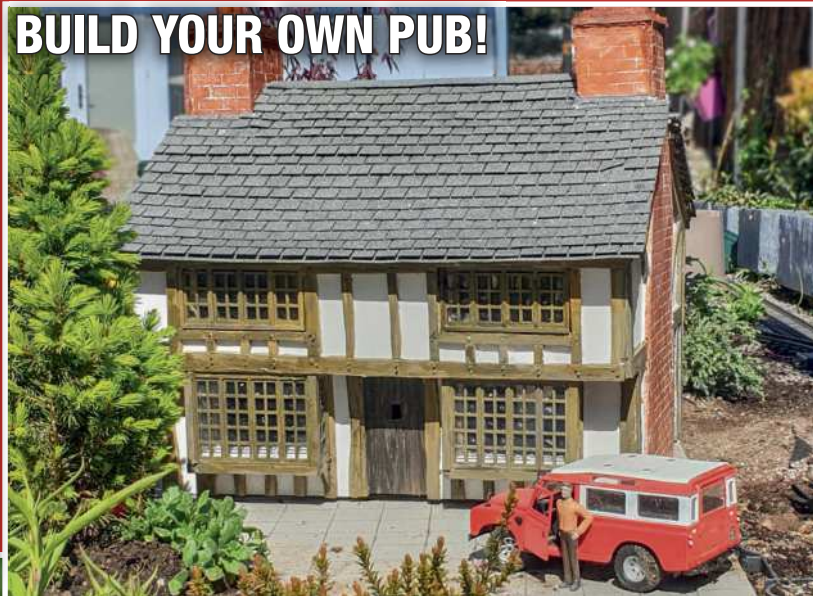


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Rail

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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
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WRITE AWAY

One of the great things about **Garden Rail**, and its sister magazines, is that we offer the chance for anyone to see their name in print. Although all the magazines have regular writers, for whose efforts we are always grateful, there's plenty of space for newcomers too.

All you need to do is drop me a line with an idea for an article and I'll be happy to discuss it with you. Don't worry if you've never written before, all words and photos are polished before appearing on the page. After all, we want you to look your best, that way **GR** is the best magazine we can produce for the readers. Sending articles to magazines, in my

case BRM, is how I started, and look how that turned out!

So, if you are building something new, why not take a few photos and let me see the finished result? You might be inspiring more modellers via these pages. You'll even be paid a little for your efforts.

Talking of getting in touch, my e-mail address and phone number are in each issue. If you have a question about the magazine, you'll have an answer by dropping me a line far faster than posting on social media. There are lots of groups and I can't be watching all of them all the time, I have some track in urgent need of ballast!

This is the very typewriter the Rev W Awdry wrote his first *Railway Series* books on. Thomas the Tank Engine sprung to life from these very keys. Thanks to the Tallylyn Railway museum for letting me near this precious object, which can be seen in the recreation of Awdry's study, part of the excellent narrow gauge museum.



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Waldheim – a garden railway in Cumbria

Jim Trotman takes us to Saxony with his very distinctive layout.

Having been interested in railways from childhood, I have built many model railway layouts in various gauges from Z to HO. But, after moving to a new home almost five years ago, I decided to build a garden railway.

A couple of friends had built very attractive garden lines and this helped to persuade my wife that we should do the same. She was happy to take charge of the planting, but I needed to keep the plants to a size not too far out of scale for the trains and buildings.

A small rockery was to be expanded, and about five tons of soil and sand, plus rocks from foundation excavations, were added to increase the size to approx. 12 metres by 6 metres (40' x 20'). Higher rocks and plants were positioned in the middle of the new rockery so that trains would disappear

behind them and not be in view at all times. A few plants proved to be a bit vigorous and had to be moved, and I regularly need to trim back thyme and other plants that stray too close to the track.

The railway is just a long loop with a station near to the patio and a small halt on the other side. There is only a shallow gradient of about 30mm between my station and the halt. The station has two through lines plus two sidings. There is a cement-made central platform and a loading dock, plus a “crossing” that allows access across the tracks to maintain the centre of the rockery. During the 2020 lockdown, it was possible to enjoy the sunny spring days and run trains in the garden.

The track is mostly from LGB with just four manual points from Piko. Track was

laid a couple of metres at a time on a thick base of cement. This was a firm mix using mostly sharp, and the track was pressed into it once levelled. This has worked well and has not cracked even after being stood and knelt on many times. Fine potting grit has been used either side of the track bed, but sometimes this needs to be removed from between the rails and points after birds or rabbits have used the track as a route across the garden. Heavy rain also moves this light ballast around a bit too much.

I have often modelled German railways, as well as occasionally modelling British and Canadian lines, and I decided to base this railway on the narrow-gauge lines of former East Germany. In this way, I could model Saxon railways from about 1900 to the DR lines of the 1950s and 60s. There was the



A Ruegen mixed train.

standardisation of railways in Germany well before anything similar happened in Britain and so many narrow-gauge lines were built to 750mm gauge. This allowed stock to be easily moved to other lines if one closed or now when special events take place. For example, the Saxon historic train, as modelled by LGB, appears on various Saxon lines during gala days.

Some modellers happily run any models that they like, but I have kept to models of 750mm gauge prototypes. Mine are based on trains now running on preserved lines in Germany and I have been privileged to ride on many of them from Ruegen in the north to Zittau in the south.

On some days, I choose to run Saxon State Railways trains, but on others, I run trains that can be seen on the Ruegen and Prignitz lines. Mostly, I run DR trains as seen on the preserved lines in Saxony. The seven trains and the buildings are kept in my railway room, just across the patio, and the chosen couple of trains run around the rockery while we enjoy a relaxing drink or two.

Most of the rolling stock is LGB, but I also have a couple of DR carriages from Train (Chinese manufactured). Some were bought new and some came via eBay. The less expensive second-hand wagons and locomotives have been repainted and re-lettered as Saxon period stock, some based on



Loco 12 of the Friedlaender Bezirksbahn.

photographs take of surviving examples in Germany.

I have always liked the Austrian U class locomotives, as also modelled by LGB, and I discovered that a line in the Austro-Hungarian province of Bohemia connected with the Saxon lines at Hermsdorf (now Hermanice in the Czech Republic). This line ran from Friedland to Hermsdorf and then crossed into Saxony and the town of Reichenau

(now Bogatynia in Poland) before crossing the Oder river near Zittau. Very little remains of the former Austrian line east of the Oder river apart from some old buildings.

Austrian lines were normally built to 760mm gauge, but the Line from Friedland to Hermsdorf was built to the Saxon 750mm gauge and used the same Heberlein braking system. Therefore, this gave me the excuse to buy and repaint a second-hand

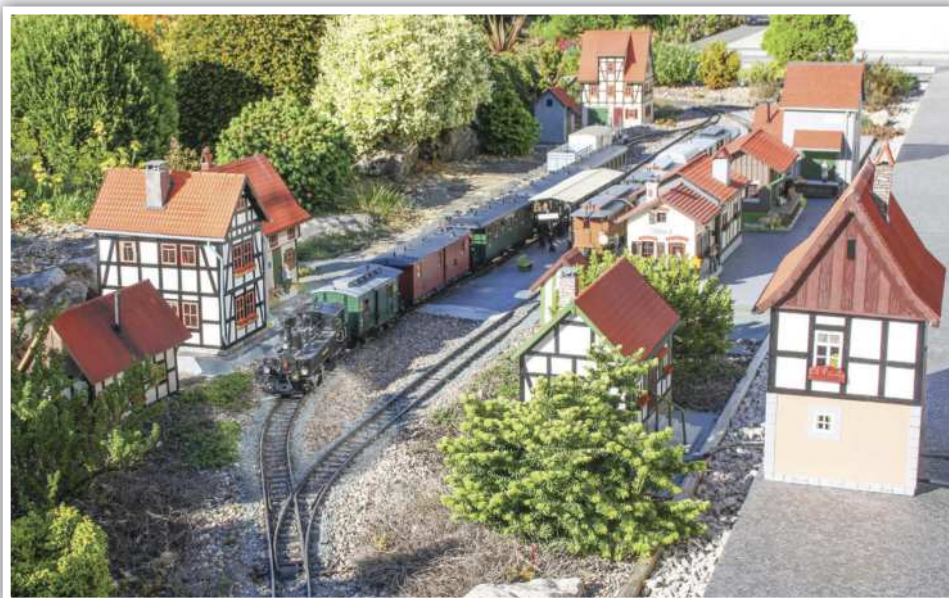
U class locomotive that now strays across the old border and pulls some of my Saxon rolling stock. I had renumbered it as the one surviving locomotive but discovered that its pre-1920 identity was as No12 'Friedland'. I have not found any pictures of the prototype, so the livery is likely rather than original - modellers license, I guess.

When attending a local auction, I bought a few LGB items, only worthy of repainting, and some rather battered and incomplete Pola buildings. The buildings are to the usual scale of 1:22.5, but I model to 1:17.5, which is more accurate for 750mm models. I repaired and modified the structures I had bought but wanted to add more buildings that better represented those found between Saxony and Brandenburg. Using Google, I could easily find pictures of timber-framed buildings and these now help me scratch-build structures for the railway.

I extended the parts of the old Pola station to form a bigger station; the original idea being to build it like one on the Zittau lines between Bertsdorf and Jonsdorf, but I decided to make it more 'generic' so that it would not look out of place when I'm running trains seen on the Prignitz or Ruegen lines. The small shelter on the opposite side of the rockery from the main station is called Winterberg and is loosely based on a shelter at Teufelsmuehle between Bertsdorf and Oybin. My model is much simplified but is painted in green and cream Saxon colours, although the real shelter appears to have reverted to brown. Similar small shelters with a single pitch roof appear on many narrow-gauge lines in Germany.

The plastic kits for garden railway buildings can be rather expensive and I prefer to spend money on trains rather than buildings, so after experimenting with the station building extension, I turned to scratch-building houses. These are built to a compromise scale of 1:20, which is much easier as 5cm on the ruler equals 1 metre on the building being constructed.

The first was the small cottage for the station master. This is built from MDF board with roof panels from Pola. A company at Fleetwood supplies Pola parts, so I get the roof panels and gutters from there. The walls are painted with masonry or acrylic paint and are overlaid with plastic strip to give the timber-framed (Fachwerk) effect. The windows are cut from thin black plastic sheet and are varnished to give a gloss effect. Comparing to photographs, they look quite realistic and are much easier to make than cutting through the MDF board and fitting real windows. Flower boxes are just square section plastic with N gauge hedges added



Scratch-building the structures might be more work than buying ready to use, but they lend the line a unique atmosphere that sets the location well.



The new Winterberg Halt being passed by the track cleaning train.



My work bench with a new cottage under construction.

and covered with scatter material and painted geranium red.

The MDF board and occasional spare ply construction of the buildings make them a bit heavy but at least they do not move about in the Cumbrian weather. I glue (PVA) and pin the wall and base panels together, which makes them very robust. The Raiffeisen warehouse (**Garden Rail** January 2021) fits over a drain cover by the station and used up a full square metre of MDF sheet. This sheet has to be cut outdoors as MDF dust can be harmful if breathed in and, even though MDF can be easily sanded, that too should be done in a well-ventilated space.

I have now started building larger structures and I am using a variety of roof panels rather than just the Pola ones. I have used Shirecraft pantile panels on the new warehouse and also use 1:12 scale adhesive stone sheets on some of the buildings. This is supplied for dolls houses but looks fine at 1:20 scale. My new structures cost less than a



A Zittau passenger train.



Friedland heads back to Bohemia.

quarter of the price of similar plastic kits.

I base the new houses on pictures taken off the internet or from magazines like Dampfbahn. Often these only show one or two sides of the real building, so the other sides are designed to match.

Each building takes at least one week to build, and once completed, they are sprayed with a satin varnish even though they are not left outside after running sessions.

Even though I do like to stick to one gauge, certain geographical areas and time periods, I am still flexible enough to run and build things that I like.

My garden railway brings back many happy memories and provides many hours of enjoyment. ■



Passengers travelling on the Saxon 4th class wagons.



The work train with repainted loco and wagons.



The historic Saxon train.

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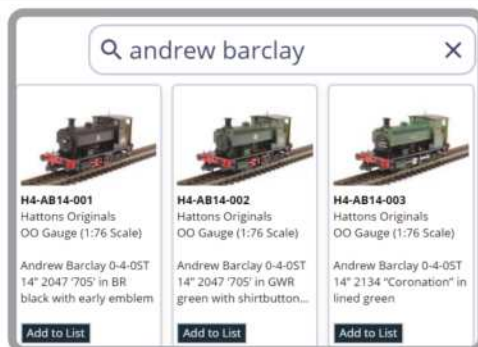
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Restoring a centenarian

Eddie Castellan brings a Gauge One Bing Dunalastair back to life.

My friend Graham Vincent was the most astonishing collector I ever met. He collected anything and everything to do with railways for more than 50 years. And kept the lot. A genial Pickwickian character and Tallyllyn stalwart, familiar at any local model show, swapmeet, or book fair, Graham also was not to be underestimated. He was astute, knowledgeable and drove a very hard bargain.

Then came the sad day that an entire house packed with models, books and railwayana, none of it organised, had to be disposed of. I've never seen anything quite like it, you could find a near-mint 7mm model hidden under a cheap plastic toy from Hong Kong.

I volunteered to help with the sort-out, being reasonably competent to identify the many complete models in various scales plus a vast collection of bits. Delving into a mountain of assorted stuff, I found some intriguing and chunky newspaper-wrapped parcels, which turned out to be vintage Gauge One.

Despite being into 7mm rivet-counting at the time, I've always loved the best of the old stuff; Bing, Leeds, Bassett-Lowke. I think it's the rattle and hum factor of classic coarse scale like Jack Ray's Crewchester or Carl Slater's Outwood Railway, built recently using traditional methods.



The loco as acquired, scruffy but basically intact apart from the missing bogie.

Thus, I acquired a 1911 Gauge One Bing for Bassett Lowke Dunalastair IV.

The 109-year-old loco was smothered in grubby car primer and the front bogie was missing, but I wasn't going to let that worry me. You can't really do much with a mint model, it's too precious. But an old wreck allows you a lot of freedom to reinterpret it for a useful new life without vandalism.

The Dunalastair then lay fallow in a shoebox for nearly 25 years while I emigrated and did other stuff, but then finally came the day when I wanted to make models again. Over the years, my eyesight had

considerably deteriorated. I decided that a broad-brush approach in G1 would be better than trying to count invisible rivets in 7mm: The vintage Caley's moment had arrived.

The model was originally clockwork but I wanted electric drive with radio control, and G1 standard wheels so that the engine could run outdoors on any track and make an interesting stand-in between the live steamers.

The clockwork mechanism is held in the tinfoil body by four screws, so it can simply be set aside undamaged, and an electric version substituted.



The original clockwork mechanism.

A 24-hour bath in paint stripper revealed that loco body and tender were basically in good condition. I found only two tiny traces of the original blue and claret. As the project progressed, I came to know and love the sheer quality that Bing put into its models. The tinsmith's work is superb, neatly soldered without any cleaning up beyond washing the flux off.

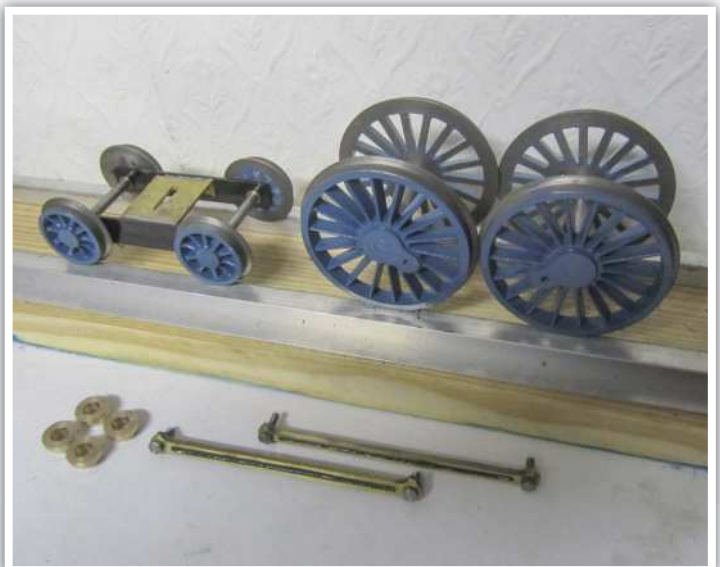
The main missing items were steps and buffer heads. Someone had cut the tender steps off with tinsnips, but one original loco step remained to use as a pattern.

Reaming the bufferstocks out a few thou with a No2 drill allowed a set of Walsall Model Industries buffer heads to be fitted.

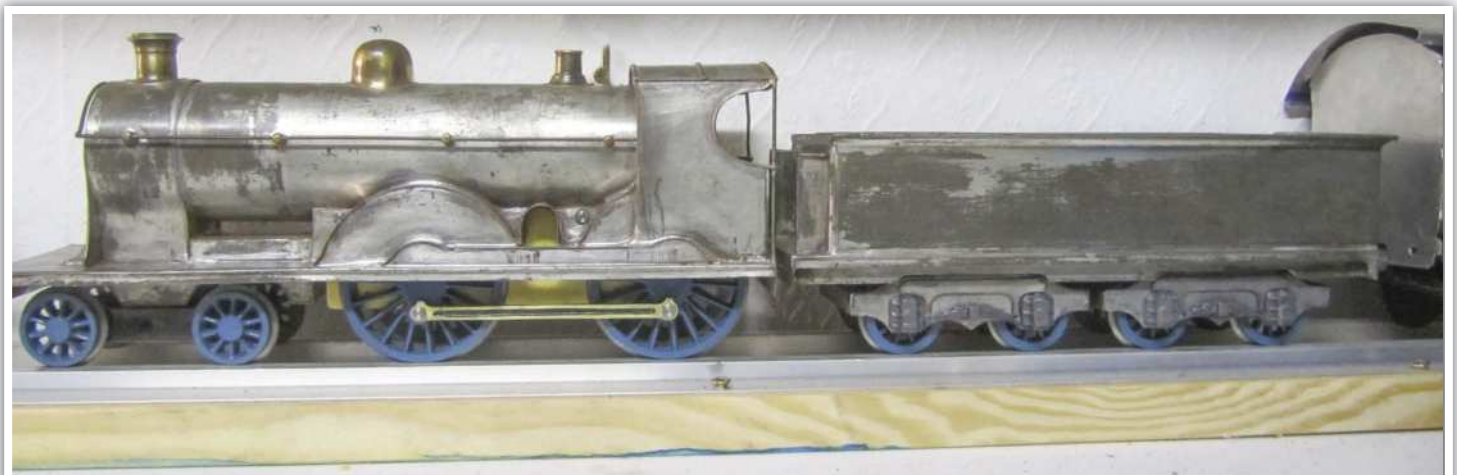
The one original feature I didn't like was the uncharacteristically clumsy front drawhook, so I replaced it. Stuart Rose of the G1MRA Vintage Tinplate Group kindly provided an accurate repro Bassett Lowke pattern rear coupling. I considered adding some extra detail but finally decided that the model was satisfying as built.



The stripped and cleaned loco, already looking the better for it. The tender arrived in delightful tarred and feathered black!



The new front bogie, driving wheel sets and bronze axle bushes.



Taking shape: Having measured up carefully from the original chassis, I was puzzled by the slightly low loco footplate and modified the screw holes on the chassis to correct it. Later, I saw another example in original condition and found that the footplate was low on that one too!

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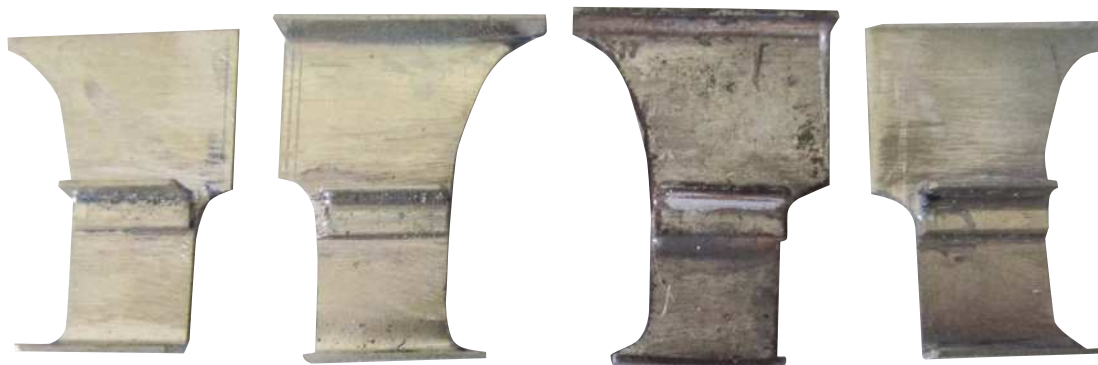
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An interesting discovery was that the body and tender were in imperial dimensions, while the wheels and clockwork mechanism were mostly metric, as you would expect. I suspect that drawings were made probably by Henry Greenly for Bassett Lowke and sent to Bing in Nuremberg. A few dimensions on the mech seemed to be in nothing obvious, so were possibly in ancient German clockmakers' groats!

I cut new main and bogie frames from 1/16 brass and turned bearing bushes, axles and wheels and crankpins. I had a couple of frame spacers in stock, so I used them as the basis of the cross stretchers. The wheel castings were Walsall, however, they also supply machined wheelsets if you don't have a lathe. The motor/gearbox came from ABC and I made a frame stretcher to secure the motor body.



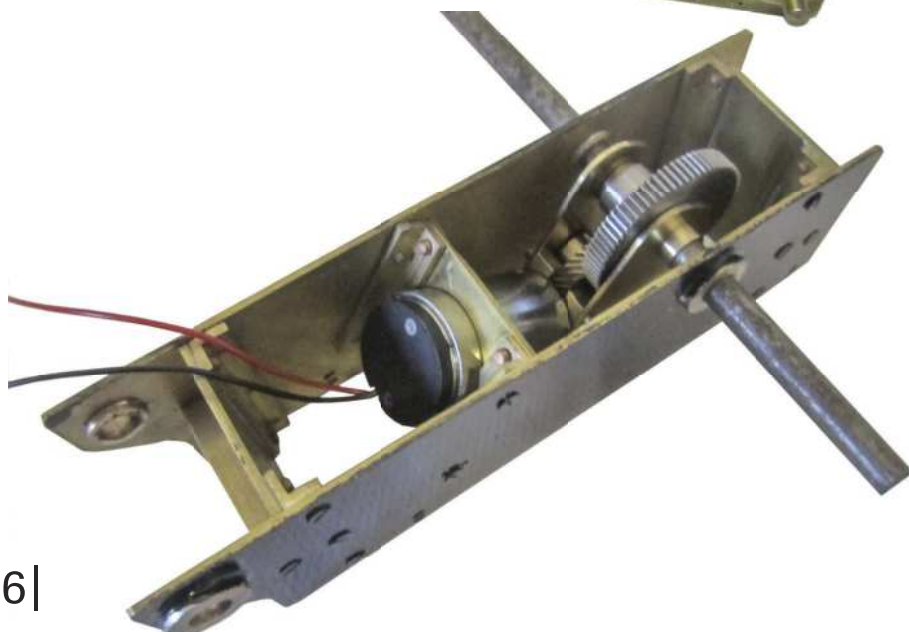
Stuart Rose's Bing Dunastair, converted to electric drive but otherwise original, on the Vintage Tinplate Group layout at the 2019 G1MRA AGM show last October. Note the loco footplate, curiously lower than the tender, which prevents the fallplate from lying flat.



Replacement steps made using the surviving original.



Checking the coupling rod centres against the axle centres, using dummy axles. If these two dimensions are not identical, you will not get the chassis to run properly, even if the quartering is correct.



The ABC motor/gearbox secured in its frame stretcher.

I kept the original Bing brass coupling rods for period flavour. The crankpin holes were badly worn, so bronze plugs were turned and silver soldered in, then the rods redrilled.

Adding radio control proved to be a lot easier than I imagined, having no previous experience. The pile of Omni components from Fosworks initially looked slightly intimidating, but my G1 compadres assured me it was basically 'plug and play' and it was indeed working in about 10 minutes.

The big boiler on a Dunalastair IV, which made it ideal for a clockwork mech, made it equally ideal for housing the rechargeable batteries.

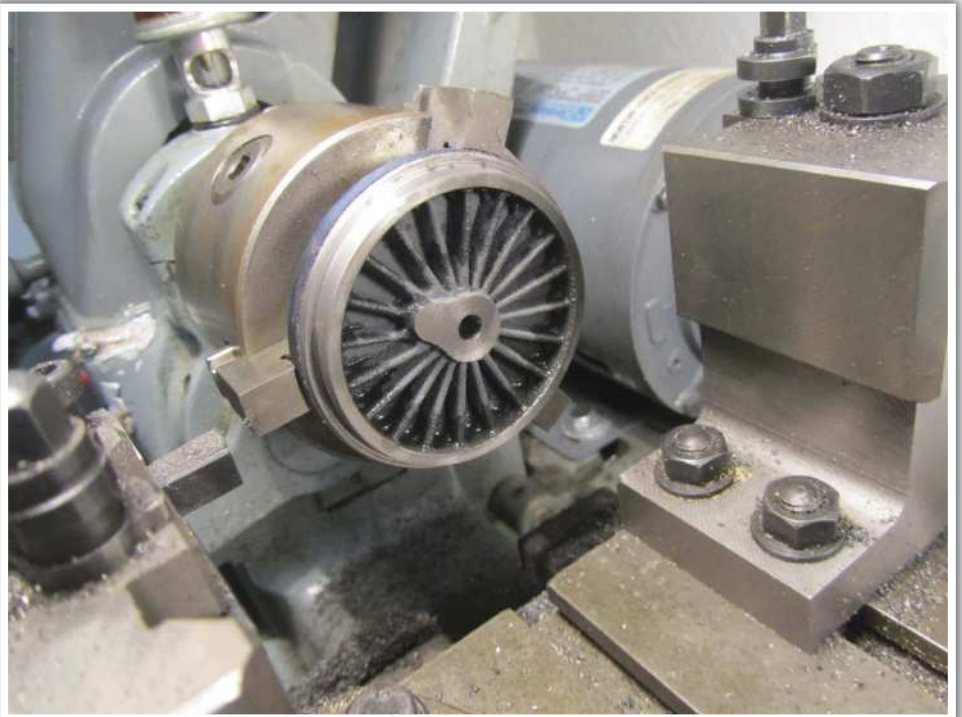
I had to cut a small hole in the tinplate backhead to allow the radio signal to reach the radio receiver. This has a red LED on it, thus giving an unexpected bonus of 'realistic firebox glow'!

On test, the ABC motor/gearbox proved highly satisfactory for both power and realistic speeds. Loads were limited more by adhesion. The tinplate loco with modern electrics is not particularly heavy and extra ballast has not yet been tried.

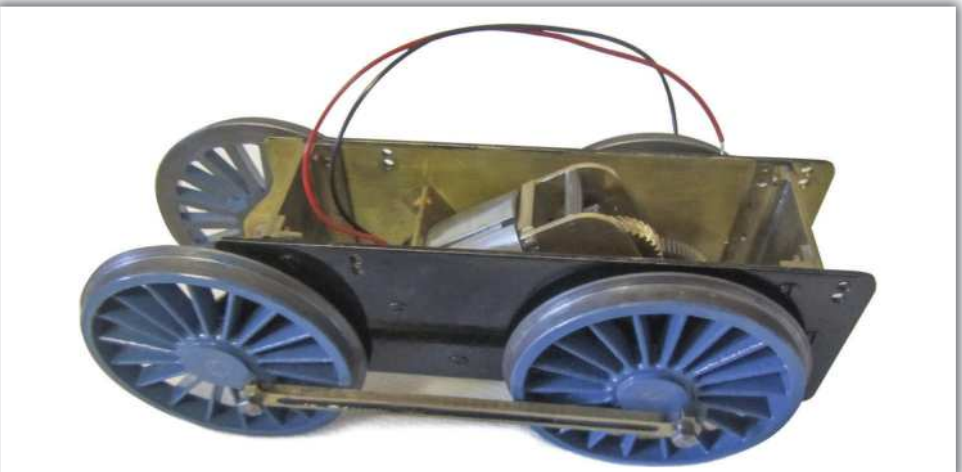
I dropped a clanger in choosing Caley light blue. I found out too late that Bing used dark blue. However, as the light blue is prototypically correct and Phoenix Precision is unable to ship to France where I live, I decided to go with it.

The body colours are applied with a big high-quality artist's brush over sprayed grey primer. It's not perfect, but it gives the handpainted feel of the original.

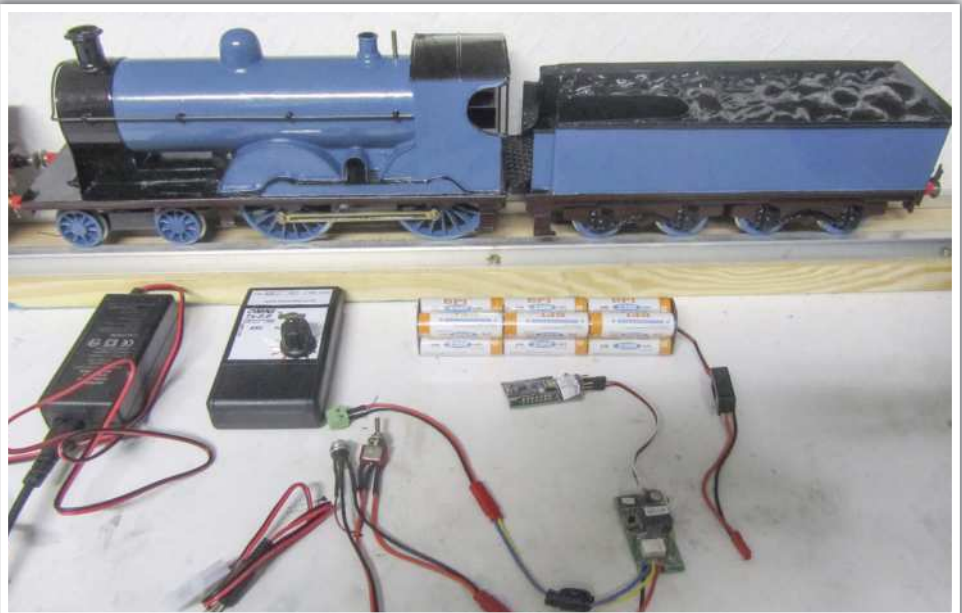
By this time I liked the Dunalastair so much that I felt she deserved a pro lining job by Liz Marsden. Sadly, the Covid 19 crisis put a trip to the UK on hold. However by late June, thanks to Richard Hill and his track near Bordeaux, I was thrilled to have this lovely old engine running for the first time in probably 50 years. ■



Turning the driving wheels from the Walsall castings.



The gearbox fitted in the chassis. You'll notice that this has the same fixing holes as the original clockwork mechanism.



The radio control gear ready for installation

Garden Rail Resource

ABC Gears
12 Harper Rd, Coventry CV1 2AP
www.abcgears.co.uk

Fosworks
P.O. Box 675, Blackburn. BB2 9QJ
www.fosworks.co.uk

Walsall Model Industries
Short Acre St, Walsall WS2 8HW
www.walsallmodelindustries.co.uk

Please mention Garden Rail when contacting suppliers.



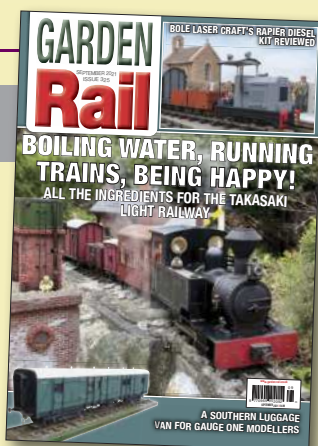
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Building a pub

Can't get out to your local? Paul Batchelor built his own!

My garden railway only came into being as a lockdown project, while in semi-retirement, and primarily as remodelling of a tired garden. It followed the purchase of a basic LGB starter set a couple of years ago, in contemplation of an unspecified future project. Previously I have only modelled in N gauge.

The project, principally the revival of our garden, started in March 2020. It largely developed as we progressed, firstly building a raised planting area incorporating a pond with the general concept for a railway being secondary, albeit a few quick sketches helped shape the raised area and the position of the pond.

While the railway had been a secondary consideration, I would have preferred it to be the other way around, but at least now have a railway in the garden!

12 months further on, the track has been laid and my wife and I have been filling in much of the areas around the track with plants.

As the gardening shops were open during lockdown, many plants had been purchased, but otherwise, the constraint to the

planting had largely been the positioning of the track and not much else. The position of the station and village had been looked at in general terms and pressure was on to keep this area free from the green stuff.

It was time to introduce some buildings so that the proposed building plots might be clearly marked out and secured.

Now, while I have scratch-built buildings in N gauge, the difference in scales would



My plywood mock-up pub.

require a completely different approach, especially if the buildings are to withstand the rigours of the English climate.

To prepare, I had read articles in **Garden Rail** and had looked at various websites suggesting the use of foamboard, which seemed a perfect medium.

Pre-Christmas 2020, I obtained some 6mm foamboard. My initial impression at that time was that the foamboard on its own might not be strong enough – and even maybe too light to be blown away in strong winds. My buildings will need to stay out year-round as I have no storage to overwinter.

Then, one reasonably dry sunny day early March 21 while out in the garden staring at the railway, and as a spur of the moment, I thought that I would make a quick mock-up of a building using a few offcuts of 9mm ply. Initially, this was just to get the feel of the size of a building and an idea of what I could do, and so to speak “put the towel down” on the building plot.

Within an hour or so, a mock-up was built. However, the proportions of the building were a little too large, albeit I was using 16mm to a foot and the building was not, if real, a large one. The structure was trimmed, with a circular saw. Not a pretty sight but the proportions reduced became more acceptable.

The mock-up was then positioned and sat in its rough location while I thought about what to do next.

I had already decided that my first building would be a pub, what else? If I cannot go out for a beer, might as well look at one.

Having looked at the plywood building for a couple of weeks, the conclusion I reached was that I would use the mock-up as a substructure to give weight and strength to the final building, which would use foamboard as a decorative finish.

Holes were cut into the ply using a multitool in the rough position of where windows and doors would be sited. The frame was then given a foamboard skin stuck on using ‘No nails’ adhesive. A test had shown this would work.

The style of the building I thought would be half-timbered, but I would use artistic licence rather than try to be accurate.

An earlier lockdown purchase had been a 3D printer, and whilst I am not fully competent in its use, I have managed to design and print basic windows. Some simple designs were created. These would be fitted into the apertures cut into the foamboard, which coincides with those in the ply.

The 3D-printed windows after painting were glazed using the plastic from redun-



The mock-up was covered with foamboard and sprayed with a white undercoat.

dant CD cases superglued to the back of the window frame, and a dab of clear glue was added to the rear of the clear plastic to give the effect of cast glass.

The ground floor windows, suspended bays, were created by three window frames glued together with corner posts.

All the windows were then set aside after test fitting and would be fitted after painting the main structure.

The half-timber framing of the building was created using strips of foamboard stuck to the foamboard skin again using ‘No Nails’ adhesive. For detailing the timber frame joints, I used small lengths of toothpicks to imitate jointing pegs. These were inserted, after being dipped in superglue into the foamboard framing, having first made a suitable hole using a pin drill. The pegs were later trimmed to size with a nail clipper.

The doors were made of foamboard, which had been covered with thin wood strips.

The building was then painted, having first been sprayed with a plastic undercoat. I tested this was water-based before using it, as some will melt the foam. I used acrylic paints applying the medium in a way to suggest timber.

Once the structure was painted, windows were fitted and the paint touched up.



Windows are 3D-printed and glazed with old CD cases. The glass bullions, or bulls-eyes, are a dab of clear glue.



Cocktail sticks represent the pegs in the timberwork.

Lastly, but most importantly, the roof.

I was not sure what to use. Plastikard would be the obvious choice, but I had none to hand in sufficient quantities, and it wasn't that easy to find supplies.

I decided I would try to use roofing felt and purchased a roll of lightweight shed felt. This was cut into strips and, while the material looked the part, trying to make it look like individual slates was not that easy. In order to produce a satisfactory result, I could either cut individual slates or try something else.

I had an idea that I would make a slate cutting jig using the 3D printer. This is basically a block with three notches that align with the slate size required. The block is thicker at the rear such that the front notched side is 2mm higher. This was fixed to a length of wood. A 40mm strip of felt was then cut and fed through the jig. Three slates are cut before the felt is fed through and the process is repeated. I cut lengths of 80cm at a time, which was enough for two rows of slate on the building.

To cut the felt, I made a double-bladed knife. This simply was two standard craft blades superglued together with a cardboard insert. A basic Stanley knife handle was used to hold the double blade, the two halves of the handle being very tightly screwed together to ensure the double blade was clamped in place.

The strips were stuck in place, with suitable overlap using 'No Nails' again and have adhered well. They were pinned in

place while the glue dried. It is waterproof and has withstood the garden sprinkler system. We have had a few hot days and so far, they have not raised any issue either. A 30-degree summer in full sun may be the ultimate test to come. I am hoping that the felt, if it heats up, may bond better.

The resulting strips of cut felt aligned well when applied to the roof and give a pleasing and realistic effect.

I am not sure if anyone else has developed this method of roofing and if they have, I apologise for repeating it and my lack of knowledge.

This building was built in some haste as my first trial – but I have learnt much and

hope to improve on my techniques. I will monitor the building through the year and be ready to adapt it if needed.

In the future, I hope to attend some of the garden railway exhibitions and learn more about this absorbing hobby and what is commercially available that will improve my modelling.

In the meantime, over the coming summer, my intention is to add internal detailing and solar-powered lighting.

Lockdown passes much quicker with things to do. ■



My 3D-printed guide for cutting slates.



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

NANO LAYOUTS

After October's mini layout collection, let me present a hive of activity on the 1sqft 16mm scale 32mm gauge nano layout.

Motorised Tipping Tim empties his bucket of penne from the pasta mine into a skip attached to Bel while 'Issing Sid waits for his driver to return.

All locos, wagons, track, scenery and even the baseboard and frame are designed and 3D-printed by Loco Remote.

Chris Rennie

Editor: Wow! Can anyone beat this for a fully working, tiny layout?



WOODEN TRACK

Looking at Shawn Viggiano's micro layout in the last issue of **Garden Rail**, I noticed that he has made his own sleepers from wood and fixed the track down with spikes. Would this work outside and be a way of saving money?

Isaac Stokes

Editor: Real railways traditionally used to run on wooden sleepers and I'm sure that in the early days of garden railways, there were wood sleepers and Bonds cast metal rail chairs. Does any reader have experience of these in real life? Mind you, the prototype is starting to follow the model world, with several narrow gauge lines introducing plastic sleepers for real!

ROSS HARRISON DRAWINGS

I wonder if any reader can help me? I am finishing building a coal-fired "Russell", from the plans in an article published in the early days of **Garden Rail** by Ross Harisson.

I also have drawings for a Hunslet. Can you still purchase drawings of the other engines that Ross Harrison published? I am looking for a new project in 22mm scale to run on 45mm track.

I find the bigger scale is better for not having 10BA and smaller as old age is creeping in.

Colin Powell



This is for *your* new terrier.



Modelling the original 'Toy Train'

Mark Thatcher cooks up a trio of DHR rolling stock from Timeless Models.

One thing I like about garden railways is that many of us don't take this hobby or ourselves too seriously. Pretty much anything goes. I have seen carriages full of Minions, and you can buy a wagon to hold your can of Coca-Cola (other varieties of soft beverages are available). You can even populate your railway with quirky characters from the likes of Busy Bodies, Kara's Little Kharacters and Modeltown, too.

However, sometimes when I am chatting to folk and the conversation gets a bit, how shall I say, 'rivetty', I remind myself that I am playing with toy trains. This is so true when modelling the Darjeeling Himalayan Railway, as when the DHR was completed in 1881, due to the diminutive size of the locos and rolling stock, it was nicknamed the 'toy train'. Darjeeling still remains the

terminus of the DHR today and much of the original stock is still in service, which is a testament to the skill and perseverance of the team.

Significant improvements

I have to say that Timeless Models, who produce these kits, are one of the most proactive and driven businesses I have come across in this marketplace, and are working tirelessly to promote its brand and rapidly expand its range, which will not all be DHR-related in the future. The three kits I review here actually were a precursor to the luggage van, which featured in **Garden Rail** July 2021. Certainly, the kits are of excellent quality and fit together really well too.

I can also report significant improvements in the packaging and instructions department. I was highly critical of the instruc-

tion for the luggage van but worked with Timeless to improve these, which are now so much better. Also, whilst it was great that the luggage van's parts were already removed from the frets meaning I could make a start on the build right away, nothing was labelled. Now, the parts are separated into re-sealable bags, each bearing a handwritten label to help identify them.

The three kits I cover here are the steel four-wheel van, a shunter's trolley and a four-wheel open wagon. I started with the van as it was the most complex kit in the range, yet is very similar in construction to the open wagon. First, one solebar was fitted to the underside of the floor. The floor itself is detailed, but you won't see that with the roof on. This is the same floor as used in the open wagon, so, if left empty, you will see it there. It is worth painting the solebars prior



Locating tabs and recesses greatly adds to the building up of the wagon body and ensures that everything stays square.

to fitting the wheels as it will be difficult to do after they are fitted.

I then fitted the ends of the wagon as the sides will slot neatly in between these and notches on the lower corners of these fit over the bufferbeams to help with alignment. You will notice one end has a small hole drilled in to accept the brake lever. This detail will be assembled much later in the build. It does not really matter which end you use in any case, just make sure the etched detail is outermost.

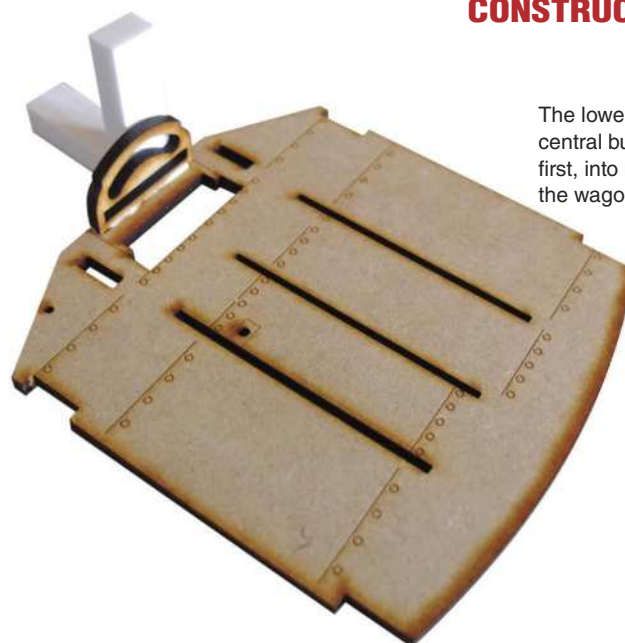
The centre buffer sandwich

I like the way the buffers build up. They are basically a sandwich of parts. The lower part has a notch, which locates at the bottom of the wagon ends, then you add further layers on top of this, topping it off with another part with a notch and a thin section of wood with a hole in it. Later on in the build, you will use a cocktail stick to hold the draw bar coupling between this and another hole in the base of the floor.

There is a wealth of rivet detail on this model, 494 to be precise! Yes, sorry, I counted them. Life is too short for me to model them all, but I certainly wanted to add rivets to the doors and the upright stanchions, but drew the line when it came to adding rivets to the rest of the body. I think I did about half of them. Cambrian's rivets were exclusively used around the door and for any other obvious bigger rivets, which, incidentally, are all clearly etch-marked on the model. But for the smaller rivets, I used 1.5mm Nail Art convex beads as there were so many to fit. I chatted to Cambrian Model Railways about this and they asked me to do a comparison between the two, so here goes.

Cambrian rivets

Pros: Very detailed and this really shows up on the model. Easy to pick up with a scalpel and, being plastic, easier to glue onto the surface with a variety of glues. The grey



The lower layer of the central buffer is located first, into notches on the wagon ends.

colour makes them easier to see, although, if used below decks, they will need to be painted black. There is also a huge range of rivets, bolt heads and nuts to choose from.

Cons: They have to be cut off the sprue and have a tendency to fly off everywhere. I resort to putting my finger over them as best as I can to reduce the 'fly-off factor', whilst hopefully not slicing my finger in the process.

Nail art 1.5mm rivets

Pros: Very inexpensive, around 2000 for a fiver delivered from the 'bay'. Pre-coloured in black, which is a very useful colour. Convex in shape to perfectly mimic a rivet.

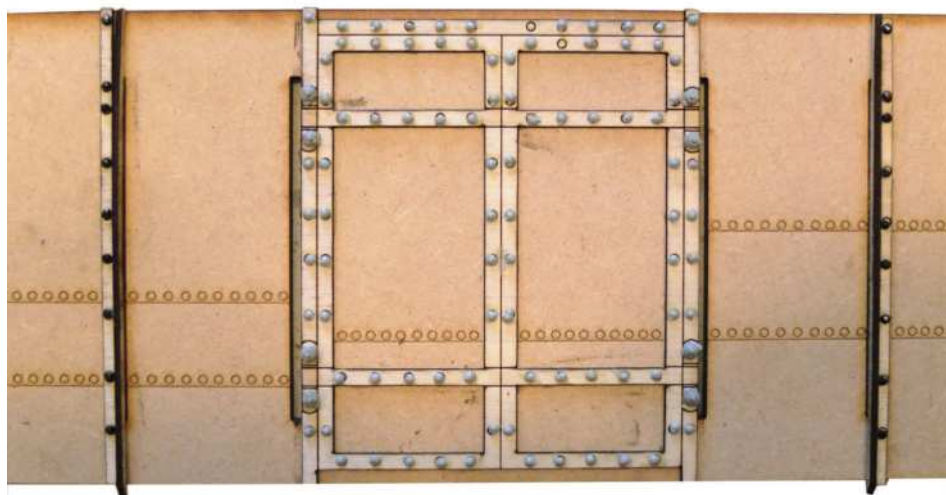
Cons: Being glossy and shiny they are much more challenging to pick up with a pointy blade and, inevitably, some will ping off into oblivion. The material they are made of really only suits superglue, which, in

turn, could mark the wagon body if poorly applied.

So there we go, make your own choice as you see fit – but it is a riveting subject nonetheless...

Before we never talk about rivets again, I should point out that it is far easier to add them to the flat body sides and ends rather than to the built-up model. Then you can build up the body sections and finally add the roof. This was the standout component in this kit for sure, with half-etched plank lines in it. It is quite thin and fragile, though, so do take extra care when fitting this piece.

As far as the paint scheme is concerned, you could opt for the earlier oxide red colour or the later DHR blue variant. The choice is yours, but as I already had one in oxide red, I decided on the blue for a bit of contrast. Etched lettering comes with this kit, and after a quick spray of U-POL's adhesion promoter, I just blew over these with Halfords white primer.



Cambrian rivets were used exclusively on the doors - looks like I have missed a couple, though!

The brake gear was pre-painted in matt black and added to the wagon end. The only two holes that you will need to drill in this kit is for the grab handle to the left and at the top on the same wagon end that has the brake lever installed. A 1.5mm drill should do the job.

The four-wheel van

I am glad I tackled the box van first as the four-wheel open wagon is a very similar kit to the box van, but with different side profiles and, obviously, no roof. Instead of a roof, there is an oblong cut-out that is added to the top of the sides and ends of the body and creates a lip at the top of it. Apart from those differences, they are very similar kits.

I could not have an empty wagon, though, so having some scale ballast to hand (though what scale I don't really know), I added this. I would normally create a base with foam board or Plastikard, but only had cardboard to hand, however, I figured that if I used exterior grade PVA glue around the edges and left it overnight to thoroughly set, then when I drizzled my diluted 50/50 water PVA mix over the ballast, it would not leak out of every orifice. Result!

Shunter's Trolley



The shunter's trolley was built between 1914 and 1920 for the DHR at Tindharia. It is a mystery as to what it was used for, though there are photos of the trolley with two-foot gauge wheels on it. It is still in use today at Tindharia.

The floor and running gear are assembled in a similar way to the other kits in this range, but this kit has a stepped floor, which is unique to the model. Actually, while viewed from the topside, this is a simple-looking little kit to build, but things get a little more complex on the underside as there is a wealth of underframe detail to be added. However, thanks to the much-improved instructions, it is easy enough to build these details.

I had a few old cast white metal wheels and axles knocking around, so I added what I had and cut up some small triangles of wood to act as wheel chocks. This was an easy build and provided me with a break from building two similar kits.



The completed rolling chassis with the addition of the brakes.



Adding the rain strips to the roof is best done before you glue the roof on.



The finished van, all ready for the paint shop.



I could have added even more rivet detail to this open wagon, but sometimes life is too short, and you have to know when to stop.

Slide 'n' hide

The next challenge was to get the diluted PVA glue to dry. I have left models for days in the boiler room of the old house and the stuff still had not set. But in March, I was propelled from a crumbling old 1850's Victorian house with a kitchen of a similar vintage to another Victorian property, but one that had been thoroughly renovated. So, welcome to the world of a new kitchen with a Neff self-cleaning oven complete with a slide 'n' hide door that flips open and then promptly disappears as if by magic, never to be seen again. Why? Who knows! I have used this space-age device twice since moving in, to melt cheese on toast.

However, sitting the model on the middle shelf at 60 degrees C for two hours proved enough to set the ballast rock-hard, with the bonus that the model hadn't melted either.

These models are great and a must for fans of the DHR. If like me, you always wanted to get into modelling this line but could not find period rolling stock, well now you have an opportunity to jump in feet first. The kits have always been good, marred by inadequate instructions, until now that is. The much-improved instructions make for a more pleasant construction experience and you are also less likely to make errors along the way.

Having now built their entire range, and as it is the middle of May as I am writing this article, I can't wait to grab Timeless Models' forthcoming release of a passenger carriage, which I am told to expect at the end of June. Keep 'em coming Timeless Models, that's what I say. After all, I need every excuse I can get to use that fancy oven. Ballast and chips anyone? ■

The PVA/water mix has just been added. You can see the ballast is a darker shade, but it will return to its natural colour once the glue has set.



For crunchy ballast, bake at 60 degrees for two hours...



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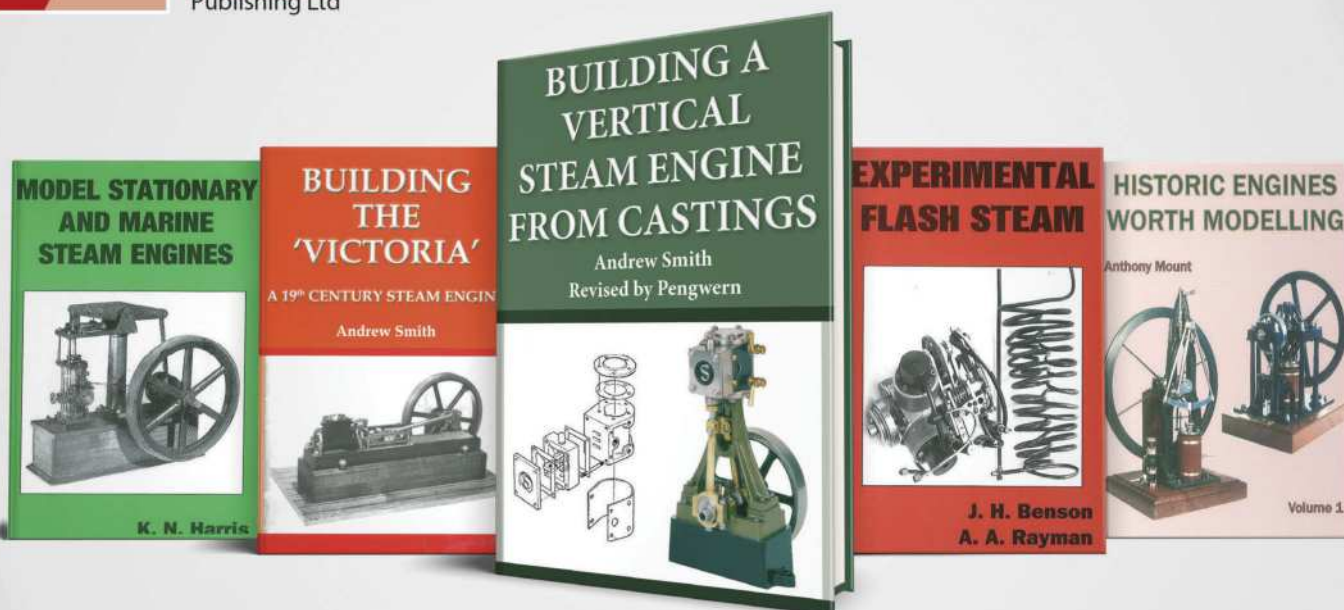
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A Gricers Guide to Pond life

The story of Dave Skertchly's wildlife pond, which adds so much interest to his cottage garden railway.



The pond on the Vale of Weedol Tramway is a profusion of plants growing both in and around the water, which is, of course, a constant delight. When I built the railway, I had no experience of making a pond. I never expected that it would look so good, nor that it would attract so much wildlife, but that is just what it has done and I would like to share this happy experience with you.

My wildlife pond is split over two levels, which provides an excellent opportunity for a waterfall and a bridge rather in the style of Dolgoch falls.

The starting point was a pair of vacuum-formed plastic ponds. The lower

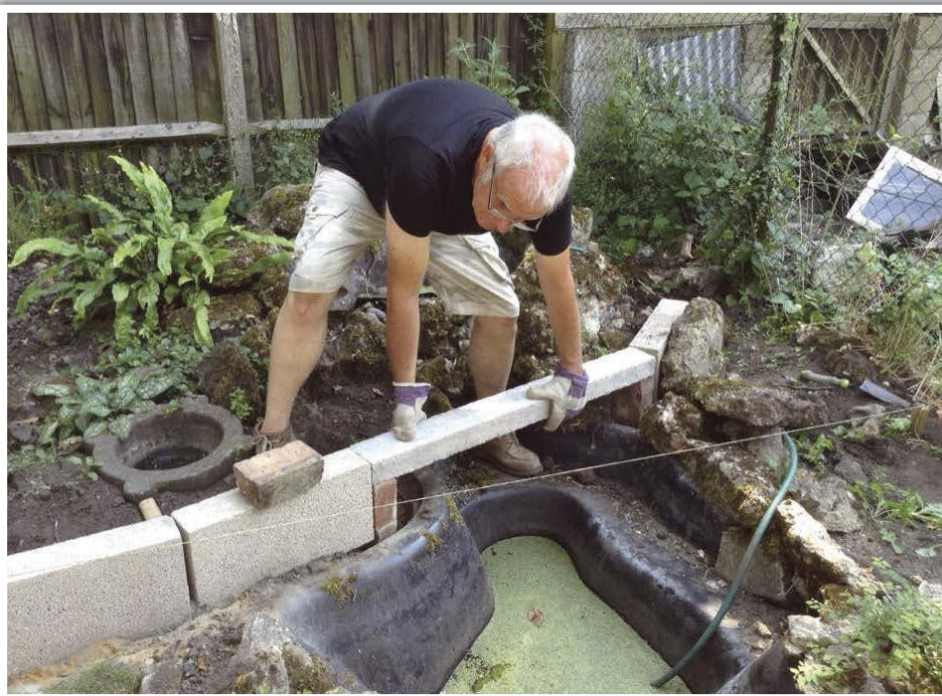
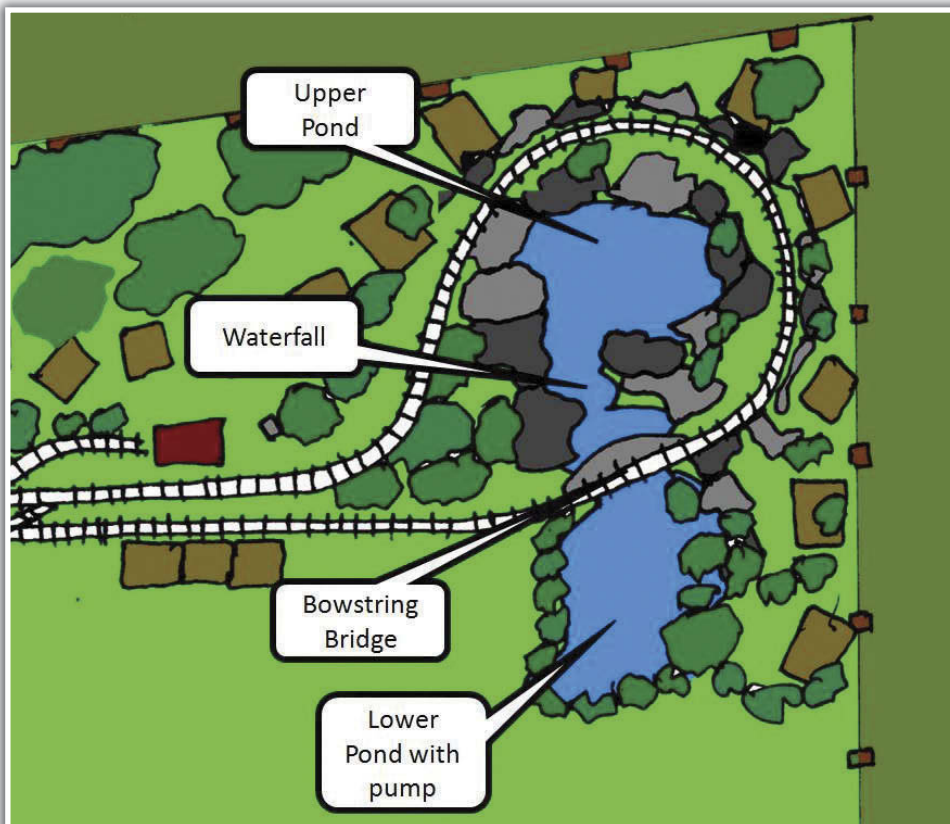
pond was in a hole and the upper in a dell formed by a pile of rubble said to have originated from dug-up footpaths as a result of the installation of natural gas back in the 1970s. Neither pond was level. I should have checked, the lower one, in particular, had distorted and subsided from the weight of the rubble placed upon it. The pond was stagnant and smelly, only duck weed would grow, but more of this later. Around the pond, the border was infested with bluebells, which had killed off anything else that might choose to grow there.

I first dug out the bluebells, you can never really get rid of them, then I started

by draining the pond, using a siphon. I got a mouth full of stinking water, how I didn't contract Beriberi was a mystery. Once the stinking mud was cleared out, I could start on the railway.

The track bed is laid on breeze blocks. The blocks were positioned on a bed of earth, mixed up with some sand and cement to stabilise the soil. Rocks were then positioned to further stabilise the track bed.

After a lot of calculations, the datum was set so that the planned bridge height would be exactly one block above the ground level. The bridge was positioned to cross the waterfall feature between the two ponds and then turn sharply to clear the fence.



The track bed is laid on breeze blocks. The datum was set so that the planned bridge height would be exactly 1 block.

This layout is similar to the track layout at Pont Plas-y-Nant on the Welsh Highland railway, so a bowstring bridge was decided upon.

Even as the blocks were still being added I had started planting. The Harts Tongue fern (*Asplenium scolopendrium*) was carefully nurtured, while Periwinkle (*Vinca Minor*) and Spotty Herbert (*Lung Wort*) were planted. Even so, once the final soil was added, it all looked a bit bare and uninviting.

The bridge structure was made from a window lintel positioned on bricks to give

an almost level track bed. OK, so it was supposed to be level, but then nobody is perfect.

The pond was filled and while some early running was possible, the potential of the pond started to reveal itself. Despite the smiles of Snotty and Gobby, the gnomes, it still looked a bit bare. Some succulents were planted and a rather nice lily, which sadly did not survive the winter.

The first step to building the arches was to paint a splodge of blackboard paint in the position of each abutment arch. The appliqué laminates are moulded from glass

fibre and painted with stone-coloured masonry paint, and then sponged with a darker shade. They are glued over the splodge of blackboard paint with exterior acrylic adhesive to give the effect of arches.

The bow string bridge parapet was moulded from glass fibre and screwed to the concrete lintel with a wooden spacer and painted with grey primer. The abutments at the end of the approach arches were cut from glass fibre moulded off-cuts and bonded with acrylic exterior adhesive. The completed model, with its approach arches, looked great and pristine just as when built. This would not do. The bridge was then stippled with a mixture of exterior PVA and iron filings in patches, where you might expect water to puddle, in order to create a rusty finish.

The plants soon blended into one another to create an impression of natural chaos, but it is in fact all planned.

The layers of planting are carefully structured with tall plants to cover the fence such as Ivy, Virginia Creeper, Buddleia and a large Hebe. There is then a gap for the stepping stones. The high-level rocks are covered in variegated ivy, which has spread from just a few small examples sold for use in hanging baskets. A few small shrubs surround the pond, with succulents growing in between to add some interest. The intermediate plants such as reeds and Harlequin plant (*Houttuynia cordata*) are growing in mesh pots placed on the moulded shelves in the pond to keep their roots wet at all times. The water lilies are growing in pots placed on the bottom of the pond in the deep water.

The pond plants can either be bought or can be planted in specific pond plant pots with mesh sides like baskets. The problem with these aquatic baskets is that the plant roots escape and create a matted floor of roots to the pond, which traps decaying matter that then smells and feeds the weeds. The compost used for pond plants is special aquatic compost, which comprises mostly of sand and not too many nutrients.

Public enemy number one is filament weed, which grows best when there is good light; it completely chokes the pond. Almost as much of a nuisance is duck weed, which grows when there are too many nutrients such as decaying leaves in the pond. I remove the duckweed, dead leaves, etc, with a kitchen sieve bound to the end of a garden cane, although someone suggested a duck - hmmm. Nothing beats removing filament weed by hand though, a rather chilly task in winter. I tried many chemicals with little success and now avoid them.



The blocks were reinforced with rocks and the gaps filled with soil to provide planting opportunities. Planting started almost as soon as the slabs were laid, no time to waste.

Autumn leaves falling into the pond and rotting are a key source of mud, smells and high nutrients. In autumn, I used to place a plastic net over the pond, effectively shutting the railway. Nowadays, I thread the net under the bridge to keep the track bed clear. The net is supported on a frame of garden canes.

As you can see, the pond takes a lot of maintenance, including topping up the water and trimming the plants, it is, however, an endless pleasure.

The first animals to move in were the pond skimmers but at some point two or three years ago, a yellow ringed dragonfly laid its eggs in the pond and the larvae must have eaten the poor pond skimmers; but we have been rewarded with more dragonflies. From time to time, I clean out the pond by lowering the water level and reducing the amount of mud in the bottom. One time, I recall seeing this



The appliqué panels for the abutments were made from glass fibre.



A bow string bridge laminate was also made from glass fibre.

The brand new bridge installed over the pond.



really ugly monster crawl out of the mud, I picked him up and threw him back, it turns out it was a dragonfly nymph. There is also a frog in the pond, who will often splash away from me during any maintenance activity.

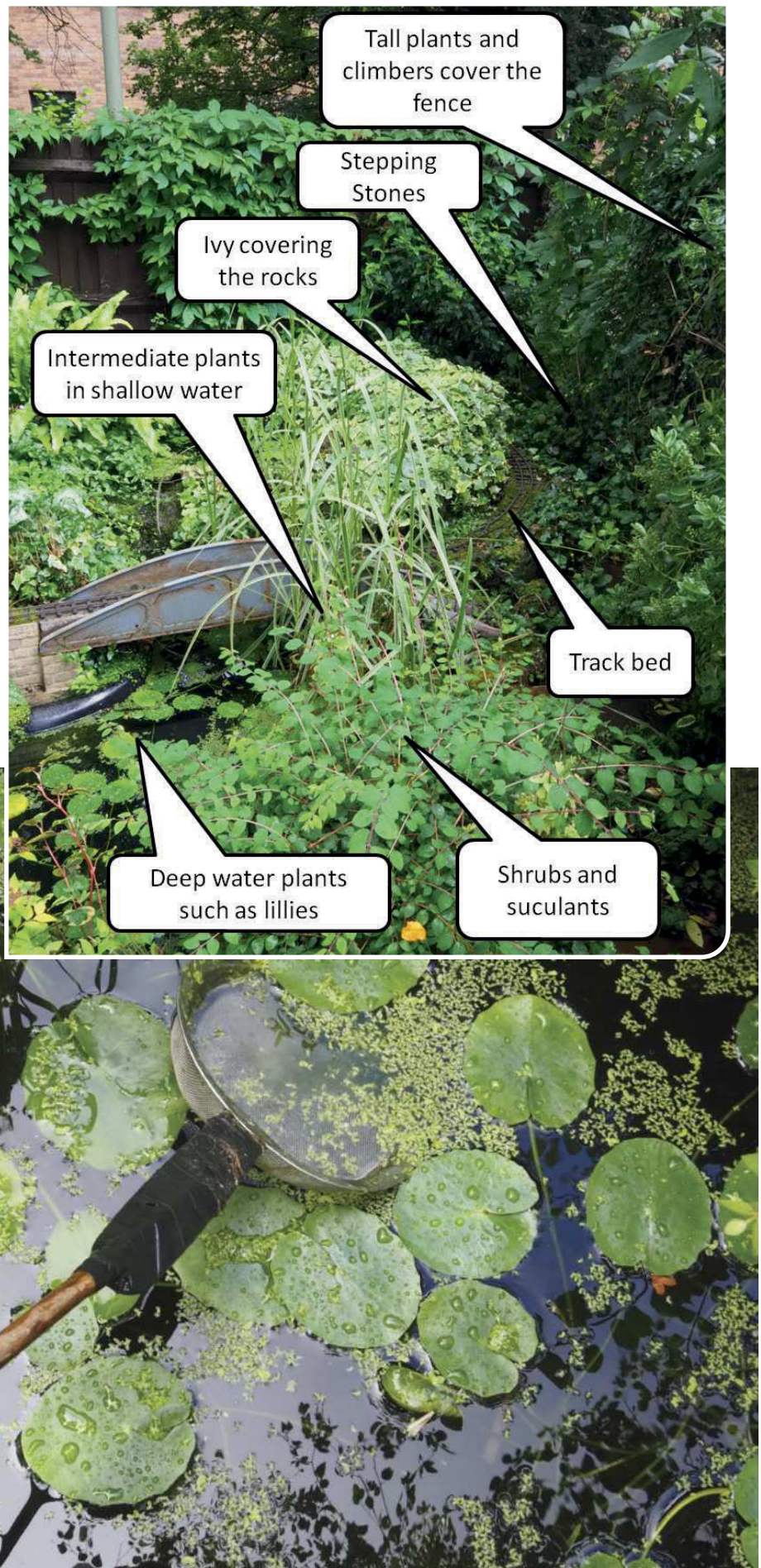
Many birds drink in the pond including Jays, Magpies, crows and pigeons. Quite why pigeons should poo in their own drinking water is a mystery.

Every pond should have a harbour. My first effort at a harbour wall was made from pottery. The glaze was supposed to be matt; it wasn't, so the wall came out shiny. Even so, my tiny pond can accommodate a fishing boat (see **Garden Rail** Dec 2020).

It is certainly the bridge over the waterfall that draws the eye to the railway, but that said, the waterfall has almost disappeared in the undergrowth just as a real one would.

As I sit on my rustic park bench outside the Codpiece Inn, I can see across the harbour to Abbernuffawun, and to the little fishing boat bobbing around in the water lilies. I sip at my pint of fine Auld Phagbutt and appreciate the wildlife that can be attracted to this part of my garden and by no more than a large carefully tended puddle. ■

The layered approach to the pond planting is similar to Dave's Cottage Garden planting scheme, see **Garden Rail** October 2020 for more details.



Public enemy Number 1; filament weed which clogs up the pond. Public enemy Number 2 is duck weed. Dave removes both with a kitchen sieve bound to a garden cane.

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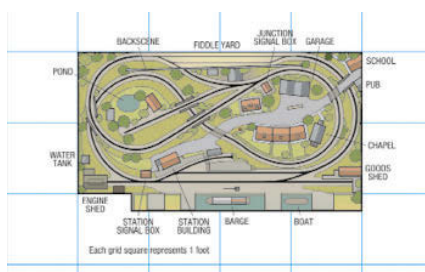


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Quarry Hunslet Review

Rob Golding examines the new steam locomotive from Garden Railway Specialists.

Introduction

To many, the 'Quarry Hunslet' might well be the quintessential narrow gauge steam locomotive. These compact, rugged saddle tanks were originally built for the principal Welsh slate quarries in the mid-19th century by the Hunslet Engine Company of Leeds. Their successful design and popularity are represented in the 36 that survive in preservation, with many now hauling passengers at various 2ft gauge railways around the UK. New build versions add to the number, and this classic locomotive design turned 150 years old in 2020.

Naturally, any popular design of locomotive is desirable in model form, and now, in its 151st year, we can celebrate two live steam models available off-the-shelf. Accu-craft recently released a 'large type' version, and now Garden Railway Specialists (GRS) has treated us to a 'small' or 'Alice type'. 16mm scale modellers have never had it so good!

As a life-long fan of these locomotives, I was thrilled to be given the opportunity to play with, and review, three of these new offerings from GRS, which have been produced by Bowande.

First impressions

I received three samples for this review. A cabbed version in lined blue livery, as per 'Britomart' on the Festiniog railway, and a black cab-less version in Penrhyn quarry livery, as per 'Nesta' on display at Bala Lake Railway - both 32mm gauge. Finally, a Dinorwic quarry version in unlined maroon livery - set to 45mm gauge.

Straight out of the box, they look right. The proportions are all correct and, although I have not counted the rivets on each model, a few quick measurements compared to a drawing I have of No.409 'Velinheli' confirmed that the models are true to 16mm scale.

I was concerned that certain compro-

mises would have to be made to produce a 45mm gauge version of such a small prototype for the wider track gauge, making it look odd or just plain wrong. Thankfully, this is not the case. To accommodate the different gauges, the frames are wider apart than is true scale, and therefore the cylinders protrude past the footplate. But, I don't feel this detracts from the overall aesthetics of the model and it is not noticeable anyway. The footplate is the same width on all examples, and the models are the same dimensions other than the gauge and insulated wheels on the 45mm version.

Presentation and mechanics

The paint finish is excellent, and the lining, which I believe is printed on, is crisp and well produced. All these locomotives are presented in their preservation liveries when in their working lives they would be dirty and well-weathered.

There is a wealth of detail on each model, with plenty of rivets, firing tool brackets, lamp irons, dummy Roscoe lubricators, working water tank filler cap and safety valve bonnet all present and well modelled. The front end of the locomotive, the smokebox and the chimney, are very well captured. I have always viewed this area as the loco's 'face' - so it is important to get this right, which it is.

The boiler back head is neat, with all the usual components of a gas-fired locomotive present and correct, including a working water gauge glass. The squat dead-leg lubricator fits nicely in the left front corner of the cab, with the small reversing lever in the other corner. There is a small ½ inch pressure gauge, and the gas valve looks like a brake handle.

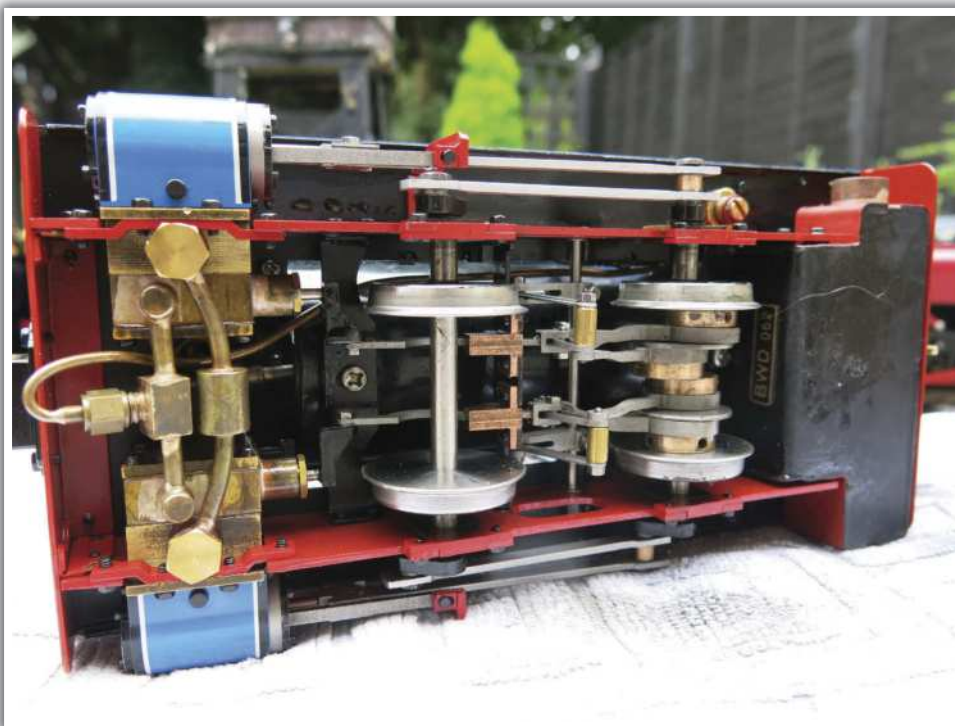
The doors on the rear of the cab on both versions slide open, allowing access to the burner. The upper rear cab back can also be removed on the cabbed version, allowing greater access to the controls.

There were, however, two aspects of the design that I personally didn't like at first. For a start, the chopper couplings are simply too big, although it is an easy job if you wish to change them. I removed the chopper part by un-bolting the 'hook' that holds it in place and then bent up a brass hook to slot through the chopper housing. Much more prototypical and suitable for the link and pin couplings on my stock.

Second, the large gas tank is situated under the cab floor and the gas filler valve has been placed on the side, with a protective cowl around it. This protrudes somewhat and, at first, I found this distracting. This has been done to keep the footplate clear for adding radio control servos and for footplate space to add a driver figure if running manual. I would have preferred the filler valve to be on top of the gas tank - accessed via a turret on the footplate (as per Tony Sant's Finescale version). This means that the loco must be placed on its side to fill and refill the gas tank - not ideal when the loco is still hot. On the flip side, it does mean you can leave the roof on to refill the tank.

In any case, this is a fair compromise in design that I can learn to live with. Should I come to own one of these locomotives, I would make little brass detachable steps to hide the filler valve. Alternatively, some black paint could be used to tone down the protective cowl.

Overall, these locomotives are extremely well-produced, and a look at the underneath reveals the beautifully engineered Stephenson's valve gear (as per the proto-



Looking underneath, you can see the Stephenson's internal valve gear.

type) between the 52mm sprung wheel-base. This really is a work of art.

Steaming up

So, I feel these saddle tanks look the business - but, equally important, how well do they run?

After reading the owner's handbook, preparing each loco for a run was just like prepping any other gas-fired steam locomotive. As already discussed, the gas inlet valve

is on the side, so I used an old towel to protect the loco as I laid it on its side and filled it with butane gas. The valve is self-venting, so once the tank is full, surplus gas hissed back out.

After draining the lubricator of water from a previous run via the small screw on the bottom, I filled it with 460 steam oil, as recommended in the manual. The lubricator cap screws on and off, so a long flat head screwdriver is needed to do this,



I initially opted to run with the cab back removed to improve access to the controls. A RC version is under development, contact GRS for more details.

especially with the cabbed version where access is more limited.

Lastly, water is added to the boiler. I chose to unscrew the filler valve (located by lifting the lid on the saddle tank) and directly fill the boiler completely, and then remove a 30ml using a syringe. However, you could fill the boiler via the water filler valve using a squeeze bottle until the gauge glass reads 3/4 full.

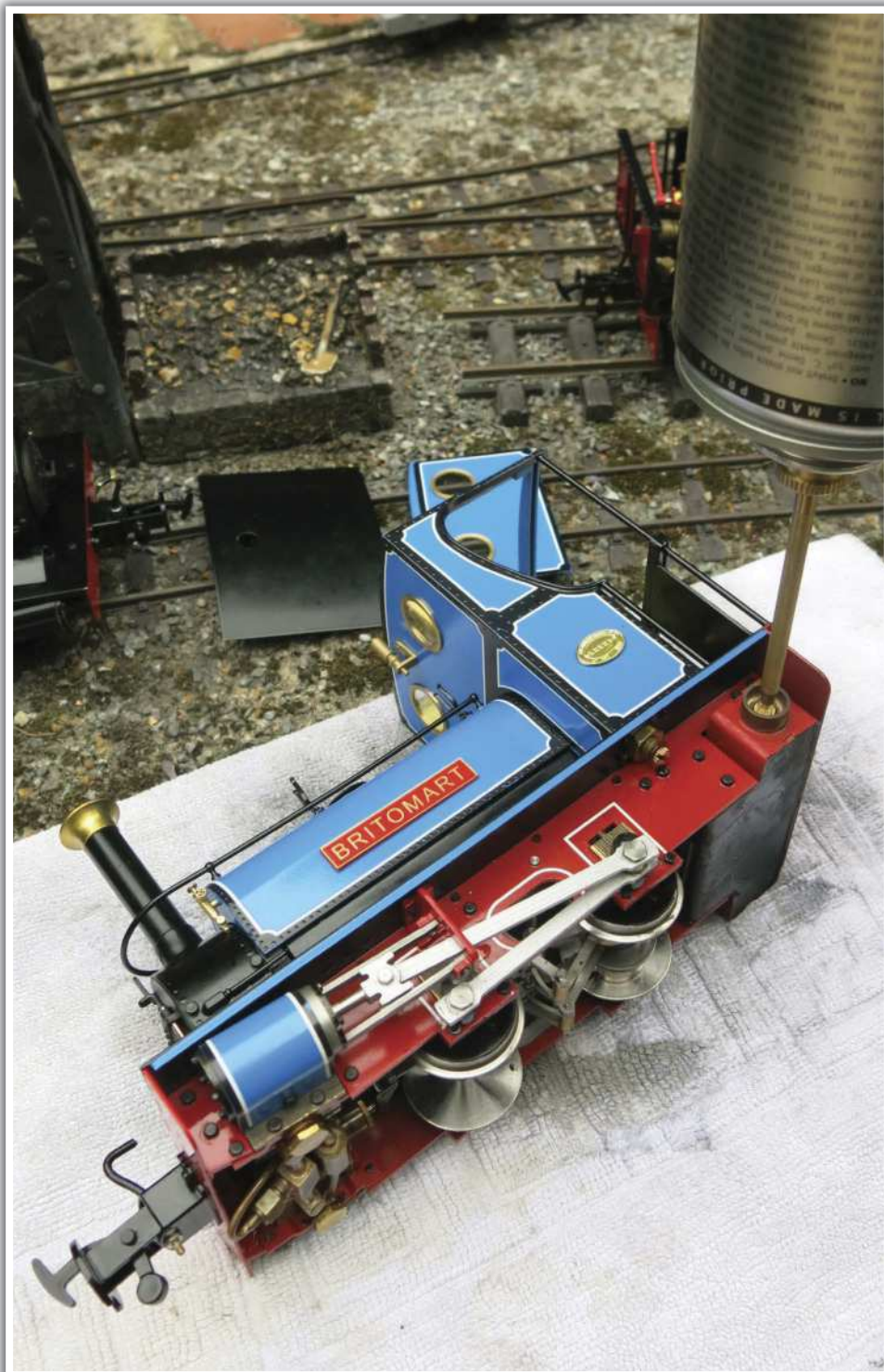
Lighting the poker burner on the locomotive is done via opening the smoke-box door. The gas control valve is very controllable, and by opening it just a crack, the flame popped back down the boiler flue and the burner was lit. I was delighted to find how quiet and efficient the burner was, and with careful adjustment, I managed to turn the gas right down so the sound was only just audible. I had to make sure a few times that the burner was definitely lit.

Steam was raised very quickly (8 to 10mins), with the safety valve blowing off at 40psi. Due to the efficiency of the burner, it is important not to have the gas turned up too high and roaring away. Just a crack open on the gas valve is enough.

With steam raised, wagons attached, and loco in forward gear, it was time to run. I decided to run the cabbed 'Britomart' with the cab back removed at first, to make it easier to reach the cab controls. The reversing lever on the cabbed version is slightly dog-legged, allowing easier access to it within the confines of the cab. Perhaps this could have been made a little longer for better access by human fingers, but an extension to the lever could always be made.

Gently opening the regulator, and we were away. At first, I gave it too much on the regulator, and the loco raced off. Then, after some adjustment, the loco settled down to a scale pace and ran beautifully. The loco's I received for this review were already reasonably well run-in, and my Bayfields Light Railway is reasonably level, but I was impressed with the scale speed I managed to achieve with this little locomotive. Watching it run, any niggles I had about the gas filler valve or large couplings were soon forgotten. It was wonderful to watch and listen to its soft chuffs. It negotiated any gradients and curves with ease and steady speed, its sprung chassis giving it plenty of traction.

The loco's large gas tank meant I had to keep an eye on the water level via the gauge glass. And every so often, I would squirt in some water via the filler valve as I did not want the boiler to run dry. When the supply of gas in the tank is depleted, it was not



The gas tank is filled from the side, lie the locomotive on a towel to avoid damaging the paint.

possible to refill unless the loco is placed on its side. But with such a large tank, I was more than happy with the run time that was achieved. The main track circuit at Bayfields is 20m in length, and with careful gas regulation and regular water top-ups, little 'Britomart' managed 32 minutes of running, 36 laps at a scale speed. Seven laps shy of half a mile!

I was content with hauling trains of small quarry trucks or slate wagons, but should you wish to haul something heavier, then these little locomotives will have no

problem. 'Britomart' hauled my rake of Lynton and Barnstaple bogie wagons with ease!

I spent an enjoyable afternoon running both 'Nesta' and 'Britomart' at Bayfields and then ran the 45mm gauged 'Alice' on my local model engineering club track. All performed as well as each other. As already mentioned, the 45mm gauge version has insulated wheels making it suitable for running on electrified track. It then occurred to me that here is a controllable, prototypical, and affordable small locomotive that

perhaps may convert those running on 45mm or LGB tracks to giving live steam a go.

In conclusion

Having now had 14 years experience with live steam garden railways, I admit I have tended to stay away from the smaller prototypes in 16mm scale due to my pre-conceived notions (or lack of experience) of their performance. I have often found either they run far too fast, badly, or for only very short periods. But over the last few years, I feel small locomotive design and manufacture have turned a corner, with affordable and reliable small prototypes now being produced. I can honestly say I am amazed at what has been achieved here. GRS has produced a well-thought-out, beautifully engineered model of a desirable classic narrow-gauge prototype that simply runs well with careful management. Despite my minor gripes with the gas filler valve and couplings, I would certainly purchase one. This is a locomotive that is entirely suitable for my railway, and I would certainly recommend it to others too. And despite its diminutive size, you get a lot of locomotive for your money!



'Nesta' in Penrhyn quarry livery.

Thank you to Matt and Mark at Garden Railway Specialists for giving me the opportunity to review these locomotives, and to Dave Pinniger and Graham White for their encouragement and input. ■

The 45mm gauge 'Alice'. Although the cylinders protrude from the sides of the footplate, I don't think this affects the look of the model.

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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



THE TRAIN DEPARTMENT

The Train Departmen

Baldwin engine Class 6-10D 0-6-0

This 1/20.3 Class 6-10D 0-6-0 Baldwin engine will be available in both the 1884 Olive Green lined livery and a post-1900 Black livery. It will be available as a tender locomotive, or a saddle tank in either livery.

The Bowande-built model should be the perfect-sized model for the smaller garden railway or for someone looking for one that's easy to manage and transport.

Full CAD profiles and detail drawings were developed from original Baldwin works drawings and used for the development of

the model, streamlining development and ensuring detail accuracy.

General specifications are standard for most of the Bowande line: Slide valve cylinders with a 1/2" bore with a full working Stephenson valve gear for reduced steam consumption. Butane fired ceramic burner in a sealed locomotive firebox needing no draft to run and is silent in operation. The use of brass etchings for bodywork offers a durable and easy to work with model for any user modifications. Fully bushed chassis and rods. High level and attention to detail throughout the model. The fuel tank is mounted in the cab saving the tender for R/C gear.

Standard boiler fittings include a 60psi pop safety valve, sight glass, internal throttle with a dry pipe in the dome and a Goodall valve as standard along with a 1/2" pressure gauge. The lubricator is a dead leg style mounted in the cab for easy access. In the cab is an oversized fuel tank for a long duration runtime, maintained by the Goodall valve and the sight glass.

A production sample is now in hand and under review. Test runs have started and Jay reports that running is very smooth and the model is capable of slow speed runs.

Steam up time to 60psi was just 3.5mins, although it was 80-degrees outside.

The models are currently available for reservation with production starting in the autumn.

Price

GS43-STG Baldwin 6-10D Saddle tank Olive Green 45mm gauge: \$2,350.00

GS43-STB Baldwin 6-10D Saddle tank Black 45mm gauge: \$2,350.00

GS43-TG Baldwin 6-10D Tender engine Olive Green 45mm gauge: \$2,550.00

GS43-TB Baldwin 6-10D Tender engine Black 45mm gauge: \$2,550.00

GS43-Tender Baldwin Tender 2 axle with link and pin coupler: \$425.00



THE TRAIN DEPARTMENT

www.thetraindepartment.com

LGB

G scale WW & F Ry Forney locomotive and coaches

A model of the Forney steam locomotive, road number 9, of the Wiscasset Waterville & Farmington Railway, as it is currently found on the museum railroad in the East of the USA.

Power comes from a Bühler motor and the locomotive has an mfx/DCC decoder with many light and sound functions as well as a digitally-controlled smoke unit.

Length over the couplers: 45 cm / 17-3/4".

Price: €669

Matching coaches are available. The doors can be opened, the car has complete interior details and it rides on metal wheelsets.

Length: 49 cm / 19-1/4".

Price: € 199 each



LGB

Stuttgarter Str. 55-57, D-73033

Göppingen, Germany

www.lgb.com



BACHMANN

G scale "Devious Diesel"

New to the Large Scale "Thomas and Friends" range is this 08 shunter-based character. Produced in two versions as "Devious Diesel" in plain black and "Paxton" in dark green with yellow lines, as with all the Bachmann models, they are track powered and run on 45mm gauge.

To amuse the kids, the eyes swivel as the locomotive moves.

Bachmann UK tells us that the model should be arriving in October/November this year.

US Price: \$299 (RRP)

UK Price: TBC

BACHMANN EUROPE

13 Moat Way, Barwell, Leicester LE9 8EY

www.bachmann.co.uk



IP ENGINEERING

16mm scale Tallylyn/GVT coach

14 /15 Coach Kit

Rebuilt by the Tallylyn Railway in 2000, the prototype is now part of the passenger-carrying fleet.

An upgrade to IP's laser cutting facilities promises the kit will require no sanding of joints or cutting, as everything fits together to give a very accurate and crisp piece of rolling stock.

The kit is complete with all castings, axleboxes, buffers and steel wheel sets.

32 and 45mm gauge (please specify when ordering). Insulated wheelsets are available.

Price: £60

IP ENGINEERING

Carousell, Spilsby Road, New Leake,

Lincolnshire, PE22 8JT

www.ipengineering.com



BOOT LANE WORKS

16mm scale battery mine loco "Joey"

A small battery-powered, mining locomotive kit based on a Microsoft Train Simulator model. The kit is primarily laser-cut acrylic, with 3D-printed parts in filament & resin, and comes complete with a pre-built power chassis (not gauge convertible). Power is from a 3-6volt motor, and 46:1 brass & stainless worm gear reduction, Binnie Engineering 29mm wheels on 1/8" axles, and Delrin chain drive. Available in both 32mm & 45mm gauges. There is adequate room in the battery box for a 3.7V Lipo battery and a Loco Remote Mini B unit if desired.

Boot Lane Works tells us that the kit is reasonably easy to construct and requires glue, paint, basic tools, and batteries to complete. Some of the soldering has already been completed, too. The headlamps are printed in clear resin and suitable for customisation if the modeller wishes to add LEDs for working illumination.

Length (over buffers): 190mm

Width: 70mm

Height (from railhead to headlamp): 70mm

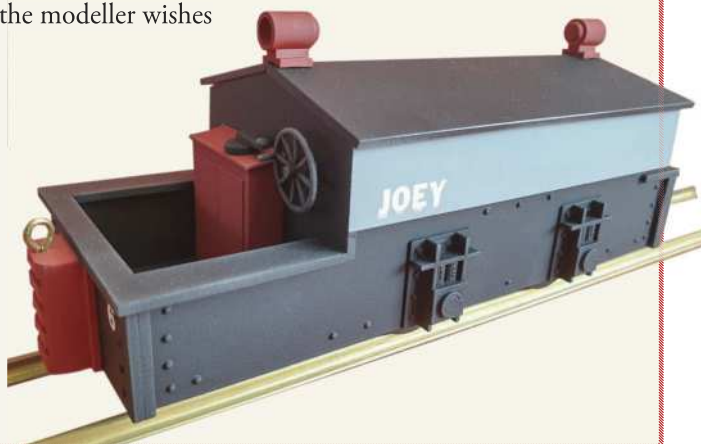
Chassis Wheelbase: 52mm

Price: £75 (including P&P within the UK)

BOOT LANE WORKS

PO Box 785, Broseley, TF7 9FT

www.severnmodels.com



P LINE

16mm scale DHR Steel Bogie Box Van sets

Featuring all brass construction, with chemically blackened gauge adjustable steel wheels, the body boasts actual scale copper rivet work, 'L' channels, working doors and latches and cast/machined brass detailing parts.

Fitted with prototypical DHR milled aluminium 'D' couplers and available in Oxide Red livery.

Length (over bufferbeams): 380mm

Width: 110mm

Height (above rail top) :128mm

Minimum radius: 600mm

Price per set (two vans): USD680 + UPS shipping charges (could attract additional duties and taxes in buyer's country).

P LINE

www.pline.co.in



BOWATERS MODELS

16mm scale freelance coaches

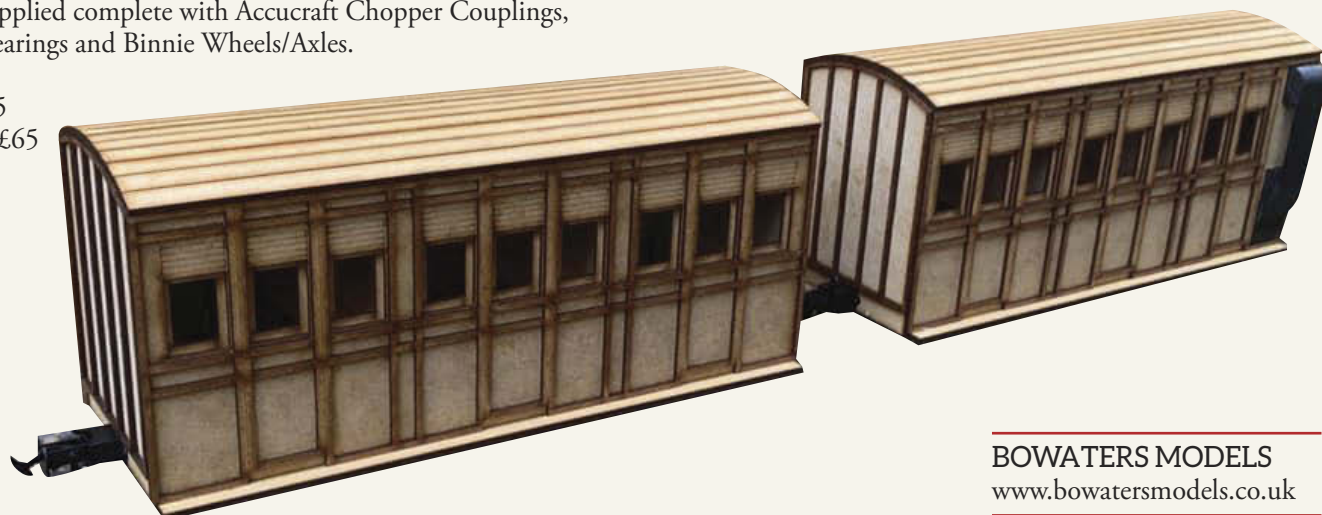
New from Bowaters Models, its first freelance model.

Both four-wheel coaches are available in MDF or Plywood, and are supplied complete with Accucraft Chopper Couplings, HGLW bearings and Binnie Wheels/Axles.

Price

MDF: £55

Plywood: £65



BOWATERS MODELS

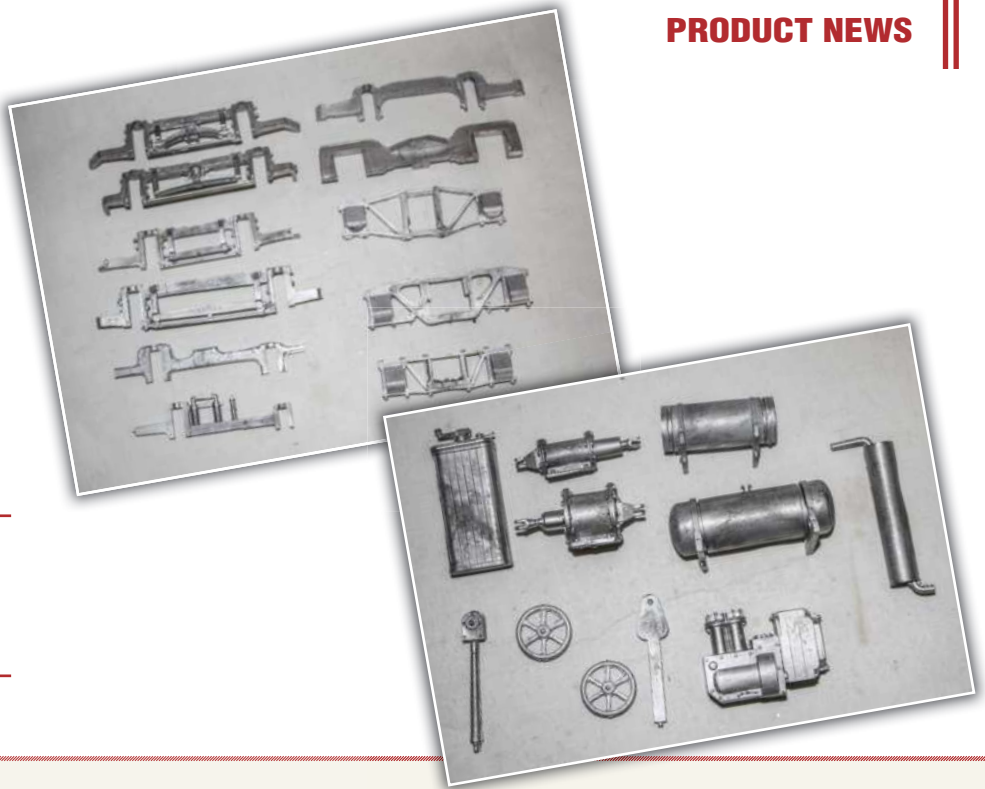
www.bowatersmodels.co.uk

KW TRAMS

G scale Tram parts

A new range of whitemetal casting for those modelling large scale trams – although there will undoubtedly be many other uses for some of these as there are some industrial bogies available.

Prices vary, but a set of bogie parts starts at £25 and there is a range of finials for only £1 each.



KW TRAMS

3 Merlin Gardens, Fareham,
Hants, PO16 8HB
www.kwtrams.co.uk

ACCUCRAFT UK

Update: 'Lawley' 4-4-0

Although the project got knocked back by the pandemic, progress continues to be made with Accucraft UK's forthcoming 'Lawley'. The model is internally gas fired and is gauge adjustable for either 32mm ('0' gauge) or 45mm ('1' gauge) – all the parts for this are supplied with the model. This operation can be undertaken by the owner and only takes a few minutes.

The cab roof lifts up to give access to the water filler. The boiler is fitted with a water gauge, pressure gauge and the gas tank is in a water bath in the tender (which also has a dry space for fitting radio control). The model is fitted with slide valves, functioning Stephenson valve gear and is built from stainless steel, copper and brass.

Revisions during the design stage have included the provision of a single-skinned roof only, sliding cabside louvres, twin lubricators and the decision to produce the headlamps as an after-market accessory.

The images show the final refinements to the design prior to construction commencing. There will be plenty of room in the cab to allow the fitting of radio control. The cabside louvres can be slid far enough back to be removed completely if the operator wishes the locomotive to have a more British appearance.

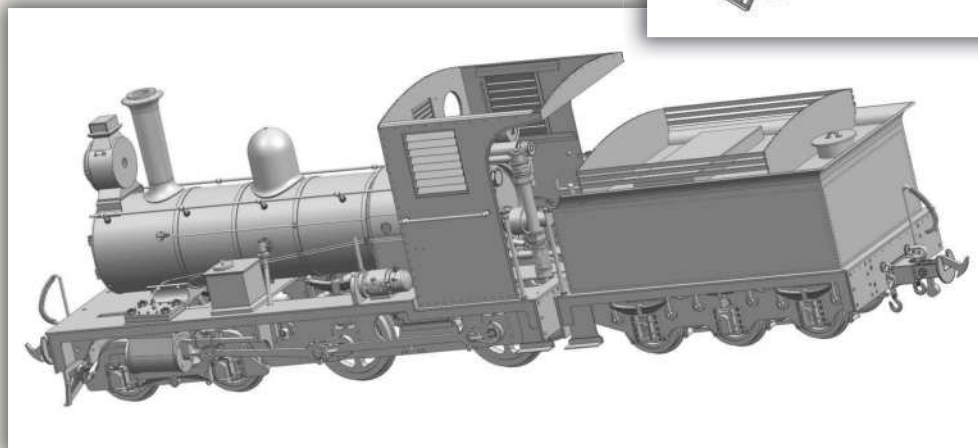
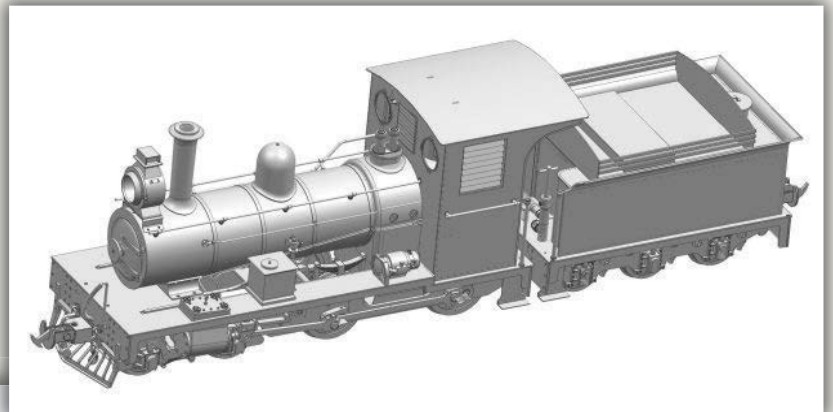
Research has shown that the SAR green livery is close enough to justify using the same colour as that which we applied to the companies Lynton & Barnstaple locomotives and it would not be too great a stretch of the imagination to envisage one of these plying its trade in North Devon!

S19-36A Lawley NG6 4-4-0 – Beira Railway Green

S19-36B Lawley NG6 4-4-0 - SAR Green

S19-36C Lawley NG6 4-4-0 - SAR Black

Estimated UK RRP: £2,950.00 inc. VAT



ACCUCRAFT UK

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

DIARY DATES

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

Venue: Llangollen Royal International Pavilion, LL20 8SW

Times: 10am to 4:30pm

Admission: £7. Accompanied children under 16 free.

Web: www.lgrf.co.uk

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

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 to 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.

Date: 1st and 2nd October 2022

Event: 75 Years Gauge 1 Model Railway Association

Venue: Bicester Heritage Centre

Organiser: G1MRA

Web: www.g1mra.com

Additional info: O Gauge, Gauge 3, G Scale and of course Gauge 1 layouts.

SUBMISSION NOTES

Garden Rail welcomes articles submitted via posted disc, email, Dropbox (or other large file sending systems online). Please ensure that your name, e-mail address, telephone number and postal address for payment on publication are included. Send to: phil.parker@warnersgroup.co.uk or to the contact address on the Contents page.

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

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

AXLEGUARDS:

NA1 Tallylyn 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 Tallylyn-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
NA32 Loco Brake Standard, NA33 Guard's Van Brake Standard, NA35 "Ruston" Radiator Grille
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R/C Receivers

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



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

Batteries

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



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Installation

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

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

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Readers' Models

To celebrate the return of PDF Models to production, and commemorate Peter Farley, the Editor asked the PDF Models Facebook group for photos of locomotives built from kits from past and present items in the range.



A Skylark in India? It could have happened! With a headlamp from SLR and a livery inspired by the Shantipur railway, "Lovely Peggy" is a stalwart of the Beacon Hill Railway. Peter Farley fettled the motion for me when I got stuck; a typically generous gesture. Needless to say, she runs like a dream.
Richard Bratby



Emily is based on Hunslet Michael. The kit was a joy to put together and is detailed using bits from the scrap box, parts from the usual 16mm suppliers and some homemade 3D prints. The difficulty is deciding when to stop detailing – but don't miss off the rivets! The only significant modification I made was to enlarge the spectacle plates to scale and I think this has given her a good Port Class Hunslet look.
George Henry



The GVT Tram loco was a very simple kit of a much-loved prototype. Trenarren models offered a range of additional detailing parts, which were used to complete the project. A "dolls house" model servants bell was a finishing touch. My iteration is in post-1920 guise, with condensing gear removed. She also features the additional cab weather boarding. Andrew Armstron

ACCUCRAFT UK LTD

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NEW FOR GAUGE 1 - 1:32 GWR 43XX 2-6-0



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

The model is to 1:32 scale, gas-fired with a single flue boiler. Built to a similar formula as our very successful 61XX 2-6-2T, the chassis is constructed from stainless steel, the wheels are un-insulated. The boiler is copper, the cab and bodywork are constructed from etched brass. The gas tank is in a water bath in the tender. The model is designed to run round 4' 6" radius curves. We are aware that there were a large number of livery variations among members of the class and will therefore be offering the variants subject to order volume (full details on our website). The model is now in production with an anticipated UK RRP is £2500.00, subject to the usual provisos, and delivery is likely to be during Q4 2021.



For details of our complete range of models visit our website - www.accucraft.uk.com
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Garden Railway Specialists

SHOWROOM RE-FIT!

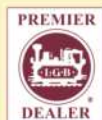
We have been busy having our showroom re-fitted with some smart new cabinets and shelving to house the ever growing stocks of both new and second hand items. As well as larger scale items for the garden we also stock second hand OO/HO and O Gauge. Why not pay us a visit and see for yourselves.



LGB DAY

Friday 25th February 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 and light lunch will be provided and all LGB customers are welcome.



40th ANNIVERSARY EVENT

It's our 40th anniversary in 2022 join us for three days of celebration

Thursday 14th - Saturday 16th July

11:00-16:00 on each day

Join us for our 40th Anniversary celebrations. We are planning to hold various events over the three days and invite customers to attend on their preferred day. Refreshments and light lunch will be provided and all customers are welcome.



Please ensure you book your place for both of these events now!

Garden Railway Specialists Ltd

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