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ISSUE 321

REVIEW: ACCUCRAFT'S QUARRY HUNSLET

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VIEW FROM THE END OF THE PLATFORM

Incorporating GARDEN RAILWAY WORLD Issue 321 May 2021

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OLD STEAM LOCOMOTIVES NEVER DIE

Let's not beat around the bush. A live steam locomotive isn't an inexpensive purchase. Social media posts regularly bemoan a lack of sub-£500 steamers that (apparently) proliferated years ago.

A quick look in the July 1980 issue of *Model Maker* magazine shows prices for an Archangel steam loco being from £250 to £1000, which the articles' author tells us, "brings the hobby into the same budget range as radio-controlled aircraft and photography." The cheaper end of that line would now be around £750, or a Mamod Stirling with plenty of money leftover to buy gas and oil.

The thing is, steam locos properly looked after, are an investment. Our feature layout, this month, the Vale of Evermore Railway, has many models dating back decades that are still putting invaluable service.

They might even appreciate in value as there is a lot of interest in these older engines. If this tickles your fancy, a good start would be to download the free *Throwback Modeller* electronic magazine from www.salop16mm.uk and then spend time with the heritage display at the National Garden Railway show where you'll find a huge selection of historic models.

Just don't hold me responsible when you are trying to explain your latest box of mechanical marvels to your family.

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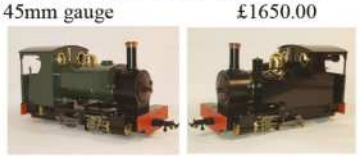

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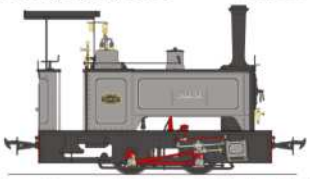

Kerr Stuart Sirdar 0-4-0T in 7/8ths" Scale
Gauge-adjustable between 45mm and 32mm gauges. To be available in lined grey as "Diana", lined black, lined green or lined maroon. The estimated UK pre-order is £1695.00 with delivery expected in late 2021

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The Vale of Evermore Railway

Keith Skillicorn relives the holidays of his youth with this welsh-inspired layout.

The August 1973 edition of *Railway Modeller* contained what was to be a life changing article for me. I am referring to Jack Wheldon's seminal piece on garden railways called "Raising the Pressure". Here, Jack described his experiences with live steam both standard and narrow gauge on gauge 0 track. Having holidayed in North Wales during most of my childhood, the Welsh narrow gauge has a particular appeal to me. Here, were live steam narrow gauge locomotives that you could buy from a specialist maker (Archangel Models), that would run in all weathers and, most importantly, were "affordable" to the average enthusiast.

DESIGN CRITERIA

One of the things I have learned from the experience of three previous garden railways is that in the garden you should design your minimum radius curve to be in keeping with the type of trains that you are likely to run.

My railway runs various trains from short slate and goods to long snaking trains of 10-plus bogie coaches, therefore, I decided that my minimum curve would be 8ft radius. This is actually tighter in 16mm scale than Tylers curve, the sharpest on the Ffestiniog would be. Tylers is around 2 1/2 chains radius. That is about 8ft 10in 16mm scale. 8ft though gives a good compromise by being able to fit the railway into the space available and still keeping the thing looking right. My bogie coaches are closely based typically on those from the Ffestiniog, North Wales Narrow gauge and Lynton and Barnstaple and still look good on this sort of radius.

A small quarry line on which locos of an 0-4-0 wheel arrangement and wagons with short wheelbase do not need this luxury of course and look well on curves down to about 3ft radius or even less. The larger trains that I run took precedence here though.

Another of my design criteria was that the gradients would be kept to a minimum.

Scratch-built VOR Davies and Metcalfe 2-6-2, built by me and Archangel Rheidol 2-4-0.

"Linda" by Steamcraft.

This allows the manual control of live steam locomotives without the need to chase them around the garden, particularly if they are not steady runners.

CONSTRUCTION OF THE LINE.

The track bed is constructed entirely of timber, using upright posts of 3" X 3" on top of which is a deck of 6" X 2" timbers edged with ½" X 2" timber strips. All of it is tanalised and then soaked in old engine oil let down with paraffin. This gives a long-lasting bed, even when it is embedded in soil, which surrounds it on three sides.

Edging the whole line with these strips overlapping the 7" X 2" joints has prevented twisting as the timber expands and contracts with differing weather conditions. The whole thing has been in the ground now for 12 years and is only now showing signs of rotting, though not yet bad enough for a wholesale replacement. That will come in time. Good drainage as well as the timber preservatives always help here.

Soil and rocks were used to create a natural flow to the landscape. Where the railway curves or goes into a cutting it looks like the terrain has demanded it. The railway flows through the landscape. When the line needed to go over a stream there is of course a bridge and that is placed where the gap in between the banks is at its smallest so that the bridge can be made as short as possible, just like the prototype. Bridges after all cost significantly more money than mere "formation" and the engineers would have made sure that the route was planned to hug the contours taking full advantage of the sharp curves allowable on the narrow gauge.

The main circuit completely encircles the house and is about 80 yards long, it's a sort of wavy oval. Peco SM32 is the track of choice and has proved itself to be robust, though not exactly fireproof. As many of my locomotives are meths fired, there is always the risk of burning fuel overflowing onto the track and on a bright day, the flames are all but invisible. Sleepers tend to distort a bit but don't seem to give up the ghost entirely. I've never actually had to replace any of the track even though we've had many a fire!

Archangel "Rheidol" takes on water.

There are three passing loops on the circuit that have room for a train of about eight bogie coaches plus locomotive. Most of the time, trains are shorter though. A typical Lynton and Barnstaple rake would consist of three bogie coaches and bogie van, a scale length historic train.

Having the three loops combined with storage sidings situated behind the garage provides great flexibility of operation. We do, of course, take full advantage of this when running. My personal favourite is to run two trains in opposite directions passing at pre-determined points. When we run coal-fired locos in this way, the railway becomes real, the smell and the smoke are "Just right". As you approach a station there is no guarantee that the other train will have arrived, you may have to wait. Sometimes the other train is already there steaming away with its blower on and the driver feeding the fire or maybe pumping water into the boiler. The reason that you don't know what's going to be there is because the house being in the middle prevents you from seeing any more than half of it at maximum at any one time, each circuit is an adventure.

ROLLING STOCK.

The locomotive stud can be best described as a "motley collection" ranging from early Archangel, Merlin and Steamcraft to relatively recent DJB and Roundhouse. I

like those early engines though; they have a certain charm. Take Snowdon Ranger for instance; built in 1975, she is still going strong 38 years later. Although not what you'd call "A good scale model", she still runs a treat chugging round the garden with that classic raspberry from her Archangel pop safety valve. She'll go for about 45mins on one fill of the boiler and a couple of top-ups of meths.

Most of the rolling stock has been built from scratch and kits over the years. This means that I have ended up with enough rolling stock to complement the locomotive stud. I really like to see a train in the garden with a good-looking loco pulling the correct stock. Though not essential, it does add to the atmosphere. We are not pedantic about this though, as many trains are run very much on an ad hoc basis.

A few years ago, I was lucky enough to acquire an Archangel Rheidol 2-4-0, which came with a couple of Archangel VOR coaches in green to complement the loco. Rheidol's standard train on the real VOR was a couple of coaches and a van, so a perfect train.

However, I wanted a couple more of those coaches, but they are, of course, no longer available, so I ended up scratch-building them. Quite an easy job because they are of simple construction and Steve Bell had

C&M "Princess" by Archangel.

"Russell" built by Paul Millington.

GVT loco by Robin Gosling.

Meths-fired “Midget” built by me.

“Taw” by Roundhouse.

sent drawings of them to me a few years ago. I decided that these would be painted in chocolate and cream. The reason for this was because I’d seen Bill Abbotts Archangel VOR 2-6-2 in around 1982 running on the “Crossfoxes” layout at the Llanfair Caerinion event then held in one of the units on the Banwy industrial estate.

The four coaches and a van in chocolate and cream looked just right behind the smoothest running 16mm scale loco that I’d ever seen. The big VOR loco was but a dream, though. A couple of years ago, I tried in vain to find one for sale on the second-hand market. Ah well I thought that’s never going to happen now.

That’s where fate intervened. Dave Pinniger loaned me his Archangel Davies and Metcalfe VOR 2-6-2 to run on my line, which just happened to be the one formally owned by Bill Abbott. Wow, what a coincidence - now I had to do something, I had to build my own! I was very fortunate to know a couple of people who were willing to teach me the skills necessary. Luke Marshall and Harvey Watkins thank you both very much. The rest, as they say, is history because the

skills were acquired and the loco was built.

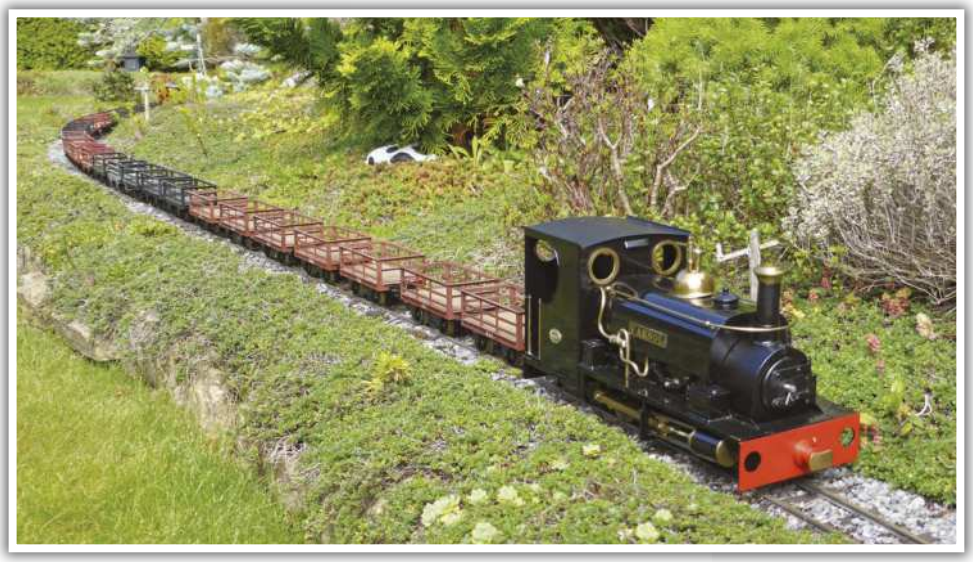
IN CONCLUSION.

This garden railway has been built very much as a partnership between my wife and me. With me looking after the track loco's and rolling stock and Christine looking after the plant life. The look of the railway is an amalgamation of shapes and colours.

There are few more satisfying things in our hobby than seeing a train, running on a railway, in a garden all built by you and your family.

The Vale of Evermore, where is that?

Led Zeppelin tells us that "Evermore" is a place where once a great battle was fought... ■



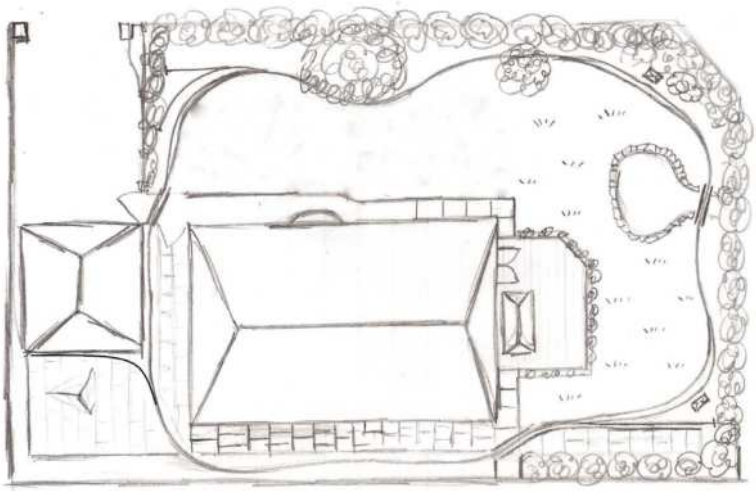
Vaenol mills class by Gosling.

Above: NG4 Kerr Stuart built by me.
Below: "Snowdon Ranger" by Archangel.

Coal-fired WW&F 2-6-2 tender loco by Mike Gaskin.

"Prince" in the woods.

The Vale of Evermore on YouTube
youtu.be/L3woJ0eFHVQ



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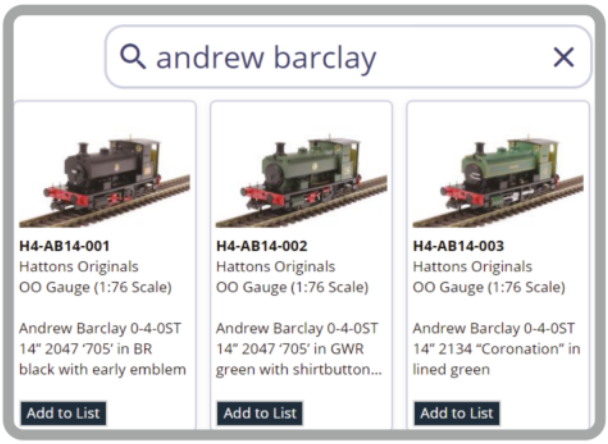

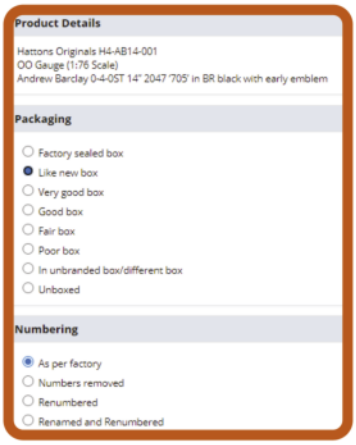

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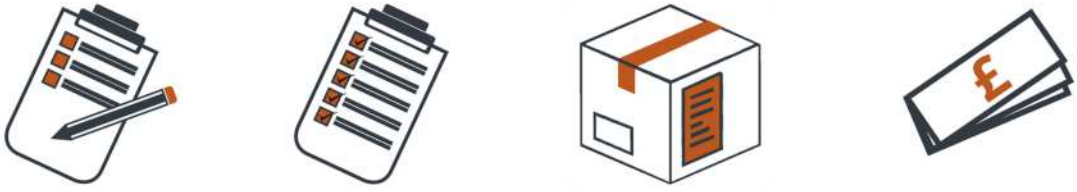

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Building the Smallbrook Sprite

Smitten by a model shown on these pages, Eric Londesbrough immediately ordered the kit.

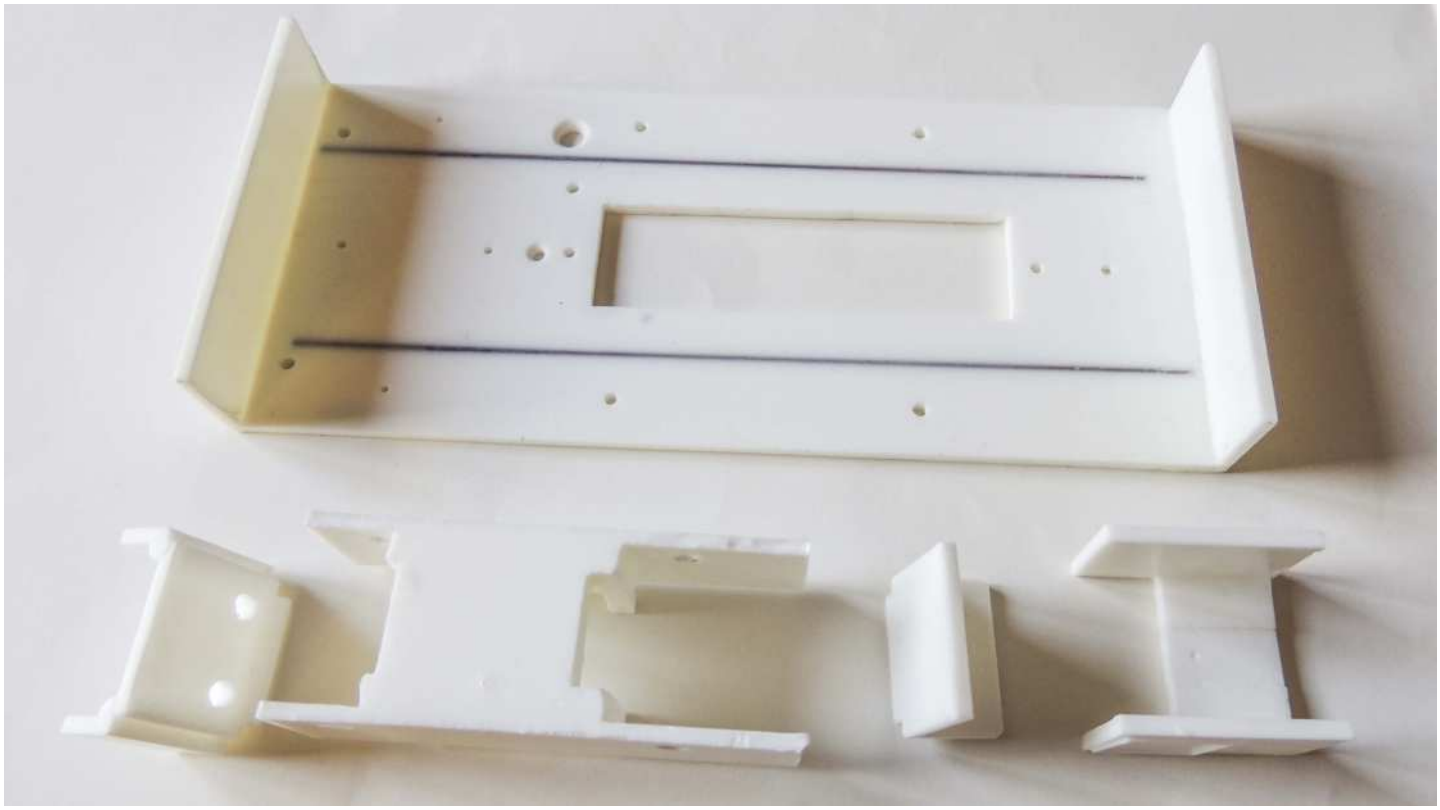
My first contact with Smallbrook was some years ago when they announced a kit of resin castings to improve the Bachmann "Emily". Using these, I was able to convert "Emily" into a very passable Stirling single.

When **Garden Rail** showed photographs of the Smallbrook Elfin and Sprite, these caught my eye.

Sprite was so attractive, I ordered one immediately in 45mm gauge, just the thing to keep me busy in lockdown and during this, I had a very pleasant chat with Michael Rayner, the one-man owner, designer, kit maker, instruction leaflet writer, etc.

The box arrived with all the parts neatly packed in many plastic packets. Each contained a part or parts with all nuts, bolts, screws, washers, etc., for fitting. This was better than some manufacturers who put all the small parts in one bag making identification difficult for beginners and sometimes

The parts as they arrive in the box. All those plastic bags make identification of components easy, just don't mix them up.



Chassis and footplate parts. You can see the strengthening wires embedded in the resin footplate. These will vanish when it is painted.

even experienced modellers. A great idea is the inclusion of four small Allen keys for fitting wheels and gears.

The 13-page instructions are very detailed, have helpful coloured pictures, and a list of parts. My advice is to read them thoroughly and repeatedly during construction.

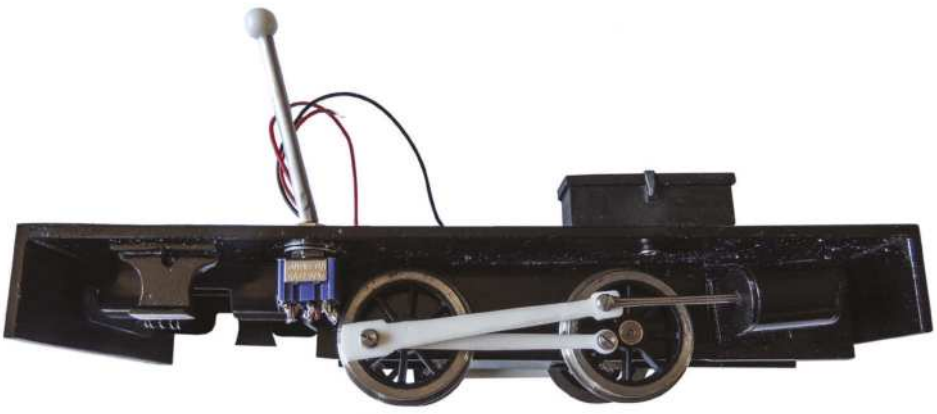
Tools required are; a craft knife, many sizes of drills from 1mm upwards with suitable holders, a variety of small files, emery paper, and a small spanner for fitting the wheels and connecting rods and a fine-pointed soldering iron. My callipers were very helpful to identify the right drills from my untidy drill box and checking the length of hand rails, etc.

When I make a model, I like to paint many of the components and sub-assemblies before fitting, and this works well for Sprite. Some of the parts need small holes drilling and this must be done before painting and fitting, this is particularly important for handrail fittings and roof supports.

Construction started with the assembly of the chassis, but only after much study of the instructions and testing the positions of all parts including fitting the carefully drilled cylinders. After painting, this was fixed to the footplate which had been prepared with holes drilled, footsteps fitted and spray painted.

The axle holes were reamed and the wheels and gear were fitted, those Allen keys are needed here. Washers are provided to allow adjustment of the back-to-back spacing

The chassis with wheels, gears, switch and battery holder fitted.



Tools boxes and control lever fitted to the chassis, along with the connecting rods.

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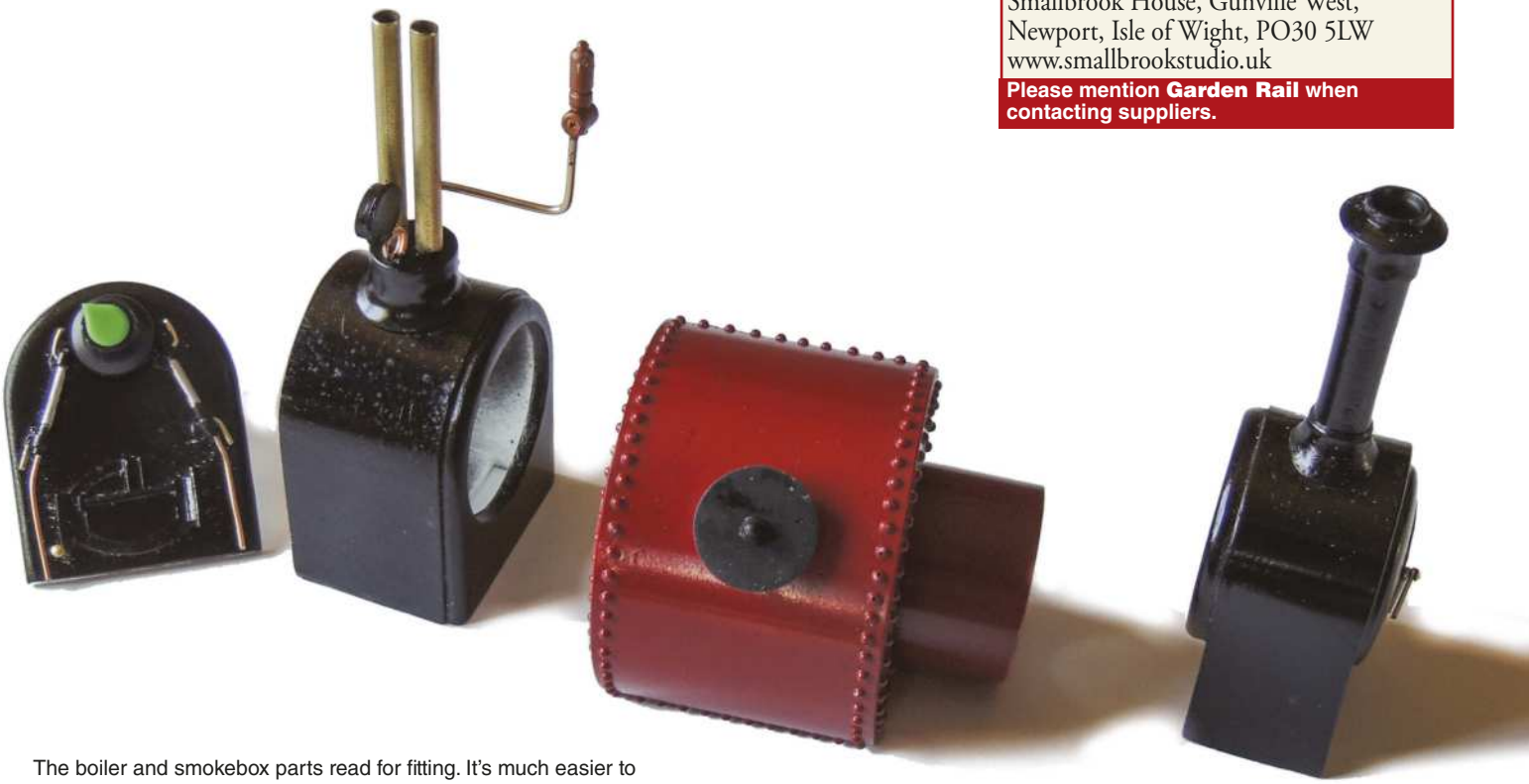


The boiler and smokebox parts read for fitting. It's much easier to paint these neatly if you treat them as sub-assembli

to suit the track used. There is a very good explanation of the setting up of the wheels.

The fitting of the side rods is a matter of carefully following the instructions but it needs time, testing, and the use of washers, to get everything running freely.

At this stage, I added the motor, adjusted the gears, and using a suitable battery tested the unit for smooth running.

The motor switch and the battery holder were fitted and the wires routed and soldered. The instructions for wiring are very good but I always like to work from a wiring diagram so I drew one up, which was helpful.

Building up the boiler, saddle tank, smokebox and firebox are a matter of following the instructions and fitting small parts where required.

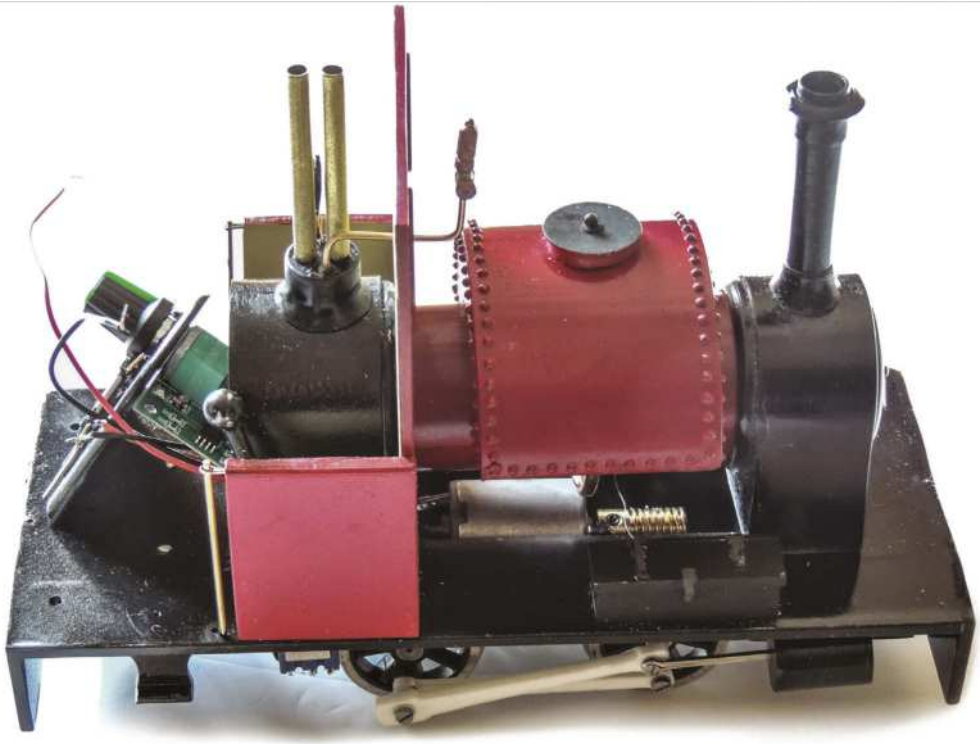
A useful tip for making something flat fit on a curved surface is to wrap emery cloth around a tin of suitable diameter and push the base of the fitting up and down on it till the curve is produced.

Before completion of the firebox, the weight provided needed to be pushed into the boiler and glued.

The final wiring of the speed controller and testing of the wiring needs to be done before the firebox end is fitted. I only glued it very lightly in case any attention might be needed in the future.

At this stage, the cab parts can be added, but careful measurement and fitting of hand rails and roof supports are needed to get everything square.

The black plastic roof was gently sanded



Wiring up continues. Where the regulator should be, I have fitted a speed control.

and the holes were cut for the safety valves using the paper pattern provided. This is very accurate and I used a leather punch to make the holes. The plastic responds to gentle bending into shape and when fixed looked so good that I did not paint it.

On standing back to admire my work three things offended my eye, the shiny motor which was painted matt black at once, the white side rods promptly painted grey, and the unsightly switch and wires. A small box with an open top and back was constructed from black plastic to fit over the switch and held in place with a blob of blue tack for easy access. It has stayed in place so well it will probably be permanent.

The last things fitted were the buffers as I felt they were rather vulnerable when building the model.

All in all a very unusual but very attractive addition to the TVLR. My thanks to "Mr Smallbrook". ■

Solar lights for model buildings

Haydn Sperring has a lightbulb moment.

Have you seen cartoons where a person has an idea and a bubble with a light bulb in it appears? Well, that happened to me with the idea of lighting up my buildings, with solar-powered lights.

My neighbour has three solar-powered light bottles, and the illumination from them seemed to be just right for what I wanted. He had only paid £5 each, not a lot to spend on an idea which might not work; that is having the lights on at night without having to use batteries. On finding that a shop sold what I wanted at £5 for two, things were looking even brighter.

Taking them apart was straightforward, just three screws. In minutes the components were in front of me. I cut the two wires from the solar cell at about halfway, removed 5mm of outer coating on each and tinned the ends.

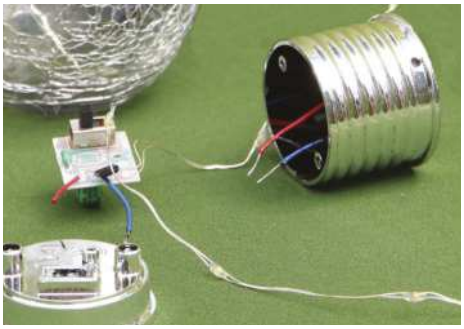
Where should I fit the solar panels? In the end, I put one on the back of the station which faces south and is not seen.

The panel body was cut down level with its back, and two holes for the wires drilled in the roof. I soldered two longish wires to the ones on the panel, slid on two pieces of heat shrink tubing to cover the bare wires and threaded the wires through. I stuck the solar panel to the roof with silicon mastic. Tubing was again put on these wires then soldered to the ones on the switch, and the switch glued up in the roof to keep it dry.

A hole was drilled through the front of the station just under the canopy at one end and the string of lights threaded through and glued to the underside of the canopy. The light from the bulbs is just enough to give a nice glow over the entrance to the station.

The other solar panel for the shed is on the top of a short chimney made from a length of plastic waste pipe and a small flower pot turned upside down with a steel weight in the bottom sprayed with primer and the impression of bricks painted on it. As before the wires were soldered and they were put in the shed before I glued the floor to the sides. The switch is located under a table so I can get at it if needed.

I have put a set of lights in the signal box and the whole station looks like an actual working station at night when looked at from afar and not just a model. ■



Solar light and after I had taken it apart and cut and tinned the wires.

Switch attached under the bench before being put in the shed.

Stanley Signal Box

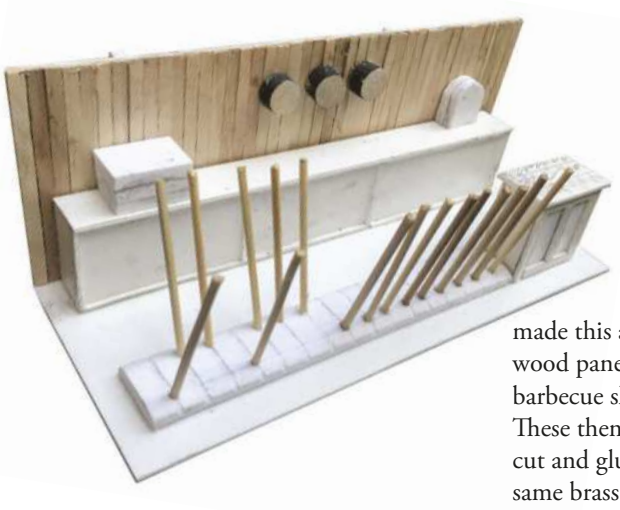
Jason Plant constructs a realistic signal cabin with full interior detail.

I've tried a few methods and materials over the years for building construction, but have pretty much settled on the use of foamboard. For me, it offers two major benefits; first, it seems to be incredibly resistant to the changes in Yorkshire weather, surviving snow, lots of rain and the odd hot summer. Second, it is incredibly easy to use when scratch-building.

The aim of this build was to construct a signal box that would fit in with my other buildings modelled on the style of the local area. The box would follow the Great Northern Railway Type 1 design at Stanley Station in Wakefield, on the Methley Joint Railway, a line that was closed to passengers in 1957, before the larger reorganisation of the railways in the UK following the Beeching report.

As with most of the buildings on my railway, the aim was never to construct a perfectly accurate model, just one that on first look would be instantly recognisable.

The main structure is made from foamboard fixed together with outdoor PVA glue.



I wanted to include a fully-detailed interior, so used plastic sheet for the floor and walls. Coffee stirrers clad the back to make it look like wood.

Thus, the basic structure was fairly straightforward, keeping it roughly in line with the dimensions for a garden railway.

By using foamboard bonded with PVC glue, I created a sturdy bond that stands up well to the rigours of an outdoor railway. The design I went for would allow a more detailed interior to be built outside the model and slotted in with the windows at the end.

The interior was built using mainly Plastikard, as I wanted something that would allow more detail and the thinner material made this a bit easier. Coffee stirrers create wood panelling on the walls, and some barbecue skewers represent the signal levers. These then had some short thin brass rods cut and glued to add a little bit of detail. The same brass rod was also used to provide the spindles for the outside stairs.

Coffee stirrers were also used on the outside to achieve the wood panel finishing on the small hut on the side of the signal box.

When I have created brickwork using foamboard before, I have used a screwdriver to press the detail into the surface. It is effective but very time-consuming, so, for this build, I experimented with a quicker method using a Dremel with a cutting disc. After initially cutting too deep, I got the hang of it and finished the brickwork in no time. Top tip here, practice on some spare foamboard first.

The interior and exterior were then painted with Humbrol enamel to allow me to add the windows.

The model painted, glazed and ready for the roof to be fitted.

My roof is made from real roofing felt. It's a messy job, but very weatherproof.

The large windows were built using a foamboard frame with clear perspex "glass". Again, brass rods were used to add some detailing. The small windows on the side and the door were bought from Garden Railway Specialists. Finally, some of the gable detailing was created using Plastikard and some patient Dremel cutting.

Before the roof was fitted, I added some lighting using large LEDs. The roof itself was built using a process that I have used in previous builds that has worked well. First, using Plastikard to create the base of the roof, then individual slates were cut out of shed roofing felt and fixed using roofing felt adhesive upside down, so the flaky grey bits weren't on show. It is a long and messy task, but the end result looks good and it has proven very weatherproof.

The final touches were to add a signalman and a name board. The former was bought from Model Town and the latter was built using some plastic letters purchased from Deans Marine, which were then glued to a Plastikard backboard. The brickwork was then weathered a little using some dry brushing before a layer or two of clear matt lacquer applied.

Overall, I am really happy with the outcome. It's been sat outside for a while now and is handling the weather well. The only maintenance has been on the paint job, which started to fade over time and where lighting has been added some of the wiring needs replacing, but the structure itself can be left to the elements without worry. ■

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Deans Marine
Conquest Drove, Peterborough PE7 3DH
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FoamBoard Online
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Garden Railway Specialists
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Glen Vallay Tramway Tool Van No. 2

Box vans are easy to scratch-build right?
All apart from the roof, as Wayne Slaughter explains.

The Idlenot Light Railway Preservation Society proudly announces the presentation of tool van No.2 to the railway's operating department.

The tool van was rebuilt from the remains of Glyn Valley Tramway box van No.2, discovered some years ago in a farmer's yard deep in the Welsh countryside. After decades of service as a chicken coop, most of the remains were quite unusable, but the lads in the workshop were able to construct what must be considered a replica from that heap of rotted timbers and rusted ironwork using only a few old picture postcards as a guide. They claim there are some original parts in the rebuilt van. You would be hard-pressed to know which as the workmanship is done in the traditional manner and, I might add, in a superb fashion. Congratulations to these intrepid volunteers!

This 7/8" modeling project was started as an interlude after constructing a GVT guards van for a neighboring restored railway line. The original idea was to march right into a second copy of the guards van for the Idlenot, but I wanted to tackle something a little different first. Flipping through the pages of Bernard Rockett's *Glyn Valley Goods plan book*, right after the guards van, there are plans for the GVT box vans, similar in size and shape but different in detail. The box van is scratch-built except for the running gear, couplings and a few detail bits.

The frame is constructed from basswood timbers topped by a floor of 22 gauge steel. Sides and ends are built from individual basswood planks. All of the ironwork strapping is constructed from styrene. The innumerable square bolt heads are diced from 1/16" square styrene and dropped onto the side braces in a puddle of MEK.

Much of the remaining detail, the door latches, the brake gear, etc. is constructed from brass and steel. Sierra Valley Enterprises spoked wheel sets are running in their sprung axle guards. They sit a little proud but are a close representation of the GVT equipment. Accucraft 16mm scale chopper couplings – standard on the Idlenot – complete the car.

After several failed attempts, a decent approach to the roof was uncovered with much help and consultation with the boys over at the workshops of the nearby Isle of Shoals

The brake lever details were cut from 16g steel. The chain is from an old piece of jewellery.

Tramway, and my good wife!

First, with much planing and sanding, a block of balsa was shaped to the roof contour. Since this roof was to be permanent, the balsa block was simply glued into place.

Next, a sheet of 1/16" aircraft ply, cut a little oversized, was bonded to the balsa with carpenters glue. How was it bent to shape? I remembered a passage in D.A. Boreham's classic, *Narrow Gauge Railway Modeling*, where he described mounting a roof on a coach. The illustration is almost self-explanatory. The wagon is propped over two bits of wood with the sides aligned with the edges of the boards and then heavily weighted. Next morning you have a perfectly formed roof. All it needs is careful trimming to the proper overhang.

For the finish surface, I was looking for a tarred canvas effect. I settled for some cotton material from an old sheet. The most important step is to iron it – it must be wrinkle-free.

How to bond it to the roof? Shellac! I covered the ply with a thick coat of shellac and then carefully draped the cotton cloth over the wet goop. It helps to cut a diagonal slit in the cloth at each corner so it drapes nicely. When that dried, I applied several more top coats of shellac. The final step was to trim the now stiff cloth with a single edge razor blade right to the edge of the ply. A few coats of variegated blacks and greys give the roof the look of tarred canvas.

The final step was, of course, paint and finish. The GVT cars were painted in what was described as a "holly green". Actually, there are several descriptions of that colour, but the paint faded to blue and that gives a good clue as to the shade of green.

I settled for Humbrol Acrylic 163 Dark Green with some Humbrol 3 Brunswick Green mixed in to punch it up. I was aiming for the shade of green on the rebuilt GVT coaches over at the Talyllyn Railway.

Since this is a freshly shopped vehicle, I brush-painted it straight up with only a little weathering. The running gear was given a coat of rusty brown and then attacked with washes of blacks and darkened rust. A final dry brushing of dark rust was applied to the door latches and the many bolt heads.

I tried cutting stencils for the lettering with limited success.

The lettering is reminiscent of the Talyllyn Railway volunteer-built tool van, which itself is lettered in a style reminiscent of the Cambrian Railways, pre-1922. Mine is not quite that fancy. Its hand-painted with white enamel. Okay, I lied. I cut stencils for the IDL RWY and sprayed them white but the edges just weren't crisp enough. I came back with a thin outline in black ink to clean up the edges and fix the line weights. It also gives a little snap to the lettering. But it's not intended to be shadowing, as such. You shouldn't really see it. The No 2 really was hand-painted – I couldn't cut stencils that small and curvy.

A little more dusting and rusting, not much, and a final coat of matte spray completed the car. Hurray! It's going to earn its living hauling tools and supplies out to the upcoming track work projects. ■

Lots of nut-bolt-washer details adorn the ends. These are castings, whereas the simpler bolt heads on the side are slices of plastic strip fixed with MEK.

Garden Rail Resource

Sierra Valley Enterprises
100 Railroad Ave, Loyalton, CA 96118,
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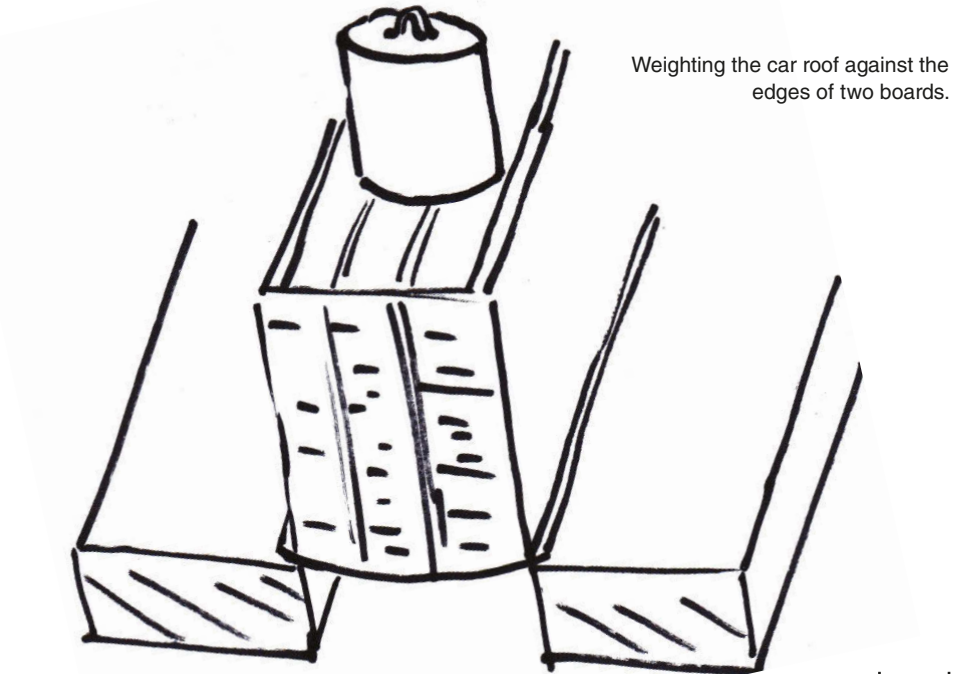

Weighting the car roof against the edges of two boards.

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Assembling a County Donegal Railcar

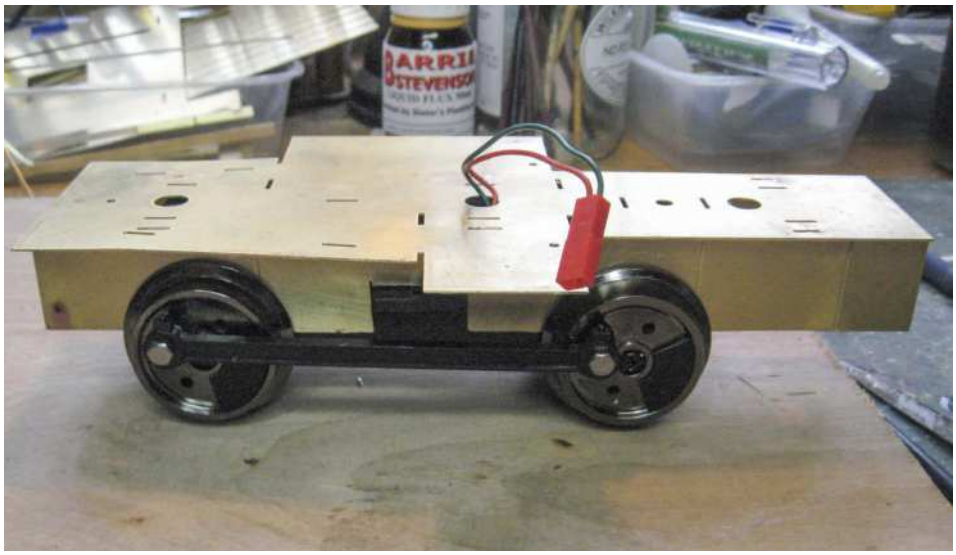
Rik Bennett goes on a voyage of discovery in etched brass.

The Peckforton Light Railway represents an imaginary three-foot narrow-gauge railway set in 1932, when the internal combustion engine was beginning to make inroads into fleets of steam locomotives. Several lines had closed or were struggling, and so, I have a legitimate reason for their rolling stock to have made its way on to PLR metals.

By coincidence, in 1932, the Clogher Valley Railway in Ireland took delivery of the first articulated diesel railcar from the Walker Brothers' Works in Wigan. I have always admired the Walker railcars, particularly the first, which subsequently found its way to the County Donegal Railway as railcar No. 10.

At the Llanfair show, I spied a fine model

All the parts were given a good clean with a sanding block to help ensure the solder would bond cleanly.



My first efforts at soldering parts together. The chassis members of the tractor unit modified to take the G-Bits motor block.

of this railcar built from a John Campbell etched brass kit. Now out of production, I persuaded him to produce a one-off, bare-bones kit – just a set of brass etches with none of the additional resin and whitemetal cast fittings.

It took over two years for me to pluck up the courage to tackle the model, having never constructed a brass etch kit before, and it was somewhat a voyage of discovery. After three weeks of effort, some singed fingers and a fair amount of experimentation, the kit was completed.

No doubt those who are skilled metal workers would have done a better job, but hopefully, those who have never tackled an etched bass kit will take comfort from my experience and might even be tempted to have a go themselves. After all, if a ham-fisted bodgeller such as me can do it, I'm sure anyone can!

Getting started

After removing the etched sheets from their packaging, two tasks revealed themselves. Firstly, the brass had become tarnished through its years of storage and secondly, the myriad parts needed to be removed from the etches.

The metal was quite heavy gauge, so I used carborundum slitting disks in a mini drill to remove parts from the etch. A dozen disks later, they had a tendency to snag in the slots and shatter, my workbench was piled high with around 100 brass parts, large and small.

Cleaning up was laborious but satisfying. It was achieved with elbow grease and a couple of sponge rubber sanding blocks. A small amount of filing was required to smooth off any remnants of the tangs, the slitting disks having done most of this work for me.

Before wielding the soldering iron, I carried out a couple of dry runs on spare bits of brass to help build my confidence.

There were no instructions with the kit and so, I had to consult various photos to figure out what went where. I think I was largely successful – though I did have to post photos of a few unidentified parts on the *GardenRails.org* forum, which elicited helpful suggestions from fellow modellers.

The most significant obstacle for me was motorisation. In the past, I have had very little success with making reliable working mechanisms, fortunately, Jonathan at G-Bits, produces a purpose-made motor block complete with connecting rods designed with Irish railcars in mind. Although the wheels were slightly over-sized for this particular railcar, I felt it was something I could live with.

A view showing the inside of the cab and the additional "engine cover" to provide room for the third 185650 li-ion battery. My soldering was not quite so neat in this confined space! However, a bit of filing soon tidied this up.

Soldering

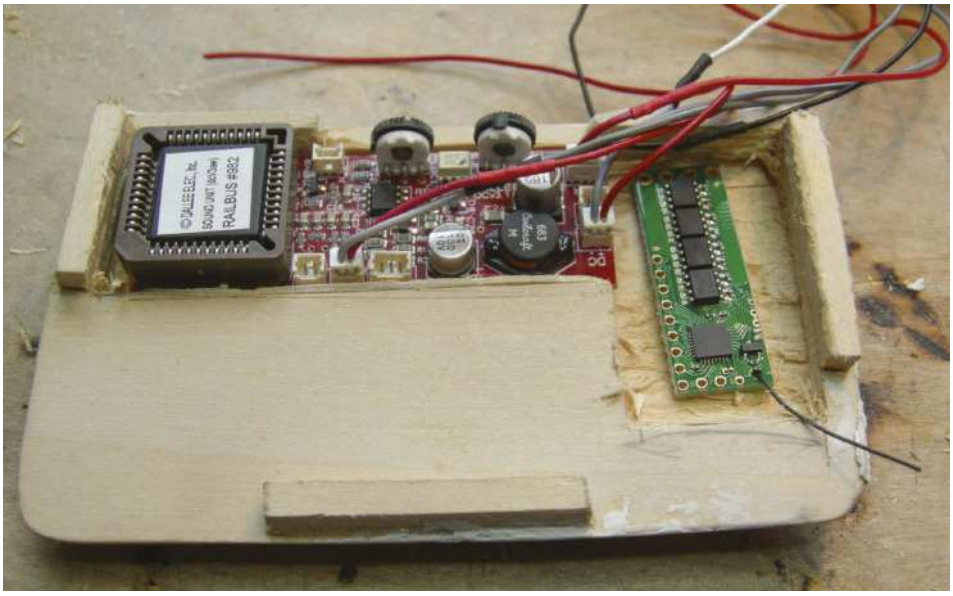
Information on a range of websites and from fellow modellers about soldering brass was helpful, overwhelming and occasionally conflicting. I had only the minimum of equipment – a 75-watt soldering iron, resin-cored solder, plumbers' flux, a vice and a "Helping Hands" clamp. Following advice, I invested in a bottle of liquid flux and non-resin-cored solder. With some trepidation, I decided to press ahead and figure things out as I went along.

I did a couple of practice runs, soldering brass etch offcuts together, dived-in, and was surprised at how easy it was. OK, some of my soldering isn't the prettiest, but I tried to make sure, when possible, that the solder was applied to the side of the joints that wouldn't be visible.

The technique that worked for me was to hold the two parts together and apply liquid flux to the joint with a small paintbrush. The tip of the iron was pressed onto both parts to transfer heat to a spot between them, then solder was pushed behind the tip of the iron. The solder ran onto the two parts and into the joint as if by magic – though actually, it was the flux that aided the flow. This process was repeated, dependent on the size of the joint until the two parts were effectively 'tacked' together. The iron was then moved slowly from one end of the joint to the other, with solder being fed into the joint as needed to provide a continuous soldered joint between the two parts. It really was that easy – well, most of the time!

As I had no fancy clamps, I often resorted to holding the parts together with my fingers. Mostly, the parts were large enough for the heat to dissipate before scorching my fingertips but occasionally, I had to resort to using a heat-resistant glove, which I borrowed from the kitchen.

Some parts were trickier to solder than others, particularly where I had to get the tip of the iron inside a structure, such as the bonnet or the cab. No matter how hard



The underside of the cab roof, carved out to take the Deltang receiver (on the right) and the Dallee sound card. The latter was replaced with a MyLocoSound card as the sounds are better matched to the Perkins diesel engine.

I tried, solder occasionally seeped through some of the joints and onto the visible side of the model, but a little filing soon sorted this out.

The trickiest process was joining two flat surfaces together – such as the beading below the windows to the flat sides of the railcar. To accomplish this, I tinned the two surfaces (applied a thin layer of solder), then positioned the two pieces together and tacked them by applying heat to the outside surface of the upper piece in one or two places. Eventually, the heat was sufficient to melt the solder between the pieces. Once tacked, the iron was moved along the whole length of the upper layer until I could see melted solder oozing out from beneath it.

Where there was insufficient space or parts were too small for fingers to hold the parts in place, long-nosed pliers were used, such as attaching the seat supports inside the passenger compartment.

Forming the shaped sections

The missing domed and shaped sections, such as the bonnet top, the cab and passenger compartment roofs and the tail end of the passenger compartment were made from basswood strips, obtained from Eileen's Emporium, glued together with PVA to make up the required thicknesses and then cut roughly to size.

Each section was initially hewn with a craft knife to an approximate shape and then filed and sanded using a rasp, various files and finally increasingly finer grades of sandpaper until the more or less correct profile was attained. Curves were mostly formed by eye though the curves for back of the cab and the front of the passenger compartment roofs were matched to their relevant brass end-plates.

Some fittings were provided as etched parts, such as the chopper couplings, ladder frames and luggage rack, but many were not present and would, presumably, have been supplied as whitemetal or resin castings in the full kit.

The radiator for my model was carved from a couple of pieces of PVC foamboard leftover from making the brewery building (**Garden Rail** Feb 2020). Drivers' controls were made from a few offcuts styrene, some styrene rod, a couple of mapping pins and a paperclip. The rear bogie was made rescued from a battered LGB wagon, with sides made from Plastikard and foamboard. The lamp on the roof of the cab was made from a solid whitemetal casting obtained from Garden Railway Specialists, hollowed out with a drill and fitted with a 3mm warm white LED.

After some slightly over-enthusiastic sanding down, the leading end of the passenger trailer roof needed to be patched-up with some strips of coffee stirrer wood and then rubbed down.

Seats for the passenger compartment and the luggage on the roof rack were 3D-printed, details of which will appear here in the future.

The electrics

The motor block was squeezed in between the frames of the tractor unit, with some minor adjustments to the frames as the wheelbase is slightly longer than the original.

Three good quality 18650 li-ion cylindrical batteries with solder tags from Ecolux were squeezed in under the bonnet. One of the batteries encroaches into the driver's compartment, but there was just such an intrusion in the real cab, to make room for the back of the Perkins diesel engine.

The batteries were wired up to a Deltang Rx65c receiver controller via a li-ion battery protection board. Initially, the railcar was fitted with a secondhand Dallee Galloping Goose railcar soundcard, which I obtained via eBay, since replaced with a MyLoco-Sound diesel soundcard, which has sounds that are more appropriate including a far less ostentatious horn.

The rear of the passenger trailer whilst under construction. The basswood roof and corner panels clearly in evidence before the primer and more filler were applied.

The receiver and sound card were fitted into the roof of the cab, which was hollowed out to accommodate them. A Rapid Electronics miniature encapsulated 8-ohm speaker for the soundcard was fitted snugly into the space beneath the driver's cab.

The cab and passenger compartment are lit by three 3mm warm white LEDs wired in parallel.

Painting and finishing

Before painting, the brass sections were thoroughly cleaned in dishwasher fluid using an old toothbrush to reach into all the nooks and crannies.

Once dry, the model was given a couple of coats of red primer from a Halfords rattle can aerosol. Any dints and gaps were filled with Squadron White Putty filler and then everything was sanded smooth.

Another coat of primer and then two coats of Vauxhall Burgundy Red spray paint were applied. My usual passenger livery is Rover Damask Red, but Halfords seem to have stopped supplying this. Burgundy Red appears to be a good substitute.

The chassis and bogie were given a couple of coats of Halfords Satin Black.

Once the paint had hardened off, the PLR logo was applied to the sides of the cab and passenger trailer, having been printed on white vinyl self-adhesive sticker paper and carefully cut out with nail scissors. The sides were then given a couple of coats of Halfords clear lacquer.

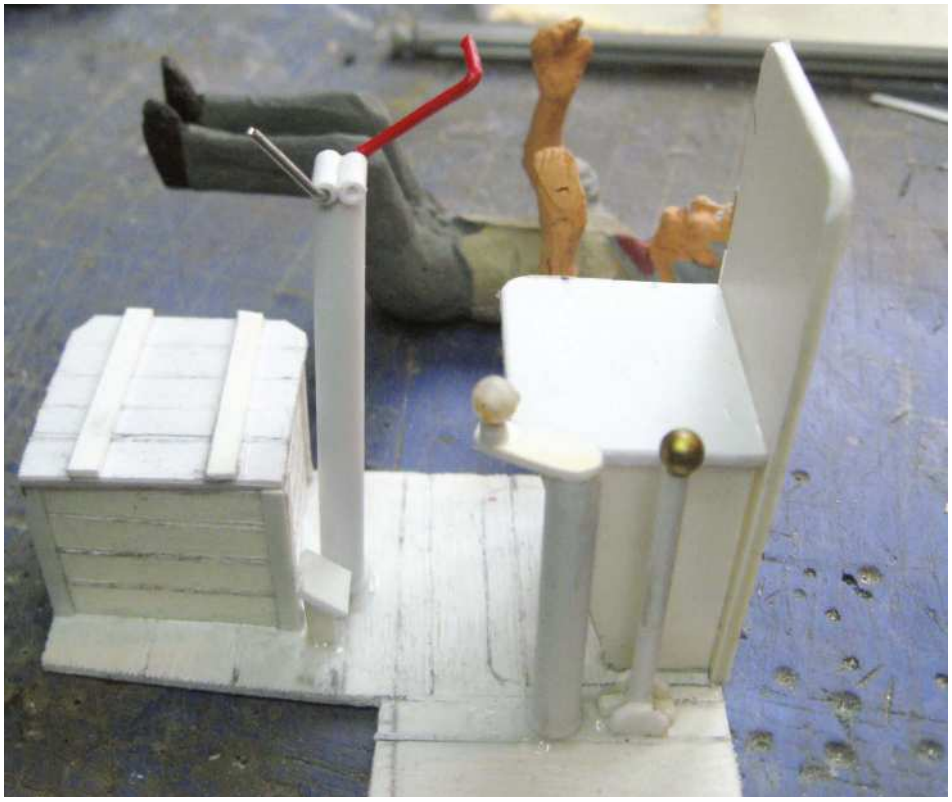
The interior of the cab was hand-painted with cream coloured acrylic paints and the interior of the passenger trailer was painted dark brown, the seats being painted dark red and black.

Conclusion

I certainly learned a lot from making this model, however, I am not certain I would rush to make another brass etched kit. This has nothing to do with the quality of the kit, which is excellent and certainly saved me a lot of effort over creating the parts myself from, say, Plastikard, my usual modelling medium of choice.

The advantages of etched brass seem to be that the finished model is tough and will certainly survive any knocks and possibly crashing to the ground from one of the bridges. Finer details are stronger than their plastic alternatives and, once the solder has cooled, joints are almost instantaneous.

However, after the model was finished, I found it necessary to thicken the depth of the window openings with Plastikard to match those shown in the photos. I also added some of my own detailing as, for example, the louvres on the side of the engine compartment weren't sufficiently prominent. I also found that making modifications on the fly is more difficult – for example, when I needed to create more space for the batteries.



The interior of the cab was equipped with Plastikard fitments and controls, based on a photo of the cab of the real thing. The heads of mapping pins provided the knobs on the brake and throttle levers.

With Plastikard, it would have been easy to cut out a section of the cab sides whereas with brass, I had to disassemble the relevant section and use snips, a saw and some heavy-duty pliers to fold up part of the side. This probably suggests that my existing modelling techniques are founded on the principle that I make modifications as I progress, rather than thinking everything through in advance. If I were to move over to metal-working, I might have to carry out a lot more forward planning.

Maybe this differentiates two types of modeller – those who are meticulous and engage in a lot of preparation and planning and those who, like me, are a bit more slap-dash and enjoy the challenge of solving problems as and when they arise.

I enjoyed the challenge and acquiring new skills along the way. Meandering its way around the garden the model does look good. But I now have to solve the problem of turning the railcar at each end of the line. Do I construct turntables as on the County Donegal or do I, as they did on the Isle of Man, construct another railcar and couple them back to back?

Maybe I should have thought of that before pestering John to sell me the kit?

But I'm afraid that would have required me to engage in a high level of forward planning... ■

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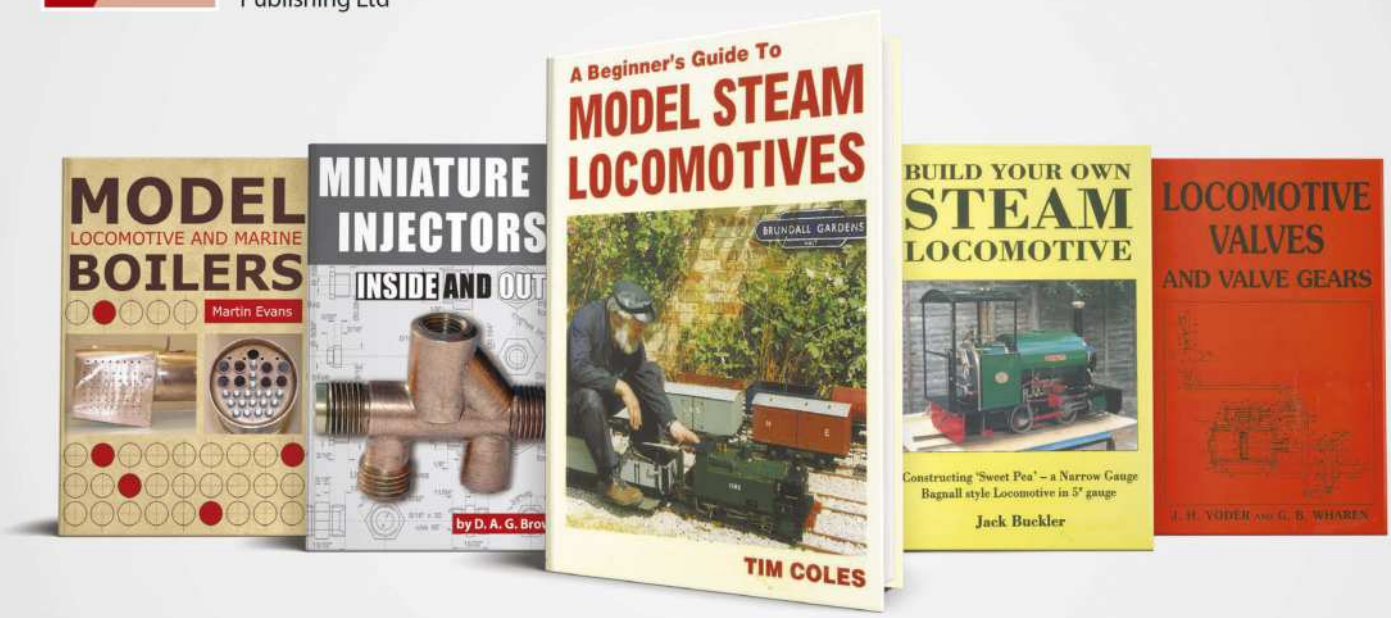

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Building a Barn Find

Dave Skertchly is given a part-completed kit that takes him on a fascinating but frustrating nostalgic journey.

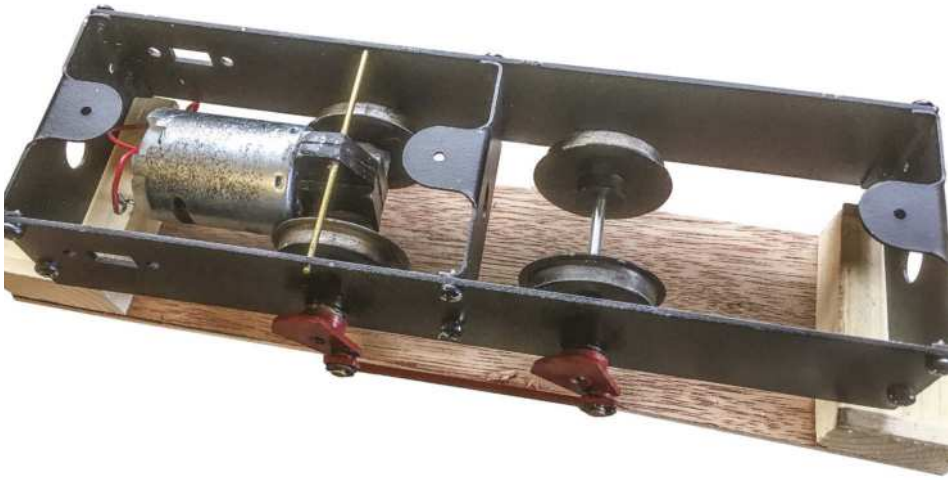
The barn find is one of those myths created by daytime TV. That dream of finding a rusting classic car, which is bought for a song and lovingly restored over the years is often just that; a dream. Of course, we're not the only ones hunting for barn finds; there are professional restorers and auction houses also on the lookout for those elusive money makers.

The same is true for garden railway models, although the Editor's definition as an attic find may be more appropriate. A read of *Heritage Rail* will introduce you to the weird world of the collector. Rare locomotives are traced by serial number and tracked down ruthlessly; prices are high but usually fair to the seller. There is, however, a whole world of heritage for those of us of modest means. There must be hundreds of not-so-well-built or unfinished kits out there, which are likely to end up in the skip but are actually begging for restoration. The great thing is that each one has a fascinating story to tell, who made it, why, and where did it run are all part of the story.

My own barn find was brought to my house by a Facebook friend who it transpired lives close by, although he might as well live in Timbuktu given the Covid 19 rules in force at the time of writing. In a box of bits was a part-built diesel outline model, which actually was an IP Jessie. It had been bought by my friend's late father. I decided to complete it on his behalf. A few days of painting and bolting I thought would have it fixed, how wrong could I be! As ever, let's start, as they say, at the beginning;

The story of garden railway kits is a fascinating tale of high technology in which our favourite traders are at the cutting edge. This particular example dates from the end of the 20th century and in those days there was a crisis. Britain had been declared to be a service economy, focussing on banking and leisure; manufactured goods were to be sourced cheaply "offshore". We wondered what the future was for manufacturing.

Japanese influencers such as Toyota's



The partly-assembled chassis of Dave's barn find as found, it turned out to be an IP Jessie freelance diesel.

The plastic gear pressed onto a spline and was encased in a white metal gearbox casing, which was then glued to the motor. This was the weak spot of this old design.

The modern answer is a new 3D-printed gearbox, which can be supplied as a replacement by IP Engineering, although Dave chose one from Dean Goods. The new gearbox uses superb metal gears and a 3D-printed gearbox case made to match the gears specified by the customer.

Taiichi Ohno advocated a future of lean and agile manufacturing in small quantities to customer demand. Agile manufacturing meant making things without expensive long-lead-time mould and press tools.

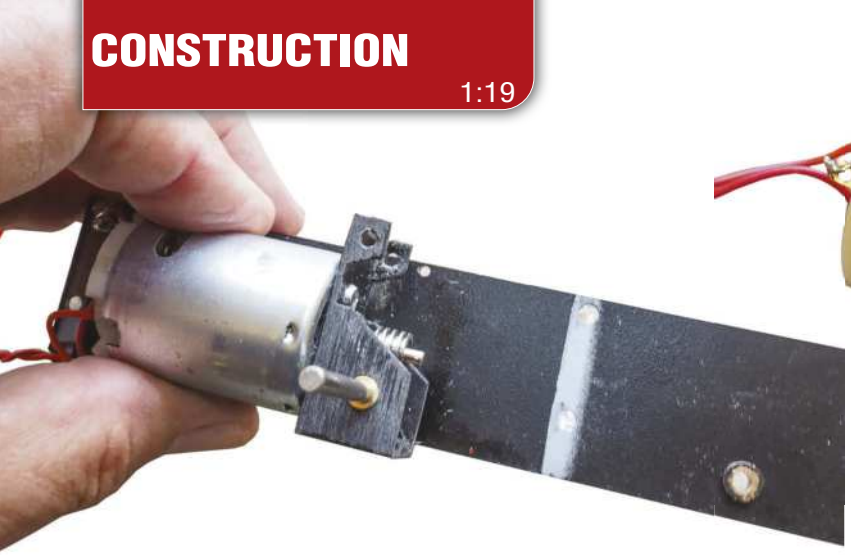
We now know the solution, 3D CAD running on a laptop connected wirelessly to a 3D printer, NC Mill, or laser cutter, but in 1999, CAD computers, NC mills and Laser cutters were big and VERY expensive and 3D printers were the business of University spin-offs. All these things have come to pass for micro businesses in the last 20 years and they can now be used to salvage our barn find.

The first thing I noticed was the gearbox. It was made from whitemetal and glued to the motor. Worse still, the plastic gear had split. I fitted a replacement with a slightly larger diameter hole to reduce the hoop stress in the plastic but it just twisted around.

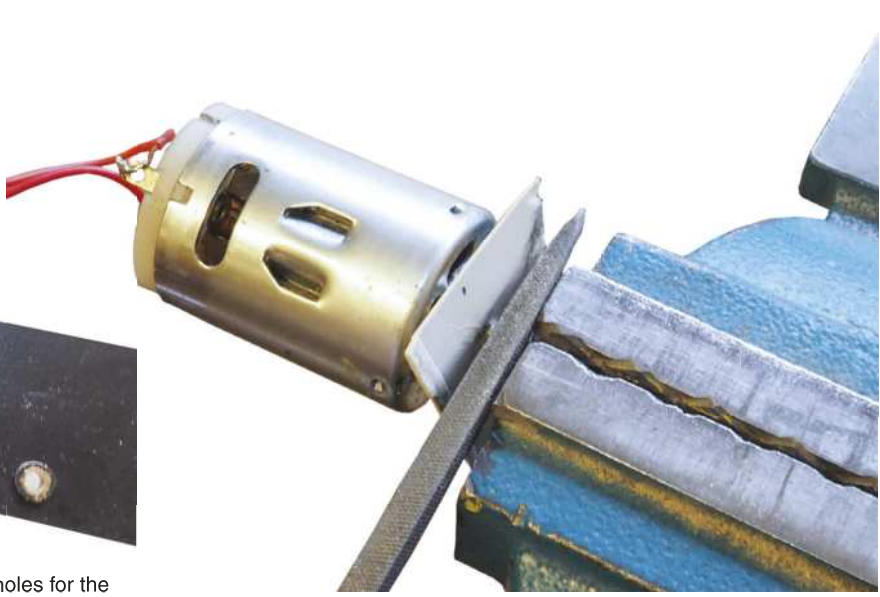
I was on the point of giving up when I found that there is a growing industry for gearboxes. I found I could get a 3D-printed replacement from PDF models, Dean Goods, or even a direct replacement from IP Engineering.

A 30:1 ratio was recommended but I wanted to stick as closely as possible to the original so Dean Goods made me a 20:1 gearbox, and I bought a spare set of 26:1 gears from IP for a homebrew gearbox if all else failed. The gears were of superb quality, and the gearbox almost fitted so I could proceed.

I fitted the cranks and quartered them by eye, and then, with the main gear loosened



The new gearbox almost fitted and was carefully adjusted with new holes for the torque rod drilled into the chassis.



Flats were filed on the axle and motor shaft to allow the grub screws to "key", taking care to ensure that swarf did not contaminate the motor bearing.

off, ran them by hand up and down a length of track making final adjustments. It was at this point that I noticed the wheels binding against the motor casing. The back of the wheels had been painted and this caused interference with the motor case.

The body parts are mostly made from laser-cut steel, and maybe an NC bender too, a very early application of DNC (Direct Numerical Control), which was soon to make such a difference to our favourite hobby. The steel, however, was difficult to paint. Despite using an etch primer, the paint chips easily, so for robustness, stove enamel might be better. The accessories are in white metal, which is mostly a concoction of poisonous heavy metals such as antimony, tin, lead, cadmium, bismuth, and zinc, which will surely be banned soon.

The engine cover is supposed to be removable with four captive nuts soldered to the chassis. Modern solders and fluxes are far less effective than the old Bakers fluid flux made from acid, which rots your lungs and anyway, I found that the nuts are now made from stainless steel, which will not solder, another recent "improvement". It is probable that the engine cover was never really intended to be removable and that a pack of cells fitted permanently with a charging socket would be the norm. Why didn't the instructions just say so? I designed a clip system since I never leave batteries in my locomotives.

It soon came to the time to fit the controls, I went for the manual version using the supplied speed controller, which needed to be wired up, nowadays, a circuit board would be supplied. Wiring the switches, which are packed in next to the motors was tricky and the wire routing through a single hole on the floor somewhat untidy. I was getting the impression that the builders of this kit were expected to have some expertise and there was an expectation that the kit would be modified during the build.

By now, getting frustrated, I bolted it all up using self-tapping screws and nice blackened bolts were visible as supplied. I then set out to test the Jessie. With the six-cell pack fitted as supplied, the performance was terrible, it wouldn't pull the skin of a rice pudding and stopped on my tight curves.

I was getting wise, however, and squeezed nine cells, that is nearly twelve volts, under the engine cover and the performance was now adequate at best. I soon noticed something strange, after an hour or so struggling with heavy loads, the performance started to improve even though the batteries were getting tired. It seems that the gears need time to bed in. Had I fitted the higher gear ratio as recommended, things would have been better still. The best news is that the locomotive is smooth, sure-footed and beautifully quiet, which sets it apart from my other locomotives.

The finish of my Jessie is adequate and I quite like the Tonka Toy (remember those) look. I have seen some beautifully-detailed examples but mine looks just right in a modern industrial setting pulling a rake of coal wagons. I may one day update the finish, but then maybe not.

As I sit on my rustic park bench outside the Sheep Shearers Arms, I think about this 20-year-old kit of which I am now so proud and consider what it can tell us. I am also proud of our brave traders who have embraced new manufacturing technology to bring us kits and ready-to-run models of ever-increasing complexity and value for money.

So, I raise my glass of fine Auld Phagbutt to them and look forward to reading about ever more sophisticated and exciting new products, however for myself I will be hunting for barn finds, cheers. ■

The recommended way of retaining the engine cover was with captive nuts, which didn't work. Fitting a permanent battery pack self tappers would do but Dave created a quick release press fit, the hood now hooks over retaining spigots.

The wiring was cramped enough, but it got alot worse when Dave fitted three connectors in order to increase the number of batteries from 6 to 9.

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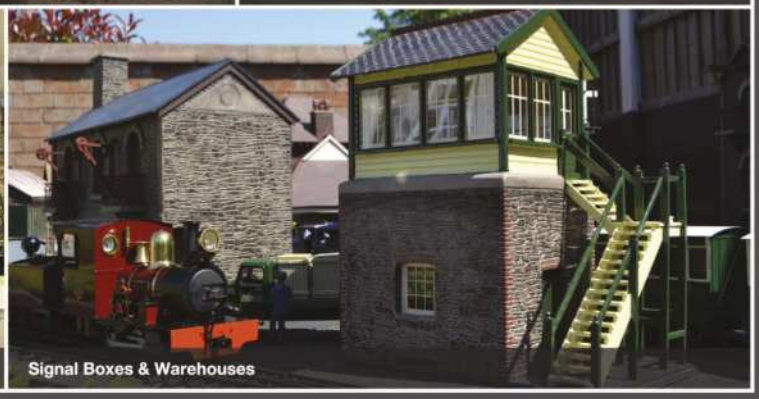

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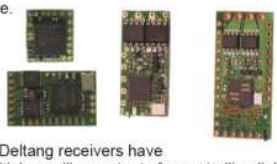
The range of R/C receivers covers all scales and gauges; from N to SM32, Gauge 1 and beyond with motor currents from 0.5A to 6A. The smallest receiver, suitable for N and 009, measures 9x9.6mm. A selection is shown here.



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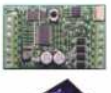

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We discuss an installation specification with the customer to see what combination of products and features will best suit their needs and to estimate the installation cost. A firm quotation will be supplied after we examine the loco.

Accucraft 16mm Large Quarry Hunslet

James Walker give us his first impressions of the new Accucraft locomotive.

Accucraft announced they would be making a 16mm version of the Large Quarry Hunslet back in January 2020. They had previously made a version in 7/8th scale, but evidently, the good running characteristics of their Dolgoch model gave them confidence that a smaller design would work well. As a self-confessed Quarry Hunslet fan, I was delighted to see this; although there have been some small Hunslets from manufacturers such as Finescale, Wrightscale and TME, they are fairly rare and still change hands for significant sums.

I first got into 16mm live steam around 20 years ago, attending East Surrey group meetings, and I can clearly remember one of the members running a Finescale Hunslet and thinking it a very desirable locomotive indeed!

The modelled class of Penrhyn Large Quarry Hunslet, comprised six members, built between 1904 and 1909 for the Penrhyn Quarry. The first was named "Hugh Napier" after an heir of the Douglas-Pennant family, who went on to inherit the Penrhyn estates and title. The prototype "Hugh

Napier" is resident on the Ffestiniog and Welsh Highland Railway and has recently undergone an overhaul and 10-year boiler exam/retube. For more information on these locomotives, Cliff Thomas's book, *Quarry Hunslets of North Wales*, is highly recommended!

Over the summer, a few videos duly appeared, and with impressive running on display, I decided to pre-order.

Fast forward to mid-February this year, and the locomotives had evidently made it to the UK and were available from dealers. And so it was that one found its way to my front door…

Unboxing

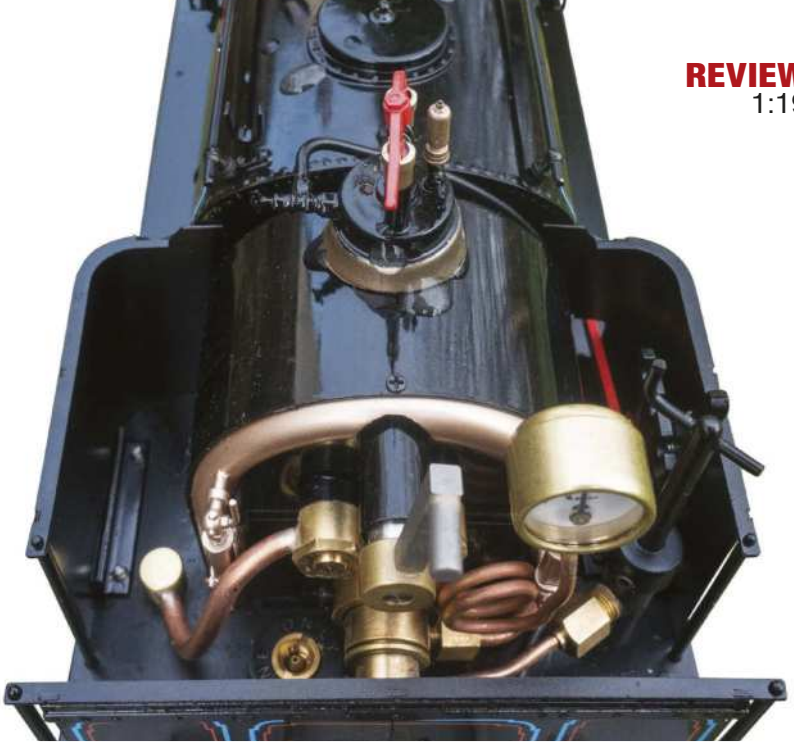
Unpacking the outer carton reveals a smaller carton surrounded by a thick layer of foam. The inner carton is wrapped in a web of Velcro; removing it allows the carton to unfold to reveal the diminutive loco. Also included are comprehensive instructions with an addendum, warranty card, boiler and gas tank certificates, syringes with silicone tubing, hex keys, nut spinners, name plates and builders' plates for "Hugh Napier", and an alternative chimney cap.

On inspecting the locomotive, the build quality seems very good, and certainly up to usual Accucraft standards. The black paint finish is excellent and the blue and red Penrhyn Quarry lining is neatly applied. Everything seems in proportion when compared to pictures of the prototype, although I note on the model that the safety valve is more forward than on the actual "Hugh Napier".

The cab layout is very neat, although compact. Use of a below-footplate gas tank has kept things relatively uncluttered, with a footplate-level gas filler-valve and a dummy brake handle gas regulator. Reversing lever, small pressure gauge, steam regulator and boiler overflow complete the cab controls. The rear cab sheet doors can be slid open to allow access to the gas jet if required.

Fitting radio control will be challenging (no doubt someone will manage it), but there really is very little room for servos, radio and batteries, and of course, they will always be more visible than in a cabbed loco. Manual control has its charm and is easier with a more accessible open cabbed loco such as this, but will inherently be better suited to more level lines.

Moving forward from the cab, a dummy safety valve covers the actual valve. The water filler is hidden under a removable cover, with a brass dome cover between it and the narrow chimney. The lubricator is at the front of the footplate; you need to use a slotted screwdriver to open it, and the supplied syringe and tubing to empty it. The buffers are prototypical and have a coupling loop beneath that hinges out of sight when not in use. You may need to adapt coupling chains to form a hook to couple to this. Alternatively, the supplied buffers can be replaced with Accucraft chopper couplings, if preferred (not supplied).



The open cab makes it easy to see, and operate the controls, but will make fitting radio control a challenge.

Looking underneath at the Simulated Stephenson's link valve gear.

Turning the loco over reveals the rear axle eccentrics and valve rods, with neat cutaways for the front axle. Looking at the arrangements between the frames, you can understand why it's only been produced in 32mm gauge. Piston valves are housed in a chest block between the pistons.

The loco has plenty of detail, for example, the rivet detailing on the buffer beam overlays, sand pot brackets and lubricators on the tank, dummy brake rigging, and dummy water gauges on the back head.

First steam up

It's the usual order of play to prepare the loco to run. Gas first, and although it was a fairly cold day, I ran with Butane. Using a suitable adapter to reach the filler valve, the loco gassed up easily enough, however, didn't appear to give the typical "vent" indicating it was full. After a minute or so, I stopped and moved on to oiling; 460 steam oil for the lubricator and a little 3-in-1 for the motion, wheel bearings, etc. As the boiler was empty, I opened the overflow valve and removed the Goodall valve to fill with a syringe. When at a good level, I replaced the valve and completed filling with a pump bottle.

Lighting up was straightforward, the magnetic smokebox door latch is a nice touch, and the burner has that Accucraft roar. It didn't take long, around seven minutes, before steam was emitting from the overflow valve, so it was closed. Then after another five minutes, pressure had built to 50psi.

I opted to run the loco on blocks before moving to the track. As per the instructions, I put the loco in reverse, and on opening the regulator, it started without any assistance. Condensate cleared quickly and the loco ran

The contents of the box, plus a handy set of gloves to avoid singed fingers.

very smoothly. I was able to easily get the loco running at a low speed. And moving to forward gear, it ran just as smoothly.

So, on to the track. After a couple of circuits running light engine, I hooked up a rake of eight Binnie tippers and set the loco running. It ran well, taking my first radius Peco curves in its stride, and opening up a bit on the straight sections. All in all, a very good performance for a first run. The gas was lit and running for just under 40 minutes. The most important thing to remember is to regularly top up the water since the gas tank will outlast a single fill of the boiler. Of course, as there is no boiler level gauge, it requires a bit of guesswork, however, not too tricky for experienced drivers.

It's always worth steaming a new loco on blocks for the first time so you can get a feel for the controls.

Closing thoughts

Having run the loco a few times, I can say that 40 minutes for the gas seems typical. I can also say that running the loco with heavier rolling stock enabled me to get it running at a nice sedate pace, which was very pleasing.

Considering the attractive and popular nature of the prototype, and excellent execution of the model, combined with good running characteristics, it would seem Accucraft is likely onto a winner here.

Any niggles are really quite minor; yes, I'm sure I will keep misplacing the water filler cover (hopefully not terminally?) and in an ideal world a water gauge would be nice, given the gas tank will outlast the boiler capacity. But very minor niggles they are.

Is it worth the RRP of £1,595? (two and half times the £640 "Hugh Napier" cost back in 1904!). Well, it's priced appropriately for a detailed model of an actual prototype rather than a generic model, and the pricing is in the ballpark of a manual Roundhouse Lilla.

Personally, I do think it is worth the money, although a confirmed Quarry Hunslet enthusiast, with the model being very well made and a very good runner out of the box, I'm not experiencing any buyers regret yet! 20 odd years after seeing my first 16mm Quarry Hunslet, I finally have my own, and I'm very happy about that! ■

Specifications:

Scale: 16mm to 1ft (1:19)
Gauge: 32mm only
Length: 230mm
Width: 88mm
Height: 130mm
Boiler: Centre Flue
Working Pressure: 60psi
Minimum Radius: 600mm (2 feet)
Reversing Gear: Piston type, reverse by lever in the cab.
Valve Gear: Simulated Stephenson's link.
Fuel: Butane Gas
Boiler Fittings: Safety valve, miniature pressure gauge, water level check valve
Cab Controls: Steam regulator, gas regulator, reverse lever, lubricator, under floor water level check valve.

Garden Rail Resource

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

Please mention Garden Rail when contacting suppliers.

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

MODIFYING POINTS

I've been building a small indoor 16mm line using Faller e-track and have watched some of John Rogers YouTube clips of the PHLR. Does he modify the points in some way? I've found that my loco (a modified IP Engineering Easibuild) runs very rough over them (sometimes de-railing!).

Any advice for mods to the points or gauging of your stock would be very welcome.

Ray Waters

We passed Ray's letter straight to John:
I replace the Faller operating mechanism with an over-centre spring made of stainless steel wire. As a general rule, I don't run steam through the diverging road of a facing point, and don't like to have a facing point coming off a curve, although there is one on the indoor line that's worked well since the year dot.

I don't have any problems with derailment on any of my locos when running at a sensible speed; untamed Mamods are a different matter. Curiously, the light railway limit of 25mph is a good guide when scaled down.

John Rogers
CME, Pigsty Hill Light Railway

MICHAEL (MICKE) WALTER OUSBY. 26THJUNE 1945 – 1ST FEBRUARY 2021

I was very sorry indeed to hear of the death of Micke Ousby, proprietor of ACME Engineering, who sadly suffered a fatal heart attack while quietly watching a video of the Festiniog Railway. He was 75.

Micke and I have been friends for many years, our friendship cemented by our shared hobby of 16mm scale steam and our joint maritime background. We used to chat fairly regularly and I used many of his products when undertaking my own modifications. I also very much appreciated his skilled advice so freely given.

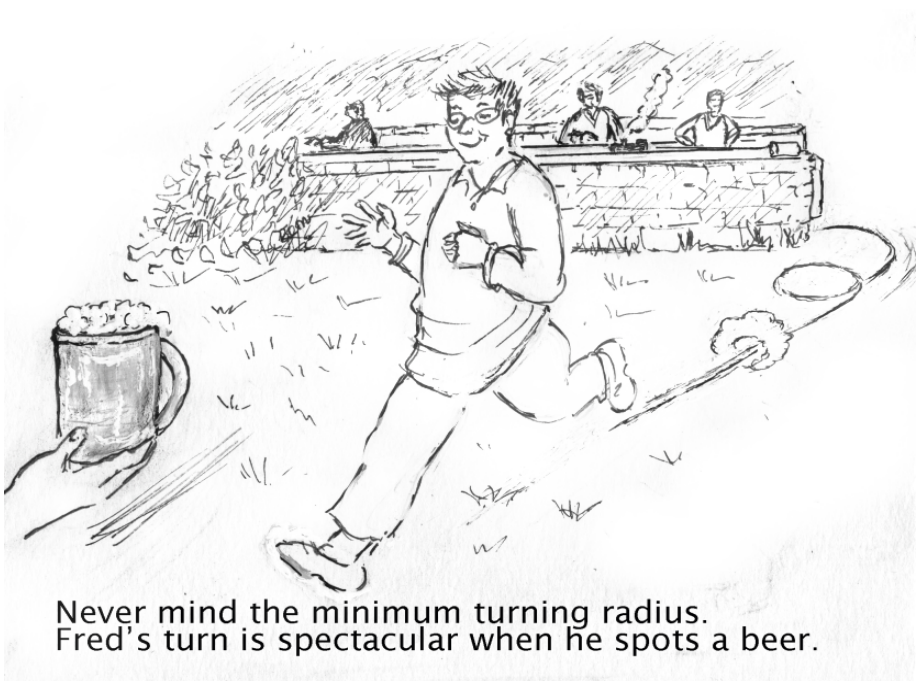
After attending his local grammar school, Micke went on to do an apprenticeship in mechanical engineering before going to sea with the British India Steam Navigation Company (latterly P&O) travelling the world. Certainly, Mike and I exchanged many sea stories over the years. After swallowing the anchor, Micke became a police officer, attending night school to extend his engineering qualifications. He married Jean in 1975 and the couple had two sons, Matt and Jonathon. Micke continued with his night school, gaining a degree in business studies. He then went on to work in large engineering businesses, where his engineering and business skills were much in demand.

On retirement, he concentrated on his hobby, where again his engineering qualifications were very useful indeed. He built a low-profile business to allow plenty of time for family life, repairing and modifying steam models together with producing a range of parts and had a considerable number of regular customers of which I was one. Most of my locos contain some ACME parts.

His son Matt told me he was "a loving husband, a father, a father-in-law, a grandfather, an encyclopedia, an engineer, a fixer of everything and the best person ever to help with homework as he was literally a human 'Google' – this was our dad."

My thoughts are very obviously with Jean and the family currently, but I remember the laughs we had over many years and I will always think of him with pleasure.

Tag Gorton



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Fred's turn is spectacular when he spots a beer.

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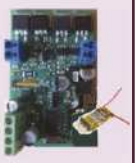

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Body kits feature half etched lines with major parts supplied pre-folded and roofs rolled for ease of construction.

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

7/8ths Slate Wagon

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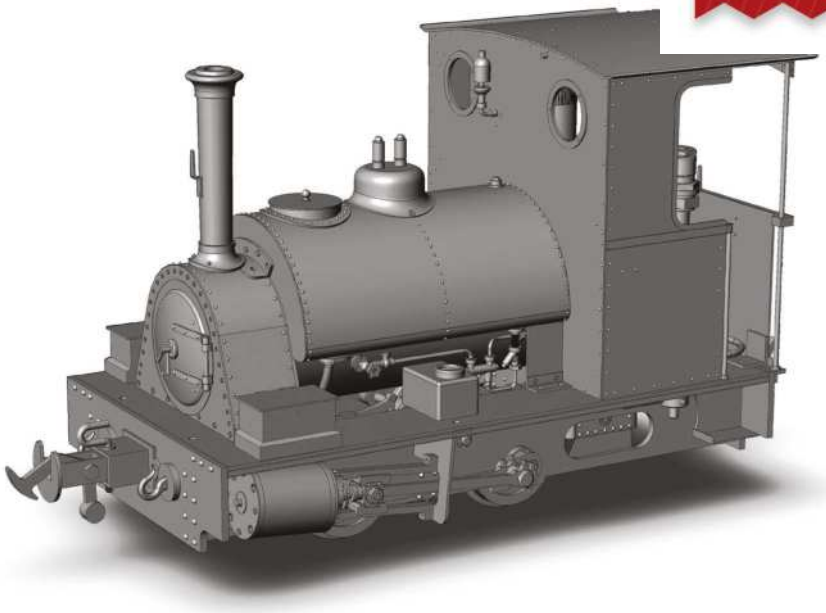

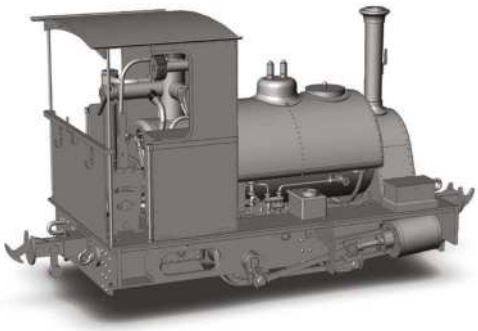

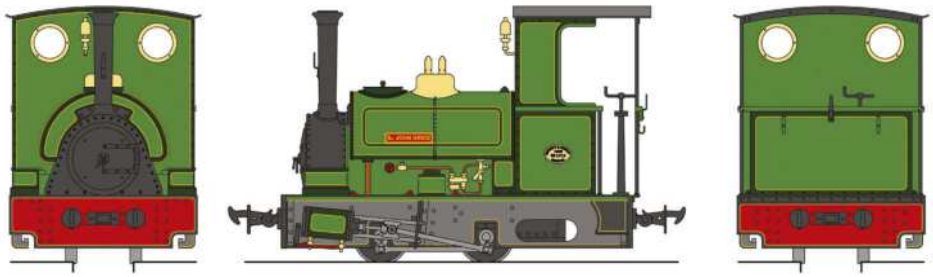

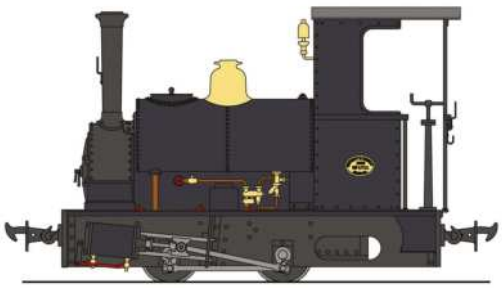

ACCUCRAFT UK

16mm scale Cranmore type Peckett

Encouraged by the reception of the Quarry Hunslet, reviewed elsewhere in this issue, Accucraft has announced its next small 16mm Scale engine, the Cranmore type Peckett 0-4-0ST.

Peckett & Sons of Bristol had long been renowned for producing industrial tank engines, many of them small saddle tanks, and the Cranmore type had its origins in an 0-4-0 saddle tank version of the special 7x10" cylinder design, Works No.1030 of 1904 Gamecock, which would be later be referred to as a "Cranmore Class". The order was placed by the Mendip Granite & Ashphalte Co. for its 2' gauge line connecting the quarry to Cranmore Station on the GWR. Small numbers of this type continued to be built, mainly for export and one was bought by the Metropolitan Gas Co., Melbourne, Australia, named "Sir John Grice" in 1928.

The model is gauge-adjustable (32mm and 45mm), gas-fired and fitted with a water top-up valve (hidden under the tank filler), water gauge with blow-down valve, lubricator and pressure gauge; constructed of stainless steel and etched brass with a copper boiler. The model will be covered by a two-year warranty.

The anticipated UK RRP is £1,595.00 (for pre-orders, subject to the usual provisions), available Q1 2022.

In response to customer requests, the model will be supplied with two domes, the factory original (ogee) pattern and the simpler Australian type. The locomotive is fitted with Accucraft chopper couplings

Specifications

Scale: 16mm to 1ft (1:19)
Gauge: 32mm or 45mm (adjustable)
Length: 196mm
Width: 100mm
Height: 136mm
Boiler: Centre Flue
Working Pressure: 60psi
Weight: TBC
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 gauge with blow-down valve
Cab Controls: Steam regulator, gas regulator, reverse lever, lubricator
Sir John Grice nameplates (supplied loose)
Colours available, subject to production batch:
S19-38A Cranmore Peckett 0-4-0ST in Lined Light Green (Sir John Grice)
S19-38B Cranmore Peckett 0-4-0ST in Lined Dark Green
S19-38C Cranmore Peckett 0-4-0ST in Lined Maroon
S19-38D Cranmore Peckett 0-4-0ST in Lined Blue
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LGB

G scale Class GE 4/4

The first GE4/4 locomotives were delivered as early as 1947, the first modern RhB electric locomotives with bogies and single-axle drive. So successful was the class that 74 years later a pair are still in daily use, although much modernised in the 1980s with new cabs and single-arm pantographs.

LGB's model is Rhaetian Railroad number 605. The green livery is correct for Era IV – 1970 to 1990.

All axles are driven by a pair of Buhler motors. A mfx/DCC decoder offers both light and sound functions. The double-arm pantographs are servo-operated.

Length over buffers: 54cm

Price TBC

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

WAGON AND CARRIAGE WORKS

16mm scale Talyllyn coaches ready-to-run

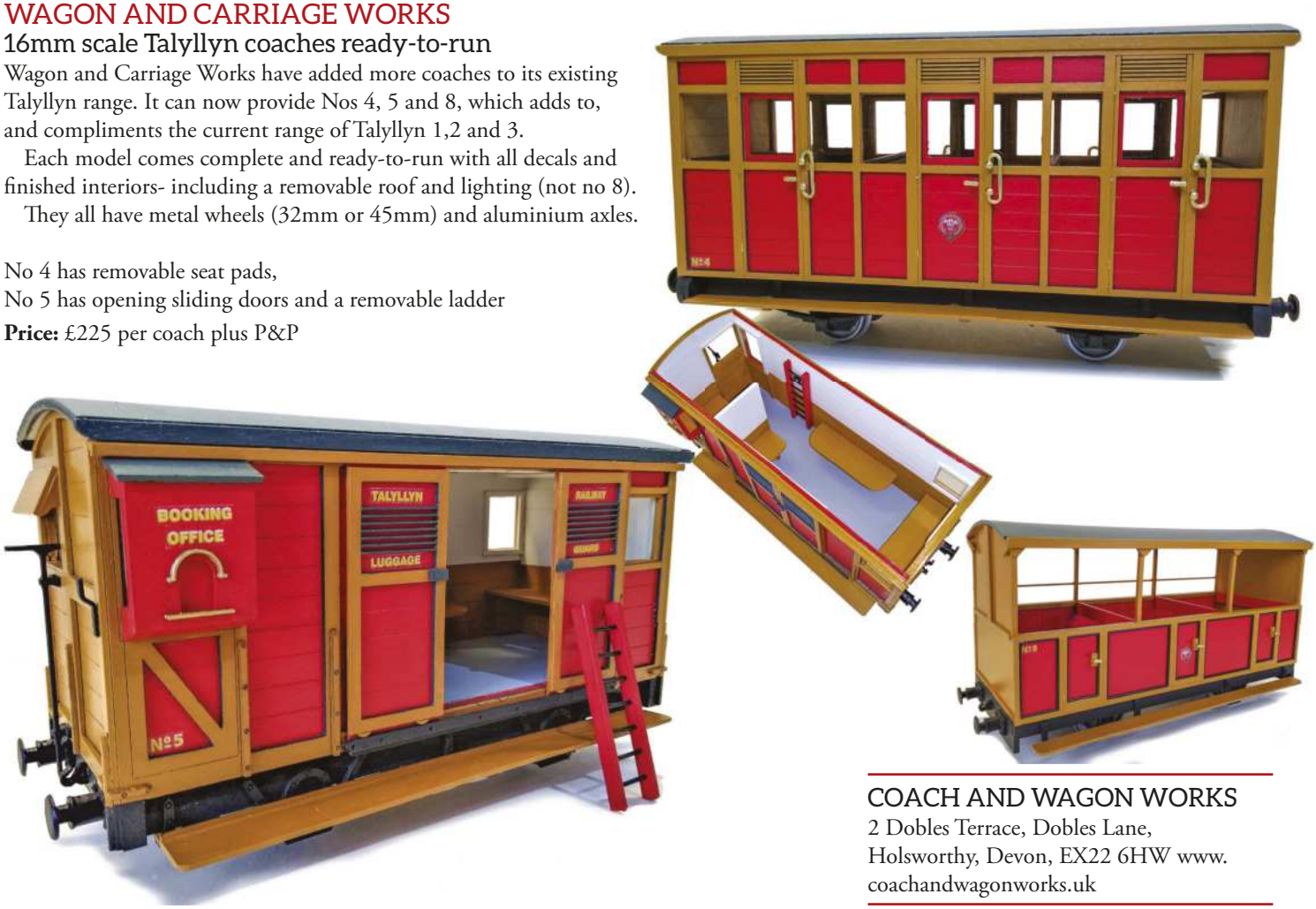
Wagon and Carriage Works have added more coaches to its existing Talyllyn range. It can now provide Nos 4, 5 and 8, which adds to, and compliments the current range of Talyllyn 1,2 and 3.

Each model comes complete and ready-to-run with all decals and finished interiors- including a removable roof and lighting (not no 8).

They all have metal wheels (32mm or 45mm) and aluminium axles.

No 4 has removable seat pads,
No 5 has opening sliding doors and a removable ladder

Price: £225 per coach plus P&P



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RESURGAM ROLLING STOCK

16mm scale Ffestiniog Railway 3-Ton Slate Waggons

Four distinct versions of the 3-Ton Slate wagons are available, representing 'Type 1' (Unbraked) and 'Type 3' (Braked and Unbraked) vehicles as well as a 'Type 3' Granite Waggon.

These laser-cut kits are available in MDF or plywood and feature hidden slot and tab construction, complete with Binnie Engineering wheels, axles and coupling hooks together with HGLW oil-filled bronze bearings.

The kits are supplied with couplings designed as part of the kit's construction, with parts that provide both a definitive scale outline for hooks under the buffers or with an option to couple over the top in the more usual 16mm scale fashion.

Dummy brake rigging is also provided as appropriate. Despite looking quite delicate, the side and end walls are surprisingly robust once fully constructed, with a degree of flex, allowing respectful handling. To maintain a scale outline, these kits are currently offered in 32mm gauge only. It may be possible to accommodate 45mm gauge with certain compromises; if anyone is interested, please get in with Reurgam.

Prices:
(Multi-purchase prices are available: please enquire)
Type 1 or Type 3 Slate Waggon Unbrak
MDF: £20.00 + Postage
Type 1 or Type 3 Slate Waggon Unbrak
PLY: £23.00 + Postage
Type 3 Slate Wagon Braked MDF: £21.00 + Postage
Type 3 Slate Wagon Braked PLY: £24.00 + Postage

Granite Wagon Braked / Unbraked MDF: 30.00 + Postage
Granite Wagon Braked / Unbraked PLY: £35.00 + Postage

Ffestiniog Railway Bowsider Carriage 19

This brand-new kit is a collaboration, taking the excellent models designed by Will Curry for his 'WHR Nantlle Branch' (GR275) and combining them with Resurgam Rolling Stock's "Hidden Slot and Tab Construction" and production capacity. It is intended to be the first of a number of kits, with Carriages 17, 18 and 20 also under development.

As this kit features the eponymous tumblehome, which gave these carriages their name, the need to provide for the curves in the carriage side, means this kit will only be available in plywood. As per prototype, the floors are raised at both ends, in order to accommodate the bogies mounted below. On 32mm gauge, there is room for the bogies to rotate adequately to allow the carriage to negotiate a 2ft 6in radius curve (although the body cuts a substantial chord in the process).

The kit also includes the distinctive Balcony Rails, as well as the door and grab handles, which are all 3D-printed components, manufactured here in the UK. For those wishing to model Carriage 19 in its current Ffestiniog Railway condition, 3D-printed lamp-vents are also available.

Other features of this kit are individually glazed panels with droplight frames and window beading in full relief. Interior panel detail is supplied in full, but the upholstery is left to the builder's discretion. Prototypical profile bogies, complete with steel wheelsets and bronze bearings supplied as standard.

While the kit is not supplied with couplings, a choice of headstocks are available to suit either Accucraft Chopper Couplings or a plain headstock to accept plain buffer couplings.

Dimensions:
Length: 555mm (Over Headstock)
Width: 95mm (body)
Height: 125mm above railhead

Price:
Plywood: £125.00 each + Postage

3D printed Roof Vents: + £5.00 (Not available separately)

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PHIL SHARPLES

16mm scale Sharp Stuart 0-4-0 loco kit

This 32mm gauge battery-powered locomotive kit is based on a Small Sharp Stuart 0-4-0 Saddle Tank locomotive, the first loco on the Guinness Railway, eventually becoming its tourist train.

The kit comes with 24mm wheels, gears, battery box, switch and a high torque motor with an operating voltage of 1.5v to 6v. Power is from a pair of AAA batteries (3v) that are located under the rear of the chassis and a simple slide switch located on the left-hand side that gives forward control only

Various 3D-printed parts add some nice detail, the top panel can be left loose and lifted off to gain access to the motor/switch if needed.

Loco dimensions:
Length: 136mm
Width: 62mm

While designed to run with the Sharp Stuart, the tender would also look great behind any small steam engine.

Prices:
Loco: £45
Tender: £8.50

16mm scale Corris Carriage kit

This kit that can be built to 32 or 45mm gauge and is supplied with 24mm wheels, axles and brass bearings.

Little is known about this Corris Carriage and no accurate dimensions exist, so Phil has scaled the model to fit within his existing range.

Dimensions:
Length: 158mm
Width: 84mm
Price: £16.50

PHIL SHARPLES
www.philsharples.com

3D WAYNE

7/8" scale Schoma Locomotive

3D-printed in white plastic (PETG) and designed to fit onto a Houstoun Gate Locomotive Works (HGLW) 4 wheel drive chassis in either 45mm or 32mm gauge.

A loco remote controller will fit under the bonnet and LiPo batteries squeeze inside the seat, which has a lift-off top (electrics to be purchased separately).

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DIARY DATES

Date: 26 June 2021
Event: National Garden railway Show
Venue: Peterborough Arena, East of England Showground, Peterborough PE2 6XE
Times: 10am to 5pm
Admission: Adult £10.50, Free entry for Under 18's, but they must have a ticket, and ALL Tickets MUST be bought in advance from the Show Website
Organiser: The Association of 16mm Narrow Gauge Modellers
Web: www.nationalgardenrailwayshow.org.uk
Layouts: A rare opportunity to see Anglia Roads, plus two 16mm Modular layouts, Garden Rail's Garden Railway, Tor Halt, Chale, Rhydypenderyn, Middleforth, Aberwym, Lower Chaldon, 4000 Yards Area 3, Albion Estates, Hampton End & the Upcycling Pop-Up Railway
Traders: Check the show website for latest details.

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

Date: 1th and 12th December 2021
Event: Steam at Rowington
Venue: Rowington Village Hall,Rowington Green ,Warwick ,CV35 7BU
Times: 10am -4.30 pm both days
Admission: £4 .Accompanied children under 16 free
Organiser: John Sutton
Additional Information: Four garden railway layouts + smaller scale layouts + live road steam display. Nine traders. Refreshments, and free parking

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

On sale 13th May

We preview the National Garden Railway Show with a look at the 16mm Association Modular Layout.

Steve Burnett builds Bowaters Models Class 91 kit.

Dave Skertchly examines the humble rivet and explains how to count and model them.

All this and more in Garden Rail June 2021

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AXLEGUARDS:
NA1 Talyllyn Railway', NA2 "Record" Wagon, NA8 W & L Type Wagon, NA22 "Sandy River"
NA26 Simplex Loco, NA27 "Fowler", NA28 GVT Coach, NA34 Simplex, NA38 GVT Wagon
BRAKEGEAR: (non working)
NA9 Set of 4 Brakeshoes & Hangers, NA10 Set of 4 shoes & push rods as fitted to GVT coaches
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NA12 Set of four sprung buffers, NA13 Handrail Knobs, NA14 Large Loco Headlight, L & B type
NA15 Coach Door Vents, NA16 Simplex type Radiator, NA17 Louvres, NA20 Radiator – Ford "A" type
NA21 Detailing parts for Simplex locos, NA23 Radiator Panel 48mm x 29mm, NA24 2 Diesel Horns
NA25 Pressed-type Loco Seat, NA29 Headlight, NA30 Cowcatcher, NA31 Coach end steps
NA32 Loco Brake Standard, NA33 Guard's Van Brake Standard, NA35 "Ruston" Radiator Grille
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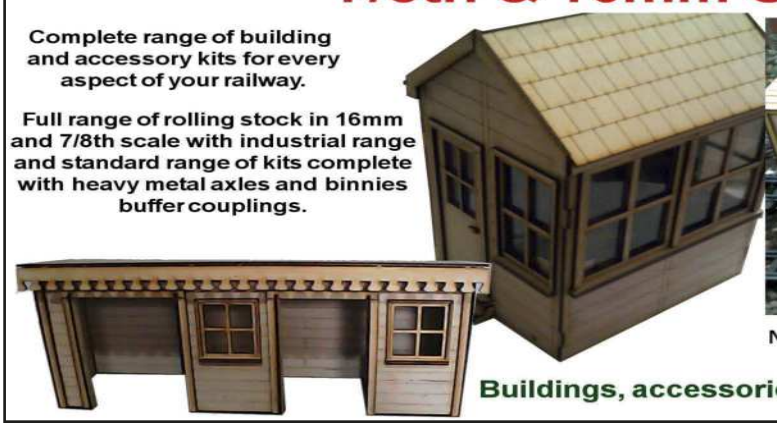

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Readers Models

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

"Claire", a Bole Laser Craft Greenbat kit. I've added working lights, a driver, and lots of other detail to the cab area. She is not radio controlled, power being applied via the kit-supplied switch, hidden under a sliding left-centre-right cab instrument panel. For easy stop-start she has a reed switch activated by the tool-box at the front. Eddie Lund.

"Busby". Another fun construction. I was shopping with my wife when I saw this Pippa Pig bus. I liked it and thought I could do something with it, and this is the result. A bit of head-scratching was needed to fit in the small motor and change all the wheels. An old mobile phone battery was fixed into the roof space for power, and, as I didn't want a visible off-on switch sticking out, moving the windscreen wiper to one side operates it. Eddie Lund.

After building 14 locomotives, and relying on three kit-built coaches, I decided it was time to increase the fleet. A line drawing of this Koppel coach was found and scaled to 16mm size. Having spent many years designing and building 1/12 scale dolls house furniture, it was only natural that this was built in timber although the balconies are plastic with the roof supporting scrolls made from copper wire. Neil Helsby.

This is a station that I have scratch-built during the lockdown based on Colonel Stevens building. It has been made with 2.5mm Plastikard and then covered with corrugated aluminium sheets made from cans. Bob Elsam.

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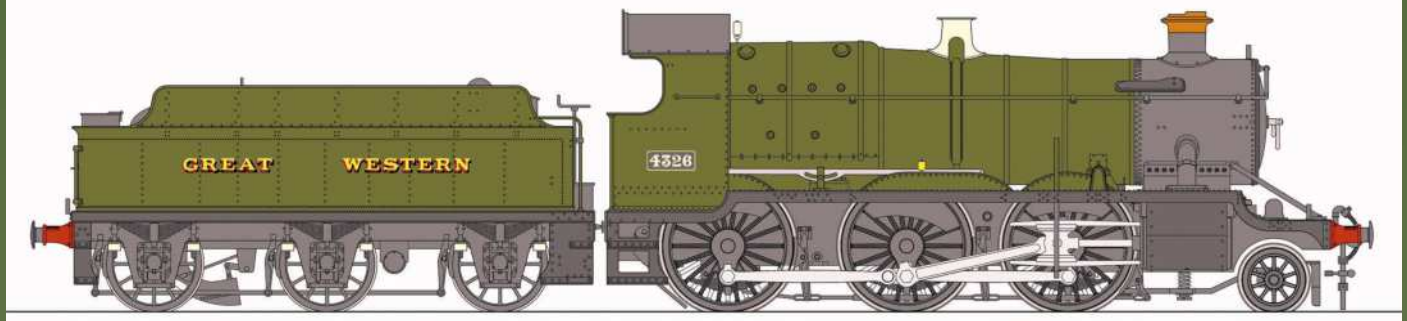

The GWR 43XX 2-6-0 'Moguls' were a product of Churchward's standardisation policy at Swindon and owe their origin to the 'family' of locomotives he developed at the beginning of the 20th century. The class was built in a series of batches from 1911 until 1923 with Collett adding further examples (with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

The model is to 1:32 scale, gas-fired with a single flue boiler. Built to a similar formula as our very successful 61XX 2-6-2T, the chassis is constructed from stainless steel, the wheels are un-insulated. The boiler is copper, the cab and bodywork are constructed from etched brass. The gas tank is in a water bath in the tender. The model is designed to run round 4' 6" radius curves. We are aware that there were a large number of livery variations among members of the class and will therefore be offering the variants subject to order volume (full details on our website). The anticipated UK RRP is £2500.00 (RTR), £2350.00 (KIT), subject to the usual provisos, and delivery is scheduled for Q2 2021.

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