

GARDEN

SEPTEMBER 2021
ISSUE 325

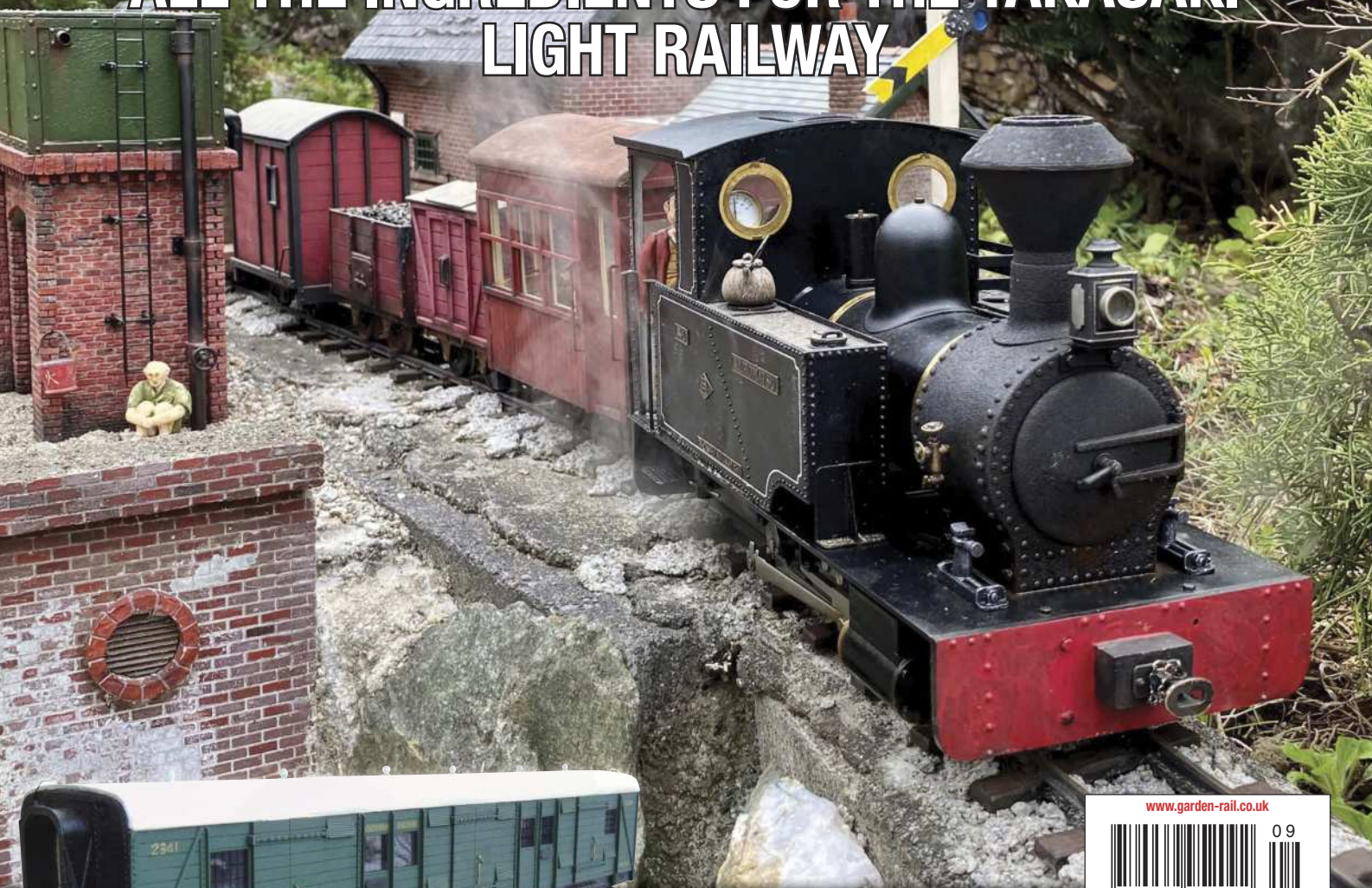
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FEATURE OF THE MONTH: Dream Steam Works MSS Mamod Upgrades



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Improve the steaming of your loco with our 3 Wick Meths Burner, which when combined with a High Pressure Safety Valve, will increase power and running time to 15-20 minutes. We have introduced a new silicon rubber bung with a breather tube for safety and a curved tip syringe for filling and draining the tank.

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Only use Methylated Spirit in this burner.

Dead-Leg Displacement Lubricator £29
Our Dead-Leg Displacement Lubricator ensures 'O' ring pistons receive just the right amount of lubrication during steaming. The design includes a fixing plate and a drain screw to empty the cup. We also include a special curved tip syringe to draw off excess water before topping the oil up.

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The lubricator is positioned at the front of the loco on the right of the smoke box for easy removal of the screw cap. No soldering is required. The special push fit 'T-piece' adaptor fits into the back of the forward and reverse block and the steam feed pipe, which will need shortening, pushes into the adaptor. Partial dismantling of the front portion of the loco is required to fit this part. Comes full instructions. Only use 460 Compound Steam Oil, available separately.



Steam Regulator Kit £38

To control the extra power or just to add extra control to speed, this regulator kit contains an adaptor that fits into the whistle hole and extends into the cab where a fine control regulator valve controls the amount of steam that passes into the feed pipe to the pistons. An opening in the top of adaptor takes a High Pressure Safety Valve, sold separately but shown fitted in one of the photos above for illustration only. Comes with adaptor, regulator valve and round knob, copper pipe to forward and reverse block with connection nipple and nut. This pipe is sold longer than required and is straight not bent in case it is fitted to another type of loco or marine engine. Therefore the end will need cutting to size. A cap to close off existing steam feed under dome, washers and full instructions, is included. Some dismantling of your loco will be required to fit this upgrade and a hole will need to be cut or drilled in the cab front to fit the adaptor through into the cab. Therefore some basic engineering skills and tools are required.

Please note, the adaptor has a 1/4 x 26tpi thread to fit in a standard loco boiler and to accept a 1/4 x 26 tpi threaded High Pressure Safety Valve sold separately. Safety valve shown in photo is for illustration only to show how it is fitted to the top of the adaptor and is not included with this product.



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Live Steam Garden Railway Loco Lubricating Oil £3.00

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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 325 September 2021

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THANK YOU!

Garden Rail readers are a helpful lot. Our letters page each month is often packed with advice or answers to questions. This month is no exception, with details of a useful track gauge and a locomotive mystery solved.

Last month, I mentioned I wasn't happy with the ballast used at the NGRS, it being too large and too yellow. Within a few days, a little box arrived in the post containing a sample of some 1-3mm Silver Granite from Derbyshire Aggregates. Tony has no connection with the firm other than a satisfied customer but suggested it was worth

trying.

The colour and shape of the stones look good - www.derbyshireaggregates.com for more information.

Hopefully, next year the layout will look even better.

Finally, the prize for helpfulness must go to Bill Pinner. He has taken it upon himself to compile a complete index for **Garden Rail** and is sharing it with readers. You can find out more on Page 40 of this issue.

Thank you to everyone who takes the time to get in touch. It's the people that make this hobby wonderful.



Silver Granite. Nice colour for ballast and those irregular shaped stones will lock together over time to stop it moving.

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"Kuromatsu," a Baldrig, pulls a mixed train out of Takasaki Station.

The Takasaki Light Railway

Matthew Foster focuses on what makes him happiest.

Back in 2007, I wrote an article on my new railway (The Daruma Line – *Garden Rail* July 2007). 14 years on, and it's time for an update as quite a lot has changed.

When I first started running trains in the garden, things were very simple. I laid out a basic oval around the perimeter of the lawn, with the track sitting on ballast at ground level. Well, I was younger then, and it was just fine to have it that way. However, I soon found that I was spending too much time trimming encroaching plants and grass and re-ballasting the track, with less time to run trains.

The greatest change was to raise the railway up to about 30cm off the ground. This meant that it gained its own area, separate from the rest of the garden. I laid footings and built an outer wall made from bricks on

the front and sides, with breeze blocks for the rear. Cement blocks, which I mortared together, provided the trackbed. I then filled in the surrounding gaps with copious amounts of earth. A note of thanks to my father-in-law who helped me barrow it all in. This done, I landscaped the railway with miniature conifers, dwarf trees and other plants. The odd rock was added for effect and that was that for a few years.

Having the track up at a 30cm height was better, but I later decided to raise it by another 20cm. This took a little of the strain off my back and protected the railway from me being clumsy when I do other stuff in the garden. It is quite easy to add additional courses of bricks and I left the lower level at the front to give me the chance to add a scale brick warehouse façade that I think adds interest to the railway visible from the

living room.

There are parts of the hobby that I enjoy, and also bits on which I'd rather not spend too much of my free time. I think that this hobby is, in fact, a number of interlocking hobbies that one can decide to engage in. Spending time in the garden 'boiling water' is the main attraction of my railway. Live steam locomotives running in the natural garden setting is when I can sit back and indulge myself. Having a wide variety of rolling stock, either scratch-built or made from kits, that I can combine with either a steamer or battery diesel loco is equally satisfying. I can look back on all the things I've constructed and perhaps, in my mind, plan the next project.

A major supporting role is played by the diesel locos (technically they are battery-powered diesel outline locos) that



Thyme for spring and a beer train with "Plum".

usually begin with a can of spam/corned beef or such, and progress from there. These things are simplicity itself, with an on/off switch and two AA or AAA batteries hidden somewhere underneath.

A variety of motor/gearboxes are used for power, including the Tamiya ones that fit between a pair of wheels spaced for 32mm gauge. So far, I have four of these locos that use a food can as the bonnet. There really isn't a limit as to how many I will need, so I can keep this subsection of the hobby gently put-putting along.

Another area of construction that is enjoyable is the building of structures. I have found, through trial and much error, that resin buildings and home-made cement buildings survive the extremes of the Japanese climate much better than wood. They also require less upkeep, so I can situate them and then mostly leave them alone. A few of the more delicate buildings are taken inside as I know they wouldn't last long. This includes the somewhat delicate ramen stall on the station platform and also the water tower, made of foamboard and stencilled bricks, which would blow away in the



A scratch-built tram that used to run from Takasaki.



"Akagi" with the smell of coal!

strong Gunma winds. Bridges are now all constructed of bolted-together metal, which should withstand a fair amount of punishment from mother nature.

Yet more fun is had sculpting figures to populate the carriages, sit on benches waiting for trains and do all the work on the railway including loco operation. These are made from cheap children's modelling clay painted with acrylics. Most have a caricature look to them. A few are modelled on specific people.

I have found a few suitable figures online, though they often are too expensive to justify spending the money on. Others are of a nature that, if added to the railway, would quickly bring it into disrepute. Almost none of my miniature people stay outside as the local insects have been known to attack

them, leaving sizeable chunks taken out. I'm sure they are not that tasty!

There are a good number of years to go before I can think about retirement, and by that time I expect the age for retirement will have increased even further. There are many days when I come home from work and want nothing more than to flop onto the sofa and zone out. Even though I've got used to living in another country, with the language and culture differences, teaching teens all day does come with a fair bit of stress. Weekends are often eroded by extra work that leaves the time I can escape to the garden at a definite premium.

I have come to realise that I am most satisfied when I can run a steam loco and sit back and appreciate the garden railway ambience, or have a critter putt around the

track while I get on with some trimming or progress with the current railway project. I am less contented if I have to repair buildings that have been attacked by the ravages of our often extreme weather or try to smooth out a misbehaving piece of track that derails a train just at the bit that is hardest to comfortably crouch over. Focus on what makes you happiest. This will reduce grumbling and enhance your inner zen.

The Japanese railway running season is somewhat different from the UK. By the end of February, the cedar pollen has me sneezing explosively and rubbing my eyes, even with the meds, mask and goggles. From June, mosquitoes begin the hunt for any exposed bit of my regrettably enticing skin unless I bathe in skin guard - that just results in them buzzing around my ears. Oppressive



Rickshaws waiting for passengers and the station ramen stall.

humidity further deters me from enjoying the railway for most of the summer months, with temperatures up to 40-degrees in the shade.

Don't get me wrong, we do have some lovely days of clement weather, particularly in the winter, when it is sunny with a decent chill that produces satisfying plumes of steam from my locos. Having said all that, I find a multitude of excuses to "just pop outside to...", no matter what mother nature is throwing my way. Well, isn't there a quote about no such thing as bad weather just inappropriate footwear?

Many of the original railways in Japan were built with the aid of British engineers and lots of the terminology is British. This means that plenty of things that would be at home in the UK would also have been seen here, too. Therefore, I have created a line that is influenced by my British roots as well as my Japanese home.

Living in Japan, I am fortunate in that I can call it the Takasaki Light Railway because it is indeed in Takasaki City and a scale light railway. It allows me to take inspiration from any number of Japanese railways. As I happily pilfer the bits I like, there are many parts that are definitely only possible to have in Japan. The ramen noodle stand, rickshaws, posters, loco names and signage hopefully help to give the line a singular character.

You may have noticed another circuit on a



"Jomo" with the logging train enjoying the sun.

lower level to the main line. This is the mine line that also gives passenger service, albeit of a rather basic comfort level. This is still being constructed as I type. I have lots of plans for this part of the railway that will become the focus of a future article.

The maximum height to allow things to pass under the bridges is about 105mm. This might seem like a regrettable limitation, but for me, it is a prod to get creative and embrace the opportunity to produce some unusual rolling stock. The Internet has given us a wealth of prototypes from which to take

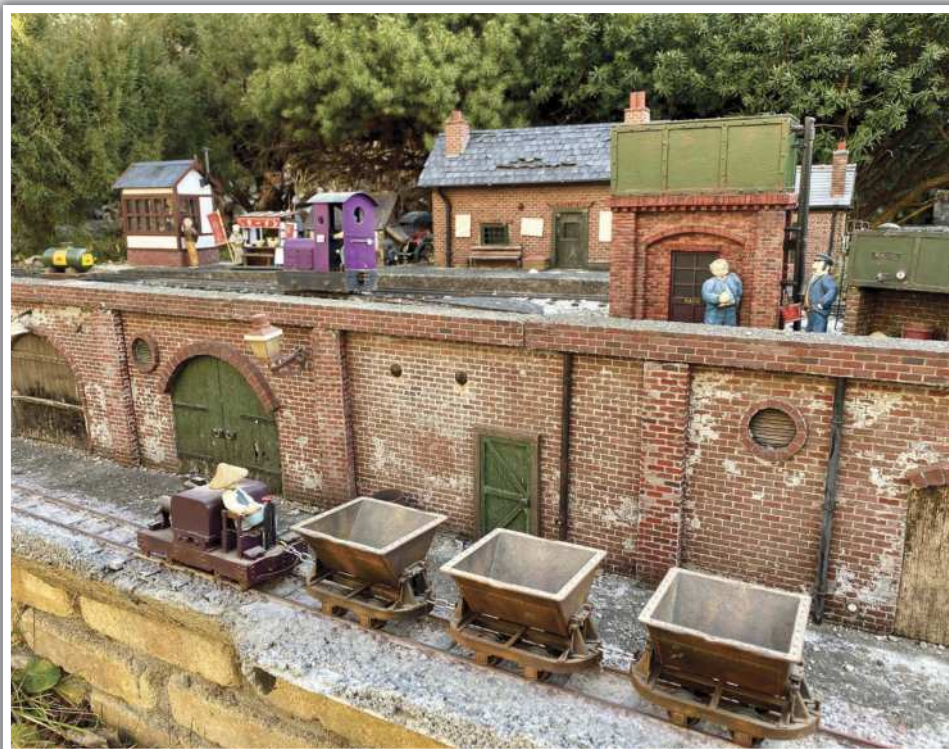
inspiration. What good fortune indeed!

I am a member of the 16mm narrow gauge modeller's association and a member of a number of Facebook groups related to the hobby. The web is a great source of comradeship, which brings us all closer together, but living in Japan, I am pretty much the only one with an SM32 garden railway. I am all alone. I cannot take my trains and go to other member's gardens. I can't get to the annual convention at Peterborough, either.

This means that my railway is truly just for me to enjoy. I don't need a steam-up area for



"Minowa," a Regner Vincent class loco crossing one of my bridges.



Life goes on under the main station.

visiting locos, only what works for me. I do post photos and videos online from time to time, which invites others into the garden, but that has its limits.

I am extremely lucky to have an understanding wife who allows me to do what I want with the garden. My shed is the workshop, the 'tatami' room has a sizeable railway area, including bookshelves and secondary workspace, and the coffee table usually has the current project occupying one corner. These considerations are important as they allow this hobby to maintain an important section of what makes me 'me'. I am a husband, father, son, son-in-law, teacher and foreigner, but through all of these, I am a garden railway enthusiast. Identity firmly defined! ■

The Takasaki Light Railway online

Facebook: www.facebook.com/TakasakiLightRailway

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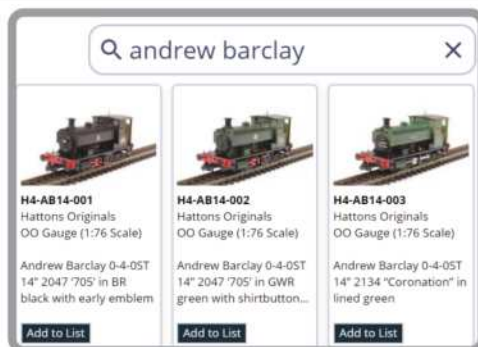
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Caledonia

Old locomotives, they just keep on steaming.
Dave Booth takes a look at a classic from John Turner.

I first decided to start modelling the Isle of Man Railway in the garden in the mid-1980s, at this time there was only one manufacturer of a Manx model locomotive, John Turner of Whitfield in Greater Manchester who offered Manx Northern Railway locomotive No.4 “Caledonia”. This was a development of the Lindale “Caledonia”, a relatively primitive screw-together kit for 32mm gauge but at a nominal scale of 15/16mm to the foot, which had been available on a limited commercial basis some years previously. John’s ready-to-run and very well-engineered version was even more limited, each model being built on an individual basis to the specification the prospective owner desired and usually taking

years from order to delivery.

I had met John at a number of 16mm get-togethers around the Warrington area and he demonstrated his 32mm gauge manual version. This ran really well but didn’t look right on 32mm gauge, the IoM Railway being 3-foot gauge and therefore the appropriate scale gauge being 45mm. Beside a regulator in the cab, John had developed a further system of manual control, which was in effect a regulator on the exhaust too, disguised as the smoke box door handle. Whilst again this worked well, I really desired radio control, wary of seeing my loco disappearing off down the garden at a rate of knots.

It has to be remembered that at this time



That huge whistle can be seen between the frames as well as the servo control rod operating the spring over centre valve gear and the control rod operating the steam regulator at the front of the loco.



The cab roof is hinged open to reveal the radio control receiver, batteries and servos all housed in a compartment at the rear. On the left-hand side can be seen the gas control diaphragm valve and the stowed water pump handle. There are two pressure gauges; one for gas flow, one for steam (the safety valve lifts at 80psi). The manual regulator handle can also be seen, as well as the vent for the gas tank.

the prototype loco had been out of service since 1968 and resided in Port Erin Railway Museum. She had always had a bit of a legendary status and being out of use only added to this. Personally, I'd never seen her run, and thus to myself, a working model was quite desirable.

I was only ever going to buy one steam locomotive(!), so decided to get it with all the 'bells and whistles', actually the whistle came as standard and at 5-foot long has to be one of the most impressive at this scale. Optional extras included: cross heads with slide bars, functional water carrying side tank with manual water pump and full radio control of both the reverser and regulator.

At the time, radio control in model locomotives was renowned for glitching, mainly due to the steel in reinforced concrete posts which surround most gardens. This caused interference with the then primitive, by today's standards, RC. John Turner had developed a system to counteract this; the reverser servo operating a spring over centre control rod which prevented erratic movement of the valve gear. Also, when in forward gear the whistle could be blown by pushing the RC joystick just that bit further.

Against the trend of most John Turner Caledonia owners, I opted for the apple green livery. The prototype loco only wore this livery for a brief period in 1967, however, having been born in the mid-1960s, I had grown up with the apple green livery introduced during the Ailsa operating era, and it's been my preferred IMR colour scheme ever since.

With all the extras, the cost had crept up to £1,200, which was no small figure in the 1980s, in fact, I well remember one of my colleagues at the time saying he'd never spent that much on a car!

I've heard some suggest the model is 16mm to the foot rather than 15mm, and whilst the width and the height of the cab approximate to this, the loco is far too short and the wheel diameters far too small for this scale. However, what it lacks as a scale model is more than recompensed with its

performance as a well-engineered working model steam locomotive. I've had this model over 30 years now and, during some of that time, it has spent five years or more in a cupboard without being touched. However, once pulled out, gassed, oiled and watered, pop some fresh batteries in the RC, and off she goes.

Lighting is easy - open the gas valve fully, light underneath the frames near the front wheels and then close the gas valve until the flame pops back into the boiler flue. I tend to keep the gas flow/flame as low as possible and gently raise steam. With this conservative use of gas approach and large gas tank, I can often keep her in steam for almost an hour, by which time the displacement lubricator needs refilling so there's no point in extending the run with re-gassing. As can be seen from the photo of the cab, there is no gauge glass on the boiler, which is no real hindrance. I constantly top up the boiler and knock back the steam pressure when she looks like getting a bit out of hand and blowing off.

As can be seen from the photo of the underside, the centre wheels are flangeless and the front wheelset is sprung and compensated. With this arrangement, road holding is superb in either direction, as is its ability to traverse the sharpest points on any garden railway. As regards haulage capacity, the most I've ever had behind it is five Accu-craft bogie IMR Pairs carriages, which must be amongst some of the heaviest model carriages produced; Caledonia hauled these with ease.

After over three decades, this loco is still going as strong as the day it was delivered, which I feel is a testament to the skilled engineering of John Turner. ■

Side Tank filling hatch hinged open and water pump handle installed. When removed the handle is housed on a spigot in the cab.





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Bowaters Models Southern Railway Bogie Luggage Van

Kevin West builds a very useful vehicle in Gauge One.

Bowaters Models are new entrants in the Gauge One world but have been supplying kits for 16mm narrow gauge for a while. Its first offerings in the 'Premier Gauge' was a range of 12 wagon kits of Southern Railway constituent company prototypes, which appeared in August 2020. Shortly after a selection of South Eastern & Chatham Railway coaches were added to the range, followed by both four-wheel and bogie luggage vans. As I like parcels trains of a variety of vehicles, the Southern Railway Bogie Luggage Van caught my attention and was worth investigating.

The company describes the kits as designed for the beginner and priced accordingly. They are available in either MDF or plywood and both as just the body or complete with bogies, Slaters wheels, Walsall



Early stages showing the basic sides to which I'm fitting the doors to make lining up on the underframe easier.

3-link couplings and 3D-printed buffers and body detail part. All the kits are to 1/32nd scale, although 10mm scale can be supplied to special order.

I selected a 10mm scale plywood body complete with wheels and bogies, which for a tad under £100, appeared reasonable value.

Chassis

The instructions are available to download from the Bowaters website and like the kits, can be described as basic, but along with the pictures, are sufficient to assemble the components.

As I have been building Gauge One rolling stock since the early 1970s, I have an understanding of how things go together, but a beginner may need a little more than, "Start by assembling the base plate. This is formed of two bufferbeams and two side pieces that sit on the bottom of the chassis".

I assume the instructions were written by the same person that designed the kit. They know in their head that they intend the "side pieces" to be flush with the edges of the base plate, but not saying so could cause an issue. I know these vehicles had a steel channel chassis, so I set the side pieces in from the base edge by 1mm and added a 0.5mm thick basswood strip along the bottom edge to simulate the channel. As the side pieces are quite thin, this caused no issue with the movement of the bogie, but improved the look considerably.

Bogies

The bogies provided with the kit are also made of plywood and following the ethos of a basic kit designed for the beginner and have the look of a bogie with basic spring detail. I built these following the instructions and was surprised by how sturdy and free running they were.

Body

The body consists of just sides and ends with wood overlays for the doors and hinges. All the wood parts were cut square and cleanly and required little cleaning up with fine sandpaper before fitting. The outer faces are etched (not sure if that is the correct terminology for wood laser cutting?), to represent the planking.

There are no slots or tabs, which are often found on this type of kit to aid alignment, although I had no problems. I also departed from the instructions here as I glued the doors to the sides before assembling the body. The doors project below the bottom of the sides, so once in position, they provide a guide for the sides against the edge of the floor. I chose to reinforce the internal joints



Body assembled, showing the strips of wood II added inside to strengthen corners and edges, side strengtheners and cross braces.



Roof construction showing the spine with the roof profiles mounted and clingfilm to stop everything sticking together.

with pieces of square strip from my odds and ends box to give a little more strength, although this is personal preference and probably not necessary.

The body framing, angles and corridor connections are 3D-printed in green plastic and include rivet and bolt detail. Some had a little better definition of the detail than others, but all were usable with a slight clean-up. They were glued to the body sides with a non-runny Roket superglue, as recommended in the instructions.

The compartment coaches are supplied with internal partitions, but as the luggage vans are completely open, so is the model. The instructions do not actually say, but

I assumed it is intended that the roof is permanently stuck onto the body. As I like to make my coach roofs removable, I added a strengthening strip along the length inside each side just below the top, making sure it cleared the roof profile pieces, and added three cross braces from leftovers of other kit frets to brace the body structure.

There is no glazing supplied with the kit.

Roof

The roof as supplied is made up of six profiles pieces and a selection of plywood strips, about 3mm wide, to fit the shallow centre arc and narrower, about 1.5mm wide to fit the outer tighter arcs.

As I wanted my roof to be removable, I made two more profiles and also a base spine to which the profiles were glued and braced with more strip. This was all constructed in the body to make sure it fitted snugly. A profile piece was placed inside each end and held in position with a clamp.

The roof spine was positioned and packed up to the underside of the profile pieces and glued with strip braces. I used clingfilm between the roof and body at each end to make sure the two structures did not get stuck together!

The other six profiles pieces were then glued to the roof spine, equally spaced along the length, held upright by more square strip, and left to dry overnight. The roof strips were then added, starting on the centreline, with the wider strips and working out to the edges.

Laser cutting does not give a truly square cut through the material, giving a slightly chamfered edge. I used this to an advantage here by alternating the wider strips to provide a snug fit along the shallow roof arc and then with the narrow strips on the tighter arc, I placed them all with the narrow side to the inside of the roof. Plenty of PVA was brushed along the length of the joints to provide a strong shell and left to thoroughly dry for a few days before sanding smooth any high spots. The bottom edge was also sanded to be a snug fit to the sides.

The roof strips are supplied exactly the right length, so care must be taken to get the ends all in line, as there is little material to play with if you don't, as I found out! Not too much of an issue as I cover my roofs with a single ply of tissue paper held down with matt enamel paint.

Steps

The kit provides steps to fit under each door, three each side, but only the centre doors need an upper and lower step using the parts provided, as at the ends the lower step is mounted onto the bogie. I did feed this back to Bowaters, who said they will amend the instructions. The mounting for these steps is a finely cut piece, which could possibly be damaged if it hits something. I have added a brace to the equally fine truss rods to try to strengthen up these parts. The truss rods are the only below floor level part supplied with the kit.

Taking it to the next level

That takes us to the end of construction of the kit as supplied. Once painted, the result is a reasonable representation of the proto-



Close up of the roof covering showing the wider strips in the centre and narrow strips at the edge. These are then sanded smooth before the whole thing is covered in tissue paper.



Scrap piece of MDF with three holes for the door handle and grab rail holes. When positioned on the door and drilled through, it ensures all doors are in the same place on each door. All the green parts are 3D-printed detail provided in the kit.

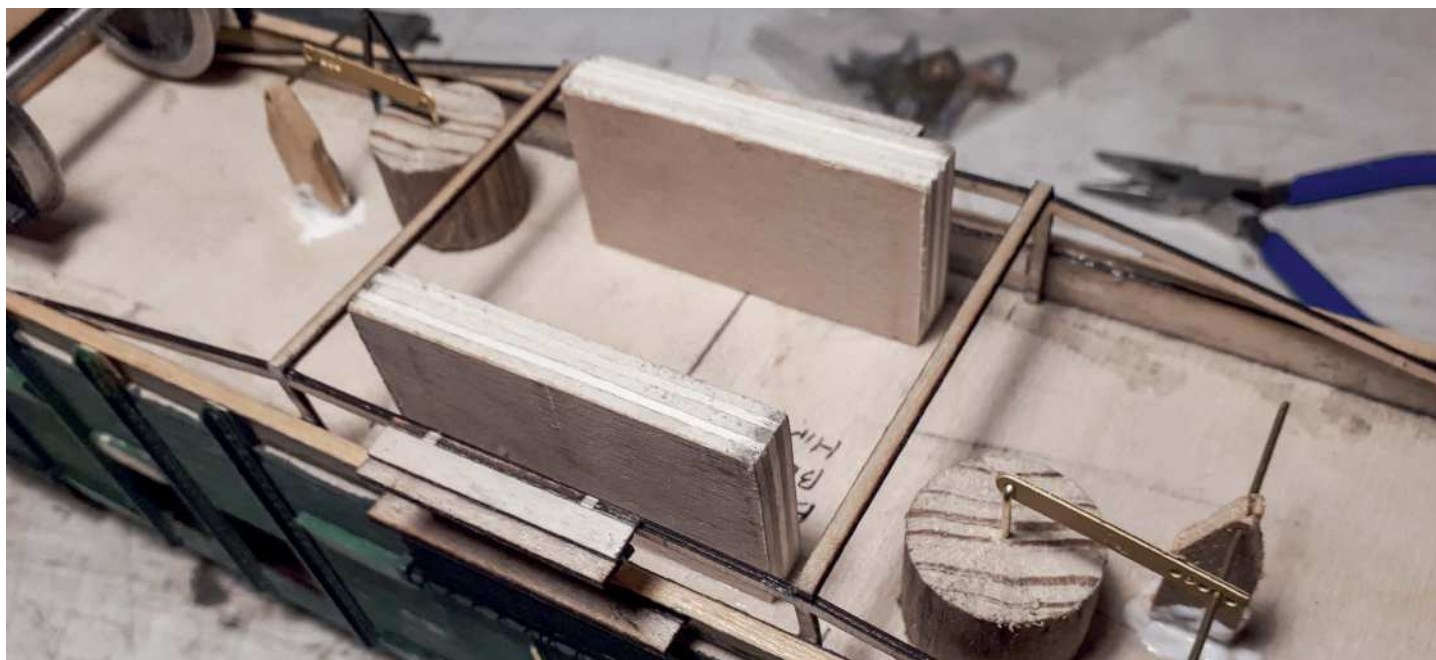
type. But with a little extra work and a few extra parts, it can be taken to another level of detail.

Below the floor, I have added a basic representation of battery boxes, brake cylinders, dynamo and brake gear from wood pieces, wire and various etches from the spares box. I used photographs of the prototype to get the shapes, sizes and positions looking right, without going into too much detail. I am

waiting for a couple of cast hand wheels to represent the distinctive brake wheels fitted to these vehicles.

Clear plastic sheet was marked up to represent the safety bars and glued inside the body with Deluxe Material Glaze & Glue adhesive.

Door handles and grab rails were added with brass wire. The ends had three footsteps added using white metal castings and the



Scratch-built underfloor details.



Centre step with strengthening piece to the Truss Rods.



The kit is supplied with laser-cut bogies, which I tried but ultimately replaced with cast versions to add weight to the vehicle.

handrail added from steel wire. Cast ventilators along the roof centreline made a great improvement.

On the body sides, the lozenge-shaped chalk destination boards were made from ply and glued in position below the second window in from each end. The dumb 3D-printed buffers were replaced by sprung brass buffers from my stock. The supplied Walsall 3-link couplings were fitted using an extension spring anchored to the floor rather than the bufferbeam.

I had originally decided to see how the wooden bogies would perform, although I had reservations about how robust they would be out on the track at speed. The finished van is very light compared to my other bogie vehicles, so they have been replaced by a pair of Tenmille cast Maunsell bogies. They look right under the body and the added weight low down feels right.

It has been finished in Southern Railway green for the body sides and gloss black for ends and below floor level. ■

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A powered coal wagon

Unable to cram a motor into his loco, Rod Smith developed a novel solution.

My first attempt at scratch-building was a little Lister locomotive destined for my partner, Anne's, 32mm gauge Fairy Wood Light Railway. As you can see from the photo, cramping a motor into this would have been pretty much impossible, so I came up with the idea to create a powered coal wagon to provide motive power.

A Phil Sharples Hudson chassis kit is an excellent starting point, especially at only £20. Built following the instructions, it needed to be extended slightly, so some bits of plywood were used from the sprues normally discarded after building a kit. I never throw anything away if I can help it! Buffers are made from 18mm square strip, cut and emery papered to shape.

The sides were then cut from coffee stirrers. I have a couple of thousand of these, some bought online and some from cafes we visited on our days out. I made a jig so I could cut the boards to a uniform length. The stirrers are a little short, but I hid the joins under some framing supplied to the outside.

The sides and ends were assembled flat on my workbench and, once dry, fitted to the chassis using elastic bands to hold everything in place. I used PVA Exterior



Unable to cram a motor into his loco, Rod Smith developed a novel solution. The Sharples chassis. (Photo: Phil Sharples)

Wood Glue, which is super strong and will survive if the wagon is on the track and a sudden downpour happens. It's a good idea to leave it to set overnight. I have had models come apart when rushing in the past.

Inside the body, I fitted some wood in the corners to add strength to the model. These don't go all the way up the sides as they also support the false coal load that covers the electronics. The finishing touch

is a selection of nail art gems to represent bolt heads.

Next was the false load. This is made from balsa wood, as, at the time, I didn't have any strip wood long or wide enough. Lumps of real coal that are stuck in place with PVA and when fitted to the body, looks just right.

Next, the electrics went in. A RC Trains ready-to-use loom suits me, as my soldering



Assembling the wagon sides. Note the cutting jig to keep the plank lengths the same.

is not the best. There is the option to put a sound card in for use in the future when I run the Lister on the main line.

Finally, the Fairy Wood Light Railway company livery was applied, complete with waterslide transfers and a little weathering.

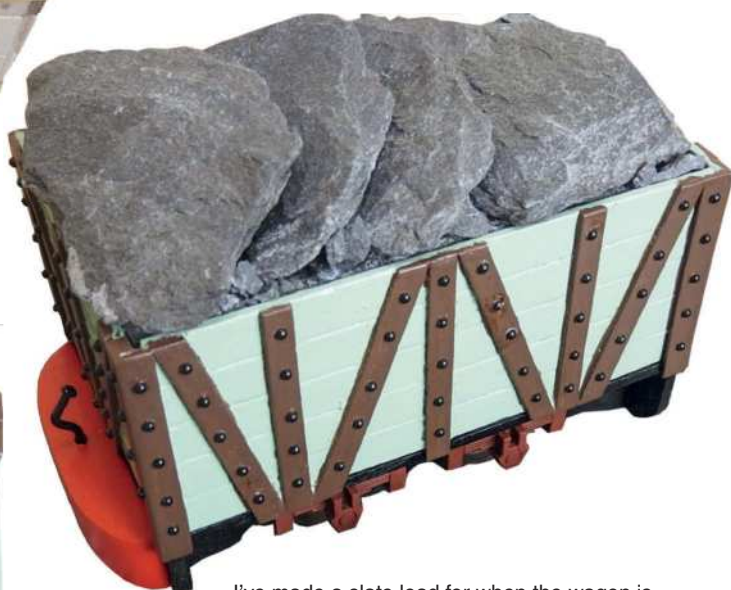
With a little bit of patience, it's possible to make more rolling stock out of stuff we have in our boxes of bits. Because of the weight of the load, no other weights are needed and the wagon is more than capable of pulling a number of loaded slate or coal wagons. I hope this helps others to have a go at scratch-building for their own or even others, who for whatever reason are unable to do so for themselves. ■



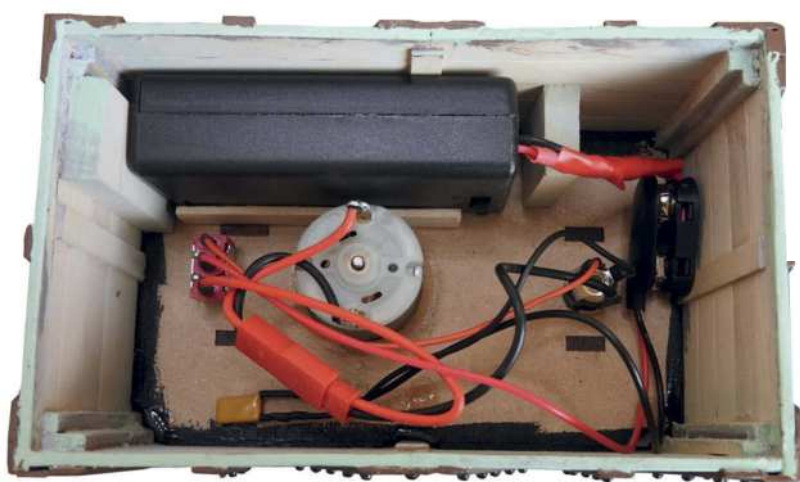
The false coal load.



Bringing the sides together using elastic bands to hold everything in place while the glue dries. You can see the corner strengtheners that also support the load.



I've made a slate load for when the wagon is sunning on our slate mine railway.



Electrics fitted. Using the RC Trains loom helps keep everything nice and neat.

Garden Rail Resource

Phil Sharples
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The wheel on the mill goes round and round

Daniel Cousins and Mark Thatcher build the new 16mm working watermill from Modeltown.

Rapidly approaching my 60th birthday, a song of a similar name is not one I wish to share an affinity with. Whilst I have recently moved further into the sticks in Norfolk, I still don't possess a flat cap, but last week, I did cave in and buy a pair of wellies. (Hunters, of course, darling!) So, the reason for this collaboration for this article is I had my hands full with a massive house downsizing operation over the last few months, but the **Garden Rail** reviews still needed completing. My good friend and fellow **Garden Rail** columnist, Daniel, stepped in, so, whilst I could catch up on my own review workload, he offered to build this watermill. And what a superb job he has done of it too.

This is not the first time that Modeltown has produced a working watermill. In fact,

many years ago (April 2014), I reviewed its first offering. The title of that article being the rather cringe-worthy 'What-a-mill! And, as you can see, my titles have not got any better over time either! The first mill was very good, but this is a much more refined kit as, over the years, Modeltown has upped the ante, both in terms of the production of more detailed master components, but also with the resin casting process itself. They have also become more creative, incorporating, in this case, a working sliding door and a mill-stone too. It's these extras that really lift the look of the model.

Merest amount of flash

The assembly was very straightforward. Only the stone floor base needed the merest amount of flash removing from the edges

with a sharp knife, but other than that, the assembly could begin out of the box. The components were washed in warm soapy



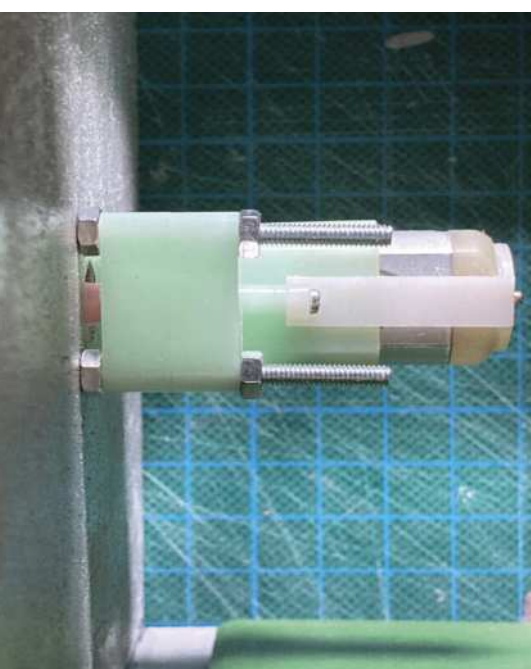
The contents of the kit. Clean and crisply moulded with plenty of wooden detail on the waterwheel itself.



Lightly applied, the sponge painting brings out the texture of the stone work.



These slatted louvres were actually leftover from an old space models kit as used in Warhammer 40K war gaming. The motto here: never throw anything away!



This is how the motor assembly fits to the side wall where the wheel will be located.

Working sliding door

The front aspect of the watermill features a working sliding door, which sits between two sliders and the whole building can really only be built with the wheel sitting to the left of the front aspect. This way you can hide the motor assembly, battery box and switch inside the building out of sight, yet you still have access to turn the wheel on or to change the batteries via the sliding door.

Before fitting the roof, attention needs to be paid to getting the wheel and trough in situ and to test that all is working properly. This is the only tricky part of this kit as you need to ensure the bearing shaft that goes through the centre of the wheel is horizontal. Holes are present in the side of the mill for the shaft and the motor mounting screws, but the datum point on the other end of the shaft is another hole through an upright stanchion that supports the wheel and attaches it to the trough.

With the trough in place, ensure there is enough room for the wheel to rotate, but

not foul the trough, just for safety, then offer up the upright stanchion against the trough, hold it in place with Blu-Tack or similar, check everything is horizontal, then mark where the bottom of the stanchion is located on the trough.

Then remove the stanchion to drill the hole that you put the screw in to secure the upright stanchion to the trough and that should sort it. Or you could drill the hole in the stanchion, firstly somewhere near the bottom, and then again using Blu-Tack, set the correct height of the stanchion this way. Either way works. Take note of the close-up picture of this assembly in this article as that will help you.

Weathering effect

The sides of the building were all painted prior to assembly and adding the roof. The base coat was Halfords matt black spray paint, followed by grey sponge painting. Then, the weathering effect was created by applying a Humbrol light green enamel wash

water, just as a precaution to remove any trace of release agent. Use a dishwasher tablet instead of washing up liquid, as this may contain lanolin, which can also leave a paint-resistant film if not washed off thoroughly.

The side walls sit inside the front and back walls, so no join is visible to the front and rear elevations. The joins at the corners of the building are very minimal in any case as the kit fits together very well indeed. It is worth clamping the walls in place to ensure that everything sets square and true while the glue dries though. Two-pack epoxy resin was used for this, but later on, Superglue was used for the smaller pieces. The stone floor detail was picked out by sponging Dulux Weathershield concrete grey over a coat of satin black. The effect is very pleasing.

A light touch of 'Glue 'n' Glaze' is all that is required to secure the clear plastic for the windows.



onto the stonework over the grey. The windows were painted with Humbrol 131 green satin and the lintels painted with Lifecolor brown stone. To create the wood effect on the waterwheel itself and for the wooden beams on the mill, 'weathered wood' paint (AK783) from AK Interactive was applied.

Just add water

Glazing was included in the kit and was applied using 'Glue 'n' Glaze' from Deluxe Materials before the roof was fixed in place. It is worth giving the wheel another test spin before you fit the roof at this stage. If you are feeling particularly outlandish, you could even add real water as the trough is a one-piece moulding!

The roof was painted in the same way as the walls, with a dab here and there of the light green wash to simulate moss growth. You will see a lot of moss and lichen develop on the real things as, by their very nature, they can be damp wet places.

A suitable plant to cultivate around your mill would be Mind your own business as it has lichen-like qualities, although it spreads voraciously too.



Real leading (not included in the kit) is a nice touch and helps make the dormer roof section more part of the main roof.

The sliding door at the front sits on two runners to give you access to the motor, switch and battery box. Painted figures and flour sacks are not included in the kit, but are available separately from Modeltown. The millstone is a nice touch and adds a little more detail to this model.



Real Moss

If you want to promote the growth of real moss on the buildings on your line, paint them with yoghurt, but not if you have a neighbourhood cat in the vicinity as they love the stuff and have rough tongues that can strip paint.

This picture is a good reference guide as to roughly where the upright stanchion for the waterwheel sits, but do check your measurements carefully as all these kits are individually hand-cast so may vary very slightly.

An angled section of plastic is also supplied to add to the apex of the roof to simulate ridge tiles. It is worth cutting this up into smaller pieces and gluing them on separately to mimic the mortar joints between the ridge tiles.

A few final touches were added. The millstone was located and two Modeltown figures painted up as the mill crew with a couple of sacks of flour. These are not included in the kit, but Modeltown has a vast array of figures and is now also offering a figure painting service. A painted figure is a modest £6.00!

A little real lead flashing was added to the roof above the upper door where the roof sections join. This makes a realistic finishing touch and makes the roof sections more connected.

Static grass tufts

Tufts of grass were simulated by using self-adhesive clumps of 'Autumn static grass tufts' from Footpath Scenes and these are available through Model Scenery Supplies. This company mainly specialises in scenery for the smaller scales, but they have a massive selection of stuff and are well worth checking out.

The sticky-backed tufts peel off from a carrier sheet and just stick into place – although a dab of Superglue is probably the right thing to do.

A cast brass door handle from Brandbright was added to the sliding door also (RSA62). Some spare wooden slatting was also used to represent vent louvres on the small round windows at the top of the side elevations.

A wheely good model

This watermill kit goes together very well. Just take your time when fitting the wheel, trough and motor assembly as if not, you could end up with a wonky wheel.

The parts are far more detailed and crisp-looking than Modeltown's previous version and it is a very pretty building too, and with the right amount of sponge painting, dry brushing and general weather-



ing can be built up to create a very realistic looking model.

Also, the working wheel provides another source of interest in a garden setting.

I currently am sans railway but could see me having this in the garden just to add some visual interest in any case. ■



The back of the model is as detailed as the front.

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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.



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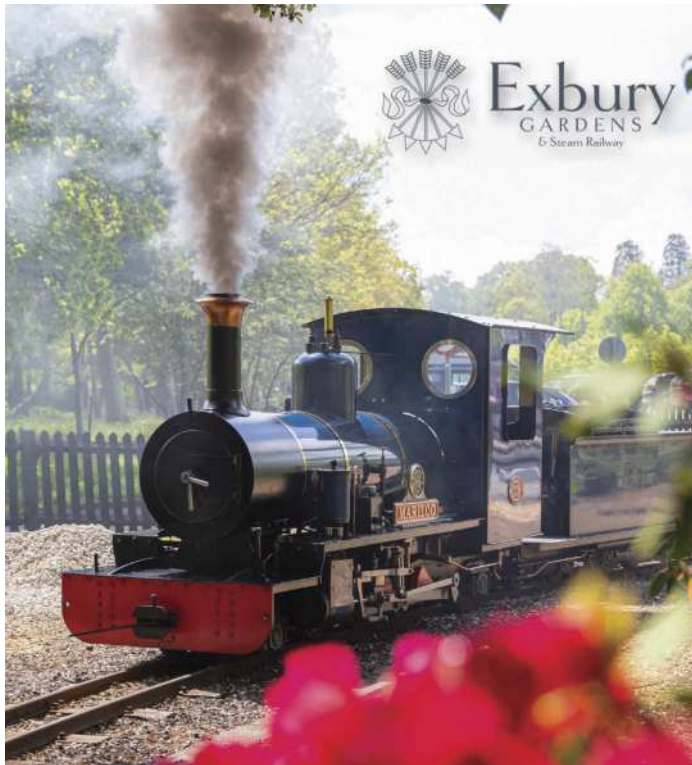
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The Engineering Department



Dave Skertchly discovers that cookery is the key to an effective Engineering Department.

It is rare indeed for a model railway magazine to offer its readers a recipe, but it seems that cookery is indeed a prerequisite for the effectiveness of an engineering department. It was back in the 1970s, before the advent of the Health and Safety at Work Act, as you will no doubt notice, that I discovered this secret recipe, so, at last, and for the first time ever, I can reveal the secrets of Track Gang Tea.

Start by taking an old, dry, slightly rotten, closed wagon. Site it on a closed track, adjacent to the main line protected by detonators. Within it, store several gallons of diesel, some coils of tarred rope, the rest of the detonators and, most importantly, a shovel. Take a large cylinder of "BOTOGAS",

having an explosive equivalent of about a megaton and a circular gas burner capable of shooting flames six inches (150mm) in all directions and place it inside, the wagon on an old paving slab.

Place a large galvanised bucket full of water on the burner and light up. Dispatch "The Lad" to "The Co-Operative" with instruction to buy a packet of Typhoo Tea, a packet of sugar and one large tin of Fussell's milk, 1lb of streaky bacon and 30 bread rolls. By the time "The Lad" returns via "The Bookies", the water will be boiling. Pour the packet of tea, the packet of sugar and the tin of milk into the boiling water, stir for five minutes and dish up in stained, chipped, mugs. Clean the shovel with an oily rag, place the bacon on it



Whether functional or authentic, the engineers need a yard shunter such as this one by HGLW.



The long wheelbase track checker is mostly fitted with the track gauge. Scissors are still required to cut back the plants which would otherwise invade the tracks.

and fry over the gas burner until crispy, slit the rolls with a handy flick knife and add the bacon. Gather the gang in the wagon, out of the rain and snow, and serve up, engineers first. I can assure you that there was never such a meal fit for a king partaken in more cheerful company.

The engineering department is the heart of any railway, from specifying and building locomotives to building bridges and laying track, nothing happens that hasn't first been engineered. The big railway companies would employ eminent highly-qualified Chief Engineers to weed out the nutcases who wanted to try out something crazy; but in the world of the almost unregulated narrow gauge, pretty much any idea could be tried. I wanted to model my Engineering Department, but how do you create an authentic scale model of a group of people?

Every Engineering Department is resident at "the Works". These works may appear to the layman as something between a factory estate and a scrapyards. The junk, which might come in useful, raw materials, coal, diesel, lubricants, stored parts and projects in progress are rarely tidy. There are two options for the model engineering department. The functional department has the real equipment required to maintain the railway, and over the years, I have covered many of these working wagons in **Garden Rail**. The authentic department on the other hand is the one that has scaled models of engineering equipment.

Whether functional or authentic, the engi-

neers need a yard shunter and the HGLW kit is ideal, it is slow, but with four-wheel belt drive, it is remarkably powerful. The wasp stripes take a lot of masking and painting, but patience will prevail.

Most useful is the track measuring wagon. With its long wheelbase and 3 axis spirit level, it can detect tracks out of level and, with a counter operating from a crank, it is useful for measuring track distances. Most of the time, it is fitted with the track gauge to cut back the plants that would otherwise invade the tracks. I have yet to make a cutter powerful enough to cut down woody plants, so



The track measuring wagon has a 3 axis spirit level which can detect tracks out of level and with a counter operating from a crank it measures track distances.

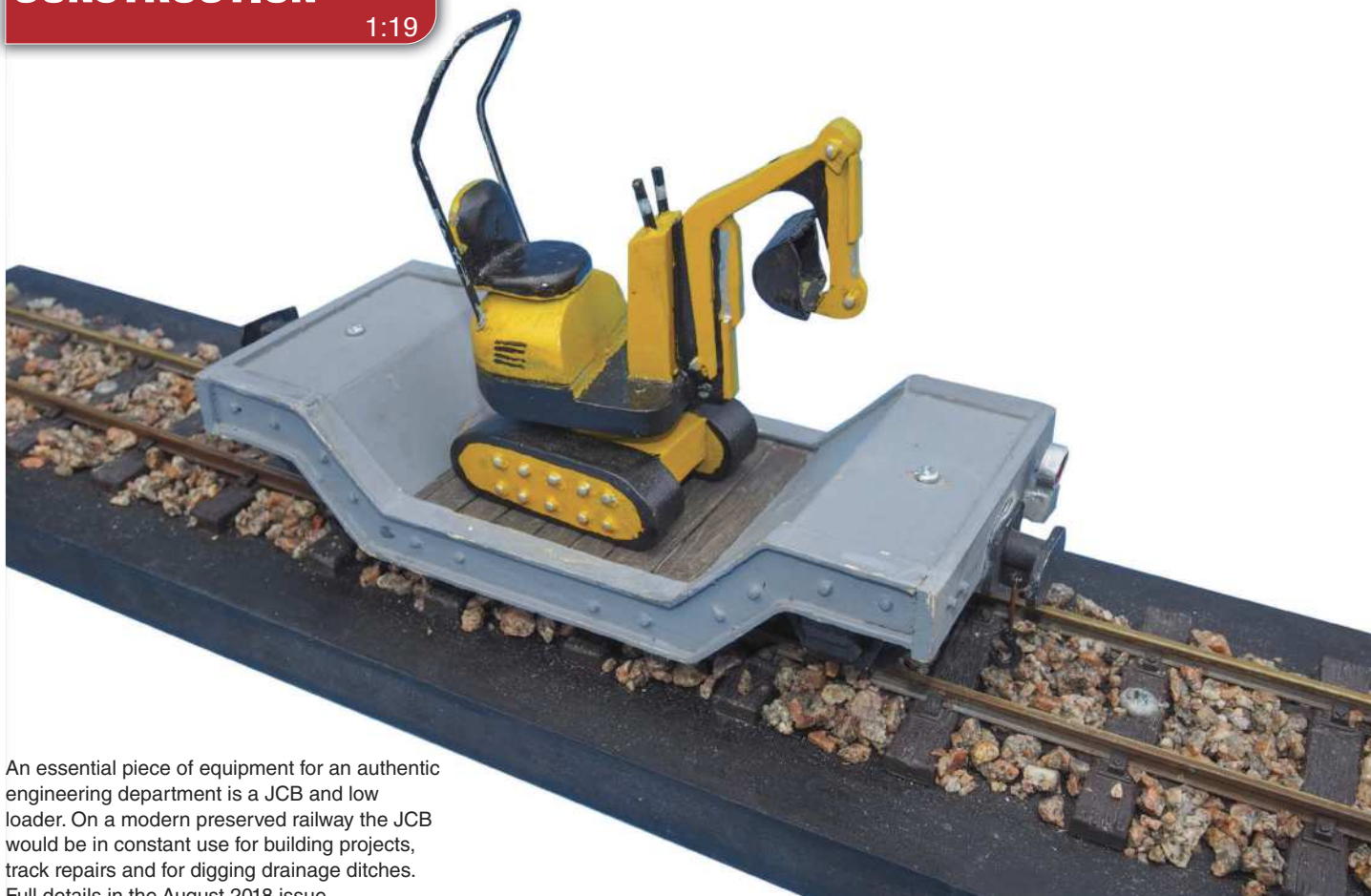
a pair of scissors is still required. At the start of every day of running, the track cleaner is run around the track propelled by the yard shunter. This truck has a pot cleaner fitted underneath. I don't use solvents on my track.

The engineering department is home to the camera wagon. An iPhone can be easily used to live stream from the railway and there is nothing better than sharing a journey.

The Dynamometer is a pretty sophisticated piece of kit, which would not be typical of the Narrow Gauge, but comes in useful for refining and maintaining tracks and rolling stock.



At the start of every days running the track cleaner is run around the track propelled by the yard shunter. A modified dish scrounger brushes the tracks clean. Full details in the July 218 issue.



An essential piece of equipment for an authentic engineering department is a JCB and low loader. On a modern preserved railway the JCB would be in constant use for building projects, track repairs and for digging drainage ditches. Full details in the August 2018 issue.

The tea wagon is the most essential piece of equipment for any engineering department. My freelance tea wagon was inspired by a Wagon on the Welshpool and Llanfair railway and was made 40 years ago from 1/8" (3mm) ply, cardboard details and Binnie wheels and axles. The tools were part of a Faller Playtrain set.

A good alternative tea wagon would be a WHR Road Van also made from 1/8" (3mm) ply, cardboard trim and Binnie wheels.

Another essential piece of equipment for an authentic engineering department is a JCB and low loader. On a modern preserved railway, the JCB would be in constant use for building projects, track repairs and digging drainage ditches, here seen at the building of Llatireggub station.

The simple "flattie" just seems to turn up on site carrying all sorts of bits and pieces. A piece of plywood and some Binnie wheels and axles does the job in just a few minutes. Skips are used for all sorts of Engineering work, from Tri-ang Big-Big Skips to Band-bright kits, and are sure to appear on any engineering train if only to remove the rubbish.

Finally, I built a pair of bolster wagons. I thought that this would be quick and easy, how wrong could I be? A piece of 1/8" (3mm) ply was cut to size and a window frame from scrap wood placed around the outside. The whole lot was sanded to shape and planks scribed with my pointed bodger. Two toothpicks were stuck into the remains



Dave built a pair of bolster wagons from a piece of 1/8" (3mm) and the remains of a firework night rocket retrieved from the garden. They work well with the traditional lumber load, but things were more complicated with a load of rails.



The engineering department is home to the camera wagon. An iPhone can be easily used to livestream from the railway. Full details in the June 2020 issue.

of a firework-night rocket retrieved from the garden and then drilled through M4, and the chassis also drilled M4 through the centre. After finishing with sanding sealer and grey rattle can primer, the Binnie Festiniog style wheels, axles and axleboxes were fitted. The bolster frame was bolted in place with a loose M4 nut and bolt and a few washers.

The bolster wagons work well with the traditional lumber load, but I found that things were more complicated with a load of rails. Surprisingly, rails are rather flexible, and, of course, the lengths are substantial. This means they would sag and most probably slip off the bolster wagons. It turns out that a number of close coupled bolsters are used to move rails, so I need to make some more.

Finally, I found that, based on a Welsh Highland construction gang, I had painted the jackets yellow, whereas by law on the railway, they should be orange. But it is too late now, and don't expect a visitation from the Railway Inspectorate anytime soon, but you have been warned.

As I sit on my rustic park bench outside the Sheep Shearers arms, I am frustrated to hear that services have yet again been delayed by overrunning engineering works. There is only one way to fill the time while I wait; "Barman...another pint of your finest Auld Phagbutt if you please!" ■



How many men does it take to dig a hole?

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The tea wagon is an essential piece of equipment for any engineering department. A good alternative tea wagon would be a WHR Road Van also made from 1/8" (3mm) ply, cardboard trim and Binnie wheels.

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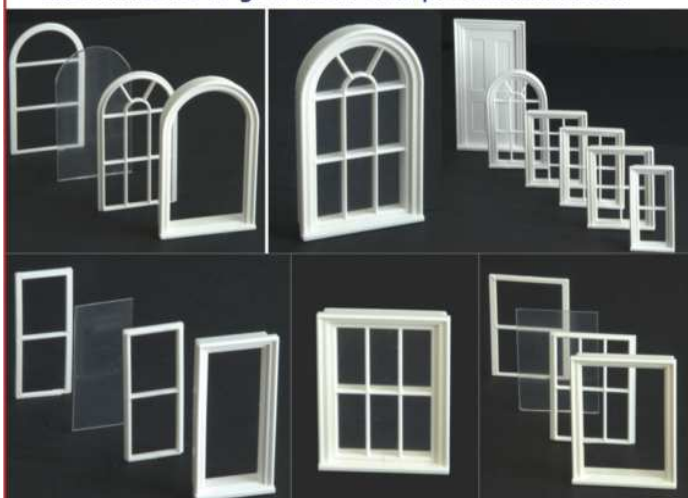
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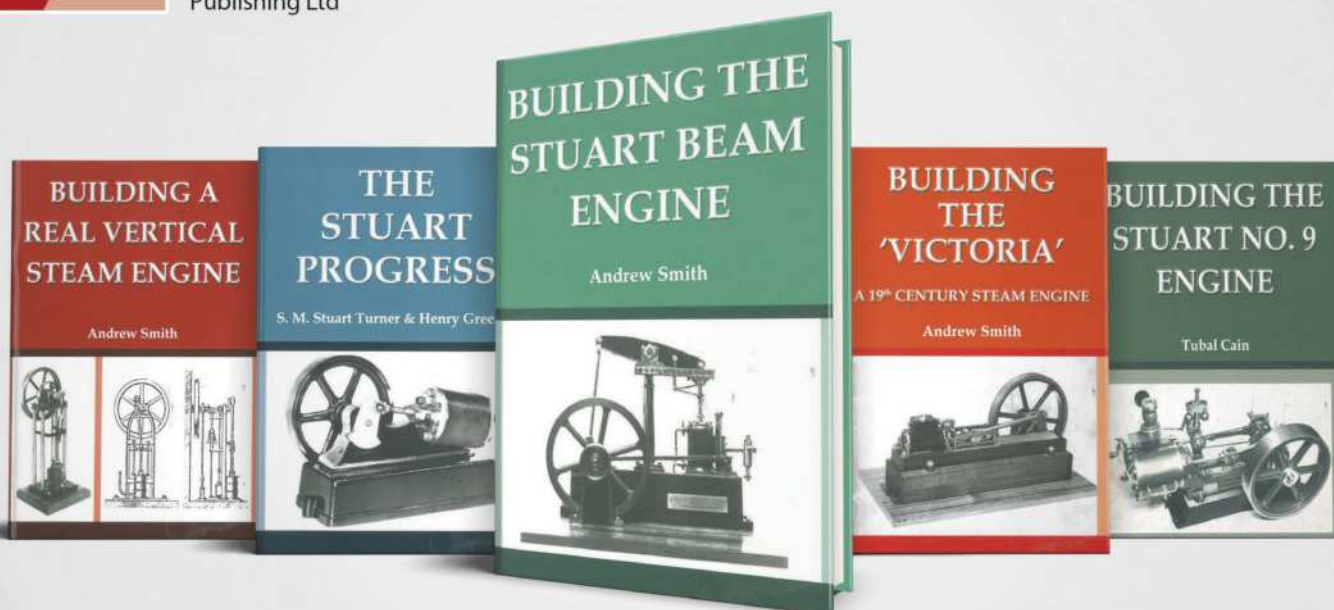


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Bole Laser Craft Rapier diesel loco kit

A King's ransom at a Pauper's price? Mark Thatcher constructs the 16mm scale loco kit.

Since I have been involved in playing trains in the garden, there has always been a healthy discussion on the pros and cons of manually-controlled locos versus radio-controlled ones. The radio control camp cite that they are much easier to manage and handle the ups and downs of a garden line more easily. The manually-fired operators cite that this is a cheaper option and that you don't have to worry about charging transmitter and receiver batteries or, more importantly, running out of charge.

However, there is one undeniable fact with radio-controlled models: the receiver and electronics take up space. Some folks will build a trailing wagon to house all the gear in – but then, that ties that wagon permanently to the loco. So, it was very impressive to spy Bole Laser Craft's latest offering and to see how the compa-

ny has managed to shoe-horn all of this dark-art-electrickery into the compartment where the 20hp diesel engine would be on the real thing. I had a particular need for a radio-controlled small estate loco and this Rapier fitted the bill perfectly.

Workmanlike finish

Ransomes and Rapier of Ipswich first manufactured narrow gauge diesel locomotives in 1932, using two- and three-cylinder Ailsa Craig engines. The kit is based on the two-cylinder 20hp example currently residing at Amberley Museum & Heritage Centre and painted in a rather fetching bright red colour scheme.

Before tackling the build, I wanted to check out the ready-to-run chassis, and its associated wiring. This model is available in many variants and differing price points depending on which control options you

choose, starting with the manually-controlled kit and ending up with a fully pre-built and ready-to-run out-of-the-box model with either a LocoRemote control, or the Deltang option, which I plumped for.

Within minutes of opening the box

The chassis is only available in 32mm gauge whichever option you choose. Mine arrived 100% complete with absolutely no soldering to do – phew!

However, BLC does recommend that you grab one of its chargers if you opt for one of the radio-controlled options. In my case, the chassis was on the line within minutes of opening the box. I was blown away by the control that the Deltang system offered and the slow speed running is excellent on this chassis. The minuscule



The prototype in action at Amberley where it resides. (Photo: Gerry Cork, Amberley Museum & Heritage Centre)

motor sits mid-ships underneath between the solebars and is powered by a Turnigy 460mAh battery supplying drive to the axles via a twin-axle drive Delrin chain system. I have subsequently had over three hours of continuous running out of this model. Once the body is secured to the chassis, the battery is affixed to the inside of the engine compartment with the supplied double-sided tape.

To complete the chassis, just add the bufferbeams and solebar overlays. The bufferbeam ends are SLS-printed in an engineering grade nylon, and have two pips on them to aid location, and are also secured with two nuts and bolts at each end. I think this is possibly over-engineered and, if you are a cheapskate like me, you could glue the ends on, keeping the nuts and bolts for another project. The instructions say to add the solebars first, then the buffer beam overlays, although I think it makes more sense to add the bufferbeams first as they provide a datum line for the solebars to line up with.

The body is made up of three SLA 3D printed parts with the cab roof also being SLA-printed. There are some supports left from the 3D printing process on the underside of the body that need to be removed, although I left mine on for extra rigidity until I was ready to mate the body with the chassis.

The solebars and cab gearbox cover are PLA-printed and you can see the difference in quality between the two processes. More printing lines are visible on the solebars and gearbox cover, but BLC kindly includes a sanding file with 120 grit sandpaper on one side and 180 grit on the other to remedy this. I did resort to using some

small files to get in between the crevices of the solebars, though.

Super detailing

I really like the overall detail of the cab and engine cover. The louvres are clean and the Rapier badge and grille at the front end can be easily painted with black, then a little careful painting with white finishes off the logo. I actually got away with sponge-painting this, as I do with most of my buildings.

Looking at some prototype pictures, I noted the engine covers hinged upwards, and there was a grab handle and two turn-buckle locks at the bottom of these. I was able to model them using small grab rails and T-shaped door handles from Brand-bright, mounted in the vertical locked position and then added a strip of brass rod at the top of the covers to simulate hinges. Whilst not on the real thing, I also added a line of rivets at the front and rear of the

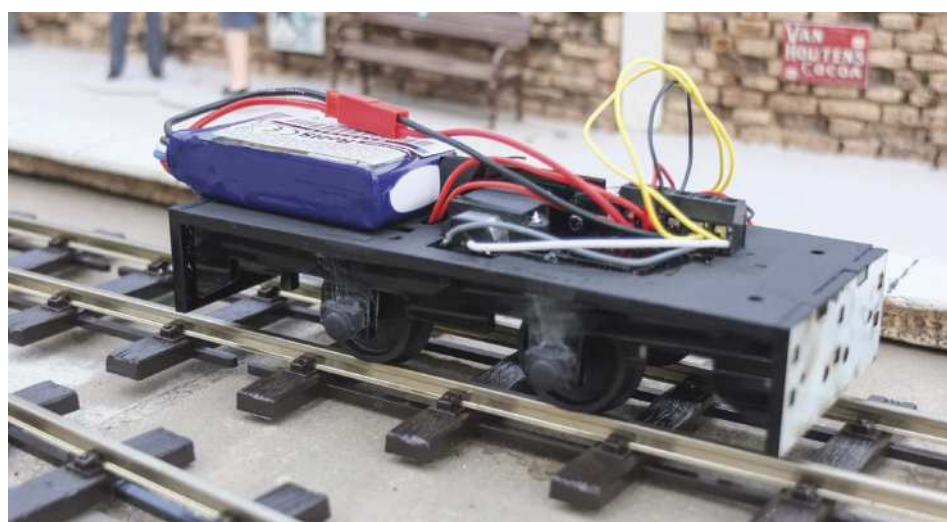


Here is what is included in the kit should you go for the Deltang radio-controlled option.

engine compartment as I thought they looked right, but if you want to model the Amberley version you would probably leave these off.

Mounting the cab assembly to the floor was a bit of a fiddle. Four captive nuts are located on the underside of the body, held in place by small square covers. But there is a little play in them. The instructions rightly told me to add the two at the cab end firstly, but access is very poor on the underside and it was a devil to get the bolts in and lined up with the captive nuts. It helps if, with the body and chassis roughly aligned and upside down, you push a cocktail stick through the cab floor where the nut is, upward through to the body. Then, when you have got the bolt roughly positioned, carefully remove the cocktail stick whilst still keeping the model inverted and with some luck, you might just grab the captive nut with the bolt.

The gearbox cover is attached by three



The chassis of the model is ready-to-run, straight out of the box.



The body is now assembled and ready for the paint shop. You can see my brass detail additions clearly, it's almost a shame to paint them!

screws from the underside of the chassis to hold it in place, and four pre-cut lengths of metal rod connect the roof to the cab floor and front of the driver's dashboard. Good cab detailing includes a large brake wheel, a gear lever and a really nice 3D-printed driver's seat, similar to those found on tractors. An exhaust pipe and filler cap are also included. I added an air horn that I happened to have in stock and two headlights to the roof from Cambrian Model Railways (code NA29) but that was about it.

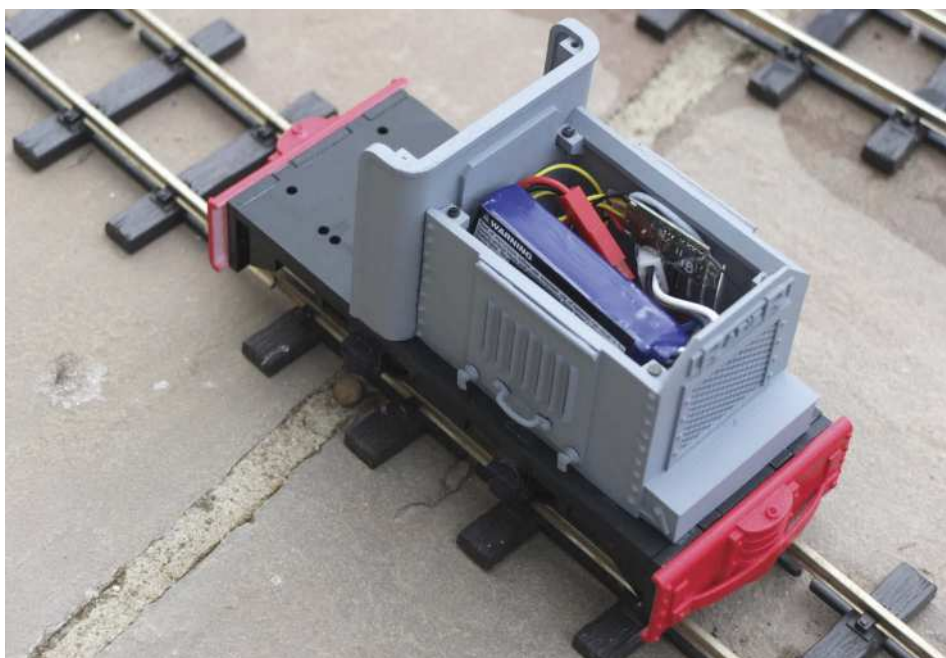
Magnetic attraction

One signature touch in this kit is that the top of the engine cover is removable, so you can recharge the battery, which has a separate fly-lead for this purpose. Four Neodymium magnets are located in the top of the engine cover that are magnetically attracted to four metal pins on the inside of the engine bay sides. I have used this system myself in the past and really like how it works.

Painting the model was pretty straightforward. I opted for an industrial look with Halfords Grey Primer. The bufferbeam overlays have all the detail printed in, so after using Humbrol Red, these were very carefully masked up, then a spray-coat of Halfords Satin Black was applied over the whole bufferbeam. I am really pleased with the results even though I say it myself.

Don't push too hard!

The only time I needed to resort to breaking out the drill set for this model, was to open out the holes on the underside of the roof that accept the roof support rods. Don't push too hard otherwise you will pop your drill out through the top-side of the roof. If you do, it is not a disaster as you can hide the holes with four little rivets – as I did.



It's quite a close fit but all the electronics do shoe-horn into the engine compartment.



This is the charging set up that Bole Laser Craft can supply you.

I also found, whichever way I tried to mount the exhaust to the body of the loco, the end where it would enter the body side was too short. Also, I did not fancy gluing this in place as it will undoubtedly be the first thing to get knocked off. So, I drilled a 1mm hole in the exhaust bracket and secured it with a small nut and bolt. To correct the shortfall in the length of the exhaust, I found that 3mm heat-shrink tubing was the perfect diameter, so just filled in the gap with this.

This diminutive diesel is a perfect fit for my collection of estate rolling stock as it is at home pulling smaller wagons and really looks the part. It is a very well-thought-out kit with the bonus that the battery, speed controller and 2.4 Ghz receiver can all be shoe-horned into the engine bay.

Bole Laser Craft offers its Rapier models in various options, whichever option you go for you won't pay a King's ransom, and this kit is far from being a pauper either!



The nicely detailed cab interior.

Finally, a word of thanks must go to Gerry Cork at the Amberley Museum & Heritage Centre for supplying me with two photographs of the red-painted prototype that can be seen in action there. ■

Garden Rail Resource

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

Ransomes & Rapier 16mm diesel loco kit
Manually controlled kit - £140
Radio-controlled kit with Locoremove - £190
Radio-controlled kit with Deltang TX - £250
Factory finished with manual control - £215
Factory finished with Locoremove - £270
Factory finished with Deltang TX - £325

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

MORE ON THE MYSTERY LOCOMOTIVES

The mystery model Dave Pollard asked about in the August issue was produced by Sweet Sixteen Models, but I don't know what became of them.

Robin Saxton

Editor: Thanks to Robin's help, I've been able to do a little more digging and it seems that Sweet Sixteen (no relation to Swift Sixteen) produced the Beyer Peacock Dot in the early 1990s. Sweet Sixteen was sold to Imp Models, who was still making them in 1995. After this, though, the trail goes cold as Imp Models no longer exists.

There was a mention in the news section of the December 1993 issue of BRM (not our sister magazine all those years ago) with some text from Ray Wyborn, owner of the company.

"After a hard day's work, it is nice to come home and lose yourself in the garden watching the trains run on your garden railway.

As most of us have a full diary of commitments, the chances of finding time to indulge our hobby are very limited. It takes quite a while to raise steam in an engine before it can be connected to its trains. Then there is the time needed after it has performed its task, to clean it down ready for its next outing. Surely, the answer to this problem is a battery/electric loco?

Many battery-powered narrow gauge locomotives tend to utilise diesel outlines, but who wants to see a diesel-electric pulling a rake of coaches? Did the Ffestiniog or Vale of Rheidol in their hey-day run diesels with coaches?

If you find you have an hour in the evening to spend before dinner, and there is not time to get steamed up, a Sweet Sixteen 0-4-0WT Beyer Peacock steam outline engine might be the answer. It comes in kit form with whitmetal castings. Pick-ups are included, so it can be run on electric track by isolating the battery with the additional socket provided.

Putting the kit together is simplicity itself; anyone who can drill and tap a 10BA hole could cope. The engine can be supplied made up and ready to run. The finished engine weighs in at about 3 1/2lbs and can pull three or four bogie coaches. It draws so little current that the Duracel Alkaline PP3 battery used in our prototype is still; going strong after 15 hours of running."



Barbara Martin

'The main circuit completely encircles the house'

TRACK GAUGE

Further to my letter in your August issue on track standards, I have obtained permission from Octopus Publishing to reprint the diagram showing the T gauge from Henry Greenly's 1924 book *Model Railways: Their Design, Details And Practical Construction* along with a pair of photos showing a vintage gauge.

Stephen C Evans

Editor: This looks like a job for someone with a 3D printer and some CAD skills. Does anyone fancy the challenge?

Fig. 140.—Simplex Gauge

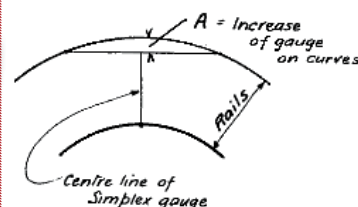
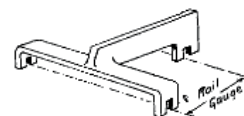
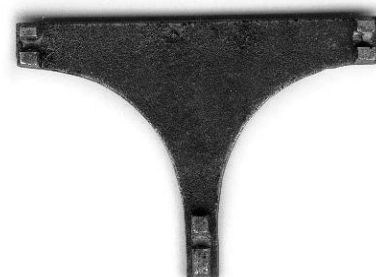


Fig. 141. Diagram Showing use of Simplex Gauge



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A Garden Rail Index Compiled

Can't remember where to find an article in Garden Rail? Bill Piner has the solution.

I have often used the 16mm Today online index to find articles of interest and decided an index of Garden Rail articles would also be useful for my reading.

The index headings were chosen to suit my needs and I started to compile the index on a spreadsheet in 2016, catching up with current issues in 2018 and then each January added the previous year's issues.

The first years I managed to index 4 issues an hour and later 6 issues an hour. I have two versions; chronological and sorted by author. I have since found the index very useful and offered it to the Editor for his own use and possibly for Garden Rail readers.

Scale was a difficult column as Garden Rail did not show the scale for each article

until May 2010, Number 189, when the traditional 16mm, etc format is used. Finding the scale of an article was the reason indexing early issues took more time.

In February 2011, the Garden Rail format changed to the scale ratio such as 1:19. The index currently has that mix of scale styles.

In creating the "sorted by author spreadsheet" I found some authors names had been spelt differently, by the author or the editor, across issues, so I have amended them to the most recent spelling.

Proof reading your own article is so difficult. Spell checkers do not find the wrong word spelt correctly (i.e., their & there) and "cut & paste" can leave a muddle in your text. I know because I have done this myself. Do try to get someone else to check or

re-read your article yourself after a week or so before submitting to the editor. (Editor: GR has enjoyed a much improved proof reading system for the last 18 months, but it's always appreciated if authors take Bill's advice, especially when spelling your name!)

The Editor has set up a web page from which you can download the indexes and should you find any serious errors please let me know through him. I will update the index each January.

Download the index from here: bit.ly/GRIndex

If you have any problems, contact the editor on phil.parker@warnersgroup.co.uk

Garden Rail Index by Bill Piner									
Editor David Joy Editor Barry C Lane Editor Tag Gorton Editor Michael Watts Editor David Williams Editor Phil Parker				Scale Shown in Garden Rail		Not defined Defined			
Year	Month	Title	Author	Description	Scale	Manufacturer			
1993	Jul/Aug	Horizons by Design - Part 1	Rutley Trevor	Garden Railway	G				
1993	Jul/Aug	Winter Valley Railway	Atkin Bill	Garden Railway	1:19				
1993	Jul/Aug	Dwarf Conifers	SABRETS Roger	Horticulture	5 inch				
1993	Jul/Aug	Nooks & Crannies, (pt) & Walney Gravel Co.	Joy David	Garden Railway	G Continental				
1993	Jul/Aug	Tan-Y-Cord Garden Railway Centre	Lamb Graham	Horticulture	G Continental				
1993	Jul/Aug	A Railway Gardeners Diary	Gray David	General		Shaw Steam Services			
1993	Jul/Aug	The Rockwall & Lakeland Line	Brown Ron	Book Review	1:19				
1993	Jul/Aug	Letter from America	Roy Jack	Loco Review	3/14th	Brandbright			
1993	Jul/Aug	Crosswester & Beyond	Pringle David	General	Gauge 1 - 1:30				
1993	Jul/Aug	Shaw Steam Services Fowler Black Adder	Cliff Alan	Drawing					
1993	Jul/Aug	Garden Railways are full of surprises	Harrison Ross	Garden Railway					
1993	Jul/Aug	InScale - Russell	Scott Roy	General					
1993	Jul/Aug	A Matter of scale	Jones Peter	Prototype	G American				
1993	Sep/Oct	The Highdown Railway	Joy David	Horticulture	1:19	Roundhouse			
1993	Sep/Oct	Down to Earth	Pratt David	Loco General					
1993	Sep/Oct	Nooks & Crannies, The Georgetown Loop	SABRETS Roger	Loco General					
1993	Sep/Oct	A Railway Gardeners Diary - Hamulles Railway	Pringle David	Loco Review					
1993	Sep/Oct	Natural Growth - Heathers	Edwards Colin	Garden Railway					
1993	Sep/Oct	The live and the Fuel - Gas or Meths	Shepherd Derek	General					
1993	Sep/Oct	Roundhouse Billy	Brown Ron	Loco					
1993	Sep/Oct	The Lurebath	Clarke Brian	General					
1993	Sep/Oct	Letter from America	Cliff Alan	General					
1993	Sep/Oct	Simple Battery Locomotives for the Garden	Joy David	General					
1993	Sep/Oct	The Self Contained Loco	Rutley Trevor	General					
1993	Sep/Oct	Michael Bestingtons Garden Railway Mystery	Harrison Ross	General					
1993	Sep/Oct	Horizons by design - Part 2	Gorton Tag	General					
1993	Sep/Oct	InScale - Russell	Rowlands David	General					
1993	Nov/Dec	An Irish Inspection Railcar	Holman	General					
1993	Nov/Dec	Cool Clear Water	Cooper Tom	General					
1993	Nov/Dec	Trains of Thought	Sherry Philip	General					
1993	Nov/Dec	esmond - Battery powered locos	Griffith Paul	General					

Garden Rail Index by Bill Piner									
Editor David Joy Editor Barry C Lane Editor Tag Gorton Editor Michael Watts Editor David Williams Editor Phil Parker				Scale Shown in Garden Rail		Not defined Defined			
Year	Month	Title	Author	Description	Scale	Manufacturer			
2009	Dec	Edward Thomas	Acton Matt	Loco Construction	1:19				
2010	Jan	Canopus - Manning Wardle Works No. 1347 of 1903	Adams Derek	Loco Conversion	1:19				
2010	June	Something Different - Hose Track	Alexander David	General		Roundhouse Engineering			
2010	Apr	Reverse Polarity	Allan Michael	Electrics and Radio Control					
2010	Oct	Building the Tennessee S.R. 25 Ton bogie brake van	Alcott David	Wagon Kit Construction					
2010	Oct	A Traxxas Mine	Anderson David	General	Gauge 1 10mm/11	Tennville			
2010	Aug	An Industrial Diesel	Anderson David	Loco Construction	1:19				
2010	Apr	Geared for Success - Battery Electric Shay	Anderson David	Loco Construction	1:19				
2010	Aug	Radio Controlled coupling & uncoupling	Anderson David	Loco Construction	1:19				
2010	Jan	A Scratch Built Kerr Stuart 4415	Anderson David	Electrics and Radio Control	1:19				
2010	Mar	A Transformation	Andre John	Loco Construction	All Scales				
2010	Feb	Railcar No 17 - Origins of the Species	Andre John	Electrics and Radio Control	1:19				
2010	Aug	The South Devon Light Railway	Andre John	Loco Construction	G				
2010	Aug	Yoff Railcar (M&B)	Andre John	General	1:19				
2010	Oct	Getting the Builders In	Andre John	Loco Construction	1:19				
2010	Nov	The New South Devon Light Railway (2010) Co	Andre John	Loco Construction	1:19				
2010	Nov	Aster Parade No 1	Andre John	Loco Construction	1:19				
2010	Nov	Aster Parade No 2	Andre John	Loco Construction	1:19				
2010	Nov	A Tramway Garnet	Andre John	General	1:19				
2010	Nov	The Johnston Shay	Andre John	Loco Construction	1:19				
2010	Nov	Assidues for South Africa	Andrews James	Structures	1:19				
2010	Nov	Missile - A two Cylinder Heusler	Andrews James	Garden Railway	1:19	Brandbright			
2010	Nov	Maine Star	Angus Peter	Loco Review	1:19 & 1:22.5	Justones			
2010	Nov	Central African's Marston Garrett	Angus Peter	Loco General	Gauge 1				
2010	Nov	The Bucyrus Locomotive	Angus Peter	Loco Construction	Gauge 1	Aster			
2010	Nov	Clayton Wagons Ltd Type C	Angus Peter	Loco Construction	1:19				
2010	Nov	Improved Meyer Locomotive 'Strathfarrar'	Angus Peter	Loco Construction	1:19				
2010	Nov	Sarabondal steam Tram - Angus Works No 49 of 1997	Angus Peter	Loco General	1:19				
2010	Nov	Kelly Island No 3	Angus Peter	Loco General	1:19				
2010	Nov	The Locomotives of Peter Angus - The Don Works No 85	Angus Peter	Loco General	1:19				

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On YouTube search for **mylocosound premium light industrial** for a short demonstration.



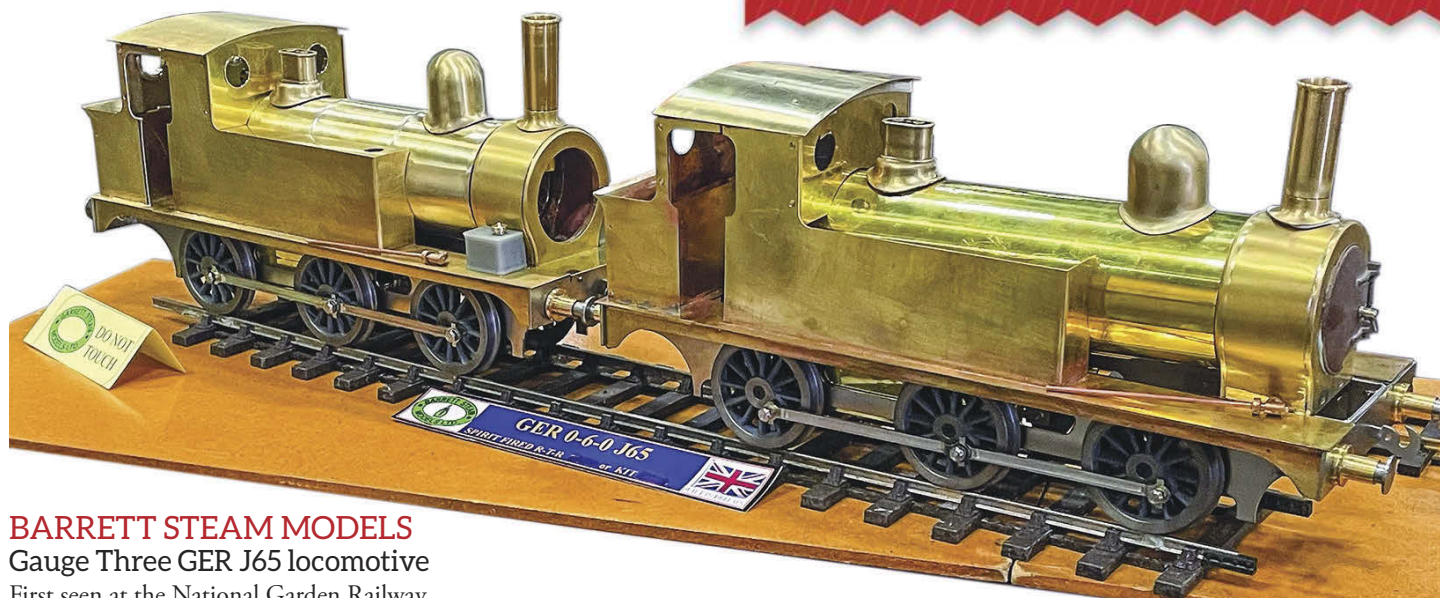
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If you are a trader with any new product, then contact phil.parker@warnersgroup.co.uk
Please mention **Garden Rail** when contacting suppliers



BARRETT STEAM MODELS

Gauge Three GER J65 locomotive

First seen at the National Garden Railway Show, this is a development of the firms' popular Gauge One model and will be available in both live steam and static forms, and as a kit or RTR model.

All models feature a brass etched body and steel mainframes, plus all castings and fittings. All machining is completed ready for the builder to assemble the model.

Steam models are powered by twin-cylinder featuring slip eccentric valve gear.

(Pre-production models photo: Andrew Charman)

Prices

Static kit: £950

Ready-to-run electric: £2,450

Spirit-fired kit: £2,150

Ready-to-run spirit fired loco: £3,950

BARRETT STEAM MODELS LTD

47A Coronation Road, Pelsall,
Walsall, WS4 1BG

www.barrettsteammodels.co.uk

PIKO AMERICA

Piko America

G scale Christmas Freight Starter set

It's that time of year again. Piko America has announced its new Christmas set containing a "Mini-Mogul" steam locomotive and tender and three freight cars. Controlled by their simple Radio Control power system, the loco offers analogue smoke and sound. A radius 1 (600mm) circuit of track suitable for outdoor use is included.

Set contents:

- 2-6-0 "Mini-Mogul" steam locomotive and tender with directional lights
- Powerful 5-pole precision can-type motor driving the front and rear axles
- 5-volt smoke system and analogue steam sound
- Two track magnets for activation of bell and whistle sounds
- Locomotive has metal wheels, plus sliding pickup shoes for electrical contact
- Cars with heavy-duty hard plastic wheels for long-term use, indoors or out.
- Hook and loop type couplers
- Minimum recommended radius: 600mm / 23.6"

Price: \$874.99



PIKO AMERICA, LLC

4610 Alvarado Canyon Road, Suite 5,
San Diego CA 92120 USA

www.piko-america.com



TRENARREN MODELS

16mm scale skip wagons

Originally designed by Matt Smith and released approximately six years ago, under the Model Earth Design banner, these quirky and economical wagon kits are now being re-released as part of the designer's Meadow Castings range of wagon kits.

The designs were intended to be simple, straightforward, easily built and reasonably priced. The basic kits as designed are unchanged and include the required 32mm gauge Binnie chassis, plus a pack of cast brass couplings from the Talisman Range to give a truly authentic quarry/industrial feel to the completed wagon.

Prices

MCBS-01 Flat: £15

MCBS-02 Bulkhead Flat: £18

MCBS-03 Man Rider: £18

TRENARREN MODELS

2 Brynglas Walk, Tywyn, Gwynedd,
LL36 0BB

www.trenarrenmodelsonline.co.uk



THE LINE SIDE HUT

16mm scale Oakeley Carriage

A private carriage for the use of the Oakley family, this distinctive vehicle seated 11 plus a brakeman for when it was operated on gravity workings.

This diminutive and delicate model includes much fine detail including the scroll work, which is laser-cut from plywood. Spares pieces are included to handle breakages!

Wheels and axleboxes are provided. 32mm gauge only.

Price: £22

THE LINE SIDE HUT

43 Rope Lane, Wistaston, Crewe,
Cheshire, CW2 6RQ

www.thelinesidehut.co.uk



TIMPDON MODELS

RTR 16mm scale beer wagon

Based on the real Ffestiniog & Welsh Highland Railway wagon, it's a 4-wheel, 500-gallon fuel tank, which they repainted in purple livery for Purple Moose Brewery.

The model, which has been out of production for a while, but is now available, has a non-opening plastic tank painted in gloss purple with Purple Moose Brewery transfers. Just like the real thing, one side is in English, the other in Welsh.

Only available RTR in either 32 or 45mm gauges, discounts are available for multiple purchases (getting a round in?).

Price: £34.50



TIMPDON MODELS

www.timpdon.co.uk

HARGATE CARRIAGE AND WAGON

Freelance 16mm scale wagons and carriage kits

Architect, and long-standing 16mm enthusiast, Lewis William is in the process of introducing a small range of freelance carriage and wagon kits under the name 'Hargate Carriage and Wagon'. The range sprang from models he designed for his own use, but are now being made available to anyone interested.

The range aims to provide a slightly different aesthetic than what is currently available. Lewis hopes to have captured something of the earlier carriage and wagon builders in the detail, allowing people to model narrow gauge lines in their heyday, or replicate the atmosphere of ramshackle lines using ageing stock. The kit specification is:

- All plywood construction
- Full exterior and interior detailing where necessary
- Tabbed design for ease of assembly
- Includes everything to complete, minus buffers
- Can be built to either 32mm or 45mm gauge as standard

In addition, he can offer a design and cut service. Anyone who wants anything specific and has drawings/photos on hand is welcome to get in touch. Price depends on scope.

Prices

3 compartment carriage: £50

Closed van: £40

Open Wagon: £30



HARGATE CARRIAGE AND WAGON

ebay: Lewill-4833

www.hargatecw.com

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MODELU

16mm and G scale Photographer figures

New to the range of 3D-scanned and high-resolution 3D-printed figures are photographers suitable for different eras. Each is dressed correctly in period costume, and wielding a suitable camera.

Models are supplied unpainted.

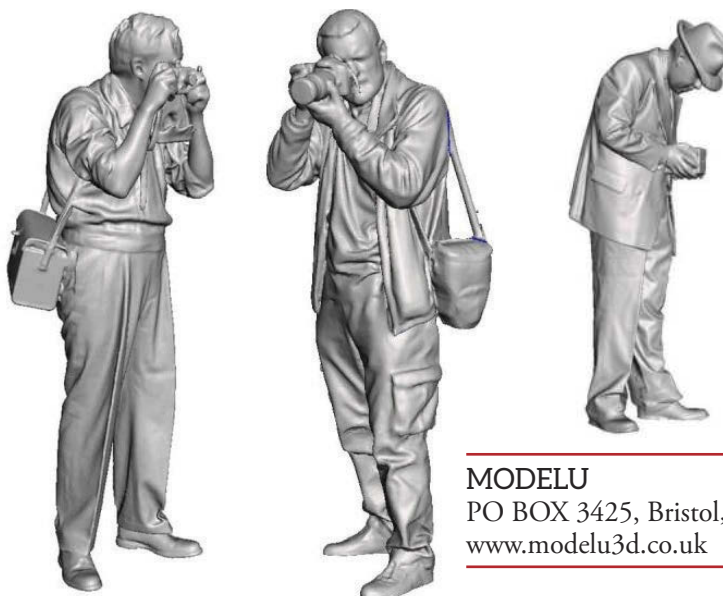
1670 Photographer with Box Brownie

1671 Photographer with Box Brownie

1672 Photographer with Kodak No2

1673 Photographer with Leica Mk2

Price: £30 per figure.



MODELU

PO BOX 3425, Bristol, BS5 5HH

www.modelu3d.co.uk

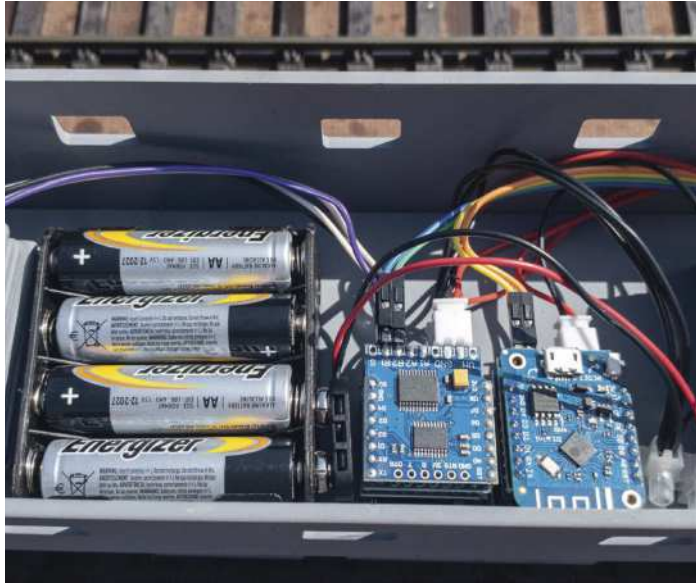
LOCO REMOTE

Four-motor WiFi controller

Loco Remote has introduced a four motor Wi-Fi controller, the Mega 4. This provides smooth smartphone control for engines with four separate motors, each at up to 2A continuous current at up to 12V.

It was developed for the powerful Bowaters Models Gauge One Class 33 loco and enables this, and up to four motor locos to haul heavy trains with ease.

Price: £77



Downloadable Millie coal bunker top

Following on from their widely used 32mm and 45mm gauge track, Loco Remote has released more free 3D printable files, this time for a coal bunker to clip over the gas tank of a Roundhouse Millie.

Versions are available both with and without printed coal, so you can add real coal if you like.

LOCO REMOTE

www.locoremote.co.uk



BOOT LANE WORKS

16mm scale steam tram

"Rose" is a small battery-powered steam tram locomotive with a vertical boiler. The kit is 16mm scale and consists of 3D-printed parts in filament and resin, together with laser-cut acrylic.

It comes complete with a prebuilt power chassis (not gauge convertible), a 3-6volt motor and 46:1 brass & stainless worm gear reduction, Binnie Engineering 29mm wheels on 1/8" axles and Delrin chain drive.

Also included in the kit are two "ROSE" nameplates and two "Boot Lane Works" builders' plates along with water tank filler cap, regulator handle & pipework, water gauge and hand-brake.

Boot Lane tells us that, although the kit is not for beginners, it is reasonably easy to construct and requires glue, paint, basic tools, and batteries to complete.

There is adequate room in the boiler for up to four "AA" batteries and room in the water tank to place a "Loco Remote" Mini B unit if desired (not included).

Dimensions:

Length - 135mm
Width - 85mm
Height - 160mm
Wheelbase - 52mm

Price: £85

BOOT LANE WORKS

6 Finham Brook, Didcot,
Oxon, OX11 7YE
bootlane.org.uk



HARECROFT

7/8ths John Knowles Clay Tub kit

Hauled in rakes of between eight and thirteen, predominantly by the 18" gauge Hunslets "Gwen" and "Jack", and known on the John Knowles system as 'boxes', these wagons were used to transport clay from the pits to a standard gauge transshipment dock for further transportation.

Their diminutive dimensions were dictated by the size of the pit cages, allowing them to be worked above and below ground. At the peak of the railway's existence, there were in excess of 200 in use.

The kit features a resin cast body and frames, accompanied by lost wax cast running gear and Slaters wheels. Despite being 7/8ths scale, it's size makes it equally well suited any 16mm scale industrial as well as the prototypical 7/8ths scale Hunslet Waril class. 32mm gauge only.

Price: £35



HARECROFT

6 Marina Drive, South Shields, Tyne and Wear, NE33 2NH
www.harecroft.co.uk

DIARY DATES

Date: 22nd August 2021

Event: Exbury Garden Railway Steam Festival

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

Times: 10.00 am - 4.30 pm

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

Organiser: Gary Stevens and John Sutton

Additional Info: SM32 layouts, G45 layout and some smaller scale layouts with trade support from N gauge to Gauge 1 in the storage shed. Miniature steam road vehicles outside. 12 1/4" railway on site.

Date: 25th September 2021

Event: The Yorkshire Garden Railway Show

Venue: Elsecar Heritage Centre, Wath Road, Elsecar,
Barnsley, S74 8HJ

Organiser: The Yorkshire Group of 16mm NG Modellers

Web: www.yorkshire.16mm.org.uk/Yorkshire16mmShowhomepage.html

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: 30th October 2021

Event: Exeter Garden Railway Show

Venue: The Matford Centre, Matford Park Road,
Exeter, Devon EX2 8FD

Organiser: The South Devon Garden Railway Group

Web: www.exetergardenrailwayshow.com

Date: 11th and 12th December 2021

Event: Steam at Rowington

Venue: Rowington Village Hall, Rowington Green,
arwick, CV35 7BU

Times: 10am - 4.30 pm both days

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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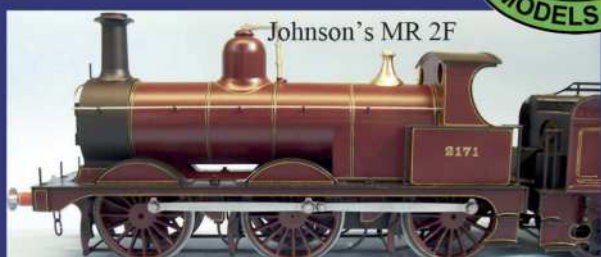
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Readers Models

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My PDF Models de Winton loco. This was built during the first lockdown last Spring and has added detail. The loco is based on George Henry, but when I was building the loco, Alf Fisher (joint owner of Chaloner) was very helpful in providing me with advice.

Gerry Balding

Jack is scratch-built. I cut the frames from steel, machined wheels, and fabricated the smoke box, all the cab and plate work is brass sheet. I did use Roundhouse cylinders and valve gear.

The loco is spray painted and all the lining is done with bow pen. I used to ride on Jack when I was 10 years old as it was only just up the road from where I used to live when it was at John Knowles Works.

Bob Elsam



I am fairly new to the hobby and my layout at present is very simple. It needed some buildings to spruce it up, so, during lockdown, I decided to build some models. I chose the Modeltown buildings as they are really sturdy and should last well in the elements.

This is my first attempt at putting together such kits and I am sure there are many faults that will be noticed by the experienced eye, but we all have to start somewhere. I painted all of the parts before assembling, which seemed to make sense.

Nick Gilbert



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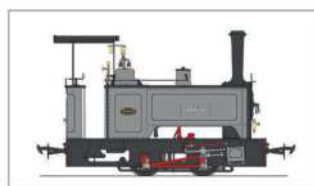
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NEW FOR 2021! 1:19 SCALE QUARRY HUNSLET

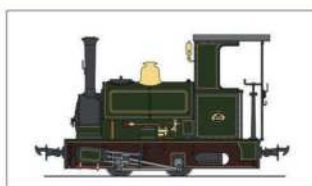
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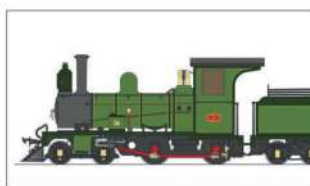
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1:13.7 KS 'Sirdar' 0-4-0T



1:19 Peckett 0-4-0ST



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1:20.3 C&L 4-4-0T



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



1:19 Quarry Hunslet 0-4-0ST



1:19 TR No.1 'Talyllyn'



1:19 'Talgarth' 0-4-0T



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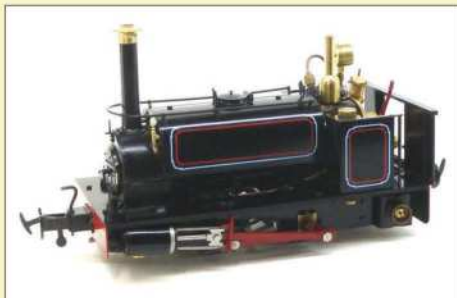


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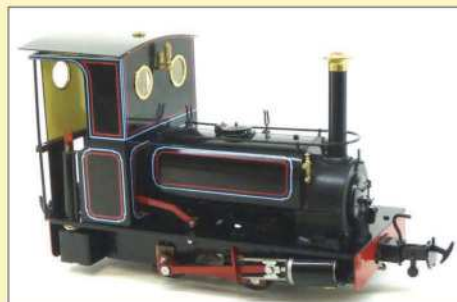
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