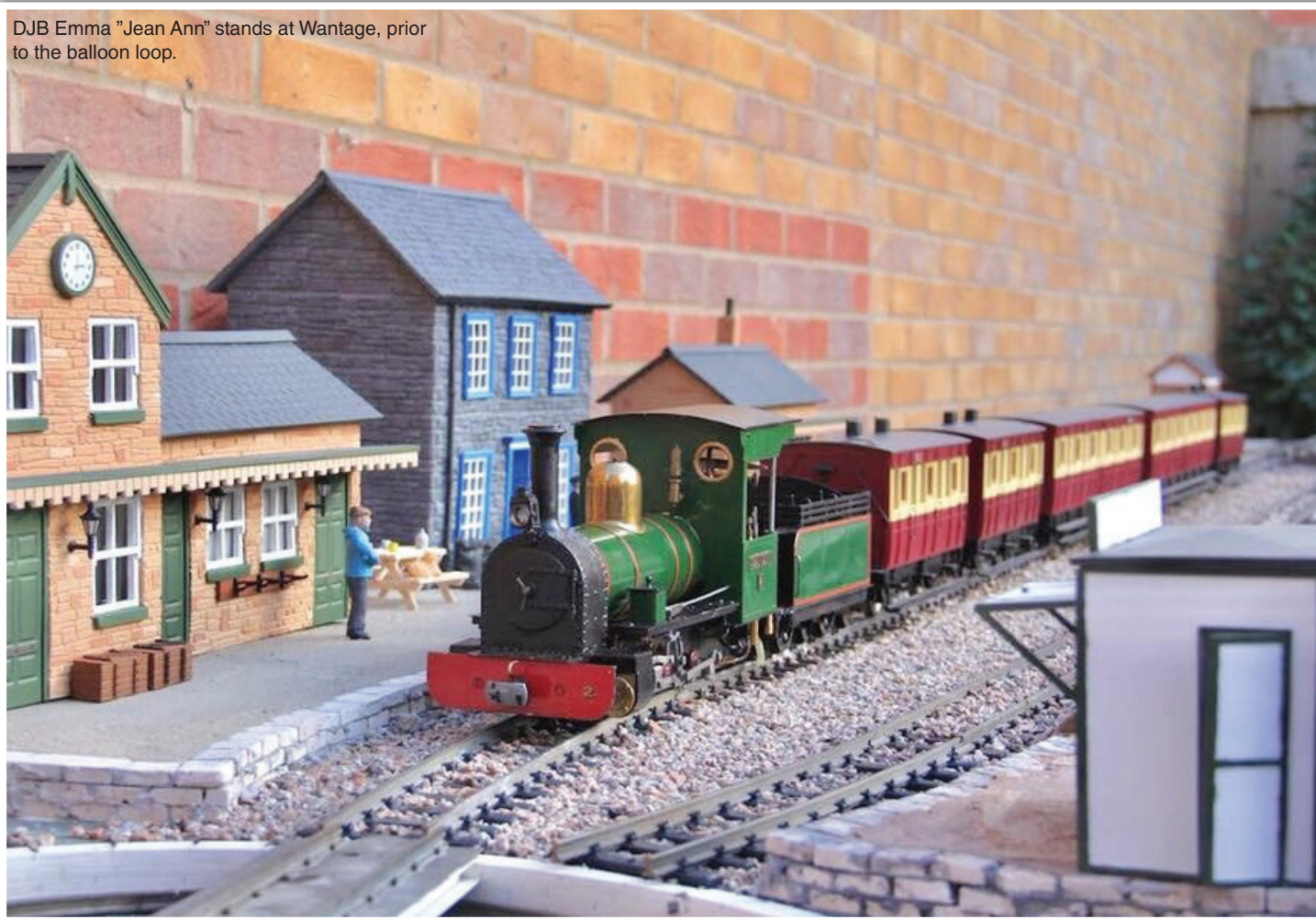
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Making a train track a railway

Jon Potter wanted the Vale of the White Horse Railway to be more than just a track in the garden. He explains how the line developed.

DJB Emma "Jean Ann" stands at Wantage, prior to the balloon loop.



As much as I enjoyed our previous line, the Woodrow Light Railway, it was essentially a train track in a garden. The planting was nice, but there was little in the way of buildings - various distractions always got in the way - and I was determined that the Vale of White Horse Railway would have scenery.

In many ways, the period after we moved in, when the ground needed to be rotavated, as highlighted last month, really helped with the scenery. The short winter days meant that, with no railway to play with and no progress to be made outside, I could start working on assembling and painting building kits so that they would be ready for when the line was built. If it wasn't for this,

I probably would have started playing trains straight away and never got around to any scenery, much the same as the last line!

Deciding what to build

As I wanted the VWHR to represent a modern-day preserved railway, the buildings needed to reflect that. Uffington station would be in the shed, and therefore was not a priority for any scenic work, but the other three stations - Woolstone, Kingston Lisle and Wantage - all required buildings to suit their individual purposes.

Wantage was to be the main hub of the railway where the majority of people would start their journey, and it needed to cater to this need. Inspiration was drawn from sev-

eral preserved lines, and it was decided that the station needed to feature a waiting room, toilets, a shop and a small catering outlet.

The Modeltown range provided the core - two kits were joined to create the main station building, which includes the toilets, waiting room/ticket office and upstairs office, while a second small building of the same type makes up the shop.

A Pendle Valley Workshop snack shack initially served the station, but this was subsequently replaced with a larger pub, also from Pendle Valley, to meet the growing needs of the railway.

The platforms at Wantage are cast mortar, with mosaic tiles providing the edges, shamelessly copied from an online article by



Accucraft Sierra Leone Hunslet No. 85 stands at Wantage with the 'Equestrian', one of the VWHR's dining trains. The dining coaches are converted from readily available Newqida coaches.

Philip Brockbank. These have been built in three phases as the station has developed - unfortunately, each phase has dried a slightly different colour and this needs rectifying or painting over at some point in the future.

Wantage also features an engine shed capable of holding a smaller locomotive, with associated coaling stage and water tower. A signal box controls Wantage station, and there are a collection of half relief buildings that stand along the back of the station area. There are further developments planned for Wantage - a footbridge to join the two platforms and some car parking are the immediate aims.

Kingston Lisle is the passing loop at the midpoint of the route, but fictitiously, it is little more than that, there is no need for a grand station here. For the first couple of seasons some makeshift platforms from decking board sufficed here, but these were replaced in early 2020 by a more permanent station with buildings from Pendle Valley Works and Bole Laser Craft.

Woolstone is a small halt at the foot of the White Horse Hill, positioned to allow walkers to alight and take a mile-long stroll up to the ancient chalk figure & Uffington Castle. Inspiration was drawn from Dolgoch station on the Talyllyn, and the halt features a small building, plus a snack shack that is open on high days and holidays. The kits are once again from Modeltown and Pendle Valley.

While Uffington does not have any station scenery, there is a GRS signal box and Swift

Sixteen grounded corrugated van that sits between the station and the steaming bay. The steaming bay has a simple low relief shed front and side, from polystyrene and plastic sheet, which will be further developed in due course.

The extension to West Lockinge, as detailed last month, meant another new station to populate. The snack shack from Wantage, by now replaced by the aforementioned pub, was relocated here and a building purchased some 10 years before our previous line was finished to become the station shelter. A

Modeltown church was purchased and sits proudly in the middle of the raised planter.

The Stock

As with the scenery, it is important to me that the stock matches the needs of the railway. As a 14-mile fictitious round trip (18.5 miles after the West Lockinge extension), two core sets were required to give a reasonable service frequency and these were initially both Accucraft - an L&B rake and an Isle of Man set. However, with the desire



Roundhouse Darjeeling B class 'Kangchenjunga' stands on shed at Wantage, with the shed in its original location prior to being moved due to the balloon loop extension.



Cyclops brings a train of Manx stock into Wantage.



Some of the lines wooden vintage stock leaving Kingston Lisle.

to offer modern-day creature comforts, the L&B rake has been replaced with modified Newqida, Swift Sixteen, and LGB coaches. The inspiration for these vehicles is the modern-day coaches on the Ffestiniog & Welsh Highland.

The Newqidas has been heavily modified to replace the small windows with large, panoramic alternatives, and vestibules and corridor connections added. The interiors have been ripped out and replaced with appropriate tables and chairs for their respective class, and all now have GRS metal wheels. There are currently five Newqida modifications in the main fleet - an open, a buffet, a brake, a composite with toilet, and

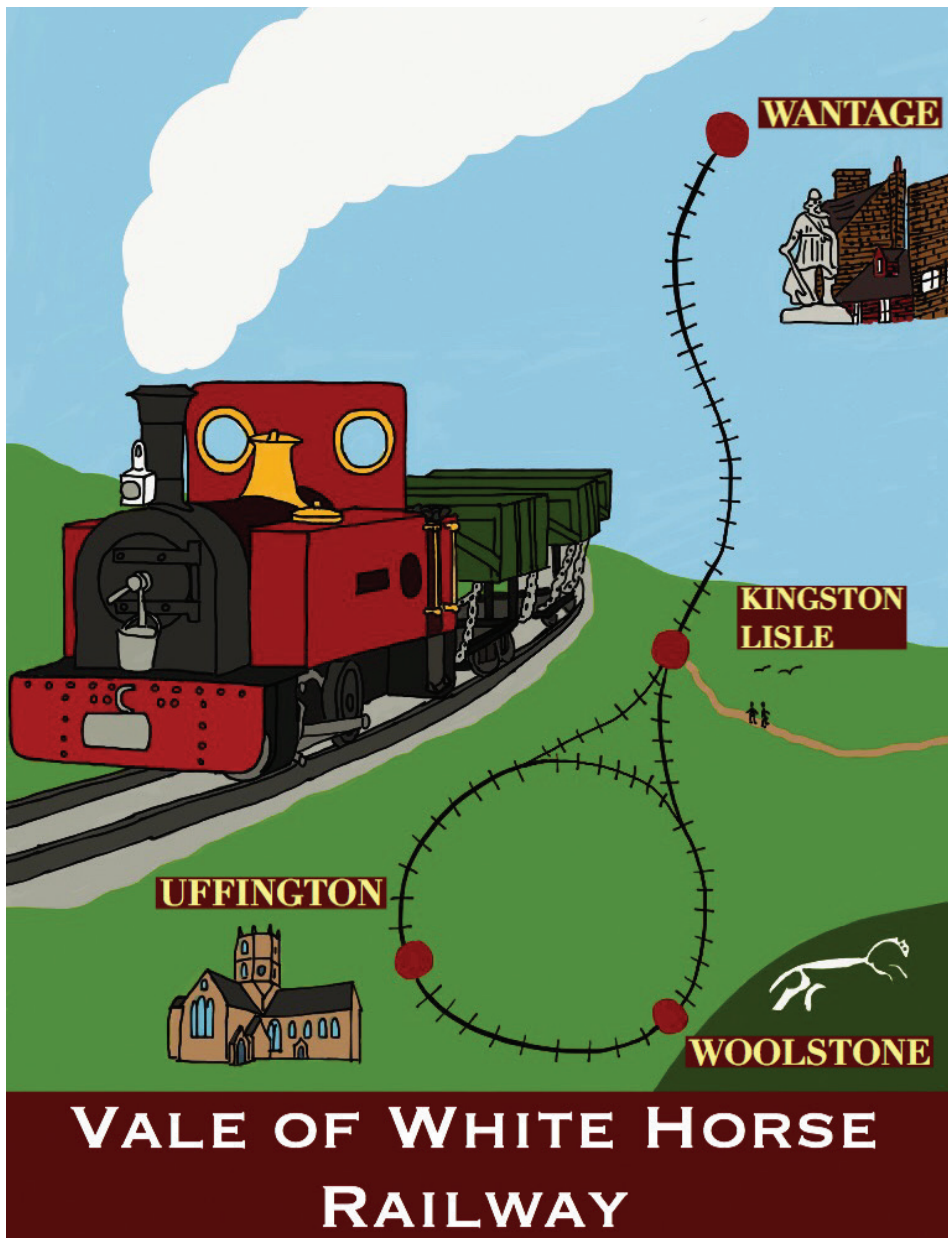
a semi-open, which is even more heavily bashed and includes slatted seats. All of these are turned out in green, Rover Brooklands Green to be precise, and have been joined by two LGB vehicles, which have had similar modifications - an all third and a brake/toilet/third.

With the extension to West Lockinge, observation coaches became a possibility (with the previous figure of six layout they would have spent every other trip at the front of the train), and a Swift Sixteen kit was purchased and modified to serve this purpose in the main set. The interior that came with this set was replaced with custom tables and chairs, with armchairs in the observation section,

and an all third was similarly assembled and modified to take the current total to nine corridor connected coaches.

The second train set remains the Accucraft IOM rake; five of the pairs bogie coaches are based on the VWHR. Four remain as purchased, although with the addition of interior lights, but one has been heavily modified to give an observation section. These five coaches are normally paired with a five compartment semi-open, modified from an IP Engineering seven compartment Vale of Rheidol kit, again with a custom interior made of full-width slatted seats.

High days and holidays call for a third set, and this is normally formed of three of the



'green' corridor connected vehicles, plus two Accucraft Pickering coaches, which represent the lines c1920 period set and another IP VOR semi-open, this time built as the kit intended, giving three six-coach rakes all including a semi-open, and both corridor sets including a toilet. Future plans include a corridor connected buffet & open to run in the third set in place of the Pickering's.

In addition, there is a rake of five dining coaches for 'The Oxonian' and 'The Equestrian' named trains, which are again converted from Newquidas with similar modifications as those detailed above. These are turned out in red, and the passenger vehicles in the set are named after our grandmothers. A c1900 vintage set is ten vehicles strong and includes vehicles from IP, Timpdon and Brandbright, plus some vehicles picked up second hand and then modified and repainted into a panelled maroon & white scheme.

There are also about 25 wagons, mainly built from Brandbright and Swift Sixteen

kits, but also including six Accucraft W&L wagons in Bauxite which are used on visitor running days.

The Loco Fleet

The locos match the coaches in requiring a place in the fictitious setting of the line. The 'Vintage' locos - those that are in the fictitious history as representing the pre-preservation days - are a Roundhouse Millie, a Fine Line Alfie (lined by Berry Hill Works), and an Accucraft Mortimer, which has been modified and repainted at the VWHR.

The service fleet of steam locos is currently six strong. A Riverdale "Elke" (Roundhouse Billy with coal-fired boiler) was assembled at the VWHR and carries the name "Brockhurst" - the same name carried by a gas-fired Billy that was the first loco to run on the VWHR. The other coal-fired loco is "Jean Ann", a DJB Emma; both of these locos are a real joy to operate - nothing beats the smell of coal wafting across the garden! These are

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joined by two Roundhouse locos - a Darjeeling Garratt lined by Berry Hill Works, which is the pride of the fleet and a Leek & Manifold Tank, plus two Accucraft locos - a W&L Hunslet and a "Joan".

As with any preserved railways, diesels are a necessity, and there are currently four on the VWHR. Two of these are for service trains, a modified LGB 2095 Bo-Bo and a scratch-built 0-6-0, which was purchased second hand in 2019, and two for shunting/permanent way - an IP Jessie and Accucraft Baguley that were both modified and fitted with radio control.

There are also three other locos - a Roundhouse Clarence, Darjeeling B class and Linda, which do not fit in the VWHR history and are normally set to 32mm for visiting other garden railways. I am, however, a bit of a sucker for buying new toys, and the loco fleet has been a bit fluid over the past few years - so it may well change!

For further info on the railway, including a complete rolling stock album, please see vwhr.weebly.com or www.facebook.com/vwvr16mm.

Next time: Operations. ■



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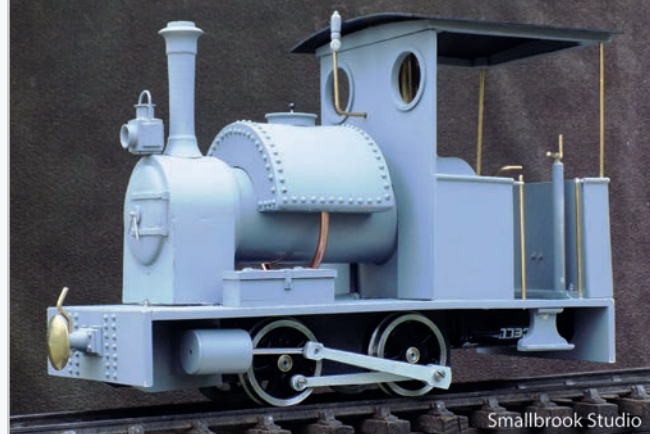
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Fitting a Loco Remote control unit

Our Editor is a bit of a Luddite when it comes to controlling model railways. How will he get on operating a train by mobile phone?



I'll admit it. In the smaller scales, I'm not a fan of digital control. Yes, I can see the fun in switching lights on and off and making noises, but it all seems like a bit of an expensive faff.

Outdoors, my 32mm gauge battery electric locos have on/off switches. Quite limiting in terms of operation, but the step up to anything better has never quite tempted me. I can't quite get over the idea that the control system will cost more than the loco. As for the 45mm stuff, well it's generally track powered with God's own analogue DC.

Chatting online, Chris Rennie suggested it was time I joined everyone in the 21st Century with the latest in control systems. A few days later, a package containing a Loco Remote system arrived – all I had to do was

fit it.

Reading the instructions, my first surprise is that the system doesn't work as I imagined. In my mind, there would be some Bluetooth communication and an App involved, but the device actually sets up a WiFi hotspot. You connect to this with the phone and visit a web page that has all the controls on the screen.

You'll need a smartphone or tablet computer for this. I happened to have an old (four years, ancient in tech terms) phone so used this. There are millions of old devices kicking around in drawers, so many of us can dig one out if we don't want to use our current device. Ask your grandchildren to have a look if you don't have one yourself.

I'd been supplied with the full-fat version

of the Loco Remote device, which will operate sounds and lights. It's not huge, but too big for the tiny battery diesels in my collection, at least with the AA batteries currently fitted. My eventual choice for the test is an IP Engineering railbus, last seen in the February and March 2019 issue of **Garden Rail**. It's the only piece of battery-powered 45mm gauge stock I own, and perfect for a quick run on the line, so getting it under control would be nice.

Fitting the basic battery in and power to motor out leads took a few minutes, then I fired up the railbus and phone. The screen told me the battery was low, both very clever and annoying. No problem, a couple of fresh AAA cells and, well, the exact same result.

Reading the instructions properly this



First impressions when I unpacked the unit was just how professional it all felt. The version with sound and lights comes with everything you see, plus some LEDs that wouldn't photograph properly. Nothing says "cottage industry" here – it says well thought out and designed.

time, I realised that the Loco Remote needs a minimum of 6v. Time for a new battery box, which meant things were going to be a bit of a squeeze under the floor. If I'd fitted the unit while building the model, I'd have put it inside the body, solving the problem.

With four AAA cells now providing power, I switched the phone on, found the WiFi hotspot and visited the webpage. This time, I had a set of buttons to play with. Pressing forward, and then speed up and it worked. Sorry if that doesn't sound very dramatic, but it just worked exactly as promised.

Next, I wired the LED headlight into the unit and connected the speaker. At first, the light was off, until I pressed the forward button and it lit up. Directional lighting is very neat and would be brilliant on a shunter.

The sound is limited to a selection of horns, which I played with until I thought it was really time to put the model on the track.

Outside, the railbus operated perfectly, running around my line and honking away. A particular favourite is the "Coast to a stop" button, which does exactly what you would expect.

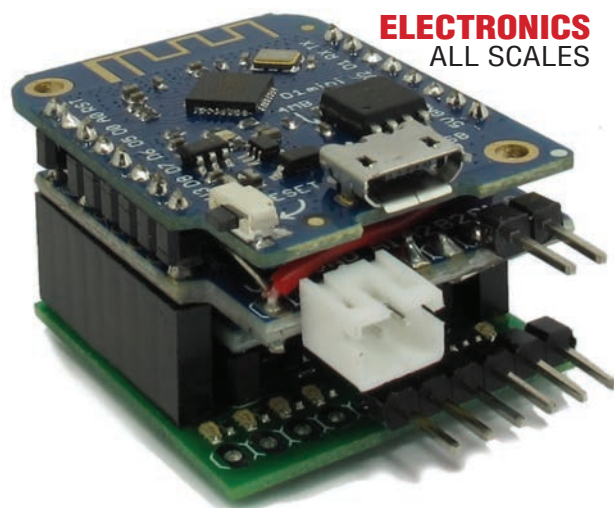
Testing the range, I ran out of garden at 100 feet so can assume that it offers enough for most of us. There's no need to worry about line of sight – the signal worked through an awful lot of plants at that distance.

Conclusions. Loco Remote is easy to use and works perfectly. I'll certainly be fitting more in the future. One limitation is space in tiny models, but using the simpler version of the device will help, and stop me honking the horn to annoy everyone. Replacing bulky dry-cell batteries with a small rechargeable pack will make a difference, too. For smaller models, planning your build around the control system makes sense, but that's the case for anything, even switches on the side.

Fitting the unit is simple, although it pays

to read the instructions fully. However, in its simplest form, we are only talking about four wires. All the clever techie stuff is done for you.

We are always told that "da kidz" are only interested in playing with their phones. Perhaps this is a way to engage them in our hobby – but they will have to wrestle the control from me first! ■



A full-feature Loco Remote unit measures 43 by 25 by 25mm. The white socket is power in, the prongs beside it power out to the motor. The prongs below that feed lights and the speaker. Plugs and sockets are included in the kit, although it helps if you can handle soldering iron.

Garden Rail Resource

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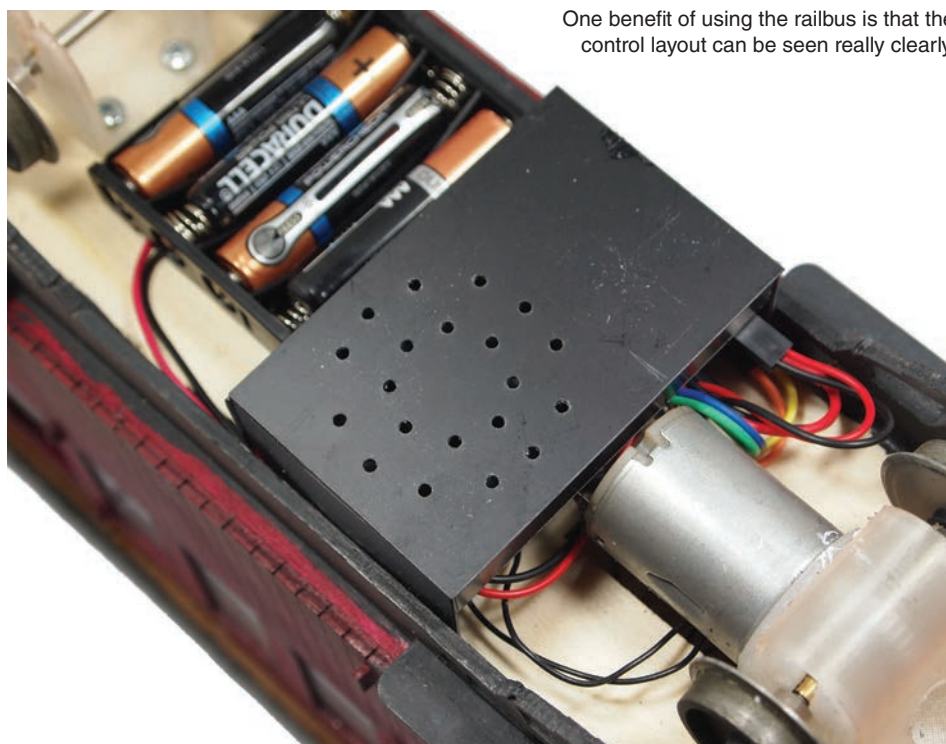
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One benefit of using the railbus is that the control layout can be seen really clearly.



A simple Plastikard enclosure protects the electronic and speaker from muck being thrown up from the track.



Brick, slate and stone paint sets

Mark Thatcher reviews a new collection from Coach & Wagon Works.

I don't know about you, but it has taken me many attempts and several failures to get just the right look when painting the exteriors of the buildings I build and review for **Garden Rail**. I must have tried several different combinations before I could get the right colours to work with each other. But now, thanks to these three new paint sets from Coach & Wagon Works, you won't have to.

There are three sets available that cover painting brickwork, slate and stone finishes. Each set contains five different shades to enable you to layer up the colours as you go through the painting process. I have had a go at some test painting using these paints and, to my eye, all three sets have got the combination of colours just right. Usually, you would start with the darker colour from the set, then sponge on a lighter colour over the top of it.

With experimentation, each paint set will provide you with lots of different finishes, depending on how dark or light you want the result.

In particular, the brick set allows the modeller to create various shades of brickwork, from a bright, almost orange,

clean finish, to a darker, more industrial weathered look. This, in part, is possible as Coach & Wagon Works has included a black wash in the brick and stone paint sets. It is not required in the slate set, however.

Another useful colour included in the brick and stone paint sets is the lighter orange, which is great for sponge-painting ridge tiles too. Each set consists of five 40ml paint pots that are generous in size. These are considerably larger than the 14ml Humbrol paint pots that you are probably more familiar with.

Occasionally, I found these paints to be a little thick, but, as they are water-based, it is easy to thin them down a little if you need to, and brush cleaning is easier as you don't need a special brush cleaner, just use water.

Certainly, I am very impressed with the selection of the colours in each set and, at only £20 per set, I think they represent good value for money indeed. So, while it is not quite painting by numbers, these paint sets make it a lot easier to create the effect you are looking for without any mix 'n' match trial and error and the added frustration that causes. ■



Brick colours.



Slate colours.



Stone colours.

Garden Rail Resource

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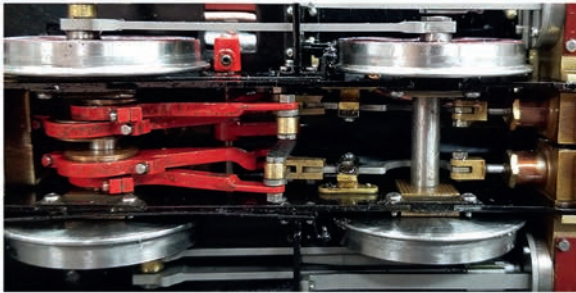
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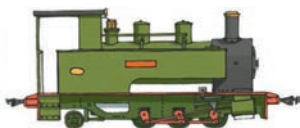
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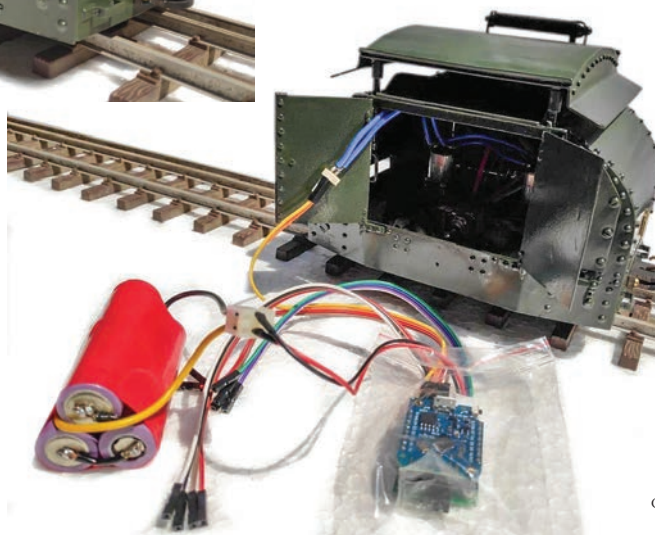
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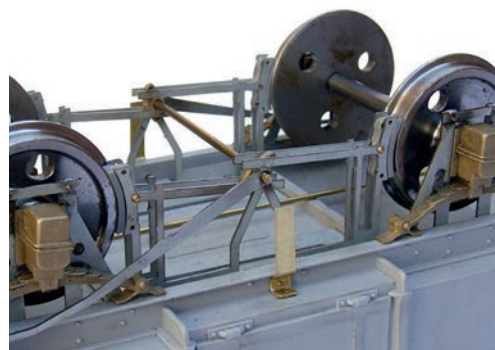
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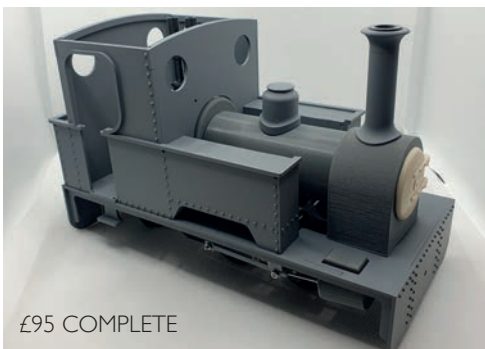
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DIAGONAL BRACING ON WOODEN DOORS

If you didn't know there was a right and a wrong way of fitting diagonal bracing to wooden doors, you would expect the result would be a 50/50 ratio of right and wrong. However, in my experience of looking at hundreds of models, (and DIY projects) this is not the case. For some reason, the overwhelming majority now seem to be fitted incorrectly. This includes the Bole Engine shed in the September edition of **Garden Rail**, although not the one in the companies' advert.

The correct way to fit the diagonal brace is from the top outer corner back to the hinge.

For smaller and lighter weight doors, such as those for pedestrian access, a single brace will usually suffice. However, as the door becomes larger, heavier and taller, additional hinges are required. Usually, three, four, or more would be used depending on the height of the door. The bracing on the doors would be divided up with horizontal timbers and each section would have its own diagonal brace, but always going from the outer edge of the door back to the hinge post. Looking at the bracing for a pair of doors, the diagonals should form a letter 'A' not a letter 'V'

This rule should also apply to small gates, cattle docks and other railway structures requiring a diagonal brace.

Steve Howard

Well well well. You learn something new every day, don't you? I think I followed the instructions too, but that is a very good spot indeed. Mea culpa. I won't do it again - until I forget to do it next time.

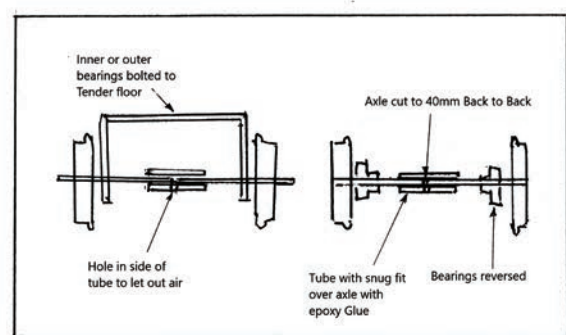
Mark Thatcher

REGAUGING HARRY POTTER

I read Ben Bucki's regauging of the Hogwarts Express (**GR314**), where pushing the wheels closer on the axles seemed promising, but ended up with quite a brutal forcing of the wheels. It occurred to me that there was a better way relating to the 1960s when a number of intriguing methods were devised for insulating 3 rail uninsulated wheel sets for use on 2 rail. The best of these was to cut the axle mid-way and re-join it with an insulated tube glued with epoxy adhesive. Some used an easy fitting thin wall metal tube and the epoxy glue provided the insulation. 5 minute epoxy glue gives sufficient time to check the back to back measurements.

I do not intend to buy this set myself but, this would be a much more straightforward way to convert the Hogwarts wheel sets, cutting the axle midway and reducing them down to the Gauge 1 back to back of 40mm (or less if the treads are very thick). Very straightforward on the coaches. The tender will need new inside axle boxes or turning up some axle extensions glued to the Hogwarts axle ends. It would be worthwhile removing the loco bogie to get at the axles and do the same as the coaches. The loco driving wheel sets with-out the spur gear wheel can be converted the same way, but the quartering and back to back will need checking before the glue sets. The axle with the spur gear will need further consideration and may need to be hammered in as shown by Ben.

William (Bill) Piner



7/8TH SCALE GROUP

A quick note to let you know that there's a new Facebook group for those who enjoy their railway modelling in 7/8ths" scale or larger.

A quick search within Facebook for the '7/8ths" scale and larger model railways' will find us.

A few key differences from other similar groups out there:

We welcome suppliers telling us about their new product releases and are happy to have them provide pricing and links to their products. If anyone has scale appropriate items for sale, it's always seemed sensible to me to be able to do that within a group and get directly to your audience, so personal sales and wants are also very welcome

There's also a list of all the current known suppliers so that you don't have to go searching all over the Internet.

I've kept what I believe is the best until last. You see, we're running a micro layout building competition to help keep you all amused whilst this pesky virus floats about.

We have taken a leaf out of the late, great, Carl Arendt's book (some would say he was the founder of the micro layout movement) and, despite the large scale, kept the maximum size, excepting any fiddle yard, to a mere four square feet. It's a virtual competition, so anyone in the world can enter. Full details are in an Announcement in the group. The prize is £150 credit to spend as you wish with the largest supplier of 7/8ths" products, Model Earth Design.

Chris Stockdale



7/8



7/8ths 18" Baldrig



16mm Arthur

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Body kits feature half etched lines with major parts supplied pre-folded and roofs rolled for ease of construction.

All kits are supplied with the required fasteners for kit construction, a mix of lost wax brass and white metal castings and laser cut components where required.



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

R/C Receivers

The range of R/C receivers covers all scales and gauges; from N to SM32, Gauge 1 and beyond with motor currents from 0.5A to 6A. The smallest receiver, suitable for N and 009, measures 8x9.6mm. A selection is shown here.



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

Batteries

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



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A range of hand-held controllers, from simple, single loco to multi-train units. All are pocket sized and available with forward / reverse on one knob or full-range throttle and separate direction control. See our web site for details. We can build bespoke controllers with knobs, switches, push buttons to match your needs.



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Installation

Micron provides a complete R/C model rail installation service using Deltang R/C receivers, MyLocoSound modules and supporting components. We can install in most scales/gauges, from N through Gauge 3.

We discuss an installation specification with the customer to see what combination of products and features will best suit their needs and to estimate the installation cost. A firm quotation will be supplied after we examine the loco.

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The
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Garden Railway Show**

Saturday 14th Nov 2020

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POSTPONED !

In light of on-going uncertainty
The Association has reluctantly
decided to **POSTPONE** the 2020
show till **JUNE 2021**

Tickets bought for April 4th 2020 remain valid.

The Association is working with the Arena to ensure
the venue and event are safe for all to enjoy another
fantastic National Garden Railway Show,
all be it rather later than planned!

Note : The April 2021 Show is Cancelled.

Normal service is expected to resume in April 2022

Full details as they become available will be posted on the
show website.

www.nationalgardenrailwayshow.org.uk

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CAMBRIAN 16mm Narrow Gauge

Cambrian Models is now Cambrian Model Rail Limited. There is a new website with fully integrated online shop. Postage from £1.50.

Loco and rolling stock parts: Rivets, nuts/bolts, handwheels, headlights, coach doorhandles and more...

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N41 Trolley Axleguards (4) £3.60 N45 set of 4 Brakeshoes £2.40 N410 Glyn Valley Type Brakegear (2) £3.00 N420 Simplex Loco Axleguards (4) £4.20

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Signal parts: Signal parts, signal ladder and brackets.

N51 Signal Ladder (200mm) £2.40 N53 Signal Bracket (2) £3.00

See the website for details or send C5 SAE for catalogue

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DIARY DATES

Date: 15 May 2021

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.co.uk

Additional info: 10 layouts, over 50 traders, heritage railway displays and modelling associations information stands. Free car parking for 300 cars, Cafe and separate Bar. Flat site with Disabled toilets available.

All events are published in good faith.

In light of current events, please check with the organisers before travelling a significant distance as **Garden Rail** can't be responsible for changes or cancellations. Please be aware that travel restrictions issued by the Government may also impact your journey. To submit an event for publication, please e-mail phil.parker@warnersgroup.co.uk.

Date: 22/23 May

Event: Midlands Garden Rail Show

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

Times: 10am to 4pm

Admission: Adults £9.00 Senior £8.50 Child £4.50 Advance booking saves £1 on each ticket.

Organiser: Meridienne Exhibitions

Web: www.midlandsgardenrailshow.co.uk

SUBMISSION NOTES

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

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

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A driver for Willi

The Editors' new Regner vertical boiler loco looks a bit empty with nobody on the footplate. 3D printing has come to the rescue.



Figures are available in any height, so I ordered a 110mm driver. A tall 16mm scale man is about right if the locomotive is 7/8th scale.



First job with a 3D-printed figure is to give it a coat of high-build spray primer from a car accessory shop. Sanding this removes the printing lines. I start painting using the Lifecolor flesh tones range.



Handling figures while painting is a lot easier if they are superglued to a lolly stick. When you are finished, the joint can easily be broken.



The boiler suit is painted with a blue-grey from the Humbrol range and then dry-brushed with the same colour mixed with pale grey to emphasise the folds and creases in the clothes.



Regner provides a couple of metal poles for the brass figure, originally provided with models to slip over. Drilling holes in the 3D-printed man's feet, I then carefully (the print material can be brittle) open them out with a reamer to just over 4mm, which means he will stay put on the footplate.

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NEW FOR 2020! 1:19 SCALE QUARRY HUNSLET

As soon as we had a chance to run *Dolgoch* last March we realised that the design brief for this small locomotive had produced an almost perfect balance of performance and duration and, having instinctively avoided some of the smaller designs, the possibilities for new engines were now numerous. With Tallyllyn No.1 designed and signed off we immediately re-drew our 7/8ths" Quarry Hunslet as a 16mm model, a design whose characteristics will be much the same as the TR models and should prove to be a real crowd-pleaser.



The more generous proportions of the 'Large' type Quarry Hunslets will prove beneficial to the locomotive's run-time although to avoid compromising the look of the model we will only be offering it in 32mm gauge. The model is gas-fired and fitted with a water top up valve, water check valve, miniature pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model will, as usual, be covered by our two-year warranty. The anticipated UK RRP is £1595.00 (subject to the usual provisos), available Q4 2020.



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1:13.7 KS Wren 0-4-0ST



TR No. 1 Tallyllyn



1:32 Radial 4-4-2T



1:32 'Victory' 0-6-0T



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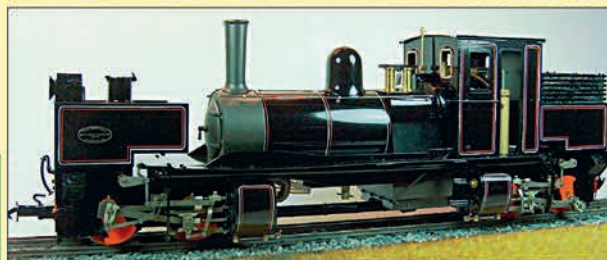


Both the Pilot engines have now been received and tested. Production is scheduled for early 2021 and the orders are building up. Deposit of only £100 secures your chosen model.



New Live Steam - Available Now!

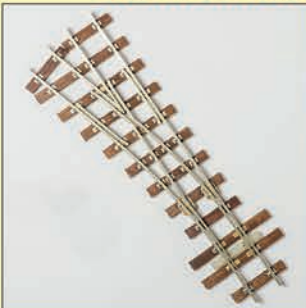
Roundhouse Double Fairlies lined by Berry Hill Works, one each 32mm and 45mm **£4695.00**
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G45 LH Point Rad 2' 6"	IG162	£120.00	3
G45 LH Point Rad 4'	IG164	£130.00	2
G45 RH Point Rad 2'	IG161	£115.00	1
G45 RH Point Rad 4'	IG165	£130.00	4

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G32 LH Point Rad 2' 6"	IG153	£115.00	2
G32 LH Point Rad 4'	IG155	£130.00	3
G32 RH Point Rad 2'	IG152	£110.00	4
G32 RH Point Rad 2' 6"	IG154	£115.00	4
G32 RH Point Rad 4'	IG156	£130.00	3

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