

GARDEN

MARCH 2021
ISSUE 319

Rail



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TALYLLYN RAILWAY

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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 319 March 2021

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WHY DO WE BUILD MODELS?

When talking to people about layout features, one aspect of any project that's always interesting is the motivation behind it. After all, there has to be a pretty compelling reason to fill a garden with concrete, ballast, track, and all the other ingredients that make up a garden railway. At least, that's what the rest of the family will want before they let you out there with a spade to start work!

Smaller projects often have interesting backgrounds too. In this issue, Eddie Lund has built an unusual locomotive for the

entirely sensible reason that it's the one he drives on the Leadhills and Wanlockhead Railway. Of course, because he knows the prototype so well, the model is superbly detailed and was undoubtedly great fun to build.

If you have any special modelling motivation, why not share it on our letters or Readers Models pages.

Sometimes, we all need that little push to get us started on a satisfying project so let's stick together in these trying times and keep modelling!

Eddie Lund poses beside the inspiration for his model.



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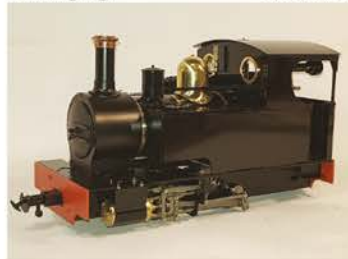
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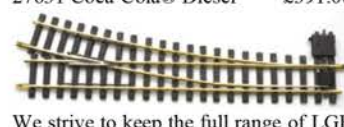
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The Exhill Light Railway

A melancholy model from John Besley, visiting the last days of a narrow gauge line.

History

1963 wasn't a good year for steam in the West Country. Following the regional boundary changes on British Railways in 1958, the Western Region took over all lines west of Salisbury, and old rivalries between the Great Western and the Southern once again came to the fore. By 1962, the rundown of such lines as the Somerset and Dorset was in full swing.

One line that seems to have escaped, was the Exhill Light Railway, which closed in early 1963. With an afternoon spare, we took the Morris Minor out for a trip to see what was still left of the ELR, and much to

our surprise we found the crew busy preparing to run a track recovery train as they lifted the line.

The only steamable engine No 10 was simmering in the yard. As the crew started up the BR Landover and Wickham trolley, we grabbed a couple of photos. Hidden in the back of the shed was the tram engine looking very much like a Wisbech and Upwell engine – the crew were only too pleased to oblige and pulled her out into the sunlight (maybe for the last time?)

Despite the lines' closure, the crew were very much steam men and preferred to use No 10 as the Boxcab diesel had a flat battery

and was too much hassle to charge up. A brief spell of shunting took place and they headed off up the line for one more trip.

The Model

The Exhill Light Railway was built primarily to be able to take as realistic photos as possible, to this end, a lot of time was taken to get the details right.

Rolling Stock

The first item I built in 16mm, was a Roundhouse Lady Anne kit. Assembled following the instructions, once I had her



A last look inside the shed – sadly it was never going to ring with the sounds of tools again.

up and running, I soon carried out various modifications. Inside the frames were painted red and the cylinders received a set of cast valve chest covers along with a turned safety valve bonnet.

The smokebox had the cast on door machined off and a replacement fitted that hinged open, along with a numberplate and separate smokebox door handles. The tanks had hinged tank lids fitted. Running from the driver's side of the cab, I fitted a brass tube that entered the smokebox to represent the vacuum brake ejector pipe. The bufferbeams were both replaced by my own with a cut-out. As in real life, the cylinder could be removed for a piston and valve exam without taking off the bufferbeam. Added to

this was the chopper coupling and vacuum brake pipework.

Lamp brackets were added on the bufferbeams and to the top of the smokebox as I needed somewhere to hang a set of SR head code discs. A set of cast brass clack valves were fitted to the boiler cladding sheets. On top of the boiler, behind the fireman's side bunker, a tool crate was fabricated out of brass and this was somewhere to store spare oil cans and a spare shovel. The dome was centre drilled and a bolt soldered into this to finish it off.

Moving on to the cab, a drawing was located for a Britannia chime whistle and this was turned up and fitted. A set of safety chains were added to both sides to stop the crew from falling out and a dummy wash-out pipe hung over the cab side. A set of fire dropping irons were stowed on the back of the rear bunker.

All of this was finished off in BR passenger green and lined out, the inside of the cab was painted light cream from the waist up along with the cab room inside. Once this was finished, the whole engine was weathered to represent an engine that had been cared for but not cleaned for a day or two, and finally, real coal was added to the bunkers.

The Number E10 is based on the SR using W for the Isle of Wight as a prefix so I added E as this loco would come under the jurisdiction of Eastleigh – No 10 being a gap in the SR numbering allocation.

The Tram engine was built on a spare Essell engineering chassis I had, based very much on the Wisbech Trams, including having sliding side windows with the on/off switches hidden inside the tank fillers. The firebox had a light inside and the fire bed was created from a broken rear light



Our tour reaches the Permanent Way depot. Not so much a depot as a platelayers hut, but at least they have transport.



The Boxcab diesel crosses the bridge.

lens from a car, this was cut oversize then gently heated up to blister the plastic and then cut to size. The boiler was fabricated from an off-cut of drain pipe and fitted with a whitmetal 16mm chimney base and smokebox door. The chimney itself was part of the speed controller, and the battery pack was hidden inside the boiler shell.

The Boxcab diesel was from my P&J Models range, built more or less as per production models apart from cab lighting and weathering.

The Wickham Trolley was a P&J Models kit and happily tows a small flatbed wagon.

All the goods wagons were scratch-built (none of your ready-to-run plastic here) and had working brake gear and hinged drop sides all based on the W&L wagons and numbered out of sequence to give the impression of a much larger fleet.

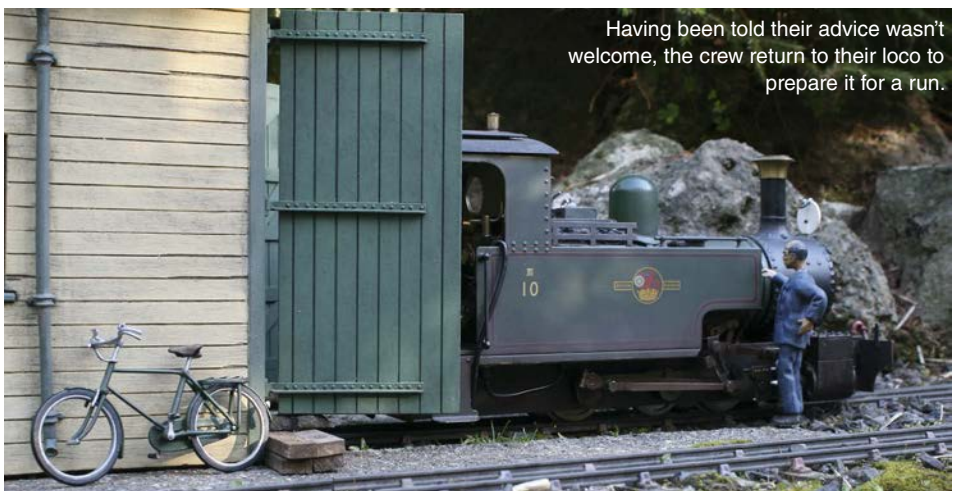
There were also three bogie flat wagons fitted with separate wooden staves that could drop into pockets, the style for these was very much based on a set of drawings I found in a *Narrow Gauge & Shortline Gazette* for a 2' mining railway.

The brake van was very much a cross between the W&L brake van and standard SR brake vans.

I was also considering building a small fleet of steel hopper wagons based around



The Loco crew crowded round a Series 2 Land Rover that the ST department had commandeered, as is normal once you open the bonnet, it soon attracts the experts!



Having been told their advice wasn't welcome, the crew return to their loco to prepare it for a run.



Exhill station could have been lifted straight from the Kent & East Sussex Railway.

an LGB hopper wagon, but this never came to fruition.

Buildings

The engine shed was constructed out of 4mm pre-scribed plywood, produced on a table saw with slitting saw blades set at a scale 6" spacing and built up on a timber frame. All the doors and windows were whitmetal castings from P&J Models, as was the guttering and door hinges for the main entrance doors. The roof was designed to lift off and clad in Tenmillie corrugated sheet.

Inside, this was fitted out with a raised workshop area along with workbench and tools interior lighting fed from a 9v battery pack hidden inside an outbuilding.

The station building was built in the same manner using a set of plans for Bodiam on the K&ESR, as this was very typical of an SR branch line station building such as at Gunnislake. The model had a fully-fitted interior – including ticket office, waiting room and parcel office. Outside was the



At the end of the platform, we find the Wickham Trolley coupled to a single wagon.



The Boxcab shunts the yard.



As night falls, the stationmaster puts on his cycle clips and prepares to lock up.



We finish our tour at the engine shed where the PW team seem to be up to something.



Local farmers will soon have to find another way to deliver their milk to town.

Gents WC, complete with water tank feed from the rainwater gutters. Again, building parts came from P&J Models.

The SR platelayer's hut was scaled up from a 4mm Ratio kit and built out of plywood. This had whitmetal windows and, to replicate the cast concrete finish, the building was sprayed in a Valspar stone textured paint finish, lightly sanded back once dry, and painted a concrete colour.

The End

Sadly, I had to dismantle my model in 2013 so the Exhill Light Railway is no more. Like many a lesser-known railway line, all that is left are photos reminding us of what has been. My modelling has moved up to 7/8th scale with the production of a range of castings under the Uskin Models name. I'm also rebuilding Mamod and Willesco traction engines. ■



Before we depart, there's just time to peek through the window into the workshop.

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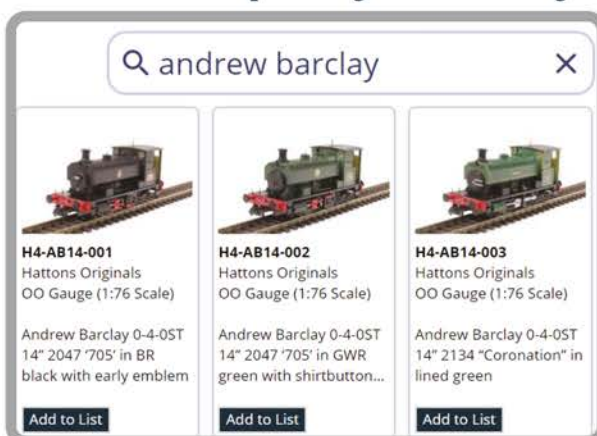
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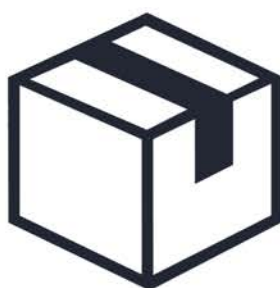
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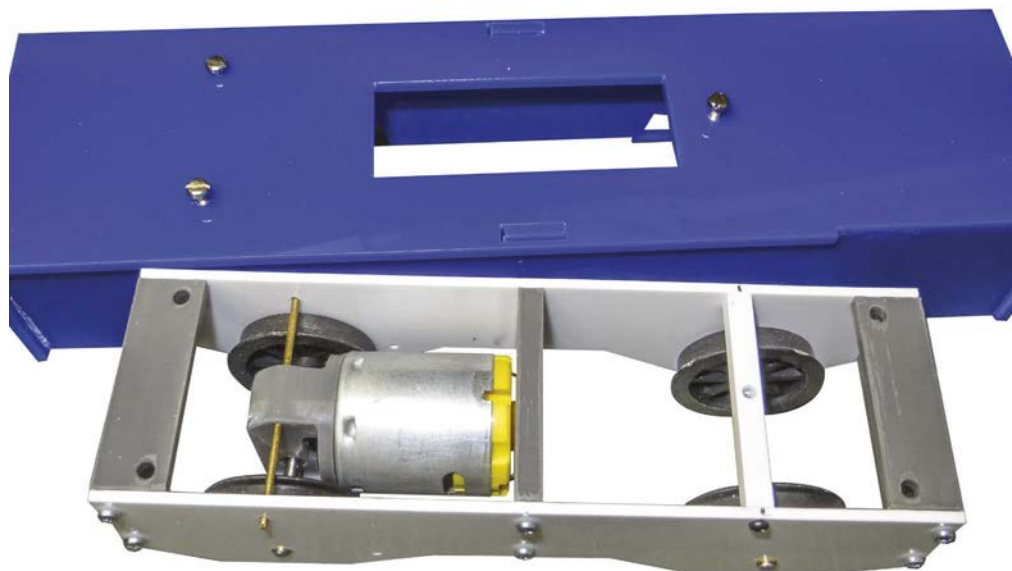


Building a tunnelling engine

Driver Eddie Lund builds the Bowaters Models Hunslet locomotive kit.

The moment I saw the Bowaters Models advert for their 16mm Scale Hunslet Tunnelling Engine “Emma” in **Garden Rail**, I just had to have one. You see, I am fortunate to drive one of this type of loco on the Leadhills and Wanlockhead Railway. Luckily, with Christmas only a short time away, it also made an ideal pressie from my dear wife.

The prototypes were a fleet of five locomotives that were used on the Jubilee Line extension in London in the 90s. Hunslet Locomotive Works, Leeds, built the LWR loco in 1994, works no. 9348. These 0-4-0 locomotives have a 6-cylinder air-cooled Deutz diesel engine producing 63kW (84hp) horsepower to the four wheels via a hydraulic transmission and axle-mounted gearboxes.



The completed optional PDF Models chassis.



Cab back and rear with lots of scratch-built detail.

The kit comes with an optional ready-to-build motorised chassis from PDF Models. On looking through the building instructions, it all seemed very easy to build, albeit, in my opinion, a very basic model with no interior detailing. My only real concern was the fact it was made from acrylic plastic, a medium I had not used before, and I was unsure of what type of glue to use to put it together. Rather than experiment and potentially damage parts, I decided to use slow grab superglue, which worked quite well.

The design represents the prototype after modifications by Alan Keef Ltd, carried out when the tunnelling job was finished. A new full height cab and windows are the main differences.

The model has a flat uniform floor level including the cab area, whereas the prototype cab floor is about 12" lower than this. I could see this was going to give me some problems, as I wanted to put in some fairly accurate detailing inside the cab and I wasn't going to use the supplied cab door, which would have hidden the height difference.

Anyway, I decided that I would split the construction into two, first the chassis and body and then my more elaborate cab area. The separate chassis, motor and wheels were a doddle to build with no gluing required, all parts being screwed together. This then sits within and is bolted to the floor of the body.

The body, excluding cab, is made up of eight parts that require gluing, giving a very basic outline. As both upper body sides with their prominent grill apertures looked very naked, I put in some elementary detailing.

I would also have liked to have modelled the fuel tank filler cap and the air filter intake cap on the top of the offside body but couldn't due to the way the kit has been designed. The one-piece top sits just inside the top of the sides to allow easy access to fit in R/C and batteries. On the prototype this area is a single piece, allowing for the intakes

to be built in at an angle.

The lower front and back body panels required sand boxes and associated pipe work, another fiddly job but nice to see when completed. The upper ends both required airline outlets, a flashing beacon as well as head and taillights, all of which I wanted to be working. Determined to have all my lighting cables running through the cab hidden, it took a lot of head-scratching to achieve something fairly close to the real thing.

Cab detailing took a long time, and I'm still not 100% happy with it. I wanted to model the front instrument panel better but found I couldn't print out the necessary images small enough with any great detail. The other cab parts were made up out of styrene and any bits and pieces that I thought would resemble the real thing. When all the detailed parts had been made, it was time to put them all together, taking into consideration whether each part should go in before or after painting. As I had built the cab in two ½ "L" shaped pieces, it was carefully stuck together and then on to the already painted body.

I had not taken up the option to purchase Accucraft couplings and made multi-height ones to match my rolling stock. I also drilled two holes in the body, one on the nearside for the exhaust outlet, the other on the front below and to the right of the fan grill, which, on the prototype, is there to allow a tool to be inserted into a pulley boss on the front of the engine, allowing it to be turned by hand.

As supplied, the kit is a very shiny dark blue, but as the LWR loco is still painted all over in it's tunnelling white, I decided to keep mine the same. This did have advantages when it came to painting, not having to mask off the outside from the inside. However, after cleaning and giving all a coating of basic rattle can grey undercoat and then the top white coat, I found that the paint was very easily chipped. I'm not sure which

to blame but either acrylic doesn't work with rattle cans, or possibly I didn't allow enough drying time between coats.

Luckily, one of my Humbrol paint tinlets almost exactly matched my chosen spray can shade of white. In an effort to protect the paintwork, I gave it all a finishing coat of clear varnish. At first, this seemed to have the desired effect in that the paint didn't seem to chip, but after a few days, the paintwork had developed a little crazing in places, something I'll just have to live with.

Final construction activities were to add my own windows and floor, cut respectively from clear, and a piece of painted, embossed styrene sheet.

Turning my attention to fitting R/C equipment and rechargeable battery. I use the Micron system, which gives options for controlling lights and sound if so fitted. I've not fitted a sound card yet but did find that a cheap buzzer gave a suitable noise for a horn.

Having got all wires soldered to a piece of PCB, the moment of truth arrived. At this point, after switching it on, I came across a fault. In an effort to keep the number of wires in the cab area down, I had used a common return wire from the rear panel LEDs. Somehow this wasn't working on the red LED, but with everything assembled and painted there was no way this could be repaired. So, now I have only a red showing at the front when the loco is in reverse.

I've really enjoyed building this kit, and if I were to do it again, I'd now have more confidence in the plastic medium. I'm pleased to say the loco runs well and, with the extra effort, does look quite like the real thing. ■

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Tallylyn Guards Van No5

Lloyd Edwards gives his kit a unique finish.

Anticipating lockdown being an issue, I ordered up a TR guards van from JP Engineering to keep myself busy. Once all the household DIY tasks were completed, it was a very good thing indeed to have a kit to complete. If one is a busy person, not content with watching telly or reading books, lockdown can be hard mentally, but not so with a garden railway constantly needing attention one way or another. Thank goodness for hobbies, eh?

The laser-cut plywood kit is complete with photographic instructions and the only issue I had was that the floor warped. Ply warps easily and the floor was not the best panel to have buckled. The way out of this was to dampen the concave side of the panel and keep it under heavy books overnight. It helped but was not quite good enough. I ended up glueing the chassis rails and wheels down to the offending floor to flatten it.



Work starts by assembling the inner shell for the body. Dressmaking pins are used to hold the parts together until the glue has set.

Modelling is not always straightforward, problems can arise all the time. Success is just thinking a way around the problem. That's what stops us from getting bored along the way. When we have ways of fixing most things and a good data bank in our heads, we tend to move to greater challenges.

Just before I started the kit, I found some photos online of the Tallylyn Brake Van kit, to get an idea of colour schemes. What I noticed was that nearly all of these were made with painted schemes like the prototype. Searching for something new, I realised there was little variation on the theme. Years ago, I was struck with the wood finished product of Perfect World Models. These wooden vehicles looked great just varnished. "I'll do that", I thought. It saves some bother and it will be different.

Not wanting a shiny varnished model, I thought I would just stain the wagon plywood using an oak wood stain. I managed to carefully paint/stain twice, on several plank panel areas, to produce the idea that planks had been replaced over time. The staining had to commence before glueing, to avoid areas that the stain would not take hold, particularly on corners. I had to identify which panels were which, but with clear instructions, this was an easy task.

What I didn't account for was when the parts were cut out, there were bright areas where the part is held on the ply sheet. Stain touching-up was needed, after parts are cut out, worth remembering in the future. Also, the lighter wood areas, or outside edge framework, had to have the burn marks painted over or sanded off to make them look like ash wood. I used a buff colour Humbrol paint to cover the edges up. I had not accounted for this issue when starting and realised later that the wood finish I wanted would take some time and attention.

After assembly, I used a matt varnish spray to seal all the wood finishes. A quick airbrush weathering of green paint to simulate Aspergillus, and a white paint to simulate rock dust. The Duloe Light Railway (D.L.R.) is a slate mining railway and so all my trucks have some weathering applied.

Not everything we do in model making is perfect or goes how we like. Another point keeping us interested. I think the wood effect works well. I think I might have gone a bit far in the detailing. I'll let you decide.

Incidentally, I rate the kit highly. It goes around a tight 32mm Peco 605 set-curve, but only just, owing to the long wheelbase. Thank you IP for keeping me off the streets at a tricky time. ■



Strapping is added using a mix of clamps and sticky tape to hold it all in place while the glue dries.



Ready for the line. Notice the subtle weathering along the bottom of the body.

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Tight curves may look quaint but they have a serious impact on the performance of our engines and stock.

A Turn for the Better

Thwarted in his plan to build the Festiniog Railway's Ddualt loop, "Mad Professor" Dave Skertchly, sets out to calculate the minimum turning radius for a garden railway.

It was when building the teardrop loop on my line, that I noticed a similarity with the famous spiral at Ddualt on the Festiniog Railway. I did some sums and found that, to scale, the spiral is actually larger than the whole of my garden railway, with a radius of about 65m (213'), which would scale to 3.4m (11'3") in the garden. When I asked "The Wise Old Men of Garden Railways" about the minimum radius of a garden railway, I got the answer that the minimum is about 2'6", but why is this?

The narrow gauge wheel standards presented by the Association of 16mm Narrow gauge modellers appear to give us all the

information we need to set the wheels and check rails, but alas little else. An Internet search suggests that the wheel standards may be based on pre-1940s commercial coarse O gauge standards and that, in turn, probably means a bit of a guess.

It seems that track radius is determined by the limitations of tin plate track assembled on the hearth rug in front of a roaring coal fire. In those days, Hornby trains were grown-up toys, and functionality, not finescale, was the priority. Since there is no mention of minimum track radius, I set out to work it out from first principles.

As always, it is best to start at the be-

ginning and a good place is by measuring the radius of our curves. A length of string might do, but a pair of rules to measure the width and height of the arc can enable the radius to be calculated using geometry. I used a free program available on the web to do the calculations.

You will have noticed that the wheels of a train are solidly fixed, so when going around a corner, the outside wheel has to travel further than the inside wheel. This is a bit of a problem, effectively twisting the wheel off the axle. A Facebook friend, however, reminded me that train wheels are not flat, they are tapered, by 3-degrees or so it is said,

this is called the coning angle.

As a pair of wheels enter the curve, they try to go straight on, this is nothing to do with inertia but geometry, which causes the outer wheel to climb to the top of the taper and the inner wheel to run on the bottom of the taper. Each wheel is now rolling on a different diameter so they turn towards the smaller one, and that's towards the inner wheel. The train will also conveniently lean into the corner.

I am rubbish at sums, so I set up a spreadsheet to do the maths, a trick known as "Newton's method" or "the method of successive approximations". The spreadsheet calculated the circumference of the inner and outer path covered by the wheel sets and then the radius. I noted that the minimum radius would be the one case when the difference in track radii was equal to the track gauge. Surprisingly, I found that the track radius is dependant on wheel diameter, and in all the cases, it was much greater than the apocryphal 760mm or 2'6".

The alternative to the wheels gliding almost frictionless around curves is to have them shoved around by the flanges, just listen to a full-size train on a tighter than standard corner. It screams as the wheels slip, the flanges rub and steel slivers are ground off the rails, to alleviate this, flange lubricators are fitted to the track.

The flange makes contact on a chord determined by the core diameter of the wheel. The maximum gap between the flange and the track on the centre line is 1mm derived from the design of the wheels and track. The line extended from the contact point through the maximum gap allowed by the specification to the point at which it intersects with the same line extended from the other pair of wheels when separated by the wheelbase, plus a bit of geometry gives us the two parameters we need to calculate the turning radius with our internet calculator.

The table shows the turning radius for trucks carriages and locomotives having different wheelbases and wheel diameters. The wheel diameter seems to be pretty well irrelevant, so it is all down to wheelbase. We can see now that the "Wise Old Men of Garden Railways" are absolutely right, the minimum turning radius is now about 760mm (2'6") but only for trucks and locomotive having a wheelbase of less than 40mm (1.5"). I guess that this is what Robert Fairlie and James Spooner found out when they developed the articulated Fairlie locomotive.

I was just about to order a pint of fine Auld Phagbutt when I suddenly wondered about the radius of curves on my railway. Using the Internet calculator, I found that two of my corners are just 2'3" while one is



Dave thought about replacing the famous spiral at Dduallt on the Festiniog railway but found that it would completely fill his garden.

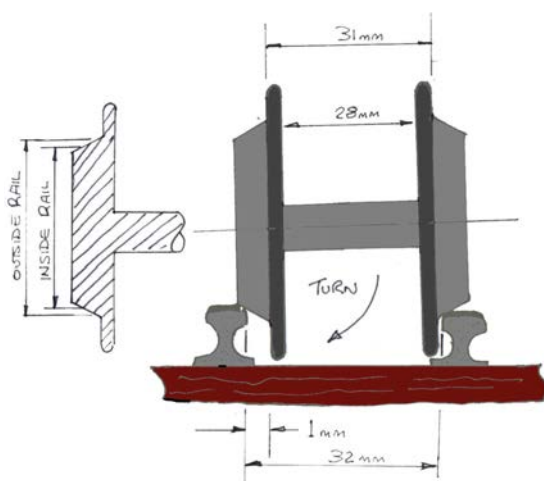


To measure the radius of our curves we can use a pair of rules to measure the width and height of the arc. Dave used a free programme from Handymath.com to do the calculations.

unintentionally even less, down to 650mm (2'1").

Before I could get to that pint, I wondered whether I could measure the effect of wheelbase and bearing type on the train? It so happens that I have short wheelbase slate wagons, long wheelbase coal wagons and long wheelbase carriages. By coincidence, I also have three matching carriages made many years ago on which the wheels are free to rotate on the axle.

In **GR 313** Sep 2020, you will recall that I made a dynamometer truck to measure drawbar loads and this truck was retrieved from its box. All the trucks/carriages were ballasted until they weighed roughly the same, even though weight makes little difference. Each rake was connected to the dy-



It is the wheel taper of 3-degrees that causes the train to turn and tilt towards the inner wheel.

Radius based on wheel geometry to **inside** rail converted to the nearest 1"

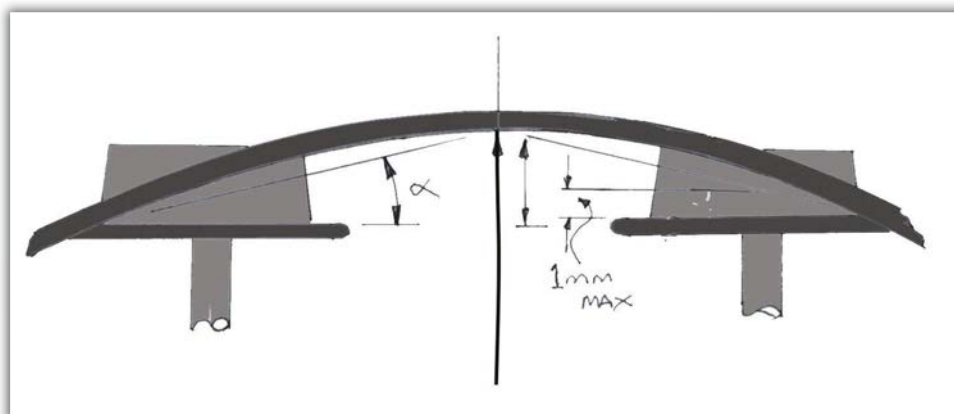
Wheel size	28mm		24mm		20mm	
Over flange	35mm		28mm		24mm	
32mm	2887	9'6"	1888	6'	1516	5'
45mm	4252	14'	2785	9'2"	2235	7'4"

The table shows the minimum radius achievable using the almost frictionless taper, it was almost three times greater than the minimum widely-adopted by modellers.

namometer and in turn, hauled by the works HGLW shunter. The drawbar load was noted on the straight and in the positions around my tight curves. The drawbar load on the straight was then subtracted from that measured on the curve to ensure that the results reflected track friction not bearing friction. The results were spectacular.

The slate wagon has small wheels and a 40mm wheelbase, which our theory tells us should be almost friction-free and, as predicted, it does indeed have the lowest drawbar load. Next best is the carriage with a 100mm wheelbase but with wheels that can freewheel on the axle. The fixed axle trucks and carriages with the 100mm wheelbase take almost three times the drawbar load as the slate wagons having the same weight. The eagle-eyed among you will note that I seem to have a problem at Lost'n Bodge and this will need attention from the track gang!

So, I can now explain why the larger, more powerful locomotives with four or six-wheel drive and a long wheelbase can haul less than the tiny Penelope the Gas Works Peckett. Friction is wasting energy on the tight curves. My large locomotives, using six or more batteries, will run for an hour or so,



The alternative to the wheels gliding frictionlessly around curves is to have them shoved around by the flanges. At first sight, it would seem that any angle is possible if the wheels are small enough.

Radius based on flange guidance to **inside** rail converted to the nearest 1"

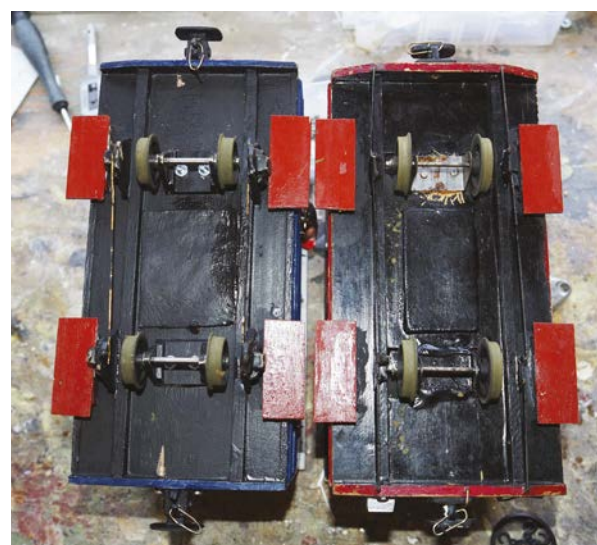
	Wheel size	28mm		24mm		20mm	
	Over flange	35mm		28mm		24mm	
Wheelbase	40	757	2'6"	732	2'5"	707	2'4"
	60	1007	3'4"	983	3'3"	957	3'1"
	80	1258	4'1"	1233	4'	1207	3'11"
	100	1508	4'11"	1483	4'10"	1458	4'9"

The table shows the turning radius for trucks and locomotives being turned by the flanges.

Radius to **inside** rail converted to the nearest 1"

My Railway	Chord	height	radius	
Llatidos Junct Northbound	500	42	765	2'6"
Llatidos Junct Southbound	500	50	650	2'1"
Parson's Leap	500	45	716	2'4"
Rainbow Rock	500	46	702	2'3"
Abbernuffawun	500	46	702	2'3"
Peco short point			995	2'11"
Track Gauge	500	42	765	2'6"

Dave decided to survey the turning radii on his line and he was in for a shock, most of them were less even than the recommended 765mm (2'6") minimum and yet his line still functions well.



By coincidence, Dave had made two nearly-identical rakes of coaches, three with solid axles (left) and three with axles that allow the wheels to individually rotate right. The freely rotating wheels were created 40 years ago before Dave understood railway engineering.



The test underway with the HGLW shunter hauling the slate wagons ballasted to match the others.

but my smaller locomotives will run all afternoon on just two batteries.

As I sit on my rustic park bench outside the Sheep Shearers Arms I sip at my pint of fine Auld Phagbutt and consider how it is that our track standards have always been a bit of a guess. I recall when dad smoked a pipe while we sat and shivered in shorts and watched patiently while dad played with our trains in front of the roaring coal fire. The logic of those rail standards

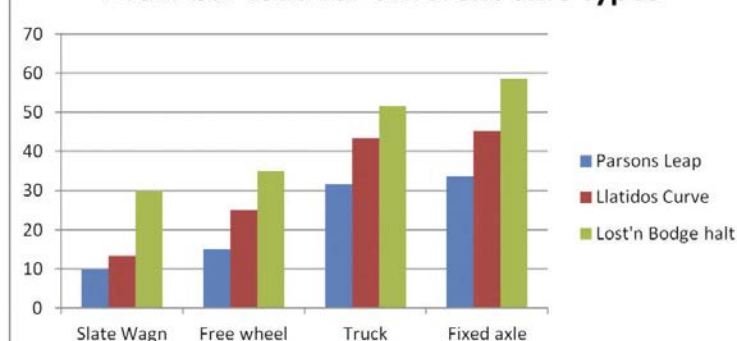
may indeed now be lost in the mists of time but as “Elizabeth Mary” the diesel hauls a rake of theoretically-oversized trucks through the tight turn at Rainbow Rock and past the flowers adorning the cutting, I realise that maybe they got it right after all. Cheers.

Editor: If you would like to look into this further, we will make the original spreadsheets available for download from the Garden Rail March section of Rmweb.co.uk ■

Drawbar loads for different types of axle

Location	Slate Wagn	Free wheel Carriage	Truck	Fixed axle carriage
Parsons Leap	10	15	32	34
Llatidos Curve	13	25	43	45
Lost'n Bodge halt	30	35	52	59

Draw bar load for different axle types



The results show that short long wheelbase wagons with solid axles take three times the power of a short wheelbase wagon to haul around a sharp corner. The freewheel carriage also uses far less power.



Dave is not going to ease the turn because he likes the fern and will not have it disturbed!



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ALL CHANGE – FOR THE BETTER

Mark Thatcher builds a 1:22.5 scale station kit from Kippo Models.

When I reviewed the GWR signal box from Kippo Models in **Garden Rail 312**, I was critical of the supplied instructions, a couple of sheets of A4 with few pictures. Well, they have clearly listened to my advice. On delivery of this kit, I was presented with no less than an eight-page pamphlet, with oodles of helpful pictures and illustrations. This is a massive leap forward, and made my job easier, as I could spend more time on the build and less time figuring out where all the bits went.

This station is a big kit. It is 600mm long and 140mm deep, not including the canopy. Scaled to 1:22.5, like the signal box, great for the G scale and Gauge 3 modeller, too. The model is based on the North British Railway station at Fife. The NBR operated around 650 stations in northern England and Scotland, and, most famously, Waver-

ley station in Edinburgh. So, whilst this is hardly the territory of the Great Western Railway, the station is built with the same look and feel to the signal box from this company, and the two kits work really well together for sure.

All together now

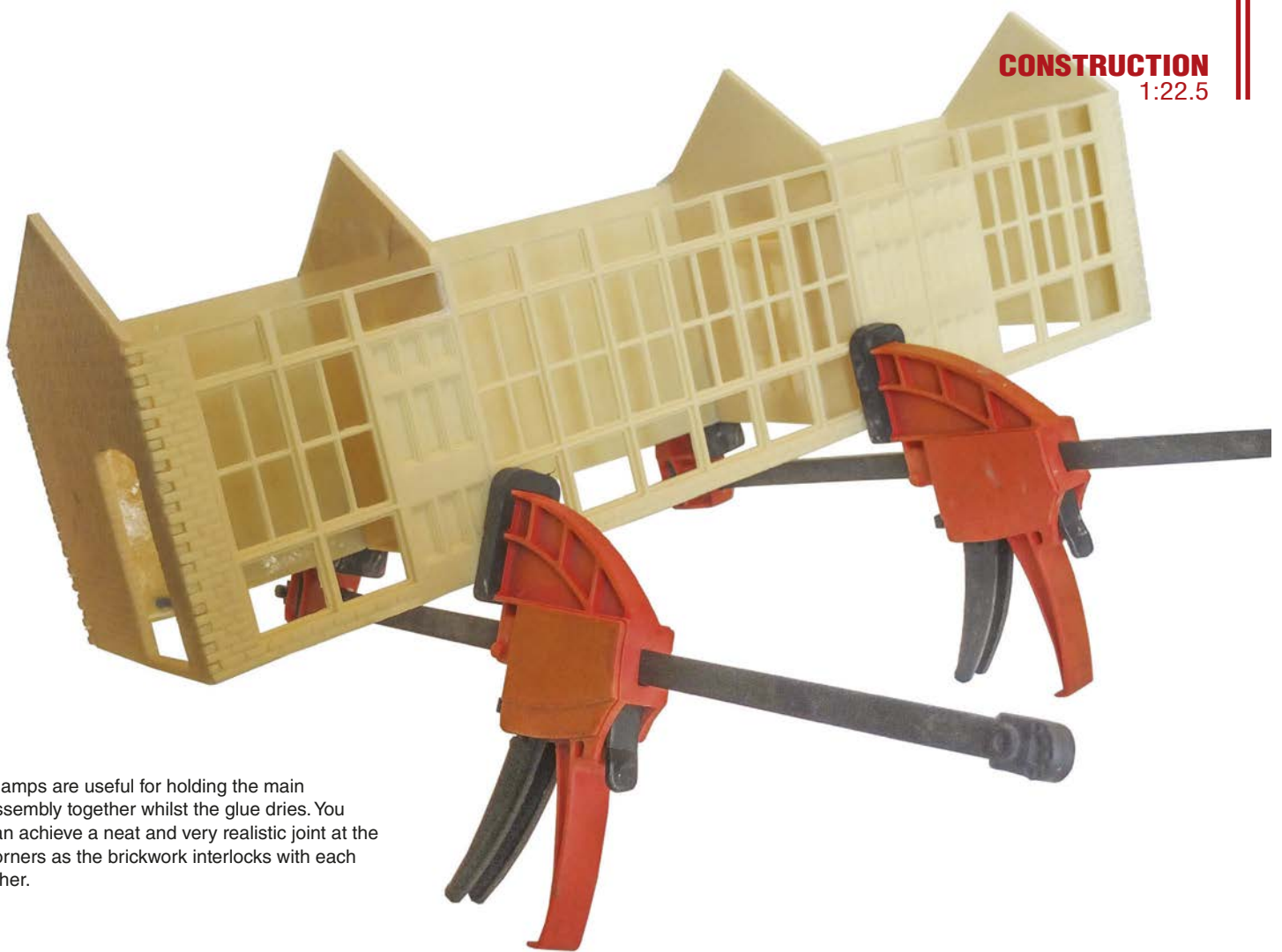
Taking a look at the kit, I could see immediately that this would be an easier build than the signal box, as rather than having separate storeys to the building and having many windows to fit individually, there are effectively four walls and two interior partitions with this kit. The front aspect is clearly the most detailed and is where the action is, with a light and airy feel to it. However, I blocked out some windows in my build as you will see later on.

Only the side door is separate, making

painting easier. The two internal dividing walls each have a door moulded into one side. The doors face towards the centre of the building. It would have been nice, however, to have had a couple of doors for the blank side perhaps. The assembly of the main building is easy. A few clamps are useful to hold the front and back elevations against the internal walls while the glue goes off. I used superglue for the main assembly and then just reinforced the corners of the building and partition walls with No More Nails.

Tessellating times

Kippo uses the same interlocking method on the corners of the station as they do on the signal box. I am pleased to report improvements here as well and they tessellate without too much persuasion. Of course,



Clamps are useful for holding the main assembly together whilst the glue dries. You can achieve a neat and very realistic joint at the corners as the brickwork interlocks with each other.

there is still a little filling and filing to be done at this stage, but such is the nature of the design that this is unavoidable.

I have found three methods that work. For any areas that needed a hint of filling between the bricks, I used extra gloopy superglue and ran a bead of that down the join, then immediately wiped the excess off with a wet sponge, the same sponges that I use for sponge-painting. This filled any gaps instantly. For larger areas, I did the same thing with No More Nails, and, as this is coloured white, it blended in with the building pretty well too. I only had to resort to Humbrol model filler for the larger gaps, but again, this is easy to apply and the excess can be sponged away.

Up on top

The roof was a far less intricate affair than the signal box roof, having only two aspects and with no mitring of the ridge tiles to trouble me this time. I was provided with six lengths of these capping tiles, and I found I used five full-lengths and just nipped one tile from the sixth. The capping fitted perfectly with no overhang at either end. Nice planning Kippo!

The roof was primed with a coat of U-Pol dark grey primer, then the odd slate here and there was picked out with a slightly different shade of grey before I drizzled a weak

mix of white water-based paint down the roof. When that dried it left a weather-worn finish. This matches the finish on the roof of the signal box.

Painting the building was pretty quick and simple. After a quick undercoat, I could hit the entire structure with a matt cream

from a rattle can. This is sold as a chalk finish by Poundland. Now, working in TV advertising myself, I can tell you something is clearly wrong here as this cost me £2.49. I bought two cans just in case – mugged off again!

Once the inside and outside of the build-

It is worth Blu-Tacking the roof sections into place, then running a fillet of superglue down the centre. That way, you can still remove the roof to work on separately, but now you have established the right pitch beforehand. It is also useful to have some masking tape to hand to hold the ridge tile sections in place while the glue dries.



I used a light grey from Coach & Wagon Works' brick paint set as the mortar colour, followed by sponging a darker red brick colour to create the base brick texture. Once dry, a grey wash weathers things down a little. On the roof, a whitewash is drizzled over the slates. When it dries it leaves a chalky-white residue, which can be protected with a coat of matt varnish.



ing were all creamed up, I could easily mask the doors and they got hand-painted with GWR brown from Phoenix Precision paints. The brickwork effect was created with colours from the Coach & Wagon Works' brick paint set, with a final sprinkle of a dark red weathering powder just to tone the bricks down a little.

I opted to create a frosted glass effect to the top row of windows. These are partially hidden by the canopy. I just used some of the clear glazing material supplied with this kit and blew a dusting of white primer over it to create this effect, which looked about right. Then I cut some Plastikard to block out the lower windows. This was

spray-painted in GWR brown, attaching them to the inside lower edge of the front of the building.

No fiddler on the roof

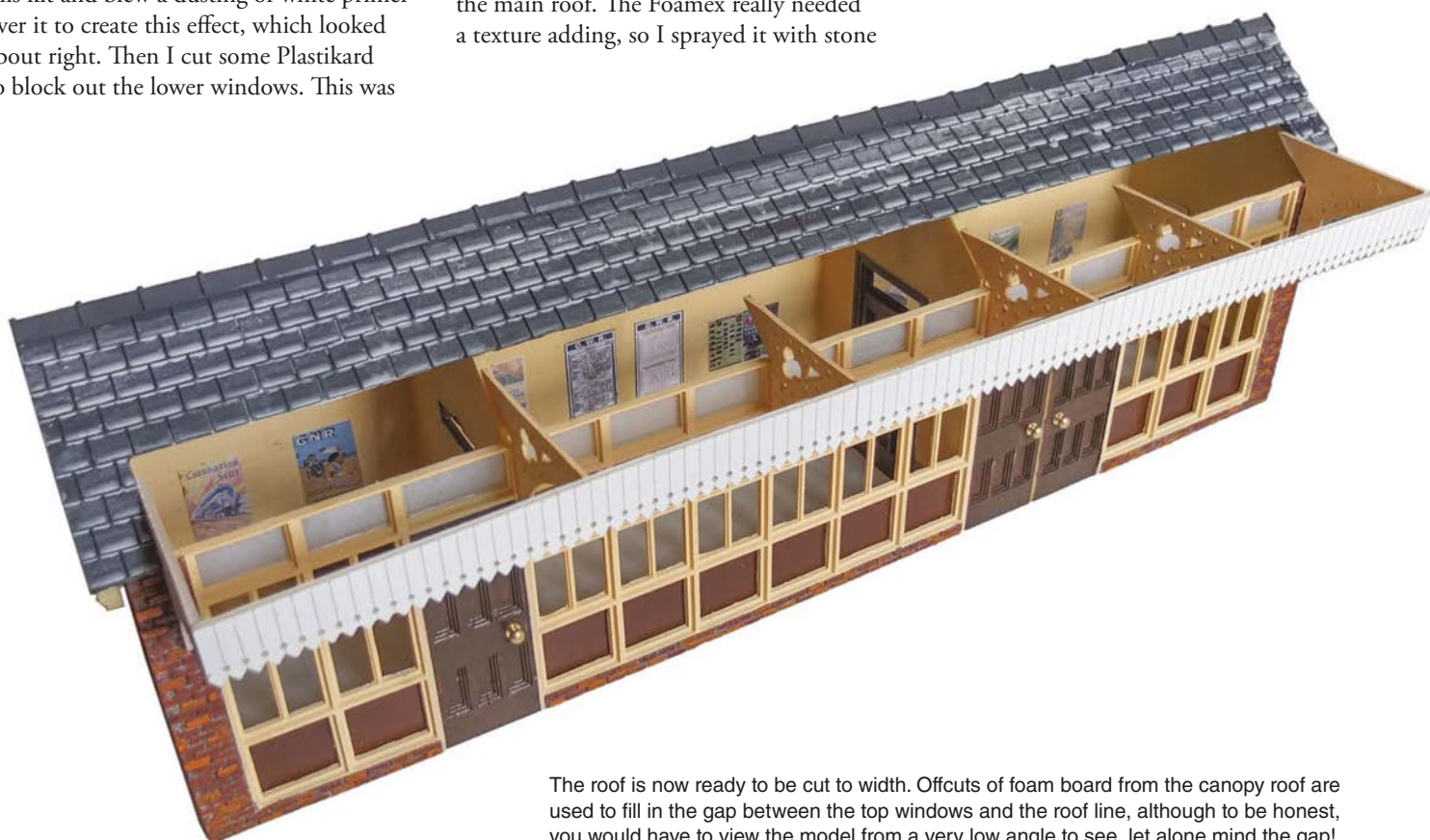
The canopy roof is the most complex part of the kit, but easy enough now that the instructions are well-written. An oversized sheet of 3mm Foamex board is included to fabricate the flat roof section. I must admit, I thought this was packaging at first and nearly threw it away! There are three sections of decorative slatted awning and you slide the Foamex board between these and the main roof. The Foamex really needed a texture adding, so I sprayed it with stone

effect paint, before going over it again with a grey so it matched the main roof.

The final touches were to add the decorative L-shaped brackets to the underside of the canopy, add the guttering, valances and downpipes, and the two chimney stacks and pots.

It is worth mentioning that the valances had marks where the little round holes between the planks would be, but these all needed to be drilled out with a 1.5mm drill. This was not too bad, as there were partially recessed holes for these, but one little slip up with the drill, and it would have been game over, although thankfully not in my case. It just takes a little concentration and time, that's all.

The chimneys were added to the roof on



The roof is now ready to be cut to width. Offcuts of foam board from the canopy roof are used to fill in the gap between the top windows and the roof line, although to be honest, you would have to view the model from a very low angle to see, let alone mind the gap!

the rear side of the building, centrally to each side room. TIP: if you fit the first one where you want it, simply use some masking tape to act as a measure, so when you add the second chimney, you know it will be equidistant from the gable end as the first. I went for Phoenix GWR brown for the guttering as I thought it contrasted well with the cream of the window frames and also was a nod to the lower window in-fills on the front elevation of the same colour. However, although guttering was supplied to fit around the top of the canopy, I omitted this as I felt it interfered with the neat line of the canopy valance.

Once the roof was glued in place, the final components I added were the A-frames to the underside of each end of the roof. I am not sure they are totally necessary or would provide any support in the real world. They

seem to hang in the air somewhat, but you don't have to add them if you don't want to.

A few bits of my own

I did not really feel the need to add too much to this kit, except for the brass door knobs to the exterior doors. I brightened up the interior with a few signs. It would be worth laminating these if your station will live outside permanently. I also added my proprietary faux leading to the chimneys, where they join the roof, as I have a dislike of chimneys sitting atop the roof rather than being an integral part of it.

Finally, I had some wood-effect sticky-backed Fablon in stock, which I added for a little contrast to the lower edge of the internal walls. I will probably add a ticket machine and some seating later on as these

will be easily viewed through the large windows to the front aspect of the station, but these further augmentations will have to wait until a later date. This building lends itself to a detailed interior fit-out for sure.

There are so many improvements with this kit. The single resin moulded front aspect to the station is exquisitely moulded and possibly the largest single resin part I have ever seen with this much detail. That alone must be a real challenge to create. Thanks to this, the kit is much quicker and easier to build and paint than the signal box.

There are no fiddly roof ridge angles to juggle with either due to the simpler nature of this long thin roof. The instructions are very well compiled and the whole package feels like a more complete offering.

The station also sits very nicely alongside the signal box. I can see the Gauge 3 lads and lasses having a lot of fun as this range of buildings will no doubt continue to expand in the near future, but for the 45 millers out there, this station could well fit the brief too.

Unlike the signal box, which takes a little modelling aptitude to build, I reckon anyone could build this station, so that is a clear bonus for the most ham-fisted modeller such as myself, yet you can make this building your own if you want to – but you don't have to as it works seamlessly out-of-the-box.

Top marks to Kippo Models for taking my previous feedback squarely on the chin and for taking a massive leap forward with this kit, and in particular, with the excellent instructions that they now provide, which makes the whole building process a lot more straight forward and pleasurable too.

One final note. Clear plastic glazing was not included in Kippo's signal box. I thought this was an omission and they have listened, as it is included with this kit. However, it is not featured in the shot of all the parts and neither have I added it to my station building, as I think in general model buildings photograph better without it. But I will add glazing to this model later on as there is an expanse of windows on this model. ■



An easy way to get both chimneys equidistant from the gable ends of the roof is just to use a length of masking tape as a measure then transfer this to the other gable end.

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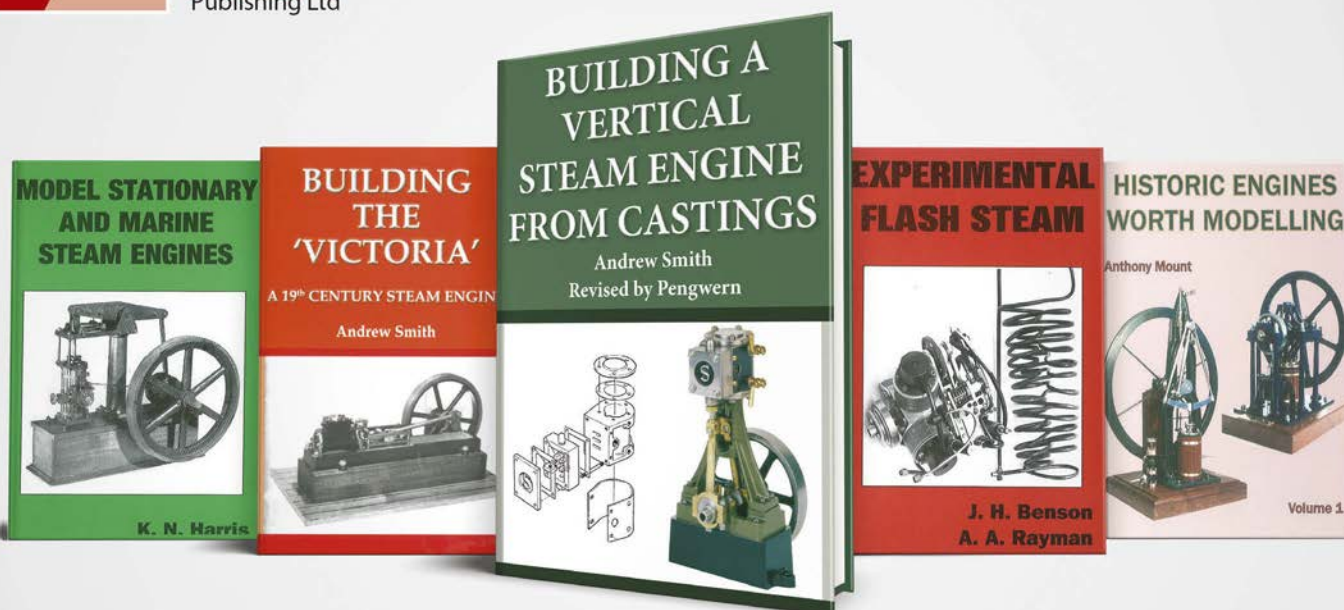
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My Little (Welsh) Pony

With a pile of less than inspiring materials, Ben Bucki managed to produce a fine looking locomotive in what should have been a relaxing project.

With Lockdown in full effect, I found myself needing a distraction from home-working, whilst homeschooling three kids, and also the general ‘screaming-into-the-abyssal-void’ which the situation inspired.

What was wanted was something nostalgia-focused, and calming. In hindsight, I missed this last target in quite some magnificent fashion. That’s the nature of the beast when you decide to make something and almost all of your supplies and tools are safely stored at your in-law’s house five miles away; moving it all there whilst we

redecorated seemed such a good idea in early March...

After an assessment of what I had to hand (not much) and a bit of a think, I decided to make a model of my favourite locomotive: the Ffestiniog Railways “Welsh Pony”.

The Prototype

The Ffestiniog Railway) invested early in steam power, increasing efficiency in the shipment of slate from the mountains to the harbour at Porthmadog by replacing gravity and horse haulage. The original pair of tank locomotives, built by George England in

London, were swiftly followed by two more, then a final pair to a slightly larger design incorporating lessons learned from those four originals.

These ‘Large Englands’ were named “Welsh Pony” and “Little Giant” and arrived on the railway in the mid-1860s to lead a reliable, albeit quiet, existence. When the famous Double Fairlie locomotives took over the majority of slate trains, “Welsh Pony” seemed to have spent a lot of time as shunter around Blaenau Ffestiniog, or on occasional full-line mixed trains, and later on jaunts onto the Welsh Highland Railway.

Around 1940, the loco was mothballed at Boston Lodge in increasingly decrepit condition. When the preservationists took over post-war, 'Small England' loco "Prince" was the better candidate for restoration, and "Welsh Pony" was increasingly cannibalised to provide spares to the rest of the FR fleet.

Eventually, the engine was repainted, paired with a spare tender, and plinthed at Porthmadog Harbour where the sea air slowly rusted the loco away, and where generations of little hooligans (like me) happily clambered all over it. I suspect any child visiting Porthmadog in the 1980's-early 2000's probably clambered all over "Welsh Pony", which probably explains why a great many enthusiasts around my age seem to regard the loco with such affection.

With the restoration of the Welsh Highland Railway drawing nearer, the plinthed loco was removed to make space and "Welsh Pony" was finally placed into covered storage, though out of the public eye. Happily, there were enough volunteers and supporters who appreciated its historical significance, and during the 2005 gala "Welsh Pony" was turned out in blue livery, using leftover paint from the restoration of Adrian Shooter's Darjeeling B-Class, to get a bit of attention.

"Welsh Pony" received a more fulsome cosmetic restoration in 2012 for the 150th Anniversary of the Ffestiniog, and this prompted the present situation, where after extensive rebuilding the loco is tentatively scheduled for a return to service in 2020, and like many, I'm looking forward to seeing it run.

The Model

With the real thing hitting the rails, it seemed a good opportunity to finally make a model of it. Being stuck in Lockdown, I didn't want to buy any bits specifically for the build, partly because I didn't know if our household would still have wages coming in and I kept hearing people insist it was morally wrong to burden the postal services with unnecessary ordering. However, in a way, I quite liked the challenge of using what I had to hand.

So, what did I have to play with? In the last box that hadn't been transferred to storage; one damaged Newray Gauge One(ish) train set, and three extremely-battered G Scale Echo Toys sets, bought very cheaply online last year to try and make one good loco out of three dead ones.

These, a few spare plumbing parts, and some scrap wood would form the basis of the build. Fortunately, I also had a few sheets



Top: The main parts of the project; the part-modified Newray tank loco (showing the cracked bodywork that made it very cheap to buy, with the various plumbing parts, and some of the selection of details stripped from an Echo Toys mogul (Below). By this point, I'd swapped the better wheels from the mogul onto the tank loco, but it led to massive problems with quartering, gear-binding, and issues with the coupling rods. Turning an 0-6-0 chassis to a 4-wheeler started a chain reaction of mistakes where the overly flexible plastic of the Newray rods, with a comedy twanging sound effect, explosively dismantled everything until heavily reinforced with strips of Plastikard.

of Plastikard available, but beyond that, improvisation would be the name of the game.

The pictures and their captions should give some idea of how the project progressed, but really, the main theme is compromise. To start with, building on a G-scale chassis meant this wasn't going to be a properly-scaled model and led to a nightmare of

modifications and escalating problems.

There's also the colour. When I first got to know the loco, it was bright red. The last time I saw it, when cosmetically-restored, it was green, and apparently, the plan for the restoration is dark plum livery, followed in 2021 by green again. The trouble was, I had no spray paint in any of these shades and



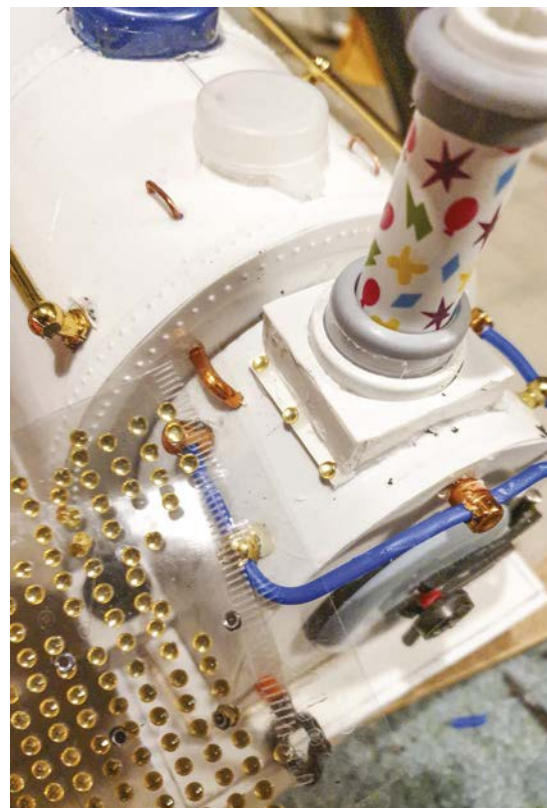
frankly dreaded hand-painting a model of this size.

Happily though, “Welsh Pony” were light blue for a brief period in the 1930s, and whilst there are two photographs, both unfortunately greyscale, the exact shade has generated debate for decades, including some enthusiasts who contend it was never blue, just a shade of pale green. I did have a can of light blue paint, which at least meant I could crack on with spraying the model, but cer-

tainly, the prototype’s blue livery wasn’t a success, as reportedly household paint was used which faded quickly. In an unplanned tribute to this event, I managed to spectacularly mess-up the painting of my own version of “Welsh Pony”, as mentioned in the captions.

Just to complicate things further, from the start, I wanted to do some atmospheric twilight photographs with the model, so it was designed to incorporate a working mini humidifier to generate steam effects, as well

The model was starting to take shape, though still showing a crazy amalgamation of toys, plumbing parts, and scrap wood before cladding in plastic. Just visible is the cradle within the saddle tank, which would hold a mini humidifier to create steam effects, as well as the other electrical gubbins. The problems with the cab roof were just starting to become obvious at this stage; needing access to the interior of the saddle tank, I’d need to make the roof removable (tricky with the curved roof edges) and in the end, I had to plump for reusing the Echo Toys roof with some modifications, and ply framing with some wire reinforcement for the cab sides/door frames.



Illustrating something of the random mix of detailing parts; the long saddle tank handrails are Echo Trains parts, and after faffing with re-shaping some more to produce the distinctive curved smokebox railing of the prototype, I snapped, as did the donor parts. In the end, I cut off the handrail knobs from the shattered plastic, drilled them out, and used a bit of blue plastic-coated single-core wire as the handrail. The chimney is a cut-down felt pen with plumbing bits, the tank filler cap is a mini paint pot, the dome a cap from some aftershave, and the big rivets are jewels for decorating a mobile phone (sheet pinched from my eldest). These were a right faff to apply, evidently I don’t have the fingernails for it. The home-made strips of rivets for the boiler bands, made by laboriously pressing a screwdriver into Plastikard, are also on show and were yet another mania-inducing moment in this build. Finally, the smokebox door is a rubberised plastic cap designed to go on the bottom of a table leg, and the hinge/strapping is a mix of plastic sprue and a nail, after the first attempt to curve some plastic strips failed. In any case, the material of that smokebox door meant it was a struggle to get anything to stick to it at all. The wheel for the door is a Tri-ang wheelset of ancient vintage - too many spokes, but the nearest thing I could find, and didn’t look too bad with the flange filed away.



The firebox and backhead, a horrendous mish-mash of drainpipe parts, curry powder pot-lid, mini camera tripod, Biro’s, Plastikard, ply, bits from the Newray loco, bits of 00 gauge Dapol Pug, and bits from the Dapol Girder Bridge. I subscribe to the Gerry Anderson/Derek Meddings school of thought that it isn’t proper kitbashing if it doesn’t feature bits from this kit. Though bearing little resemblance to the real England loco parts, it would only be barely visible through the doors; it also shows the removable part to allow the steam generator and lights to be fitted later, and thanks to me not cleaning the curry lid efficiently, the loco produces a faint but pleasing smell of rogan josh when it runs.

as a functioning headlight, using yet another component culled from the Echo Toys loco, and lit firebox. To my surprise, these at least worked as planned.

With it finally built, how do I feel about it? Well, it is only slightly “Welsh Pony” I suppose, with all the compromises, and it seemed to take forever to build, and I’m still not too happy with that cursed chassis. But on the other hand, as an exercise in using only what I had to hand and rebuilding a couple of knackered toys into a model of a beloved prototype loco, it worked. I suppose I’m reasonably happy with how it came about, however, I think the next project (using yet more bits from the Newray/Echo Toys sets) should aim to be rather simpler...



Spray painting on a particularly hot day, where the model ended up accidentally left in direct sunlight while drying, left the saddle tank looking like a drought-stricken riverbed, and thus the air was filled with some choice language. Eventually, after an afternoon spent sanding small patches of the paint off, I realised I’d need to take more drastic action and just ended up stripping it back to the bare plastic. This was what I think of as a ‘Size 10 Moment’, that is, the point where a project becomes so frustrating I just want to introduce it to my Doc Martens. With the paint finally chipped and sanded away, I replaced the rivet strips as well, re-masked it all, and waited a few days for better weather conditions to spray it, this time with about six light coats. Irritating to say the least...



The model was basically done at this point, awaiting a waft of primer to show any faults before the final painting, then the addition of a few last bits of detailing. The washers I’d be using as spectacle frames would go some way towards hiding the slightly rough cut-outs for the windows on the cab, though nothing apart from a coat of black paint and fancy camera angles could disguise the over-large cylinder cover below the frames. This was an unfortunate side effect of modifying the wheels and reinforcing the connecting rods, pushing the cylinders too far out, but at this point, it was just one more compromise in a build that seemed never-ending...

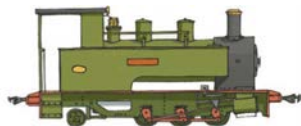


With the blue laboriously re-applied, I set about painting the various bits of strapping and framework in black, then the handrails, and so on with a bit of brass (Citadel Miniatures acrylics being used for this purpose), before a bit of dry brushing to bring out the details.

Interior view of the cab of the model, with the somewhat freelance backhead and firebox detail. To be fair, the doors on “Welsh Pony” are quite narrow and you wouldn’t be able to see a lot. One of the aspects of the project that actually worked as planned is that it all comes apart to allow the small humidifier to slide into the saddle tank, and also the battery for the headlamp and the bicycle tail-light to provide the Tri-ang-esque Firebox Glow Effect.

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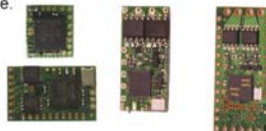
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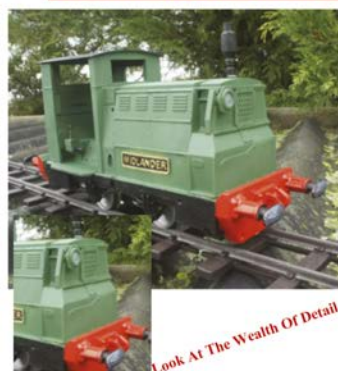
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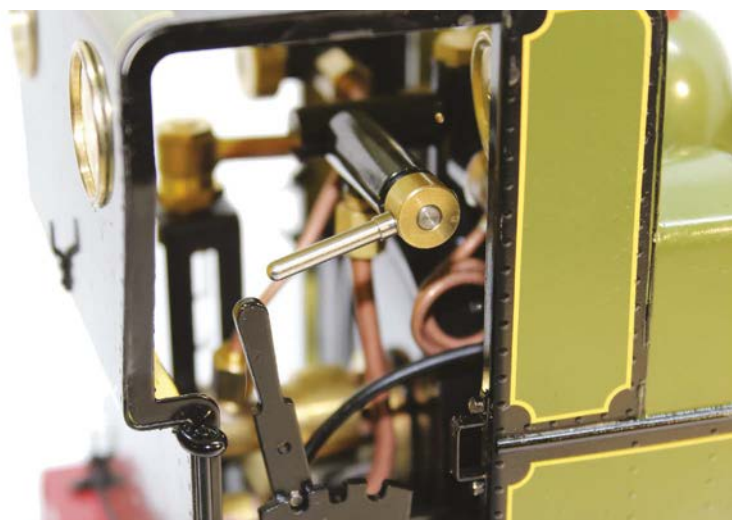


Accucraft Talyllyn No.1

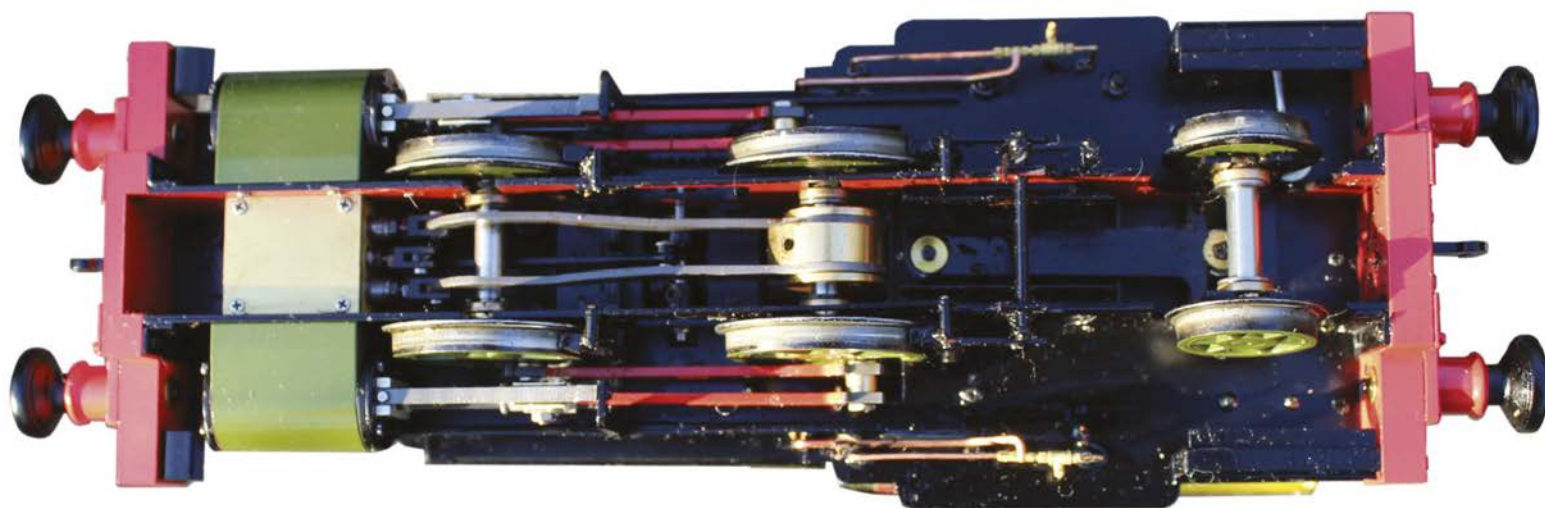
Steve Blackmore gives the TR's oldest engine a spin.

When I started with 16mm narrow gauge, nearly 25 years ago, the perceived wisdom was that you could have a scale model (probably electric powered) of a steam locomotive, or a semi-affordable, reliable live steam locomotive that might look a bit like an actual prototype, but not both.

In recent years, manufactures have been challenging this pre-conception, releasing an ever-increasing range of live steam scale models. So, when the Editor asked if I would be interested in reviewing Accucraft's latest offering (daft question of the year or what?), I jumped at the chance, and two weeks before Christmas "Talyllyn" arrived to stretch its wheels on the Bole Hill Railway.



The main running controls are placed in the cab doorways, leaving little or no room for footplate crew and no radio control option is available. Those with fat fingers may struggle.



History

“Talyllyn” (locomotive number one), was supplied to the Aberdovey Slate company of Towyn in 1864 by Fletcher Jennings & Co of Whitehaven in Cumbria. It was based on their existing “A” class design and was originally supplied as a 0-4-0 saddle tank. However, it was returned three years later to Whitehaven for the addition of a pair of trailing wheels to cure the loco’s rough riding. I find it interesting that the locomotive was selected before the Talyllyn railway was constructed so that the lines loading gauge could be built to match the loco rather than the other way around.

Unboxing

“Talyllyn” comes packed in a pair of stout cardboard boxes with plenty of foam rubber packing, obviously designed to survive its trip by container from China. As well as the loco, there is a little compartment within the foam that contains a couple of syringes, a pair of nut spinners and a pair of gloves. Note that no steam oil or water top-up bottle is included. Chances are that most modellers already have these in their tool kits and packing them in the box would have significantly increased shipping costs.

First impressions out of the box are stunning. This is genuinely a scale model of a specific prototype that is also a well-engineered working steam locomotive. I loved the lined TR green livery. The cab upper interior is painted cream and the frame inner faces, connecting and coupling rods are painted red. There are half a dozen copper pipes with various cast brass valves all securely fixed to the bodywork. A small bag contains a brass whistle and red-painted safety valve levers,

removable water filler “cap” and dummy coal load to hide the gas filler valve (more of these later).

Unlike the prototype, the trailing wheels are fitted in sprung pony truck. I was a little apprehensive about this at first, but I found the loco’s road holding to be superb, even when running the cab first over our railway’s mossy track.

Comparing the model with Bernard Rocket’s drawing, all dimensions appeared to be spot on. Checking various photos, it was obvious that No 1 has evolved over the years and I think Accucraft’s model is of a later condition with metal rather than wooden brake blocks. This accuracy is probably a testament to the collaboration between Accucraft and the Talyllyn Railway Society during the design.

Controls

A very clear water gauge is provided in the left-hand doorway. This gauge has a useful blow-down valve with its operating lever tucked behind the left-hand cab step. Above the water gauge is the knurled brass gas regulator knob, which has a nice light feel to it.

The gear lever and regulator are located in the right-hand doorway. The regulator is a fairly short steel lever again with a nice light and precise feel. However, the reversing lever is a little too long and interferes with the regulator travel particularly in reverse. Note that the cab roof is fixed and does not flip up for easy access to the controls.

A $\frac{3}{4}$ inch pressure gauge is visible through the right-hand spectacle and the safety valve is hidden in the dome and vents through two very small holes in its top.

Preparation

Anyway, enough of the waffle, let’s get this beauty running. It’s worth reading the instructions cover-to-cover, there were a few little details in there that surprised me. First, all the moving parts like bearings and rods need a little light lubricating oil; Accucraft suggests “3-in-1”.

The instructions state that a propane/butane gas mix may be used if desired, but pure butane is recommended. The instructions also clearly state that you should fill the tank until the liquid vents. However, despite trying two different brands of gas and three different makes of gas can adapters, I was unable to get the tank to fill to this point. I rang Accucraft about these problems and they promptly sent me a replacement “Ronson valve”, which unfortunately proved no better than the original. “Talyllyn’s” valve is

Specification

- **Scale:** 16mm to 1 ft (1:19)
- **Gauge:** Either 32mm or 45mm
- **Min Radius:** 1.0M (36ins)
- **Length:** 286mm (11ins) over buffer heads
- **Width:** 88mm (3.5ins)
- **Height:** 136mm (5.5ins)
- **Weight:** 2700g
- **Boiler:** Centre Flue
- **Working Pressure:** 60psi
- **Reversing Gear:** Piston type, reverse by lever in the cab
- **Boiler Fittings:** Safety valve, pressure gauge, water gauge
- **Cab Controls:** Steam regulator, gas regulator, reverser, lubricator, boiler blow-down



The displacement lubricator cap must be screwed down properly (right) or the oil leaks and the loco won't pull the skin off a rice pudding.

a new design with an M5.5 thread so I don't believe there are any aftermarket replacements available yet. I also had problems with the dummy coal load, which needed some paint scraping out of its locating slots so that it seated properly over the gas valve.

Now, some 460 viscosity steam oil is needed in the "dead leg" displacement lubricator on the right-hand side. Remember to leave a little air gap above the oil otherwise the lubricator won't function correctly. Re-fitting the lubricator cap also proved a challenge as the hole in the bodywork is not big enough to allow the O ring around the cap to pass through easily (sorted by the application of a needle file!). The cap must be screwed down so its top is flush with the bodywork otherwise No1 will sulk, leak steam and oil and refuse to pull the proverbial skin off the rice pudding.

Finally, we add the distilled water. The boiler has a 120ml capacity but I found that it was best to start with 80ml and top up a little after the loco had been running for five minutes - the top-up valve works very well. I also had issues with the rather nice cast dummy filler cap not fitting on to the Goodall valve correctly. Again, a few strokes of the needle file soon sorted this.

On the track

The gas proved easy to light via the opening smoke box door, secured by a nice magnetic

catch, and steam was raised in 10 minutes. After working the loco back and forth a few times to clear the tubes, "Talyllyn" was let loose to run around the BHR's level top circuit light engine. She quickly settled down into a very sedate trot and ran for 15 minutes.

Next, I tried a short but heavy-ish, train of a Perfect World four-wheel coach and guards van, which highlighted another issue. "Talyllyn's" buffers and coupling are set at a nice scale height above the rail head while this stock has standard height centre buffers, which led to a couple of derailments. The problem was easily solved by including an adapter height wagon, but I would suggest potential buyers look for stock with prototypical hook and side buffers. Apparently, it is possible to replace the hook with an Accucraft chopper coupling but I didn't test this.

Over the next few days, I was able to test a number of different trains both on our level top circuit and our Darjeeling-inspired main line. Running was variable. Sometimes it was an utter joy to watch "Talyllyn" trundling around with a scale train at a nice steady scale of 20mph, other times it could barely pull away, let alone pull a train (oil cap problem, see above). I got the best running while I was trying to video, i.e. I was just letting the train trundle round. Stopping and starting the train for posed photos meant the steam tubes clogged with condensate resulting in spluttering on the restart.

(Editor: We'll upload the video to our pages on RMwewb.co.uk).

Filling the gas tank was the biggest challenge. After a bit of experimentation and talking to Accucraft support, I found it best to fill the gas tank until you can't hear any hissing, crack open the gas knob for a couple of seconds to let some gas/air out (obviously don't do this next to another lighted loco!) and then try to get some more gas in. Repeat until you hear a bit of spluttering in the tubes or you see frost on the gas regulator valve. This is as full as you are going to get it. On lighting up, place your finger on the gas line for a minute so the warmth stops condensation within the line. Gassing while the loco was still hot from a run proved next to impossible.

The other trick I resorted to was to use preheated distilled water, which cut the average pressure raising time from 9 to 7 minutes.

So, on our level line with steam regulator about 1/3 open, times averaged at about seven minutes to raise steam and 16 minutes running time. On our steep main line with regulator 2/3 open (not able to run in reverse due to reverser issue), running times averaged only 10 minutes.

Summary

This is a beautiful looking model with many surprisingly sturdy details and lovely, lined



One of the Editor's friends, who works on the TR and rebuilt the prototype, also has the Accucraft "Tallyllyn" and agrees with Steve, it's a superb scale model.



Manufacturers response

We showed Accucraft this review for comment and they add:

We are sorry about the vagaries of the new Aster-type gas filler valves, although some customers have experienced issues most seem to have been OK and we have replaced faulty ones - some modifications are being made to the design to ensure better overall results in future.

The 'O' ring issue seems to have arisen from the size of the lube hole and allowance for the thickness of the 'O' ring and care may be needed replacing the filler bung.

Fitting the accessories may require a little paint to be cleaned away from slots or threads for a snug fit - probably better than to have a sloppy fit! Topping the gas up is best done after the locomotive has raised steam but before it has run but the water level will need watching thereafter, hence the inclusion of a Goodall valve.

paintwork. Both water and gas fillers are hidden by covers. The wheels look superb complete with brake gear and the rear pony truck works very well.

The steam and gas regulators have a very nice precise feel to them but those with large fingers may struggle. I was able to achieve a steady scale 20mph on the level for up to 25 minutes, which may improve with running in, but a badly fitting displacement lubricator cap can cause running problems.

"Tallyllyn" really needs a continuous run to let it settle down into its stride, but it's very, very satisfying when you get your driving right! ■



It's not fair, Daddy's still outside playing.

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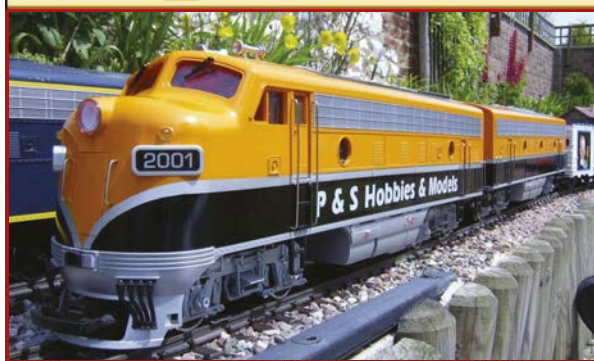
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NA26 Simplex Loco, NA27 "Fowler", NA28 GVT Coach, NA34 Simplex, NA38 GVT Wagon

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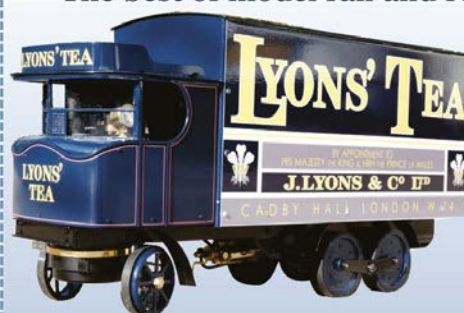
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From the works

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

ACCUCRAFT UK

7/8th Scale Kerr Stuart "Diana"

This new live steam model will be based on "Diana", built by Kerr Stuart as part of an order for Mauritius. Never delivered, she ended up on the Kerry Tramway, and eventually entered preservation.

While there were many other members of this class, in conjunction with her current owner, Accucraft will focus on the history of this unique survivor. "Diana" was built in 1909 by Kerr Stuart as part of an order for six locomotives for Mauritius. Although several of the locomotives in the order were sent to Mauritius, she wasn't delivered, instead, being purchased by the Board of Trade for use on the Kerry Tramway.

The Kerry Tramway closed in 1922 and Diana was sold to the Oakeley Quarry in Blaenau Ffestiniog, where she worked for the next 20 years. Sold in 1945 to the Penyr-Orsedd Quarry in the Nantlle Valley, "Diana" was purchased for preservation in 1964 and passed through the hands of a variety of owners.

Every customer who purchases a model of "Diana" will be entitled to a free footplate ride on the prototype at the Amerton Railway near Stafford (subject to terms and conditions yet to be finalised) and have the opportunity to pose their model with the real thing! A numbered certificate confirming this will be issued with every model sold.

Specification

Scale: 22.5mm to 1ft (1:13.7), 7/8ths" to 1ft

Gauge: 45mm or 32mm adjustable

Length: 270mm (over buffer beams)

Width: 126mm

Height: 195mm

Boiler: Centre Flue

Working Pressure: 60psi

Minimum Radius: 600mm (2ft)

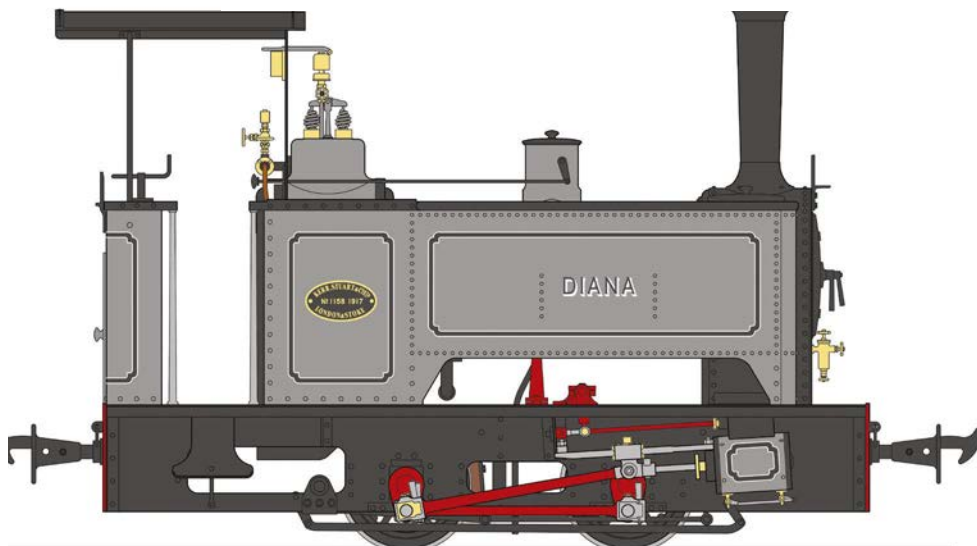
Reversing Gear: Piston type, reverse by lever in the cab

Valve Gear: Simulated Stephenson's link

Fuel: Butane Gas

Boiler Fittings: Safety valve, pressure gauge, water top-up valve

Cab Controls: Steam regulator, gas regulator, reverse lever, water gauge



Colours available, subject to production batch:

S78-5A Kerr Stuart 'Sirdar' 0-4-0T in lined grey, Diana

S78-5B Kerr Stuart 'Sirdar' 0-4-0T in lined black

S78-5C Kerr Stuart 'Sirdar' 0-4-0T in lined green

S78-5D Kerr Stuart 'Sirdar' 0-4-0T in lined maroon

ACCUCRAFT UK

PO Box 394, Hereford,
Herefordshire, HR1 9QN
www.accucraft.uk.com

BOLE LASER CRAFT

Talyllyn Two Bar slate wagon and three plank wagon

In response to customer demand, Bole Laser Craft has re-worked their 32mm gauge TR wagons for 45mm gauge. The length of the wagons has been increased to allow for the wider gauge but keeps the same proportions.

The kits are a combination of laser-cut poplar plywood, laser-safe MDF and plastic together with many 3D-printed nylon components. Of particular note in the slate wagon kit are the two dozen support "bobbins" that thread onto brass rods to significantly increase the robustness of this model.

Also included is a choice of couplings. The model may be assembled with prototypical hook and dumb buffers or a Penrhyn style centre buffer.

Dimensions: 130 x 70 x 52 mm

Prices:

SM45 Talyllyn Two Bar slate wagon: £37

SM45 Talyllyn 3 plank wagon: £32

£4 UK post and packaging

BOLE LASER CRAFT

Yew Tree House, South Street, Bole,
Retford, Nottinghamshire, DN22 9EJ
www.bolelascraft.com



THE TRAIN DEPARTMENT

1:20.3 Baldwin engine Class 6-10D
New from The Train Dept and Bowande, a 45mm gauge Baldwin engine Class 6-10D 0-6-0 in both a 1884 Olive Green lined livery and a post 1900 Black livery. Available as both a tender version or a saddle tank in both of the optional liveries.

A perfect-sized model for the smaller garden railway, or for someone looking for one that's easy to manage and transport. Full CAD profiles and detail drawings were developed from original Baldwin works drawings and used for the development of the model by Bowande to ensure the detail accuracy on the model.

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

Specification:

Slide valve cylinders with a 1/2" bore
Full working Stephenson valve gear for reduced steam consumption
Butane fired ceramic burner in a sealed locomotive firebox
60psi pop safety valve
Internal throttle with a dry pipe in the dome
Dead leg lubricator
Oversized fuel tank for a long duration runtime
Goodall valve
Brass etchings for bodywork
Fully bushed chassis and rods.

The models are available for reservation, with production scheduled for mid-2021.

Prices

Tender version: \$2550

Saddletank version: \$2350

The tender will be available as a separate purchase for existing models in a black paint only for \$425

Colours available:

GS43-STG Baldwin 6-10D

Saddletank Olive Green

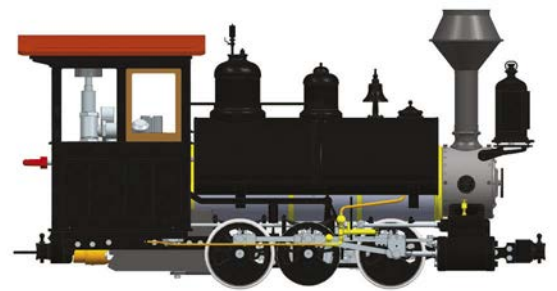
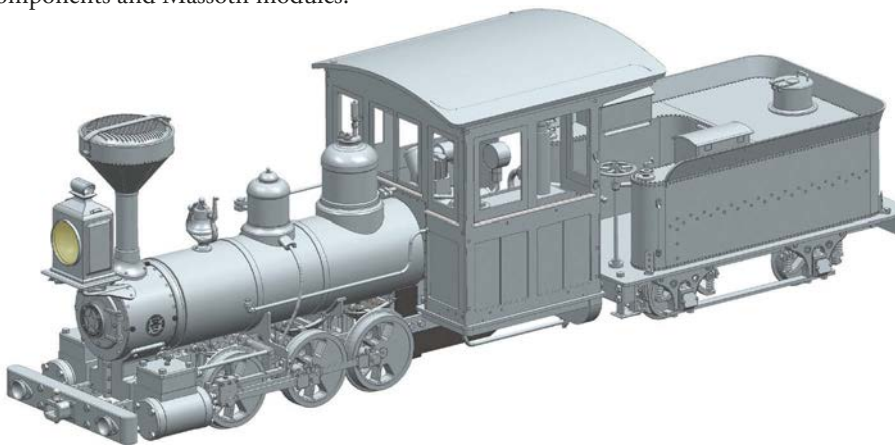
GS43-STB Baldwin 6-10D

Saddletank Black

GS43-TG Baldwin 6-10D Tender engine Olive Green

GS43-TB Baldwin 6-10D Tender engine Black

GS43-Tender Baldwin Tender 2 axle with link and pin coupler



THE TRAIN DEPARTMENT

Hazlet, NJ 07730, USA

www.thetraindepartment.com

BOWATERS MODELS

1:32 Southern locomotives and coaches

The latest Southern Railway Passenger rolling stock releases cover four South Eastern Chatham Railway 'Continental' Coaches, a RNAD Baguley Drewry, Ruston 88DS and a Sentinel Y1.

All are designed for the beginner and feature 3D-printed buffer housings, brass buffer heads, Walsall Engineering Couplings and Slaters Wheels.

The new releases are:

BMGC-001 SECR Continental 7
Compartment 3rd Class Brake Coach (SR Diagram 164)
BMGC-002 SECR Continental 7 1/2
Compartment 2nd/3rd Class Coach (SR Diagram 235 (2nd)/2002 (3rd))
BMGC-003 SECR Continental 6 1/2
Compartment 1st/3rd Class Coach (SR Diagram 54 (3rd)/496 (1st))
BMGC-004 SECR Continental 5
Compartment Saloon 1st Class Brake Coach (SR Diagram 552) BMGL-001
Southern Railway Corridor Bogie Luggage Van (Diagram 3098/3100)
BMGL-001 Baguley Drewry 162hp Diesel

BMGL-002 Sentinel Y1

BMGL-003 Ruston 88DS

Prices

Coaches are £85 in MDF (£100 in Plywood).

Locomotives £95 in Plastic.

For those who prefer their models in 10mm scale, contact Bowater who will be happy to produce one for you by request.

BOWATERS MODELS

www.bowatersmodels.co.uk





3D WAYNE

7/8" scale Tub wagon

Printed in white plastic (figure & track not included).

Two versions of chassis/axle bracket are supplied to allow building in either 32mm or 45mm gauge.

The modeller will have to supply a pair of 3mm diameter axles to suit required gauge.

Price: £36 for two wagons.

3D WAYNE

www.3dwayne.co.uk

LGB

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This model, based on brand new tooling, is built from metal and driven by two powerful Bühler motors in both trucks.

Fitted with a mfx/DCC decoder to control the light and sound functions such as headlights, cab lighting, running sounds, a whistle that can be activated by reed switches. The running sounds also work in analogue operation.

The pantographs are powered by servos and can be raised and lowered in digital operation. The couplers can also be activated by remote control in digital operation.

The cabs have complete interior details the doors can be opened.

Two liveries will be available – Number 414 in Era VI brown and 412 wearing the "75 Years of the Glacier Express" blue.

Minimum radius for operation is 600mm / 23-5/8"

Length over the buffers 60cm / 23-5/8"

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LGB

Postfach 860, D-73008 Göppingen, Federal Republic of Germany
www.lgb.co



LOCOREMOTE

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Do you fancy seeing how tight a radius your locos will negotiate? Download Locoremotes' free 3D-printable .stl files and produce them on your own 3D printer. Print at 100% (i.e. as supplied) for 32mm gauge and 140.6% for 45mm gauge. Curves under 7" radius, points, a wagon turntable and buffer stop are included in the range.

They are very basic, and certainly not guaranteed to work with every loco, but hopefully will be good for your tiny locos and skips. We are told that four-wheel drive, short wheelbase locos are best for the very tight curves!

Files are supplied for personal use only and can be downloaded from the website where you will also find videos of the system in action.



LOCOREMOTE

www.locoremote.co.uk

HORNBY

55mm gauge track

To compliment the "Hogwarts Express" train set, Hornby is adding plastic track to the range, arriving in the autumn.

R7332

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R7333

Ready to Play curved track pack. 12 pieces.

R7334

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Prices: TBC

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CATHY'S CASTINGS

16mm figures

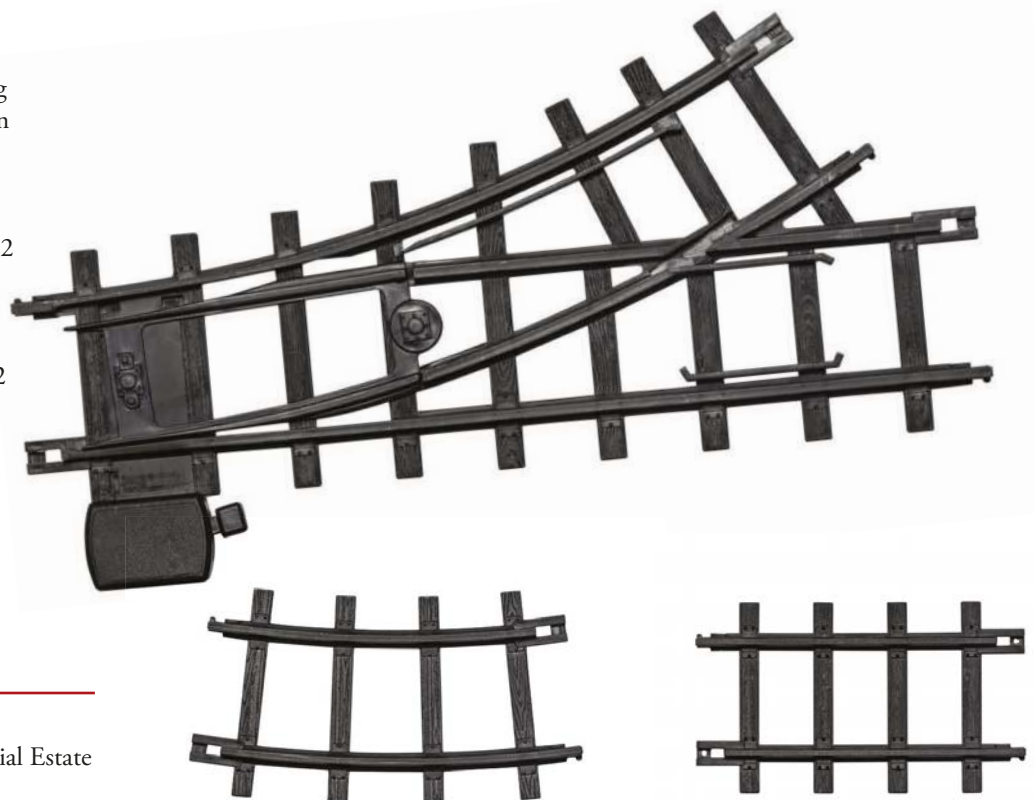
Two new resin 16mm scale figures - diesel drivers suitable for summer and winter lines. Both are based on 7/8th scale people from the Model Earth range, created using some magic shrinking resin.

Both are supplied in four pieces for assembly and are unpainted.

Price: £12 per figure.

CATHY'S CASTINGS

58 Greville Road, Warwick, CV34 5PJ
www.cathyscastings.co.uk



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
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We take a look at the new Regner OEG Steam Tram N° 102, as well as bringing you all the latest Product News for the large scale railway enthusiast.



All this and more in Garden Rail April 2021.



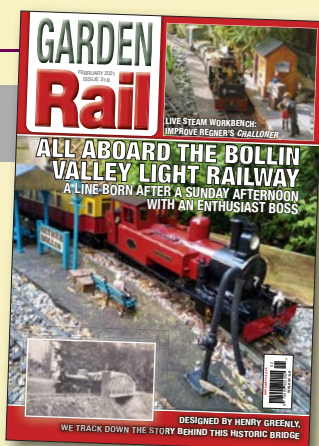
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Also available for preorder: Accucraft 7/8ths Scale Kerr Stuart 'Sirdar' Class 0-4-0T "Diana"

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

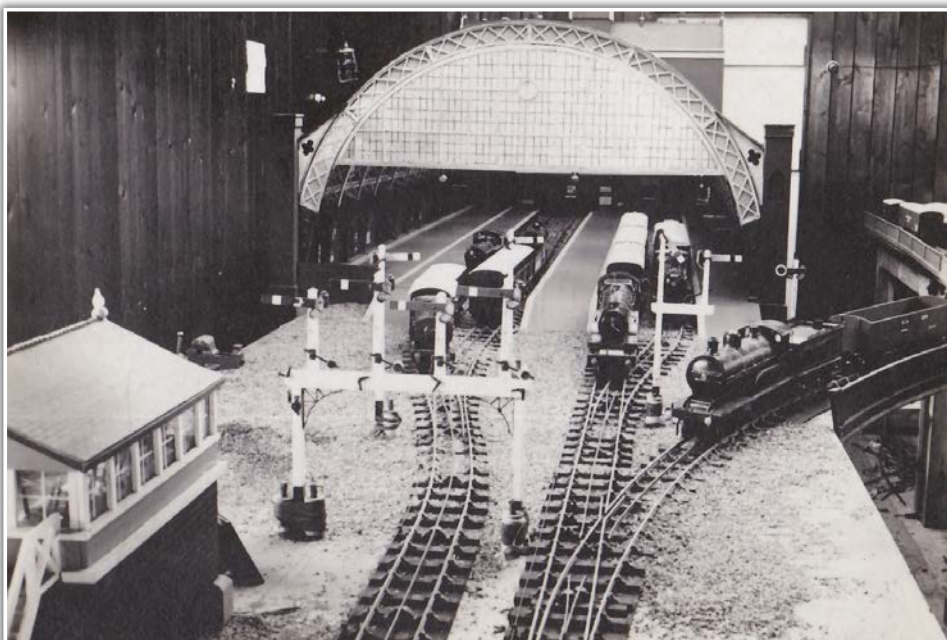
GAUGE 2 ELECTRIC RAILWAYS

As one of the small (tiny?) band of Gauge 2 modellers, I was delighted by Ned Williams article in GRW no. 318. However, I have two queries.

First, how rare were electrically-powered Gauge 2 railways? Certainly, they appeared quite early on.

In his book *Model Railways*, Henry Greenley refers to two pre-WW1 exhibition layouts. These were 3 rail and he claims that their production strongly influenced the development of the model electric locomotive. Later, in the same book, there are three photos of a station on the 2-inch gauge railway built by E. H. Foster of Pangbourne. It is remarkably similar to that on Clarence Krabbe's line illustrated on page 32 of your February edition. It too is 3 rail. It may be that Gauge 2 electric lines were more common than we suppose?

Secondly, why does Ned always refer to the scale of 7/16ths of an inch to the foot as "improbable"? It is a very pragmatic scale. Why? – because of the scratch builder's friend – the scale ruler. Look at the common or garden ruler. Even today, the smallest empirical divisions are 1/16th of an inch. Mark off every seventh division and you have your scale ruler – no need for



electronic calculators or slide rules – and cheap and easy, especially in the early years of the 20th century. Gauge 2 is a purely empirical scale – none of those pesky mm/ft concoctions.

I hope Ned's bridge finds a worthy home.

Bob Prew



THE NATIONAL GARDEN RAILWAY SHOW

There seems to be a certain amount of "Fake News" circulating about the National Show, but plans are still being developed with 26th June as the intended 2021 show date. The dedicated show website is being regularly updated with the latest developments, including how the 2021 show will differ from the "usual format" in order to make the event as safe as reasonably practicable for everyone attending, whilst at the same time, trying to ensure that everyone has a great time at what we still expect to be the largest garden railway event of its kind.

The most up to date information can be found here:

www.nationalgardenrailwayshow.org.uk/2021-show/

It refreshes the information provided in the Chairman's Column in November 2020 SMT and supplements the Frequently Asked Questions that were added to the show website recently.

Obviously, there are significant differences to past years, in particular the fact that visitors must buy a ticket in advance, and that they will have to choose when buying that advance ticket to attend either the morning or the afternoon session, but we hope everyone will appreciate that for a volunteer ran event, this is the only practical way to manage the required limits on visitor numbers.

Rod Nipper – Publicity Officer

MOSTYN SEVEN ENTHUSIASTS WEB PAGE

With so much interest in the Mostyn 7 car featured in past Garden Rail's, both as a scratch-build by Dave Skertchly in the August 2020 issue, or the more recent 3D Wayne kit, we have started a fan page on Facebook.

Dozens of creative modellers have been busy posting photos of their vehicles, which range from the traditional van to hopped-up roadsters.

Visit: www.facebook.com/Mostyn-Seven-enthusiasts-105452534832046 or Search "Mostyn 7" on Facebook.

When such things are permitted, we hope to organise owner rallies to bring all the exciting variants of this fine vehicle together.

Mostyn Herbert

Readers Models

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



Jim Trotman - Another Saxon prototype in 1:20 scale built using the same methods as the warehouse featured in the January issue of **Garden Rail**.



Christine Brooks - I have always wanted to build a garden line but have never had the time until now. This summer, I made up an IP Engineering Colonial Railbus kit. Following the instructions, it went together well. For the roof, I made a mount board former then planked it with coffee stirrers, which I think looks more realistic and allows it to be removable so I can fit passengers and lighting.



Eddie - "Hey-You" is scratch-built and powered by the modified motor from a Stomper construction vehicle. The design of this was based on a Manx National Air Traffic vehicle plan by 16mm Association member Neil Helsby. It's a general-purpose run around service vehicle on my fictitious railway, supposedly run on solar energy from the panel on the roof. All lights work and the three crates on the back operate these and the motor.



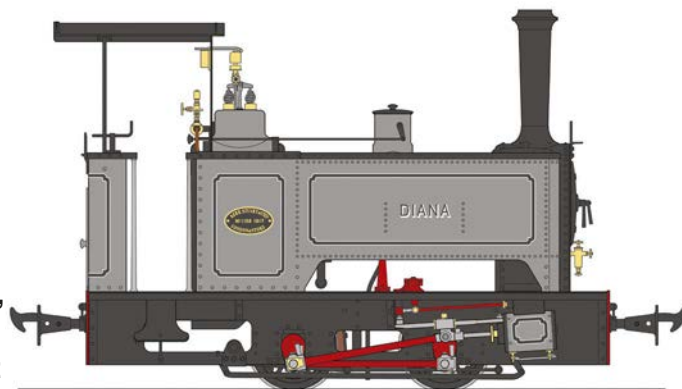
Vern Cracknell - The Kangaroo and Cockatoo Railway needed an Inspection Car for its Division Superintendent, and David Skertchly's Mostyn 7 plans and his method of making mudguards from cereal packet cardboard suited well. The body has been made narrower, and a frame fitted beneath with Bachmann wheels, Como drills motor and bevel gears for the running gear. The figures are handmade.

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NEW FOR 2021! 7/8THS" SCALE KERR STUART 'SIRDAR' 0-4-0T

Through the good offices of Diana's owner, Phil Mason, we can reveal that the next new locomotive in this scale will be a model of the delightful Kerr Stuart 'Sirdar' 0-4-0T Diana. Built in 1909 it was one of six 2' 5 1/2" gauge locos for Mauritius. Diana wasn't delivered and in 1917 the locomotive was bought by the Board of Trade for the Kerry Tramway, near Newtown, Powys for which it was rebuilt to 2' gauge. Following the closure of the tramway it went to the Oakeley Quarry in Blaenau Ffestiniog, for the next twenty years. In 1945, it was sold on to the Pen-yr-Orsedd Quarry in the Nantlle Valley, before being withdrawn in 1950. Passing through a variety of hands following its preservation in 1964 it finally ended up with Phil Mason who completed its restoration.



The model is gas-fired and fitted with a water top up valve, water gauge, miniature pressure gauge and lubricator; constructed of stainless steel and etched brass with a copper boiler, the locomotive has an enhanced level of detail made possible by this scale including a brake stand / gas control valve, dummy water gauges and sliding cab-sheet doors. It is gauge-adjustable between 45mm and 32mm gauges. The gas tank is concealed in the left hand side tank with the filler hidden under a dummy coal load, the Goodall top-up valve is hidden in the dummy sand pot on the boiler. The estimated UK pre-order is £1695.00 and the model will be available direct from us or through our dealers. Phil Mason has very kindly arranged that every customer who purchases a model of Diana will be entitled to a free footplate ride on the prototype locomotive at the Amerton Railway near Stafford.



I.O.M. 'E' Van



I.O.M. Half Brakes



L&B Howard Van



L&B Coaches



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



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1:32 7 Plank Wagon



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Garden Railway Specialists

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Our concrete products are now in stock ready for your Spring projects! Check out the full range on our website.



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We have now moved production of these kits from the Isle of Wight to Oxfordshire and will have the entire range available shortly. We are also planning some completely new models for 2022.



Stuart Coaches

This range of ready to run coaches are sadly being discontinued but we have about 90% of the range currently in stock. Please order now to avoid disappointment. Available with either 32mm or 45mm gauge metal wheelsets.
£249.00 each or £950.00 for 4

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Small England Loco - taking orders now. Only available in 32mm gauge. Batches due Sept, Oct, Nov.

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Manual version £2395.00



Davenport - wooden cabbed version in stock now

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3 x Bachmann Shays all with Revolution and Sound and carrying boxes - 45mm Gauge



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2-Truck £699.00



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