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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.

Fits in place of the original solid fuel burner tray. A few minor adjustments with a small file may be required depending on how tight your loco is.

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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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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
WORLD Issue 326 October 2021

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SMALL CAN BE BEAUTIFUL

When I showed off photos of the **Garden Rail** layout at the National Garden Railway Show, a friend commented that the three-metre square area the model filled wasn't that much smaller than the space most people could hope to devote to their layout in a modern, compact (in estate agent speak, meaning tiny), back garden.

Now, there's no reason why anyone with limited room should be denied the pleasures of large-scale railway modelling, it's just a case of making the best use of the space available.

To help, in this issue, we bring you five different, small layouts as inspiration. Each has its own special features, and every one pleases their builder – surely the point of any model railway?

Don't worry, the magazine isn't going all miniature – we have much larger layouts lined up for future issues, but hope that this diversion down the minor lines shows how accessible our hobby can be. The message is, don't just dream about building a railway – get on with it. You really do have the space...

Your editor was too busy to spend much money at the NGRS, purchases being limited to some brushes and a model boat (yes, really). However, his dad was waving the credit card and a Saxa Salt wagon from Timpdon models has emerged from my workbench.



The laser-cut kit is a simple build, assembling into an attractive wagon.

A single-piece vinyl transfer on a backing sheet the same size as the wagon side makes the signwriting of the iconic text really easy.

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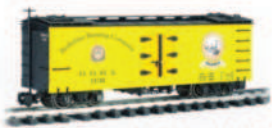
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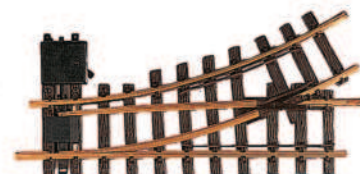
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GAUGEMASTER



A pair of micro layouts

When the weather forced Shawn Viggiano indoors, it didn't mean he couldn't build a G scale model railway.

As a kid, I always had N scale trains that I would set up on my dresser, coffee table, or on a small board. It was a great scale being small, inexpensive and did not require a lot of space. For a kid, it was perfect.

As I got older and had an income, I turned to garden trains because I really liked the size, but also I liked the idea of being outside. Of course, one of the issues with G scale is space, especially if one wants to have a layout indoors.

Living in the Northeastern part of the US, we get all types of weather extremes: from hot, humid days, snow storms, and days where it seems like it rains for weeks straight. This, plus, the shorter days in the winter season, prevented me from running trains or even testing new ones on the outdoor layout.

My temporary fix was to set up some track on my garage floor so I could run trains on a rainy day or in the evening. The problem with running trains in my garage was that the tracks could only ever be temporary – we use the garage for our cars most of the time. The garage floor layouts also could have any landscaping or details on the model.

I never realized that I could have a small detailed layout, until one day, I came across a web page called Micro Layouts (www.carendt.com). An entire website devoted to micro train layouts.

Micro layouts are small model railroads that take up an area of about three or four square feet. They range from a circular pizza layout to model railroads in boxes. Most of the layouts were HO or N scale layouts, but I did come across a few G scale pizza layouts

that took up less than three square feet and had three different tiers, each with its own loop detailed with full mountains and other scene-scapes.

I spent a few months looking at the different styles of micro layouts and track plans and built my first On30 micro layout using insulating foam board as my base. It was nothing more than a basic loop of track with a tunnel, but I never finished it because I lost interest, and was not crazy about working with a small scale. It lacked that wow factor that G scale has.

After my first attempt to make a micro, I decided to attempt a micro live steam layout. Since the bulk of my trains are 0-4-0 style live steam engines, I thought a micro would be perfect for them since they can handle the tighter curves required for a small space.

The basic board with track laid and ground cover in place.



And the completed layout. Quite a lot of action in only 66" x 42".

My first plan was to use a sheet of insulating board found at DIY stores. This would keep the layout small and allow me to carve out landscape features such as streams, mountains and ravines. I changed my mind and decided to go with wood as my base because I was not sure how safe it was for running live steam. Mind you, now I wish had gone the route of using insulating board for weight savings! It turns out that live steam would be safe once everything was ballasted.

The first step was a trackplan. I wanted a basic loop with two sidings plus a trestle and a creek running through the layout. The overall size should be as small as possible using the two sidings.

I then laid out the track on the floor to get an idea of the size, determining a 31-inch diameter curve was needed to accomplish what I wanted. This being large enough to allow me to run my engines and also fit two sidings. I ended up with an area of 66" x 42". In the On30 world, this would be considered large, but for G scale, it was perfect.

Starting with a piece of plywood as my base, I added softwood 2x4s on top to give me the elevation I needed to create a creek, and a ravine for the trestles plus other features typically found in a small mountain environment.

After getting the base finished, I started laying track. Of course, I never do anything the easy way, so I bent my track to 31-inch diameter curves and hand-laid it using pine sleepers I cut on a table saw.

The rails were weathered in a brass darkening solution and the sleepers were coloured with a dark stain. I cheated on the two sidings and used two LGB 4ft turnouts rather than trying to build my own with such a small radius. This is hidden by weathering the plastic sleepers to match the wooden ones using brown and tan acrylic paints and finishing with an India ink wash.

The track and board were ballasted using Woodland Scenics brown scatter material. I used a finer ballast than that on my outdoor line since I wanted to create a realistic logging look. Indoor detailing was all new to me and much more difficult to get the natural look my outdoor layout already accomplished. However, one of the nice things was the materials did not have to withstand the harsh outdoor environment.

For the landscaping, I used foam board and DIY store wall filler to create ledges and terrain.

Vegetation is Woodland Scenics green turf and a mix of natural dirt found in my yard.

I wanted to keep the layout simple so that way I could move it around and put



The sawmill is scratchbuilt from stripwood. Trees are cuttings from my garden – only wood can look this much like wood!



Track is handmade by spiking the rail to softwood sleepers, just like the real thing.



Steam engines demand a water tower, and mine is a typical US backwoods design.

it away when not in use. For structures, I built a small sawmill on one siding and the other has a water tower. I also added a small outhouse with a footbridge over a creek. I always liked the look of a small creek with a footbridge crossing over it and leading to somewhere. Anyway, every layout needs an outhouse.

One corner of the layout features a small trestle over a ravine, and the other corner has a ledge with some fencing to act as protection along the track.

I made a few pine trees using wood dowels and fake ferns, learning a few techniques via YouTube. There are also plenty of small details to the layout to bring it to life - a level crossing, tools, etc. Is any model railway truly finished?

The micro is still a work in progress and eventually, I would like to add more trees and shrubs, plus a small mountain in the back corner, but after moving into a new house, the micro detailing came to a halt. I now have a basement that allowed me to keep a larger floor layout to run the trains during bad weather. I am currently starting a much larger permanent indoor layout that I hope to incorporate the micro into.

If you don't have enough space for an indoor layout or outdoor layout, a micro layout might be the perfect solution for you.



Even a small layout has space for a station.



The sawmill workers are staring into space. They are in for a shock when the locomotive chuffs by.



Every layout needs an outhouse.

For those that aren't fans of indoor layouts, I have also built a wine barrel layout for my deck.

I took a wine barrel planter box and made some wood brackets for the outside of the barrel, then bent the track to the desired diameter to go around the outside. Something around 30-35-inch diameter curves will do.

The barrel is filled with old styrofoam, covered with dirt sprinkled on the top. Using the styrofoam this way will dramatically cut down on the weight of the model, these barrels are heavy enough as they are!

Some larger rocks were added and planted with creeping thyme for ground cover. A small pine tree was planted and a cabin to add some charm and purpose.

The options are endless as to what one can do to the planter. Even a small water feature would work.



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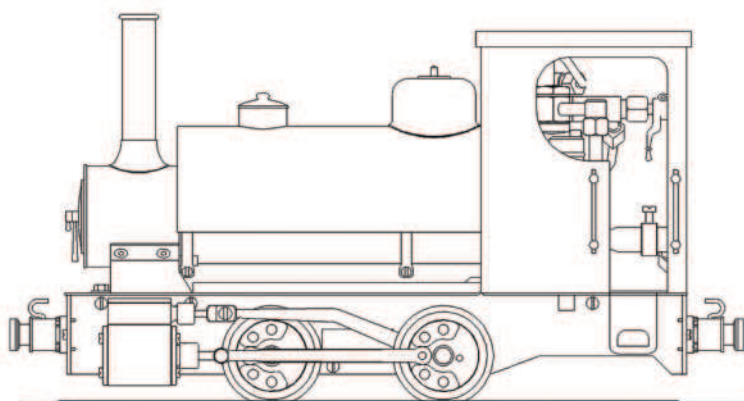
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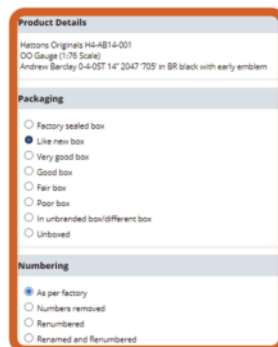
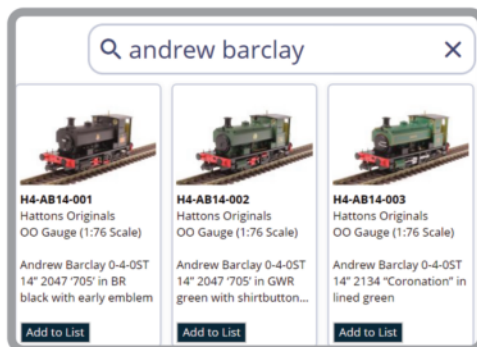
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Port Eden

Inspired to enter a competition online, Ben Bucki headed to the seaside.

Last year I saw the announcement, in this esteemed tome, of the competition being run by the 7/8th Scale and Larger Railway Modelling Facebook group, to build a micro layout of 4ft square size. I've rarely worked in anything larger than G before, but in the depths of winter (and another lockdown to boot), it seemed a good opportunity for not only a distraction from the grimness but something different enough to be a bit of a challenge.

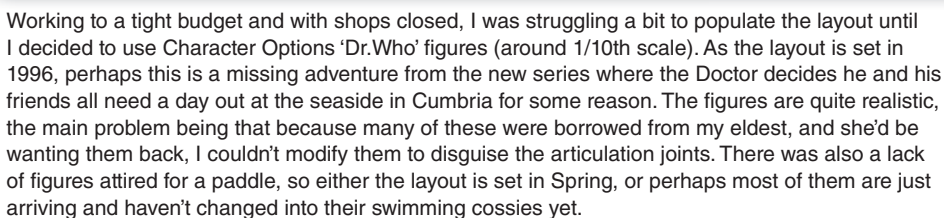
With the model shops closed, a further complication, I set myself to work with whatever odds and ends I had lying around. 4ft-square doesn't give you a lot of room in the larger scales, and after some experimentation with industrial railway themes, I realised that I could, just, squeeze a circle of old TT-gauge Tri-ang set-track onto the board.

A big chunk of the build time was spent



Two types of carriages were produced for the layout. The sit-astride coaches were produced first, with laser-cut seating and footboards, and are simple conversions of a pair of broken Tri-ang TT Suburbans. Problems with articulating the figures to sit on them caused me to have to create something a bit larger, so the yellow carriages were produced with the laser cutter and sit on Tri-ang well-wagons.

The baseboard was cobbled together from a mix of whatever wood I had spare; some scrap MDF, recycled chipboard, and a bit of ply from my last job. The paddling pool was done with my laser cutter, the tiled base etched, with the 'water' from a layer of clear 3mm acrylic over the top. Due to a shortage of this at my usual supplier, I had to make it from three bits of scrap but planned to disguise the joins afterwards.



Produced on the laser cutter, I designed it to look like a relatively generic portable building. The interior details were a mish-mash of Playmobil and other toy parts, and were based on memories of working in similar kiosk-type operations in my catering days. The various beach toys are dolls-house accessories, Playmobil, or repurposed stationery products like novelty erasers.



Other details were a mix of dollhouse items like railings, Peco 00 platform edges, and printed brick sheet. The stone abutments under the bridge were Das air-dry clay over scrap wooden formers, and the ground cover was some hanging basket liner with 00-scale trees and bushes.

The bridge was made on the laser cutter, the first prototype for something I'm doing for another project, and it's based on a structure on the Cambrian Coast at Talybont, near Barmouth. This was another tie-in to the nostalgia angle, as the bridge was in the middle of our regular seaside campsite where we used to stay when I was a child.

There was a space at the front of the board, and after toying with having a life-guard tower there (to help suggest the larger swimming pool off-scene), I ended up designing a small sales kiosk, again produced on the laser cutter.

There wasn't room for other buildings, so I made up signage to suggest there are more things like fairgrounds, arcades, and so on nearby. This also brings me onto the rest of the posters, signs, logos and similar, all of which were custom-designed. Some of them are references to other projects I've done, some created just for this build.

Rolling stock was completed towards the end of the project. The locomotive started out as a 00-scale (ish) battery-powered toy and was modified to look more like an American steam-outline diesel locomotive, once quite common on real miniature lines. It was powered with a Tri-ang TT Southern Pacific chassis that I had to hand.

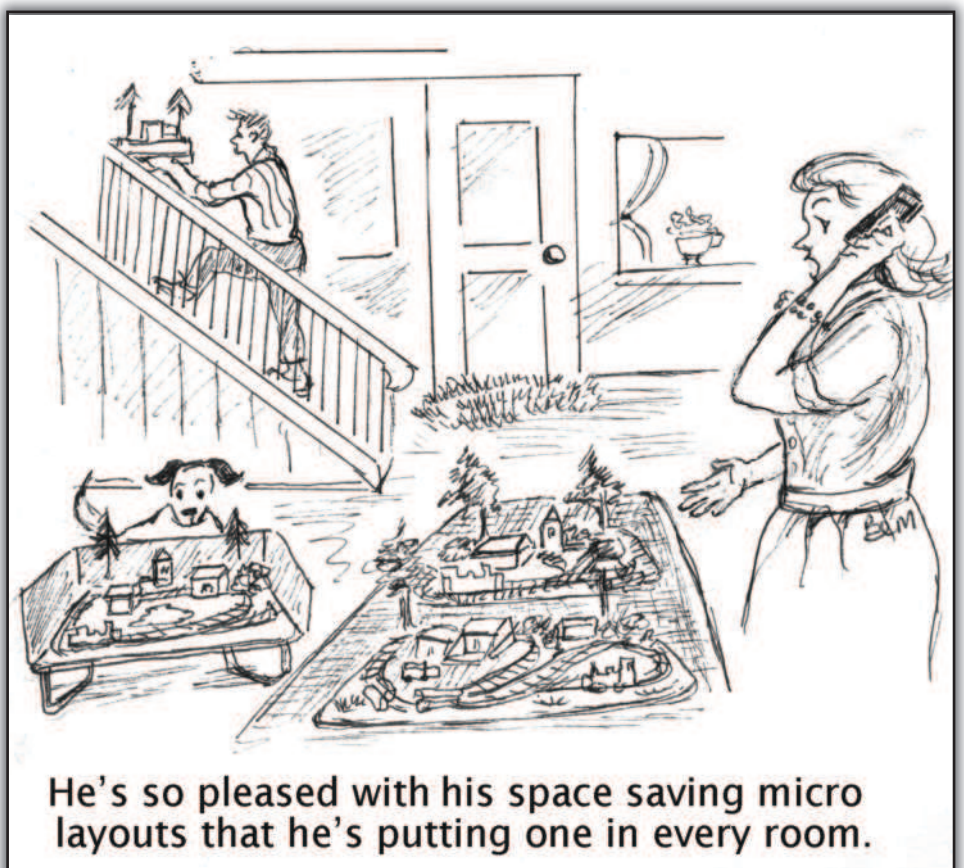
Carriages were trickier; the first two were built around a pair of Tri-ang Suburban's, with laser-cut details to make them look like sit-aside items. Having made them, I discovered that none of the figures could be easily posed on them, as the legs wouldn't move enough. After deciding that these could represent abandoned stock on the disused loop, I designed some simple bodies for the laser cutter, to sit on Tri-ang well-wagons.

The layout was finished with a couple of days to spare to the deadline, not bad going considering the original design idea was changed so late in the day. Whilst it didn't win the competition, it was a great deal of fun to build, and just the nostalgia-soaked distraction I needed at the time, it was also a nice, contained way of trying out a different scale. ■

7/8ths" scale and larger model railways online
www.facebook.com/groups/78thscaleandlargermodelrailways



The only locomotive produced for the project is this American-styled, steam-outline diesel, inspired very much by Severn-Lamb products running on miniature lines like that at the West Midlands Safari Park when I was younger. The loco started out as a European outline, roughly 00 scale toy, and had all manner of scrap bits glued on. The loco is mounted on a Tri-ang Merchant Navy chassis. Squeezing the driver in with the motor was quite a challenge.





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The Lavender Line

If you were to start with a blank canvas, but with all the garden railway know-how you now possess, what would you do differently? Daniel Cousins learns from his first layout.

At the beginning of this year, my wife and I set ourselves a small goal to dispose of two old laptops we were no longer using. During the removal of photos, I found some forgotten pictures of our first garden railway during its construction between 2012 and 2013. Browsing through was great fun and I was able to reflect on what parts of its construction were a success, and what I would do differently for my next garden railway.

Every railway needs solid foundations

I strongly believe in making sure your track is laid down as well as you can, even in garden railway scales. Locomotives and rolling stock will be more forgiving on any imperfections found along the line than say the smaller gauges, however, I feel it's worth taking the time to smooth out the bumps.

For our first garden railway, we got this



A firm trackbed using bricks and ballasted with horticultural grit. The middle of the railway was filled with top soil before the planting of new plants.

part right. My father deserves all the credit for this, as he was the one who laid all the bricks down for our trackbed. Peco 45mm track was laid throughout and horticultural grit was used to ballast the track. Over time, ballast will need refreshing to replenish any lost or disturbed stones, but when refreshed, it makes the line look nice and new, a task I enjoyed completing, especially in the spring time.

Our line was a complete circuit of our garden with a small passing loop, siding and a platform. Three tonnes of top soil was needed to fill in the middle in preparation for the plants. I found that adding paving stones at various places in the middle was a must, mostly to gain access to all areas of the line to rescue derailed rolling stock and to be able to carry out line maintenance.

We planted quite a few lavender plants close to the track, which gave the line its name, they look great, but they will grow outwards as well as upwards quite quickly if not regularly trimmed. Small dwarf conifers make lovely garden railway trees and there are many varieties to choose from.

Two large kerb stones found in the garden helped me build some platforms. It was here where I made my first beginner mistake. We skimmed the top of the platforms with concrete then made a concrete ramp at one end then painted it with masonry paint. It looked great, but later on, as the rolling stock grew in number, anything larger than 80mm wouldn't pass through. This wasn't a major problem for our line if we kept to small locomotives and rolling stock, which we favoured, but something to think about for the next railway.

As previously mentioned, we experienced a fairly trouble-free running line, it was mostly twigs and wood bark chippings flicked onto the track by birds that caused any derailments. Clearing any debris from the track was a task I found fun by coupling an open wagon to a radio-controlled diesel, then running a complete circuit, filling the wagon with any debris found along the way.

Headquarters

Having somewhere close to the railway to act as both storage and workshop is a great asset. An 11ft by 8ft shed made to look like a station waiting shelter was built by my father and became our garden railway headquarters. Workbenches, carpet, electricity supply and lights are a must for comfort, so these were all installed.

To carry on with the station waiting shelter theme, we laid some large grey stones in front of the building and edged them with some more kerbs painted white to look like a small platform. A station clock, enamel advertising sign, and even a luggage trunk completed



Our radio-controlled Andel Models diesel collecting up debris from the line.



One of the three plywood clad with plastic sheets line side huts.



The first train to run on the Lavender line.

the scene. I recommend a bench seat placed in a good vantage point for sitting back and watching the trains go by.

Rolling Stock

All my locomotives are either battery-operated or radio-controlled, I chose not to electrify the track to keep things simple. My first locomotive and train was IP Engineering's Daisy Diesel Railcar with rolling stock from the firm's Ezee range. I have since purchased more from this range to build up my fleet and they are currently awaiting construction and detailing.

My Daisy Railcar and its rolling stock have served me well, even running in the

snow! Later, Daisy was accompanied with a trolleybus converted into an engineer's train and both were happy trundling up and down the line for up to about three hours before needing new batteries. The trolleybus conversion was featured in **Garden Rail** September 2017.

A radio-controlled diesel was badly needed for shunting and permanent way duties and 2013 saw the lines first ready-to-run locomotive from Andel Models. Not being very large, it fitted in with the lines rolling stock very well.

The diesel received so much use that at the end of 2015, it became a little worn out and needed some attention. Its replacement is a

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Roundhouse Little John locomotive. Little John, again being the right size, fits in with my rolling stock perfectly and is superbly built to last. I strongly recommend anyone who is starting out in garden railways to invest in a Roundhouse, they are not cheap, but you won't regret it. I treated my Little John to a mini makeover in 2019, as described in **Garden Rail** February 2020.

Some strong wagons from RWS Models were purchased from the greatly-missed Gledale Junction shop in 2015, their story was told in **Garden Rail** 279, and they continue to be worth their weight in gold.

Robust buildings and vehicles

My first buildings were built from plywood clad with plastic brick and roof sheets, but preserving them was a challenge. The wood was treated, however, the three line side huts that lived outside all year round for about two years didn't fair too well. One solution, if you have the space, is to store them away in the dry when not in use, which I do with some of my buildings.

For the station building, a Pendle Valley Workshop kit was built and painted the same colour as the garden railway headquarters. Being made from resin, it was able to withstand being outside with only repaints needed to refresh it every now and then.

In 2019, I was lucky enough to purchase a large collection of second-hand Cain Howley concrete buildings and plan to repaint them for the next railway. These are really robust and, being concrete, will stay firmly planted to the ground. Having been lucky enough to get my hands on about 25 of these buildings will mean they will look at home with each other on my next railway and won't rot.

After some searching for robust scale vehicles, I have been building up a collection of 1:18 scale diecast metal Bburago model cars. These can be picked up quite cheaply at toy and train fairs and have enough details to make them look quite realistic.

Where next?

My experiences of my first garden railway have been a positive one, and I really miss not having one at the moment. I will carry on using my existing rolling stock as I feel there isn't any reason to change, don't mend anything that isn't broken springs to mind. The task of repainting the Cain Howley buildings is well underway and I plan to use them to help plan the new railways shape. ■



Buffer stops from Piko were painted and weathered before they were clipped to the track.



The garden railway headquarters, a 11ft by 8ft shed made to look like a waiting shelter.



Our first train to run in the snow.



My trolleybus conversion to provide the PW team with some transport.



Little John, before its makeover, on good train duties.



The line was used to deliver food to our chickens. We think they appreciated it!

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I Wanted To Do More Than Just Go Around In Circles

Small layouts demand short trains. Mark A. Greenwood constructed the ultimate for the space-starved modeller, but wanted more control.

Back in the April 2018 issue of *Garden Rail*, I wrote an article describing how I'd got my first taste of 16mm scale modelling by building IP Engineering's kit of a self-propelled Hudson skip locomotive. Fast forward two years to April 2020 and not only was it still the only 16mm scale modelling I'd done, but I was also no closer to having a railway in the garden.

April was, of course, the first full month of the Covid lockdown and, at least in South Yorkshire, coincided with some rather nice weather, which continued into June. As I was now stuck at home and looking after my three-year-old son full-time, I decided we needed something we would both find fun to do in the garden so, I splashed out and bought an LGB starter set.

Of course, once I'd got one locomotive

running in the garden (albeit with the track only temporarily laid out on the lawn) we both wanted more, but I didn't really fancy spending a lot of money. That is where the Hudson skip locomotive comes back into the picture.

Although I'd originally built the kit to 32mm gauge, it was easy enough to re-gauge it to 45mm by just moving the wheels out along the axles. With that done, off it went around the circle of track, but I found just watching it going around in circles was rather boring.

Even more frustrating was that I had to stand up and chase it down if I wanted it to stop or change direction. With plastic wheels, it was never going to be possible to power and control the locomotive via the track, so instead, I decided to have a look at what options there were for remote control.

I'd no previous experience of using a remote control in any scale and I had no idea where to start.

Fortunately, a friend and fellow modeller, Jon Reeves of Bowaters Models, mentioned that he was recommending Loco Remote for use in his own kits and that it might be a good place to start.

Loco Remote, designed by Chris Rennie, takes a slightly different approach to all the other remote control options I looked at.

Full details are given on their website, but essentially the small electronic module you place inside your locomotive creates its own WiFi network, which you can then connect to any suitable device; such as a smartphone, tablet, or laptop. Once you have connected, you then control the locomotive from a web browser.

It seemed simple enough and I liked

the idea of being able to use my phone, so I went ahead and bought one. Within an hour of placing my order, Chris had emailed me copies of the instructions and answered a couple of questions I had about batteries. The module itself arrived in the post the following day; outstanding service!

As well as the control module, the kit includes a printed copy of the instructions and connectors to attach both the battery and the motor. To this, it is advised to add both an on/off switch and a fuse to help protect the electronics.

Note that there are a number of different versions of Loco Remote available depending on the voltage of the motor you want to control, as well as options for lights and sound. I bought the small Mini B (26mm wide, 43mm long and 10mm high), which can power motors needing between 3V and 6V and currently costs just £35 including UK P&P.

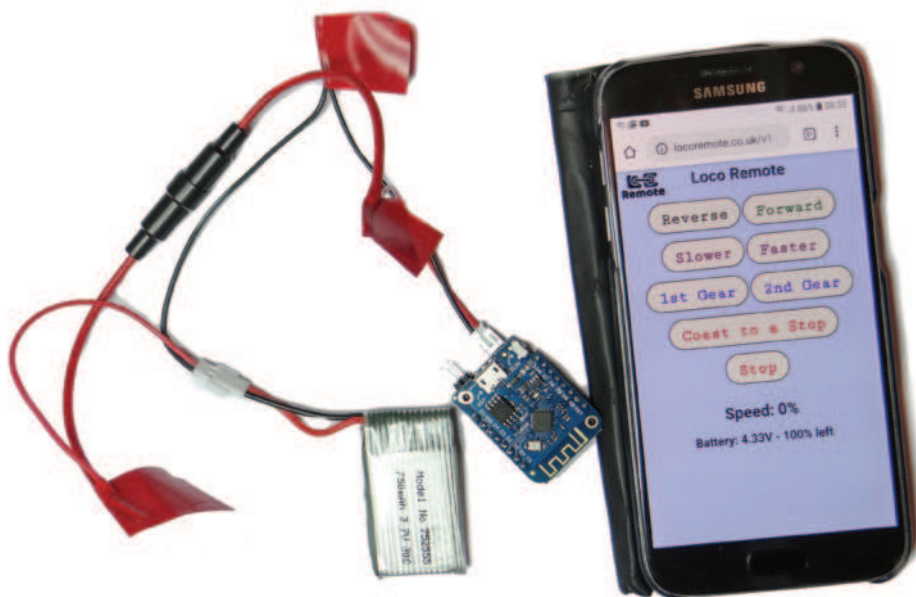
Before trying to cram everything inside the model, I wanted to check it all worked, so the wires were just twisted together (and wrapped in electrical tape to avoid shorting out the Lipo battery). Whilst I'd not attached the motor yet, it powered up and I could connect to it and bring up the controls on my phone. While there are a couple of ways you could provide power for reasons of space, I opted to use a 3.7V 750mAh Lipo battery. These are readily available and I picked up six and a USB charger for roughly £18 on Amazon.

There isn't a lot of space inside the skip but everything does fit, just. I've covered the control module with a piece of white paper to ensure nothing can short against it. Unfortunately, there is no longer enough space for the original plywood top, so the switch is just loose in the skip; covered in tape to again reduce the chance of a short.

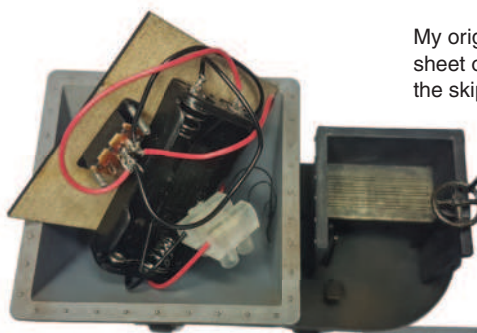
With everything fitted and the fake load placed back on top of the skip, it was time for a proper test run. As I've still not got a permanent garden railway, a piece of LGB track laid out on the lawn had to suffice.

The user interface is simple and easy to use. The name of the WiFi network can also be customised to match the locomotive and is displayed on the top of the screen. This will be useful as I've now ordered a second Loco Remote and I've finally started building another 16mm locomotive!

Having now had a chance to put Loco Remote through its paces, I'm really happy with it. Not only was it easy to fit, but the setup was as simple as connecting to the WiFi network it creates and opening a browser. Whilst using a phone to control your locomotives might not be everyone's



All the components temporarily connected for testing. You can see the simple and clear interface for the driver on the phone.



My original control system fitted under a sheet of plywood forming a false load in the skip.



Replacing the dry cells with a LiPo battery leaves plenty of space in the skip, even with the Loco Remote unit in there. Best of all, I no longer have to chase the model along the track.

cup of tea, I quite like it; I think it will also be really useful when friends and family visit and can use their own devices to join in.

If you want to see Loco Remote in action then I shot a few short videos while installing it into the locomotive all of which can be found on my YouTube playlist:

www.youtube.com/playlist?list=PLz-jYkEtEPpTRX_IUldJu1yHGtkvpNcsII

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Cattle Class

Mark Thatcher builds a brace of cattle wagons from Sixteen Mills.

I have always been drawn to cattle wagons, but have never had the opportunity to build any cattle trucks, until these kits from Sixteen Mills arrived in the post.

The kits featured here are SM003, the open cattle truck and SM002, the closed sheep truck, which incidentally is also available as an open version (SM001). Inspiration for these came from James Boyd's book *The Ffestiniog Railway Vol 2*, printed in 1975.

In this volume were two drawings dating from 1875 discovered at Boston Lodge works many years ago. A sheep truck with a curious ventilated roof and open iron bar sides and an open cattle truck of similar size with a door at the left of the side. Whether or not either of these were used on the Ffestiniog railway is unknown, as Boston Lodge works built all manner of rolling stock for many other operators.

The kits are made from MDF, which has both positives and negatives. The finish is very smooth, but of course, there is no wood grain visible. MDF is a very absorbent material, so the use of a sanding sealer is essential before painting to avoid a blotchy result, and it will reject some water-based

stains.

Out of the two kits I had to hand, the cattle truck was by far the more involved to construct. Even so, the whole build process took me around eight hours, and having built one now, I could probably build another in half the time. In the cattle truck

kit, apart from the main components, you get a set of 32mm wheels (if you order this gauge), wheels, axles and axle boxes. A separate thin fret contains all the strapping for the door hinges, locks and corner tie bars. This is a very neat touch and really lifts the model with some fine lovely detailing.



This is what you get in the open cattle wagon kit. I forgot to add the axle boxes but realised my error after the chassis was built – sorry!



The completed chassis with some bolts added from Cambrian Model Railways.



The carcass of the cattle wagon is now complete. Sanding or MDF sealer needs to be applied prior to painting.

You will have to supply your own buffers. I am not a great fan of incomplete kits, however, I was able to source suitable centre buffers from Cambrian Model Railways.

I could see from the start that the quality of the parts was sublime and a test-fit of some of the components looked incredibly promising, as everything fitted together very well indeed, but there was a challenge with the instructions as so often there is.

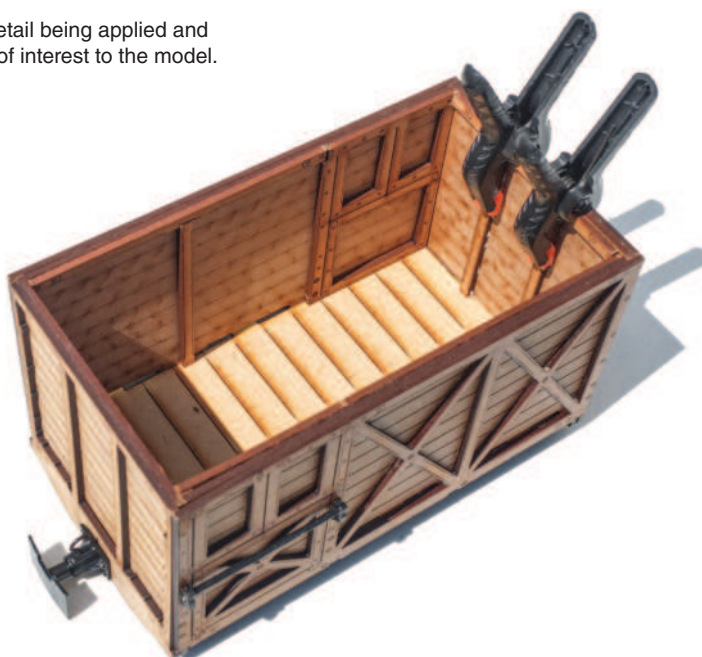
Often kits of this nature have additions or improvements over time. Laudable as that is, such changes need to cascade down and be reflected in the instructions. Sadly, this was not the case here, although, in fairness, it would appear I was sent out old instructions and when the new ones were sent over, they were a great improvement. In fairness to the **Garden Rail** readership, I try to honestly review what I am presented with. The instructions I had, for example, make no mention of the internal detailing parts, the strapping overlays, or where to put them. However, I believe this was a simple slip up on Sixteen Mill's behalf and hopefully by the time you read this article, this situation will have been remedied.

One thing that I really like is the gauge-adjustable nature of these kits. The solebar/chassis assembly is pretty much a push-together affair and I did not feel the need to glue these parts as they were such a snug fit.

I used PVA glue throughout the build, except for the axleboxes, which were superglued onto the sole bars. These locate neatly into recessed lugs on the sole bars, meaning you know your axles and wheels will be 90-degrees to the sole bars for perfect alignment. During this process you choose your gauge by pressing out pre-cut notches on the frame, the ones located nearest to the sole bars are for 32mm wheels, the ones closest to the edges are for 45mm - ingenious and very well thought out.

This cattle truck could accommodate two cows. Initially, I thought it odd that the

The interior detail being applied and adding loads of interest to the model.



doors on either side of the truck were not handed, but both doors were to the left of each side. There is a good reason for this. You see, cows could not turn around in such a confined space, so they would be led in via one door and led out through the other. If two cows were loaded, then they would face nose to tail for precisely this reason.

Another thing I like about this kit is that I could build the sub-frame/axle box/wheel-set assembly completely separately from the truck body. Many other kits require the marrying of these components early on in the build, meaning that, with the rolling chassis attached to the body, you end trying to add details to the body while the model is rolling around (and sometimes off) your workspace. No such issues here.

The truck body builds up straight and true thanks to several notches in the parts to ensure they locate one another accurately. Once the first layer of the body is constructed, side and end overlays are provided to add more detail and relief to the model. It is at this point that it springs into life. Choos-

ing to stain the body with the new wood stains from Coach & Wagon Works, I opted not to apply its sanding sealer to areas that I wanted to stain, as I was concerned that it would block the stain from penetrating the MDF. It is essential to use sanding sealer on areas that would be painted black, as MDF is a very absorbent material.

The cattle truck was nearly there now. The final touches were to add the strapping from the card fret to the sides and ends of the truck. As this stage was not covered in the instructions, it became a task of elimination. I could figure out where most of the strapping went as there are indications etched out in the sides and ends of the truck. The rest then became a little easier as I whittled down probable locations.

I was very impressed that the same level of detail went into the interior sides and ends that went into the exterior. This is 100% a new experience for me as this is the first wagon I was presented with that has interior side and end overlays.

The only additions I added (apart from

the centre buffers), were some rivets for the solebars from Cambrian Model Railways and some smaller 'nail art' rivets for the truck sides. The position of these is clearly marked by small circles etched into the MDF and indeed faux card rivets are supplied in the kit, but I found it easier to use these small rivets that I had in stock. Being convex, they look better to the eye too.

Finally, a cocktail stick was the perfect diameter to add between the two locking pins on the doors. I don't know if the prototype had one but it looked right, and such is the sketchiness of the original photograph, I don't think anyone is going to argue with me on this point!

Next on the workbench was the sheep truck, based on a design by Henry Spooner in around 1875. Having learned the style of the construction of the cattle truck, the sheep truck went together much more quickly. I would advise you to tackle this one first as it is an easier kit, albeit with a more complex roof to add.

The chassis and running gear is common with the cattle truck and, I suspect, many other wagons from Sixteen Mills. Unlike the cattle truck, in this kit, you get some nice brake gear, which lifts the underframe detail a lot.

It is worth noting that the sides of the sheep truck have some very delicate bars as part of these components. The instructions suggest that to protect these a little, you add the included 'bumper bars' to the inside of



The finished open cattle wagon.

the sides. These bumper bars were probably there to stop the sheep from getting their legs tangled up with the bars during transit. I chose not to add these though, as I preferred the look of the model without them. Provided you handle the model carefully, you won't break the vertical bars in any case. I picked out these bars in black as I think this makes a nice contrast to the wood stained sides. It is also worth noting that the

interior side overlay is added to the exterior layer with the etched detail facing inwards. This can be seen from outside the truck when looking through the bars.

Once the sides and ends were built up, I turned my attention to constructing the roof. I am afraid the instructions I had here were rather sketchy, but I found, rather than adding the long roof beams to the body then adding the curved roof supports, it



The procedure for building up the body of the closed cattle truck is exactly the same as that of the open cattle wagon.

Here is the beautiful lattice roof support. It can be fully built as you see here, and then just dropped into place, with notches cut out in the wagon's side to aid alignment.



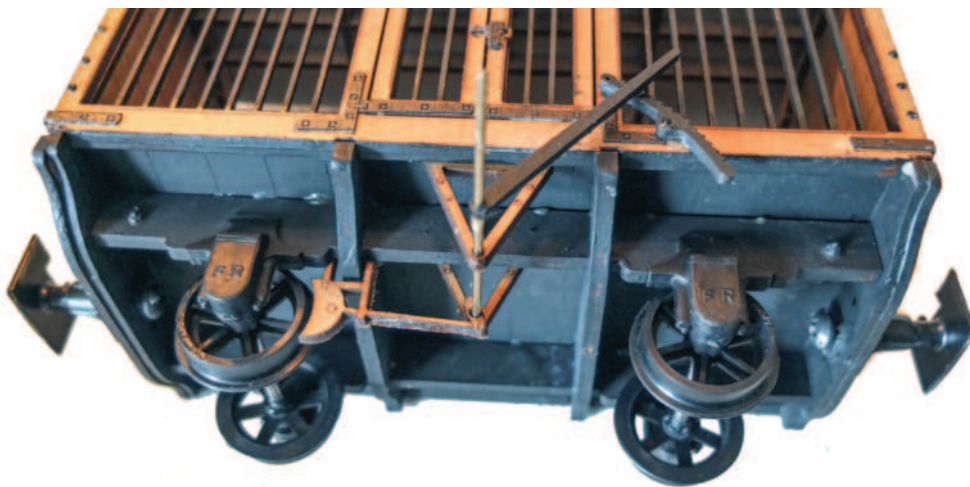
was much easier to build the entire lattice-framed roof support as one complete sub-assembly. This then simply push-fitted into the pre-cut notches in the top of the carriage sides. Now, I would not chance my luck with just any old kit but guessed that due to the accuracy of the components, that this roof section would fit, and, thankfully, I was right.

Four sections of plywood were included to make the roof itself, and out of the bag, these were a little warped. Adding water-based paint actually improved things in this department for some reason, but in any case, don't be put off by this as these roof parts are very malleable and easy enough to bend back into shape. Even so, they were the only components in this kit that were hit with superglue, just to be on the safe side.

Of course, you have options to add sheep and cows if you want to for a little verisimilitude. With no sheep in stock, that wagon will have to be run empty, but I did have two Frisian cows from the Schleich toy figure range, which are pretty much suited to this scale.

So, was this a first-class trip or a cheap package holiday? Well, I think very much the former. Putting the issue of the instructions aside, which, as I mentioned earlier, should be corrected by the time you are reading this, these are very well thought-out kits to build. I think the way the gauging works is a stroke of genius, and the black card overlays really add punch to the outlines of the exterior. I would urge Sixteen Mills to include centre buffers as standard, though. But that is as far as I can go to find fault with these kits. The company may be called Sixteen Mills, but their product range is certainly not run of the mill in any way, shape, or form. ■

Looking underneath, we see how the brake gear is installed. The brass rod still needs to be cut to length in this shot.



The finished sheep wagon.

Garden Rail Resource

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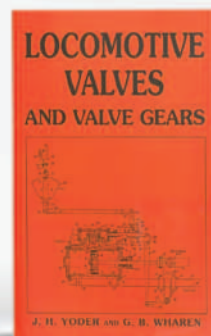
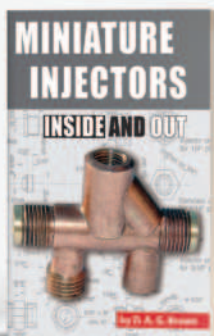
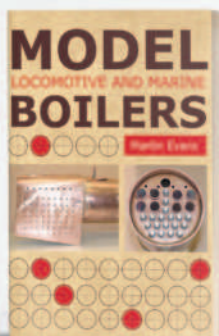
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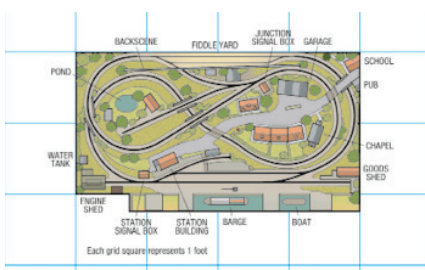
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The disgraceful story of the Llangoblyn Mob



Our Editor wasn't convinced anyone would be interested in the building of a 7/8th radio control vehicle. But after its appearance at the NGRS generated lots of questions from visitors, he relented and let Dave Skertchly tell the tale.

Many of our favourite British ideals as well as our favourite narrow gauge railways were born in the non-conformist Chapels of Wales. This same non-conformist zeal resulted in Wales being dry on Sundays from the 1860s right up until 1961.

Just as in America during the Prohibition of the Roaring Twenties, illegal bootleggers sprung up in the local backwoods to supply a growing demand for locally brewed hooch. I discovered, that for a short while Eli Jones had a still in Llatireggub that brewed leek whisky. It was a short-lived project since the aftereffects of the whisky were experienced for some days thereafter; however, all was not lost and it is now used for medicinal purposes, whence it is said to be most effective in the treatment of severe cases.



A long-wheelbase Mostyn was converted to the Mostyn Eistedford truck.

For those who feel that a bootleg still would look good in the backwoods of their railway, I discovered that a G-Scale kit is available from CatzPaw Innovations, should you feel the need for authenticity.

It turns out that, just as in America, the bootleggers used a “souped up” car called a hot rod, which could easily outrun the local cops, to deliver the illicit liquor to the back door of the speakeasy. In Llatireggub, this was located in the shed behind the Sheep Shearers Arms.

The much-modified and rather stylish Welsh Mostyn Seven hot rod could easily outrun Constable Williams on his bike; but alas, only uphill. Williams it seemed had the advantage downhill since his brakes actually worked. Apparently, he made a fine sight pedalling like mad, blowing his whistle and waving his truncheon; while the escaping mobsters leaned out of the hot rod and showered him with quickfire abuse. Eventually, they were apprehended and sentenced to six weeks community service for insulting a Police Officer and that, it seems, was the end of the Llangoblin Mob

The Mostyn Seven was originally described in Garden Rail August 2020. It was designed as a simple-to-make car to be parked in the background of a typical garden railway.

To my delight, 3D Wayne produced a kit of the same vehicle, which I was asked to review and this has since resulted in a delightful collection of modified “Sevens”, which you can find on the Mostyn Seven Enthusiasts Facebook page.

My first Mostyn modification was a long-wheelbase Mostyn Eistedford truck as used by Hugh Pugh the drainage contractor. You may be interested to know he offers “drains cleared while you wait” should you have an urgent need. My favourite conversion is the Mostyn Matey, contemporary of the delightful Austin Chummy.

Flushed with success, Wayne Poultney took me at my word when I suggested that he make a 7/8” version and somehow I ended up buying a kit. This is rather odd since I have no 7/8ths rolling stock, so what was I to do with it?

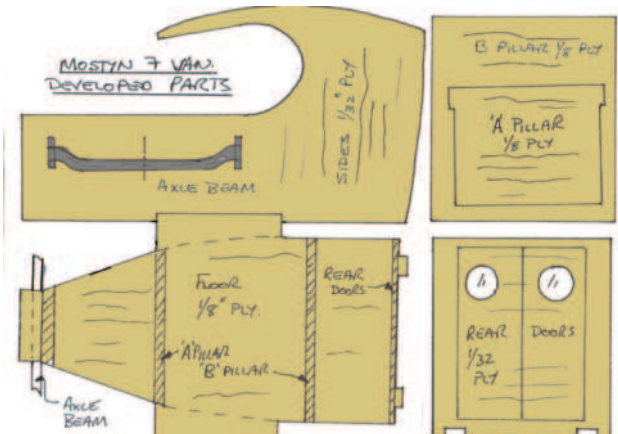
There then followed two coincidences, the first was when I bought a cheap radio-controlled model racing car for my grandson, the second was when I spotted Russell Austen and Richard Cable’s rather cool Mostyn Modifications. I realised that by cutting up the toy car and fitting it to the 7/8 Mostyn Seven chassis I might create a rather cool hot rod or beach buggy, which would look equally good on a 7/8 scale railway or running along the beach.



Daves’ favourite conversion is the Mostyn Matey.



Dave was inspired by the hot rod modification by Russell Austen.

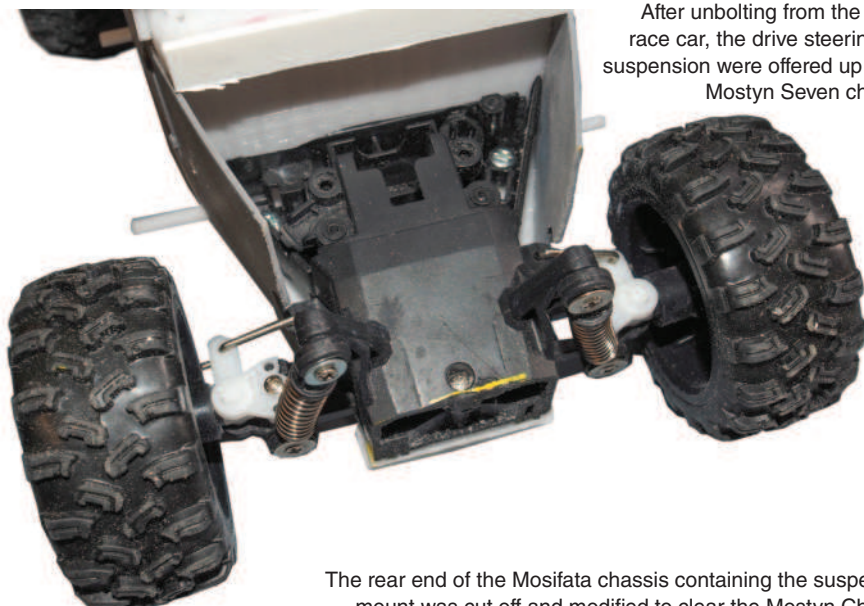


Original plans for the Mostyn Seven can be found in the August 2020 Garden Rail topic on RMweb.co.uk. Full details of the build are in the same months’ magazine.

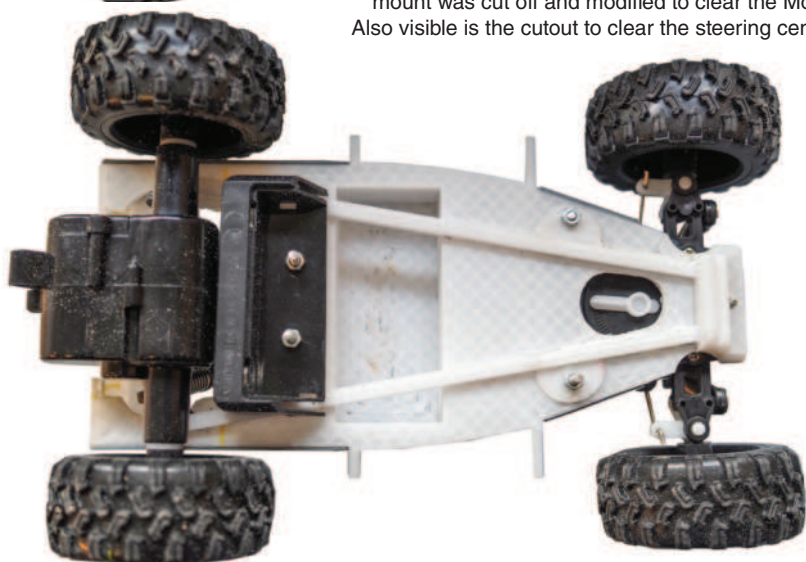
Mostyn Seven



The mechanical and radio control were extracted from a low-cost MOSFIATA race car.



After unbolting from the donor race car, the drive steering and suspension were offered up to the Mostyn Seven chassis.



The rear end of the Mosifata chassis containing the suspension mount was cut off and modified to clear the Mostyn Chassis. Also visible is the cutout to clear the steering centring adjuster.

At the risk of going off-topic, the mechanical parts and radio control were extracted from a low-cost MOSFIATA race car, made in China but purchased from Amazon

At first sight, the 7/8 scale Mostyn Seven kit is indistinguishable from the 1/19 scale model, but there is a subtle difference, the 7/8 Mostyn Seven car is made more like a Formula 1 car, with composite construction of face skins and core. This makes it light and very strong but the cut edges had to be filled with P38 body filler and fixing positions reinforced to prevent the core crushing.

The bits were unbolted from the race car and then the relevant parts, including the rear suspension mounts, cut from the chassis. The radio equipment was carefully put aside.

The steering unit was separated from the battery box with a small saw and the sides of the Mostyn body cut to clear the suspension module. Cut outs to clear the various parts were made carefully in the chassis using a Dremmel, taking care not to damage the mudguard mounts.

The drive steering and suspension were offered up frequently to the Mostyn chassis and final adjustments made. The window valance had to be carefully sized. The steering is removable for maintenance, but only just. A cut was included to clear the steering centring adjuster.

The rear end suspension and drive unit are neatly buried inside the Mostyn Body.

The characteristic mudguards needed modifying to clear the suspension and steering at full travel. I did this with a hot air gun. Fortunately, plastics go through a soft stage before they melt, known as the glass transition, so careful manipulation of the hot plastic will do the reshaping. I didn't wear gloves but you may choose to!

The engine cover was a labour of love, taking tiny cuts and repeatedly offering it up to the front of the chassis. Bits of Plastikard and chassis offcuts were all fashioned to create the final cover, which neatly cleared the suspension and steering.

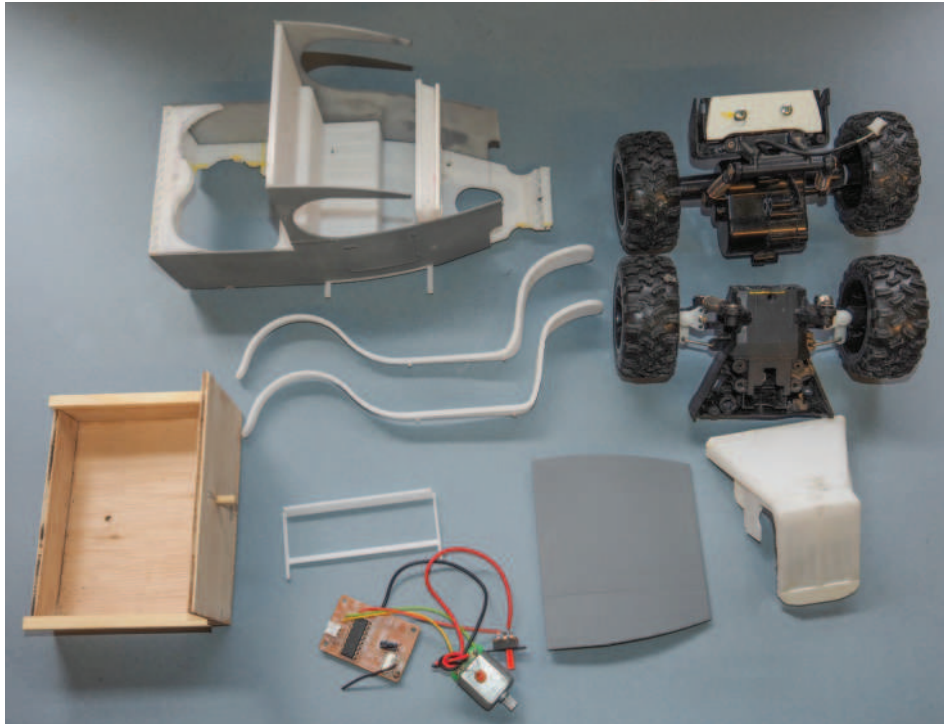
The truck body was simply fashioned from 1/82 (3mm) Plywood.

All the parts were finally ready for the final "Blu-Tak Bolt Up" to check that everything fitted. This is the last chance to check the fit before final painting. Note that some of the more difficult parts have been filled and rub backed with multiple layers of primer to hide the striations typical of the 3D-printed parts before assembly.

The engine cover was finally completed with lots of P38 filler and careful sanding



The engine cover was a labour of love, taking tiny cuts and repeatedly offering it up to the front of the chassis.



All the parts ready for the final "Blu-Tak Bolt Up" to check that everything fits.

A comparison between a close-to-scale 1/19 Mostyn Seven and the radio-controlled version. If you're not a hooligan, like Dave, conventional wheels would mean you couldn't tell them apart.



Dave was delighted to find that you could buy a Build-A-Still Set from CatzPaw Innovations.



using a ball cutter and various sanding wheels in my Dremmel. The headlights are filled, painted and fitted to the radiator with heavyweight garden wire.

The weight of the Hotrod is 500gs, twice that of the beach buggy so performance is not startling but adequate.

It is said that a change is as good as a rest and discovering the complexities of steering geometry and suspension is something that may well be applied beneficially to my railway.

As I sit on my rustic park bench outside the Sheep Shearers Arms, I think about how our enduring garden railways cover the whole period of the transport revolution from horse and cart to hot rods and maybe well into the era of zero-carbon electric vehicles. I sip at my fine pint of fine Auld Phagbutt and I am grateful that I do not have to drink Leek Whisky on Sundays, with the inevitable and violent consequences on Monday. Cheers! ■

Garden Rail Resource

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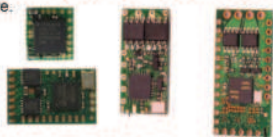
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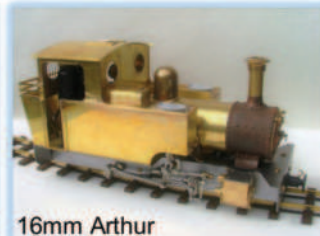
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Palmerston Visits The Bole Hill Railway

Steve Blackmore takes a look at Roundhouse Engineering's latest locomotive.

History

When the two-foot gauge Ffestiniog Railway decided that they needed to employ steam traction to meet increased traffic demands, many engineers, including Robert Stephenson no less, thought it would be impossible to build a steam locomotive for such a narrow gauge. However, George England & Co rose to the challenge, delivering the first two of their "England" class side tank and tender locomotives in 1863. Early teething problems were quickly resolved (e.g. fitting steam domes to resolve a nasty priming problem) and the six "England" locomotives settled down to give the Ffestiniog over 150 years

of service. This longevity is thanks in part to Boston Lodge's ability to rebuild and adapt the locomotives, including adding saddle tanks and cabs, to meet the railways changing needs and resources. So, given the historical significance of these locomotives, why has it taken so long for a 16mm scale, live steam version of this model to appear on the market?

Answer: size (or rather the lack of it)!

First Inspection

The very fact that these engines have altered so much over the years poses problems for Rob, Roundhouse's designer, so has chosen to base its "Small England"

on the present condition of Palmerston, recently returned to service on the FR. Alternative plates for "Prince" and "Princess", which have similar configurations, are also included with the model.

First examination of the pre-production model on the bench shows a very compact locomotive that compares very favourably with the scales plan I have of "Prince". Be warned, various sources, including the Ffestiniog's website, disagree on various key dimensions such as the wheel diameter, which I think is a symptom of the locomotives many alterations. The reviewer has contacts at Boston Lodge who have measured the real thing for me and I can



There's not a lot of space in the cab for a crew.

confirm that Roundhouse has used the correct 25-inch diameter. In order to maintain the scale appearance, Palmerston is only available in 32mm gauge.

Roundhouse has based its "Small England" locomotive on their Fairlie's power bogie coupled with the small boiler also used in Lilla. Plenty of cast details are provided, including whistles, handrails, vacuum pipes and lubricator. Something I know will be welcomed by many is a complete lack of visible cheese head screws on this model. The attractive spoked driving wheels are cast iron rather than the usual turned steel disk wheels, which seems to help with adhesion. The tender wheels are also blackened curly spoked with a finer than usual flange profile.

The cab is so small that Roundhouse has had to design a new smaller lubricator and gas tanks as the standard items wouldn't fit. The highly efficient water sight glass and small pressure gauge are visible through the left door and the gas knob protrudes through the right. The cab roof is held on with two magnets, one centrally placed and one on the inside back of the cab. The safety valve venting through a small hole in the cab roof.

The pre-production prototype is fitted

with radio control with the battery and receiver in the permanently coupled tender. Two metal-g geared ultra micro servos control the regulator and valve gear and the servo leads are routed through metal clips under the draw bar. This should prove to be a reliable arrangement but does lead to complications when oiling up (see below). I understand that the regulator will protrude through the back door and the reversing lever will be mounted horizontally under the left cab floor on the manual version. The price difference between radio control and manual versions is small and I suspect most sales will be for the radio control version, although I understand that some prefer to be "hands on" and have ordered accordingly.

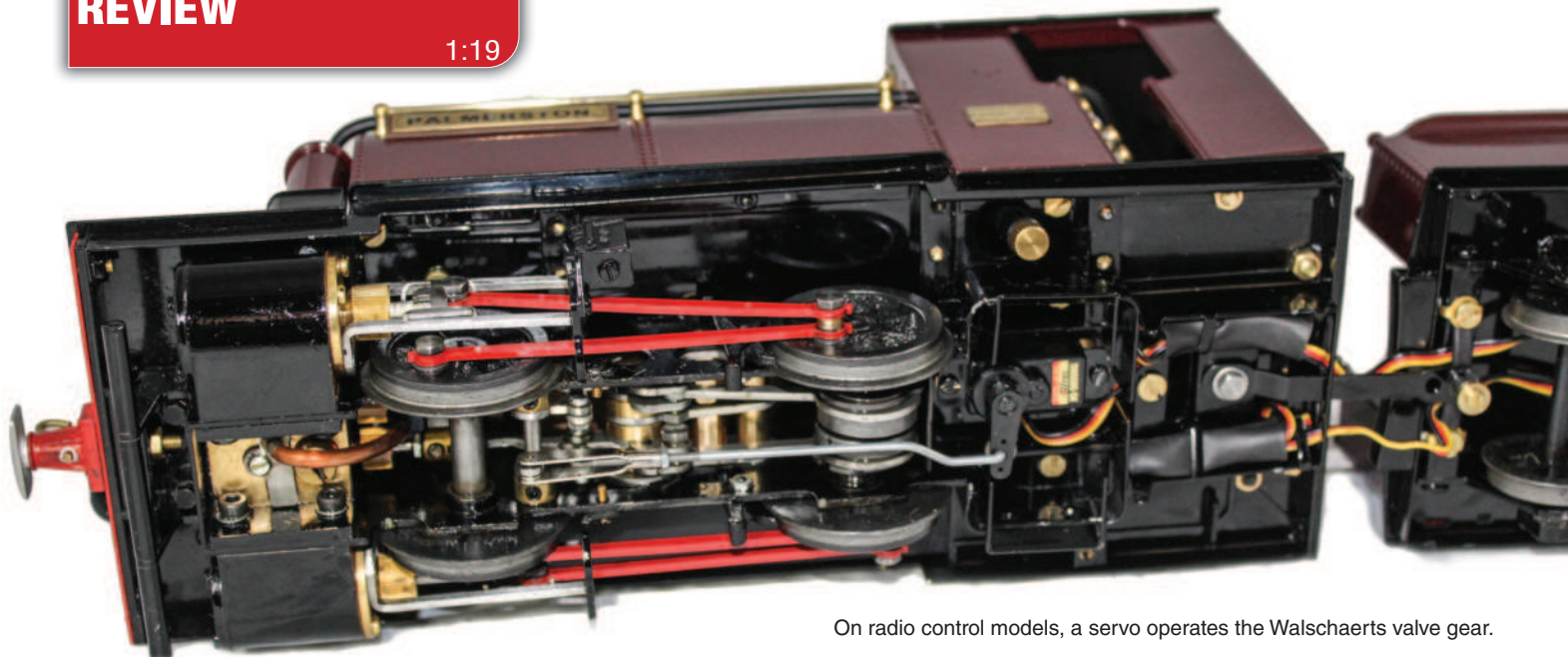
Running Notes

First job in preparing for a run is to turn the loco over to get some lubrication oil onto the internal valve gear and bearings. This is a little trickier than usual because of the permanently connected tender and calls for four hands. I was advised not to grip the loco by the saddle tank for fear of bending the external dummy steam pipe. I think in practice that owners will quickly acquire a stand to hold the inverted loco

leaving a hand free for the oil can. Roundhouse will be including a lifting plate with the production locomotives, which should certainly help. Filling the new displacement lubricator with steam oil was a doddle by comparison.

For my first run, I followed the usual Roundhouse practise of filling the boiler with distilled water through the removed filler cap (under the dome) and then removing 30 ml; fully charging the gas tank and then lighting up. This should, in theory, give a 15-minute run, but I suffered so much priming (shades of the prototype), that I barely got five minutes, although I know others have enjoyed longer first runs. As the loco warmed up on subsequent runs and I followed Rob's advice of refilling the gas as soon as steam pressure was raised, run times lengthened to 16-18 minutes.

Filling the gas tank was fairly easy. Roundhouse advises that the corner of the cab floor is supported while pushing down the gas cartridge (N.B. you will need to use the supplied long-nosed gas filler for this). I found a suitable block of wood to make this easier. Fortunately, it seems just as easy to re-gas the loco while it is hot, so I was able to refill the gas two or three times during the course of a run, so coupled



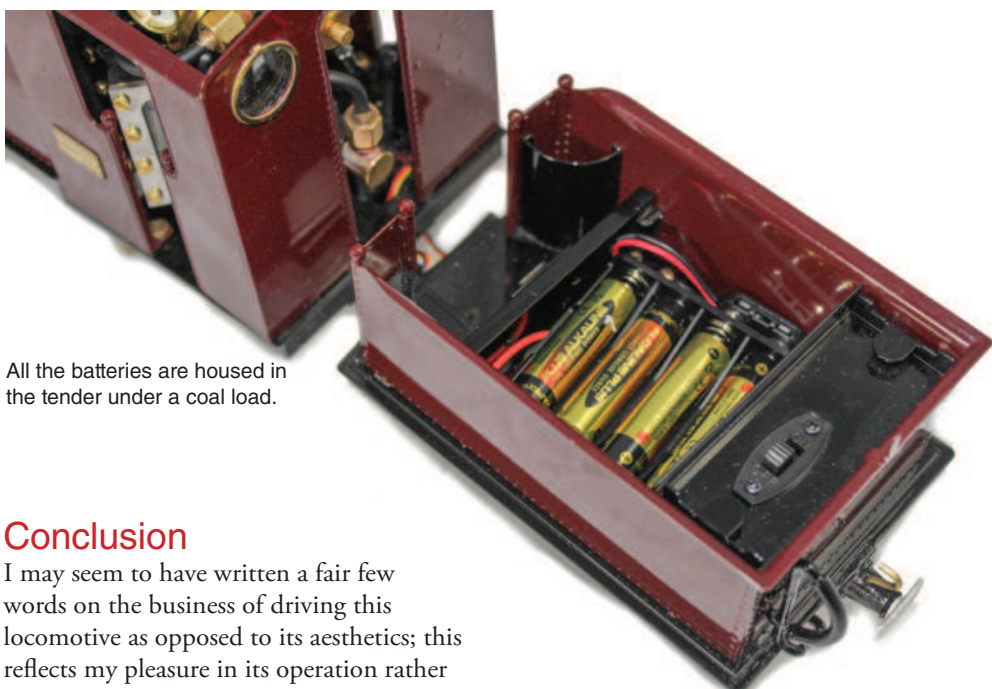
On radio control models, a servo operates the Walschaerts valve gear.

with the water top-up bottle and excellent sight glass, I was able to get runs over 45 minutes. It is essential that you keep a very close eye on the water level if you refill the gas during the course of a run, as boiling the boiler dry can cause permanent damage to your loco.

The trickiest part of the process proved to be getting the gas valve set to give a nice steady burn. Rob had warned me to always light up with the cab roof off to maximise airflow to the burner, the design of the cramped cab even includes holes in the floor to aid air movement, but I found I had to keep it off to get reliable running. Bear in mind, I was testing the pre-production prototype and after discussing this with Rob, it seems the issue was some detritus in the gas line, and normally the model would run with the roof in place. I should also point out that the burner seems super effective and can raise the 20psi the loco needs to pull away in less than three minutes.

Having learnt to drive the loco, I settled down to pull a few trains, starting with a short train of Rick Collett's bug box coaches running around the BHR level upper circuit. The attractive centre buffer is set at the usual 25mm height and I was able to pull and propel stock without problems.

By day two, I was sufficiently confident to tackle the fearsome BHR 1 in 60 main line with a train of two dozen slate and tipper wagons. Palmerston handled them with ease and was able to restart the train even on the steepest part of the gradient (those cast iron wheels, perhaps?). After that, things got silly and I raided the workshop for every serviceable small wagon and Palmerston managed a train of 35 wagons up the hill!



All the batteries are housed in the tender under a coal load.

Conclusion

I may seem to have written a fair few words on the business of driving this locomotive as opposed to its aesthetics; this reflects my pleasure in its operation rather than any shortcomings in the latter.

It should be repeated that the test loco is a pre-production model and mine, and other feedback will allow Roundhouse to tweak the final versions to be even better. Being able to chat with Rob and Harri about Palmerston has been very interesting, and is indicative of the level of service that buyers can enjoy.

Despite its diminutive size, Palmerston is an excellent train puller thanks to its comparatively large pistons and cast iron wheels, but the small boiler needs careful driving to get a reasonable run length. Of course, the ability to refuel and water the loco during a run makes this a minor issue, helped by the excellent water gauge. I would say this is a model that will reward drivers with a little experience, or at least a beginner who will read instructions properly and take their time on the first runs.

Adding a footplate crew will be problematic. The fireman could be placed on the

tender, of course, but the gas regulator is exactly where the driver should be!

Palmerston runs surprisingly well tender first, the only issue I had was down to my trackwork rather than the loco.

This is a superb scale model of arguably one of the most historically significant narrow gauge locomotives. I am sure that there will be many Fairlie owners who will be sorely tempted to complete their FR line-up and that the professional loco painters will do a roaring trade lining this little beauty out. ■

Garden Rail Resource

Roundhouse Engineering Co.Ltd.
Units 6-10, Churchill Business Park,
Churchill Road, Wheatley, Doncaster,
DN1 2TF
www.roundhouse-eng.com

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

Designing Palmerston

Harri Harrison, General Manager at Roundhouse Engineering, gives us some background on the challenges developing this locomotive.

This September/October, the final assembly of the first production run of our Palmerston will be underway, drawing to a close a year of design and development. Chatting to the Editor about some changes the loco had gone through over that time, he invited us to provide some further insight into the design process for the readers at home.

Every new locomotive design brings fresh challenges to overcome and Palmerston has been no different. One would be forgiven for thinking that a smaller loco would result in fewer challenges. In reality, balancing limited space, scale and mechanics has been a juggling act that has meant compromises and novel solutions as the design developed.

First amongst these was the decision to only supply Palmerston in 32mm running gauge. When we started to sketch out a design that could have run on either a 32mm or 45mm chassis, we found that the loco would have been well out of the 16mm:1ft scale. Rather than settling for an unhappy compromise, we decided to stick to as

close to scale as possible. Better to do one thing well rather than two poorly.

Our Palmerston is notable for having a permanently coupled tender. Once finding room in the cab for the steam regulator, gas burner, water gauge, lubricator, regulator servo, pressure gauge and safety valve; fitting in the R/C receiver and batteries was a step too far. The solution was to place these in the tender and permanently wire it in so that the tender could remain close to the engine as the real world example would. Having plugs between the loco and tender was experimented with but were found to be very fiddly to link up if wires were kept short and they fouled on the track if these wires were lengthened.

Long time buyers of our locos will notice a trend in our efforts to keep loco cabs open to the air. To get the best combustion, the burner needs to operate with a small surplus of oxygen, so often whole sections of footplate will be missing or covers will be perforated to help let in air. Despite three cab doorways, Palmerston will be no

different and has an additional hole in the footplate. When the gas tank is cold and the fuel mix is dense, the demand for oxygen is at its highest. In some situations supplying that surplus becomes a challenge. Any of our locos could light better for leaving the gas tank a couple of minutes to come up to room temperature after filling.

Cost has been impacted as detailing and engineering becomes finer. Although Palmerston is not much bigger than a Lady Anne, the amount of work involved at the machining and bodywork building stages represents as much as three times the work as Lady Anne. We appreciate that the price might be a bit high for some of our customers but we try to reflect this in our choice of classic locos where we plan to keep a range of prices.

Overall we are satisfied that our Palmerston loco represents the very best of our tried and tested design and development approach. We hope that it brings many hours of enjoyment and happy steaming. ■



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NEW!



Ballabeg Station Kit £49

This kit is based on a small halt on the Manx Electric Railway and is a classic example of "Crinkle tin" architecture. Kit consists of laser cut poplar plywood and vacuum formed styrene sheet.

1/19 scale
dimensions 21 cm long x 15 cm wide x 17 cm tall

Remember if you don't trust the Internet
you can always order on the phone ! (9 am to 6 pm please)

Kits include everything needed except glue, paint and tools.

From the works

Trade information on new products for the garden railway modeller...
If you are a trader with any new product, then contact phil.parker@warnersgroup.co.uk
Please mention **Garden Rail** when contacting suppliers



LGB

G scale RhB Allegra Bärenland

The Rhaetian Railway and Bear Sanctuary in Arosa have worked together for over three years. To celebrate this, RhB has re-liveried one of its Allegra multiple units, and LGB has reproduced it in miniature.

Each set is powered by two Bühler motors on four sets of wheels fitted with traction tires. Equipped with an mfx/DCC decoder, multiple sound and light functions are available. The pantograph on the end car can be raised and lowered remotely. All doors can be opened. Both cabs and carriage interiors are fully-fitted out.

There is a wealth of separately-applied detail, such as cables, sockets, windscreen wipers, antennas and rear-view mirrors. Sprung buffers and a complete rail clearer are fitted at the ends, although the middle part of the rail clearer can be exchanged for an

enclosed LGB system coupling if preferred. Between the cars, a new close coupling system is fitted, allowing the unit to operate on tight curves with the corridor connections kept apart, or closed up for those with more generous curves on their line. Length over the buffers: 206cm
Price: 2,490€



G scale Kimitzschtalbahn Tram with trailer

This tram and unpowered trailer combination wear the livery of the Kirnitzsch Valley Railroad in Saxony.

A Bühler motor drives both axles, controlled by an mfx/DCC decoder, with many light and sound functions.

The headlights change over with the direction of travel and the running sounds work under analogue control as well as DCC. Two sound functions can be activated with built-in reed contacts.

The trailer car is electrically connected to the motor car.

Length over the buffers: 70cm
Price: 890€



G scale Amtrak Diesel loco

This is a model of a small American diesel locomotive typically used for shunting and presented in the "50 Years of Amtrak" special livery.

Both wheelsets are powered by a Bühler motor, controlled by an mfx/DCC sound decoder with many light and sound functions. Running sounds will also operate under analogue control and the doors can be opened.

Length over the couplers: 31cm
Price: 579€



G scale Christmas Coach 2021

If your railway has a festive theme, then you'll be pleased to see the 2021 Christmas coach, the latest in LGB's range of seasonal rolling stock.

The coach has metal metal wheelsets and opening doors.

Length over the buffers: 30cm
Price: 149€



LGB

Stuttgarter Str. 55-57,
D-73033 Göppingen,
Germany
www.lgb.com

LIVE STEAM UK

Gauge One M7 tank

Live Steam UK is now offering an LSWR liveried version of their Bowande Drummond M7 tank. Responding to customer requests for this attractive pre-grouping livery, it is supplying these on a pre-order only basis, with the models being hand-painted to order in the UK. The final delivery of these excellent running models is now in the UK and the last stock of the SR Green and BR black liveried versions of the model are still available from Live Steam UK.

Price

LSWR: £2200

BR and SR Green: £1795 including UK delivery.

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www.bowandelivesteamuk.com



BOLE LASER CRAFT

16mm scale Orenstein & Koppel Bolster Wagon

The pair of wagons are based on a picture found in the Orenstein & Koppel export catalogue from about 1900. The kits are a combination of laser-cut parts and 3D-printed components. New 20mm diameter steel wheels are included. 32mm gauge only.

Dimensions of a single bolster

Length: 112mm - Width: 74mm - Height: 62mm

Price: £49 + £4 UK post and packaging



BOLE LASER CRAFT

Yew Tree House, South St, Retford DN22 9EJ
www.bolelascraft.com

20mm Steel Wheels

Bole Laser Craft has a new addition to its range of British-made insulated steel wheels for the 16mm scale garden railway modeller. The new 20 mm diameter, 32mm gauge wheels have been designed to fit its range of “modest industrial” wagon kits but are now being offered in its “home builder range” as well. The wheel profiles and axle journals (2mm) are identical to their 24mm diameter brethren.

Price: £9 per set (two axles)



News

Accucraft UK – Aster

Accucraft UK has announced it has decided to relinquish the UK distributorship and sales of the Aster Hobby Inc brand of models, effective from Monday, August 2nd.

The firm says that, although over the past few years it has made many new friends in the 1:32 market, it has become increasingly clear that the Aster agency has diverted its attention and energies away from the core business, Accucraft UK.

Accucraft will continue to concentrate on making affordable gas-fired British-outline locomotives for the Gauge 1 market, such as the recently-delivered Adams Radial Tank and forthcoming GWR 43XX, and already has plans for next year's project. However, until a new distributor is appointed, Accucraft UK will still support owners of current and older Aster models with its first-class parts and service backup.

Brandbright

Due to health issues, Andrew has sold the business to a new owner. Currently, he wishes to stay “under the radar” until ready to relaunch the product line, in the future. Brandbright is not currently able to supply any kits or parts, but will be trading again soon. They are aiming to be able to supply parts within a couple of months and rolling stock kits as soon after that is possible.

Roundhouse Engineering

A highlight of the factory open days was 'Pete's Bargain Basement' stand selling end of run parts, wonky bits and loose components. With no future open days planned, Pete has moved his rummage sale online. Parts are limited by availability and once they've gone, they're gone. For more details, visit: www.roundhouse-eng.com

BRUNEL MODELS

16mm scale signal box

Pilton Yard, in the village of Pilton, to the North of Barnstaple was, between 1895 and 1935, the main depot and operating centre of the Lynton and Barnstaple Railway ('L&B'), a narrow-gauge line that ran through Exmoor from Barnstaple to Lynton and Lynmouth in North Devon, England. Goods facilities were also provided at Pilton, but passengers were catered for at the nearby LSWR station, Barnstaple Town, which provided connections with trains on the standard gauge branch line to Ilfracombe. The L&B's main offices were also based at Pilton, in a building formerly belonging to the Tannery, which had earlier occupied the site, and which took over the site after the railway closed. This model is made from weather-resistant plastic (not resin) and can be used for indoor or outdoor railways. With the correct paint and preparation, this model should survive many years outdoors.

Price

Kit: £210.00

Assembled and painted: £385.00

BRUNEL MODELS

334 Wellington Street, Long Eaton,
Nottingham NG104JJ
www.brunelmodels.co.uk



SEVERN MODELS

Ground Point Lever Kit

The kit includes etched fret, laser-cut lever, 150mm of 1.5mm dia. brass wire for initial rodding & pivot pins, two sets bolt/nut/washer for bell crank pivots, and two 0.5mm dia. piano spring wires for the latching function.

Two bell cranks with pivot bases are included, with five clevises for attachment.

While some of this kit can be glued together, some parts should be soldered - especially if to be used on an outside garden track.

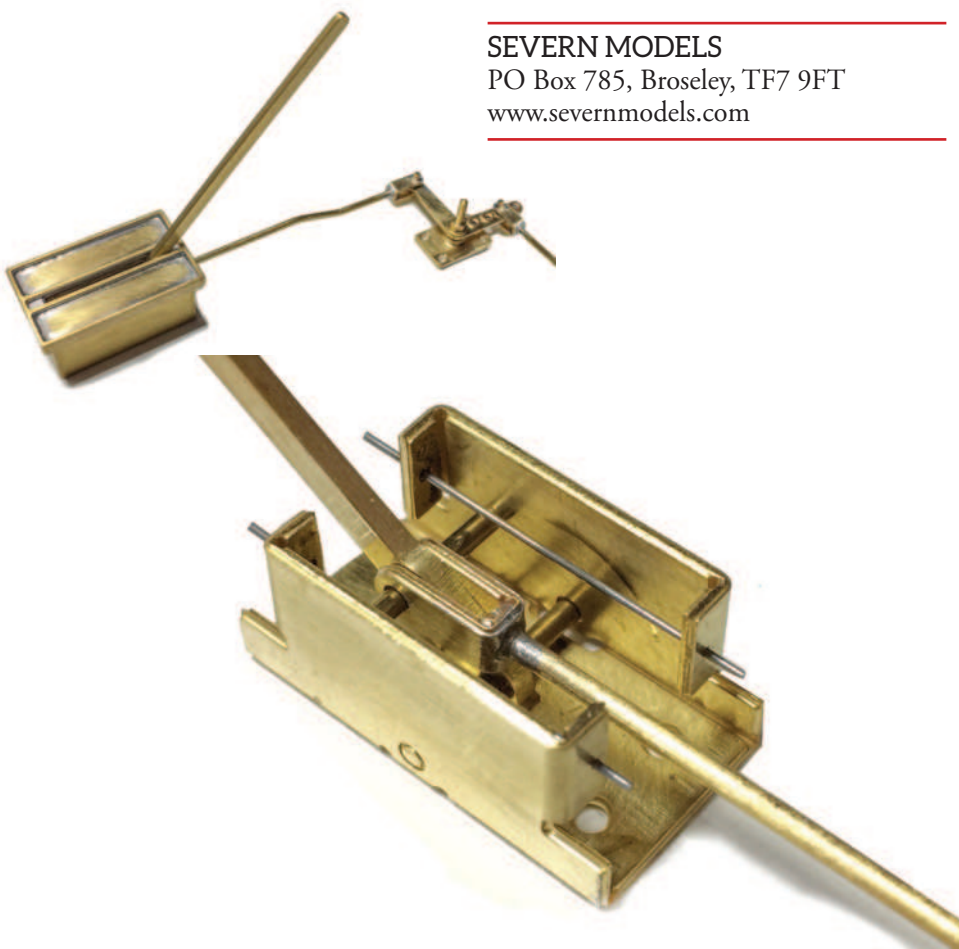
The full travel of the lever clevis is about 9mm, which can be 'geared down' by using the alternate holes in the bell cranks. With both bell cranks used, the travel can be geared down to a shorter travel appropriate for your points.

Lever length is 75mm, and the base size is approx 31x19mm overall, 15mm tall.

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BOOT LANE WORKS

16mm scale carriage kit

A small four-wheel, freelance carriage kit, inspired by the horse-drawn tramway style of the 1870s.

Available in both 32 & 45mm gauge. "Blenheim" is built from laser-cut, acrylic sheets, with 3D-printed axle boxes, springs & couplings. Binnie Engineering 24mm curly spoked wheels, 1/8th inch stainless steel axles and brass bearings are supplied.

Building instructions are included with the kit.

Dimensions

Height: 130mm

Width: 85mm

Length (over buffers): 225mm

Wheelbase: 80mm

Price: £40

BOOT LANE WORKS

6 Finham Brook, Didcot, Oxon, OX11 7YE

www.bootlane.org.uk



GARDEN RAILWAY SPECIALISTS OPEN AN ENHANCED SHOWROOM

The Editor was pleased to be invited along to the opening of the GRS showroom in Princess Risborough recently. A comprehensive refurbishment makes it even simpler to find what you are looking for – and even easier to be tempted to do greater damage to your wallet while you are there!

Towards the back of the shop, the LGB range is beautifully displayed, something which will have pleased the representatives from The Hobby Company, importers of LGB to the UK. Pete Binger from Hobby Co. performed the official ribbon cutting on the day.

As well as upgrading the shop, GRS has finished improving both its website and the exhibition stand – they certainly haven't been idle during lockdown!

All this is ahead of a busy 2022, which sees a massive special 40th birthday event for the company on the 14th, 15th, and 16th of July, as well as the popular LGB day on the 25th of February. Both events are free, but they would appreciate anyone planning to attend to book in advance as refreshments will be provided.

This year, they also have Massoth/Piko Training courses on offer. Basic on 23rd of October and Advanced on 20th of November. Both days are a Saturday running from 10am–3pm and includes lunch. Please book, the price is £50 per person, and don't forget a notepad and pen.

All details can be found on the website: www.grsuk.com or in their adverts on the back of **Garden Rail**.

The GRS team (from left to right) Martin Brown, Export assistant, Mark Wellby, Engineer, Alan Thompson, Marketing, John White, Manager, Alistair Brebner, Manager for Hobby Co, Peter Binger, Director of the Hobby Co., Michael Adamson, Director of GRS, Matthew Adamson, Director of GRS.



DIARY DATES

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

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

Date: 25th February 2022
Event: Garden Railway Specialists LGB day
Venue: 6 Summerleys Road, Princes Risborough HP27 9DT
Times: 12 - 4pm
Organiser: Garden Railway Specialists
Web: www.grsuk.com
Additional info: Free entrance, but please book in advance. Food and drink will be provided.

Date: 14th May 2022
Event: Llangollen Garden Railway Festival

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

Venue: Llangollen Royal International Pavilion, LL20 8SW
Times: 10am to 4:30pm
Admission: £7. Accompanied children under 16 free.
Web: www.lgrf.co.uk

Date: 25 June 2022
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: 14-16 July 2022
Event: Garden Railway Specialists 40th birthday
Venue: 6 Summerleys Road, Princes Risborough HP27 9DT
Times: 11 - 4pm
Organiser: Garden Railway Specialists
Web: www.grsuk.com
Additional info: Food and drink will be provided.

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.

GARDEN Rail

NEXT MONTH

On sale
14th October

We head over to Saxony to visit Waldhein, built by Jim Trotman.



Mark Thatcher builds Timeless Models Darjeeling Himalayan Railway wagons.



Dave Skertchly's wildlife pond, and its railway bridge, adds interest to his cottage garden railway. He puts his waders on to show us how he built them.



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NB3 "Fox" Pressed Steel 3' 3" wb, NB4 L & B Passenger 4' 4" wb, NB5 Rye & Camber Coach

AXLEGUARDS:

NA1 Tallyllyn Railway, NA2 "Record" Wagon, NA8 W & L Type Wagon, NA22 "Sandy River"
NA26 Simplex Loco, NA27 "Fowler", NA28 GVT Coach, NA34 Simplex, NA38 GVT Wagon

BRAKEGEAR: (non working)

NA9 Set of 4 Brakeshoes & Hangers, NA10 Set of 4 shoes & push rods as fitted to GVT coaches

FITTINGS:

NA3 Tallyllyn-type Coach Door Handles, NA4 Hooks & Eyes for safety chains, NA5 Nut & Bolt heads
NA6 Brake Handwheels and gauges, NA7 Rivet Heads, NA11 Centre Buffer Coupling
NA12 Set of four sprung buffers, NA13 Handrail Knobs, NA14 Large Loco Headlight, L & B type
NA15 Coach Door Vents, NA16 Simplex type Radiator, NA17 Louvres, NA20 Radiator - Ford "A" type
NA21 Detailing parts for Simplex locos, NA23 Radiator Panel 48mm x 29mm, NA24 2 Diesel Horns
NA25 Pressed-type Loco Seat, NA29 Headlight, NA30 Cowcatcher, NA31 Coach end steps
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An Irish narrow gauge railcar

Small layouts call for short trains. Is there anything more appropriate than a railcar?
Robert Fickling builds one for his layout.

The seeds of an idea

The idea for the railcar was seeded by an article in the August 2020 *Sixteen Millimetre Today* (SMT), recounting the construction of a Donegal style railcar from plywood and some 3D printing.

I'd always wanted such a railcar, and checked to see if the Accucraft railcar as developed by TrackShack was still for sale, or was planned for a rerun - it was not. There was also the problem that the Irish railcars were generally single-ended and therefore needed turning on a turntable. They also were often articulated and had only a single axle at the front beneath the engine, but I was happy to simply provide a representation rather than an exact model – after all garden railways are meant to be fun aren't they?

My turntable on the Bollin Valley Light Rail (*Garden Rail* February 2021) is a slightly extended Swift Sixteen version, so this fixed the outer wheelbase to be no more than 33cm. All of these ideas about a railcar occurred during the semi-lockdown state of late summer 2020, and I needed a railway project, so I set about building myself a railcar – but not from scratch!

Model bashing – the top half

Like Dave Skertchly, I am best at model bashing, and having already built a Swift Sixteen railcar, I wondered whether I could rebuild another one in the style of an Irish railcar. An order for the railcar was placed with Rob Bushill, and the kit duly arrived.

The Swift Sixteen railcar has entry doors

in the middle and is doubled-ended, whereas the railcar I wanted, needed only a single cab, and entry doors on each side behind this cab. Out came the Dremel (my best modelling tool ever) and I cut off one cab end, and carefully removed the middle doorways, such that they could be relocated and reused.

A new back end was formed using Plastikard built up in layers to allow for a curved end. The middle door locations were similarly backfilled with plastic layers to match the body profile. For both major changes, car body filler was used to achieve the rounded shape, the first time I had used the stuff. It sets very hard and takes a lot of effort to shape it correctly as I found out, but it worked. Then gaps were cut in the body behind the remaining cab for the



Body alterations showing new front doors, filled in middle doors and curved rear.

new entrance doors, and the cut-out ones refitted.

The final body intervention was to build a bonnet at the front, which was made from a Plastikard box topped with shaped balsa wood, followed by a final outer shell from the same material.

Side grills were brass etchings from Garden Railway Specialists (GRS), and the front radiator grill was made from brass rods, glued next to each other vertically. The radiator filler top was a spare bit from my scrap box. Front and rear couplings are from Swift Sixteen again, as is the roof-mounted horn, whilst the luggage rack is a GRS etched tender rail. The rear ladder is from GRS, and the two roof headlights were “liberated” from a Roundhouse Harlech Castle diesel, which I was also super detailing at the time – they seemed too small for the loco.

Windows, door fittings and windscreen wipers all came with the Swift Sixteen kit, but the window glazing and stainless steel frames were hacked around for their new locations – not easy, but again time for the Dremel. A Plastikard cab wall was built with a door set into it and a driver installed based on a hacked-around Bachmann figure.

Lastly, the body was sprayed up in the BVLR livery of maroon lower, cream upper – both Halfords car sprays applied over an undercoat of Halfords grey primer. The first attempt of the undercoat showed up lots of unevenness from the body filling and got rejected by quality control (my wife), so I had to re-contour the body and rub down and respray. The interior of the railcar is the same cream in colour. Transfers from GRS are used to letter the railcar number.

The bottom half

The top half turned out to be the easy bit! I had originally planned to have a rear bogie (about midway down the body) and a steerable front axle, both mounted beneath a plywood chassis. Try as I might, I could

not get the balance right. The railcar frequently derailed at the front on curves due to the single front axle.

I tried springs for suspension, with lead strip underneath to get the balance right. I wrecked one of the railcar bogies in doing all of this, so had to order another from Rob Bushill – *mea culpa*. I gave up in the end and went for an unpowered front bogie. The rear bogie is powered, and as stated before, is just over halfway along the body, with the critical distance between the bogies centres to suit the turntable being 22.5cm.

Rechargeable batteries from Strikalite are mounted under the rear of the chassis in an enclosed compartment, with a radio-control receiver and control circuit (Mtroniks MicroViper Marine 10 from Howes Models) mounted on top of the chassis, inside the body. The battery on-off power switch is set into the side of the box containing the batteries under the chassis, marked with red and green dots to help. Radio control is provided via a Carson 2 channel 2.4 GHz obtained from a car

Underneath of railcar chassis showing bogies and rear battery compartment.



radio control shop.

The lovely stainless steel framed seats supplied with the railcar kit were built, painted as blue/red colour and fitted inside atop a layer of balsa wood as the interior floor. The seat legs were cut around as required to allow for the electronics to fit. Passengers are Preiser figures, repainted and “Anglicised”.

The body is held onto the chassis by a tab at the front end, and two screws at the rear. Unfortunately, due to lockdown, I could not source a suitable socket to take my usual Roundhouse style charging lead, so at present, the body must be removed to enable battery charging. This will be fixed when we can attend model shows again.

The final verdict

The result is that I have an Irish-style narrow gauge railcar that fits my turntable and doesn't derail on the reverse curves on the BVLR. It took about a month to fully kit-bash (not helped by the front bogie issue) and probably cost about £450-£500 in total, half that of the Accucraft ready-to-run railcar.

With due regard to Dave Skertchly, I can now sit on the bench outside of the Dog Groomers Inn sipping a fresh glass of non-alcoholic cider whilst watching the new railcar help the BVLR to run trains during the early and late season, in a more cost-effective manner than the resident steam locos. A bit like a Pacer on preserved railways today! ■

Garden Rail Resource

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SPECIALISTS
6 Summerleys Rd, Princes
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HOWES MODELS
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STRIKALITE
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www.strikalite.co.uk

SWIFT SIXTEEN
10 Waun Road, St Dials, Cwmbran,
Gwent, NP44 7JN
www.swiftsixteen.co.uk

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

Stow Bridge

Inspired by the Garden Rail layout at the NGRS, Mark Thatcher and Daniel Cousins created a temporary patio layout.



After a day at Peterborough, Dan and I grabbed a load of PECO SM32 track, and threw a layout down on the patio. After a couple of hours work, we had locos running – just in time for a lunch break.



My newly-built railcar from Timpdon passes a Roundhouse Bulldog.



Stuart Currie's pottery buildings have just the right colourways to fit in with the stone patio. I'm pleased that I've been able to add to my collection of these wonderful models recently.



We ran a variety of locos including "Cricceth Caslte", and Roundhouse Jack and Lady Anne. Temporary railways don't mean you can't have steam!

ACCUCRAFT UK LTD

LIVE STEAM & ELECTRIC LOCOS AND ROLLING STOCK FOR GARDEN RAILWAYS

NEW FOR 2021! 1:19 SCALE QUARRY HUNSLET

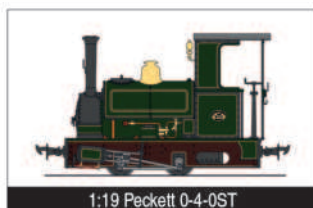
As soon as we had a chance to run *Dolgoch* last year we realised that the design brief for this small locomotive had produced an almost perfect balance of performance and duration and, having instinctively avoided some of the smaller designs, the possibilities for new engines were now numerous. With Talyllyn No.1 designed and signed off we immediately re-drew our 7/8ths" Quarry Hunslet as a 16mm model, a design whose characteristics are much the same as the TR models and should prove to be a real crowd-pleaser.



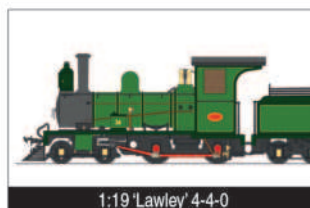
The more generous proportions of the 'Large' type Quarry Hunslets have proved beneficial to the locomotive's run time although to avoid compromising the look of the model we are only offering it in 32mm gauge. The model is gas-fired and fitted with a water top up valve, water check valve, miniature pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model is, as usual, covered by our two-year warranty. The UK RRP is £1595.00 and it is available direct from us or through Accucraft dealers.



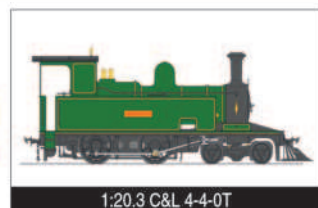
1:13.7 KS 'Sirdar' 0-4-0T



1:19 Peckett 0-4-0ST



1:19 'Lawley' 4-4-0



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

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Garden Railway Specialists

SHOWROOM REFIT AND 40TH ANNIVERSARY!

Our showroom refit has now been completely finished ready for our 40th anniversary next year. We will be holding a special event on 14th, 15th and 16th of July, 2022 from 11.00am - 4.00pm on each of the days. We are taking pre-bookings as numbers will be limited.

40TH
ANNIVERSARY
2022

Please contact us to book your place now!

The 2022 GRS LGB Day Fri. 25th Feb. from 12:00 - 16:00



Senior personnel from the LGB distributor will be at our premises in Princes Risborough to meet with customers, to get feedback and take orders for the new items due in 2022. With LGB becoming more of a collectors club and so many 'one time only', limited editions in the product line-up, it is becoming vital to keep up to date, so as not to miss out. If you would like to attend please phone to reserve your place as soon as possible, refreshments will be provided and all LGB customers are welcome.

SHOW TIME

We are attending the following show
(subject to any restrictions) and will be
taking pre-paid orders:

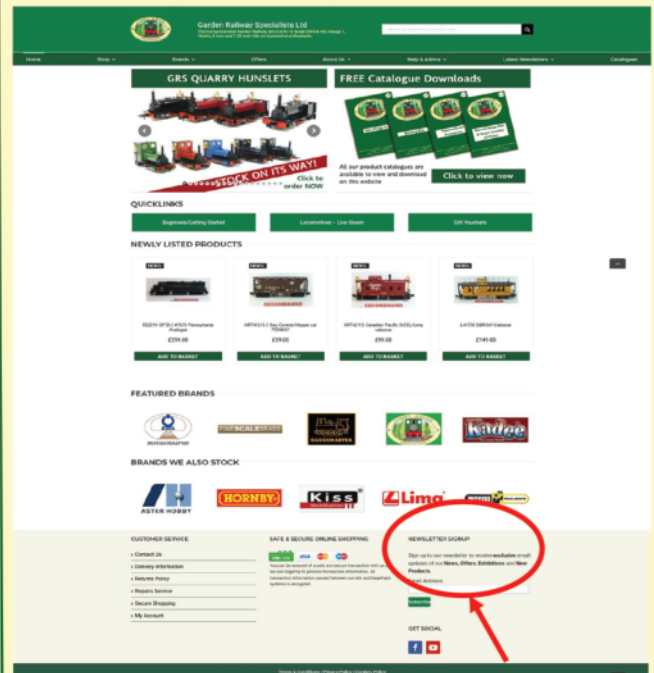


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