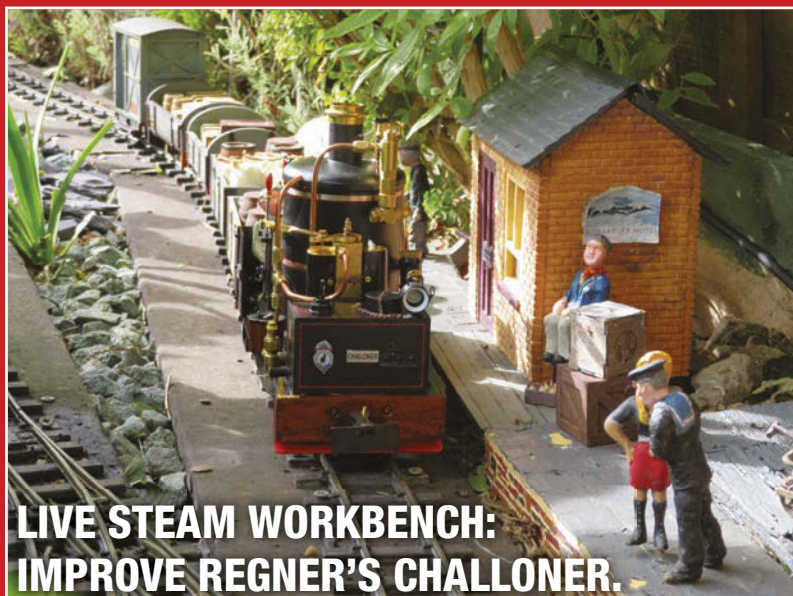


GARDEN

FEBRUARY 2021
ISSUE 318

Rail



**LIVE STEAM WORKBENCH:
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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 318 February 2021

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BUSY, BUSY, BUSY!

Last month I asked for photos showing projects **Garden Rail** readers have been working on. My plan had been to have enough to fill a page in time for our March issue.

How wrong I was and in a good way!

From the moment the digital version of our magazine went out, a few days earlier than the paper edition, loads of fantastic photos started to land in my in-box.

The first results can be seen on page 50 of this issue, and I've had to hold some over to next month.

Along the way, there have been some projects that I really want to know more about and have asked the sender for more material that we can turn into a full feature.

At the time of writing, it looks like we are going to enjoy some more enforced leisure, but at least with the prospect of a vaccine that might let us get back to shows and allow visiting each others lines next summer.

In the meantime, get back to your workbenches, and please send me photos of your efforts.



I've not been idle, **Garden Rail** now has a new delivery van, although I don't think I'll fit inside! It's one of the 3D Wayne Mostyn Seven models and I'm pleased to say, assembly was as easy as last month's review promised.

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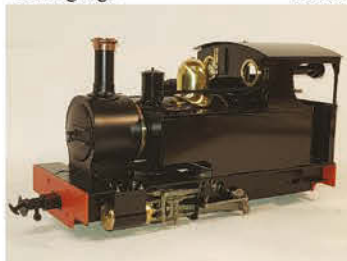


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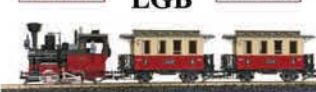
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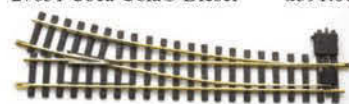
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The Bollin Valley Light Railway

An afternoon with an enthusiast colleague started Robert Fickling on the right track to building his extensive line.

I am a rail planner and during my career in consultancy, I found myself with a boss who was interested in 16mm narrow gauge garden railways, and he was also a guard on the Ffestiniog and Welsh Highland Railways. He invited me and my family along to his house one Sunday afternoon and I marvelled at the live steam locos that he had running in his back garden.

As a result, I persuaded my wife to let me buy an LGB Toy Train set, which was duly set up within a wide flowerbed in the back garden, and gradually was extended through

a garden shed to a reversing loop at the end, forming a dog's bone style of track layout. Various Garden Railway Specialists steam loco kits were built, as was a scratch-built steam railcar based on GRS coaches with a LGB chassis. However, the lure of steam continued to play on my mind.

The start of steam

A short time later, I had a cycling accident and ended up winning some unexpected compensation, which was then used to acquire my first live steam loco, a Roundhouse

Lady Anne, named "Elizabeth" (after my wife). This was the beginning of a growing set of steam and battery electric locos, almost all from Roundhouse engineering.

As the fleet expanded, the garden railway was radically changed, firstly being extended to three of the four sides of the garden, including storage sidings in my large railway shed at the end of the garden, which also contains a 00 layout, and then after permission was granted by "the boss" (aka the wife), around all four sides with a long dwarf wall plus lifting bridge over the path. More



"Robert John" at Nether Bollin.

and more buildings were constructed, using output from Modeltown and Pendle Valley Workshop, as well as other smaller manufacturers, often being altered to suit the location.

Construction

The original incarnation of the line was simply loose granite chippings contained in a trough in the ground, lined with weed restraint material. To deal with the sloping nature of the garden, the lower end of the line was then lifted on wooden legs with treated wooden plank tops. Now, most of the line is laid on lightweight concrete blocks set in concrete foundations, topped with roofing felt.

The top station, Nether Bollin, is limestone ballast set into a trough lined by wood, and the recently rebuilt terminus,

High Tytherington, is built upon wooden planks laid on transverse concrete blocks, then topped with roofing felt. Limestone chipping is laid as ballast throughout, mixed with cement to provide binding.

Points are either lightly sprung in the passing loops, or at Higher Tytherington, are worked from a lever frame connected to the points by bicycle brake and gear cables. The storage sidings in the railway shed are also worked from a lever frame. All track is LGB or similar; having started with LGB I have stuck with 45mm to this date, which fits well with my Leek and Manifold train.

The layout is fully signalled with modified GRS kits, and these are manually operated at present.

Platforms are built using UPVC cladding material, as suggested by my wife, then covered in roofing felt. Buildings are from a mixture of sources, including Pendle Valley, Modeltown, GRS, Swift Sixteen, Bole Laser Craft, and Thornley Miniatures, all modified, and painted in the railway livery of light blue and cream.

A Garratt and a puppy

I have always had a love of Garratt's with the Welsh Highland Railway being my favourite narrow gauge line. When Roundhouse brought out their Darjeeling Garratt in 2015, I negotiated with "the boss" and eventually thought that I'd obtained agreement for purchase. I duly ordered one at the Elsecar show in autumn 2015, only to then discover that not all the paperwork had been finalised with the wife!

In order to win her over, I offered her a puppy, with the Garratt arriving later in

Railbus and lorry combo at Higher Tytherington.





"Alastair" at Wild Mouse Halt.

2016 and the puppy in summer 2017. The arrival of a young Cockapoo puppy led to the need to rebuild the railway as a terminus and return loop, young dogs not being renowned for their acceptance of lifting girder bridges! The resulting track layout is the form that the railway takes today, as shown.

Stock

I now have four Roundhouse live steam locos, being the Garratt, a Lady Anne, Leek and Manifold and a Russell. I also have two Roundhouse diesels (a Criccieth Castle and Harlech Castle), an Accucraft diesel and a Regner Chaloner. I have built a Swift Sixteen diesel railcar, a Swift Sixteen steam tram on a Roundhouse 0-6-0 diesel chassis kit, a Swift Sixteen Tin Turtle and an IP engineering rail bus+rail lorry back-to-back.

All stock is radio-controlled except for the Regner Chaloner, which I'm working on, and all is super-detailed where possible. Every loco has a number and a name and they are named after family members, this task assisted by having five children. The Garratt has been "anglicised" with the cab roof shortened and a rebuilt tank top provided and the large headlights left off by Roundhouse for me.

The steam locos are prepared and lit up



"Naomi Ruth" on loco docking cassette.

on their individual wooden cassettes, which then drops into place into a cassette "slot" to then run onto the line. This method has proved itself well and allows locos to be stored away easily with minimised handling of the hot loco.

I have a new Roundhouse Single Farlie on order for my approaching 60th birthday in 2021.

Coaching stock is a mixture of Accucraft IOM or W&LLR ready to run, or Swift

Sixteen or GRS kits. I have repainted the W&LLR Pickering coach to match the new steam tram in blue and cream.

Wagons are mainly a mixture of Accucraft and Swift Sixteen, but also includes Yatton Models and GRS kits, the latter enabling me to run a complete Leek and Manifold train, appropriate given that I live in Macclesfield and sometimes cycle down to Hulme End on the old line.

A trip along the line

Trains commence their journey at High Tytherington, which has recently been rebuilt with a Corris Railway style station/trainshed (two Pendle Models goods shed kits and the country station), a goods shed, a loco shed (both Pendle models) and a turntable (Swift Sixteen).

The train leaves the station passing the signal box, then facing a 1 in 20 bank through a tunnel to arrive at the small halt at Under Riccarton at the top.

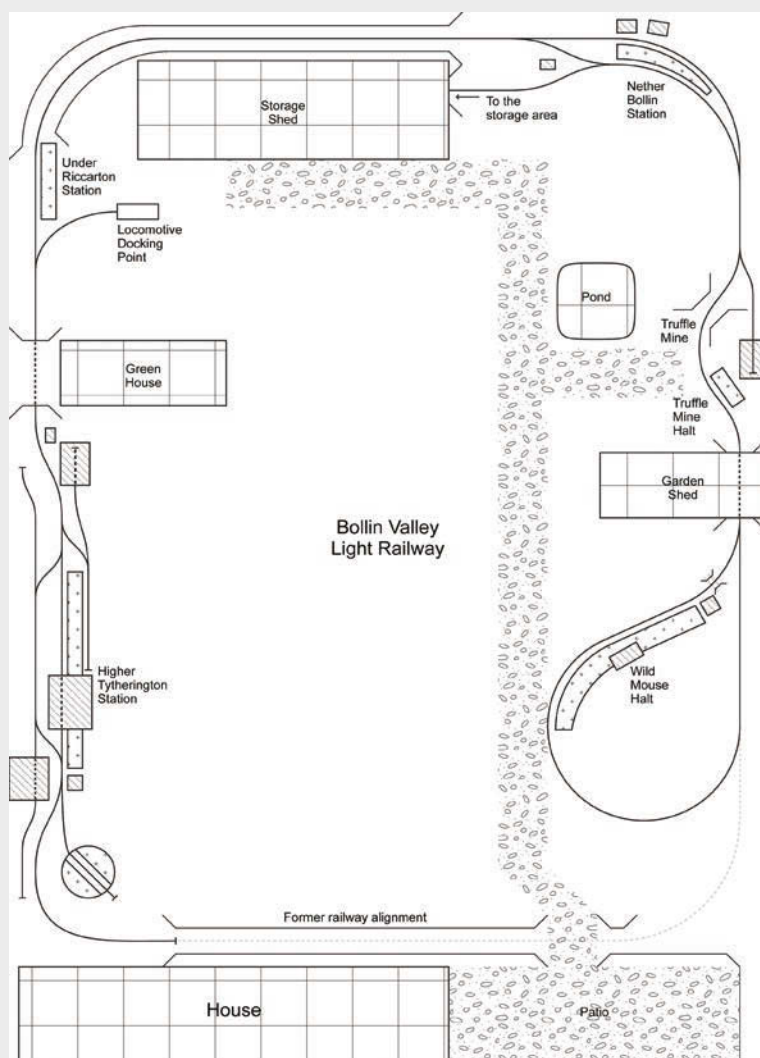
Just before entering the halt, a short siding heads off to the right which is where locos are steamed using my loco cassette system docking point.

Leaving the halt, trains take a long right curve behind the railway shed and then a long straight to enter Nether Bollin station, complete with canopy and passing loop, as well as station buildings and signal box. Another siding runs in at this point from the storage sheds in the railway shed.

On departing Nether Bollin, trains drop down the 1 in 25 bank to curve past a short siding to the treacle mine, and then cross a girder bridge by the pond to call at Truffle Mine Halt. The station building here is a model of a Leek and Manifold halt and suits the Leek and Manifold train which I run – behind lies the Truffle Mine itself (Pendle Valley models kit).

Leaving this halt, the train runs through a rocky cutting and then passes through a tunnel through the garden shed before then reaching the reverse loop which includes a call at Wild Mouse Halt with its corrugated iron station building, a signal box, water tank, and level crossing.

The return journey then commences back to the terminus at Higher Tytherington.



The future

As I head towards the age of 60 and the thought turns to retirement, the prospect of a total relocation may appear over the horizon. I would like the garden railway to fit better with the terrain with more gentle curves and fewer steep gradients.

I have enjoyed building the garden railway as it gives me a chance to get away from rivet counting, which I undertake in 00 - my model of Riddings Junction has been scratch-built from photographs and is great but the garden railway lets anything go.

What have I learnt?

Lightweight concrete blocks with roofing felt on top are the best track bed of all that I've tried.

Dogs and garden railways don't mix – the railway is fenced off!

Always, always, get written authority in advance before purchasing an expensive garden railway loco, or be prepared to buy "the boss" a puppy in return.

Always thank "the boss" for allowing any new rolling stock or alterations to the railway, especially if any disruptions to plants are involved (this was dictated by the wife).



"Nathanael" at Higher Tytherington.

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The line is fully signalled. These are manually-operated at present.



Railcar and Railbus meet at Higher Tytherington station.



"Elizabeth" approaching Wild Mouse Halt.

If you'd see any more of my railway take a look at my YouTube channel "Bollin Valley Light Railway" for videos of the railway as well as my 00 model of Riddings Junction.

Finally, I must thank my wife Liz for letting me indulge this hobby, and to Nathanael, my eldest son, for video footage, the track layout plan and the design of the logo. ■

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Small Wagons

John Rogers has been changing his fleet in search of reliable running.

2012 has seen some important changes at the Pigsty Hill Light Railway. I've sold off the lines' longer wagons and coaches that my 14-inch (355mm) radius Faller E-train curves, derailed often enough to disturb my contemplation on a sunny afternoon. This was a wrench, I built some back to the 1980s, but it's been worth it.

Locomotives and wagons up to 2½ inch (65mm) wheelbase are fine, but above that I have problems. The Small Wagon policy has paid huge rewards in reliability on both indoor and outdoor lines. A twenty-minute run without incidents is now the rule rather than the exception.

I thought readers might be interested in a quick run-down of the new roster, which might help those also blessed with tight curvature.

The Slates

A rake of Phil Sharples slate wagons started it all. I bought these to run behind my quarry Hunslet No.32, "Hereward the Wake". Ridiculously cheap and easy to assemble, they look just right behind my smallest steam loco, as they should; that is what she was designed to haul. Despite their lightness, they hold the track perfectly, which gave me pause to think.

I saw a rake of Houston Gate Locomotive Works four-wheel coaches for sale and snapped them up to provide passenger stock for No.32. I liked the appearance and the running, so tried them with my slightly larg-

er locos where they looked and performed well. This was the point where I began to go for the Small Wagon Policy.

The Beer

A beer train was next, to carry the products of the Pigsty Brewery to a thirsty world. Up to now, I'd been running large tankers with the occasional mishap but, last September, we visited the Llanfair Caereinion show. There, I saw the Timpdon Models small beer tankers, was tempted, and fell.

Well, not totally - I saw the Purple Moose tankers, but decided to buy three plain ones and add Pigsty Brewery logos. Chris Mac-

kenzie got in touch; he hadn't any in green but I could have four black ones for the same price. I bit his hand off and the result, after printing some sticky-back plastic labels on my inkjet, was perfect.

A few more Phil Sharples wagons and some IP Ezee Range that were lurking in a siding, and I had a Beer Train, and the new Policy was well in place.

The Tourists

A train of HGLW coach kits was the next addition to my stock. The originals were used on the Portuguese island colony of São Tomé to carry visitors around a cocoa plan-



Phil Sharples slate wagons linked in threes, with a brake van from the same range.



A HGLW São Tomé coach under construction.

tation, and they would perform the same role on the PHLR.

The kits were the first off the laser, and simple to construct but well detailed. The interesting bit was the painting. I used MDF sealant and a couple of coats of mahogany wood stain, followed by gloss varnish. I usually use satin, but the rich colour demanded a sheen.

This was followed by a brake van from the same maker, finished in a similar fashion but using satin varnish; brakes are never as posh as coaches! I'm quite pleased with the result, especially when seen in sunlight. They give the PHLR much-needed revenue as tourists visit the Hedgehog Memorial and Penberthy Hill Gardens.

Now, I looked at what I could build myself...

The Barrels

A five-finger exercise to see what I could build on a Binnie Skip Chassis. These are cheap kits that run surprisingly well and are the basis of more commercial wagons than you might think. They use the patent Binnie ABS plastic that is tough as old boots and they run smooth. The base is a plywood off-cut and the barrel rack is surplus balsa. A lead curtain weight superglued under the chassis makes this very light vehicle stick more securely to the track.

The Crane

A slightly more ambitious project that turned into something completely different during the course of construction, as sometimes happens. Again, it was based on a Binnie chassis kit.

Plan A was to build a brass body, with gears and axles from my 'Things Box'. Then, I decided that it would make more sense to use Meccano components, as the beast would then be operable.

My eyes fell on the red Meccano bits that I'd used for the operating end of PHLR

No.36 "Lizzie" and almost without my volition, it turned into a Meccano project. It must have been lurking in my head somewhere, because the whole thing took less than six hours to build, including a match wagon. The idea is that it is pivoted on the centre of the chassis and balanced around that point. I manage to drill a 4mm hole for this, which says much for the strength of its material.

The idea of the brass tube jib just came to me, and it was my wife who pointed out that it looked like a dock crane that we'd seen on the Kennet & Avon Canal. It does, but it didn't occur to me when I chose it. The longest part of the job was half an hour searching for the fine chain that I'd so care-

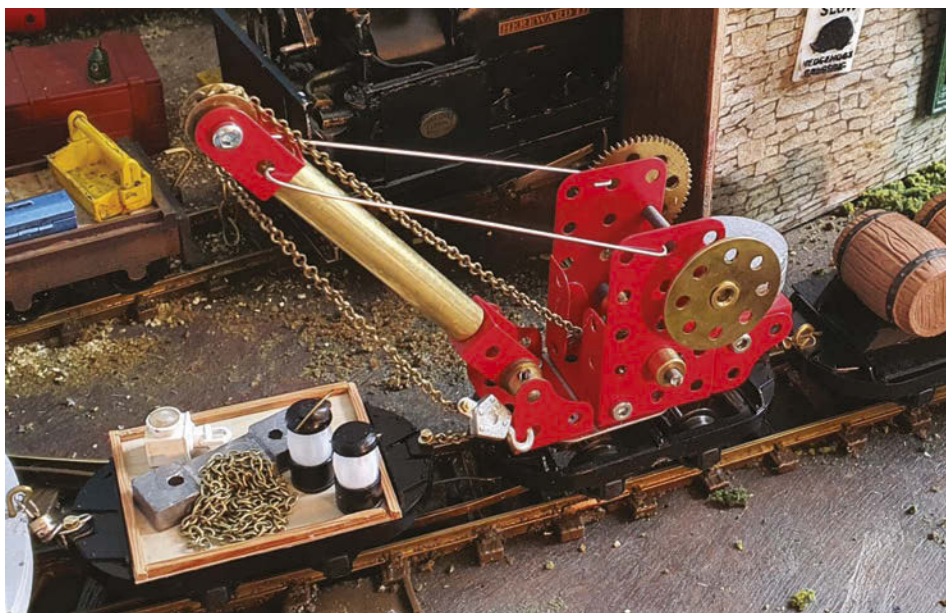
fully put away.

The match wagon was only another quarter-hour or so, even allowing for the glue to set. The real surprise is how well it runs; I thought it would be top-heavy and maybe all right indoors; in fact, it's happy on the outdoor line, too. I like the appearance of Meccano. Once again, you are entitled to differ.

The speed with which I finished these projects was a mixed blessing, as at the time of writing, I'm still effectively housebound due to the ban on public transport for anything but essential journeys. I shall have to find something else to occupy my time. Still, I have a spare chassis kit... ■



My first Binnie conversion, a simple barrel wagon that inspired me to more complicated things.



Sat on a Binnie chassis, the small Meccano crane mechanism.



The Railway Works

Railway works are an ugly but essential eyesore on any preserved line. Dave Skertchly tells the story of Lost'n Bodge Works, the beating heart of his garden railway.

Some people have gnomes in their garden, others may have a fine Grecian urn or two, but for me, it is my scale buildings that my garden ornaments. These add that essential atmosphere and interest to the line. I don't find it necessary for them to be authentic but it is essential that they blend into the design and planting scheme of the garden.

Railway works are almost always an eyesore, a blot on the landscape. Boston Lodge Works on the Ffestiniog Railway proves the point with its mixture of quick build industrial units and old heritage buildings all put

to practical use building and maintaining smoky, oily locos and rolling stock.

The first works building at Lost'n Bodge was a profile building positioned against an old garden wall. The works was made from hardboard, with single-sided corrugated cardboard stuck onto it to represent corrugated iron. I had wondered about the size of corrugated iron and took to measuring neighbour's fences and local factory buildings. This got me some rather strange looks. I can report, however, that there doesn't seem to be a standard corrugated iron and the pitch of the corrugations is highly

variable.

The format of the works has remained the same throughout the story of my railway. Lost'n Bodge works is always a two-road shed for engines and carriages respectively. It has block-work or stone walls and a corrugated iron roof. It comprises a corrugated lean-to store, as well as an engine shed, a carriage shed and an office building.

A house move committed me to a rebuild of the railway works. A standard paving slab, 300mm X 300mm, was positioned as the base of the new works, but even this is not big enough for a real engine and carriage



The Water Tower

It is said that the original water tower was bought at auction from an American nuclear missile base at the end of the cold war. The price was a working-class cheap day return to Abernuffawun for the US President and his First Lady. It seems that all presidents since Ronald Reagan have chosen not to take up their bargain opportunity but the ticket remains valid.

The openwork was made from hardboard strips and the first version of the tank was made from an open-topped hardboard box with a corrugated cardboard lid. This proved less than weatherproof so a new water tower is made on the usual single-use mould tools.

shed. It is sad to see so many lovingly-restored Victorian and Edwardian coaches stored outside rotting. The cost and planning consent for a large industrial unit in a place of significant beauty is considerable, probably more than the cost of the carriage restoration; besides, raising the funds for a large shed doesn't have the appeal of a carriage restoration.

The second works was made from a scrap plywood packing case. The stone blocks were inscribed with a ball nosed cutter in a Dremel and then distressed with a wire brush. The finish was grey paint of dubious origin. Corrugated iron was again from corrugated cardboard, with the details from cereal packet cardboard. The second works soon settled into its place on the railway and plants started to grow around, alas the works had to be stored indoors, taking up a huge amount of shelf space, while the plants were never actually able to grow over it. In addition to its role as a garden ornament, some superb tableaux were set up and recorded for posterity in many photographs and video films.

Eventually, I ran out of storage space for my rolling stock so the works had to be rebuilt in weatherproof materials.

The construction method I use for my glass fibre buildings is detailed in **Garden Rail** October 2019. The shapes are laminated on single-use tools cut from hardboard in reverse. Block work outlines are created using a glue gun and the profile is then filled with cheap decorator's filler and painted with low-cost matt emulsion paint. The glass fibre part is laid up over the tool. Once removed, the part is trimmed. The building is then assembled and painted. The corrugated iron was simply my favourite corrugated



Duncan the Water Works Kerr Stuart at the first railway works. The first works building was a profile building positioned against an old garden wall. It comprises a corrugated lean-to store, an engine shed, a carriage shed and an office building.



A house move committed me to a rebuild of the works. A standard paving slab 300mm X 300mm was positioned as the base.



The second works was made from a scrap plywood packing case.

cardboard built into the tool.

The only parts to survive from my first works are the doors made from coffee stirrers. Even then, when it came to making proper moulded hinges, I found that the doors were mismatched and two of them had to be remade. Moulded hinges mean that the doors can actually work to keep out the locals, in particular, 'arry the Rat, who has been seen around these parts recently.

The new works was positioned in the garden and looked a bit out of place and far too neat but soon started to settle in as plants grew up to (and over) it.

The rear of the building includes the inevitable signs. The original Edwardian builders had imagined it as a temple to engineering, but now, the arched windows are covered with corrugated iron to cover the holes where vandals have smashed the glass windows. The chimney is supposed to be from the forge, it is actually made from a Steradent tube.

Quite soon the new works had settled down and the works came back to life. The hebes have grown up to look like trees. *Euonymus* and moss started to grow over



Eventually, Dave ran out of storage space, so the works had to be rebuilt. The walls are laminated using fibreglass on single-use tools cut from hardboard in reverse with block work outline created using a glue gun.



The new works was positioned in the garden and looked a bit out of place and far too neat but soon started to settle in as plants grew up to and over it.



Buffer Stop

With a new siding at Lost'n Bodge Halt, I needed a functioning buffer stop. It is cut from angle iron using an angle grinder and the various holes cut by peck drilling and filing. A discarded Peco sleeper has been bolted on to add authenticity.

The buffer stop is clamped to the rails by a bolt passed through the sleeper. It would be possible to modify the buffer stop with a sliding or spring action, which would be less ruinous to locomotives and rolling stock should they hit it at full speed. Don't ask how I know this.



The arched windows are covered with corrugated iron to cover the holes where vandals had smashed the glass. The hebes have grown up to look like trees.

the roof.

As I sit on my rustic park bench outside the Sheep Shearers Arms, I can hear the works hooter in the distance signalling

knocking off time. "Better get myself another pint", I think, before the rowdy engineers crowd into the bar for that well-earned pint or three. ■



In pursuit of a prototype

Larry Sampson improves a few areas of Regner's "Challoner"

I have been involved as a garden railer for over 10 years now and have become very fond of Regner locomotives because of their sound construction and the safe running characteristics offered by a geared locomotive. It is, therefore, not surprising that my collection includes six Regner locomotives and they were used regularly for exhibition work on my layout "Fiddlers Green".

Conventional wisdom is that there is no need for radio control on a Regner Easyline loco as they are simple enough

to drive in manual guise. However, I met Graham Austin of Garden Railways Ltd on the exhibition circuit and got him to radio control all my locos – it makes them so much more fun to operate.

My collection of locos are generic examples and I had always felt that they represented an image of steam power at some point in time. However, this year, I decided that I would like a model of a prototype loco. I wanted a fairly close resemblance to the original while representing a loco that had worked on

several lines around the country. I was drawn to Regner's model of Challoner and, with Graham's help, decided to modify one to improve its resemblance to the original.

This article is the story of what we did to the basic model in order to improve its performance and appearance.

The Exhaust

On the model, the exhaust steam is passed into a condenser tank at the front of the loco and then out through a separate exhaust pipe. Thus, you have a chimney for



The exhaust is re-routed up the chimney instead of the condenser tank.

the boiler and a separate pipe for the steam. On the real loco, all exhaust leaves by the chimney.

We decided to take the exhaust steam down to a drain cock mounted on the footplate and then up to the top of the boiler and out via the chimney. When firing up, the drain cock is open and condensate escapes to the ground – when warm, the drain cock is closed and the steam comes out of the chimney. We found that the exhaust pipe had to be turned upright into the gas flow if all the steam was to be carried away.

The Condenser Tank

With our arrangement above, we no longer used the condenser box – this is a water tank on the real loco, so decided to use it to house the batteries, receiver, charging socket and aerial. The bottom was cut out and retained as a mounting plate for the switches etc.

Servos

The Locomotive was to be radio-controlled and so we had to fit two servos – one for the regulator and one for the reverser. The servo for the regulator was fitted under the footplate using brackets fabricated by Graham with a hole cut in the footplate. The second servo was mounted on top of the footplate and connected to the quadrant operating the reverser.

Pressure Gauge

The large pressure gauge was replaced with a 3/4inch example as this looks much better while still being readable by my aged eyesight. I know that many people prefer 1/2inch examples, but I find these difficult to read while the loco is on the move.

The Whistle

I do like a whistle on a steam loco, and find the Regner example to be a good compromise. It is reasonably priced, the sound is acceptable and can be radio-controlled. I have one fitted to a Regner Lumberjack, which is radio-controlled but in this instance, it is not practicable given the layout of the loco.

Here, we fitted it between the mainframes so it cannot be seen but, when operated, it looks like steam coming from working draincocks. The safety valve is moved to the top of the boiler in place of the water filler – this is not needed as the loco is fitted with a separate Goodall valve. The take-off for the whistle then replaces the safety valve.

Gas Valve

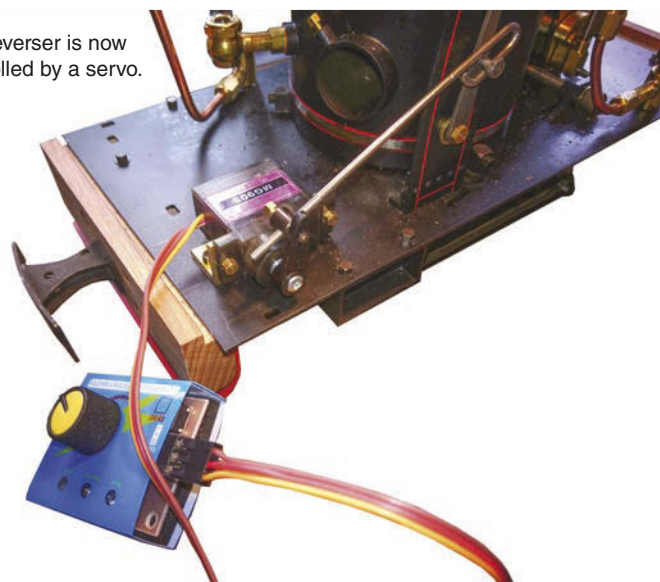
You may have noticed that we used a Regner gas valve to operate the draincock in the exhaust system. This was because Graham had them to hand and they did the job. However, a wheel is not the easiest thing to operate when the loco is hot and I do not like the look of them anyway.

Graham replaced the wheel on this valve with a straight lever, which is easier to operate when hot and is aesthetically more pleasing. I then looked at the gas valve itself and Graham suggested a replacement 'brake handle' look alike. I think this looks much better.

Coupling Rods

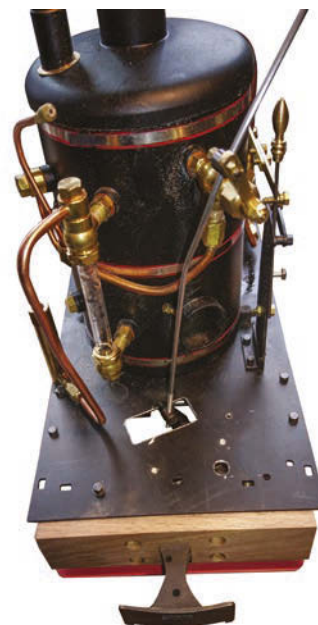
The actual locomotive is fitted with plain coupling rods, but the model has fluted rods. Whilst I like the look of the fluted version, we decided to turn them around so that the plain face appears. I then painted them red as I like the look of red coupling rods!

The reverser is now controlled by a servo.



Conclusion

At this point, the model was returned to me as a working locomotive. It is not an exact copy of "Chaloner" but, I believe, it is an improvement on the original model as some of the obvious inaccuracies have been removed. I am left with the personal touches like a driver, lamp brackets, running number etc. which I will attend to in due course. Thank you to Graham for all his efforts. ■

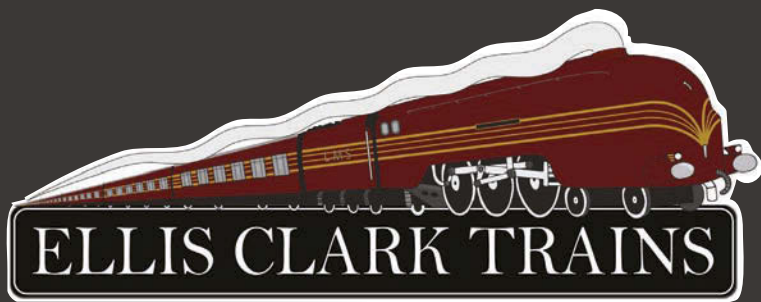


The regulator servo is mounted under the footplate.

You can see this locomotive being tested on YouTube:
<https://www.youtube.com/watch?v=iLoXy5yCgGk>

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John's Fish Bar

You can almost smell the vinegar from Daniel Cousins latest model.

Fish and chips, the nations' favourite, first appeared in the 1860s and according to Wikipedia, by 1910 there were over 25,000 shops selling it. Sadly, shop numbers have dropped since then, but I am lucky that just a short walk away in my village there is the inspiration for this project.

Our village fish bar started life as a cottage before conversion, and with this in mind, I selected a suitable building from my collection of Cain Howley concrete buildings awaiting repaints for the project (*Editor: Are these buildings still on sale? The website is long gone*).

My chosen building is a small cottage with two extensions built on either end. Being a stone cottage makes it more believable it's in a village, and with one of the extensions being rendered in concrete, emphasises the story an extension was built when it was converted into a chip shop.

The building was given a good scrub to remove all the dirt and moss that had accumulated on it over the years. Next, it was out with the paint tins starting with a base coat of matt black enamel on all the stonework sections of the building. Dulux Weathershield Concrete Grey masonry paint was then applied using an old washing up

sponge, and when this had dried, it received some weathering using a brown/black enamel wash.

The concrete rendered extension was painted in Weathershield Sandstone colour using hand 250ml tester tins from B&Q.

The roof was sponge painted red to give the building a bit of colour and lead flashing was added around the chimney and between the two extensions. I must thank Mark Thatcher for the idea and for providing the leading for this project, it really does improve the model no end.

The window frames were picked out in brown using Humbrol enamel paints, as was the chimney pot. I like to leave my windows painted satin black as I feel it looks effective, the satin finish giving it a slight shine to represent glass. If you look at a building even from a short distance, most of the time the window pane appears black with a slight reflection.

My building sits nicely on a single flagstone base from Model Town, with room to add some extra details such as their Platform Flowerbed with working light to illuminate the "John's Fish Bar" sign made from Slater's plastic lettering. The lettering was individually glued to the rendered extension with super glue using tweezers and it really should

include an apostrophe, but there wasn't one to add. Maybe I will scratch-build one sometime in the future.

The light for the platform flowerbed is powered by a 9-volt battery and 9-volt battery holder with switch and hides easily under the flowerbed part. I removed part of the base from the lamp as it was too high to illuminate the sign, then painted the brick



A neat trick I learnt from Mark Thatcher, adding some leading around the chimney and where parts of the building join really add to the realism.



Model Towns' Platform Flower Bed with working light was used to add a bit of colour and light to the model. The battery box powers the lamp

parts stone colour to match in with the rest of the model. The sleepers on the flowerbed were painted with Life Color Sleeper Grime paint and the soil and plants with Humbrol enamel paints.

The final piece obtained from Model Town was the weatherproof TyPhoo Tea sign, which was glued to the front wall.

Always eager to steal a chip from you, two whitmetal birds were painted to look like seagulls and superglued to the roof of the stone lean-to section.

Providing somewhere for the small folk to eat their meal is a picnic bench from North Pilton Works. This picnic bench builds up really easily and is very sturdy, I believe it would have been strong enough without even glue! To complete the picnic bench, a cocktail umbrella was modified and repainted in a more subtle colour scheme. The stem and base for the umbrella were all parts found in my scrap box and then sprayed white with Halfords white primer. I hand-painted the red parts of the umbrella before spraying it all over with gloss lacquer to give it a consistent sheen.

The second scratch-built item on the model was the A-frame board with "Open!" on it made from thin plywood painted

black with weatherproof lettering from BECC lettering. It's always fun and satisfying having scratch-built an item mostly from bits and pieces in the scrap box.

Completing the detailing are two Model Town figures, a dog and a shrub in a pot, which I had to hand. The dog had to have a lead according to my wife, Coral, and she provided the blue cotton to represent it.

Now that everything is all finished, I can say that this project has been one of my favourite creations and one of the most enjoyable to date. All I need to do now is find it a place not only on the garden railway but also inside the home as I haven't the heart to leave it outside all year round. ■

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The picnic bench from North Pilton Works builds into a nice robust model. I believe it would have been strong enough without glue.



Last Gasp in Leeds

Mark Braine builds Leeds 600, a tramcar whose time never came.

In 1954, Leeds possessed a modern style tramway with miles of off-street reserved tracks resembling the modern second generation tram systems of today. After WWII, it was realised that two factors impacted efficient operation: the age of the trams and increasing traffic congestion in the city centre.

The city of Sunderland had built a single deck car to test the idea of faster passenger loading, and possibly one-man operation. This never happened, and Leeds acquired the tram during the war. It was to become Leeds 600 after a radical rebuild including new bogies from a Liverpool "Green Goddess" tram burnt out in the 1947 Green Lane depot fire.

All my 1:24 scale trams are battery-operated, running under a dummy overhead wire collection system on my indoor layout, and outdoors on my live steam-operated railway, both of which are 45mm gauge.

Firstly, a plan was acquired from Terry Russell, scaled up to 1:24, and then careful consideration was given to the sequence of assembly.

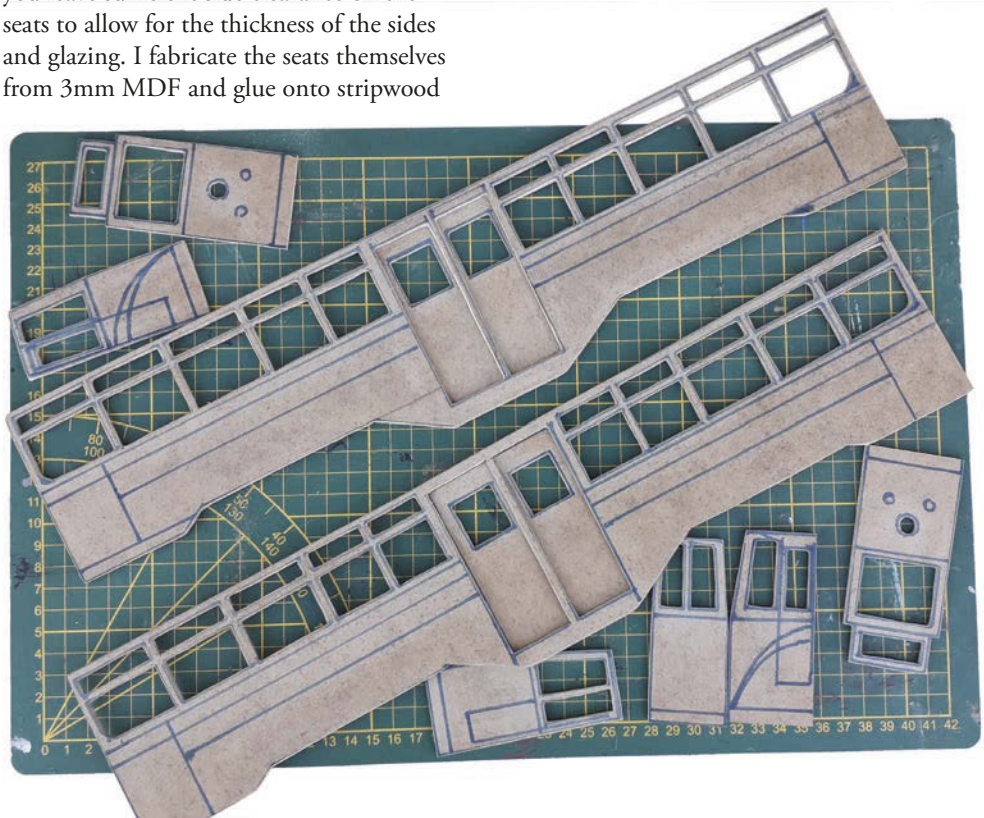
I always make and test the chassis first, before commencing the body. When, and only when, you are satisfied with the running characteristics of the chassis, should

consideration can be given to the rest of the tram.

All the interior detail, seats, handrails, bulkheads and driver's controls are mounted on the chassis, and the body fits around it like a glove. Added weight from the body can only enhance traction. Just make sure you leave sufficient side clearance on the seats to allow for the thickness of the sides and glazing. I fabricate the seats themselves from 3mm MDF and glue onto stripwood

plinths.

Early on, a decision was made to purchase a pair of laser-cut trucks as a kit from IP Engineering, which required scratch-built EMB sideframes from MDF. These laser cut trucks require careful assembly if they are to run freely, especially the brass cup bearings,



which are tricky to align.

All the wiring is added to the underneath of the chassis at this stage, both traction and lighting circuits, plus battery boxes and small switches carefully situated where they are easily accessible from outside the car, just above track level.

Headlights are mounted in a length of tube on the driver's floor, designed to shine through the headlight aperture and connected to the circuit. 12-16v bulbs are used, both grain of wheat and larger, depending on application. Running on 9v ensures long bulb life.

I have never found speed control necessary, the 3v motor propels the tram at a steady speed, with no jack-rabbit starts as the inertia provided by the weight of the tram is around 12-14 lbs.

Moving on to the body, I always start with the roof, offering up a piece of 3mm MDF to the plan and shaping it with craft knives, files and diminishing grades of abrasive papers until the desired contours are achieved. When satisfied, using PVA glue, cement strips of 5mm stripwood, 3mm from the edge of the roof around its perimeter to support the sides.

The sides are cut in one piece on a fretsaw, based on a tracing made from the plan. The ends of each have a slight taper, and this is achieved by bending (carefully!) over a boiling kettle. MDF will take this punishment well and keeps its shape without delaminating or becoming soggy. Each side is offered up to the upside down roof, then glued, clamped, and left overnight.

Cab units are built separately as a box with a sub-ceiling that later aids accurate placement on the underside of the roof. Glue these in place with PVA but leave the joint between the sides and cabs until later. When dry, align the cab sides with the side pieces, placing strengthening gussets behind to aid strength in the joint. Check by eye along the sides with the body inverted to normal to ensure that the sides of the cabs align correctly with the car sides. These joints can be filled with plastic wood and sanded smooth.

Interior bulkheads are mounted on the chassis, aiding its removal when necessary. Now, try mounting it on the chassis, noting where sticking points occur, and sanding these smooth.

At this stage, the body of the tram is sanded smooth, the aim of which is to create a shell that looks similar to plastic moulding. All joints are filled and sanded smooth. When you are satisfied, coat the body with a suitable sealant, either sanding sealer or a specific product for MDF. One

coat may be sufficient and offer a good key for the undercoat, but two, or more, sanded between coats will give a good finish. The shell will really look like it's a moulding by now.

The distinctive trolley tower, resistance boxes and roof valances are fabricated from 3mm MDF. Walkways are added, painted grey and lines of 'Trim tape' represent the gaps between the planks. Note that the ends of the valences will require the kettle treatment to achieve bends to correspond to the shape of the sides. Prior to this, I use superglue to run a lip along the edge of the valence, from fine plastic coated wire.

A length of threaded rod holds the trolley tower to the roof and bow collector assembly to the tower. This is left removable to facilitate fitting the lighting run in the saloons and to add the glazing.

For painting, I use Halfords grey primer as a base after a good sanding. Two coats are sufficient for this, followed by the body colours. Check paint compatibility, some paints react with one another creating a spoiled, wrinkly finish. Finally, the whole shell is spray painted with Tamiya varnish.

A much crisper finish is achieved if the divides between colours are lined with 'Trim Tape' pressure sensitive lining tape (available online from many model shops).

Glazing is picture thin framing glass, except for the driver's cabin glazing, which uses thin acrylic sheet, as glass is impractical. I usually run a thin bead of contact adhesive top and bottom, paying particular attention to avoiding glue appearing on the glass. On no account use super glue as this creates a fogging of the glass, and will ruin the acrylic windows in the ends.

Now, the trolley tower can be mounted on the roof, and the bow collector, previously soldered up as per the plan, bolted to the top of the threaded rod.

Sadly, just as Leeds 600 took to the rails, a new council was elected with a mandate to get rid of the trams. The entire system was dismantled in two years. Fortunately, the tram survived and is now in store at the Tramway Museum, Crich.

So, there we have it, the sad story of Leeds 600, another footnote to British tramway history. Hopefully, the model, by contrast, will be a success! ■

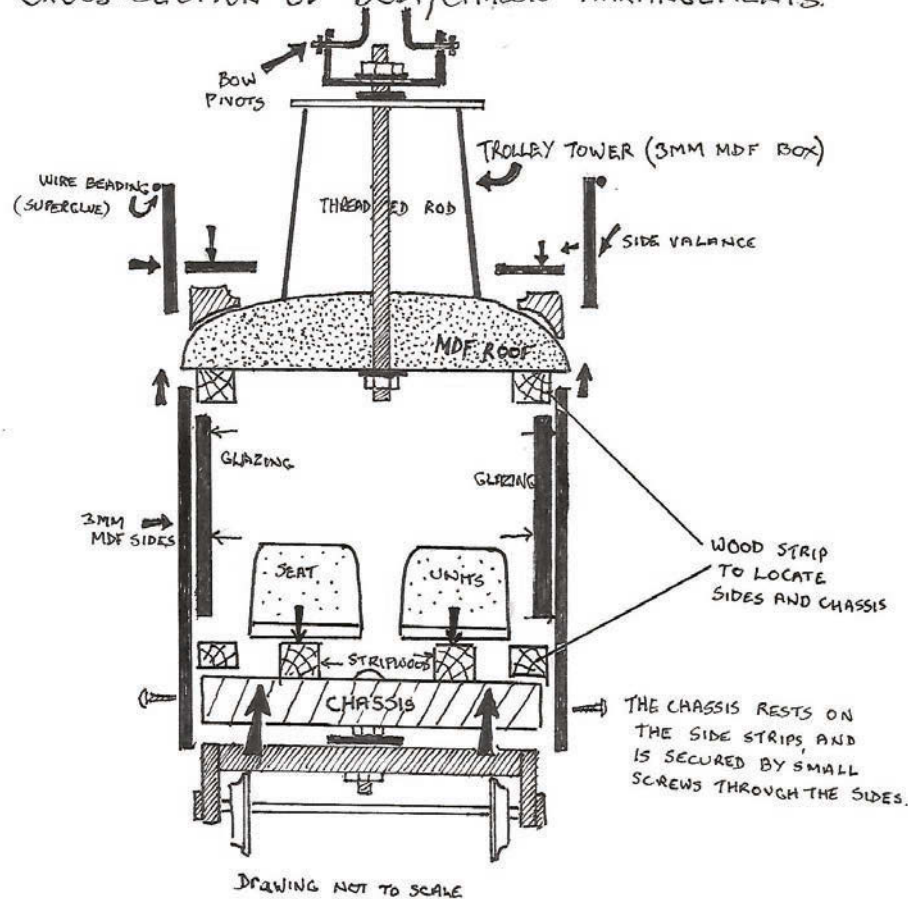
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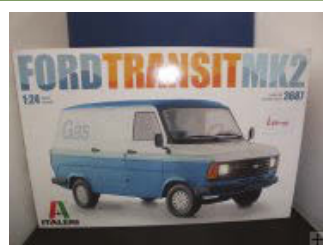
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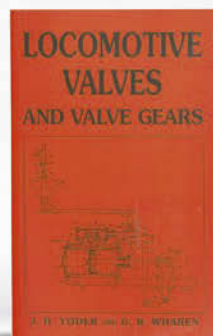
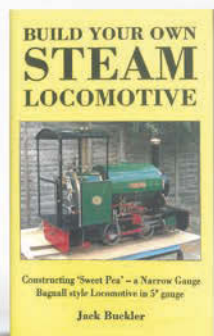
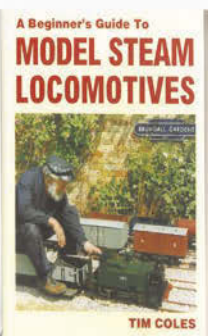
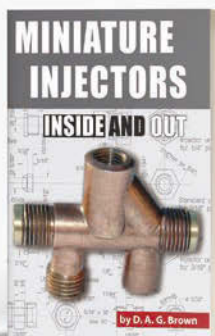
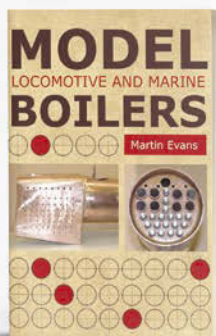
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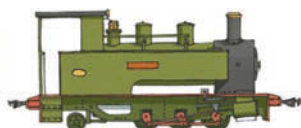
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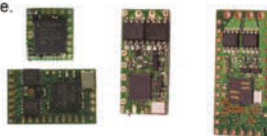
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A Bridge With A History

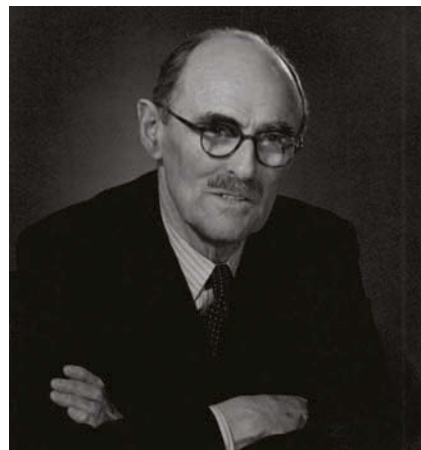
Ned Williams investigates the history of a long lost garden railway.

There is something special about the sight of a locomotive and train emerging from a bridge and plunging into the landscape. The picture heading this article shows just such an image as GWR 4-6-2 locomotive, “Great Bear” emerges from an impressive girder bridge on a garden line.

In the past, I have described to readers of **Garden Rail** how I inherited some Gauge 2 model railway equipment from a gentleman called Francis Ashley, following his death in 1991. I have had great pleasure in presenting some of these trains on my layout “The Smoghampton & Greenhills Railway”. What I have not had an opportunity to exhibit

is the large wooden girder bridge. With a span of seven feet, and being fairly fragile, it spends its time waiting to be given a suitable home.

Francis explained that the bridge had been featured in *Model, Railways and Locomotives* magazine. At the time, I gave this no further thought. However, I inherited a complete set of the magazines and found the article in the July 1913 edition. It was designed by none other than the magazine’s famous editor: Henry Greenly, though actually built by a Mr. John Wills. The bridge was built for a Mr. C.B. Krabbe, who was building a Gauge 2 garden railway at the



Clarence Krabbe.

time. To show the strength of the bridge, Henry Greenly included a photograph in which his son and a friend sat on the structure.

Greenly was a pioneer in the railway modelling world that sprang to life at the end of the nineteenth century. An engineer, with a gift for draughtsmanship, he was also a journalist. In 1909, he had started production of the MR&L, and for the first year, shared the editorial work with his friend W.J. Bassett-Lowke. Greenly was something of a workaholic and would have taken on the task of designing the bridge while carrying out many other projects, but it was significant enough to be featured. Mr. Krabbe must have been an important customer.

Model railway enthusiasts during the pre-First World War days were generally wealthy and had enough leisure to indulge their interests. They were fairly equally divided between those who built railway layouts indoors and those who favoured garden-based systems. The larger scales and gauges prevailed with 2 1/2" gauge particularly popular for those who favoured live steam. Gauge 1 and Gauge 0 also had their followers, not forgetting Gauge 2, where the track gauge was 2" and scale an improbable 7/16th inches to the foot. Such a scale provided plenty of space within a locomotive for a large and powerful clockwork mechanism, electric propulsion being in its infancy.

Where did Mr. Krabbe fit into this story? Who was he? These questions took on even more meaning because among the Gauge 2 rolling stock I inherited was a wooden GWR horsebox. Lettering on the side of the horsebox refers to "C.B. Krabbe" and "Calcot Sidings, Theale". Although *Models, Railways and Locomotives* did not mention him again, two references appeared in the pages of *Model Railway News*. In the May 1925 edition, two pictures of Mr. Krabbe's model railway appeared. The magazine launched at the beginning of 1925 and was published by Percival Marshall, who had been publishing *Model Engineer* since 1898. Henry Greenly had been a keen admirer of, and contributor to this magazine so all these pioneers were well known to each other. The pictures had been sent in by John Hart, a leading member of the Reading Society of Model Engineers and a keen photographer. He had photographed Mr. Krabbe's railway and was able to tell readers that it no longer existed.

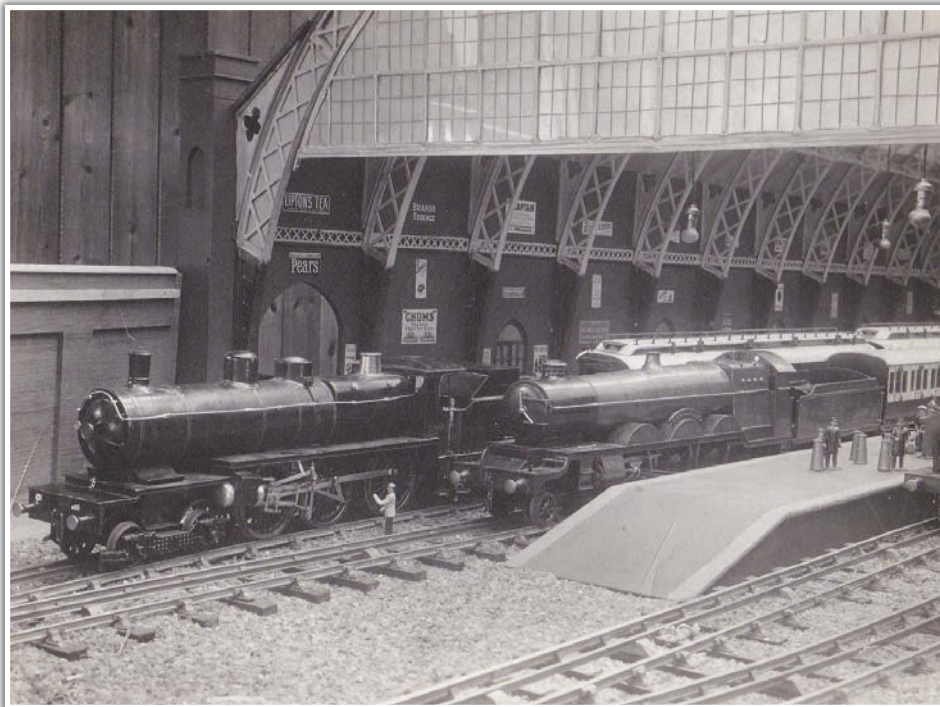
Twelve years later, two more of John Hart's photographs were printed. On this occasion, they had been lent to the magazine by Lt. Col. John Moore-Brabazon M.P. More



Under the grand all-over terminus roof. The Nord 4-6-0 is on the left, "Great Bear" in the centre, at Platform 2, and a LNWR 4-4-0 arriving with a train of LNWR tinplate coaches at Platform 3.



Henry Greenly's son and a friend posing on the bridge girders to illustrate its strength. 100 years later, the author's daughters re-enact the same pose.



The Nord 4-6-0 and GWR "Great Bear" line up at the exit of the terminal station on Clarence Krabbe's garden railway. The three-rail track is clearly visible.

on him later. The editor confirms that the railway was dismantled and "scattered". His bizarre conclusion is that it would be a good idea to rebuild it in 00 scale.

2020 provided an opportunity for me to find out more about Mr. Krabbe and his railway. The 1939 census reveals that he and his wife, Joan, lived at Calcot Grange, Theale, in Berkshire – hence the reference to Calcot Sidings on the side of the horsebox. It also told me that he was born on 16th January, 1886, and this detail assisted in the search for more information.

It turns out that Clarence Brehmer Krabbe was born in Argentina, and my research soon confirmed that his life might be unusual and interesting – but would it explain his interest in building a substantial garden railway? Are there any descendants of Mr. Krabbe alive today?

Through the Ancestry family history website, I was able to contact John Duncan, who turned out to be Mr. Krabbe's grandson. An exciting twist in the tale is that he was prepared to share the text of an autobiographical memoir produced by Clarence Krabbe late in life. Perhaps it might tell us about his railway!

Krabbe's father emigrated to Argentina, building up a very successful shipping agency importing goods from Britain to sell to other British settlers. The youngest of three children: his brother Charles Frederick was born in 1880, and his sister Hilda Mary was born in 1878. Clarence was sent back to England to go to school at Dulwich College.

With the resources available via the Internet and the "memoir", quite an

interesting biography can be put together, but here we have to focus on his garden railway. Family history does play a part in this as his sister married John T.C. Moore-Brabazon in 1906. Later known as Lord Brabazon of Tara, this introduced him to a number of interests. Readers may remember the post Second World War plane named after him. He was fascinated by all the new transport technologies that evolved at the end of the nineteenth century – planes, cars and, to some extent, trains.

In about 1912, John Moore-Brabazon and Clarence Krabbe began construction of a 2" gauge garden railway at the latter's home at Calcot Grange in Theale. This does not mean that they did much of the modelling themselves – it probably meant that they went to the experts who could help them develop such a railway – including Bassett Lowke and Greenly. They also used the services of the family's gardener.

The line featured an elaborate terminus as well as the bridge designed by Greenly. The property at Theale had been bought by Clarence's mother in 1908 and was an estate of 18 acres with plenty of accommodation for servants and stables that had been converted to a garage capable of holding eight cars.

In his memoir, Clarence devoted a few lines to the subject of the model railway, and this is what he said:

"My brother-in-law, Lord Brabazon, used to come down very often. We spent our time not only playing golf, but also making the most marvellous model railway which really was a most enchanting thing, working

absolutely perfectly. The system on which we did it was quite remarkable; he was an absolute genius, and used to make everything work with a pin and two bits of tin or something of that sort, and when he'd gone I used to have to go round putting switches in the right places, and making a complete job of it. We laid the track which went outside into the gardens first of all through a viaduct, and then over a lovely bridge, and then back into the shed. Marvellous."

This reveals that John Moore-Brabazon probably took the lead in garden railway matters. It was likely his suggestion that they use a three-rail electric system, which was still a relatively new idea at the time. It is just possible to see the central third rail in some of the photographs, and it is also possible to use the photographs to identify the locomotives they were using, and some of the rolling stock.

Pride of the line was a model of GWR 4-6-2 locomotive "Great Bear". Photographs also show a French 4-6-0 "Nord" locomotive, a LNWR 4-4-0 and a LNWR 4-4-2 "Precursor" tank engine and a rather crude 0-4-0ST in Great Northern Railway livery. It is tempting to think that these models were supplied by Bassett Lowke and it is interesting to wonder what became of them? Surely, Gauge 2 electric models of "Great Bear" must be pretty rare so it might still exist today in a reader's collection. Were they production models or "one-offs"?

The LNWR "Precursor" tank engine is perhaps the most likely to have been a production model, but I had been led to believe that such models were only produced with clockwork propulsion. I assume my electric version must have been returned to Bassett Lowke after the First World War for conversion.

The little GNR 0-4-0T was a well-known model and was certainly available in an electric version. I inherited such a model from Francis Ashley, so there is a very faint possibility that it could have belonged to Mr. Krabbe. Rolling stock seems to have included the standard "Bing for Bassett Lowke" LNWR bogie coaches and some beautifully made French "Wagons-Lit" style coaches to go behind the Nord locomotive. Photos also provide a glimpse of some wooden goods wagons.

The railway seemed to enjoy an existence at Calcot Grange through 1912 and 1913 but, of course, in 1914 the First World War began. Both Clarence Krabbe and brother-in-law John Moore-Brabazon enlisted and the garden railway was simply abandoned, being dismantled sometime during the war.

Clarence Krabbe never returned to the business of garden railways and what



The Bassett Lowke GNR 0-4-0T poses with the surviving horsebox, originally built for Clarence Krabbe, bearing his name and the legend "Calcot Sidings Theale"

happened to his models is not clear. A rising star in the world of garden railways at the time was Victor Harrison and it is possible that he acquired some of the equipment. Francis Ashley mentioned Victor Harrison on several occasions and implied that he had bought items from him. Victor was more associated with Gauge 1 and the use of live steam so it is unlikely that he kept any of Clarence Krabbe's equipment, but he might have been inclined to keep and use the bridge. I have seen one picture of his garden railway at Bishops Stortford, which includes a girder bridge that could be the one that features in this article.

Clarence Krabbe lived until almost the age of ninety nine, and died at Calcot Green – a house he had built in the 1950s in the grounds of Calcot Grange. He lived a full and busy life. It seems sad that the garden railway played such a small part in it.

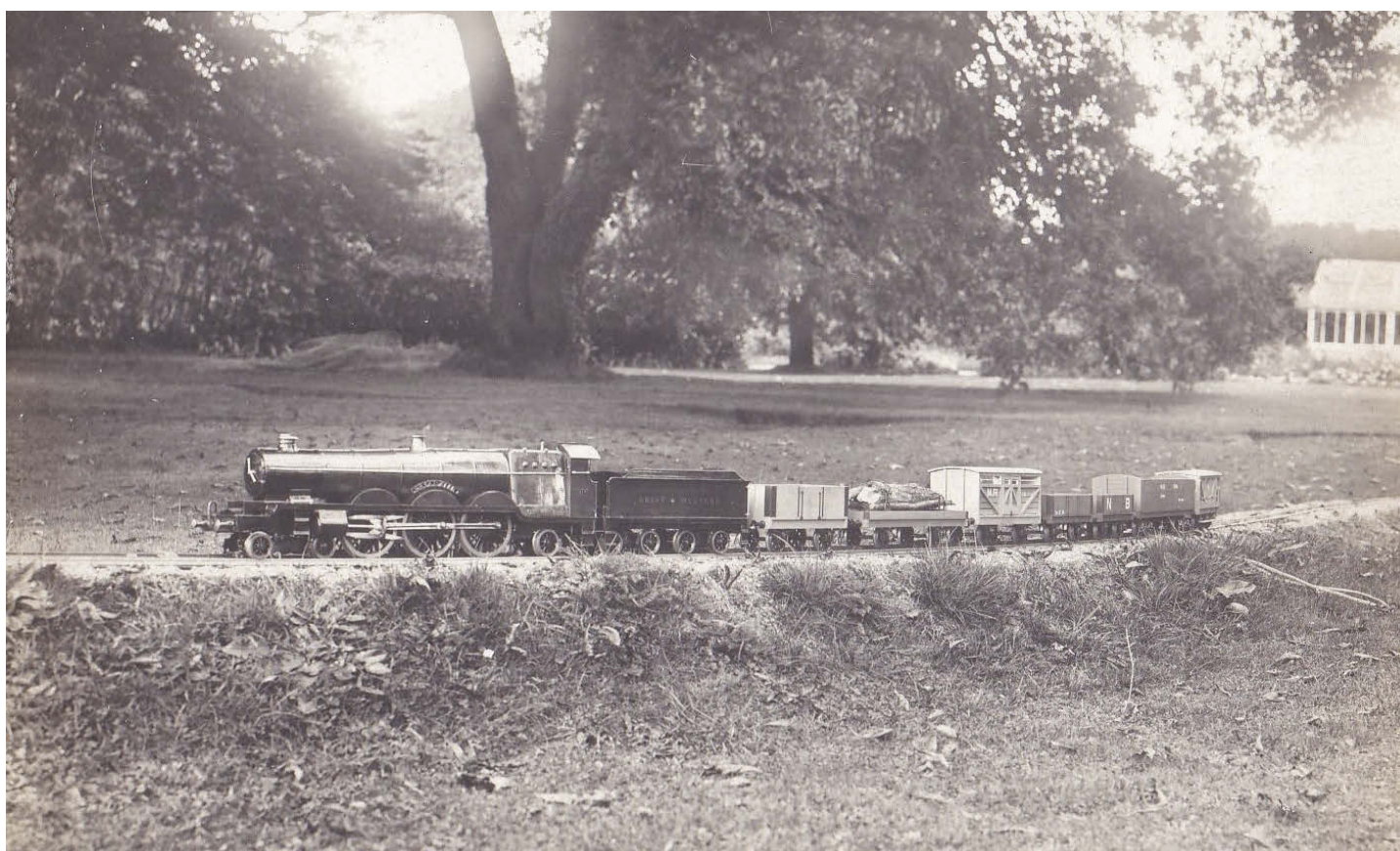
I feel the girder bridge, having survived 108 years, deserves to be recognised as a historical relic of the early days of railway modelling. As I write these words I am in the midst of downsizing and I would love to find a resting place for the bridge where its historical pedigree could be preserved alongside it – reminding us of the pioneering days of Henry Greenly and the wealthy

modellers he served. This article is a plea for a new home for the bridge and is also written in the hope that more of the gaps in this story can be told.

I am very grateful to John Duncan for allowing us to publish John Hart's pictures.

*Editor - If any reader wishes to get in touch with Ned to offer the bridge a home, please get in touch via **Garden Rail** and I'll pass your details on. ■*

GWR 4-6-2 Great Bear hauls a goods train of wooden rolling stock across the garden at Calcot Grange, possibly on the embankment approaching the girder bridge.





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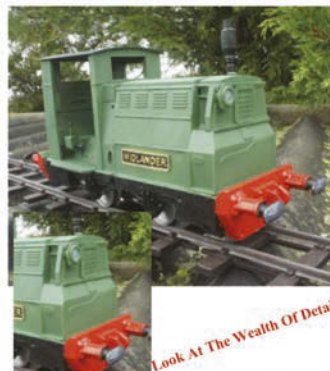
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Echo Classic Rail loco "Sharon" propels a loaded slate train back to Porthmadog.

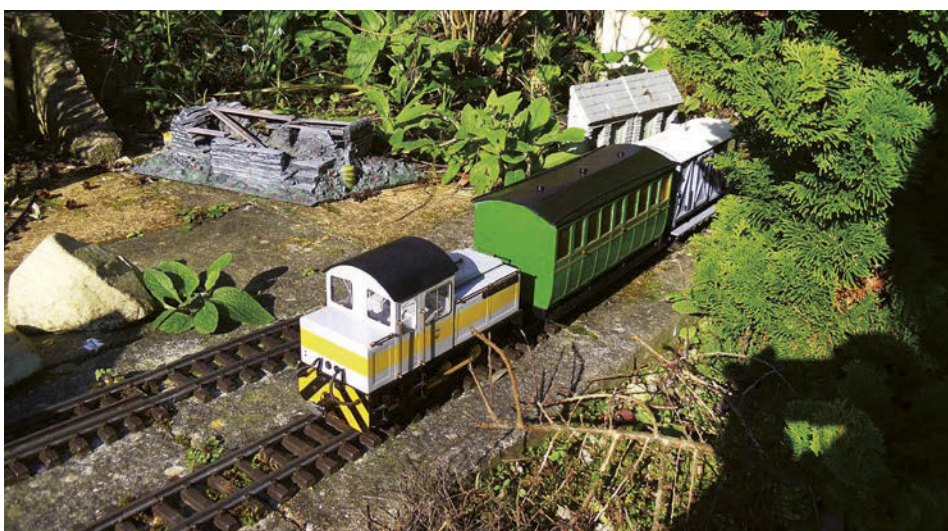
A Winter's Rail

Ray Waters line doesn't sit idle in the colder months, he merely adjusts the schedule.

On a bright summer's day, it's pretty depressing stepping over one's overgrown, disused, garden railway. However, I have to accept that advancing years mean our large garden, ironically selected to give space for the said garden railway, and other activities take up more and more time.

So, what's to be done if we can't make time for running trains in summer? How about running during the winter when there's less going on? What's to stop us regularly running trains on those nice winter days when we're outside doing necessary maintenance jobs?

Winter running has its advantages. We're not constantly battling encroaching



Harlech Castle approaches Blaenau Ffestiniog slate mine station with the weekly market day special.



The electric Mamod poses at Porthmadog Station during initial testing.

vegetation, and the obligatory autumn leaf clearances mean that after Christmas, leaves aren't such a problem. Also, the more hazardous conditions make this an ideal opportunity to run home built, inexpensive, battery-electric locos, and rolling stock that would otherwise be gathering dust.

In our case, these add to the aura of a cash-strapped, generally run-down line we're trying to create. In fact, the challenge of using up unfinished projects and keeping costs to a minimum is half the fun.

Before starting, I should point out that I enjoy letting my imagination run loose, so fact and fiction sometimes become intertwined. Our complete railway consists of a roughly 270ft long ground-level, circuit with two, roughly opposite, passing loops. Over the years, it has expanded to serve a slate mine complex plus a slate waste powdering company.

In my mind, the failure to run summer tourist trains has caused the collapse of the operating company. However, the two industrial enterprises have leased the track to transport materials and finished goods themselves. Geographically, they are situated roughly opposite one another on the track circuit, and, as the lower half often waterlogs

in winter, the upper half becomes an end-to-end industrial line.

On our industrial line, Tan-y-Bwlch (station names are chosen because signs were readily available from the Ffestiniog Railway), is the highest point, approached by a 1 in 28 gradient. Minffordd has moved beyond Porthmadog down the steeply graded mainline. There is also an even steeper, 1 in 12, zig-zag link. Ascending without a banker is usually possible for empty winter trains and presents an interesting challenge at the end of a running session. Battery-electric locos don't run away coming down these descents, but it's no place for a live steam loco without a battery-electric escort.

A certain amount of plant cutting back and building movement was required for the winter configuration of stations. Fortunately, our buildings are concrete mainly from Cain Howley Structures, plus a few resin ones from Graham Armitage; they are all quite happy left out all year.

During November and December much of our time is spent preparing the required locos and rolling stock, and every now and then a test run is necessary. Once the leaves had been cleared, the first train of any running session was the permanent way pathfinder

train. For sentimental reasons, this is always worked by "Lorna", a somewhat modified, Echo Classic Rail tender loco that first featured in **Garden Rail** Nos. 25 & 28 - hence the sentiment.

Since those far off days, she has gained rechargeable AAA batteries, added weight for adhesion, and her speed controller is a cheap LED light system remote controller. Directional control is via a switch on the tender, and no modifications to increase the 2.4GHz radio control range have been undertaken because I walk around with the train to clear any obstacles I've missed.

Unfortunately, Lorna's fictitious owners can't afford to convert her from wood burning, or a decent paint job to cover up the maker's original garish colours. For those who don't know, Echo Classic Rail G-scale train sets were sold in toy shops during the 1990s for around £50. The oval of plastic track is just what the grandchildren ordered, while the very solid loco, tender, and trucks are just begging to be modified.

Our type of operation requires some specific compromises and decisions. Even in winter, we need to always clear the track before a running session. Our track is screwed directly onto concrete slabs and not



Harlech Castle assists Echo Classic Rail "Lorna" up the 1 in 12 slope.

ballasted, so clearance is done by a quick blow round with our small Bosch ALB 18 battery-powered leaf blower, a device we'd be lost without.

To promote our general unkempt, run-down look, the only other clearance undertaken is where a derailment could be caused. As time has gone on, the gaps between the sleepers have often filled with moss and general detritus.

We promote realism by manually loading and unloading finished slates, sacks of powdered slate, and loads of slate waste. Yes, that "great hand in the sky" does all the work, but it's better than goods trains going everywhere fully loaded.

As an aside, our Binnie tippers for transporting waste slate are modified to tip. They use 20mm Swift 16 wheels and the standard coupling height is achieved by using turned around Accuraft chopper coupling spring boxes - nothing goes to waste on a cash-strapped line!

Finally, because it evolved from a long line, our winter industrial railway has no run-round loops at each end. So, we've decided to leave the loco where it is when it terminates and allow trains to be propelled when necessary. Hence, all steam outline locos run tender or bunker first. We've also found that, when empty, our light tippers and slate wagons are more comfortable being pulled, so we position the locos so that they propel the loaded trains.

Initially, the main purpose of the line was the movement of finished slates from the mine complex to Porthmadog. As the line is 45mm gauge, the traditional slate wagons are either conversions of the Binnie 32mm version or built from 45mm gauge kits supplied by The Lineside Hut. Once again, most of these wagons use Swift Sixteen's 20mm curly spoked wheels, they work very well.

"Sharon", our second Echo Classic Rail loco usually works the slate train. We've done our best to anglicise her in the hope she will resemble a freelance narrow gauge version of an inside cylinder 0-6-0 tender loco. Conventional radio control (Planet) and speed controller (Locoglyde) are used, and, with the addition of even more weight, she happily propels seven or eight loaded slate wagons up our steep main line gradients. Such a loco just had to be painted matt black.

Back in my imaginary world, readily available slate waste led to the opening of the Minffordd Powdered Slate Company. As mentioned already, slate waste is carried from the mine to the works in Binnie tippers. The locomotive for this train is an ancient Mamod converted to battery-electric.

I'm very fortunate to share our garden railway hobby with my wife, Brenda (she's the plants and buildings lady), and this loco was initially built to pull her WWI train. Hence its Mamod side tank outline

was somewhat changed to represent an imaginary 0-4-0 Mini Alco. The build was done as cheaply as possible using a surplus LGB motor and extra connecting rods from RWM Steam, the dummy cylinders are locked in place. Radio speed control is by another of those £5 LED light system remote controllers. They have the added virtue of cruise control, in that if they lose contact, they continue to use their last instruction until contact is re-established.

The line, therefore, had three trains to run during our reasonably short winter sessions. The third one being the PW pathfinder train. Three is quite enough and, to simplify things, the PW open wagon carried sacks of powdered slate back from Minffordd to Porthmadog.

We didn't always run all the trains, but during the winter period, the railway saw fairly regular use. The only major failure occurred when "Lorna" lost a wheel. Over the years, these wheels have proved to be a major weakness; leading to lots of repairs with epoxy glues. And, as wheel failure can also lead to smashed side rods, we'll probably retire her to be run on special occasions only.

Another advantage of winter running is that the track is available to test any winter projects. In our case, this was operating "market day passenger specials" consisting of an ancient bogie carriage and a brake van from the back of the cupboard. The purpose of these runs was to test modifications of the brake van to try to calm the downhill progress of some trains.

Finally, I cannot close this piece without paying tribute to the enthusiastic support of my wife, Brenda, in the building and running of our railway. And thanking Ian, my skilled model engineer cousin, who modifies and makes up all those silly little bits that are so essential to our brand of toy and kit-bashing - everyone needs a model engineer cousin with a lathe! ■

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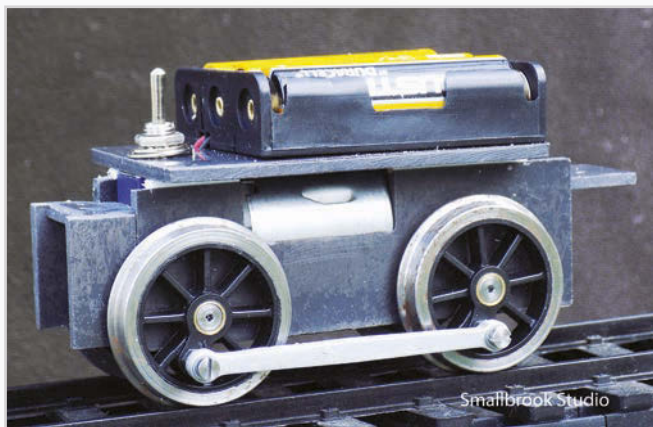
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Kits include everything needed except glue, paint and tools.

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.

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NA3 Coach Door Handles (12) £2.70 NA4 Hooks and Eyes £2.70 NA6 Brake Handwheels etc £2.10 NA12 Centre Buffer (pair) £3.60 NA14 Loco Headlight £3.00

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Wheels: Loco and rolling stock wheels.

NW3 24mm Curly spoke (4) £3.00 NW6 21mm Spoked Loco (4) £1.10

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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From the works

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



GARDEN RAILWAYS LTD

Regner Henschel & Sohn Tram No:102 'Paul'.

Supplied as an easy-build kit complete with English instructions, all the parts are pre-painted and shaped. The only bending the modeller needs to do is for some of the pipework.

The tram will also be available ready built and steam tested with the option for radio control.

The model is re-gaugeable for 45mm or 32mm with electrically insulated wheels.

A twin oscillating cylinder self-starting power unit is geared down like most Regner Easyline locomotives. This gives a slow powerful drive that will smooth out gradients and will not run away down the grade.

All the usual well made Regner fittings are present plus a water top-up valve to extend your run. The Regner gas filling valve can be replaced with the Garden Railways Ltd Ronson replacement valve, which as it uses Regner parts will not compromise your safety or warranty.

Dimensions

Length over lamps: 220mm

Width: 105mm

Height: 145mm

Prices

Kit: £1020

RTR: £1150

RTR with radio control: £1,390

(Note: These are subject to exchange rate changes)

GARDEN RAILWAYS LTD

3 Plaw Hatch Close Bishop's, Stortford Hertfordshire CM23 5BL

www.gardenrailways.co.uk



RESURGAM ROLLING STOCK

1:19 Hudson 5 Ton Bogie

Flat Wagons

New from Resurgam Rolling Stock are these 5 Ton Bogie Flat Wagons built by Hudson Railtrux and Thompson in the late 1980s for use by the Ministry of Defence, who designated them NGF (Narrow Gauge Flat).

They were part of a batch originally allocated to RAF Chilmark and its Satellite installation at Dinton in Wiltshire. When those sites closed in the mid-1990s, a number of these vehicles were transferred to Easttriggs on the Southern Edge of Dumfries and Galloway, but others found their way into preservation.

A pair went to the Mosely Railway Trust and a further eight were acquired for use by the Ffestiniog Railway Permanent Way Department. The latter made particular use of these vehicles as rail carriers, as well as for transportation of other more general components and material.

This latest kit, which represents the shorter variant of NGF, is available in either original MoD condition with end bulkheads, or modified FR condition with no bulkheads and modified brake rigging one end; please specify when ordering.

The kits are also supplied with parts to model these vehicles with or without their close coupling arrangements to suit a particular member of the class and/or the taste of the builder. While these latest kits will, of course, allow modellers to create authentic MoD or Ffestiniog Railway formations, these ubiquitous vehicles would make an ideal small flat wagon on any garden railway.

A 7/8ths scale version of this kit may be produced if there is adequate interest; please contact Resurgam for more information and to register your interest.

Dimensions:

Length Over Buffers: 235mm

Max Height (Original): 140mm

Max Height (FR): 80mm

Width Over Body: 86mm

Extreme Width: 108mm

Prices (All Prices + P&P)

MOD or FR Condition / 32 or 45mm Gauge (Please Specify When Ordering)

MDF: £35.00

Plywood: £40.00

RESURGAM ROLLING STOCK

Facebook: @ResurgamRollingStock

E-mail: davidwilliams42@btinternet.com



METRO-ASHBURY MODEL WORKS



15mm scale IMR Bolster Wagon

For Isle of Man Railway modellers in 15mm scale, a fully detailed model of the IMR Bolster Wagon is now available as a kit or ready-to-run from EMA Heritage.

The model is a limited first issue of just 50 wagons under the Metro-Ashbury Model Works label. Further wagon types and carriages are in development for Manx railway enthusiasts.

The wagon body and bolster block are resin castings with detail including bolts, nuts, washers, plates, strapping and even the wood grain. Isle of Man Railway pattern axleboxes, split-spoke wheels, brake gear and working buffer couplings are all reproduced to scale.

45mm Gauge.

Dimensions

Length (over buffers): 215mm

Width (over body): 98mm

Height (excl. bolster posts): 70mm

Coupling Height: 33.75mm

Minimum Track Radius: 780mm (LGB R2)

Prices

Kit: £85 + p&p

RTR: £125 + p&p

EMA HERITAGE

2 York Mews, Alton, Hampshire GU34 1JD
www.metroashbury.co.uk



GARTENBAHN SUPPLIES

G scale Continental Style Electric Signals

For those modelling a European aesthetic, GartenbahnSupplies stock a range of signals in G Scale. The models are manufactured from brass to resemble designs of Rhaetian Railway, Deutsche Bahn, or The Harz Narrow Gauge Railways, further enhancing the authenticity of your layout.

The RhB-style signals are available in 2 or 3 aspect options for straightforward operation. The iconic signal design is recognisable as railway infrastructure to even the least railway-aware visitor to your garden so potentially also suitable for those of us with more electric tastes in rolling stock.

Ease of connections has been considered with colour-coded wires and resistors pre-fitted to the long-lasting LEDs. Operation can be on 12-24V DC, Branded DCC decoders, or Gartenbahn Supplies' decoder which promises simple programming by "listening" to a command from your controller, saving the need to worry about menu navigation and CVs.

Railway crossings are also catered for with the realistic RhB, DB, or DR style crossing lights. Self-flashing LEDs take the hassle out of wiring further electronics.

For the more ambitious signaller, multi-aspect and distant models are also available along with a range of useful electrical components and Massoth modules.

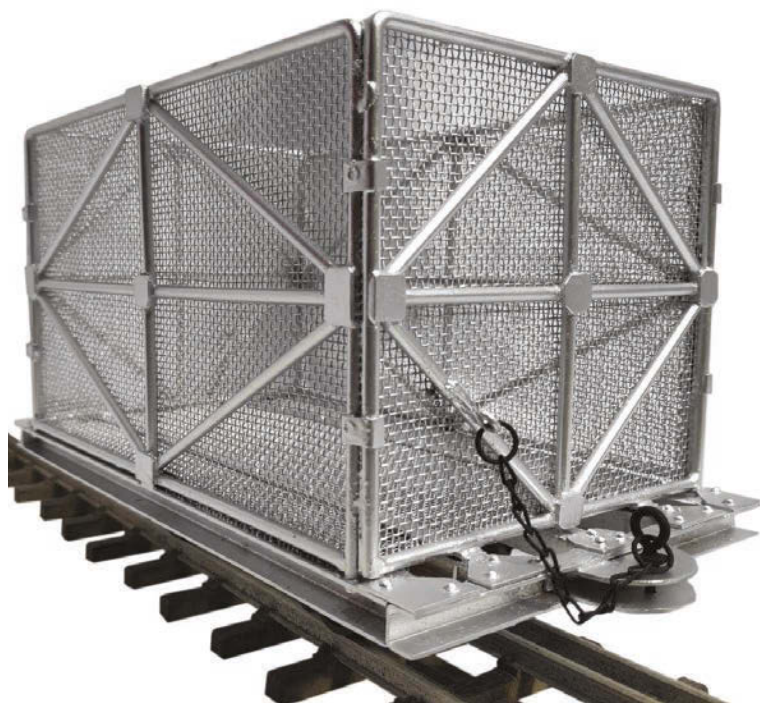
Prices start from £36 per signal.

GARTENBAHN SUPPLIES

E-mail: gartenbahnsupplies@gmail.com

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PL LINE

7/8ths scale Cane Bin sets

Each set consists of three Cane Bin wagons of brass construction, including the netting. Scale copper rivets hold the model together. Number plates are individually photo-etched.

Chemically blackened, gauge adjustable steel pocketed wheels provide for 32 or 45mm track.

Available in Silver, Matt Black, or Red Oxide paint schemes.

Dimensions

Length (over buffer beams): 220mm

Width: 120mm

Height: 138mm

Price(exclusive of shipping): USD554 per set of three Cane Bins

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Platform Edging

Narrow gauge platform edging, cast in resin and designed to be used with a 3mm thick Foamex or exterior grade plywood top supplied by the builder. Finger joints provide a seamless appearance when a long platform is made.

Dimensions

Ramp ends: 20 x 4.4cm

Central section: 19 x 4.4cm

Sections suitable for Gauge 3 platforms are also available.

Prices

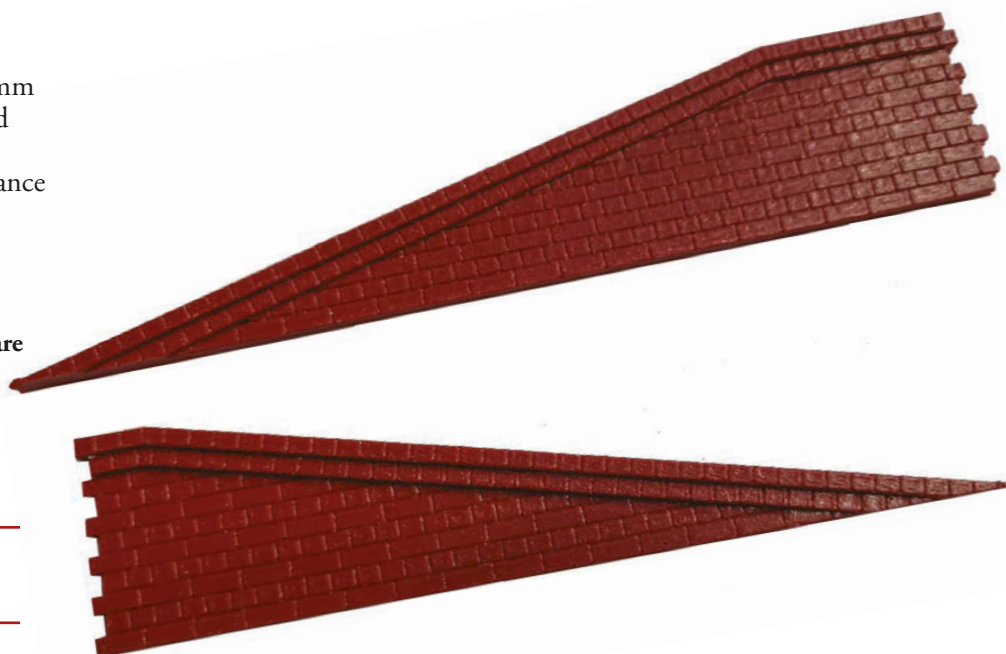
2 pack, left and right ramps: £6

4 pack central sections: £15

8 pack central sections: £20

KIPPO MODELS

www.kippomodelsuk.com



IP ENGINEERING

16mm scale Ruston 10hp Loco Kit

These Ruston locos were powered by a 2 cylinder Lister diesel and cooled by a tank full of water at the front.

Constructed from whitmetal castings and brass, each kit builds up to be a weighty model.

All running gear (motor, gears, switches, steel wheels) is included. Power is from a pair of AAA batteries (not included).

A driver figure can be supplied at an extra cost of £6.00

32mm gauge only.

Dimensions

Length: 140mm

Width: 55mm

Height: 75mm

Price: £100.00

Lawrence the Ruston 10hp loco driver: £6.00



War Department Bogies

Easy to assemble with no spacer sag, IP tells us its new arch bar bogies run very well.

Supplied with brass wheel bearings and steel wheels or optional nylon insulated wheels, they perform better than the traditional cast bogies at a lower price.

32mm or 45mm gauge.

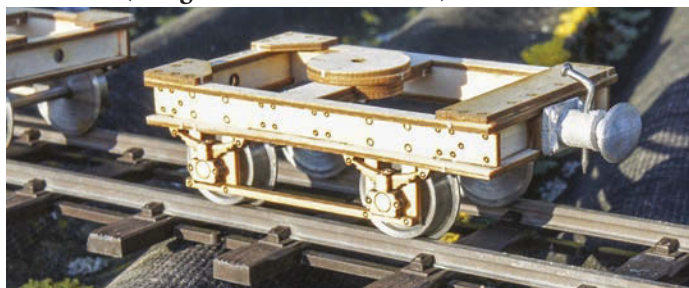
Dimensions for one bogie

Length: 105mm

Height: 30mm

Wheelbase: 48mm

Price: £38 (2 bogies and 2 sets of wheels)



16mm scale Talylllyn Midlander locomotive

This type 44/48 diesel locomotive was built by Ruston & Hornsby of Lincoln in 1940 and delivered to Towyn on the 24th March, 1957.

IP Engineering's model kit is one of the most detailed kits they have made to date and includes internal cab detail.

Constructed from whitmetal castings and brass with steel wheels, the result is a very substantial loco.

Powered by a 365 motor and four AAA batteries. If the modeller prefers, this can easily be changed to up to 7.2 volts to provide ample power.

This model is aimed at the model engineer or more experienced builder who wants more than just a put together kit as assembly requires low-melt soldering and, we are told, some parts will need slight fettling to fit.

32 mm gauge only.

Dimensions

Length: 220mm over buffers

Width: 78mm inc. step

Height: 120mm to top of exhaust

Price: £150.00

Laser Arch Bar bogies

As with the WD bogies, construction is from laser-cut wood. Brass wheel bearings and steel wheels, or optional nylon insulated wheels, are included.

32mm or 45mm gauge.

Dimensions for one bogie

Length 80mm

Wheelbase 53mm

Height 25mm

Price: £32 (2 bogies and 2 sets of wheels)



IP ENGINEERING

Carousel, Spilsby Road, New Leake, Lincolnshire, PE22 8JT
www.ipenginnering.com

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

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.

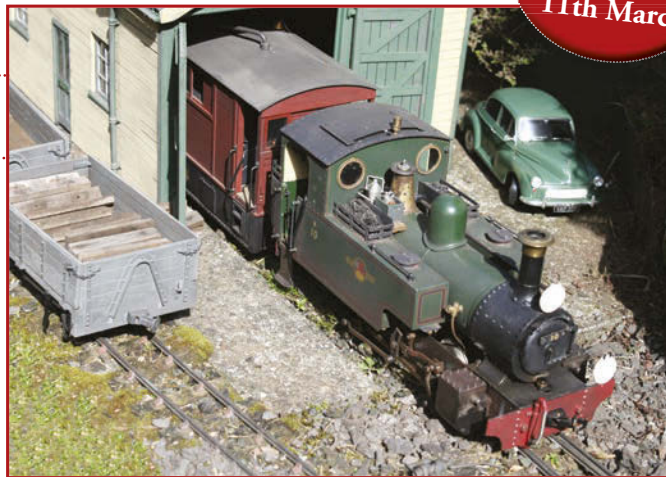
Articles should be submitted in MS Word or other word processing format. Please do not use fancy formatting or embed photos in the piece, these should be sent separately at the highest resolution possible and in JPEG format. Printed photos of a historic nature will be accepted. Captions for all photos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

GARDEN Rail

NEXT MONTH

All this
and more...
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11th March

Amazing detail in the garden with John Besley's Exhill Light Railway.



We take a look at Accucraft's 16mm scale, live steam "Talyllyn".

Ben Bucki builds a battery electric "Welsh Pony" on a budget.





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Letters are welcomed on any aspect of large scale railway modelling. Please e-mail the Editor:
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 or post to The Editor, **Garden Rail Magazine**,
 Warners Group Publications, West Street,
 Bourne, Lincolnshire, PE10 9PH

DAVID GORDON BAKER - 22ND DECEMBER 1930 - 30TH AUGUST 2020



I first met David in his role of manager of the 1994 Llanfair Garden Railway Show, where we were running the Abingdon Group Layout "Knockingbigg End".

He asked us if we would come back the next year, and of course, we said yes. Ultimately, we exhibited at the show for a total of 14 Years. He once told me "Knockingbigg End" was his good luck charm for the Llanfair show!

In 2006, David asked if myself and John Smith would assist him with the day-to-day running of the event, as, by now, the show had grown significantly, so we became assistant managers, a role we enjoyed for four years until Atlantic Publishing (then owned by Trevor Ridley) pulled out of running the show in 2009.

Ironically, David wanted "Knockingbigg End" to come back to the show in 2009, so it was arranged that Colin Greenop, one of the co-owners of the layout, would come to the show and run the layout with help from other 16mm members.

That was the end of David's involvement with the Llanfair show, after 16 years, but I am informed that he did give some good advice to future show managers.

In 1997, I was invited by David and



Rosemary to come and stay the weekend with them and run trains on David's extensive electric American garden railway.

That was the start of a very special friendship.

David's garden line was amazing, much fun was had running trains over the years and he loved seeing my steam engines run on his all American railway. I've included a couple of photos showing the model.

He had a wonderful sense of humour, we put the world to rights on many occasions,

sometimes sitting in front of the log burner, other times in the garden running trains.

During the last 10 years, our friendship grew stronger and we would speak on the phone nearly every week. With the arrival of David's iPhone, we could FaceTime each other, meaning we could see our reactions during our humorous conversations.

David built me a trestle bridge for my garden railway back in the 90s and this will stand as a fitting memorial to him.

It has been an honour to know you, David.

Trevor A Garnham.



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www.djbengineering.co.uk**

Readers' Models

We are always proud to show off **Garden Rail** readers' modelling. If you'd like to see your work here, please send photos and a short description to the Editor.



Andrew Armstrong – A couple of locomotives from the PDF Models range. Kerr Stuart Wren's have always been a favourite of mine. They really are lovely little machines. Sticking with the Stoke-on-Trent designs, I followed up with a Skylark, another interesting project.



Andrew Young – A Tin turtle and WD truck, all card and built using the card cutter to make layers built up into parts for a kit. It is like a very slow version of laser cutting MDF. The wagon has a working handbrake; never again!

All my locos are controlled by Loco Remote units. This one has sounds-the klaxon horn and a whistle. I used the light function to control a sound chip designed for a greetings card, to which I uploaded a Lister engine noise. The engine noise can't change, but a constant grumbling chug seems realistic enough. More to the point, it's cheap.



Richard Cable - As a follower of David Skertchley's work I was delighted when 3DWayne produced a kit for his Mostyn Seven van. Here's my version, converted into a pickup body.

ACCUCRAFT UK LTD

LIVE STEAM & ELECTRIC LOCOS AND ROLLING STOCK FOR GARDEN RAILWAYS

NEW FOR 2021! 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 Q1 2021.



I.O.M. 'E' Van



I.O.M. Half Brakes



L&B Howard Van



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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



1:32 BR Mk1 Coaches



1:32 Oil Tanker



1:32 Mineral Wagon



1:32 7 Plank Wagon



For details of our complete range of models visit our website – www.accucraft.uk.com

ACCUCRAFT UK LTD. PO BOX 394, HEREFORD, HEREFORDSHIRE HR1 9QN

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Garden Railway Specialists

Large Mint LGB Collection

We have a large mint collection of LGB, mainly USA with a little European for sale on commission. Please check our website for details!



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Navigator 2.4GHz

R/C Receiver (12A)

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GRS provide the following Services

- Build and Design
- Live Steam Repairs, Upgrades & Servicing including radio Control Fitting
- Digital Fitting and Sound
- Custom Painting and Lining
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- Models Built to Order
- Custom Trackwork in 45, 64 and Dual Gauge
- We do Buy-ins and Trade-ins
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Please check our website for details or visit our Showroom.



Garden Railway Specialists Ltd

Station Studio, 6 Summerleys Road, Princes Risborough, Bucks, HP27 9DT

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Monday - Friday 09:00 - 16:00hrs Saturday 10:00 - 16:00hrs