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JULY 2021
ISSUE 323

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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
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CAMERAS OUT PLEASE

According to my calendar, it is summer time. We can look forward to endless days of fine weather, perhaps even a little sunshine - although as I write, the sunshine is of the liquid variety. Still, the garden needs it.

Let's look on the bright side. Summer is here and that means the chance to run our railways. The trains will sparkle and the plants look at their best. A perfect time to get your camera out and take some photos for **Garden Rail**.

I'm on the lookout for more layouts to feature. We don't need massive empires, although some would be nice, more modest lines are always appreciated. In terms of inspiration, they are more likely to get people modelling anyway, and if there is one thing

we want, it's more people building models.

No fancy camera gear is required. An ordinary compact will do but we've even published photos taken on an iPad. If you can supply a dozen sharp pictures, then you could see your model on these pages, and even be paid for it.

For a start, drop me a line: phil.parker@warnersgroup.co.uk with a couple of snaps and we'll see what we can do. I'm always pleased to find my inbox filled with pictures of railways, it makes a nice change from all the office email. As far as I'm concerned, an engine in steam beats another spreadsheet any day.

Oh, and don't forget, we also need your projects for Readers Models. Don't hide your light under a bushel, celebrate your hobby!



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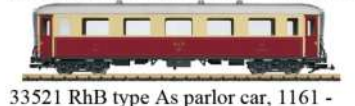
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Return to Gladstone Park

We last visited Andy Parkins line in 2016, but no garden railway stands still, so we are back to catch up on developments.

Since my layout last appeared on these pages, a lot has happened. The railway has matured into what I wanted, a diorama that is interesting at all times even without a train moving, and very much part of the garden.

Gladstone Park is, as some would say, petite, measuring just 4.5m square, and modelled in the "Colonel Stephens" style. Power is from the track and analogue, driven from two control points, one in the workshop and the other in the station house, featured in **Garden Rail** 272.

My original railway at a previous house was built on an existing raised bed so after

moving, it was from experience gained that I decided the new railway should be the same. Consequently, it is on a raised bed 60cm above a patio, which makes it nice and easy on an ageing back.

Because of the space limitations, it has only R1 and R2 curves, which does limit the size of locos I can run. The twin tracks are complete circuits and both have isolated sections. There is one crossover between the outer and inner tracks sited beside the goods yard. This gives the added bonus of more options when shunting by using the running lines.

The goods yard base consists of a slate

bed from an old pool table, that ensures a perfectly flat surface for all the points, which are all hand-operated, without any long reaches. The yard has two sidings and a line to the loco shed with a headshunt, both of which can be isolated, useful when changing engines in the loco shed. The station has a bay platform from the inner track that can be isolated.

I originally laid my rails on loosely laid bricks tamped into the earth and ballasted with horticultural grit. As my layout was on a newly formed raised bed, therefore made up ground, after about two years some parts started to subside. This meant that the trains



Overall view in the spring.

were sometimes running so low behind the raised bed wall that their wheels and valve gear were hidden.

Along with this, the amount of weeds growing through the track was becoming a problem, so I decided to lay a concrete screed on top of the existing bricks, which gave me a good level track bed and raised the track to the original level. It also gave me the opportunity to screw the track down to keep the double tracks parallel.

Whilst I was laying the concrete, I took the opportunity to insert cable trunking to the isolating rails that had previously been buried, sometimes unsuccessfully, in the ballast. The previous switches for the isolators were in the form of a ground frame. These were starting to give problems due to exposure to the elements, so I built a small platelayers hut to house new toggle switches.

My intention when originally building was to create a railway that was on a raised bed making it easy to maintain, look captivating, even if there were no trains running, and have an interesting goods yard to provide plenty of shunting operations. The railway comes into its element when it is being used by children and those who are not so young and agile.

One mistake I made when first building the railway was putting a viaduct across a



My extended Stainz arriving at Gladstone Park.



The old viaduct – attractive, but problematic.

valley. This came about because I didn't have enough backfill to fill the raised bed, so I created a fold in the landscape to overcome this.

I built the viaduct from wood, painted with Cuprinol garden shades with stone joints scribed into the surface. This lasted about six years, then started to decay rapidly. I could have replaced it with a more permanent material, but it also became a shelter for wildlife, which attracted foxes who started to damage other parts of the railway when digging for prey.

About this time, I was having some work done on my garden, which produced some excess topsoil and the opportunity was taken to fill in the valley. Learning from my past experience of made-up ground settling, I did not want this new track bed to sink. Having good existing bases for my now removed viaduct, I purchased a 1.8m long, 30cm wide, concrete gravel board, as used for fencing, which fitted the gap vacated by the viaduct. This provided me with an instant-level track bed, which has not settled as it is supported by the original bases, along with a new brick pier in the middle of the span built from the settled surface of the valley floor.

Whilst the viaduct was a very attractive feature, it was becoming more difficult to see as the foliage I planted in the beginning was now maturing very nicely. I had planted Box trees around the goods yard and alongside the track where it ran parallel to the fence. These are now clipped to about 80cm high, those in the goods yard are clipped to approximate trees but the ones parallel to the fence are clipped to a continuous hedge, which grows into a small alpine rockery in front of the track at the far end.

The foliage means that any train running round is out of sight for about half the circuit of the layout, adding to the impression of a sleepy little branch line station with trains coming from somewhere and going somewhere else.

There is also a tunnel clipped into this hedge for the road from the station to run through, giving the appearance of a country road meandering off to some unknown place. This road also serves the farmyard I built this year and sits alongside the cattle dock, which is served by the railway on the opposite side of the passenger bay platform.

My fences are mostly homemade from wood. Using a very simple jig, I make these



Replacing the viaduct with concrete gravel board.

LGB Feldbahn loco with "Fishy" tubs.



in 1m lengths and then cut them as needed. Because they are as near as I can make them to scale, the palings are very thin and, even though painted every year, they do not last more than about three years - they do, however, give a rustic look to the railway, which I am very pleased with. I very much like the way the Sedums grow through them too.

This year, I have also put a gate on the goods yard cut from foam board with a scroll saw, which means I can now shunt without having a man with a red flag present.

The platforms are now made of foam board screwed to the concrete track bed as the original old slate ones started to drift causing large gaps. The people on the platforms are all stuck with clear silicone to a 2p coin, which means you can move them around but they do not blow over.

My original locos are a Stainz, another which has been converted to a 0-4-2 by the addition of an LGB trailing bogie and 75mm of boiler from another Stainz, an OTTO, a Bachmann tram and an inspection trolley. These have been joined by a Thomas converted to a 0-6-0 tank and now in Great Western Brunswick green and an LGB Feldbahn steam engine. My Bachmann Lyn, unfortunately, has so many problems that it now rests permanently in the loco shed.

The rolling stock is mostly LGB, plus a rake of side tipping skips and other Feldbahn wagons/carriages; a cattle wagon scratch-built using a shortened Playmobil chassis; a scratch-built two-plank wagon; a rake of 4 tubs scratch-built from sardine tins and a complete maintenance train consisting of an LGB OTTO loco, a crane wagon, two



It's a busy day at the goods yard.



The rebuilt Bachmann "Thomas".

four-plank wagons, a side tipping skip and a box car all in traffic yellow and sign written P.W. Dept. I also have two Playmobil carriages with lots of passengers, which come out when little people visit the railway.

For about nine months of the year, a train runs most days, usually when we are in the garden. Sometimes, when I am working in the workshop, I have one running very slowly round as I enjoy seeing it go past the window, as I would if I lived a little closer to the main line with full-size trains going by.

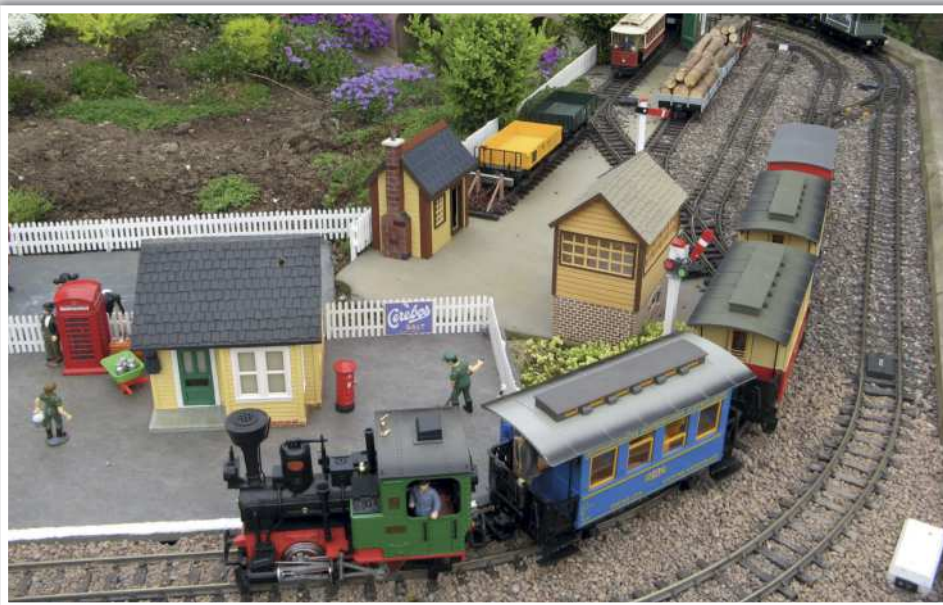
Because of the plants around the rear of my garden, *Pyracantha* and Rowan trees, for about three months of the year, I cover the track at the back with black polythene sheet, to avoid the fall of berries, which by February have usually turned into a sticky mass.

Some years ago, we visited the Isle of Wight Steam Railway, Havenstreet, very late in the afternoon, the crossing gates were closed, the last train had run and the engine had dropped its fire and was being laid up for the night, simmering in the long shadows. The staff were sitting around a table quietly discussing how well the day went, having a well-deserved cup of tea - it was an iconic moment and one that I have long cherished and tried to reproduce in my garden railway.

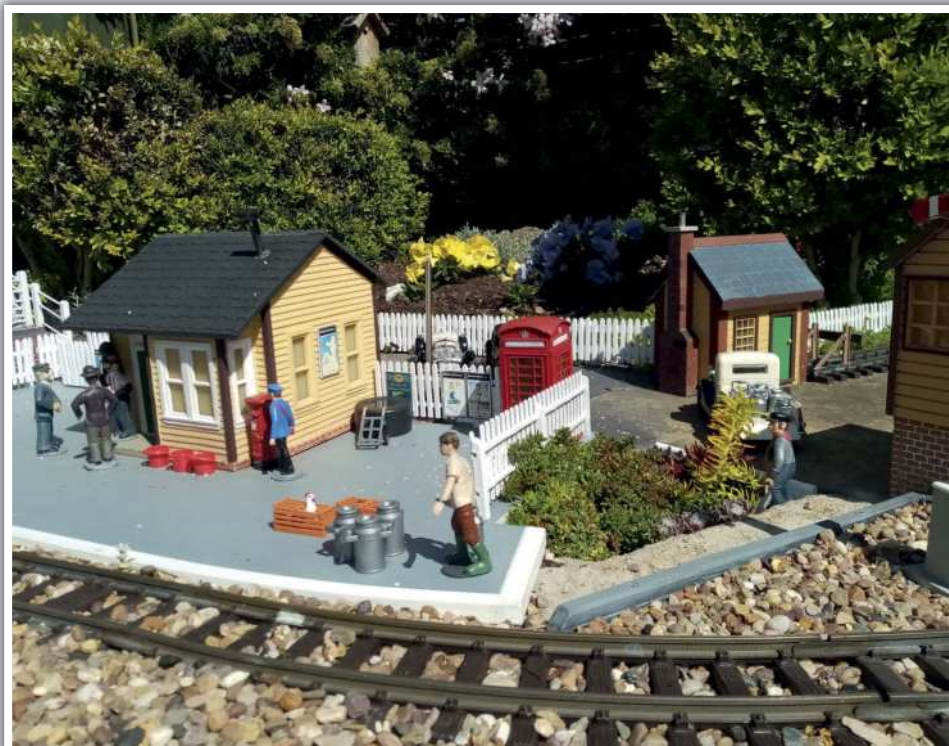
My little railway gives us great pleasure, and I feel I have managed to create a convincing diorama of a not so busy country station and goods yard in my garden, which, even if there isn't a train in sight, adds to the enjoyment of the garden. ■



Scratch-built cattle van and sardine tubs.



The train arriving at platform 2 is from somewhere.



Gladstone Park Station.



The one and a bit Stainz.

Gladstone Park first appeared in *Garden Rail* 260, a digital copy is available through Exact Editions: shop.exacteditions.com/gb/garden-rail



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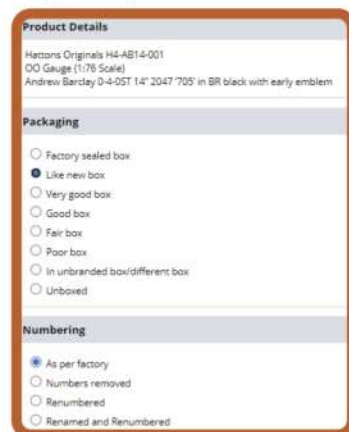
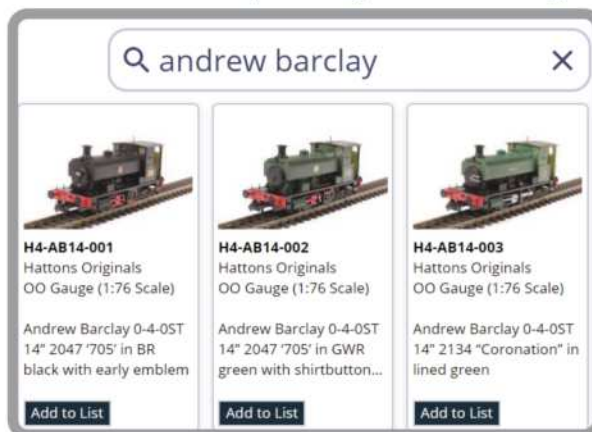
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A Skylark for the Long and Short of It

Roger Danes builds the PDF Models kit.

Nobody could say the Company lacked ambition. It was merely that reality never quite matched up.

The Limerick and South of Ireland Railway thought itself above any number of stations already built and operated by broad gauge giants such as the Cork, Bandon and South Coast. “A 3-foot gauge Railway”, said Director MacLughaidh at the Board’s 1867 inaugural dinner, “can run wherever it likes, at only a fraction of the cost.”

The Board duly raised only that fraction of the cost, and in consequence, the L&SoIR ran wherever it liked. Just so long as it liked to run between the negligible market town of Ballygarr and the insignificant burgh of Ballyfad, some 20 miles distance. Within a year, Mr Dermot Trellis, proprietor of the Ballygarr Red Swan Hotel and local wit, coined “The Long and Short of It Railway”. The name stuck.

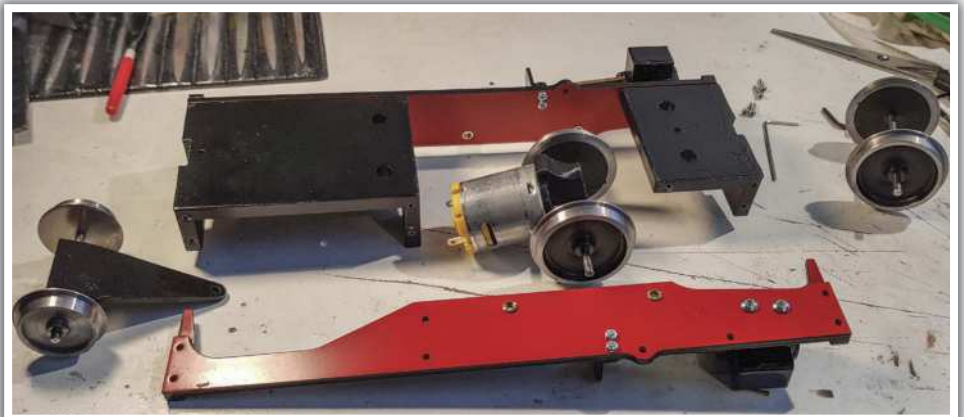
So too did the ambition. The L&SoIR was ever a mouse in elephant’s clothing. The Board insisted from the beginning on enforcing a corporate identity before such a phrase was out of the box. Locomotives, no matter how second-hand (they

all were), emerged from the paint shop in uniform-lined black. Coaches were numbered by series in the hundreds; wagons in the thousands. Anything bought for a penny plain was coloured up to look worth tuppence – or, if possible, even more.

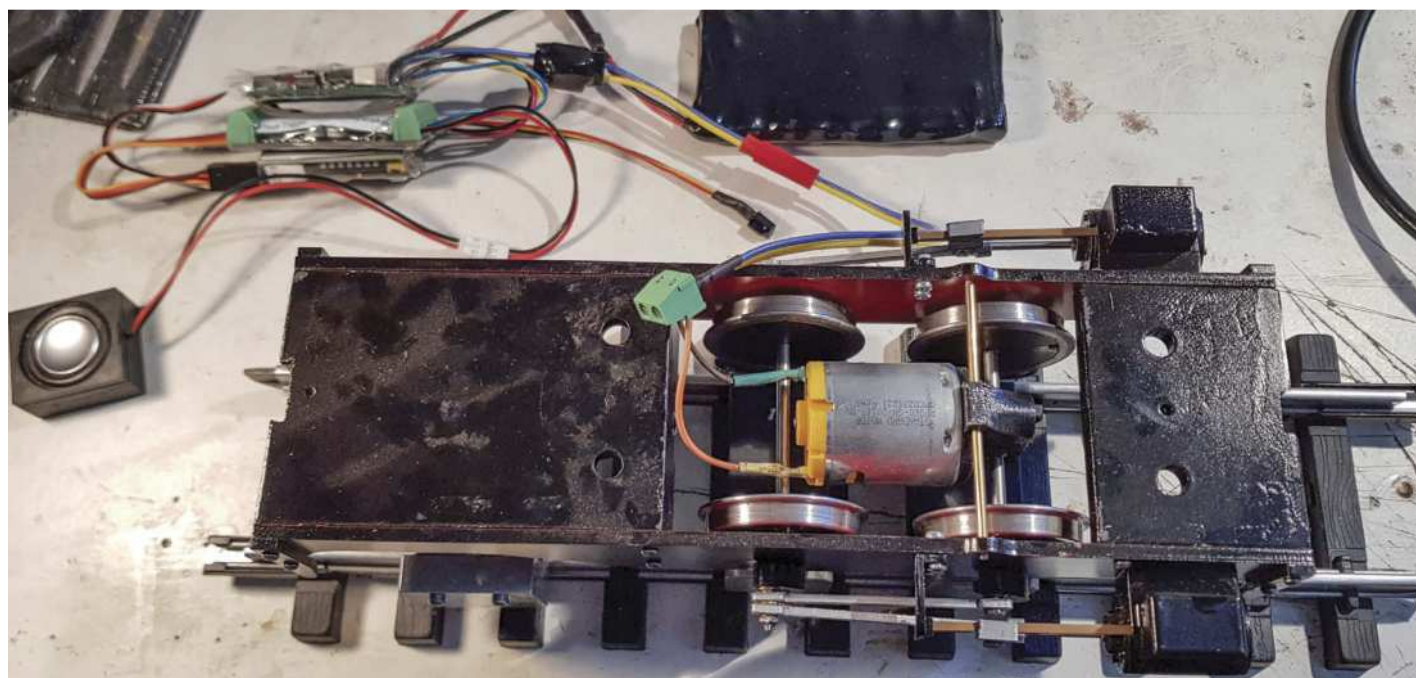
So when a Kerr Stuart Skylark came onto the used-engines market at a knock-down price of £134/10/0 (inclusive of shipping), the Board deliberated not a moment. The monies were paid over and a few days later,

the new loco arrived. In many pieces.

Now, assembling a whole engine was something new to the works team, which comprised one agricultural blacksmith/engineer, O’Danes, whose railway production to date was a couple of five-plank open wagons. He sucked his teeth, spat on the ground, only just missing the patent-leather brogue belonging to Mr MacLughaidh, and said, “I’ll give it a go”.



The chassis sub assemblies showing the gearbox and replacement metal wheels fitted in the pony truck. In real life, loco frames are painted red to show any cracks, and it looks nice on a model.



Electronics assembly under test, prior to fitting.

The Build

The PDF Models Skylark kit is mainly a mix of pre-cut acrylic sheet, for flat panels like cab, footplate, etc, and 3D-printed sections for the smokebox, boiler, tanks and so on.

It arrives complete with motor, gearbox and wheels preset to 32mm or 45mm as ordered. To aid track holding, I replaced the plastic pony truck wheels with a metal set from the spares box.

There are metal rods for handrails, piston and slide bars; 3D-printed detail parts and motion; nuts and bolts and even a small bag of half-sphere nail decorations for rivet heads. Basically, everything you need, but offering plenty of opportunities to personalise your loco.

Instructions need to be downloaded from PDF Models' website, but a more experienced builder than me could probably work without.

Everything fits together very neatly; the 3D-printed parts benefit enormously from work with files and wet & dry paper. Apart from a moment of stupidity, where I attached the chimney base to the firebox, the basic model went together a treat.

The big head scratch for my Skylark was always going to be the electronics. I wanted to keep the cab clear for detailing and a crew.

The firebox/boiler/smokebox sub-assembly is somewhat *bijou*, which adds greatly to the appealing outline of this little engine. On the prototype, as supplied, the coal bunker's top edge runs in line with that of the tank sides, and its robust bracing, once assembled, allows precious little space for a goodly battery pack. There isn't room in the



The original, clear, side-sheets from PDF, with homemade bunker extensions fitted.

tanks for much except adding weights.

It would be possible to put batteries between the frames or inside the boiler, but I opted to enlarge and reshape the bunker with 2mm Plastikard, to the extent that I could fit a nine-AAA in-line rechargeable pack beneath a cosmetic coal load.

With that settled, it became a question of shoe-horning a Fosworks sound card, receiver and speed controller into the boiler barrel. A few bits of double-sided tape and a couple of cable ties and the assembly is a neat fit.

The loudspeaker cube went into the firebox, just – I had to cut the retaining lugs off – and break out the double-sided tape. Convenient holes in the firebox sides allow both wiring and sound to emerge without further drilling.

I wanted to disguise the recharging socket and on/off switch, mounting them inside the cab. This meant the roof would need to

be removable, so I created a 1mm Plastikard version using the roof formers from the kit. The toggle switch got an extension from the spares box to form a reverser lever, with the quadrant butchered from the one supplied. The recharge socket mounts in a small shelf tucked into the front right-hand corner and is shielded from sight by a spares-box oil can.

The frankly enormous firebox-mounted safety valve supplied with the kit would dominate the cab and stick out of the roof, so needed to go. I got a Garden Railway Specialists-supplied Ross pop/whistle set in whitmetal instead and set them on the boiler and cab front. This gave room for a new manifold to be built out of scrap ply, with 4mm scale brake wheels from Wizard Models as valve controls, and brass rod for piping.

The supplied 3D-printed gauge glasses



Looking down into the cab: the reverser/switch by the driver's left hand and the recharging socket in the left corner.

had valve handles added, made with guitar B-string steel. I cut a coal-chute hole in the cab rear panel, with a fabricated Plastikard shutter, and heaped some fallen coal on the footplate.

The various sub-assemblies screw to the running plate. This facilitates dismantling when things go wrong – highly useful when I found the weight of the bunker batteries made the whole engine do a wheelie. The empty smokebox and beneath the front stretcher plate were filled with weights; I use self-adhesive car wheel-balancing oblongs. The resultant loco has a pleasing heft now.

Garden Railway Specialists tank filler covers and Brandbright brake pipes, and a Westinghouse pump by Swift Sixteen complete the detailing. Accuraft couplings are standard for the L&SoIR.

Painting was by rattlecan, with the L&SoIR branding from in-house designed and laser-printed transfers. Name plate from GRS, attached with bathroom silicon. Naming locomotives after grandchildren is shaping up to be expensive, as both sets keep increasing in number!

Commissioning

The L&SoIR Board noted in its minutes that Skylark, No5 "Esther" had cost twice its purchase price in the assembling, but that she was proving a sturdy and economical addition to the Railway's motive power stable. Mr MacLughaidh handed over the agreed bonus to the works team and said, "Now, about the delays to No4..." ■



The completed firebox unit.



No5 "Esther" ex-works.

Garden Rail Resource

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www.pdf-models.co.uk

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The story of Pottery Cottage

Dave Skertchly makes his first-ever piece of pottery and tests it for durability on his railway.

Our garden railways are, whether we like it or not, works of art. They have no function but to bring pleasure both to the artist and to those who view the finished work, and our railways certainly do that. The range of artistic and engineering skills required to build a garden railway is impressive and includes draftsman, sculptor, builder, painter, garden designer, plants-man, model maker, photographer, filmmaker, engineer, and many more besides.

Most of the buildings on my layout are made from glass fibre and polyester resin, which is rather smelly, and quite hazardous if not used properly, but now I am retired, I wanted to use something more sustainable and traditional. Above all, I wanted to learn a new skill that does not need maths. Pottery



The starting point was a block of clay cut up with a cheese wire. A piece of clay is first kneaded, and then rolled out into a patty or burger.



The sides, ends, roof and chimney parts are cut from the patties and allowed to dry a little until they are so-called "leather hard". At this stage, the parts retain their shape. The detail can be added on the surface using various types of cutters.

is a skill that can be traced back beyond the dawn of civilisation and so, I joined the charming ladies of the local pottery club on Thursday mornings; there are just two blokes and we know our place.

The starting point was a block of mud, which for the technically minded is optimistically referred to as clay. It is cut up with a murderous-looking cheese wire, which would surely get me arrested if carrying one out on a Saturday evening. The particular grade of clay that I used was "buff body stoneware", which it seems is a general-purpose clay Fiona our teacher supplies so that everybody's work can be cooked, or should I say fired, at the same temperature.

A piece of clay is first kneaded, I don't know why but it is messy and fun. It is then rolled out into a patty or burger shape between two pieces of wood to control the thickness. For some strange reason, Pauline was insistent that I buy my own rolling pin to use for homework.

The sides, ends, roof and chimney parts are cut from the patties and allowed to dry a little bit until they are so-called "leather hard". I made blanks for the roof and tin khazi by rolling clay onto my silicone rubber mould tools, which I had previously used to make glass fibre parts.

At this stage, the leather hard parts will retain their shape, but adding water will cause the clay to soften so the parts can be glued together with no more than some more mud squidged about in the joint until the bits stick, while being careful to ensure that there are no trapped air bubbles. This, I was assured, would cause my cottage to explode, more of this later. The detail can be incised on the surface using various types of cutters, including those cheap lino cutters. I also softened the edge of the cuts with some gently sponged water.

The great thing about clay at the leather hard stage is that if it doesn't work out it can be mixed with water and used again.

I had decided that I wanted a matt finish,



The clay becomes a pink colour after firing so Dave finished the cottage using coloured clay in a liquid form known as 'slip' rather than the glossy finish called 'glaze'. The doors and windows were left to be painted with enamels collection after firing.



The cottage was placed in a warm drying room to become completely dry, then it was placed in a kiln and fired at 1200°C.

more like a flower pot than an ornate vase.

The particular clay used becomes a pink colour after firing and was told that I should therefore finish the cottage before cooking (firing). I used coloured clay in a liquid form known as 'slip' and not the glossy finish called 'glaze'. The walls were painted with a white slip, the roof with grey slip and the khazi from a handful of brown clay found in the studio and mixed with water. The doors and windows were left to be painted with enamels from my collection after firing.

The cottage was placed in a warm room to become completely dry, then it was placed in a kiln and fired at 1200°C, which beginners like me are NOT allowed to mess with. This stage is called a "bisque" firing and would normally be followed by glazing and another

firing.

The kiln gods it seems were kind to me and the cottage came out in one piece more or less. There were lots of cracks, which it seems is normal for a beginner like me to experience, but I was concerned that these may cause the cottage to fall apart when exposed to frost, so there was only one thing for it. I placed the cottage on the railway in the autumn and waited to see if it would fall apart during the winter. I hoped that moss would seed but painted some green splodges to represent ivy from a distance, just in case.

Pottery Cottage was installed on the slopes overlooking Rainbow Rock Station. The cottage really did look the part tucked in among the branches of the azalia.

John Lewis the shepherd was delighted



The kiln gods it seems were kind to Dave and the cottage came out in one piece, with some interesting colour changes.

with his cottage, but I had not accounted for the sheep who did not see why he should be tucked up warm and snug while they were stuck out on the chilly hillside. I guess it gets quite warm and stuffy with them all crammed into the tiny house.

The ultimate test was the snow and ice of January and February, yes it even snows in Aldershot. The cottage was duly covered in snow and ice all winter, would it survive?

As spring arrived the building was retrieved and checked; practically there was no damage, although one roof panel had come loose where it wasn't stuck on properly. It was judged to be a success. The hoped-for moss had not started to grow on the cottage, but thus far, only green mould has found a home.

The cottage is now permanently sited and blends into the background hardly noticed. There are times when it blends into the background rather too well and becomes overwhelmed by the summer's plant growth but in the warmth of a summer steam up, who really cares?

As I sit on my rustic park bench outside the Sheep Shearers arms, I sip at my pint of fine Auld Phagbutt and glance over towards the azalia where my first piece of pottery now enhances my favourite railway.

I have come to realise just how much my garden railway provides opportunities for artistic expression. From photography and film making to drawing and writing and now pottery and sculpture, the railway provides an almost endless context for artistic expression. So how about some painting, after all, as Pauline says, there is there can be a lot of charm in old ruin? Cheers. ■



There were lots of cracks, which it seems is normal for a beginner but would the cottage fall apart when exposed to frost?



Pottery Cottage was installed on the slopes overlooking Rainbow Rock station.



The ultimate test. The cottage was covered in snow and ice; would it survive?

As spring arrived, the cottage was retrieved and checked, practically there was no damage, so it was judged to be a success.



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Radio Controlled Points for your garden railway

There's no need to crawl around in the shrubbery to operate pointwork as David Anderson shows us.

Maybe you have a garden railway that has a set of points that are far away from your favourite operating spot, or they are down at ground level and you find it a pain to get to them, or both! In these days of cheap and reliable radio control, why not try this system? No wiring is needed and the points control servos can easily be installed and removed when not needed.

Measuring a set of Peco SM32 points to find the movement of the switchblades, I found that about 5mm was enough to move them fully from one side to the other. G Scale points of 45mm gauge could also

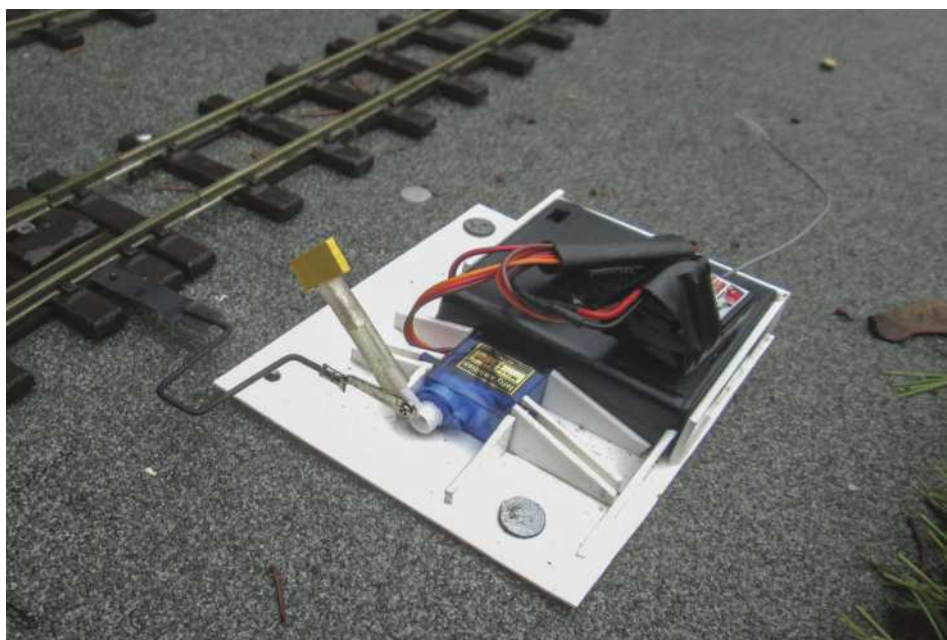
be controlled this way if adjustments are made to suit.

Using 1mm thick styrene sheet as a baseplate, I mounted a four-cell battery box with an integral switch, a micro servo and a three-channel receiver (Rx) as you can see in the photograph. The size of the baseplate is not critical, but remember not to get it too close to the overhang of rolling stock passing over the points.

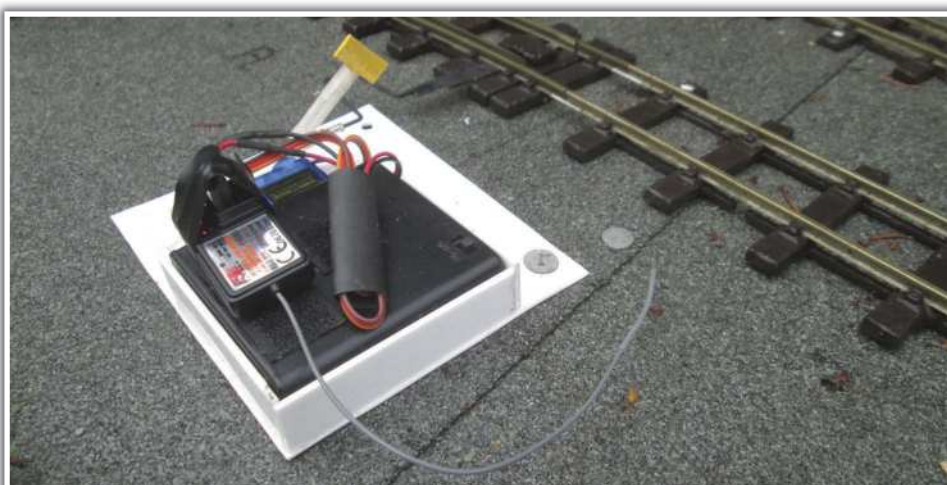
The servo is connected to the points blades via a standard R/C clevis with one side removed to allow a very small screw to hold it onto the servo arm. This screw is in fact the one supplied to hold the arm onto

the servos output spindle. I found it such a tight fit on mine that it really was not needed there if you push it on fully.

The clevis has a section of piano wire with a dog-leg attached to it and the points end of this has a piece of brass sheet soldered onto it. This has a hole drilled in it which allows it to be pushed over the raised pip on the points operating bar. It can easily be removed if the radio control mechanism is taken out for storage. The dog-leg is there to allow for any slight mismatch of movement in the servo to point blades and so prevent stalling of the servo and also to ensure the blades are sprung lightly against



From this side of the operating unit, you can see the piano wire dogleg screwed to the servo operating arm as well as the direction indication flag.



Looking at the back, we have the battery box and, on top of this, the receiver. Insulating tape provides a little protection for the electronics, but if the unit is to live outside, something a little more solid would be a good idea.

the running rails.

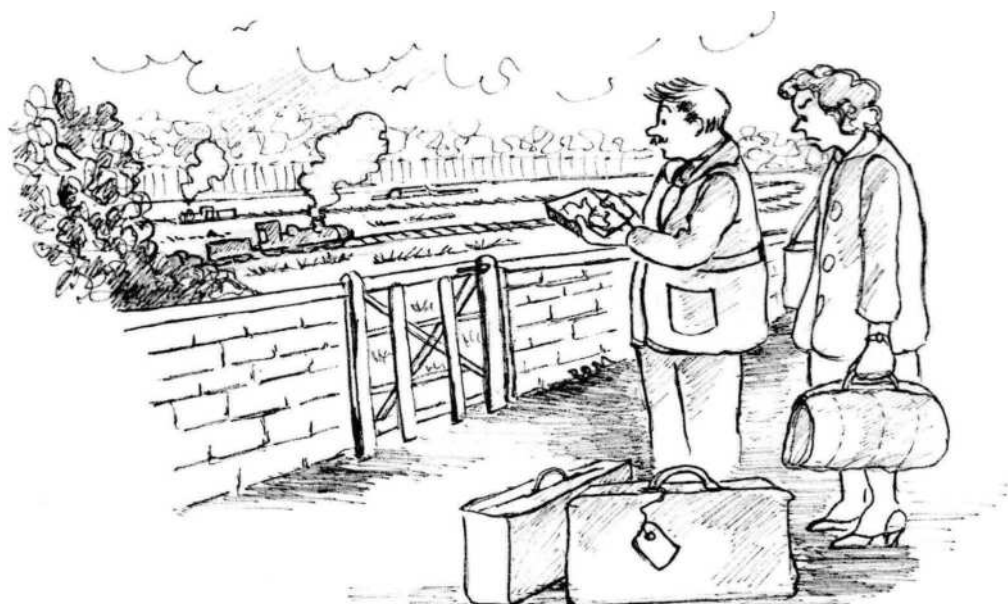
You can see I have left the system bare, but it should be fitted with a building over it or just a simple cover to keep the rain out. Radio control equipment is pretty rugged, but keeping the rain and slugs out makes sense.

The yellow flag is an indicator to show which position the points blades are in. Without one it is not possible to see from a distance which way they are set so possibly causing a collision. This should eliminate any possibility of this happening. It is made from a short length of silicon rubber tubing slipped over the servo arm and a painted styrene sheet "flag". It could be disguised as a points lever.

I am using a spare channel on my transmitter (Tx) for this single unit. Push the CH3 button once, then again to toggle position. A spare couple of channels on a Tx with rotary knob controls would work for two points. I would think that you won't need too many RC points, but at a very low cost (one extra Rx, a battery box, servo, etc.). funds should not be a problem. If your points are close together, a single Rx could be connected to several servos linked with suitable extension cables.

Modern radio control sets will allow you to control several receivers from a single transmitter and remembering which channel or control on the handset is likely to be a challenge. What is needed, is a transmitter with switched for six on-off numbered channels arranged in a row. That is beyond my expertise, so over to you manufacturers or clever electronics experts!.

There we have it, remote control, no long runs of wiring to go intermittent and a very low cost. Why not give it a try? ■



"You and your satnav. I'll just put in 'the nearest station' you said."



Times they are a-changin'

Mark Thatcher builds a 16mm DHR luggage van with the minimum of tools.

Ah, good old Bob Dylan. In this song, he warns that people who do not embrace change will ultimately fail. Well, 2021 has seen some dramatic changes for me, notably downsizing to deepest Norfolk. Living down a single-track road may sound quite idyllic, but all my model making tools and paints are still in boxes.

When I opened this new Darjeeling Himalayan Railway (DHR) luggage van kit from Timeless Models I wondered if I could have a stab at building it. The problem was, I literally had an X-Acto knife, some super-glue and a roll of sticky tape to hand. Oh, and because of the recent move, not even a dining room table!

Helping hands

A big shout must go out to both Cambrian Model Railways and Coach & Wagon Works who sent me the modelling equivalent of a Red Cross food parcel containing paints, brushes, sanding blocks, clamping squares

and more. Handily, they are also currently mixing colours for the DHR and sent me samples to try. So, after finding a paste table and chair, my dining room modelling setup was complete.

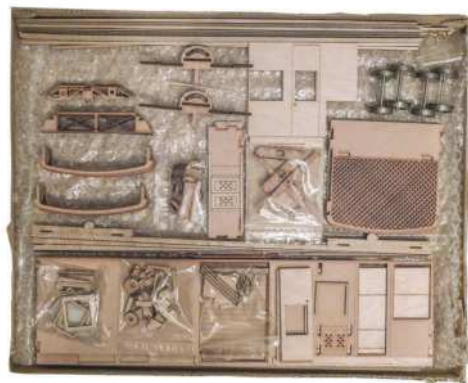
The DHR is very much a make-do-and-mend railway, refurbishing rather than building new rolling stock. But this luggage van may be one of the few exceptions as around 1967 it was custom-built in Gorakhpur by the North Eastern Railway based in Uttar Pradesh. It would have sported a red colour scheme when commissioned back then. In 1975, it was white with lower sides painted light blue, then from 1980, would have been painted blue with white stripes that you are probably more familiar with.

Jiggling the jig

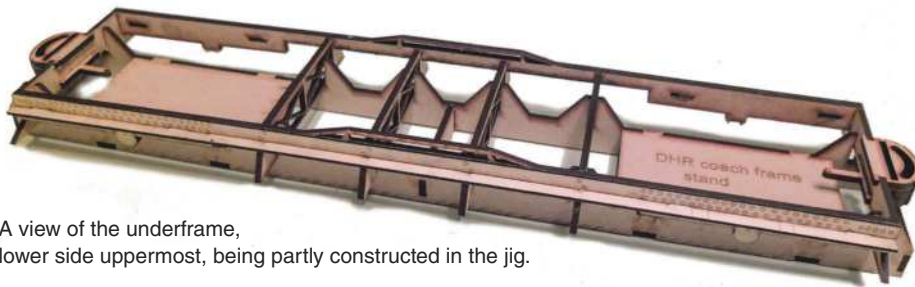
Upon opening the box, I was presented with over 210 individual laser-cut parts, all exquisitely produced even down to the delicate sliding door handles. 16mm wheels

are also supplied. There are a few stand-out components: the cross-hatched interior of the guard's compartment, the lattice-framed lateral underfloor supports, the tiny luggage rack and brake wheel for the guard and the sliding window arrangement – most ingenious.

The windows come as a triple-layer sandwich. You add a second smaller frame to the



When you open the box, you are presented with a very comprehensive kit indeed.



A view of the underframe, lower side uppermost, being partly constructed in the jig.

first layer, drop in the already pre-cut plastic glazing and then sandwich the third layer in place. Two of the windows adjacent to the guard's doors can be made to slide up and down, too. This method of assembly means even the most ham-fisted of modeller won't get glue on the glazing.

One other notable point is that all the parts were not attached to any wooden frets, so a shed-load of time was saved by not having to cut the components out and de-burr the edges.

For £15.00 extra, Timeless supplies a jig, which is a great aid to ensure the underframe is built straight and true. Whilst the experienced modeller could manage without it, using the jig means you are guaranteed everything will remain where it should. It also gives you a spare hand in effect. However, the jig needed to be built, so take care with this as a wiggly jig will equal a wobbly model.

No indication

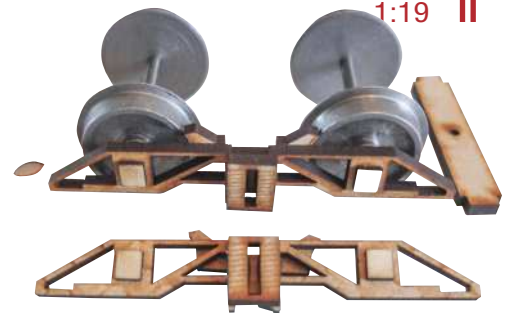


A selection of the sub-assemblies prior to the final build-up of the model.

The instructions comprise a generous four pages of double-sided printed A4 sheets. Sadly, as often is the case, far too many assumptions are made and in some cases, the pictures are not big enough or too dark to be of much use. I am afraid this is a common occurrence, a bit like Norfolk tractor drivers. They know where they are going so don't give any indication to any other road users!

I always advise businesses to hand over instructions to a novice and ask them to test-build a kit. For example, with this kit, I had parts leftover with not a clue where they went. Timeless is aware of this, and I am working with them to rectify the issue.

So, with the above in mind, I decided to build the bits I knew would go together, and in fairness, the explanation of how to build the underframes was pretty good. There is some very nice detail here, including the brake reservoir tank and the bogie arrangement. Included in the kit is a set of 32mm wheelsets and brass bushes. However, this kit is not available in 45mm.



The components of the bogie. Note, the axle box stretchers are not shown as at the time of the photograph, I had not figured out what those pieces were – and wrongly assumed they were door handles.

Assembly of the bogies was very simple, but with some nice touches and added detail like faux springs and brakes. Just be careful to line up the brake shoes accurately as these will form part of the slots that the lateral bogie supports slot into. I have to say the whole build experience was delightful. Everything was pretty much a push-fit, and no filing was required, which was just as well as I did not have a file to hand.

Imagineering running boards

Unfortunately, one of the pictures in the instructions was too dark, and I had chassis components leftover, with no clue as to where they may go, I thought I could make out a second running board set below the first one. Ah – so that is where those bits go. No, they don't, and I had completely imagineered a running board that should not be there at all completely by accident.

C&WW also supplied me with some of its PVA glue, which I like very much. It is slightly off-white but dries clear. It seems to grab components almost instantly, and goes off fully in 10 minutes, making for a practical solution, as you can easily move on to another part of the build while waiting for the glue to set on the bit you have just done.

Rivetty-rivetty

Timeless has etched lots of tiny circles into the underframe and I guess if you had the time and patience you could add a hundred or more Cambrian Model Railway's rivets to this model, although in fairness, many of these would be hidden as they are under the footboards. However, I added a goodly few above these just to pick out a little more detail.

Before starting on the body, you will need to fit the couplings. The one with three holes goes on the guard's end. A cocktail stick is inserted through the floor, grabs the coupling and then locates on another hole on the buffer block.

So, having completed the assembly of the



It is worth fitting the van ends first, then the sides pretty much snap into place between them.

chassis, it was time to tackle the main body. This is constructed by adding a thin overlay, also marked with rivet positions and I suspect guidelines for the white line marking should you choose to model the later darker blue livery to a much thicker piece. These are very easy to line up. It is worth either clamping these or weighing them down while the glue dries.

Where the action is

The guard's compartment is really where all the action is. The interior is fitted out with a table, seat, luggage rack, dog box (presumably for transporting dogs), and brake wheel, and the entire top surface of the floor has faux floorboards etched into it. As I had two tea chests, I decided to add these too and left the cargo door on one side of the model set ajar so these were visible.

Remember, if you leave a cargo door ajar, the door slides back away from the guard's compartment as there is not enough space for it to slide the other way.

Of course, on Indian railways, there is often the habit of people riding in such compartments, doors ajar and feet dangling out of the doorway. Elf & safety – nah! That thought prompted me to reach out to Modeltown, who make some lovely Indian figures and this luggage van was crying out for them.

The last bit to go on was the roof (quite obviously). Firstly, the roof supports needed

Handy Hints

- To apply rivets, dab a bit of superglue onto a piece of plastic, then pick up each one with a sharp pointy blade. Dip the rivet into the glue, transfer it to the wagon body. Wait a couple of ticks to let the glue go off, then pull the blade away, leaving the rivet in situ. There is the occasional casualty where the rivet falls off the blade and drowns in the glue, but these are plentiful and inexpensive, so losing a few rivets is not the end of the world.
- If you don't have clamps, find some large beer glasses or even flower vases, fill them with water (or beer if you prefer) and use these as weights. You would be amazed at how heavy water is!
- When using Trimline, it looks better to add this to the doors and sides separately. This way, you create a natural break in the line, rather than running one continuous line along the whole side. Add the line to the body first then just Blu-tack or tape the cargo doors in place temporarily, then you can see where the tape lines up.

Assemble one side first, then it is easier to fit out the internal detail before you add the second side. The lattice-styled interior partition is probably the nicest single component of this kit.



The finished interior detail. Don't glue in the cupboard (pictured bottom right) just yet, as that sits flush with the side of the van, so add that after you have fitted the second side, but before you add the roof formers.





A cocktail stick is handy to align the various layers on the doors. Note: all the windows are handed, and these windows are upside down. It was too late to fix this. The frame should be of an even width all the way around.

to be added. Take care here as there are two different types to allow for the reduced width of the internal overlays on the carriage sides. While you do get a picture to show you roughly where they go, you don't get any measurements to indicate the distance between them, so you are on your own with this step. At least if you mess it up, the roof will hide your mistakes. I made a 25mm template out of cardboard to act as a spacer to help with this. It is not quite the right width, but as you won't see the supports once the roof is on, it does not really matter.

The roof is made up of various widths of strip wood. I started with the thin wood, which goes around the tighter curves on the

edge of the roof, then as the curve flattens out, I used the thicker material. The instructions said to start at the edges on either side of the roof and work into the middle. I was a little worried I may have ended up with a gap at the top of the roof and indeed had to hand-cut in the last plank as I was a couple of millimetres out of line across the length of the roof.

As chance would have it, Coach & Wagon Works were in the middle of mixing a DHR blue paint, so sent me a sample to try in my Red Cross rescue pack. I reckon they have got the colour very close, but that was the only choice of colour I had in any case. I nabbed some white Trimline from my good friend

Daniel, just to finish things off, although had I the tools to hand, I would have preferred to mask and paint the white lines.

To finish off the roof and hide the planking lines, I smothered the entire roof with PVA glue and sanded it down when dry to fill in the gaps between the planks. If you want, at this stage you could add a diluted 50/50 PVA/water mix and soak a cut-off from an old T-shirt. Then, just lay the cloth over the roof until the glue sets and trim off any excess material to finish the job.

What's not to like?

Well, apart from the rather muddled instructions, nothing at all. Clearly, Timeless Models is a hardcore DHR fan and has put a lot of time and effort to execute this very well-designed kit.

The kit goes together really well and was a pleasure to build. If you are a fan of the DHR then check out its website as they have a small selection of other 16mm DHR-related wagons available. A carriage is in the offing soon, and I will be beating the door down to build one to go with my luggage van. Of course, the obvious companion to go with this van would be a Darjeeling B Class live steamer from Roundhouse...

This build also taught me something else: that you don't necessarily need to be equipped with an army of tools and it is amazing what you can do with a bit of glue, a pointy blade and a lick of paint. Of course, some kits require more tools but this one certainly did not. ■

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It is not mentioned in the instructions where these oblong parts fit. They locate either side of the central coupling. Note: I have added some rivet detail from Cambrian Model Railways.



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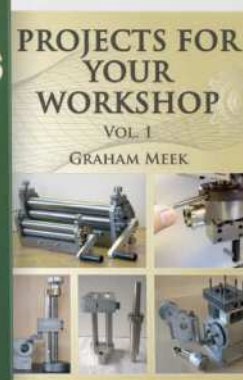
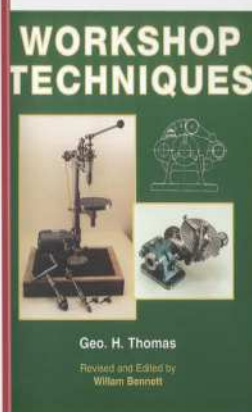
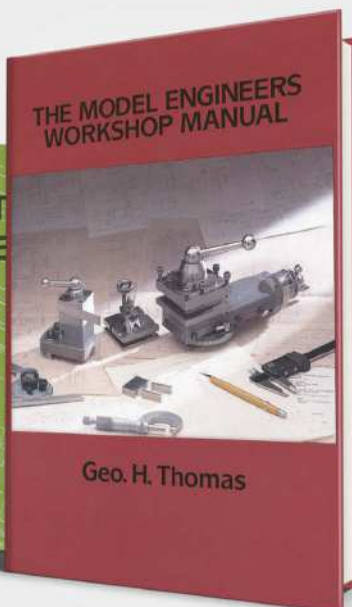
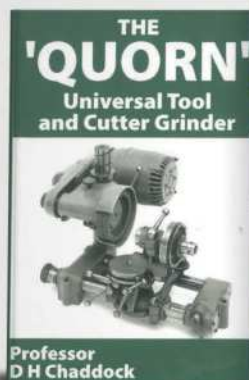
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Going Colonial while enhancing a railbus



David Gibbon goes back to his roots while personalising his railbus.

IP Engineering's Colonial Railbus seems to have caught quite a few eyes, popping up here and there on forums, and even appearing, tastefully weathered, in Editor Phil's article (*GR* December 2020) on installing the popular LocoRemote control system.

Having had a colonial childhood, I also found it rather appealing, but, while it is a perfectly satisfactory out-of-the-box kit, I have added a few tweaks, some of which I hope might be useful to anyone thinking of going colonial for this, or other models.

I'll start by looking at the drivetrain. The railbus comes with a holder for two AAA cells, an on/off switch and the instruction to "place on track, switch on, then sit back and enjoy". Well, for about five minutes, until something goes wrong. Years ago, I built an IP Jessie Loco to a similar "switch on and enjoy" specification, and sooner or

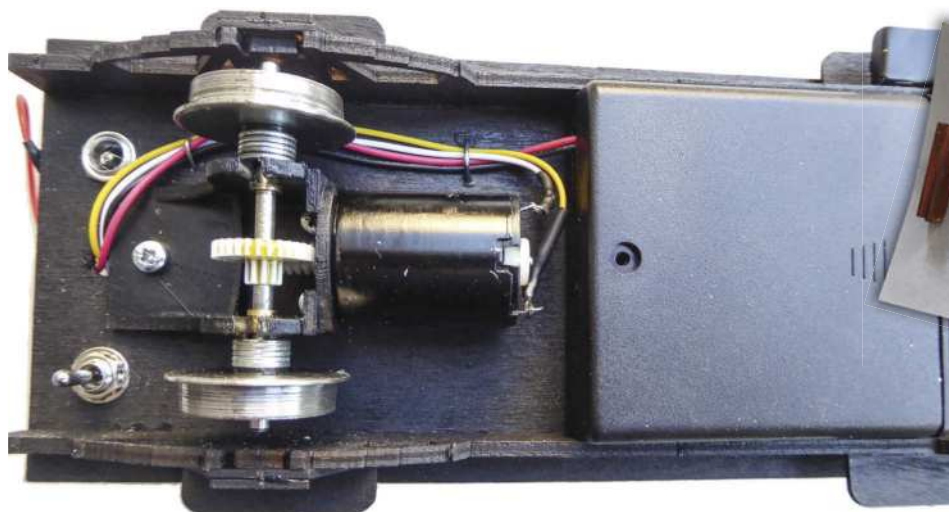
later someone forgetting to change the points or just the thing derailing itself would leave it grinding away, while someone else (me!) sprinted to the rescue. This time around it was going to be RC all the way.

The aforementioned Jessie had already been converted using the Deltang transmitter and receiver, so I sent off to RC Trains for another receiver and, while I was about it, a rather nifty wiring harness, to reduce the amount of ham-fisted soldering necessary. I was going to want more grunt than the two AAA cells could provide both for performance reasons and to power the receiver, and, one day perhaps, a sound module.

IP Engineering confirmed that the motor is actually nominal 4.8 volts, so I got myself a four AA battery box and discovered that the goddess of luck ensured it was a perfect fit between the two solebars. The problem



Blanking out the rear windows and adding a partition provides a home for the the electronics.



Under the back end is the gearbox normally fitted at the front, plus on/off switch and a charging socket.

was where to put the receiver, socket, on/off switch, etc.

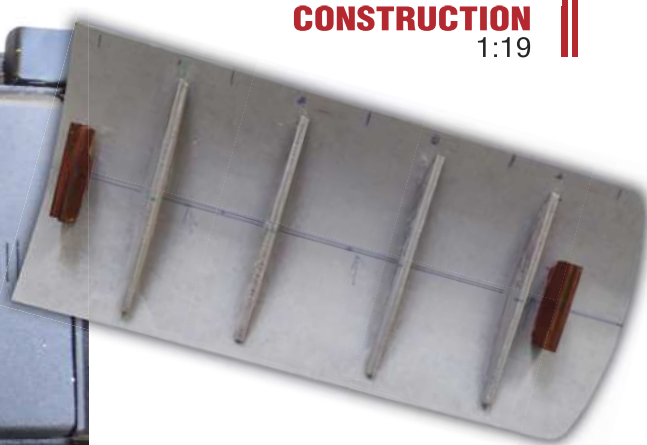
Out of the box, the IP railbus comes with a rather un-prototypical front-wheel drive layout, for various practical reasons, but it occurred to me that if I switched to RWD, I could get the motor, socket and switch in close proximity, and if I left the original blanks in the rear windows, I could have a sort of closed-off luggage compartment area that would hide the receiver and wiring bird's nest from public scrutiny.

Finding a plastic door from ye olde parts bin, I fashioned a partition with a couple of bits of plywood. The roof of the railbus is a glue-on affair, which apart from condemning passengers to an endless journey, meant that when (not if) something goes wrong, I would have no access to the fiddly bits.

You are supposed to glue the roof to the coach ends and three curved cross members, but by using the empty frets where the cross

member had been removed as a stencil, I was able to draw formers of exactly the same curvature on scrap ply from other frets. I bent the roof manually to approximately the right profile and tied four zip ties around it to hold it in position, then superglued the formers in place, plus two blocks at each end that I could attach to the coach ends with, to my indulgent eye, not overly noticeable 2mm screws.

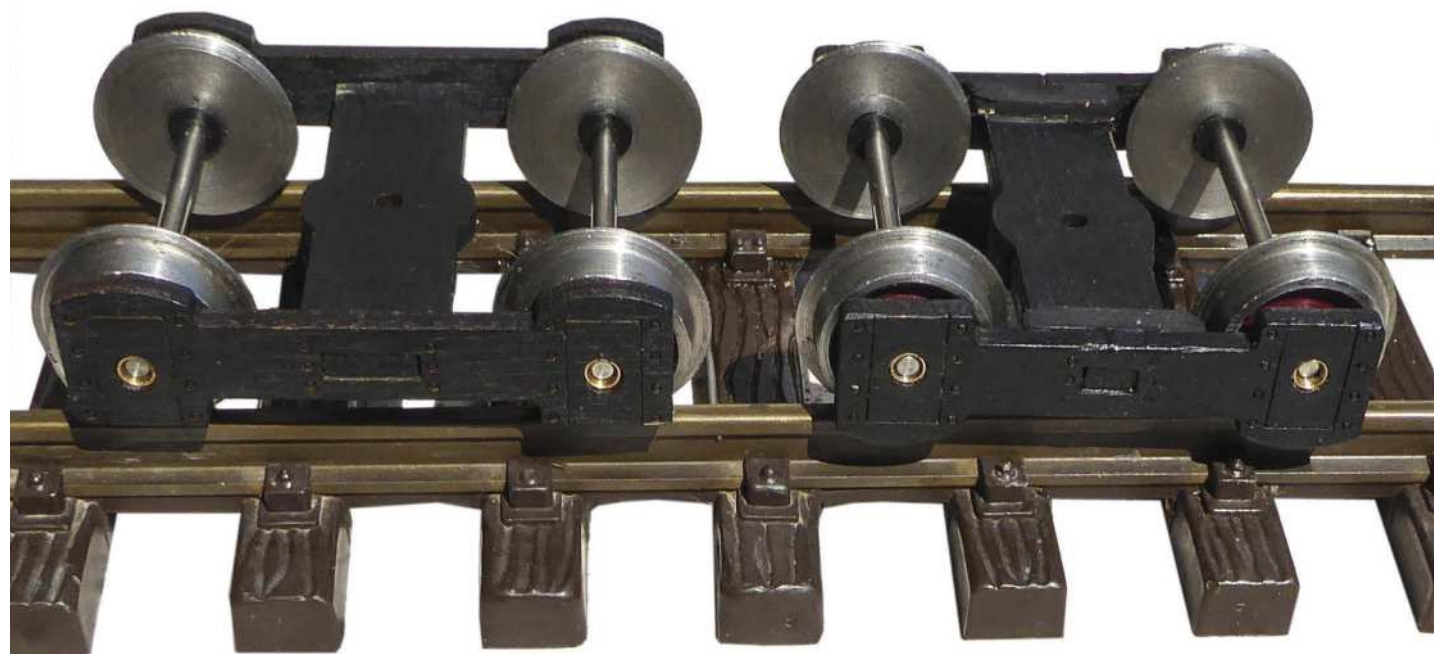
Time to invert the bus and attach the rotating bits. I had toyed with adding a front bogie, but was still going with the four-wheel layout at this stage, so this was a simple matter of attaching the front axle assembly and the motor/gearbox unit, after trying to, as the instructions have it, "adjust gears for silent running". As with previous models, I found that with my skillset this consists of finding that elusive sweet spot between a combine harvester and cement mixer, but the real things tend to grind along too, so hey!



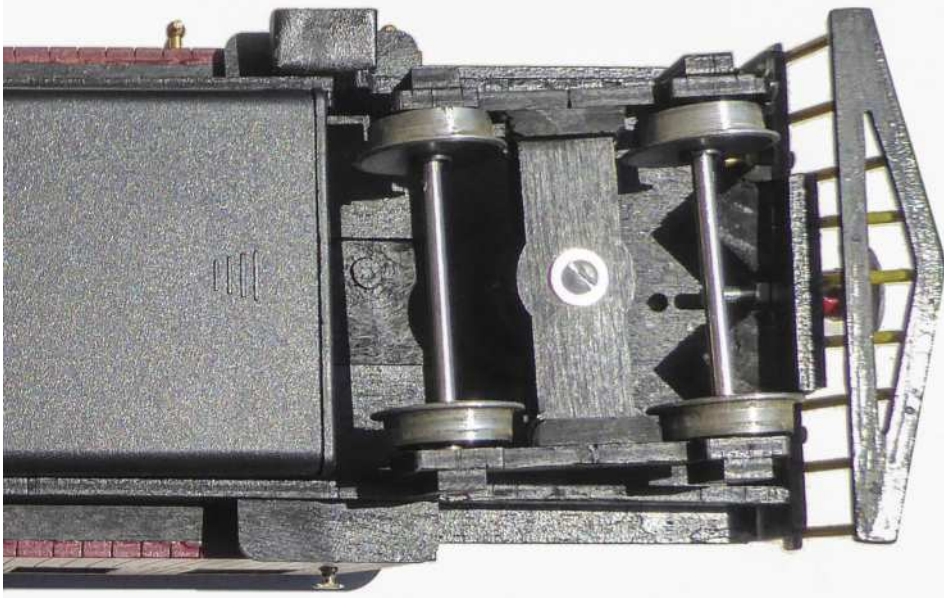
The roof has been made removable by pre-bending the plywood and then fitting a series of formers underneath.

Now this was, like so many of people's recent builds, a pandemic project. I'm a flat dweller, and as I started this, there was no certainty about when I might be able to get to our club track again, so the only way of running the bus was to dig out the old LGB track that got my son interested in trains years ago. I have history in getting things to go round R1 curves, including, believe it or not, a 57cm long GRS L&B coach kit, in what future railway historians will undoubtedly regard as my finest hour. OK, it looks silly, but 12-year-olds are less critical.

Anyway, the railbus has a wheelbase of about 16cm, rather longer than four-wheeled LGB stock, so I was a bit apprehensive. Well, you can guess what happened: transmitter on, receiver on, open the throttle, railbus moves off down the track and grinds to a halt on the first curve. I had actually wanted a bogie anyway, so I wasn't all that downhearted, despite the fact that I was going to have



To fit under the nose, I had to make some modifications to the IP Engineering bogie. Original on the left, modified version on the right.



The new bogie to allow running on R1 curves.

to rip the front suspension and axlebox off.

It was going to have to be a small wheeled bogie if there was going to be any chance of the wheels clearing the solebars, and I found that IP Engineering had the very thing, a small laser bogie set with 20mm wheels. They duly arrived, complete with a generous set of spacers to adjust ride height. I found that, as I had hoped, I could set the bogie height to clear the solebars, but I had not left enough

fore and aft space for it to swivel in between the battery box and the bumper beam. I was going to have to shorten it by about 5mm to do the job.

By slicing the bogie sides in half and taking 2.5mm off each half and a similar amount off the rectangular mounting tab on the cross member, I managed it, and I glued some reinforcing tabs on the back so hopefully, it'll last. Back on to LGB R1, and the bus sailed

majestically round the corners with no loss of speed or detectable change in motor load. Job done.

So much for the mechanicals, but what might pimp my ride a bit further? For a bit of inspiration, I Googled vintage railbuses, and came across, among others, the White Mountain Central REO Railbus, which has a cowcatcher with yellow struts!

Well, that was it, particularly as having grown up in Africa, I have a bit of a penchant for cowcatchers anyway, so I sent off to my bespoke supplier of cowcatchers, Swift Sixteen, whose products already adorn two of my other locos.

I also had the idea of seeing what a plastic kit might provide in the way of eye candy, so I ordered a 1/24 ICM Model T Ford Firetruck. When it arrived, I found I had the answer to the two things I don't particularly like about the railbus kit and one thing I regard as an omission. As looked over the sprues, my eye fell on the fire hose basket. The railbus has a white metal radiator shell, which polishes up to a very nice sheen, but the grill is an unconvincing piece of cross-hatched plywood. If this basket floor would fit - it did, and it looks a whole lot better.

Thing No. 2 is the coach end steps, little tabs of ply which, would be very easy to knock off, and which would make carrying

At the back, a ladder replaces the supplied steps.





All trains need a driver and mine comes from the ModelU range. I've removed the cab door to keep him cool.

suitcases up to the luggage rack a precarious task. What better than an extending ladder, hanging on a couple of brass hooks? Another win.

Finally, the omission. Unlike the IP Tralee and Dingle railcar, the railbus has no headlights. The model T has some nice ones, but where to put them? On top of the radiator, one each side of its Mickey Mouse ear style,

or perched on the buffer beam? In the end, I was swayed by historical factors, in the sense that the bonnet was already painted and I didn't trust myself to start drilling holes in it without making a mess, so the buffer beam it was.

I also considered whether there was any way I could emphasize the colonial nature of the beast, and it occurred to me that, in warmer climates, some driver ventilation might be welcome, and inspecting the body side showed that the quite deeply laser cut door outline would make the door a doddle to remove. Add brass handrails and a leftover Swift Sixteen brass cab step, and I had a driver's side and a passenger side for greater visual interest. I also had some Swift Sixteen control handles to liven up the dashboard a bit and which fall nicely to hand for the ModelU driver.

Railbuses were, in some cases, the only transport link between remote rural communities and the big, bad world outside, so it was quite common for them to tow a small van to serve as a sort of proto-Amazon next day, or probably next week, delivery service. The railbus having been quite a lengthy

project, I thought I might get a van into service a bit quicker if there was something in Swift Sixteen's catalogue that would do the job, as having built its well wagon and square tanker wagon, I knew how easy they are to put together.

By comparing measurements a bit, I decided the medium box van would be the best match for the bus. The van comes as a one-piece body, with a chassis plate to which you attach wheelsets, W irons and solebars and then snap into the body. The ease of assembly probably encourages the excellent paint jobs Swift Sixteen's customers seem to go in for, which can be admired on their customer page.

As I was taking the easy option of matching my bus livery, it just involved a few yards of masking tape and a spray-mask, spray-mask, spray-mask, peel-it all off with bated breath routine. The only thing about the van I'd criticize is that, unlike the large rolling stock in the range, which has separate buffers to attach at a height to suit the rest of your roster, the moulded on buffers are such a gaffe. They ain't quite at the right height for the railbus, so a bit of fettling is required.

As a parting shot, I have to say the Deltang system has a great party trick, which impresses bystanders no end. If you set the inertia level to max, and open the throttle wide, after a few seconds' thought the bus almost imperceptibly starts moving and accelerates very slowly with superb realism as it moves down the line. So, as it disappears from view, let me conclude by saying that this is an enjoyable and appealing model, and with a suitable van, makes an eye-catching addition to anyone's rolling stock. ■



The finishing touch is a van from Sift Sixteen to take the luggage.

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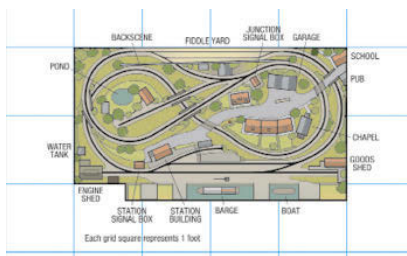
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Two signal boxes for Clumber Central

Jim Smith builds a pair of Nottingham signal boxes.

My Gauge 1 garden railway is set somewhere in Nottinghamshire on the Great Central main line. The main station buildings are based on those at Nottingham Victoria, and its signal boxes seemed the logical choice of prototype. Nottingham Victoria had a signal box at both the north and south approaches, and so too would Clumber Central.

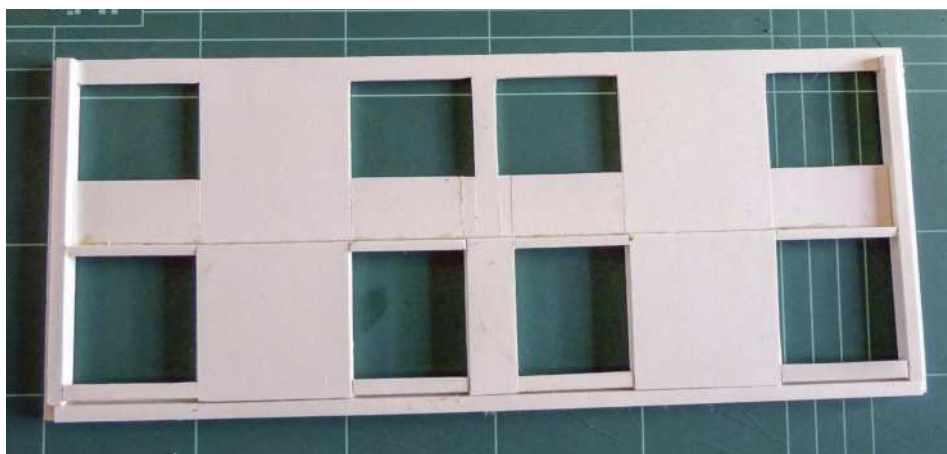
To begin the project, a study of photographs was made that revealed the two boxes were similar but not identical. Counting the brick courses and comparison with a loco

at the side established the height of the box and hence, from that photo, the width was determined; whilst the length was established by the number of window frames. Furthermore, the photos showed that the window frames and several brackets were common to both boxes.

I asked Peter Wood of Model Engineers Nameplates to produce the window frames and brackets for my model. Where there are multiple items, getting them laser-cut makes sense and saves a lot of time. 3mm foamboard forms the basic carcass and for

the brickwork, I use embossed plastic sheet from South East Finecast. Steps, embossed plastic sheet for the roof slates and ship-lap boarding were purchased from Tenmille.

With the necessary components gathered, I decided to build the North box first as there were more photos available of the Victoria North box. It was evident that the brickwork was quite intricate in parts and using the 3mm foamboard allowed me to laminate the brick walls and this helped at the corners to give a double butt joint. The embossed plastic sheet was stuck to the



Layers of foamboard to create the brick work backing with Evo-stik. Remember that too thick a coating of the glue can cause plastic sheet to bubble and before gluing it's sensible to wipe the back of the plastic sheet with meths to clean it.

I find it easier to do as much work on the walls, such as fitting window frames and gluing on brickwork, the latter can be oversize and trimmed later, before assembling the four walls. I reinforce the structure with corner strengtheners even though there will be a floor as well, all of which makes the assembly square.

The brackets were spray-painted while stuck to double-sided tape and then glued to the walls using Bison Liquid Rubber. I find this product ideal for fixing small items

in place as it is a single clear product and a small amount can be applied with a cocktail stick; and it is waterproof and slightly flexible.

I had intended to detail the interior, primarily because I could. In reality, looking into the box, not much is visible. The main feature is the lever frame and it was designed so that the black framing held the levers apart horizontally and a brass rod went through holes in the levers to fix them vertically and allow them to "operate".

The rest of the interior is made from bits of foamboard, fascia board and from the scrap box. The chairs are a wire frame with a foamboard seat and the signalman is one of a pack of 1/30th scale figures from Amazon,

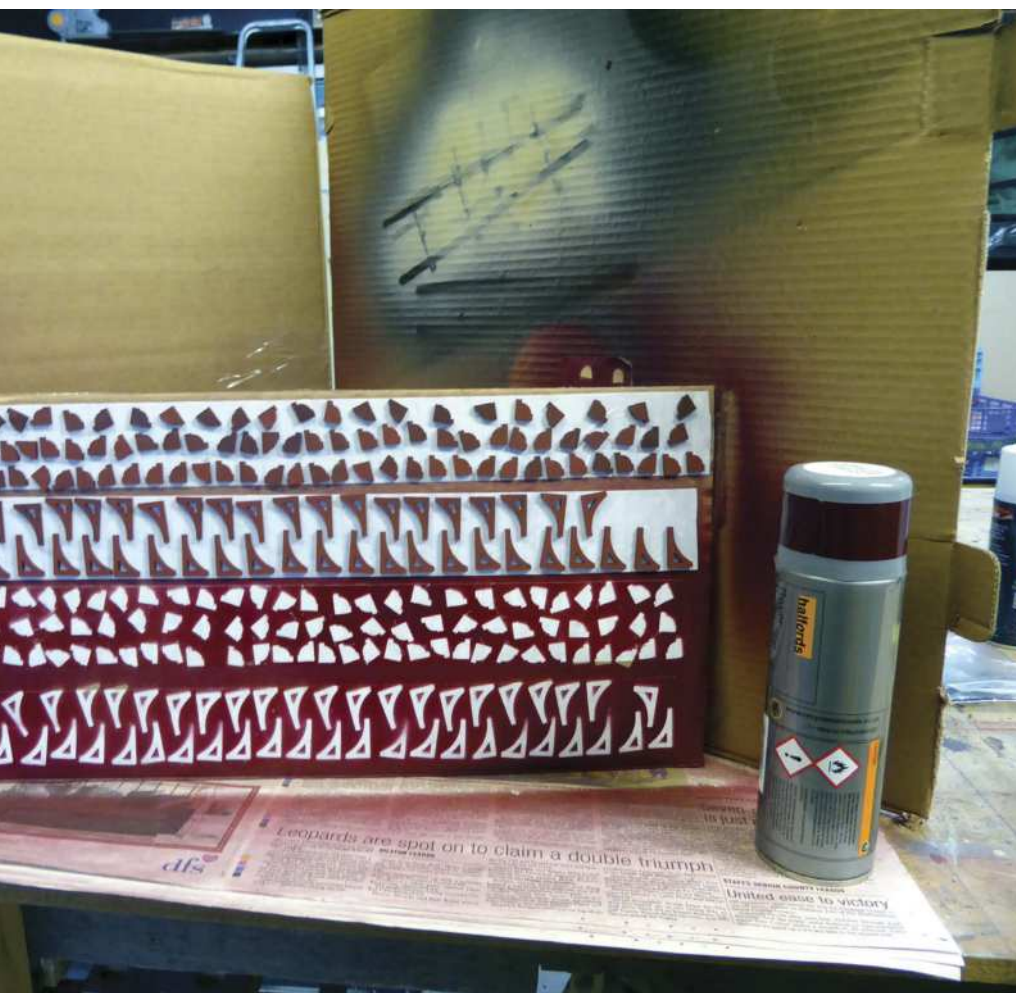


Some painting should be done before the window frames and the brick sheet are glued in place.

costing about 20p each.

It is here that I think I should bring up the subject of cats. Having built both boxes, I was informed by a retired senior railwayman that many old boxes had a resident cat. So I bought a couple of cats from S&D Models and in Clumber North box, Billy savours the air with the arrival of the fish train.

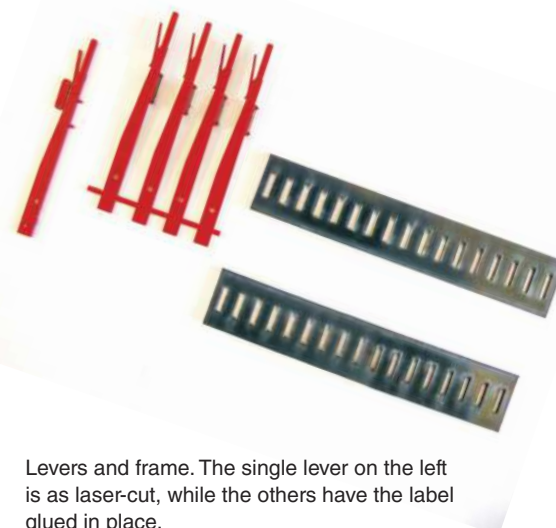
The roofs were made from 3mm foamboard and covered with embossed tile effect plastic sheet with the flashings made from embossing/stamping foil. The foil can be



Spray painting the laser cut brackets held in place with double-sided tape.



Main body constructed up to roof level.



Levers and frame. The single lever on the left is as laser-cut, while the others have the label glued in place.



Interior of Clumber North box.



Making the roof vent. From left to right: The glue cap, the mould made by pressing the cap into some 2-part putty, casting with filler, the raw casting, cleaned up casting and finally, the extra detail parts.



Clumber South box complete with fire buckets.

painted and formed around a piece of tube before being glued into place.

The North box went outside from spring to autumn in 2018 and 2019. The hot summer of 2019 warped the roof slightly and it has now been repaired and strengthened by adding extra layers of foamboard.

Lights using LED bulbs are powered by two AA batteries and fitted inside the roofs. By using 2 x AA batteries, the voltage is below 3 Volts, so there is no need for limiting resistors.

Clumber North box has a roof vent similar to Nottingham Victoria North. I decided to make this as an experiment using a two-part moulding putty to make a mould from a glue bottle top and casting with car body filler. This worked quite well and is a useful technique that would come in handy further down the line. The rest of the vent was made with scrap box bits. As an aside, I used this moulding technique to make extra sets of steps for Ian Carter's diorama of the Liverpool Manchester Railway.

The walkway on the North box was made with styrene strip, the steps fitted and remaining details added. The fire buckets are made from super glue applicator tips with a wire handle, costing a fraction of the price of a white metal casting. The finishing touches are the nameplates from Peter Wood. The South box was constructed in a similar manner to the North.

As will be seen from the photos of the finished signal boxes, they are similar, but not identical, which just adds a bit to their overall effect within the station as a whole. The two boxes were displayed in the showcases at the Warley National exhibition at the NEC in 2019. ■

Garden Rail Resource

Model Engineers Nameplates
www.modelengineerslaser.co.uk

S&D Models
 Highbridge Works, P O Box 101,
 Burnham-on-Sea, TA9 4WA
www.sanddmodels.co.uk

South East Finecast
 100 London Rd, Bognor Regis PO21 1DD
www.sefinecast.co.uk

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 Road, Ringshall, Stowmarket, Suffolk,
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www.tenmille.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

LOOKING FOR A LOCO BUILDER

My intention is to model in 1/32 scale on 32mm track, ie 3' narrow gauge in Gauge 1 (10mm/ft) scale. I have collected several items of rolling stock, etc, to experiment with, but don't have the confidence or building experience to tackle a decent loco. Despite the information in **Garden Rail**, I have not been able to identify anyone whom I might approach that would build a bespoke loco professionally (or an advanced amateur). This would be a steam outline tank loco (probably a 2-4-0, 0-4-2 or 2-4-2, if feasible), battery-powered for radio control operation. Any help you could give in providing contact details for somebody who might be able to undertake this for me, at a reasonable cost, would be much appreciated.

Many thanks in anticipation.

Rob Brittlebank

If anyone can suggest a suitable builder, please contact the Editor and I'll pass your details on.

GEOFF MUNDAY



We at Huddersfield Railway Modellers, and in particular, our 16mm NG Group, have lost our good and valued friend, Geoff Munday. Many garden railway modellers knew Geoff as a very amiable and well-respected 16mm modeller and also a trader under his 'Lightline' banner. Over the last three decades, his fine loco-lining skills have inspired many within our garden railway world. He is a real loss to our hobby.

Andrew J. Wilkinson

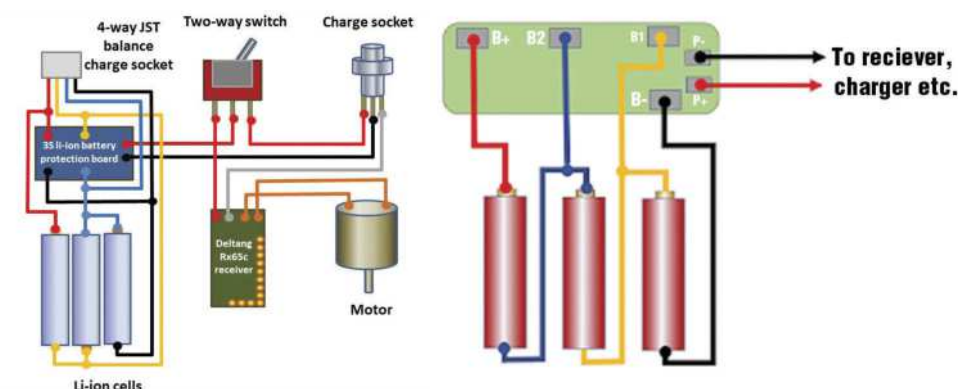
LI-ION BATTERY PROTECTION BOARD

Regarding Rik's article (Assembling a County Donegal Railcar, **GR** May 2021), would it be possible to ask him where and what he purchased for his Li-ion battery protection board?

I recently moved into using a Li-ion battery pack for one of my models. I was, and still am pretty green regarding their use and safety requirements but understand that they require some protection against their voltage being over or under a certain level, at least I think I do. I've tried the Internet without, I think, finding what I was looking for, without having to find a large space on the model for the protection board itself, and a lack of knowing how to wire it in.

Eddie Lund.

I passed the request straight over to Rik, and he replies:



You are absolutely correct about the need to ensure lithium-ion cells need to be carefully managed. A decent charger designed for working with lithium-ion cells should ensure that they are not overcharged, but it's essential that some sort of protection device is included in the circuit to make sure they do not become overly discharged. If the charge in a cell falls below 3 volts, then the cell will become damaged, possibly beyond repair. Also, it's a wise precaution to protect the cells from short circuits as, at best they will melt the wiring, or at worst, the cells could catch fire. Don't be alarmed by the horror stories which sometimes circulate about lipo cells exploding or burning down sheds and houses. This tends to occur when aero or car modellers attempt to fast-charge their battery packs at silly levels. Generally, lithium-ion cells are fairly stable if treated with respect. After all, they are in your mobile phones, tablet computers and laptops!

I get my protection boards from eBay. Simply search for "3S lithium battery protection" and dozens will pop up. "3S" means three cells connected in series giving $3 \times 3.7\text{v} = 11.1\text{v}$ (nominally). If your pack is smaller or larger, then adjust the search accordingly. They should be around £5.00 inc postage

The board is wired up as shown in the attached diagram (3S protection board rect). The contacts sometimes are numbered differently but basically, the cells are connected to B-, B1, B2 and B+ and the output to the receiver/ESC and charge socket is usually P+ and P-. You might want to also include a balance charge plug. This is not essential, but it is advisable to balance charge lithium-ion battery packs occasionally to ensure the cells within it are at equal levels of charge. The balance charge socket (search for 3S balance charge lead) is wired in as shown in the other attached diagram (Standard loco circuit w balance charge).

There is more detailed info on my blog - see www.riksrailway.blogspot.com/2013/10/getting-started-with-battery-power-and.html

I hope that's helpful

Rik Bennett

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R/C trains can operate alongside track powered locos, either direct control or DCC.

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

R/C Receivers

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



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

Batteries

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



Hand-Held Controller

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



Sound

Mtroniks or MyLocoSound sound modules can be used to complement your R/C installation. Receiver outputs control motor sound and trigger bell, whistle, horn...

MyLocoSound now with Industrial Light Diesel sounds using 100% recorded sounds.

Installation

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

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

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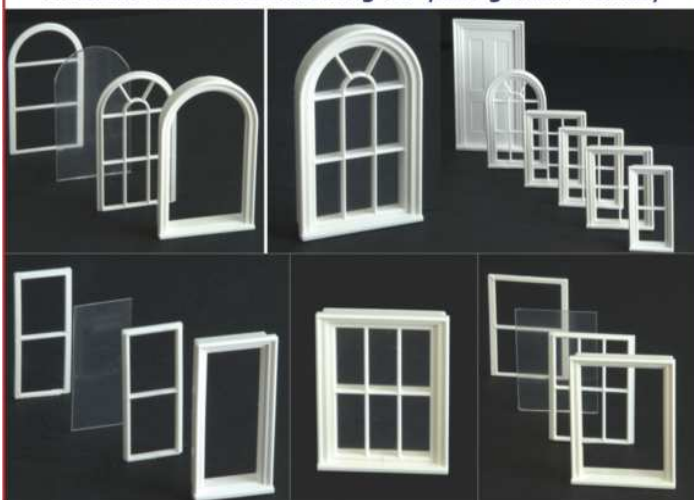
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From the works

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Please mention **Garden Rail** when contacting suppliers



BOLE LASER CRAFT

16mm scale Ransome and Rapier 20hp locomotive kit and RTR

Ransomes of Ipswich first manufactured narrow gauge diesel locomotives in 1932 using two and three-cylinder Ailsa Craig engines. Unfortunately, records prior to 1934 have been lost, but it appears that about 100 of these locomotives were built up to the end of 1939.

The kit is based on the 2-cylinder, 20hp, example that is currently at Amberley Chalk Pits Museum, which is a hybrid of loco numbers 80 and 82.

No 82 started life at Scrooby (15 minutes drive from where this kit is manufactured), before going to the Ashover light railway and then Amberley.

Featuring two dozen 3D-printed parts bolted to a pre-assembled and tested chassis. Bole Laser Craft uses three different 3D printing technologies to produce parts requiring the minimum of fettling by the modeller before painting.

The 32mm gauge chassis features chain drive to all four wheels and the bonnet top is secured by small magnets allowing easy access to the battery compartment.

Length: 158mm

Width: 64mm

Height: 121mm

Price: £140 + £4 UK post and packaging
RTR manual control: £215 + £6 UK P&P
RTR with LocoRemote - £270 + £6 UK P&P
Note the RTR versions include Lipo batteries, charger and storage case.

16mm scale Sentinel locomotive



“Nutty” is a specialised chain drive Sentinel locomotive made in the 1920s for brickworks use. Its prime requirement was to be very squat in height - 5’2” in fact! Although originally built to a gauge of 2’11”, it was re-gauged to 2’6” some years ago and it ran on the Welshpool and Llanfair Light Railway for a while. Since then, it has moved around a bit, chiefly on static display. It can now be found at the Leyton Buzzard Railway, where it is on display at the Stonehenge Works station.

Nutty has been rebuilt several times over the years but the designer, Harry Billmore, has tried to make the kit as close to its condition at Llanfair as he remembers it.

Available in both 32mm and 45mm gauges, the kit features a pre-built, four-wheel-drive chassis, tested and ready for you to fit into place when you build the kit (no soldering required). The chassis is powered through a 12-volt motor worm and chain drive. The model runs quite happily either on either a 6- or 9-volt battery as well.

A speed controller is included, the

control shaft for this protrudes through the top bonnet in the water filler position. A 3D-printed filler cap fits onto the shaft, giving a convenient on-off and speed control, the direction switch is tucked under the left-hand cab floor.

The locomotive body is a combination of laser-cut MDF “plate work” and SLA 3D-printed resin components e.g. the cab roof and boiler. This 3D printing process produces significantly smoother components than other processes and is comparable to high-quality resin casting.

Nutty will also be available RTR soon.

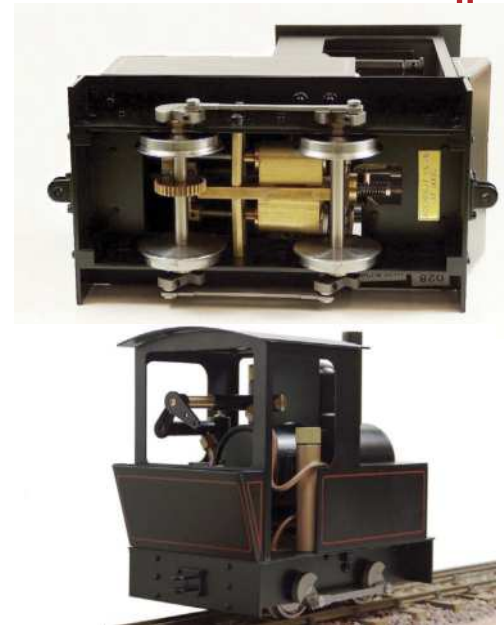
Kit price: £195
16mm scale Caravan kit



A simple little 50's style caravan kit.
Price: £10

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ACCUCRAFT UK

Dora – a simple steam locomotive

“Dora” is a freelance live-steam 0-4-0T locomotive in 1:20.3 scale, that has returned to the Accucraft UK range after a few years away.

It has been designed to be simple to operate and reliable in service.

Many people have found the little locomotive an ideal starting point for conversions and it is now available in four colours, lined black, blue, green and maroon.

Specifications

- Gauge: 45mm
- Brass & Stainless Steel Construction
- 48 in. (1.2 M) Minimum Radius
- Gas fired
- Length: 155mm
- Width: 89mm
- Height: 154 mm
- Fittings: Safety valve, lubricator, regulator, reverser.

ACS-07B Dora 0-4-0, Live Steam Black
ACS-07BL Dora 0-4-0, Live Steam Blue
ACS-07M Dora 0-4-0, Live Steam Maroon
ACS-07G Dora 0-4-0, Live Steam Green

Price:



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www.accucraft.uk.com



RESURGAM ROLLING STOCK

16mm scale Ffestiniog Railway Carriage 17

Ffestiniog Railway Carriage 17 is the second of the FR ‘Bowsiders’ to join the Resurgam Rolling Stock range. Again, this brand-new offering combines Will Curry’s excellent ‘Scratch-Aid Designs’ with Resurgam Rolling Stock’s ‘Hidden Slot and Tab Construction’ and production capacity.

This kit represents Carriage 17 in its current condition, with a single First Class compartment and five Third Class seating compartments. Given the need to provide for the eponymous bow-sides, this kit will only be available in plywood.

As per the 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.

As with Carriage 17, the kit includes the distinctive balcony rails, door handles and grab handles, but now also incorporates SLR Models 3D-printed door buffers and door lock covers.

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 are supplied as standard. Whilst the kit is not supplied with couplings, a choice of headstocks is available to suit various third-party offerings.

Price: £130.00 each plus P&P

RESURGAM ROLLING STOCK
www.resurgamrollingstock.co.uk



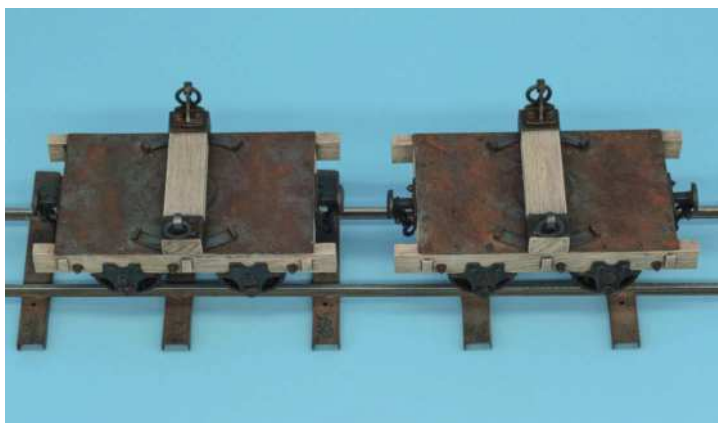
TRENARREN MODELS

16mm scale quarry flat wagon kit

Meadow Castings have been producing resin, and more recently brass, castings using state-of-the-art techniques for customers (including Trenarren Models) for some time and have introduced a range of rolling stock running on 32mm gauge track. Models come complete with everything needed apart from paint and glue. Each kit contains parts in pressure cast resin, lost wax brass and white metal, and run on wheels from the Peter Binnie range.

Highly detailed multimedia kit featuring inclusion cast, pre-blackened, Talisman brass couplers, white metal axleboxes, silver steel axles and Binnie Engineering wheels. Suitable for 32mm gauge only.

Price: £17.50



Quarry Style Bolster wagons

Highly detailed multimedia kit featuring inclusion cast, pre-blackened, Talisman brass couplers, white metal axleboxes, silver steel axles and Binnie Engineering wheels.

Suitable for 32mm gauge only.

Price: £45



Barrel Carrier

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COACH & WAGON WORKS

Wood stain

Coach & Wagon Works have just launched a range of natural water-based stains. They are made from walnut husks and have been used in the furniture and French polishing trades for hundreds of years.

The stains have no nasty smells or fumes so are better for your health and the environment and come in three colours, Walnut, Old Oak and Light Teak.

To finish, if required, these work perfectly with Coach & Wagon Works water-based varnishes.

Price: £4.50 per 150ml container

Glazing material

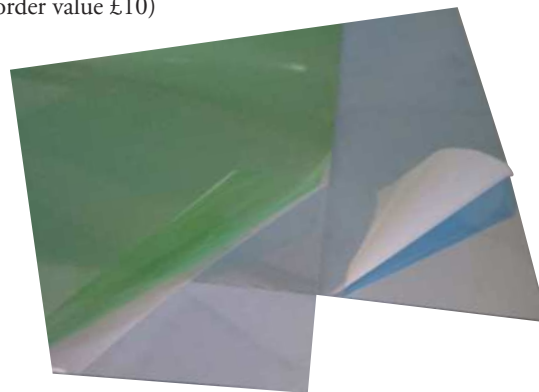
New to C&WWs range is this clear plastic (PETG), available in two thicknesses - 0.6mm and 1mm. It can easily be cut with a sharp knife or a hand saw and can be bent for endless uses.

Prices:

Full sheets - 500mm x 250mm, 1mm: £5, 0.6mm: £4.50

Half sheets - 250mm x 250mm, 1mm: £3, 0.6mm: £2.50

Post & packing is free for all UK mainland orders (minimum order value £10)



COACH & WAGON WORKS

www.coachandwagonworks.uk

BOWATERS MODELS

Gauge One Class 33 diesel kit

The latest piece of Gauge One motive power from Bowaters is the Southern Region Class 33/0 and 33/2 locomotives.

Built for the Southern Region of British Railways between 1960 and 1962, they were a more powerful development of the Class 26.

A total of 98 were built by the Birmingham Railway Carriage and Wagon Company (BRCW) and they were known as "Cromptons" after the Crompton Parkinson electrical equipment installed in them.

The kits are marketed for the beginner and include 3D-printed buffer housings and buffer heads, Fosworks Power bogies and Walsall Engineering Couplings as standard. Please note, this is sold as advanced scratch aids and will require some details to complete, although they are designed to be run as-is for those who wish to do so.



BMGL-005 BR Class 33/0

BMGL-006 BR Class 33/2

Prices start at £380 (plus P&P) for the kit in plastic

BOWATERS MODELS

www.bowatersmodels.co.uk

Model Engineers Laser - Running Box REVIEW

How do you carry all those essentials to the trackside? John Gay has the answer.

You turn up at the track, get the engine all set and ready to go and spend what feels like a lifetime looking for that one spanner you need in a box with everything else in it. Wouldn't it be nice for your box to be organised and tools at hand?

After seeing a video from Model Engineers Laser (MEL) of its new running boxes, I knew I was going to be having one.

The kit slots together nice and easily - just add some wood glue. I used masking tape to hold the components together whilst the glue set.

The box is made from 4mm plywood, which has been laser-cut so it's light but nice and strong. You have two handles cut out of the ends of the box, but I decided to add some 18mm dowel as an additional handle, the holes for which are already laser cut out.

The box is 370mm long x 260mm wide and 295mm tall.

Across the top, you have slotted dividers, which you can move around to suit whichever item you decide to place in it. There are four dividers in total.

There are two running box kits available, Kit 201 and Kit 202. In Kit 201, the back set of top dividers are the full height of the box, useful for Gauge 1 modellers with tall gas cans or methylated spirit bottles.



The Kit 202 (shown here) has a drawer the full width of the box, better for me with my 5-inch gauge Midland 4F.

Model Engineers Laser have done a really nice job, the kit is very easy to build and you can personalise it by staining or painting it however you like. I went for a natural oak stain and some yacht varnish as I know it could get left in some rain. I look forward to using it very soon.

Garden Rail Resource

Model Engineers Laser
www.modelengineerslaser.co.uk

Kit 202 Running Box - £35

Please mention **Garden Rail** when contacting suppliers.

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

Organiser: The Association of 16mm Narrow Gauge Modellers

Web: www.nationalgardenrailwayshow.org.uk

Date: 22nd August 2021

Event: Exbury Garden Railway Steam Festival

Venue: Exbury Gardens & Steam Railway, Hampshire SO45 1AZ

Times: 10.00 am - 4.30 pm

Admission: £13 Adults £4.50 Children - includes Entrance to Gardens

Organiser: Gary Stevens and John Sutton

Additional Info: SM32 layouts ,G45 layout and some smaller scale layouts with trade support. Miniature steam road vehicles and 12 1/4" railway on site.

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 email phil.parker@warnersgroup.co.uk

Date: 11th 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 Info: 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, email, Dropbox (or other large file sending systems online). Please ensure that your name, e-mail address, telephone number and postal address for payment on publication are included. Send to: phil.parker@warnersgroup.co.uk or to the contact address on the Contents page.

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

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7/8ths 18" Baldrig



16mm Arthur

Manufacturers of 16mm & 7/8ths Scale Etched Brass Kits

We currently supply five 16mm scale and six 7/8ths scale locomotive body kits to suit Accucraft & Roundhouse chassis. There are also six rolling stock kits in 7/8ths scale to compliment the locomotives.

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



7/8ths Skip

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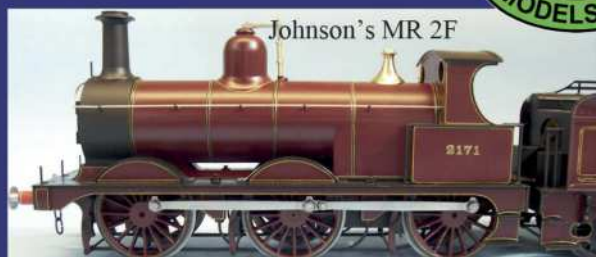
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Readers Models

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.



This is my 16mm scale "Alice" class Hunslet, built from a PDF Models kit. This was constructed during the first lockdown last Spring and has added detail.

The FR slate wagons are from Wood Valley Works and were also built during the first lockdown. Gerry Balding

A real favourite of mine, this G scale ex-CN 0-6-0 yard switcher from the Conway Scenic Railway in northern New Hampshire, USA. This is my favourite enthusiast line because in 2012, while on a visit to New England, they gave an hour-long cab ride in the fireman's seat. This, you may not be surprised to hear, I regard as my favourite rail journey of many over some 50+ years of enthusiasm! Peter Deacon



Not being able to get out and about as much recently, these models are built from items I had in stock. The bodies are plywood with Plastikard details. Roofs are thin sheet metal obtained from a local metalworking shop as offcuts for free. This is the first time I have made anything in this scale, and I enjoyed working with wood and larger items. I am now working on a Faller Playtrain that I have had in stock for a while, converted to run on 45mm track. Graham Lomax

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1:13.7 KS 'Wren' 0-4-0ST



1:19 Quarry Hunslet 0-4-0ST



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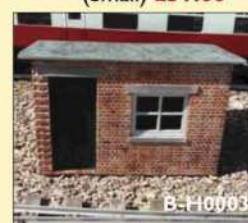
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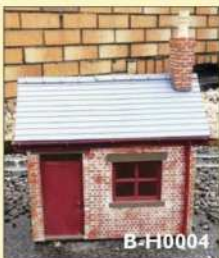
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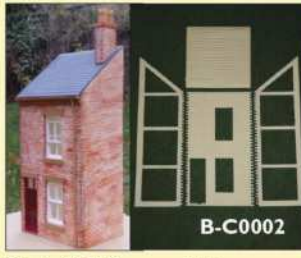
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