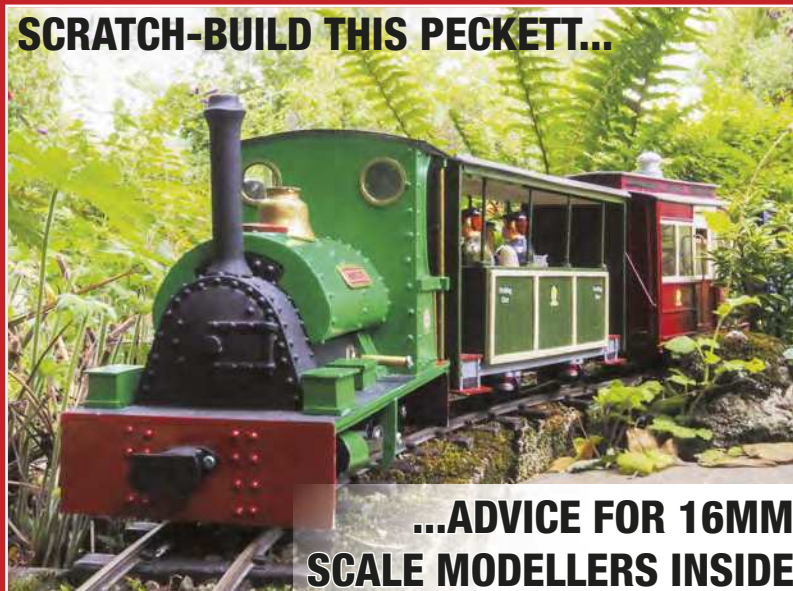


GARDEN

JANUARY 2021
ISSUE 317

Rail

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FEATURE OF THE MONTH: Slaters Plastikard



16W05 War Department Light Railways D Class Bogie Wagon £80
Construction of the kit is largely from detailed injection moulded polystyrene components, with some lost wax cast brass parts, and come complete with bogies, steel tyred wheels and scale couplings.



16W06 War Department Light Railways K Class Skip Wagon £24
- Finely detailed injection moulded polystyrene
- Steel tyred wheels and brass bearings included
- Requires adhesives and paint
In the 1914-18 Great War, these wagons were used by the 60cm gauge war department light railways on construction and maintenance work on the railways servicing the front lines.

These wagons were built in large number by several manufacturers for use by the 60cm (c.2ft-0in) gauge War Department Light Railways during the Great War of 1914-1918 (often referred to as the First World War). Many wagons survived the War (and indeed right up to the 'preservation' era), and were used on such railways as the Ashover Light Railway and the Festiniog and Welsh Highland lines.



16W01 Dinorwic Slate Wagon £22
This kit is based on a standard Dinorwic slate wagon. The only exception being the replacement of single flanged wheels for use on conventional track.



16W08 Dinorwic Quarry Slab Wagon £25.50
- Etched brass fold-up body
- Steel tyred wheels and brass scale couplings included
- Requires adhesives and paint
Used in the giant Dinorwic slate quarry in the shadow of Mount Snowdon for carrying slabs of slate from the quarry face to the mills for cutting and splitting into roofing slates and other products



16W09 Dinorwic Quarry 'rubbish' Wagon £25.50
- Etched brass fold-up body
- Steel tyred wheels and brass scale couplings included
- Requires adhesives and paint
Used in the giant Dinorwic slate quarry in the shadow of Mount Snowdon for carrying waste slate (rubbish) for tipping. A huge amount of rubbish was created, and these tips are a major feature of all slate quarries



16W03 Festiniog Railway 2 Ton Braked Slate Wagon Kit £28.50



16W04 Festiniog Railway 2 Ton Unbraked Slate Wagon Kit £27

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Billy	Due Mar 2021	Deposit of only £200 required	
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Katie	Due Apr 2021		

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*In stock as of 02/11/2020, please note these loco's may no longer be available, check stocks online or call.

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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 316 December 2020

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NEW YEAR, NEW PROJECTS

Welcome to 2021. The year when we can hopefully start going back to shows and visit each other's garden railways.

Talking to the trade, it seems people have been working their way through the backlog of projects (admit it, we all have one) and clearing their cupboards a little. In response, there has been a rush of new kits for us to refill them with. Our Product News section is larger than it has been for quite some time.

At **Garden Rail**, we love to see your models and, since I can't fill pages with photos taken at shows, I'd like to ask anyone

who has built anything to send me a photo. A "Readers Models" page would be very welcome.

Don't worry about the standard, if you are proud of something, show it to us. I guarantee you'll inspire someone else. You'll also help our trade as seeing a built-up model always encourages others to buy, or at least reach into the back of the cupboard!

Photos to: phil.parker@warnersgroup.co.uk

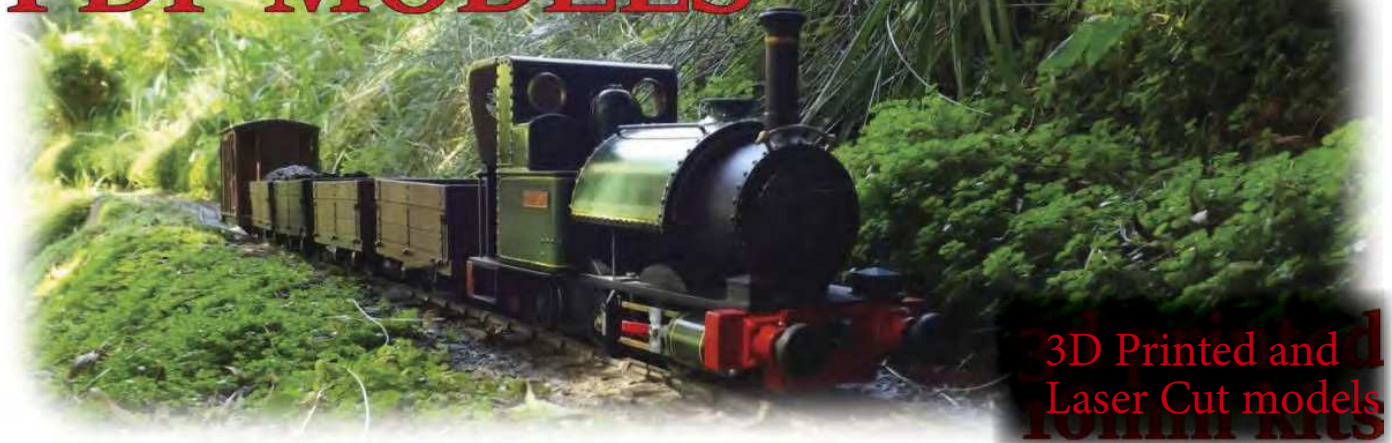
In the meantime, I need to address my own pile. What shall I build next I wonder...



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The Isle of Westland Railway

Somewhere, just off the south coast of Britain, there is a small island. Ships unload their cargo onto a 2ft gauge railway, imagined and built by Andy Coward.

Since my line appeared in **Garden Rail** May 2008, little of the track layout has changed. The line is still a folded dogbone, with a circuit allowing continuous running, plus two spurs, leading to terminal stations.

However, the years have brought new buildings and bridges, and the vegetation has grown, as is the nature of such things. The trees and plants are much more dominant, and my intention to conceal the 30ft by 30ft size of the plot has succeeded from the

point of view of running, photographing, or filming trains. Despite regular assaults with clippers, sometimes they get too large and have to be sacrificed in order to achieve the look wanted while still allowing access to the track.

My line has a history going back some three decades, with the tradition for those times of a Mamod loco kit being the first item acquisition. I have always been narrow minded from a rail point of view. My years in 009 came to an end as I found the models

unreliable and lacking any sense of mass - and yes, my eyesight was getting worse, so I couldn't see them so well.

What was originally thought to be a flat garden, turned out to have steep gradients. It was quickly learnt that, with a hand-controlled Mamod loco could be controlled when going uphill, but that matters were different when the gradient was downwards!

Spectacular running ensued, and at the same time, I discovered that Meths makes Peco track burn well. Picking an opportune



Running through Shade Gap station. Number 4 is a Roundhouse Karen.

moment, I made that common statement about “only ever needing one good loco.” Now, I am very lucky as my wife, Val, is a railway enthusiast and I can get away with a lot. She is also most definitely not a gardener, which is fantastic as I have control of our small plot...

The track is on a base of bricks or other blocks laid end to end. This also allows me to walk along it where this provides the only means of access. My form of ballast is quick setting cement. Sounds crazy, but all other methods over the years have proved to be short term and disintegrated. The cement method is fast, allows me to drag a broom over the track to clear debris and looks good. It quickly gains a layer of moss, which process can be speeded up by painting on yoghurt.

If the track, which is mainly Peco with some Tenmille, needs work, then misuse of a screwdriver as a chisel releases the sections. Despite the crude-sounding method, I have lost very few pieces of it over my time with the railway.

I really enjoy attempting to take photos that, for a time, cause the person looking at them to be unsure whether they are a prototype or model. The background is an important factor in this, as is weathering of all models to a consistent level.

My first attempts at weathering were on wagons, but eventually, I reached the stage of

realistic trains and unbelievably shiny locos. There was nothing for it but to pick up a brush and Humbrol tin and have a go.

Just the basics were attempted to start with. I would read everything I could lay my hands on, wargamers have an edge on us in

this matter and books, magazines and videos provide masses of useful information both on vehicles and figures.

Currently, I am seeking to upgrade my population by taking advantage of the new realism in figures on offer but I still have to improve my painting skills for these and have, for the first time, started using acrylic paints.

Back to the railway. After obtaining and building a Roundhouse Lady Ann kit, I got to work and built a fairly level line around the garden edges. A few years later, with the children growing, Val suggested that the line be extended by inserting a crossover leading to a further track circuit inside the original. This created the problem of the two tracks being visible at the same time, which brought back memories of early, unrealistic model railways on the tabletop.

While driving on the Bala Lake Railway, I had decided that the most attractive part of the line was that which ran through some mature oak woods where there were trees on both sides of the track. I wondered whether I could recreate this stretch of track in model form. My first attempt used Thyme plants, which were fine for a year as they were able to be trimmed, but they quickly became woody and died. I moved on to small conifer trees, which were much more successful and it occurred to me that the trees could also act as a viewing break between the two tracks. The importation of a miniature forest started by planting trees so the fact that tracks were



A battery-powered model of Alice and Winifred on a test train, all built by Brian Stubbs.

close together was disguised successfully. They also created a backdrop. As the trees grew some were removed, creating viewing “windows” and the ones that remained meant that at no point could more than a small section of the line be seen. I found I could view the sights at one point, then move a few feet. “Window gaps” will open up and the originals close, which keeps the interest going. This was getting good.

I sometimes get the feeling there is too much of the gardening and not enough of the railway in my version of the term “garden railway”, as without constant weeding and trimming, things very quickly get out of hand, but then, it ensures I get some exercise, and having the Baguley sitting on the track beside me with its sound unit on tickover is very calming. Others obviously agree with me, as I put a short film of the loco moving some hoppers on YouTube, and was amazed how many views it got.

The name Isle of Westland derives from the fact that I find the islands of Wight and Man attractive. Self-contained railway systems have a character all their own. My island I position somewhere off the south coast. Val once owned two West Highland White Terriers so combined Islands and dogs and you get the name,

To make life easier, I have my island owned by a family, the head of which is an eccentric fan of railways. You should try it with your lines history, it works wonders. I get him to acquire all manner of locos and stock, only a small selection of which is on show in these pages in the pictures. The family has control of the railway company and their accountants try to keep spending to a minimum, which includes not cleaning engines. The clean ones you do see are the Lord's museum pieces. Real explanation - they were built by others and I have not the heart to attack them with a brush.

The main station, which is situated on a short spur off of the inside circuit, derived the name Tamacandy Junction from the name of the two dogs, Tam and Candy. The branch terminus of the line is at High Westland on another spur but at present, only the goods yard is operable as I need to do some major work on the station area. The only other main station is Shade Gap, the name of which will be well known to anybody interested in the East Broad Top 3ft gauge railroad in Pennsylvania. With all my trees, it seemed apt.

Over the years, the original trees have outgrown their role and, in most cases, have been removed, being replaced by younger, smaller specimens, however, I do have some slow-growing Alberta Spruce and, in this



Having uncoupled and run forward from the train, the safety valve lifts as No.4 takes on water at Tamacandy junction.



This section of the line is inspired by my ambition to create the effect of the oak woods on the Bala Lake railway, where the trees form a living tunnel.



Setting up the crane for a move. The model is one of the first I painted and weathered with acrylic rather than enamel paint. I bought it ready built, but I think it's a Pola crane on a bogie wagon.



Built by Ron Grant and then owned and adapted by Rob Bennet, the "Benbril Flyer" was a fast running and out of control missile on rails, but I added radio control and tamed it. It is now a very useful vehicle carrying out the track test at the start of any running session.

instance, the label was truthful.

Early on, I started to develop the scenic side of the line in small sections, which a friend made the comment that I had a small group of vignettes of scenery scenes. Over time these grew and merged.

My purchases consist of cheap small trees when I come across them. These are planted as required and heavily pruned, which sorts out which of them are suitable and which give up the struggle and depart. My main ground foliage is Mind-your-own-business; which is both useful and creates problems. It spreads without requiring any assistance but does not differentiate between lineside and track, meaning constant trimming control is necessary. My track is mainly Peco of a considerable age but this does not seem to suffer from the ultimate control method of pouring boiling water everywhere. The track survives and the most unusual smell from the the the plant occurs,

A problem with a line of this type is that, while you may start out intending to run trains, it is all too easy to spot something needing improvement as the plant life never ceases to grow, this means being diverted onto what is needed, and trains never quite run. But, there is always a satisfying sight of trackwork through the window, and I also have a few wagons that live outdoors all year to bring the scene to life.

So there we are. I will not call myself either a gardener or a photographer, and with the passing of the years and what that



Mind-your-own-business looks good but spreads rapidly. It can be cleared from the track by pouring boiling water over it.



Dusk falls on Tamacandy junction and an Austin Seven awaits the driver of Alco No.7 at the end of his shift.



The view towards the private siding at Shade Gap. I have taken inspiration from the picture in Tom Rolt's book about the Talyllyn railway preservation early days for my model.

entails, the maintaining of a ground-level line becomes more difficult. I've also been diagnosed with Parkinsons, which makes matters more difficult, though the exercise is a great help.

I have had the privilege of driving steam locomotives at the Bala Lake Railway, which has given me much to consider when making my models. From the earliest days, I have been a member of the 16mm Association of narrow-gauge modellers and benefited from invaluable friendships. I would urge anybody starting in the hobby to make contact with their local group as there is much good advice and support on offer.

Happy modelling. ■

THE ISLE OF WESTLAND RAILWAY ONLINE

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Scratch-building Penelope, the Melbourne Gas Works Peckett

Dave Skertchly reflects upon his first successful scratch-built locomotive with some methods we can all copy.

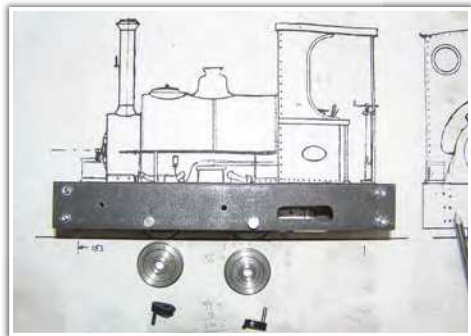
It was our Editor who first admired my Cranmore class Peckett. Penelope has been a favourite on my railway for the past 10 years. In fact, it is one of my earliest locomotives, embodying all sorts of cheats to make life simple for a beginner, like me, to build. Its simplicity is its secret, I will keep the secret - if you will.

As always, it is best, as they say, to start at the beginning with the frames. These are the same on all locomotives unless you are American. I cut a pair of steel strips

of 3mm black bar from B&Q and bolted them together. They were then drilled through for the axles, frame spacers and motor mount. A decorative cut-out was made where the firebox is located. The frames were filed to length then finally separated. This procedure guarantees that the frames are identical and everything will line-up, even if the marking out is a bit wonky.

The steel strips needed to be held apart squarely using frame spacers. In this case, these are from brass tube with M3 screws

passed through. I got mine from bulk hardware of Chippenham, but, as an alternative, you could use the M3.5 screws that are used to fix electrical wall sockets. In the past, I have made frame spacers from wood and plastic tube, although nowadays, I use nails drilled and threaded at each end. To measure the distance between the frames for an outside framed locomotive like Penelope, I placed a pair of wheels on the axle and set the back-to-back distance (28mm for SM32). I then placed a washer at each



end to form the bearing. I then measured over the washers with a caliper. This is the distance apart the frames should be and all the sums can be seen in the photo. This gives the length of the frame spacers.

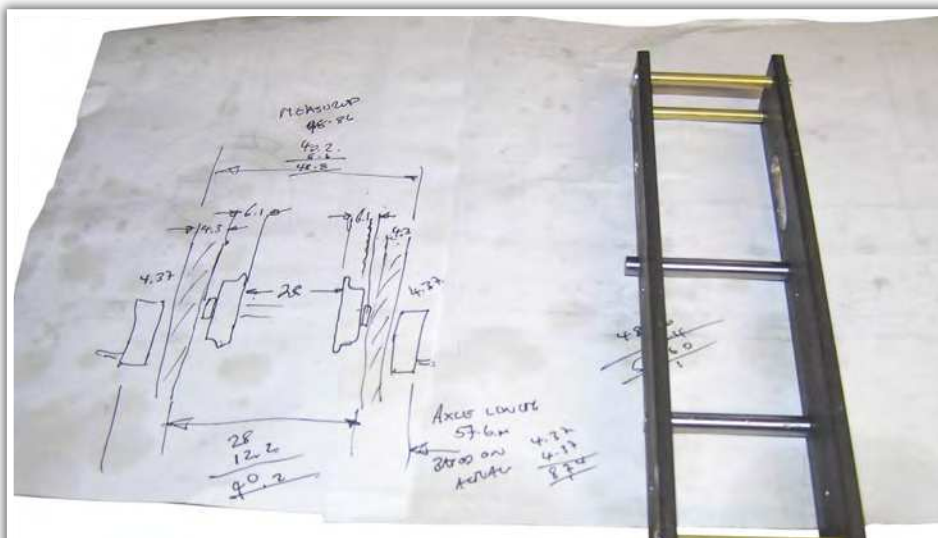
Now comes the scary bit. I had to add the motion, cranks, reduction gear and motor. Instead of getting flustered, I tackled each one in turn. I do not have the skills of a watchmaker, so I needed to get real. The only way a visitor will see the motion below the footplate on a garden railway is by lying on the grass. If they choose to stand, and most do, the engine will be viewed from a distance of at least 6ft (approx 2 metres), and from above, so the detail under the footplate will not be seen. I applied this logic throughout the design, starting with the coupling rods, which connect the four wheels. I simply left them off and the two-wheel-drive has always been adequate.

Since I didn't have coupling rods, only two cranks were required, which did not have to be fixed securely, neither did they have to be precisely the same length nor have to be quartered. A piece of plastic with a hole for the axle and a 2mm bolt to hold the pushrod was made up and that was sorted. These early cranks have now been replaced with sub-standard metal cranks from another project.

The pushrod is normally an assembly made from a piston rod and pushrod with a flexible joint. Instead, I cut a solid push rod and piston rod from some strip.

Without coupling rods or front cranks, a robust cylinder and slide bar assembly was made from Plastikard. The slide bars etc. are painted silver and the bits I don't want to be seen are painted matt black. The contrast causes the black painted areas to trick the eye into thinking that they are not there. The piston bearing is no more than a hole, which is a loose fit on the connecting rod.

The assembled motion looks much better than expected when viewed from a distance and visitors would hardly know it was so



The steel strips needed to be held apart squarely using frame spacers. The spacers in this case are brass tube with M3 screws and bolts.



Omitting the flexible joint between the piston rod and push rod is hardly noticeable when viewed from 6ft. Anyway, thousands of Hornby "Smokey Joe" OO gauge locos, which use the same design, can't be wrong.



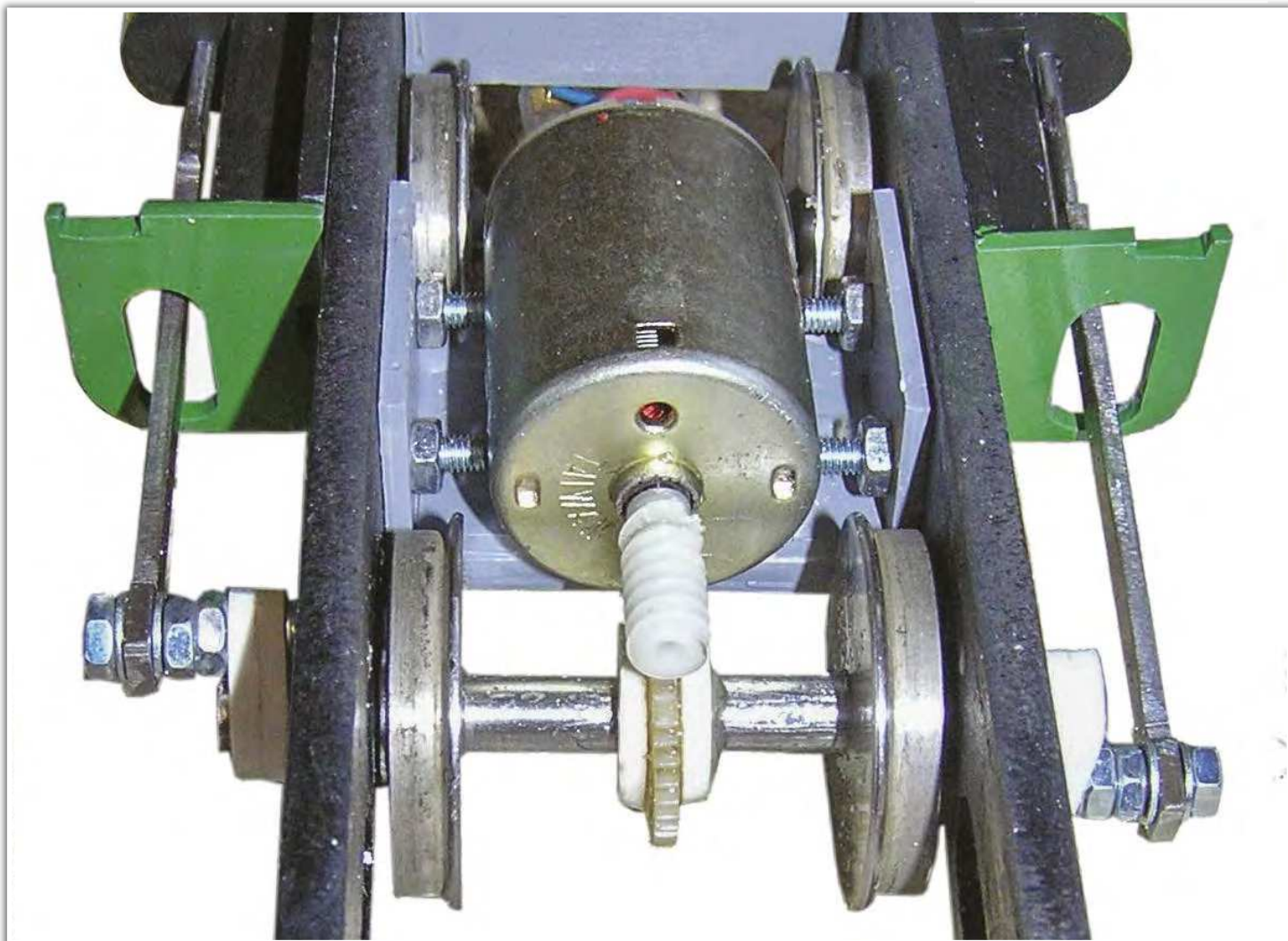
The assembled motion looks much better than expected, especially when viewed from a distance. There's less to get tangled in the undergrowth, too.

simplified, just as I had intended.

I then fitted the main gear to the axle. There is a whole range of gears available, I chose a 40:1 ratio from a pack bought in the model aeroplane shop. These were probably intended as servo spares. I notice that IP Engineering supplies a nice chunky gear set for a mere fiver. The gear will need to be drilled out to suit the axle. On this loco, I used nails for axles so the gear was drilled out taking small cuts to maintain concentricity. I also reinforced the rather thin gear to make it stiffer, another trick I use to try and keep the drive quiet. The worm gear is usually a push-

fit on those inexpensive can motors, which can be bought for as little as 60p at shows.

I decided early that the motor would be mounted to the chassis, not only for precision but to prevent the motor vibrations from being amplified by the bodywork. The bodywork is basically a box made from thin materials, which tends to act as a sound box, just like an acoustic guitar. A bracket was made up from Plastikard to mount the motor, which was adjusted until the worm gear sat neatly on top of the gear wheel with the can motor sitting on the bracket. The can motor was then stuck to the bracket with



There is a whole range of gears available, but Dave chose a 40:1 ratio from a pack bought in the model aeroplane shop. The worm gear is usually a push-fit on those inexpensive can motors. In turn, this was glued to a bracket, which was made up from Plastikard and adjusted until the worm gear sat neatly on top of the gear wheel.

rapid epoxy. I tend to sit and hold the motor in place. If it is not right, take it to bits and try again, all it costs is another mix of epoxy.

With everything bolted up, I connected up the motor to 2.4 volts (2 cells in a holder) and run it. It always sounds terrible until run in, and I usually speed up the process with some Brasso dripped on the gear wheel.

Penelope sits on my first successful chassis. It has been a mainstay of my railway for the last 10 years. There is a snag, one locomotive is never enough, and every one is different, so much fun.

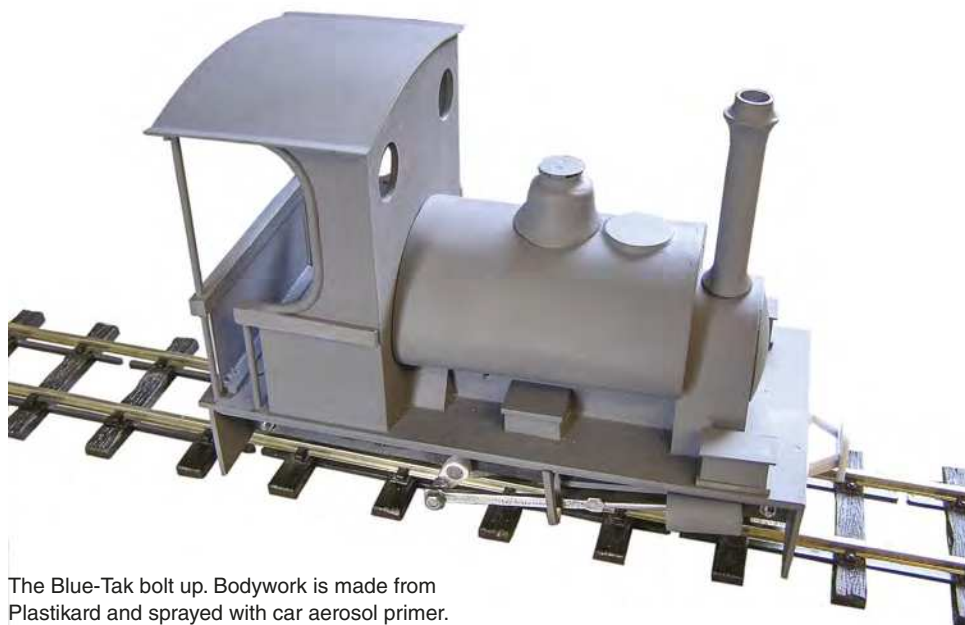
Over the years, the chassis has got through two motors, four worm gears and one main gear, which was stripped by trying to haul a house brick (see **GR 313** Sept 2020). The latest repair uses a brass worm gear and matching plastic main gear found in the scrap box!

The electrics are so simple. One of those battery boxes fits inside the removable saddle tank, a flying lead connects to a double pole double gang switch all from RS Components and then to the motor.

The bodywork is made from plastic sheet,



The electrics are simple. A battery box fits inside the removable saddle tank, a flying lead and a double pole double gang switch all from RS Components.



The Blue-Tak bolt up. Bodywork is made from Plastikard and sprayed with car aerosol primer.

which I have rather gone off, for no particular reason. My preferred construction method is now from plywood, although some even use cardboard. Making a plywood body is described in depth in (**GR** 311 July 2020) so there is no point in repeating it here. If using plywood, I seal the wood with

model aeroplane sanding sealer, prime with rattle can primer and paint using rattle can or airbrushed acrylics.

The colour scheme of Penelope is a somewhat insipid green, but this is very close to the colour of the only surviving Cranmore Class Peckett, Sir John Grice. I visited the

Puffing Billy Railway in Australia to see this loco, alas it is dressed up as Thomas the Tank Engine for Santa Specials, so sad. I also visited Melbourne Gasworks, which is now an arts centre, strange but true. It is, however, possible that I visited the wrong Gas Works. I mentioned this to some Aussies in the local bar, after I bought a round of drinks, they suddenly recalled a tramway that ran from a now-demolished dock to the gasworks, and that is good enough for me.

When first built, Penelope had very little detail, but over the years details have been added during heavy maintenance. These now include a boiler backhead, rivets and glazed spectacles.

As I sit on my rustic park bench outside the Sheep Shearers Arms, I sip at my pint of Fine Auld Phagbutt and recall that it was 10 years ago that Andrew Charman first encouraged me to write up this project, and ever since, Penelope the Melbourne Gasworks Peckett has been a source of ongoing pleasure. ■



When first built, Penelope had very little detail but over the years details have been added during repairs and heavy maintenance. Replacing the painted rivets with stick-on versions has changed the look of the loco.



Hogwarts Express in the garden

Instead of regauging his Harry Potter train set, Robert Lewis built a garden line with it and added another famous face.

Over the years, I have had several layouts indoors, including a couple in OO, but having built a new garden pond and rockery, I intended to have some LGB track to run around it. I even had a bit of track to get started with.

Surfing Facebook one evening, up popped an advert for a Gauge 1 “Harry Potter Hogwarts Express” from Rails of Sheffield for £134.99. Never having heard of this set, I looked on YouTube and saw one running, it looked good to me, so placed an order.

When it arrived, I set it up with the plastic track from the set and soon had it running. I must admit, I was quite impressed. Next up, I got out the LGB track to run it on, but I was totally confused that it just would not fit on the track. That was the penny drop moment, I was stuck with

a set and only the circuit of track that came with it.

Talking to Hornby via Twitter to find out why, the reply was, “There was a miscommunication when the set was launched, however, we have advised all of our traders that it is not Gauge 1 scale.” Hornby also said they had no plans to import extra track packs.

So, I went to the Lionel website and found there were a few train sets that all came under the “Ready to Play” range. And yes, they did offer packs of straight, curved and points for the sets. The track on their website is quite reasonable at \$9.95 a pack, however, they were not shipping to the UK.

You can buy the track via eBay, but the prices were high and the additional costs made that option impractical. However, I

picked up some straight track via Amazon and, while I was on there, saw the Thomas the Tank Engine set at an offer price, so snapped one up.

As I had a couple of long lengths of straight LGB track, I just split it down the middle and opened it up to this strange 50mm gauge. That, combined with the extra track and the track from the Thomas set, gave me enough for my little project.

The track was laid on wooden batons covered with roofing felt, then ballasted with horticultural grit set with cement powder with the PVA/water mix. I wanted a girder bridge to cross the upper part of the pond, so got a really nice one from eBay seller “bazz42”.

As the gradients were on the curves, I found that I needed to just put a slight



Hogwarts Castle crosses the bridge. To reach it, the track has to climb a short gradient, but the locos seem to manage this.

shim to raise the outer edges, otherwise, both the Hogwarts Express and Thomas would derail. Once that was done, both trains handle the track layout with ease (*Editor: On the real railway, this is called “superelevation” and is applied to all curves for a similar reason*).

I gave the plastic track a UV spray to help protect it outside and made a tunnel with upturned plastic storage boxes covered with roofing felt. This was covered with rocks dirt, and, of course, the plants. It will probably be next year that I will see the benefit of the plants, once they have spread.

I must admit, the idea of regauging the set did not enter my head, it was only later that I watched videos showing how others had done this, but, to be honest, I am quite happy with the ‘Ready to Play’ track and how it turned out.

This Hogwarts Express was originally released by Lionel in the USA and was Gauge 1. Side by side with this new set, they do look the same. However, the original set has the batteries in the tender. This new version has the batteries in the body of the loco, thus giving it a nice bit of

weight. From the remote, you can activate the train bell and whistle, while the middle button plays sound clips from the movie. The clever thing is that the clips when the train is stationary differ from those when it is on the move.

The Thomas Tank Engine has authentic clips from the TV series along with the correct “Peep Peep” whistle. All in all, a very robust engine with interchangeable faces with moving eyes.

I was wondering what to use for a station when I remembered that I had purchased a Disneyland Main Street station building.

It was advertised to go with the Disneyland HO train set but was way over scale for HO so I put it in the shed and forgot about it. On this little garden layout, it looks fine. I will be fitting it out with LED lights and seats with passengers.

I plan to couple the Harry Potter coaches closer as the gap is quite big. I will also glaze the Thomas Annie and Clarabel coaches and add passengers.

Let’s hope Hornby decides to import the track packs and points, as I was not the only one caught out. ■

The whole railway with both trains in action.



Just the time you most need the AA is when your car won't start on a wet winter night at Llatiregub.



The Mostyn Seven Kit Car

The Mostyn Seven was designed by Dave Skertchly as a simplified car to be used as background scenery for his 1920s railway. Little did he expect 3DWayne to produce a kit.

The Mostyn Seven Van was a concept first introduced in **Garden Rail** August, 2020. I wanted a correctly-sized, easy to make generic car, which might be typical of those seen near our railways in the 1920s right up to the 1950s. This type of car, such as the Austin 7 and Ford 8, were among the first mass-produced cars and would be used by everyone from plumbers to vets.

I created a background story for my van, which goes that Mostyn Herbert had founded the Mostyn Motor Company in

Llangoblin in 1920 to build the world's first £120.00 mass-produced car. The design was the little-known Welsh Mostyn Seven.

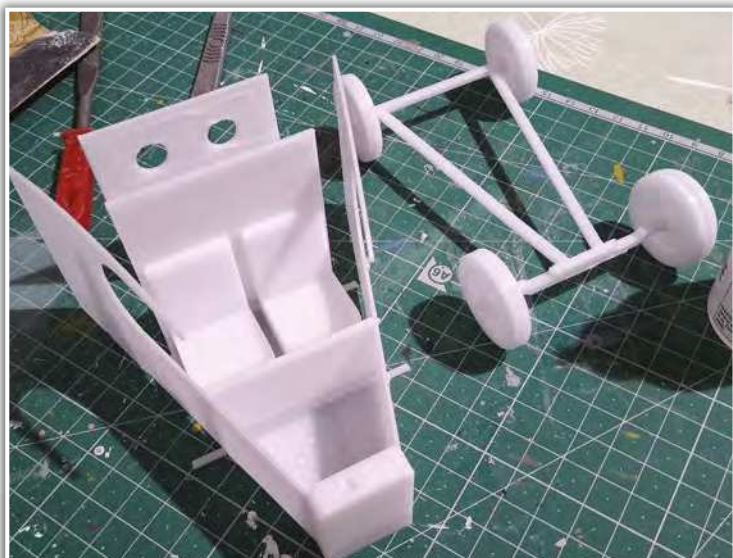
The concept was taken up by Wayne Poultney of 3DWayne, who realised that 3D printing would further simplify production for those who are more interested in building trains than cars!

The kit is superbly printed and very comprehensive. Unlike the original, it has an A-frame chassis, wheels that can be made to rotate, and some very nice details. The instruction sheet is nicely produced too, and

very simple to follow.

The clever bit is the chassis, which includes bulkheads radiator and rear doors all printed in one piece, ensuring that the assembly is easy to make, strong and absolutely square. Some care is required to protect the axles during assembly, I broke mine so please take care. Perhaps leaving the A frame chassis fit until last would be a good idea.

It is the little details that are so impressive, such as the joggle in the front axle. The mudguards and running board were so



You can see the basic construction of the kit here. Instructions are provided, but Dave didn't really need them.



Painting shows up the nice panel lines. The 3D-printing is cross-hatched to try and minimise the filling.



Dave's original scratch-built model with the new kit built version.



The trickiest part of Dave's original build was the mudguard/footboard pieces, which were laminated from card. 3D-printing allows these curvaceous parts to be made in one piece.

difficult to produce for the wooden prototype yet here they are neatly moulded.

The windscreen frame is also neat and robust but you will need transparency, a bit of packing material is fine. A steering wheel is provided but you will need to provide your own cocktail stick for the steering column. The wheels have inscribed spokes, which, with a bit of trick painting, could look really good.

Assembly is pretty simple using cyanoacrylate glue. It would probably be better to paint the parts before assembly.

Painting shows up the nice panel lines but inevitably the striations from the 3D printing, even though 3DWayne has used cross-hatching to minimise the effect. It does still require a lot of surface filling, I used a high build primer from The Range applied in four coats rubbed down between each with wet and dry paper, used dry. The finishing coat was rattle can yellow from the same shop.

Final detail panel lines are drawn with a fine line permanent marker and decals made as described in **GR** Feb 2020. A coat of Polycoat clear lacquer finished the job.

The factory at 3DWayne has two printers in production and each kit takes about 6 hours to produce, which to me makes them great value.

This kit begs to be modified; there are so many possibilities from hearses to custom cars. I would like to make a flatbed version, yes there really was one, and how about a breakdown wagon. (Editor: We'd love to see pictures in **Garden Rail**)

As I amble down to the Sheep Shearers Arms for my pint of Fine Auld Phagbutt, I am outraged. Where has my rustic park bench gone? I make an enquiry in the bar. "Sorry, Sir we needed the space for a car park" explains the landlord. ■

Garden Rail Resource

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www.3dwayne.co.uk

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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
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25911 MPSB Diesel Loco £259.00



33552 RhB coach, 2nd class £185.00



35097 Saxon Passenger Car coupled pair £233.00



30561 DFB coach B 2206 £185.00



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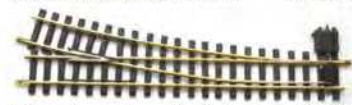
33521 RhB type As parlor car, 1161 - £333.00



48573 RhB Type Hai-tvz Sliding Wall Boxcar £185.00



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Operating the Vale of White Horse Railway

Jon Potter takes operation to another level to give his line a real sense of purpose.

I'm sure we all have model railways for different reasons, but for many, it is the sense of escapism that is the attraction; sitting outside with a beer or cup of tea in the evening sun while a live steam loco trundles around the garden is a very relaxing thing to do.

For me, the escapism goes one step further. I have always enjoyed running model railways to a timetable, routinely coming up with operational instructions for our OO gauge line. Over the years this

has evolved, and in many ways, I now enjoy this side of the garden railway as much, or even more, as I do building kits or actually running trains.

Setting the year's agenda

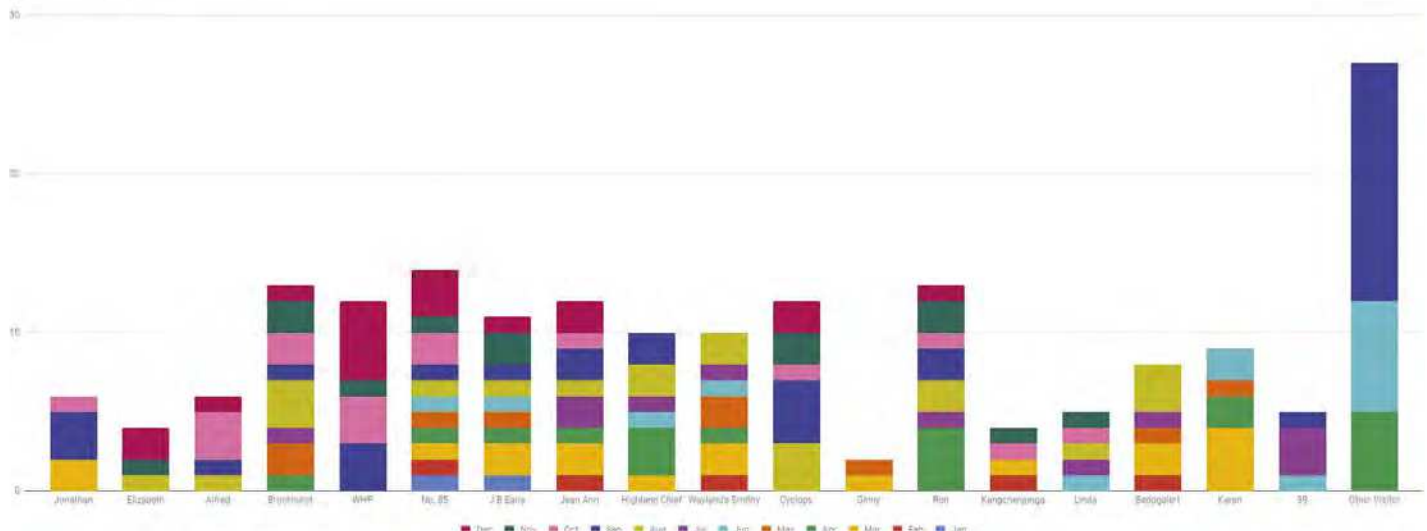
Even before the VWHR was built, considerations were made as to how the operation would work. As highlighted in Part One (GR November 2020), some time was taken to plot the fictitious route and mileages between each station were calculated - there-

fore allowing a quick calculation for journey times around the line.

Considerable time was spent looking at the timetables of preserved railways, and a number of options were mapped out. There were some operational considerations to build in - notably the steaming bay, and therefore starting point of the days workings being at Uffington, with the expectation that the majority of the passengers would join at Wantage.

As would be expected, the timetables have

Actual Steamings, 2019



Actual steamings graph from 2019, showing the number of times each loco had been used each month.

evolved over the years, notably with the extension in 2019, and we now have four core tables:

Green - one train, working three round trips.

Blue - two trains, giving five round trips - trains passing at Kingston Lisle.

Pink - two trains, giving seven round trips - trains passing at Kingston Lisle.

Yellow - three trains, giving eleven round trips - trains passing at Kingston Lisle and Wantage.

Additional trains are added in - the "Oxonian" Sunday Lunch, "Uffington Fryer" Fish & Chips Train and "Oxford Rose" Saturday Evening Diner being the main ones - and for this, complete working timetables had to be created as this has an impact on mapping the timetables to the days of the year. For instance, Sunday dining trains cannot run on a "Yellow" day, as the line is already at capacity while diagramming the stock is important to ensure

the correct rake of corridor connected coaches is available for the "Uffington Fryer", and not tied up on a diagram arriving back at Uffington later in the day.

Special events are also scheduled throughout the year - a "Steam Gala", "Behind the Scenes" and "Vintage Weekend" each year have special timetables created with full working timetables including shunting instructions etc. Other events tie in with real-life local occasions, such as the Wantage Beer Festival and Uffington White Horse Show. These provide a point of focus - something for me to build and prepare stock for.

Once this exercise is complete, we have a complete year's requirement - i.e. for any day of the year, we know how many locos and coaches are required. A table of data is set up in Google Sheets, showing each diagram for each day, with fictitious mileages also included.

The only time something runs on the

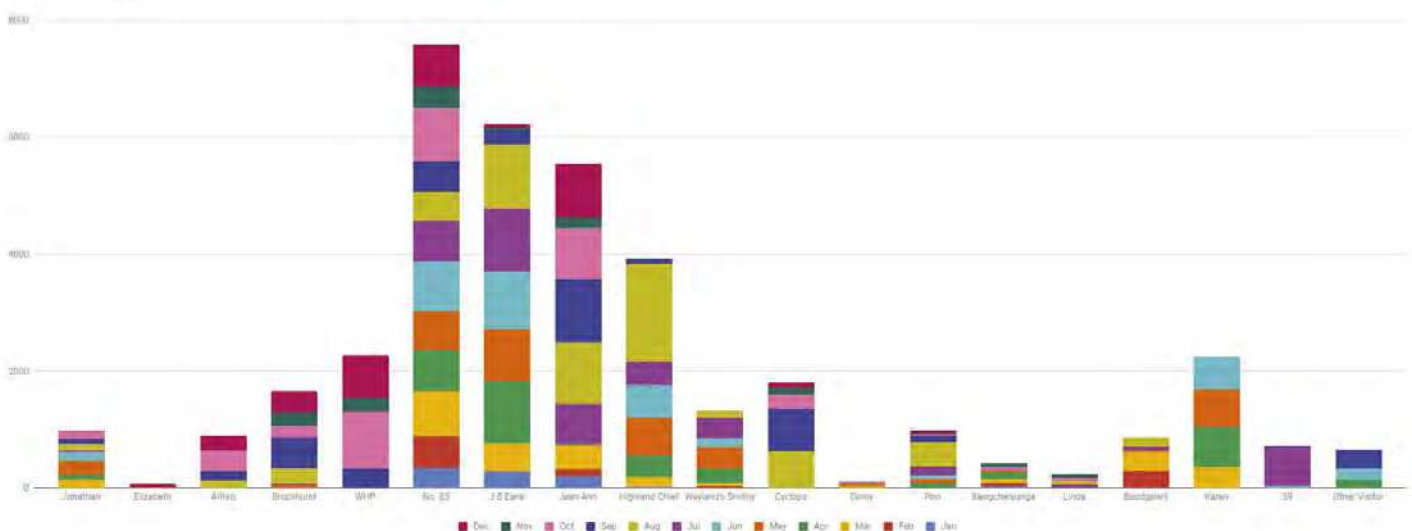
line that doesn't follow this format are local area group open days - on these days, the timetable is replaced with each loco in use just being mapped to one round trip.

Planning the Day-to-Day Operations

As highlighted last month, the stock and locos of the line are based around operational requirements. For instance, a corridor connected set, including as a minimum an all third, brake, buffet and observation, will run on all days - this is mapped into certain diagrams on the timetable - and the set length will be dependent on the time of the year, just as on a prototype line. The main set will be four coaches on a midweek "Green" day in the shoulder season, but a semi-open and one or two further third-class coaches will be added to the main set for a "Pink" day.

Mapping the locos is then dependent on the above, and is normally done about a

Fictitious Mileage, 2019



Fictitious mileage graph from 2019, showing the miles worked by each loco for that year per the roster explained in the text.

month before the date. Therefore, if I am to run the garden railway, I just follow what is in the sheet - whatever the rostered loco is on the rostered diagram.

The Vintage trains (on certain “Blue” dates) are always worked by one of the fictitious vintage locos, while the intention is to distribute the others so that they end up with a roughly equal fictitious mileage at the end of the year. Some considerations, such as haulage ability, are required - for instance,

“Brookhurst” can only handle four of the large bogie coaches and, therefore, will work a higher mileage in the shoulder season than locos such as Roundhouse Garratt “Robert Loyd-Lindsay”, which will mainly work on high days and holidays.

The loco steamed will be recorded after each running day - this means we can easily see how many times each loco is rostered and actually used, plus steaming days per month. As this format has been used since

the VWHR was built, we have a full history of trains running on the line.

Taking it one step further

Many of you are probably thinking I have taken the whole fictitious railway thing a bit far, and further than most - if so, you may want to stop reading now!

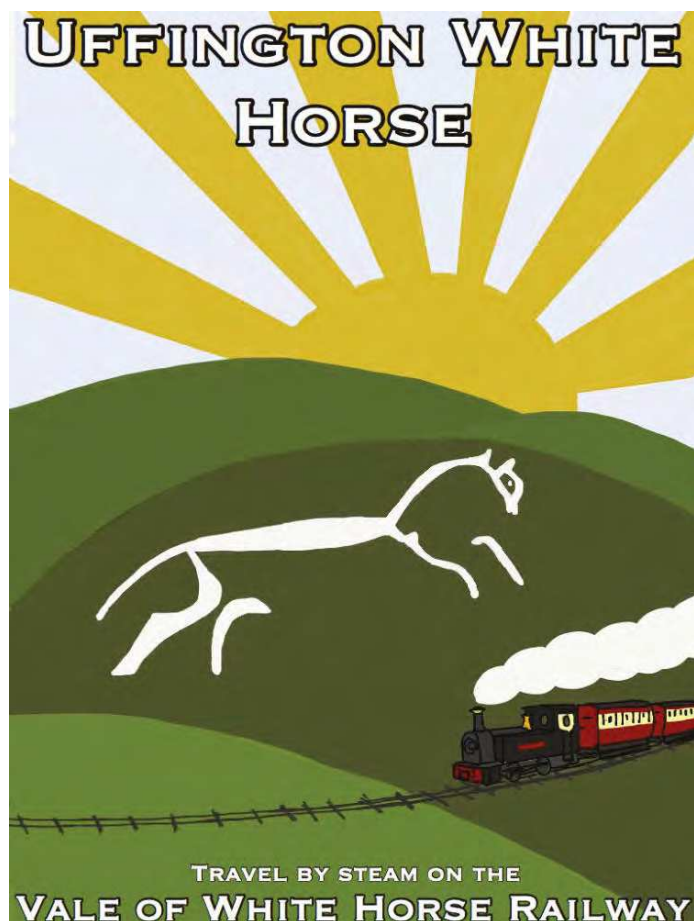
The natural next step, to me at least, was to start making fictitious publicity mate-

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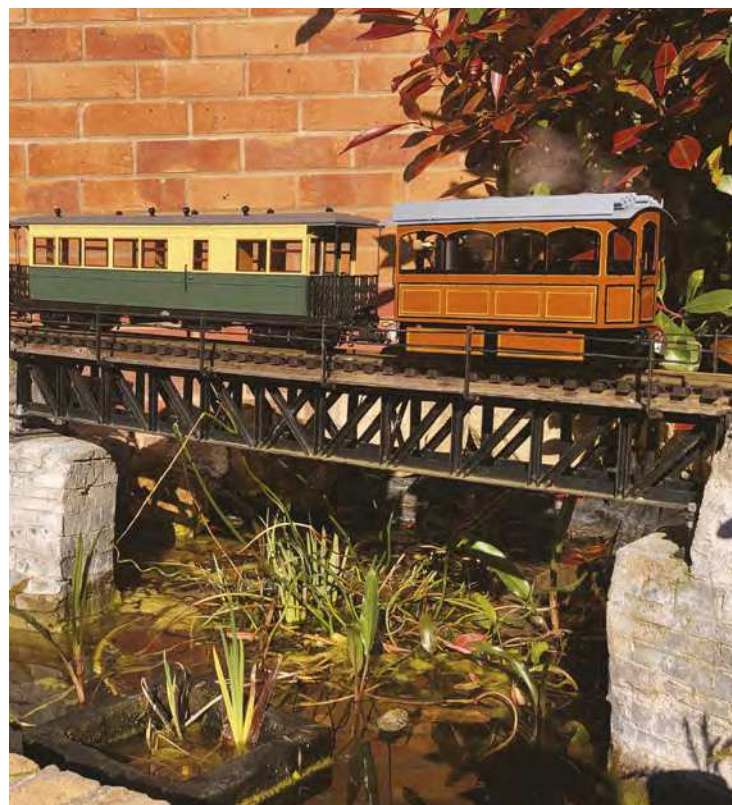
A screenshot of one of our working timetables, complete with starting and end stock locations, set formations and various shunting notes.



Modified Accucraft Mortimer "Elizabeth" approaches Woolstone.



Roundhouse Clarence passing over the pond



rials. This started with a couple of vintage style railway posters drawn up on my iPad during a holiday in Wales in May 2017, one of which is now printed onto a metal sign and hangs below Wantage station. I would like to do some more of these in due course, when time permits.

Having an interest in photography, graphic design and timetables, producing some leaflets seemed a reasonable idea - and I have created these for each year the line has been in operation. These serve no practical purpose, as they don't really impact on operation, but I have found making them quite a relaxing way to spend some of the longer winter nights each year.

Something that does serve a bit more purpose though is the Traveller's Guide. Of course, there are no travellers on the VWHR, but I wanted to create and freeze the fictitious history - partly to curb all of my routine changes to the loco fleet, and partly to help structure timetables for events such as Vintage weekend. The guide is 24 pages and includes the history, details of the locos and a description of the route - essentially tying all of the research and operational bits together. This is in many respects the bible of the line - everything that I do needs to fit together, and the guidebook is where this happens.

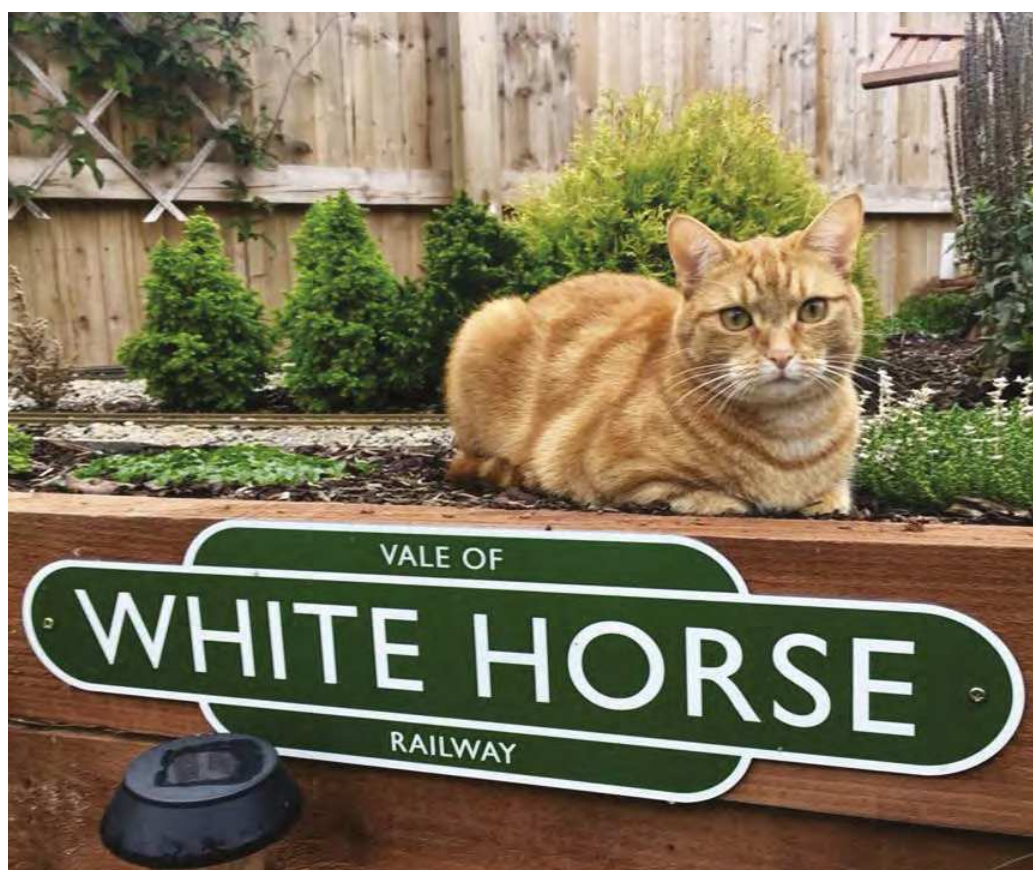
I hope that you have enjoyed this three-part write up about our little line, and the partly fictitious world in which it lives. I'd like to thank anyone who has given support

along the way, particularly members of the South Oxfordshire Area Group of the 16mm Association, my father - who has been heavily involved in the construction as detailed, and my wife - who is very patient and supportive!

If you'd like to find out further informa-

tion, please visit our website at vwhr.weebly.com, or our regularly updated facebook page at www.facebook.com/vwhr16mm (you don't need to be a member). There is also a YouTube channel, linked from the main website. ■

Resident cat Ginny with the VWHR totem.





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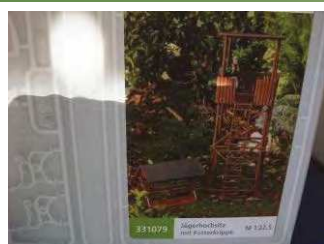
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Push Me – Pull You

Mark Thatcher creates a railmotor from two Tri-ang Jumbo Hi-way models

Back in July 2012, I wrote an article for **Garden Rail** showing just what could be done with Tri-ang Jumbo Hi-way lorries. They are roughly 1:22.5 in scale and are a fair representation of a Leyland lorry. Produced from 1967 until 1973, when Tri-ang went bust, there must have been tens of thousands made. They are fun models to hack about with. When I started, you could get a duffed up one for a fiver, but now expect to pay £20-30.

My ambitious cut-and-shut used three of these models to create one lorry - I needed a front end and two more to create a 40-foot flat-bed low loader. This left me with two cab bodies going begging and for ages, it niggled me as to what I might make of them.

Then I thought, how difficult would it be to create a push-me-pull-you railmotor with a cab at each end? So, with these spares to hand, I thought I would have a go.

The model needed a carriage to sit in between the two Tri-ang cabs and I happened to have the perfect solution

in stock, a part-built two-compartment carriage from IP Engineering. The only challenge was to make the roof removable for access to the switch, battery pack and motor. Generally, they are not designed for this, so I dispensed with the roof that came with the kit and scratch-built my own.

I figured out that I could just about squeeze in a pair of 45mm wheelsets into the cab using the original axle supports for the unpowered end if I removed the floor. I just added bushes to the axles and gently crimped them back into place. Don't overdo this step as the lugs that retain these will break off and your wheelsets will fall out.

For the powered axle, I had an IP gearbox and needed to get the plastic gear cog onto it. The drive cog's centre hole was considerably smaller than the diameter of the axle. Having a lathe, but being shockingly bad at using it, I removed the wheels from one axle, then set about turning down the axle to accept the drive cog. Then I had to re-shim the axle with hollow copper pipe, once the gear was fitted, to increase

the diameter of the axle to what it was previously to accept the wheel once again. This actually went quite well.

Both cabs were stripped down to bare metal, given a zinc primer undercoat, followed by a metallic blue top coat, with various details picked out in different

The carriage roof needed to be scratch-built to allow access to the battery box and switch.





colours. The glazing was also given a good clean up with MAAS metal polish to remove any age-related scratches (it's good for dull light clusters on real cars too). You need to apply and remove the polish in a circular motion, and you will soon see the plastic lenses are bright and pristine once again.

As I had to remove the majority of the floor to accommodate the wheelsets, mounting the motor required me to be a little inventive. I resorted to using an infill of 2mm plywood, which only just fitted underneath the cab without fouling anything. It was all a bit Heath Robinson and does not look pretty from below stairs, but it kind of works, which is the main thing.

What is it we say? "Measure twice, cut once." Well, I failed to observe this mantra and found that I had not allowed for enough clearance on the internal part of the cab that clearly was going to foul the motor. So, there was nothing for it than to get a mini cutting disc out and with my Dremel, and pare back the metal on the inside of the cab where this would have fouled the motor. It was a horribly messy job, but I got away with it, with only millimetres to spare. There is always a solution – as drastic as it may be!

Once that was done, I was able to start the final assembly. The internals of the carriage was not going to look pretty, so it seemed daft to add seats and the like. In any case, all the electrics would be hardly noticed once the carriage was glazed. After everything was soldered up, I re-glued the cab bases to the cab bodies. Originally, these are held on by blind rivets, which I had to drill out to gain access to the cab in the first instance. I did not want to repeat this process as it would mean drilling these out again if I needed access to the motor in the future. So, I simply glued the floors back into place, knowing I could prise them off in the future if needed.

To prime and spray the carriage roof, the body is varnished. I used U-POL clear adhesion promoter to seal it, followed by a further three coats of their dark grey etch

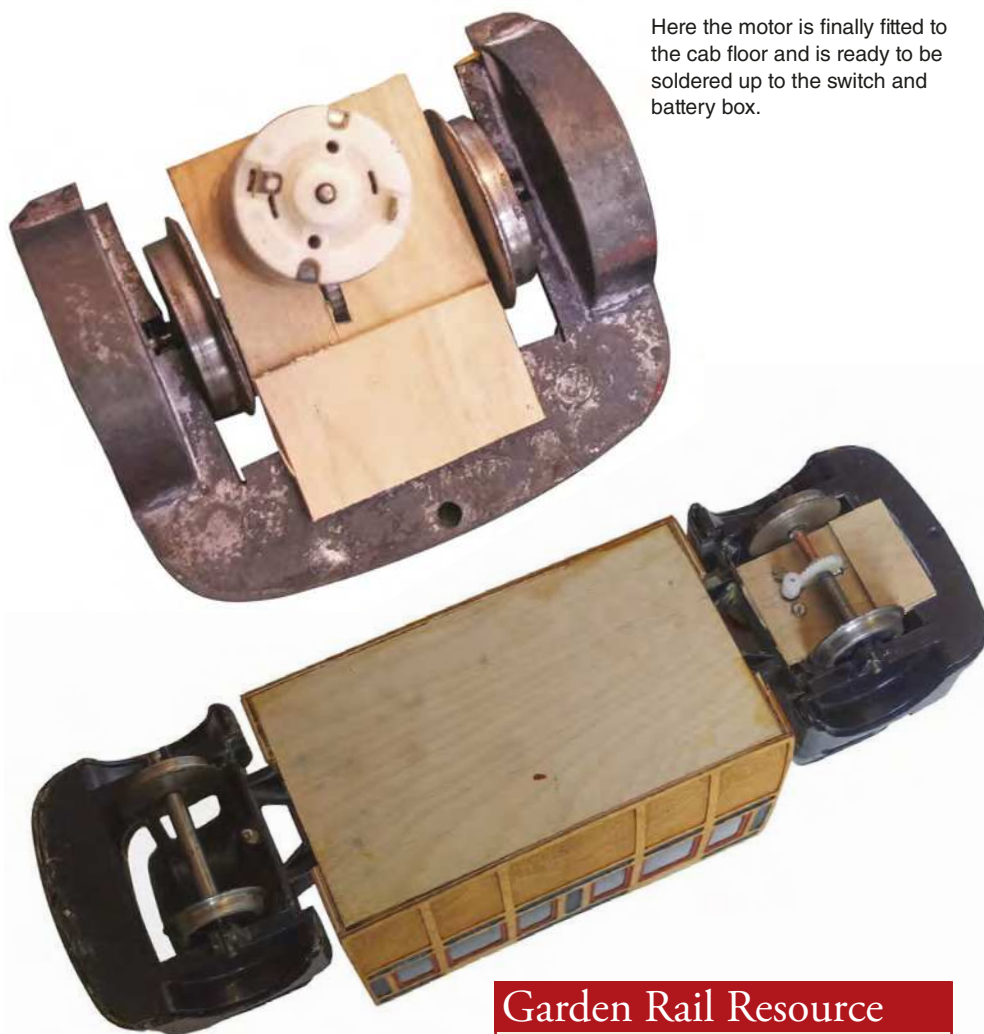
primer. After glazing the windows with the plastic sheet included in the IP kit, I fitted Brandbright door handles.

My little railmotor is certainly a different way to re-purpose these Tri-ang models, and never before have I attempted to create a railmotor from a road vehicle, but it was fun and worked well. If you Google pictures of railmotors across the world, you will see they come in all shapes and sizes. It appears they were particularly prevalent in the Baltic

States, whose folk seem so adept at turning their hand to making almost anything from nothing at all.

I doubt my efforts will win any awards for its build, but it does prove that if you let your mind go into freefall, you can certainly envisage some weird and wonderful ideas. Yes, it was tricky in places, and sometimes I was not sure if I was coming or going during this build. I guess you could say the same for the railmotor itself! ■

Here the motor is finally fitted to the cab floor and is ready to be soldered up to the switch and battery box.



Looking underneath, you can see how the cabs connect to the carriage body, held in place with glue.

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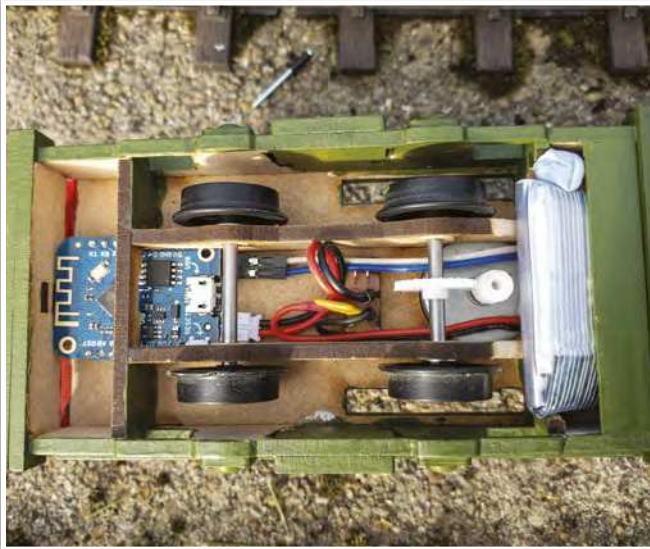
LOCO REMOTE

Thank you for your review of the Loco Remote Mini B in the December issue. As supplied, the Mini B provides active battery protection for the compact 3.7V LiPo batteries that are commonly used in many small locos. This turns off the motor output below 3.3V and is what you observed when you first connected the two AA alkaline batteries.

This shutdown on low battery feature can be easily switched off by the user in the settings page. This enables the Mini B to then use any battery type and voltage between 3V and 6V, including NiMH rechargeables and alkaline cells. The similar Loco Remote Maxi is available for locos with 6V to 12V motors and batteries.

I thought your readers might be interested to see some photos of a Loco Remote Mini B and 3.7V battery in a tiny new Phil Sharples Lister RT kit, showing just how small a model the system can be squeezed into.

Chris Rennie



LEAVES ON THE LINE



GAS AND COAL FIRING

Re: the question in GR315 regarding gas and coal firing the same loco, this has already been done commercially.

The companies that I am aware of are; Tolhurst Model Engineering, DJB Engineering and Barrett Steam Models. I should also think if asked, Model Engineers Laser would have no trouble incorporating this into one of its 16mm kits.

If you start with a coal-fired loco, preferably one with a removable grate, it is relatively simple to fit a ceramic gas-fired burner. There are quite a few manufacturers who will make them to order if a standard one will not fit.

John Denbury

I'm sure most of us with tracks in the garden are used to clearing a bit of debris from time to time, but gazing down the garden while waiting for the kettle to boil, I couldn't work out this obstruction. Closer inspection revealed what had appeared overnight on the base of a tree stump the line runs behind. Sadly, when we identified them, they are not even edible!

Dave Stubbs

DON FROUD - 9TH SEPTEMBER 1925 - 7TH OCTOBER 2020

I am saddened to report the passing of my father, Don Froud, at the age of 95 years. He was born in Bristol and his love of railways and the Great Western Railway, in particular, arose from his trainspotting at Ashley Hill station on Filton Bank in the 1930s. He would also recall cycling out to Badminton to see the afternoon Bristolian returning to London, full pelt behind a Castle – forever after his favorite class of locomotive.

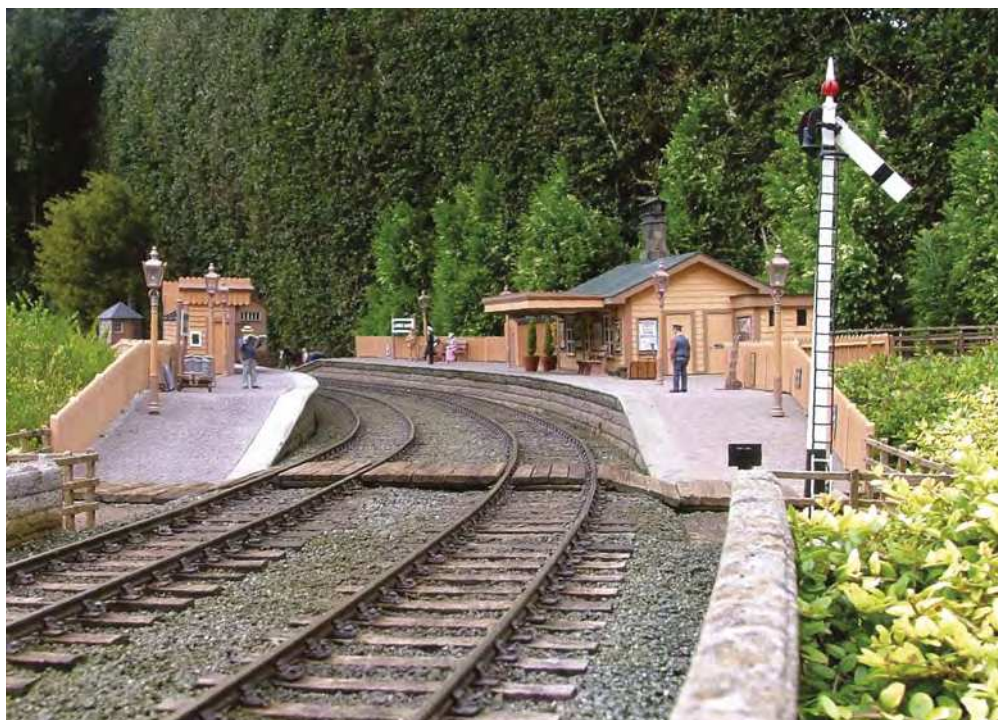
In February 1941, aged 15, he signed up to the Royal Naval Artificer Training Establishment at HMS Fisgard, Torpoint, Cornwall. His trade was to be fitter and turner, and with 2 years spent training in each discipline, he learnt and perfected skills that not only served him in his naval career but later in his hobbies.

He joined his first ship at Scapa Flow in December 1944 and so began a period of over 10 years at sea, ultimately becoming Chief ERA with the rank of Chief Petty Officer. He visited more than 30 countries across the globe and during this period my Grandmother would send him copies of *Model Engineer*. In the issue dated 28th October, 1948, the editor J N Maskelyne described a GWR 2½ inch layout by A P Whatley as an object lesson in how to arrange a model railway without spoiling a lovely garden. Thus was born the inspiration for Dad's garden railway.

His introduction to Gauge One came on viewing the Gauge One Model Railway Association (G1MRA) layout at the 1970 Easter MRC Exhibition, held at the Central Hall, Westminster. He saw the practicalities of providing "live steam" within a relatively small garden and immediately joined the Association. In 1976, he purchased 220 yards of rail, although it was to be some years before they were laid! On retirement, his efforts were thrown into completing the project.

He also built a GWR pannier locomotive (1369) to his own design and won 1st Prize at the 1994 Midlands Model Engineer Exhibition and was commended for it being "Superbly constructed and detailed". He completed a beautiful rake of GWR coaches and goods rake to similar standards as well as the many other station buildings, furniture, fittings etc.

He was one of the founding members of the G1MRA Bristol Group established in 1993 and, for a period of nearly 30 years, the Combe Down Railway hosted regular



steam ups. These were not only enjoyed thoroughly by those who came from near and far to run their locos, but also the wives, partners and the casual attendees who appreciated the ambience he had created.

He was always generous in sharing his experiences of modelling in Gauge One and made numerous contributions to **Garden Rail**, including a series of detailed articles on the construction of his line, as well as photographic pieces entitled appropriately 'Halcyon Days'.

Later recognition came in *Railway Modeller*, receiving the accolade of Railway of the Month in both the August 2007 and

August 2015 editions.

His principal reward was to think that others might be inspired as he had been by an article seen nearly 60 years before. I am honoured that, with my small contributions, he always described his creation as a 'Father and Son Railway'.

There were many other pastimes he enjoyed: a love of music, walking, photography and watercolour painting and we were delighted to be able to share memories of these with the congregation who attended a service of thanksgiving for his life, held in Bath on 21st October 2020.

John Froud

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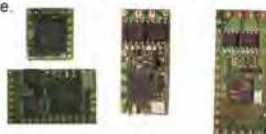
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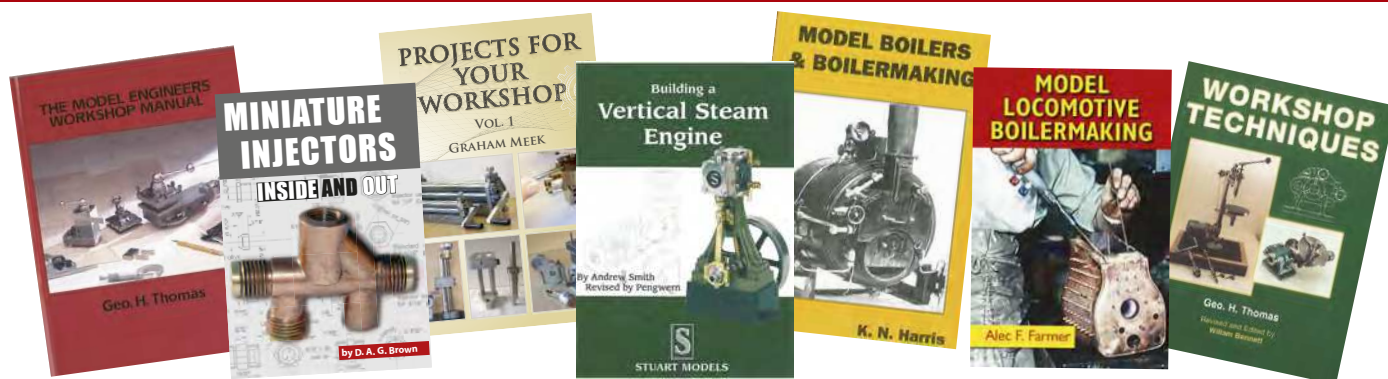
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Gauge One LNER B1

Alan Macfarlane gets his hands on Accucraft's Antelope.

When one of my friends told me he was getting a B1, I smiled, because he hasn't got a 45mm gauge line yet. Being a helpful chap, I offered him the chance to carry out the initial testing, running and playing on my railway. Little did I know that this was to prove a problem for me. Envy is a terrible sin, and this was before she turned a wheel!

Just looking at the locomotive sitting on the track cold and still was enough for this die-hard LNER man to swoon. She has a presence, a look. Right from the front buffer beam and the diamond makers plate of the North British Locomotive Company in Glasgow, all the way to the rear of the tender and its water capacity plate.

The LNER B1 has often been called a workhorse of the mixed traffic fleet. One comment I heard was that if you can't have a B1, then I suppose the poor man's choice of a Black 5 would be just about OK. I suspect it depends whether you are an east or west coast fan...

This Mixed Traffic 5 (5MT) is a lovely size for my line and, I would think, many garden railways. Small enough to look right with a local passenger service or pick

up goods to a semi-fast service with five or more coaches.

My line is not built for long express fast running, although it has seen some in the past. The B1 looked splendid with five Mk1's trundling round the line. She even made us think of the Grosmont to Pickering service on the NYMR. We even had her running tender first to show she could come home again

A cold static locomotive is not what steam is all about, so the routine of oil, steam oil, water, fuel and inspection was done. As you go around inspecting and oiling a locomotive, you notice things that from a distance does not show up. What I spotted were the electric lights, the Stones generator, lubricator oil pots, snifter valve, the whistle with the isolating valve cast into it, sand boxes, mechanical lubricators, the brass trim around the spectacle plate windows and the LNER plate below the numbers on the cab side.

In the cab, the expected controls for the blower, regulator, reverser, bypass, water gauge including blowdown, which is nice, are easy to see and operate.

In the tender is a removable spirit tank,

water tank and pump, along with the return pipe, which shows if you are or are not pumping water into the boiler depending upon how the bypass is set.

For anyone used to a spirit fired loco with a "Stephenson" front end, there is nothing unusual, different or strange. When I say Stephenson front end, I mean a smoke box that is sealed where the exhaust is routed through a blast pipe and up the chimney. This blast creates a vacuum in the smoke box. As nature abhors a vacuum, it tries to make everything the same, the replacement air comes from the fire and firebox. This has the effect of pulling the heat generated by the burners through the boiler. This draft is only created when the loco is working, when it is not the blower, which replicates the blast pipe by jetting steam up the chimney, is used. You need one or the other to keep the boiler steaming and, more importantly, the burner flames inside the firebox. You don't want the flames coming out and up the side of the locomotive, she is not a potboiler after all.

A point on the boiler, which is found from the manual that comes with the loco, is that she is a twin flue tube boiler and

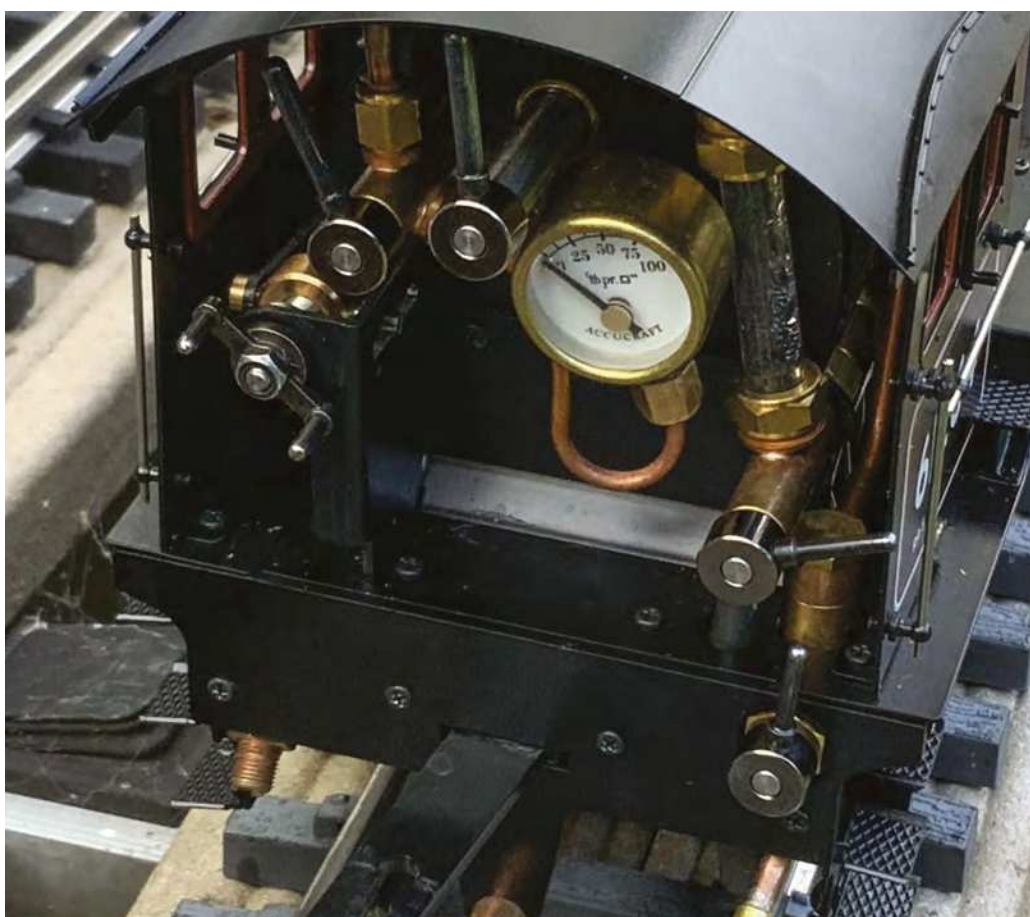


each flue has a superheater element going through it. She raises steam to be on the gauge in four minutes. By 25psi, the blower was opened and the fan was removed. After eight minutes, she was blowing off. Impressive.

Watching a few video clips of B1's running as fast expresses, I was a little uneasy that she would not be controllable at slower speeds. The pace of a loose coupled freight or branch passenger needs, for me, to look prototypical, but I didn't need to worry.

She was let loose for a light engine run and, after a couple of circuits, was settling and could be controlled. The axle driven water pump was checked, the return to the tender stopped and the boiler water gauge showed an increase when the bypass was closed. As you close the bypass, the loco needs more power to pump the water into the boiler so the regulator needs to be opened up a little to overcome this extra load.

As this test was successful she was reversed down to the five Mk1's sitting in the loop. The reverser is a type one screw. This needs several turns to move from full forward to full reverse. With this being the



case, shunting and running round on an end-to-end layout would be fun. Several of my locos have this, and to allow me to use one finger on one of the handles, the other has been removed. This way, a single digit can be used, like a connecting rod, and revolve the reverser easier. It's just my way, that's all.

This time, the load and the regulator had to be opened up to just under half, as you would expect. A few circuits and the settings were becoming balanced. A sensible maximum speed on the straights, minimum speed through the reverse curves. Boiler pressure creeping up to blowing off, with the water level very slowly dropping. All was just what to expect from an efficient and well-balanced design.

Closing the bypass and water was seen to be pumping into the boiler, the regulator opened up a bit to maintain speed. The pressure started to drop. Once the bypass was opened again, the pressure drop stopped and started to climb. The pressure drop when putting cold water into a boiler and taking additional steam is exactly what you expect. By adjusting the bypass to be partially closed, means maintaining water level will be possible.

On one fill of spirit and several tender top-ups of water, she finally slowed to a stop in 80mins on the burner, (the time from lighting the burners to stopped). This gives well over an hour of running on a tank of spirit. At the end of this, there was still steam oil left in the oiler. Any worry about oil consumption on a long run proved to be unwarranted.

The axle pump.

The blast from the chimney was soft but could be heard. It was more than enough to create enough heat to make enough steam for the work the loco is doing. The blower is powerful and could bring the pressure back up quickly and easily. The twin tubes and super heaters showed an ability to supply large quantities of dry steam.

What will she pull? I feel as many as the full size one in her prime. Five MK 1's or twelve 16T vans were a doddle for her. Speed? Far more than you need. Slow speed was also easily possible. At slow speed, the blower was not needed either.

I am not a rivet counter so saying she has a missing widget from the left side foot step is not me. At even preserved railway speed these would not be seen, would they? In my opinion, she looks wonderful static or steaming.

For static display or people with curves that are measured in many metres radius, the tender can be closer coupled to look even better. The lining just sets her off. If she were mine, I would have the shed and class painted on the front buffer. As this would be a loco owner specific thing, it is sensible that it has not been applied by Accucraft.

As with most new or even "new to you" locomotives, a test run on rollers is very sensible. You get to see and watch the locomotive. If she starts to run fast, you don't have to run after her while learning the controls. The owner did this and afterwards, she was very sensibly put on her side and checked over. Unfortunately, the burner wicks were displaced during this

movement and the next day's test found the burners lacking. One was found to be out of the burner tube and blocking the air flow. The instruction manual showed how to remove and set the wicks, this was done and the performance on the track was brilliant again.

This B1 looks good and works very well with excellent boiler and burner performance. I can't find fault, other than the owner won't leave it on my line for a bit more test running! ■



Aster-Accucraft UK, LNER B1, 4-6-0

Specification:

1:32 Scale / 45 mm Gauge
Brass & Stainless Steel Construction
6 1/2 ft. (2 M) Mini. Radius
585mm x 123mm x 85mm
Alcohol fired
'C' type water capacity 210 cc at 80% off
Walschaerts valve gear
2 cylinders with piston valves
Roscoe displacement lubricator
3 tubes alcohol burner with superheater
2 safety valves
Regulator valve
Blower valve
Reverser handle
By-pass valve
Pressure gauge
Water level gauge
Blow-down valve
Hand water pump in tender
Removable alcohol tank capacity 180 cc
Axle water pump

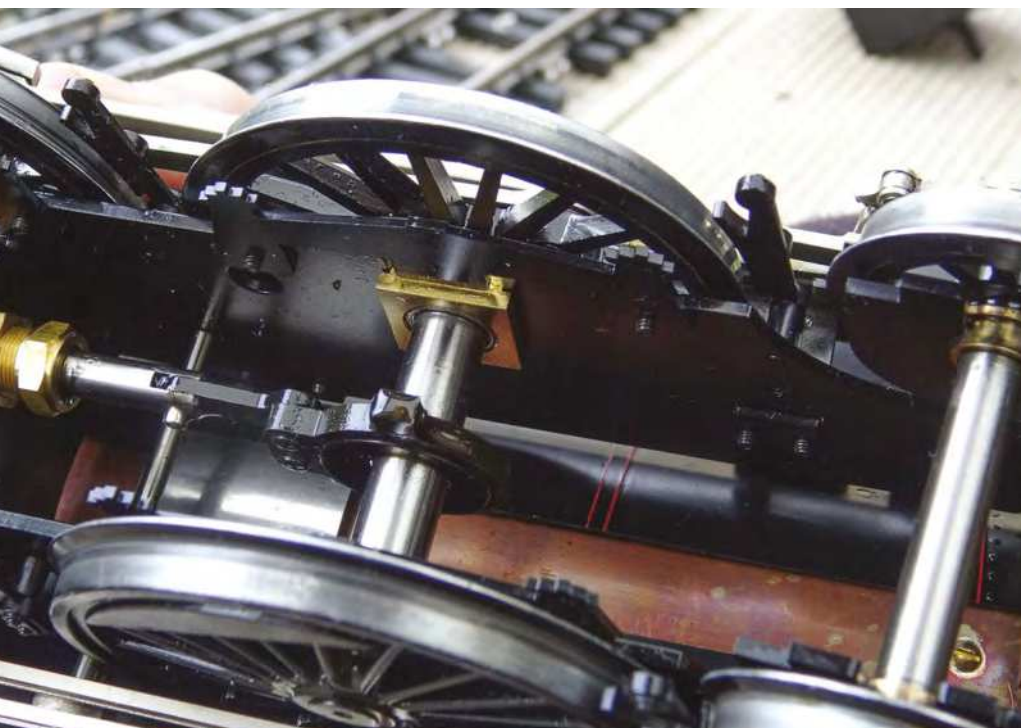
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Trade information on new products for the garden railway modeller...
If you are a trader with any new product, then contact phil.parker@warnersgroup.co.uk
Please mention **Garden Rail** when contacting suppliers

BOWATERS MODELS

Gauge 1 coach kits

The latest releases from Bowaters cover three Southern Railway 'Thanet' passenger coaches, a Southern Railway Passenger Baggage Van, Southern Railway Utility Van and a Southern Railway Van C.

Laser cut, they include 3D-printed buffer housings, brass buffer heads, Walsall Engineering couplings and Slaters wheels as standard.

These kits will suit and Southern motive power from pre-grouping right through to nationalisation.

Prices:

Coaches: £85 in MDF (£100 in Plywood)

Four-wheel Utility Van/Van: £65 in MDF (£80 in Plywood)

Bogie Baggage Van: £75 in MDF (£90 in Plywood).

For those who prefer 10mm scale models, Bowaters will be happy to produce these on request.

BOWATERS MODELS

www.shop.bowatersmodels.co.uk



BMGC-021 SR 7 Compartment Composite 'Thanet' Coach (SR Diagram 53)



BMGC-022 SR 8 Compartment All Third 'Thanet' Coach (SR Diagram 165)



BMGC-023 SR 5 Compartment Brake Third 'Thanet' Coach (SR Diagram 317)



BMGC-102 Southern Railway Corridor Bogie Luggage Van (Diagram 3098/3100)



BMGC-103 Southern Railway Utility Van (SR Diagram 3101)



BMGC-104 SR Van C (Diagram 3092)

IP ENGINEERING

16mm scale Steam Tram kit "Shelly"

The popular Shelly tram kit has returned to the IP engineering range after a few years away.

Featuring a CNC and laser-cut wooden body, the model will remind many of us of a certain tramway locomotive made famous by Rev. Awdry in his Railway Series books. Plywood is used for the basic shell with additional detail in basswood.

The roof is pre-formed metal and the finishing touches are provided in the form of whitmetal castings.

Underneath, the deluxe steel chassis is adjustable for 32 and 45mm gauges. Power is from a 7.2V motor and six AA batteries. Speed control is included and the model is ready for radio control with all the holes and fixings in place, allowing the builder to easily fit their preferred system.

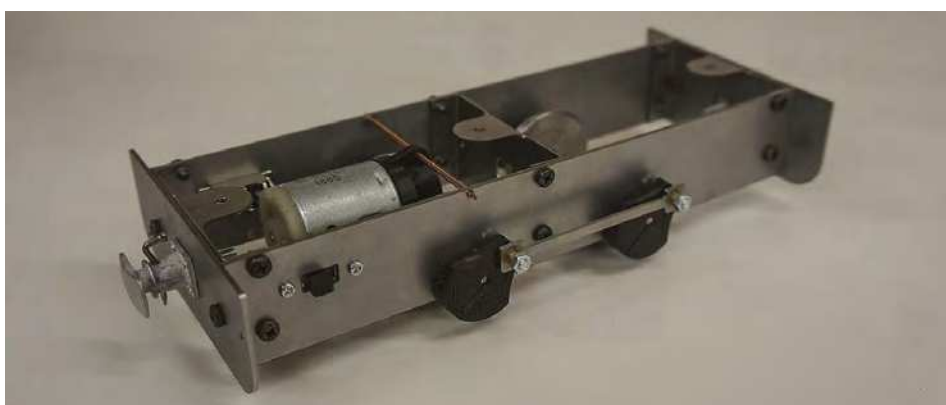
Dimensions:

Length: 250mm

Width: 125mm

Height: 180mm including chimney

Price: £165.00



16mm scale diesel locomotive "Jessie"

Another return to the range is Jessie. The kit has been updated with IP's new range of gearboxes and new moulded flycranks, with the aim of making her a viable alternative to live steam locomotive.

She has the presence and weight, and therefore the pulling power, of a typical steam loco, perfect for a quick run when visitors arrive to see the line or to rescue other trains.

Made from laser-cut steel, and with whitmetal castings providing extra detail, the kit is complete except for paint and glue, and can easily be bolted together on a kitchen table.

A speed controller, working headlamp, powerful 7.2-volt motor and four-wheel-drive chassis are standard. It has adjustable, insulated, wheels for 45mm or 32mm tracks. Couplings are also included.

If the modeller wants extra detail, a dress-up kit is available which is shown on the model in the photo.

Dimensions:

Length: 220mm

Width: 110mm

Height: 150mm

Price: £199



26:1 High-torque gearbox

If you feel the need to upgrade either Jessie or Shelley, or simply need a powerful drive, this 365 6-12V motor fitted with a 3D-printed gearbox will do the job. With a steel worm and brass crown gear, it should offer plenty of "grunt".

Dimensions

Motor diameter: 28mm

Axle diameter: 1/8" - length 74mm

Total length front to back: 60mm

Price: £40.00



16mm scale Talyllyn Railway detail parts

To complement the existing coach kits, a new range of highly-detailed castings.



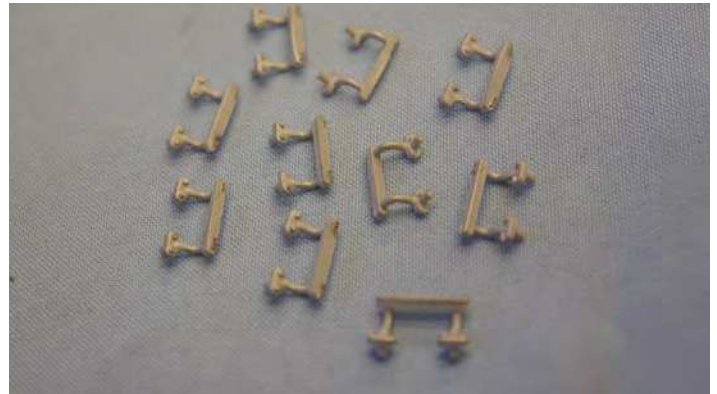
Hunt & Co buffers £6



Brown Marshalls coach buffers £6



Lancaster coach buffers £6



Door handles £10

Kara's Kharacters

There are several new additions to the range of 16mm scale resin figures. Working with Accucraft and Roundhouse, the bespoke crew are available for several locomotives and fit in the cab properly without modification.

Fred Mars, the open cab Accucraft loco driver: £6

Mr James Sid, the other open cab Accucraft loco driver: £6

Steve Montgomery, the open cab diesel loco driver: £6



Tom Rolt, the Accucraft Dolgoch and Talyllyn No1 loco driver £6



Felix The Accucraft loco fireman £6

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RESURGAM ROLLING STOCK

1:19 Box Cars

New additions to the SAR range arrive in the shape of two ex-USATC Box Cars. These distinctive United States Army Transportation Corps type vehicles were originally constructed by the American Car & Foundry Co, for use on the Vicinongo Railway. However, 220 were subsequently purchased by SAR in 1945. Of these, 155 were modified by having their roofs raised 12 inches to improve their carrying capacity.

There are copious detail differences between the many examples, but the initial Resurgam offering presents you two variations on a similar theme, with both representative of vehicles fitted with dummy sliding doors. One of the kits available represents a vehicle close to its original SAR condition. The second kit features a similar example, but with the raised roof. Other detail variations may be available if there is adequate demand.

These latest kits will allow SAR modellers to create more varied, authentic formations using Resurgam kits. However, the low roof version would make an excellent medium to large-sized generic box-van on any garden line.

Kits feature hidden slot and tab construction techniques for easy and accurate assembly. A wealth of strapping and door runner detail is present along with the customary engraved rivets and dummy brake gear silhouette. The kits also feature the correct pattern 'diamond frame' bogies; of course, now including steel wheelsets in either 32 or 45mm gauge.

Only vacuum pipes, couplings and decals of choice must be supplied by the modeller to complete a fully prototypical model.

Dimensions

Length Over Headstocks: 372mm

Max Height (Original): 140mm

Max Height (Raised Roof): 157mm

Width Over Strapping: 100mm

Extreme Width: 108mm

Prices (All Prices + P&P)

USA Box Car: Original Condition

MDF: £75.00

Plywood: £80.00

USA Box Car: Raised Roof

MDF: £85.00

Plywood: £90.00

Resurgam Rolling Stock has also announced that that, going forward, all of its 16mm scale South African Railway rolling stock kits will now be supplied with steel wheelsets, in either 32 or 45mm gauge to suit customer requirements. To reflect this addition, the price of all SAR kits will rise by £10.00 on previous list price.



BARRETT STEAM MODELS

Transfers for 10mm scale Somerset & Dorset Joint Railway locomotives

Waterslide transfer sets of yellow-faced, red shaded letters and numerals for tenders, cab and tank sides. Blue shaded bufferbeam letters included. Suitable for new black locos painted from 1914 and all locos painted or repainted after 1923.

The main letters are 8mm high, with bufferbeam and numerals at 5mm, so useful for non S&D models, too.

Price for a full loco set: £22.50



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HARECROFT

Hudson Super Detailed Axleboxes

Robert Hudson Ltd produced thousands of "Rugga" pattern skip wagons, making them one of the most prolific wagons seen on narrow gauge railways across the globe. Needless to say, countless more axleboxes were produced, not just for the aforementioned wagons.

3D printed in sintered nylon, Harecroft's super detailed version of the popular Hudson box aims to add that "finescale touch" to both skips and other variants.

Featuring a 3mm bore for Binnie compatibility, they are also ideal for any industrial scratch-building endeavour.

Price

20 bearings: £8

40 bearings: £15



HARECROFT

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www.harecroft.co.uk

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RUSTON

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Fitted to the 3D-printed body, which is detailed with brass handrails and mesh, is a working lamp. Models are supplied fully weathered.

Dimensions

Length: 175mm

Width: 70mm

Height from rail top: 70mm

Minimum Track radius: 2ft or approx 600mm

Price: A\$780



BIG JOHN

45 ton diesel-electric track maintenance cleaning loco, designed for rail cleaning. When not been used as a track maintenance loco you can remove the track cleaning attachment and he can be returned to line haulage duties. The prototype has been cleaning the track for more than two years.

Models include a working diesel sound card, speed controller, working hood light, one set of track cleaning attachments. The standard 550 mi LiPo battery up to 2 hours run time

A swinging hinged roof provides access to the loco's functional controls.

Models are supplied with weathered with couplers and front and rear equipment hooks.

Dimensions:

Length: 227mm

Width: 114mm

Height from rail top: 190mm

Minimum Track Radios: 2ft or approx 600mm.

Price: A\$1120



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DIARY DATES

Date: 15 May

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.

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

Date: 26 June

Date: 26 June

Event: National Garden Railway Show

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

Times: 10am to 5pm

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

Organiser: The Association of 16mm Narrow Gauge Modellers

Web: www.nationalgardenrailwayshow.org.uk

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

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The Warehouse

Jim Trotman builds a continental prototype, with an unusual purpose.



A concrete area had been laid to act as platforms and a base for the station and goods shed on my garden railway. This is based on Saxon prototypes, so platforms are low, only just above rail height.

However, I could do nothing about a drain cover approx. 32cm square, right where I did not need it. The drain could not be covered by the goods shed and was at the end of a loading ramp.

The only solution was to cover it with another structure and I remembered seeing many industrial buildings close to the station at Zittau Vorstadt in Saxony.

After looking at various warehouses on the Internet and in model railway catalogues, I decided to build a 1:20 scale warehouse and place it over the drain cover and close to the goods shed.

It is to my own design to fit the space and not a copy of any particular real building. Many of the real warehouses are taller but I did not want mine to dwarf the other station buildings. I chose to add Raiffeisen logos, from the web, as this company is

widespread across Germany and is very similar to the Co-op in England.

I used my usual construction method of MDF walls overlaid with various thicknesses of plastic sheet to represent windows, vents and wooden framing.

The pantile roof came from Shirecraft, while the boxes on the loading ramps and gutters are from Pola.

All of this has been painted with masonry and acrylic paint, even though the buildings are not left out in the weather after running sessions. The construction is robust and therefore rather heavy, but that prevents damage and should allow the buildings to last for a long while.

To pick them up, I lift them by the roof eaves and so all the joints are well glued and pinned. When screws are used, the holes are pre-drilled as the MDF can easily split. Holes are filled and painted over and, once complete, the whole structure gets sprayed with matt varnish. The only problem is where to store an increasing number of large structures.

The MDF was free from a friend but is

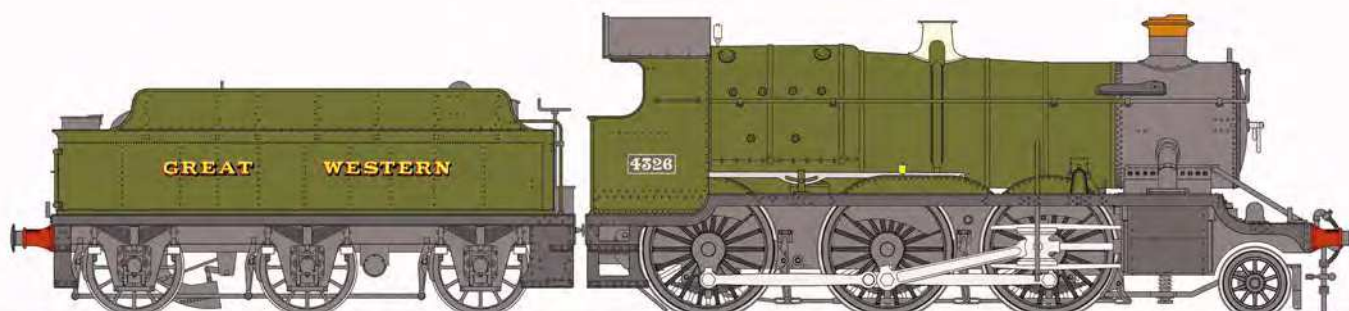
not costly to buy and so the whole structure cost about one-quarter of comparable plastic kits. Building it kept me busy for a couple of weeks, perhaps longer in time than building a kit but more fun in the design and painting. ■



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NEW FOR GAUGE 1 - 1:32 GWR 43XX 2-6-0



The GWR 43XX 2-6-0 'Moguls' were a product of Churchward's standardisation policy at Swindon and owe their origin to the 'family' of locomotives he developed at the beginning of the 20th century. The class was built in a series of batches from 1911 until 1923 with Collett adding further examples (with a side-window cab) between 1925 and 1932. In total 342 of these useful mixed traffic locomotives were built. Like any long-lived design, numerous details differed between batches including outside steam-pipes, ballast weights, experiments with oil-firing and the fitting of screw reverse to the Collett examples. The class served all over the Great Western system and 11 examples from the 53XX series were sent to France to serve with the Railways Operating Division (ROD) during WW1. During the 1930s class members were withdrawn and their wheels and motion parts used to create the 'Manors' and 'Granges', a process interrupted by WW2 after which British Railways started to scrap the entire class, the last examples being withdrawn in 1964. Luckily two survived, No. 5322, now at Didcot Railway Centre, and Collett example No. 9303 at the Severn Valley Railway.

The model is to 1:32 scale, gas-fired with a single flue boiler. Built to a similar formula as our very successful 61XX 2-6-2T, the chassis is constructed from stainless steel, the wheels are un-insulated. The boiler is copper, the cab and bodywork are constructed from etched brass. The gas tank is in a water bath in the tender. The model is designed to run round 4' 6" radius curves. We are aware that there were a large number of livery variations among members of the class and will therefore be offering the variants subject to order volume (full details on our website). The anticipated UK RRP is £2500.00 (subject to the usual provisos) and delivery is scheduled for Q1 2021.



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Thank you for your support during 2020!

As we all know 2020 has been a difficult year and we would like to thank you all for your support during this time. We have continued to trade during the "lockdown" periods and intend to do so for any future ones. We will be available for dealing with Web and Telephone Orders and also pre-paid click and collect for all of your requirements.



We wish you all a Merry Xmas and a Happy New Year, and look forward to seeing you in 2021

Christmas opening times

Christmas Eve - 9am - 4pm, Closed from Christmas Day, re-open January 4th 9am - 4pm



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