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FEBRUARY 2022
ISSUE 330

Rail

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VIEW FROM THE END OF THE PLATFORM



Incorporating GARDEN RAILWAY
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THE FRIENDLY HOBBY

The world is full of doom and gloom at the moment, so it's nice to be able to be transported to a happy place. In this case, it's our lead layout – The Friendly Light Railway.

Some model railways are more than just a collection of trains and track. Most of us enjoy the social side of our hobby, and this was brought home to me a couple of days ago at the "Steam at Rowington" show, organised by John Sutton.

A village hall with an impressive selection of trade and three small layouts, the first was being operated by a very old friend, the guy who taught me kid-building well over three decades ago. At the time, he built P4 standard

gauge, now he's running a much detailed Accucraft 'Dolgoch'.

This set the tone for the rest of the day – plenty of people, all chatting away. If you didn't know who you talked to, it didn't seem to matter, it was like a get-together of old friends.

It's nice to reflect on the friendships formed around Paul and Judy Webster's layout. The barbecues and meet-ups where the G-scale railway provided a focal point to bring people together. But then you already know all that, as I'm sure your hobby provides the same opportunities for companionship.

Perhaps the world would be a happier place with more model railways?



A surprise at Rowington was the appearance of the first running prototype of Accucraft's Peckett. On only its 4th run, the small group watching the model were suitably impressed.

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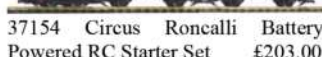
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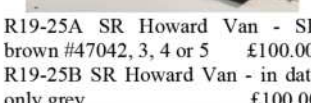
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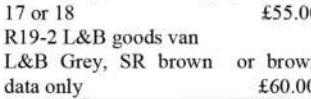


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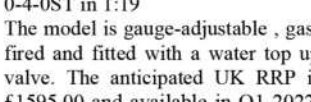
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LGB DAY

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 buffet 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 buffet lunch will be provided and all customers are welcome.

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



The Friendly Light Railway

Paul and Judy Webster created a LGB G-Scale railway which for some 18 years reflected their many friendships. Dave Skertchly is proud to be one of those friends.

Garden railways are so varied that no two are ever alike. My friends, Paul and Judy Webster, created a railway, which was and still is the background to their network of friends spread across Europe and Brazil. Whether or not you are a railway enthusiast, a garden railway is always attractive, and is the perfect ice breaker for social occasions.

Over 18 years, their railway provided the background for countless barbecues and parties, reflecting happy friendships from town twinning and the local village hall committee to the local film-making club and G-Scale Society. The railway evolved to reflect their way of life, and after a long period of growth, the time came for it to be scaled back, creating a very real ambience with evocative abandoned alignments and tunnels. This scaled-down railway could still be enjoyed by them from a seat

on one of their several patios. Paul's railway really is a real railway on a small scale

The story starts in 2003, with their first twinning exchange with the towns of Elzach, Gutach, Simonswald, Waldkirch in the Elztal Region of the Black Forest in Germany. A special treat was laid on for Paul, who they knew was a keen OO enthusiast. Their visit to the Faller factory in Gütenbach was a turning point in both of their lives. It was here that they were first introduced to G-Scale in the form of the demonstration railway set up to exhibit Faller line-side kits. They were smitten, and on their return home, the OO gauge layout was sold and work started on the garden railway.

The design required the end of the garden to be built up so that the trains could run into the 20x10ft shed at tabletop height. Judy dutifully shovelled 90 barrow

loads of soil from the front where it had been dumped on the drive to the back garden, and 18 years later, this hill section is still a delight to behold. The target was to get it running for the visit of their town twinning friends from Les Sables d'Olonne in France. Then, they decided that for the next visit from their friends in Elztal, the track would need to be doubled, things were getting complicated. Throughout all this, Judy was an inspiration and driving force with her passion for gardening complimenting Paul's passion for railways. In due course, extensions were added and a quarry section built.

The line would be classed by me as a dry garden railway. It faces south, so the ground gets baked. With the sea just a mile away, there is a hint of salt in the air. This environment is ideal for small-leaved, hardy plants such as succulents, sedums,



Ferring Halt with three trains makes a spectacular view.

heathers and alpinas. Cleverly, the heat is reflected and the moisture retained by gravel between the planting. Over the years, these delightful plants have spread to create carpets of wonderful small-leaved plants. There is just one grumble, however, the garden's lack of larger plants makes it difficult to get close-up photographs without the bungalow in the background.

Another important feature is the pond, which, in its heyday, was populated with Koi carp and a large waterfall. The essential bridge is an aluminium ladder that can accommodate a double track. A superstructure was made from wood pegged to the ladder rails. Unbeknownst to Paul, these pegs had rotted and eventually a pigeon got the shock of his life when it landed on it and the whole lot collapsed. Paul now has a hooter to hand at all times to scare them off.

The stations are; Neustadt, with its split-level platforms, Titisee, a genuinely beautiful German town with a large lake high up in the Black Forest where they have some very close friends. It is not far from the area of Freiberg Paul assures us, plus two other stations; Shed End and Ferring Halt. Most stations had multiple station platforms. All the stations had



LGB DR Schleppenderlok Loco 99 4652 crosses the bridge.

canopies and lights fitted. Most of the lighting cables were embedded in copper heating pipes, which poked up through the concrete platforms, except for Neustadt, which were LGB. As the weather started to rot the canopies, they were removed and the lights replaced with low maintenance solar-powered garden lights, which fit perfectly over the old copper pipes.

The line could be controlled from a lookout cut at the end of the garage workshop, although fitting this required Paul to cut 12" (300mm) off the side of the

greenhouse.

In its heyday, the line had some 42 points, LGB signals at each end of the stations and trains were controlled by the LGB MTS (Multi Train System), which of course is similar to the DCC system widely used by others. This was soon replaced with Massoth Dimax Digital due to the size of the railway. The LGB controllers were linked to this system, giving Paul a total of seven controllers. Very useful as there was often the same number of trains running simultaneously,



Even with the reduced size, there are opportunities for spectacular sights. The Piko 37411 Electric Locomotive Taurus provides a colourful sight.

just once 15 trains ran for two minutes. It had 11 locomotives, 20 carriages and 15 goods wagons. It would, however, take four hours of diligent work to get the tracks clean enough for reliable running, despite the use of Paul's clever track cleaner and an LGB track cleaning locomotive. Worse still, the heavy trains would spread the rail joints on fast curves causing broken circuits. Despite soldering jumper wires on most joints, broken circuits would be a devil to fix.

As Judy became ill, the maintenance became too much for Paul, so the railway was scaled back to single track, although you would not necessarily notice since the circuit is arranged so that trains pass down opposing tracks through stations. Just three locomotives remain, along with 14 coaches and a single goods wagon. The locomotives have all been converted to 20-volt battery power with radio control by Dave at LocoControl.

To me, The Friendly Light Railway is



Paul at Neustadt station.



Much loved Judy Webster was the driving force behind The Friendly Railway.



LGB DR Schleppenderlok Loco 99 4652, converted to battery power by LocoControl, passes the abandoned tunnel.

fascinating; it is the exact opposite of my own Vale of Weedol railway. It represents the very best of commercial off-the-shelf products, put together to create a wonderfully-complex high-tech railway in a lovely formal dry garden, yet the fellowship of garden railway enthusiasts knows no boundaries. Of course, you may well ask whether Paul runs steam locomotives. Well, the answer is no, but his friend, Roger Miller, does and loves the challenges of the change in levels, which are hardly noticed by the powerful electric locomotives.

As we sit on our bench seat opposite Ferring Halt, Paul and I munch at our pizza and sip at our pint of Fine Auld Phagbutt. The echo of happy laughter and bubbling ethereal conversation reverberates around the railway; our garden railways are such happy places, free of worldly concerns and full of the simple pleasures, which capture the heart and our soul of all who beholds them. Sadly, Judy passed away not so long ago, but I swear I can still feel her smile and hear her laughter. The Friendly Light Railway has captured all our hearts and long may it continue to do so. ■

Garden Rail Resource

LocoControl
www.lococontrol.co.uk

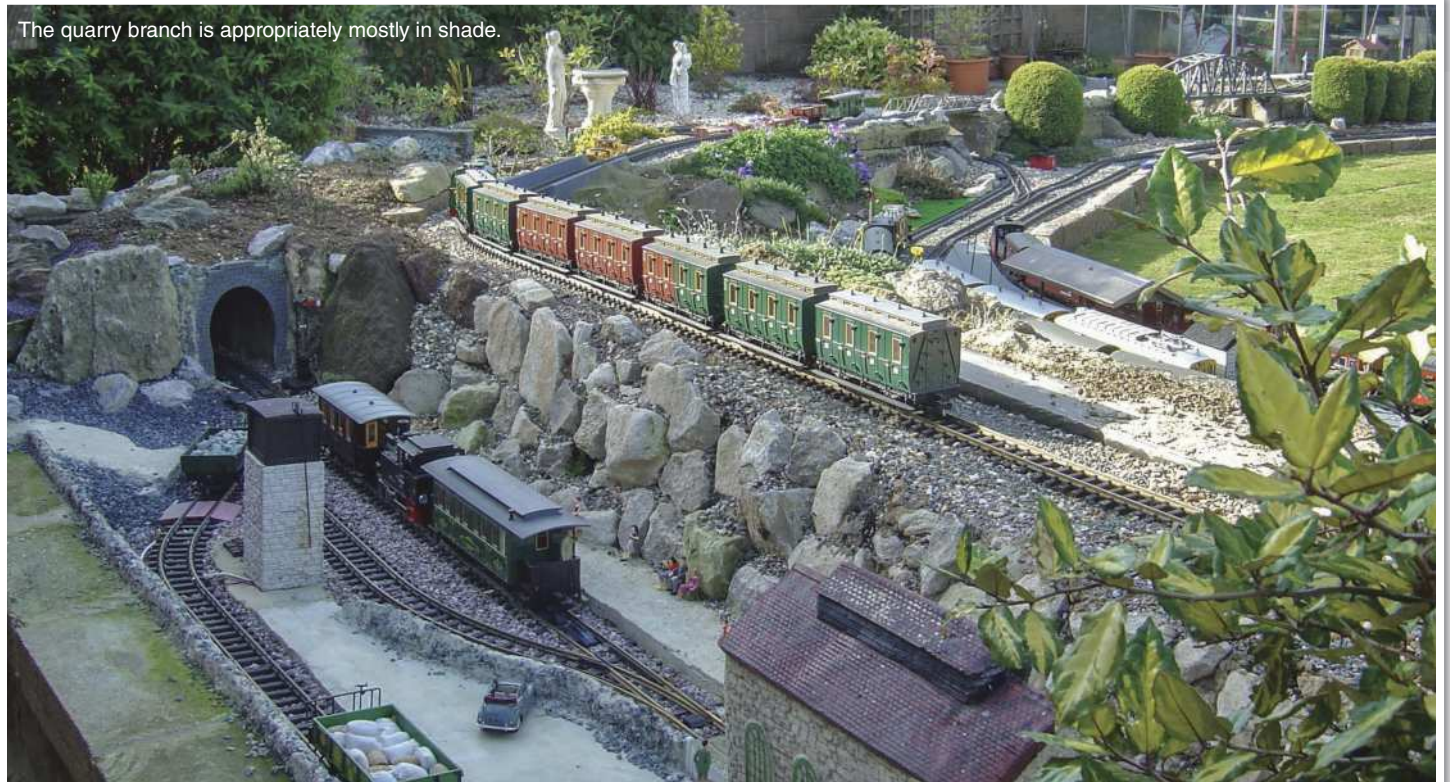
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Pauls' track cleaning gadget is largely redundant since he moved to battery power.



The station at Titisee with its multiple roads and Faller Station building.



The quarry branch is appropriately mostly in shade.

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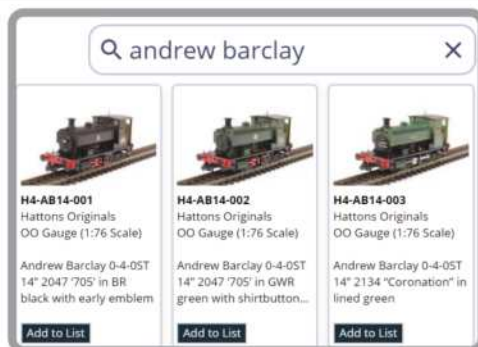
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Bachmann Trains Thomas and Friends - 'Diesel'

Steve Anstey takes a look at an eagerly-awaited addition to the Thomas range.

Diesel was originally announced by Bachmann Trains in July 2017 and, at one point, the cost-effectiveness of producing the locomotive nearly ceased its production. Happily, this did not happen, and the locomotive has since been produced.

I am delighted to report that, after a four-year wait, I took delivery on the 12th November, 2021, of the brand new 'Diesel' from the Bachmann 'Thomas and Friends' Large-Scale range (1:22.5) to run on my very new Garden Layout 'Heathercombe'.

This model was one of only a very few 'Large Scale' models of 'Diesel' currently in the UK!

Sadly, the cab windows are "blind" - could an enterprising reader open them up?

Brief History of the Prototype & Model

'Diesel' is based on the BR Class 08 Diesel-Electric Shunter or 'Gronk' as we railwaymen call them. The 996 examples of the Class were built between 1952 and 1962, over 70 are now preserved and a further 100 still exist on the UK rail system.



He first appeared in Book Thirteen of The Railway Series *Duck and the Diesel Engine*, which was published in 1958. Eric Marriott, the editor of The Railway Series at the time, suggested that Awdry should introduce a diesel in order to keep the books up-to-date. The character left at the end of the book, but returned for three others.

He first appeared in the Thomas & Friends TV series in Series Two, Episode 12, entitled 'Pop goes the Diesel', which was broadcast on the 29th October, 1986. Apparently, he is Ringo Star's favourite character!

First Impressions & Running

I was very impressed to see new packaging for 'Diesel' and it was good to see the locomotive was safely laid in a good, sturdy polystyrene tray, which keeps it safe when not in use. The usual instructions and alternative couplings are enclosed, although the spare couplings do not have a separate compartment like the previous locomotives in the range and they are literally stored with the loco when it is put back in the box.

'Diesel' has a sturdy plastic body and is presented in BR Black, which both the Class 08's carried until around the mid to late-1950's and, of course, as the character carries on in both the book and TV series. The livery on the model is as per the Thomas range in a gloss black.

If you prefer a more colourful model, he has a brother – 'Paxton' – painted green with yellow lining.

The locomotive ran superbly straight from the box, and I was impressed with the pro-



To ensure the models will go around train set tight curves, the centre wheels are unflanged.

otypical speeds one could obtain without much running in – although, I am strictly one for gently running in any new locomotives it must be said.

The locomotive's oiling points (axles and connecting rods) are easily accessible to add a touch of oil as necessary.

The model is a near on a perfect resemblance to the TV series model of Diesel, although one can see on closer inspection that it is in fact based on the CGI version of Diesel. As with the rest of the Bachmann Large Scale Thomas range, his eyes swivel from side to side as he moves. (Editor: When we tested a G scale Thomas on the BRM stand at an exhibition, the stand staff said they found the effect a bit creepy, but the kids at the show loved it.)

As with 'Thomas' in the Bachmann 'Large Scale' range Diesel has un-flanged centre wheels for those who have R1 curves – I have a minimum of Radius 3 (22.5 Degrees)

at Heathercombe and the locomotive takes them very smoothly indeed.

'Diesel' has the following dimensions (approx.)

Length: 14" (35.56cm)

Width: 5" (12.7cm)

Height: 6" (15.24cm)

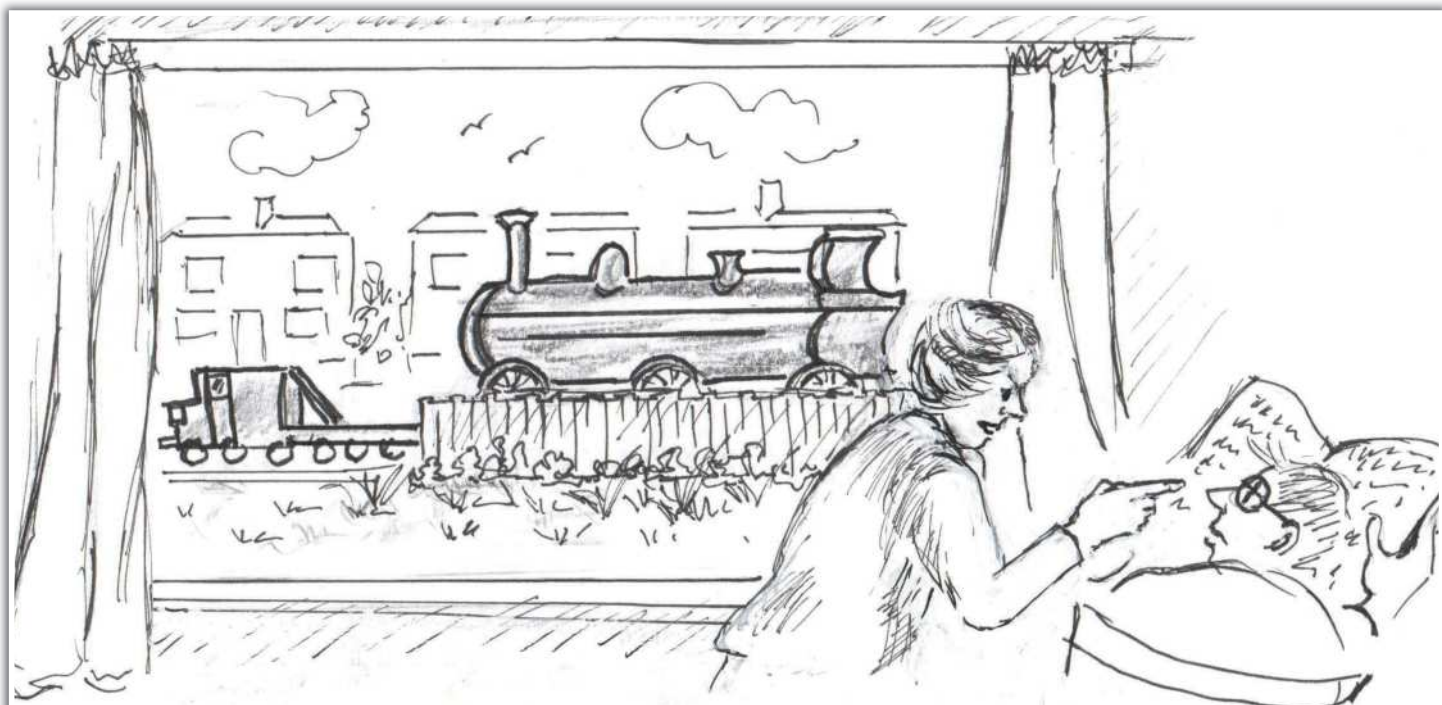
Weight: 3lb 13 ½ Oz

Making this a sizeable, weighty locomotive!

Conclusion

Make no mistake, 'Diesel' is an amazing addition to any 'Large Scale' layout, whether you are specifically modelling 'Thomas & Friends' or not. I am personally very pleased indeed with this model of 'Diesel' and he looks so good stomping around the garden railway!

I look forward to many more releases in time by Bachmann Trains. ■



Did you have your glasses on when you ordered your engine?



Southern Railway Coaches

Chris New turns a pair of Bachmann 'Large Scale' coaches into something more realistic.

Recently, I was browsing the selection of second-hand locos at the East Horsley G scale society event, looking for another diesel project to respray and make a little more 'English', when my eyes spotted a Bachmann 'Lyn' loco without any name or number, at a bargain price. The right questions were asked and the deal was done.

Now, what to pull behind it that would not cost a fortune? Accucraft L&B stock would be good – but too expensive at £150 each! Then, I remembered I had bought a couple of years ago some Annie and Clarabel coaches for when the grandchildren came over (I don't have grandchildren yet, but it's best to be prepared). Would it be possible to do a refurb on these into something less toy-like, and for not a lot of outlay?

Disassembly

The roof just drops off – no problem. Turn

the coach upside down and undo the eight crosshead screws that hold the chassis in place and put them in a safe place. You should now have two parts, a body and a chassis.

Get a craft knife or sharp thin object and prise out the plastic glazing locks (six in total, three on each side), then carefully slide the blade down between the glass and body to break the glue – with care, they should come away fairly easily. Mark them so you know which side they fit back into with a bit of tape or marker pen in the corner.

Use a fibre pen or fine wet and dry to remove the name, taking care not to scratch the surrounding area.

Time to get rid of the face – I marked a cut line with a felt tip pen by running my finger around the outside of the coach whilst marking the end with the pen, remember how they showed you at school in woodwork. The bottom line needs to be slightly higher to allow for the thickness of

the coach floor – cut this line last. I used a jigsaw with a medium blade at a slowish speed – don't go too fast or the plastic will melt and reattach itself.

Improving the ends

Stand your coach body upright on end on a piece of paper or thin card and use a pencil to draw around the outside of the coach. You should now have an outline profile of your coach on the paper/card. Cut this out with a pair of scissors or knife, then trim to fit – this template can be also be used for the compartment dividers. The height of the end panel needs to be only a couple of millimetres taller than the hole, about 5mm lower than the lip of the coach, the more you leave on here, the more you will have to remove from the roof locating step later.

I had some 2.5mm plastic, which I used to fill the end using the template as a guide.

It's fixed in place with cheap epoxy glue.

Some narrow strips of the 2.5mm sheet are cut into pieces 80mm long and 4mm wide, four of these for each end panel. Fit each one individually by cutting and sanding to fit – the gap between uprights worked out at about 15mm.

Painting

It is now time to spray the whole body with grey primer inside and out. I use Halfords grey car primer, build up several light coats – don't be tempted to hit it with one thick coat, or it will probably start to run and you will spend ages trying to sort it out. Let the primer dry for a few hours or overnight, then mask the windows and walls inside and the outside of the ends as well.

For the topcoat, I wanted a Southern/early BR green and had some Rover Brooklands Green, which looked about the right shade – it's near enough for me. As before, slowly build up the thickness of paint and leave time between coats, don't forget to spray up, down and from different angles to cover all the window openings. When you are happy with the result, leave it overnight to harden, paint stays soft for about 24 hours, or you will end up with fingerprints in the paint – been there, done that!

Mask up the body but leave the ends uncovered, and make sure the inside is still masked. Get a nice line with your tape along the vertical body moulding line, which should be green. Then spray the ends matt or satin black using several coats.

Transfers are the finishing touch. I chose SR/LSWR coach set SB205 from GRS. A single sheet was enough for my three coaches. These are waterslide – cut them out, put them in a shallow dish of water near the edge one at a time, keep checking them to see if they slide on the backing paper. When they first start to move, pick them out with a pair of tweezers and slide them onto the coach as near as possible to their final position. Final adjustments can be made with a small stiff-bristled wet modellers paint brush. When you are happy with the position, just dab with some tissue paper to remove the excess water, careful to avoid moving transfers you have already applied. Leave overnight to dry.

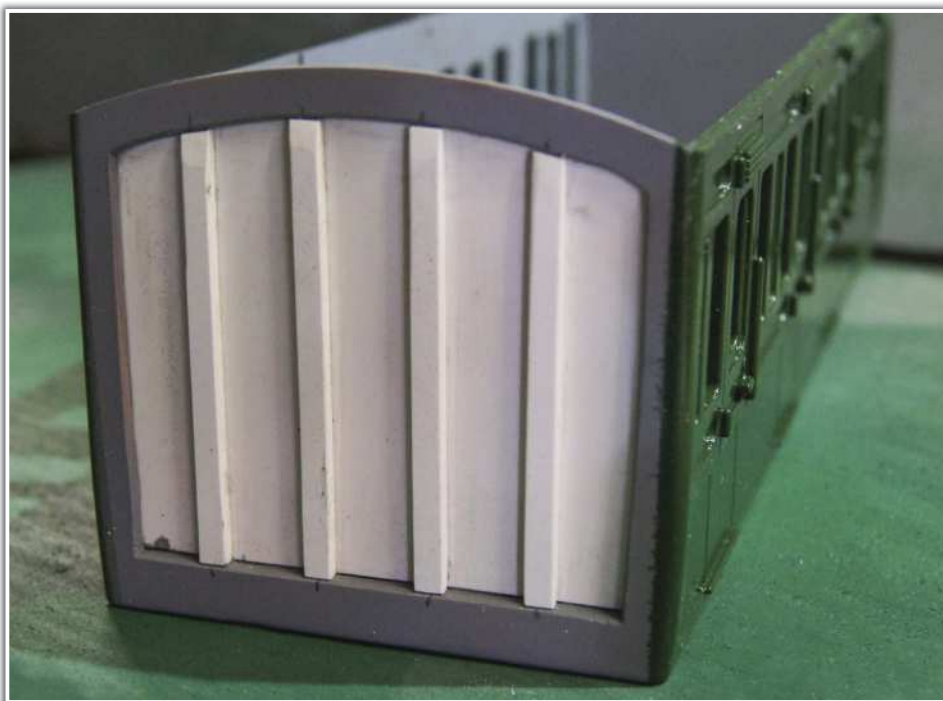
Mask the ends and inside of your coach again and spray with gloss varnish to seal the transfers.

Top and bottom

If you have decided to keep your roof the same, now is the time to cut out sections of



Annie before conversion. She looks like she knows what's about to happen!



The ends are opened up to remove the face, and the hole filled with plastic sheet.

the spine as in the photo to make it fit over the new dividers, sand down one end of the roof lip to fit over the new end panel. When it fits again, spray with primer then finish off with the satin or matt black. I wanted one of mine to be different, so I sanded off the old moulded vents, filled the holes, stuck some D section Plastikard on to make a rain channel and added some shell vents from GRS to give a bit of variety.

I thought the general ride height was too tall, so it's time to sort things out by lowering the body and couplers. Sounds complicated, but there is an easy solution.

The Thomas range will not couple to other G scale/LGB equipment without fitting a special lowering block. The problem seems to be the massive metal wheels that are fitted (44.5mm diameter), by changing these for some LGB/Playmobil ones (31.5mm), everything starts to look better and will couple up with other stuff. The only alteration needed was adding some 4mm outside diameter brass tube (3mm inside) to make bushes to fit the smaller axle size of the plastic wheels. These were then superglued in place. I then removed the very bottom of the axlebox on the chassis, just snip it flush.

Fitting out the interior

For the floor, I used some 3mm ply from an old wardrobe I had broken apart – it pays to keep things for a rainy day – my wife doesn't seem to agree! The floor size was 320 x 82 x 3mm, I'd also used the same ply for the compartment dividers, roughly 90 x 75 x 3mm, they are the same profile as the end panel but need to be a couple of mm narrower to allow for the glazing on each side. I scratched some parallel lines on the floor to represent planking and then sprayed with varnish, this seals the ply and brings out the detail of the wood grain.

Next, a trip to B&Q for two pieces of planed softwood for the benches:

2400 x 21 x 18mm for the seat bases

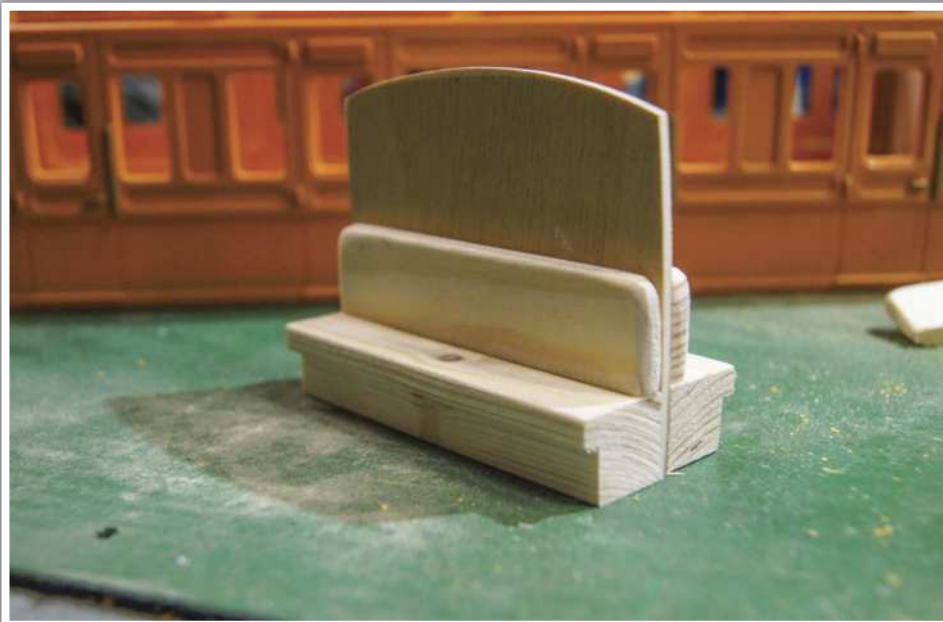
2400 x 21 x 6mm for the seat backs

I cut a step in the front of the seat bases 3.5mm deep by 11.5mm tall – this leaves a 6.5mm cushion. Both lengths of wood were cut back to 90mm lengths and the tops of the seat backs given rounded corners, the front edges were sanded back to look more like a cushion. Two bases and two backs were glued to each divider then sprayed with varnish followed by grey primer.

Put the floor base into the coach body, you will need three dividers and two single benches per coach. Use PVA or a glue gun to stick each unit in place – being in the coach makes it easy to get the dividers in the correct position on the floor. If you want to make a first-class compartment, the only difference is they have armrests on the seats.

I then masked the back of the glazing strips in three window sections and sprayed with primer (this was done out of the coach), covering up the old Bachmann glue that was left on show. When dry, refit and glue the glazing back into the coach, then glue in your coach interior. I added some cheap, seated people, I repainted quite a few to give a variety of colours as there are only five or six different styles and a bit of arm surgery was also used!

Over the years, I have visited many heritage railways and taken hundreds of pictures of anything to do with the railway, including carriage interiors – so, I selected a few travel poster images, reduced the size, straightened and framed them in Photoshop, saving as a complete A4 sheet in the size I wanted the final images to be. This was printed, then laminated, and each image was cut out, finishing by running the side of a brown permanent marker pen down the edge of each poster. Put some double-sided tape on the back (tip: I use 50mm wide tape, peel back a section and



No interior is provided, but some lengths of wood from a DIY store can be made into seats.



Fully fitted inside, and home to cheap G scale figures.

stick seven or eight down at a time, then just cut around sticky side up – the glue cleans off with lighter fuel), then place your chosen image in the centre of the divider. Interior finished.

Adding lights

I came up with a plan to fit a light unit in each coach that would not be visible from the outside and would use rechargeable batteries, here's how.

The spine of the roof was already cut/sanded to allow a good fit, now cut the spine again at the unsanded end just big enough to hold a PP3 9v battery snugly in the roof. A 15 x 2mm Neodymium super magnet was hot glued here to hold the battery – these are really powerful and cheap but quite brittle and do shatter on impact. To separate them, slide them across and away from the stack. I then glued four

small Lego blocks at the centre of each compartment for the LEDs to sit on. A PP3 lead was soldered to a 330ohm resistor on the positive wire then onto a mini slide switch. The output of the switch goes to the positive on the LED strip through a small hole I drilled in the spine, the uncut negative passes through the same hole and is soldered to the negative.

The LED strip I eventually found is: 5v 2/4x USB LED STRIP 2835 (60Led) Warm White, which only cost £2.62 including postage from the UK. The best part about using these LEDs is that they can be used one at a time, daisy chaining the wiring to each one, out on the left, in on the right. A couple of blobs from the glue gun secures the wiring and the job is done.

The difference is quite noticeable, especially at night. Tip: If they are too bright,

dab a black marker pen on the LED until you get the correct amount of light. If you put on too much, you can rub some off with lighter fuel.

The only other modification I added was to my last coach, here, I cut off the coupling support bracket and hook and replaced it with a dummy screw coupling (BE 048 From GRS at £8.95 a pair). This just added a bit of quality to the rear end of the train.

So that's it, project complete, champagne-style for lemonade money – the toy is gone and ladies and gentlemen your carriage awaits you – lights and all! ■

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LED lights are glued to Lego blocks fitted under the roof.



The LEDs are perfect for illuminating the interior as they will run for hours on a single battery.



Restoration of an Accucraft Excelsior

Mike Wakefield breathes new life into an older steam locomotive.

Back in 2016, I'd swapped my Accucraft Leader for a Mortimer, as I'd been having issues with derailments while running forwards on Peco 1st radius curves. As the problem didn't occur when running tender first, I'd concluded the Leader was swinging wider than a similar 0-4-0 on the curves and it was this that was causing the derailments. Certainly, after I swapped the Leader for a Mortimer, the derailling issue went away.

The lockdown has meant I've more time on my hands than normal, so one of the things I've been doing is to standardise the couplings on my locos and rolling stock. Previously, I'd retained the chopper couplings that come as standard on later Accucraft kit, while everything else had hook-and-chain. Making good use of my 3D printer, all my Accucraft locos and rolling stock are now hook-and-chain as well.

It was only after I'd completed altering the couplings that I realised it could have simply been the design of the Accucraft choppers that caused an issue with the Leader. The Accucraft couplings use a spring to centre the chopper blade, and these springs exert quite a strong sideways force when the blade is to one side or the other. If only I'd worked this out back in 2016.

I'd recently sold a Roundhouse Bertie and so, having a bit of cash, I went on the lookout for a replacement Leader to run along with my Mortimer. Unfortunately, Leaders are few and far between, so instead, I began looking for the Leader's predecessor, the Accucraft Excelsior.

After a bit of searching, I was offered an Excelsior that ran really well. The loco's seller had just had it serviced by Accucraft repair agent, David Mees, so mechanically

it was tip-top but cosmetically rather tatty, and in need of a repaint.

A previous owner had decided to alter the Excelsior to make it resemble one of the locos on the Corris railway. In the process of the alteration, the rear bunker had been removed and both bufferbeams replaced.

Judging by what I'd experienced from fitting radio control to my Mortimer, a rear bunker is a far better location for the receiver and battery than next to the boiler. Therefore, I decided to reinstate the bunker and so turn the Excelsior back to how it had looked originally.

The work took a while and involved completely dismantling the loco down to its component parts. Fortunately, Zach Bond, an Excelsior owner in East Anglia, was kind enough to send me a rear bunker from his Excelsior, which he'd kept from when he'd also altered his model to look

like a Corris railway loco.

I made new buffer beams from brass and shaped them using a milling machine. I also extended the rear buffer to protrude beyond the rear bunker, as I didn't want to risk a following carriage catching the edge of the bunker while traversing one of my tight curves.

Many Accucraft locos come with piston valve reversers, which, if you fit a single servo to control the reversing lever, allow you to vary both the speed and direction of travel. Of course, you can also fit a second servo to the regulator, but I've found that a slight adjustment to the reverser makes the loco respond far quicker than adjusting the regulator alone. There is an added advantage that you only need one joystick for both speed and direction, so can control two locos from the one radio control transmitter.

OK, the purists don't like varying the speed with the reverser, saying it's like driving a Tonka toy, but that doesn't bother me, particularly when your loco begins to run away down a slope with a tight bend at the bottom, as I well know!

It took a couple of weeks to get the Excelsior stripped back to bare metal, rebuilt, fit a servo to the reverser and fully repainted. I also added a chuffer to improve the sound of the exhaust, the original steam pipe was missing, and added some cosmetic details, such as handrails and lamps.

Like Henry Ford, I believe locos should, in the main, be black. I also don't particularly like the weathered look, so opt for polished brass where appropriate.

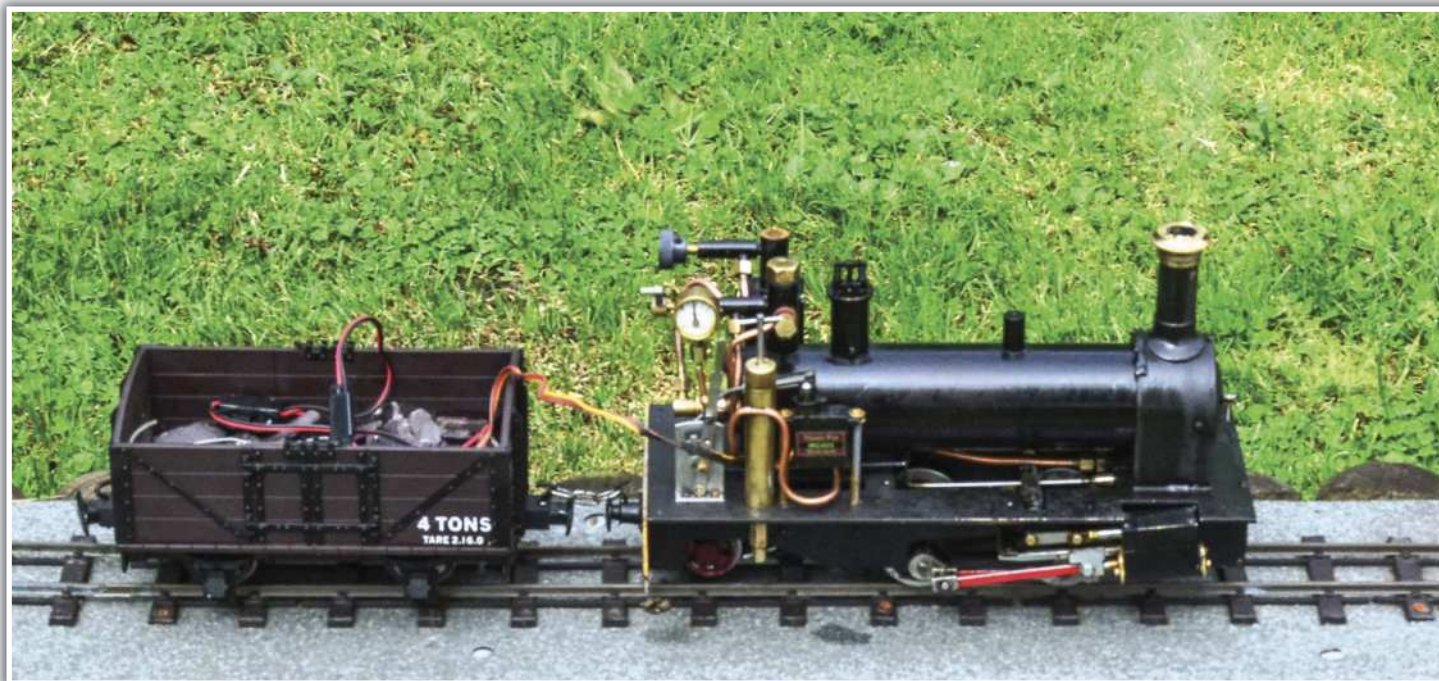
I was pleased with how the loco now



The model as purchased in pseudo Corris style.



With the body removed, I fitted a servo to the reverser.



Before adding the bunker, I tested the model on my line with the electricals in a wagon.

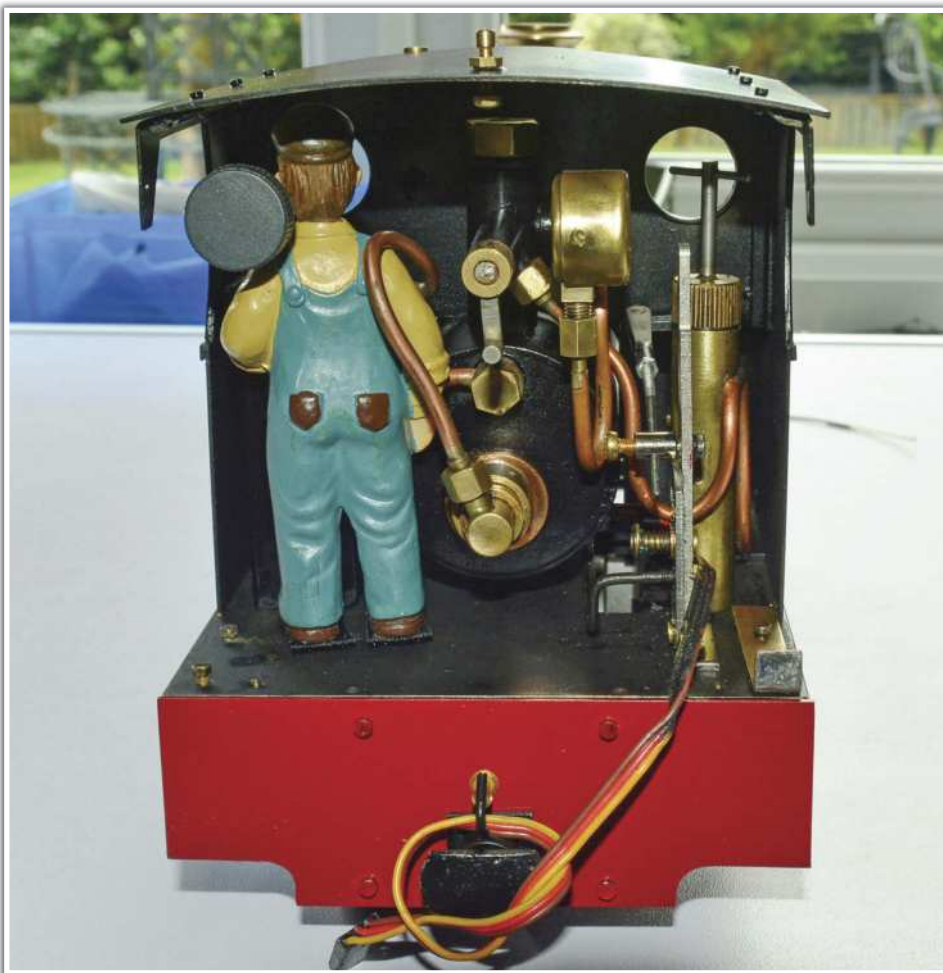
looked and ran, but there remained a slight problem; as the first loco that Accucraft UK ever produced, the Excelsior, was something of a work-in-progress to see what worked and what could be improved on future designs. They'd chosen 8mm diameter cylinders, maybe because the factory in China was already making them for Accucraft Trains in the USA. Small cylinders mean the Excelsior, while working fine, tends to lack power and so performs a bit like an early Mamod, with a tendency to either stall or race away at breakneck speed. What was needed were larger cylinders, something Accucraft UK must have realised, as they fitted larger diameter cylinders to their later models.

While the loco was in production, third-party suppliers in the UK had offered larger replacement cylinders that many Excelsior owners went on to have fitted. Supply of these cylinders dried up years ago when the Excelsior was discontinued. Fortunately, these days we have the internet, so after various appeals via Facebook and online forums, I was contacted by Jason Kovak who runs the Train Department in the USA. He had made a batch of replacement larger cylinders for the Ruby. The early Rubys, also fitted with 8mm diameter cylinders, suffered from the same lack of power as the Excelsior. Jason still had one pair of the larger cylinders in stock, which he was good enough to send me.

The Ruby's valve gear is not quite the same as the Excelsior. Although it has the simulated Stephenson's link valve gear like the Excelsior, it doesn't have slide bars. Therefore, I realised it wasn't going to be simply a case of unbolting the old cylinders and bolting on the new.

In the end, it wasn't nearly as difficult as I had feared, and all I had to do was to mill a slot in the face of each new cylinder, to take one end of the existing slide bar. 2mm also had to be milled from either side of the mounting plate so the new cylinder's piston rods lined up with the loco's driving wheels.

So how does my Excelsior run with the larger cylinders? In my opinion, superbly. It can happily pull a reasonably heavy load slowly around my track without faltering and without requiring any adjustment to the radio control. In fact, I can put the radio control down, drink a cup of tea, and watch the loco chuff around by itself. Like many Accucraft locos, the Excelsior is designed for the gas to run out before the water, so no worries about it running dry. ■



New buffers made and the repainted body back on the model.



Excelsior with her new rear bunker fitted.



The model with new large cylinders.

DIARY DATES

Date: 12/13th February, 2022

Event: The Festival of British Railway Modelling

Venue: Doncaster Exhibition Centre Racecourse, DN2 6BB

Times: 9 – 5pm

Web: <https://www.world-of-railways.co.uk/shows>

Date: 25th February, 2022

Event: Garden Railway Specialists LGB Day

Venue: 6 Summerleys Road, Princes Risborough, HP27 9DT

Times: 12 – 4pm

Web: www.grsuk.com

Date: 12 and 13 March, 2022

Event: Midlands Garden Rail Show

Venue: Warwickshire Event Centre, A425, Southam Road, Leamington Spa, CV31 1FE

Times: 10 – 4pm

Web: www.midlandsgardenrailshow.co.uk

Date: 19/20th March, 2022

Event: The London Festival of British Railway Modelling

Venue: Alexandra Palace London, N22 7AY

Times: 10am to 4:30pm

Web: www.lgrf.co.uk

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Date: 14th May, 2022

Event: Llangollen Garden Railway Festival

Venue: Llangollen Royal International Pavilion, LL20 8SW

Times: 10am to 4:30pm

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

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

Web: www.grsuk.com

Date: 1/2 October, 2022

Event: 75 Years Gauge 1 Model Railway Association

Venue: Bicester Heritage Centre

Web: www.glmra.com

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Introducing the North Wales Narrow Gauge Railway's 'Ashbury Corridor Carriages' designed in collaboration with William Curry. A selection of three variants are currently available, representing some of the forms in which these vehicles have appeared during their lives. The full size 'Carriage 9' and 'Carriage 23' Buffet Car can be seen today on the Welsh Highland Heritage Railway.



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A Force to be reckoned with?

After almost a decade in his care, Mark Thatcher improves and adds to his mini 16mm Layout.

It is all well and good having a lovely garden railway, but there are times when the weather is rubbish and I still want to play trains. Also, I wanted a smaller layout that I could perhaps exhibit at various shows, but in particular, I hankered for something that demonstrated the fact that you can still create a useable 16mm railway in a small space. Furthermore, I wanted something that was at least partly-built that I could really go to town with and cram with extra detail, almost to create a working cameo or diorama.

Well, several years ago, I spied what would become 'High Force' on eBay. To call it a bare-bones layout would be very unfair indeed to the previous owner, as all the trackwork and much of the landscaping and buildings were already created, but could be added to and improved. I had a good starting point and hired a small van to drive to Southampton to collect it. I should really have checked the dimensions as measuring up at only 5ft x 2ft it would have easily fitted into the back of my car, saving me the cost of the van hire. Measure once and curse three times, eh?



This maintenance vehicle is usually what I run to check the track at the start of a running session. (Photo: Daniel Cousins)

What's in a name?

The layout itself is of a very simple configuration. It is just a loop with a small siding in front of the engineering workshop. Peco 32mm Flexitrack forms the permanent way. Running anti-clockwise, a small estate diesel could exit the siding onto the single-track line and then disappear from sight into a cutting that leads to the mine. The train is hidden from view as it runs behind the engineering workshop before reappearing through the double doors, which lead out to the front of the layout once again.

The name 'High Force' was chosen as I have a deep connection to Yorkshire and the Dales. The real High Force is located in Wharfedale in the Yorkshire Dales and the water flow continues downhill before spilling over Low Force, the second waterfall in the series.

The waterfall on this layout drops the water into a small basin and a pipe laid under the track allows it to run underneath the permanent way into a small pond. My first job was to add some resin to this feature to create the impression of water. That did not go well!

I was able to tilt the baseboard at 45-degrees to allow the resin to set into the waterfall itself. After that had gone off, I could fill the small basin with the same. However, when it came to filling the small pond, after setting some flora and fauna into the bed, I must have failed to check it was properly sealed. I carried on pouring... and pouring more resin in without a thought for where it was all going. Well, the baseboard used polystyrene blocks to sculpt the differing heights in the landscape. The resin had melted the polystyrene, which exited underneath the pond and ended up rather successfully gluing the layout onto the workbench below.

Buildings and Scenery

The original buildings were, to be fair, pretty good. The workshop was scratch-built with foam board and doll's house windows and real stonework laid into the long section of the main building. But, the roof of this and the main building was only brick paper laid on thin wood and needed a remake. Real slates and tiles from Minaco were used for this. Each slate and tile was hand-laid. I used two different shades of red tiles to simulate that the roof was in the process of being re-laid. There is even a cat on a hot slate roof, too!

I added some more colour to the rock surfaces that had already been sculpted to a good standard and added a lot more ballast



Lots of raw materials are required to supply the construction projects on the line. (Photo: Daniel Cousins)



These are two scratch-built models made by a good friend, who sadly I have lost touch with.

detail to the track and some vegetation to the top of the hill and around the track bed. All the lights are battery-powered except for the main external lights on the buildings, which is the only thing on the layout that needs mains power. Inside the main building, I scratch-built a workbench for the welder and even the welder's lance flashes randomly.

Smoke and Mirrors

Probably the one effect on the layout that elicits most comments when I have exhibited 'High Force' at exhibitions is the dry smoke unit from Steam Master. This is a condensing smoke unit that has a water tank, a vaporiser and a fan. It is powered from a small 12v motorcycle battery and the whole set-up is hidden on the first

floor within the main building. Boy does it chuck out a load of smoke, and boy was it expensive. When launched it was £125! The company is no longer trading I am afraid, although I was fortunate to spot not one, but two further units online at £24 each, so I snapped these up, too. One is in a model boat and the other resides on my OO gauge layout, 'Upham Market' and avid readers of British Railway Modelling may have seen this layout featured in there.

Chaotic detailing

I knew from the onset I wanted this layout to look as if it was definitely a work in progress, insofar as exactly like the real thing, there are always jobs to do, stuff to repair and additions to be made. And as often happens, there is a messy clean-up afterwards too!

In the same way as the roof on the main building is a work in progress, so too is the construction of a roof to offer a little shelter to the locos and crew whilst they are working on them. I like to think this gives the impression that the layout is more fluid and engaging with the spectator as you get a sense of constant change and a little chaos to boot.

And, with this chaotic detailing in mind, well, it just gets more cluttered. Loads of jobs in progress equals loads of materials on pallets. Oil drums, piles of slates, ridge tiles and even a small bench was built, which houses a few random tools. I have tried to make it all a little quirky and fun to look at, too. I found a 'No Bathing' sign and a fishing rod, which are both rather ironic given the murky nature of the water, and apart from the aforementioned cat, there is a dog and chickens running loose. All have hutches for them to retreat into.

I did not want to crowd the layout with figures and, apart from the Modeltown welder (sadly a retired figure from their range), the only two other figures are from the sublime range of little peeps from Busy Bodies. Incidentally, this range of figures are available unpainted from Carnforth Models.

From the operator's side, I decided to paint the inside of the main building grey and also ballast the track. On a few occasions, when people pop their head around the back to look at the smoke unit, they will often ask why I bothered with this as no one will see it? My answer is simple. "I will!", for me, it makes for operating the layout at shows a more pleasurable experience, too.

Locos and rolling stock

I really like the quaintness of the estate die-



This Ruston is a conversion from an old Tri-ang model. (Photo: Daniel Cousins)



Two kit-built locos. Unsure of the origin of the one on the left, but on the right is a lovely resin model kit from Andel Models. (Photo: Daniel Cousins)

sel and petrol locos. And, of course, as far as rolling stock is concerned, pretty much anything goes. This in itself opens the door for the modeller to make just about anything they want. I have far too much stock of this variety for sure. But a lot of the stock costs trouser-money if you go to Houston Gate Locomotive Works or PS Models, both offer great value for money kits. Obviously, with such small clearances on this line, particularly when entering the main building, loading

gauges and widths can be very tight, and a lot of the locos in particular have millimetric clearances in this respect. But then, that is just as it would be in real life, too, I suppose. Probably my favourite loco is the diminutive Ransom and Rapier from Bole Laser Craft.

Knowing when to stop

A phrase I hear a lot is that a layout is never finished. For sure, additions and improve-

ments can always be made, but I think I have taken this project as far as I can down the line. Now on those harsh Norfolk winter days, I can retreat into my model building room and, even with snow lashing down outside, I can still play trains. Thanks to my friend and fellow Garden Rail columnist; Daniel Cousins, for not only storing the layout for me during the move process, but for helping me get it set up in its new home. Incidentally, he has also taken some great pictures and is credited for these in the descriptions, where appropriate.

Editor: Mark has supplied too many photos for us to squeeze on these pages, so I'll post some more on the magazine topic over at: www.rmweb.co.uk ■

Probably the pride of this line is the brilliant radio-controlled Ransomes and Rapier kit from Bole Laser Craft. It just suits the line so well in my humble opinion.



Two of the three figures on the layout are from Busy Bodies. The dog is from a doll's house supplier.
(Photo: Daniel Cousins)

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Take a ride on your own railway

With more modellers displaying their efforts online, Dave Skertchly shows us how he achieved his childhood ambition to ride on his model railway.

It was many years ago that I set out to fulfil that childish dream of being a passenger or driver on my own model railway. What would it feel like to look out of the window of a carriage, or to see myself driving a locomotive, or even just to wait on the platform of my own railway? In my childhood, I had dreamed of shrinking myself down to size, but as I got older, I found a better, more practical way.

The use of models in films to produce settings that are otherwise impossible is nothing new, and inserting real people into these models is the basis of special effects. The story of special effects goes back to Stuart England and the invention of the magic lantern, but for most of us, the first convincing special effects film was Willis O'Brian's 1930s classic *King Kong*. There are many special effects methods used in *King Kong* and every special effect



This is the kind of shot Dave wanted. His wife Pauline and Judy Webster ride in the Glyn Valley Tramway coach while Paul Webster clips the tickets. ,

shot since owes something to these early techniques, but the gold standard is called a travelling matt.

In a travelling matt, the moving foreground part of the film is first used to create a mask, which blacks out a portion of the background, and then the moving picture is inserted back into the masked areas. These effects were produced using optical printers and chemical processes, but, with the invention of fast computers, the same effect has been transferred to digital media and renamed Chroma key or colloquially "Green Screen". The first machine to do this back in 1988 was called a "Harry Suite" and could composite just 90 seconds of video or one TV ad break.

The actors first perform in front of a green screen. The model background is placed onto a layer, the shot of the actor performing in front of the green screen is placed on a layer in front and, by the magic of digital technology, the green background is made to disappear, revealing the model background including the actors, it really is that simple.

This capability is included in almost all editing software nowadays, so there are no excuses, give it a try.

The kind of shot I wanted would be of my wife Pauline and me with our friends enjoying a trip out in my Glyn Valley Tramway coach. There would need to be details such as the ticket collector, the driver and platform shots, since we're sure to have to wait around on my thoroughly unreliable line.

Eventually, I persuaded Pauline and my friends, Paul and Judy Webster, to join us on the trip but there was a snag, we were actually sitting on plastic deckchairs in front of a length of green cloth hung from the garage door. The neighbours must have thought we were mad, and maybe we were! The colour used needs to have a high contrast, the most commonly used is a very bright green coded RAL6038.

I needed to create a carriage interior. It proved difficult to get a camera into a 1/19th scale coach, so I made a section of a carriage to a much larger size. A drawing of the interior of my GVT coach was found in Boyd's *Narrow gauge Railways in Mid Wales*, the very same drawing I had used to make the coach in the first place, some 35 years ago. The plan was enlarged on my scanner and printed on ordinary paper, it was then stuck onto some cardboard from a cereal packet and folded into shape. A bright colour insert was cut out for the windows, which would later be picked up by the chroma key function in my editing



The starting point was to create a carriage interior from the drawing in *Narrow Gauge Railways of Mid Wales* by Boyd. The enlarged plan was stuck onto some cardboard from a cereal packet and folded into shape. A bright colour insert was cut out for the windows. The build standard was not very good, but it is still in use 10 years after transiting to High Definition video!

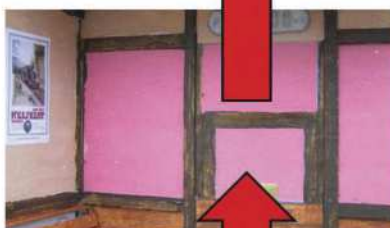
The final shot



**The actor
Layer 3**



**The carriage
interior
Layer 2**



**Background
Layer 1**



To make an interior shot, three layers are placed one on top of the other in the editing software and the chroma key colours are made to become transparent creating a composite picture.

software, in this case, bright pink. By taking a still photo of the interior, a left and right view could be created.

I couldn't wait to try it out. I filmed myself against a plain wall and shot an exterior view using the video camera. The three layers were composited using the chroma key function of an old copy of Pinnacle 11 software and the result was better than I could have dared hope, the project could continue.

The carriage interior model was completed. The build standard was not very good, but the video definition in those days was low, even I did not expect to be using it 10 years later, even after transitioning to High Definition video!

The field of view of the interior of a small carriage is very limited, so it seemed sensible to dispense with the floor and ceiling details. I didn't keep the cardboard interior model, but photographed the interior from all sorts of angles and those library shots are now used for films instead. Over the years, photo editing software has been used to extend and tidy up the interior, but a new model may be needed soon. Beware, the text on the poster is reversed in some shots where the photo of the interior was flipped to create a shot of the other side of the coach.

To shoot the moving background, the camera was positioned on the camera wagon (see Garden Rail Sept 2018) pointing in the direction, I would expect it to point if I were sitting in the carriage.

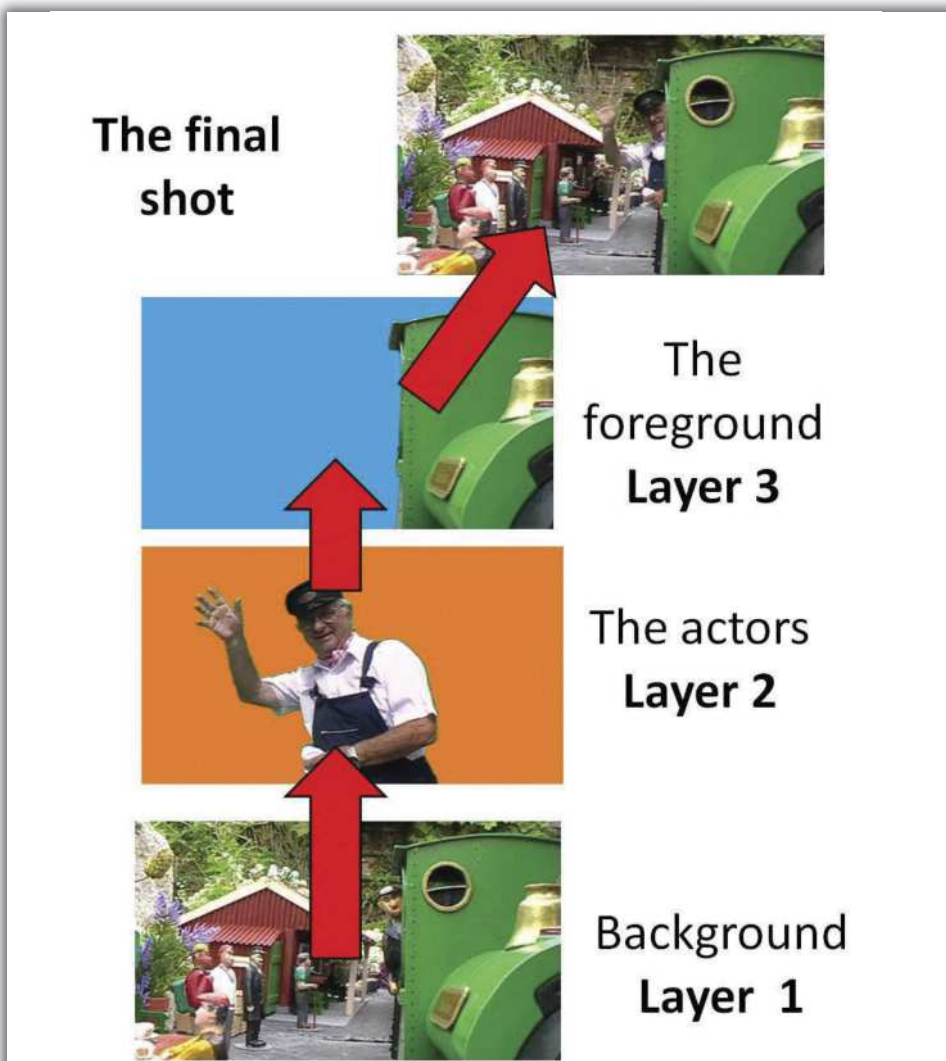
It is possible to have some fun, in one shot, Paul chats to one of the locals outside the buffet. The background layer is a still shot of the buffet with the picnic table in the foreground, the acting is by Paul and me, in front of the green screen on the next layer up. The picnic chairs that we're sitting on were arranged to match the apparent angle of the picnic table. To complete the shot, a mask was created by cutting up the background to make it seem that we're sitting behind the table.

A key objective was to create a locomotive shot in the station with a real driver. Paul appears to drive 'Penelope' the Melbourne gasworks Peckett and gives us a cheery wave. The background still shot is taken of Penelope in the station. A mask of the cab front and boiler is cut from it using photo editing software. You will also notice that I have used the pan and zoom controls in the editing software to correctly position Paul in the cab and to shrink his size. I can assure you, he has now recovered.

The direction of motion is important. If the background moves from right to left,



This is how the three layers look when imported into typical editing software. The background is the blue strip in the bottom, the carriage interior is the blue strip in the middle and Dave is the strip on top.



The three layers required to create the shot of Paul in the cab are the background, in this case, a still, the chroma keyed video of Paul waving. In the 3rd shot, without the final mask, you can see how Paul has been shrunk to fit into the shot.

it seems that the carriage is moving to the right, but if the background moves from left to right, it seems the carriage is moving to the left. There is an interesting optical illusion to be aware of when going around a corner; the camera pans as it turns and this can make the background reverse direction! This actually happens in real life, but our brain tells us not to be stupid and conveniently reverses the picture back to what we know it to be. This kind of automation from our brain is a great killer of pilots who need to know the truth. Not many people, except pilots, know that.

It is possible to create some simple effects by filming models in front of a green screen and maybe this is a good starting point should you want to give it a try. Position the green cloth over a decorating table, which is then placed next to a straight length of track and then film trains passing by. They can later be composited with photographs to create the same interesting shots, such as a train in a steelworks and a WW1 train near the trenches.

As I sit in the back row of the "one and nines" in the Odeon LLangoblin (AKA the Bug-hutch), I am amazed to see the Vale of Weedol Tramway featured in "Look at Life". I reach into the pocket of my stained and shabby old raincoat and retrieve the bottle of fine Auld Phagbutt I have smuggled into the Cinema past Busty Betty the Usherette. I sigh and dream of other features which might star my railway, eat your heart out George Lucas. ■



It is possible to create some simple effects by filming models in front of a green screen. Here, the green cloth has been thrown over a decorating table and placed next to a straight length of track.

Watch the movie

You can see the results of Dave's efforts on YouTube: youtu.be/LK7qOFX0Q5w
If you have a go yourself, please let us know and we'll share your video with our readers.

Elizabeth Mary, the IP Models Jessie, hauls a load past the green screen which has later been composited with the photograph of a steelworks.



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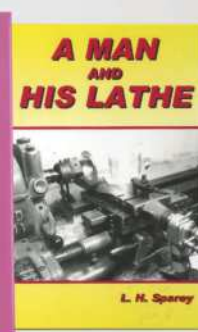
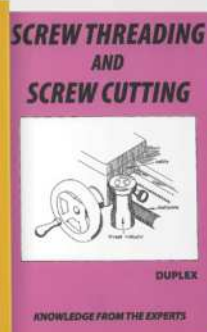
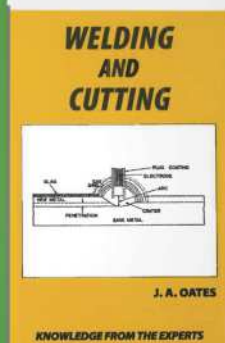
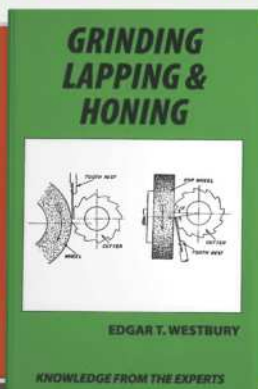
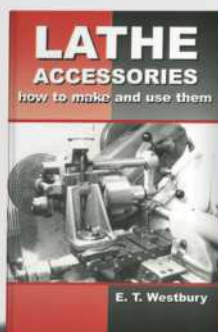
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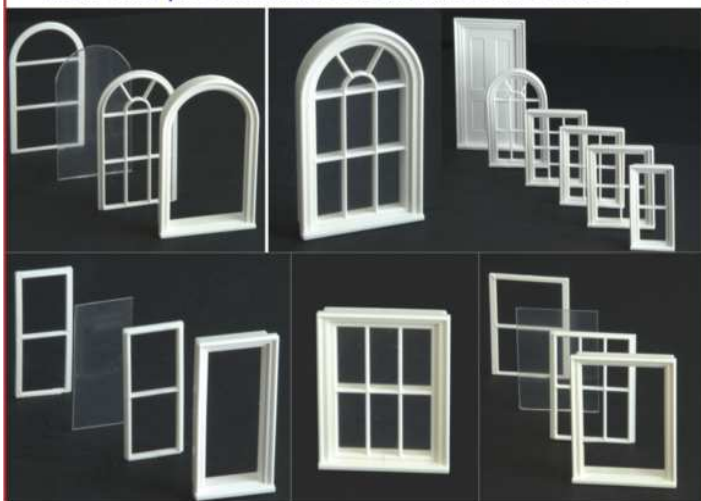


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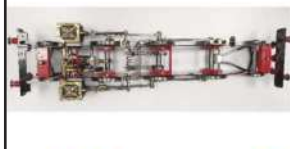
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R/C trains can operate alongside track powered locos, either direct control or DCC.

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

R/C Receivers

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



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

Batteries

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



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



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

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

Installation

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

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Dimensions

Length: 157mm

Width: 76mm

Height: 70mm

Wheelbase: 56mm

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"Little Berta", conversion kit for LGB toy train locomotive

Each kit contains 45 CNC-milled plastic components, detailed assembly instructions and even adhesive to produce a freelance, but attractive 0-4-0 steam locomotive.

Builders will need to provide an 'Otto' from the LGB Toy Train series as a basis.

This chassis has an wheelbase of 76 mm.

Dimensions

Length: 215mm

Width: 86 mm

Height: 128 mm

Price: €105



MODELLBAU-WERKSTATT
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BOOT LANE WORKS

16mm scale Steam Tram kit

Boot Lane Works latest kit draws inspiration from the Wantage Tramway, Henry Hughes Tram of 1877.

Supplied with 3D-printed (filament & resin) interlocking parts and laser cut 1 & 2mm acrylic, this delicate model comes complete with a pre-built "No 4" power chassis, utilizing Binnie Engineering 29mm wheels on stainless 1/8" axles, stainless & brass worm & gear, a 3-6v motor and Delrin chain drive.

Detail parts include footplate controls, regulator, reversing quadrant, gauge glasses, etc.

Name & works plates are also provided.

While the interior detail (boiler & saddle tank) is provided, there is still space to accommodate electronics and batteries (not supplied).

Dimensions

Length (body): 168mm

Length (over buffers): 182mm

Width: 92mm

Height (from railhead to rooftop): 130mm

Height (from railhead to chimney top): 150mm

Chassis Wheelbase: 52mm

Price: £90 Inc P&P

BOOT LANE WORKS
www.bootlane.org.uk



BOLE LASER CRAFT

16mm scale Hudson's Sugar Cane Wagons

New from Bole Laser Craft is a 1/19 scale kit of a sugar cane wagon. The wagon is based on a pair of pictures found in the Hudson's of Leeds export catalogue from about 1950, which appears to be based on its standard steel channel chassis. The model has been scaled to look right behind a medium-sized live steam locomotive.

As is this company's usual practice, the kits are a combination of laser-cut plywood, and laser-safe MDF together with many 3D printed nylon components. Of particular note are the four frame members, which have been 3D-printed in the same tough material used by all those NHS face masks last year.

Dimensions

Length: 156mm

Width: 74mm

Height: 94mm

Gauge: 32 mm or 45 mm

Price: £44 + £4 UK P&P



7/8th scale Permanent Way Department Wagon

This is a generic tool wagon of the sort used by track gangs to carry various tools to site.

The kit features lifting lids and many customers have used these wagons to carry batteries and radio-control gear for locomotives.

The kit is a combination of laser-cut plywood and laser-safe MDF, together with many 3D-printed nylon components. Also included is Bole's new 7/8 scale profile steel wheels, which add substantially to the wagon's weight.

Dimensions

Length: 192mm

Width: 100mm

Height: 106mm

Gauge: 2 mm or 45 mm

Price: £50 + £4 UK P&P



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HARECROFT

16mm scale Beamish Colliery Hutch kit

Colliery hutches were used in the majority of mines up and down the country; often being made onsite or by local foundries, resulting in a wide variety of design variations to suit their purpose. Harecroft's colliery hutch is an exact model of the most common type seen at Beamish Museum, which in turn is a typical "Wearside" pattern of hutch. Most likely made onsite using forgings from Joseph Cook and Sons; the Washington (Durham) based firm is technically still in existence today after amalgamating with the Grange Iron Company in 1926.

This highly-accurate kit is comprised of laser-cut ply components and features correct pattern sintered nylon bearings, our signature pre-cut styrene strapping, Slaters running gear and fine nylon body and coupling details, designed for Harecroft by James Hilton.

Sold in pairs, this is the only kit in Harecrofts range not to include Cambrian rivets due to it requiring either 1mm or 1.2mm heads. As a result, it recommends either using pins, nail art jewels, or a set of RP Toolz rivet punches.

Price: £38 per pair



HARECROFT

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Manufactured in exterior quality resin, it is unpainted and in kit form. You get everything you require to build this kit except for glue and paint, which Pendle Valley says it can provide if required.

Dimensions

Height: 165mm

Width: 170mm

Depth: 100mm

Price: £30



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Price: £15



FOOTPLATE FIGURES BY MARTIN PALING

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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,
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RADIO-CONTROLLED LGB



I am struggling to set up a LGB train to work using a FlySky 2.4ghz radio-control system. I have the transmitter and receiver, but what else do I need?

Nigel, by email

Editor: This can only be general advice, as it varies depending on the loco you are planning to power, but the basic concepts are the same for all models. I should also point out that I've not carried out this conversion myself, but the principle is the same as the model boats I've fitted out.

You'll need the FlySky transmitter and receiver, a battery and speed control. For model boat work, I've always been happy with the Viper range (www.mtroniks.net) as they are reliable even after taking a dip underwater – something you shouldn't need to worry about with a loco!

The speed control includes instructions, but essentially, you plug the signal wire into the receiver, then attach the battery to the speed control (it has a Tamiya style plug) and the motor wires to the motor.

Choosing a battery will largely depend on the space available in the loco. Put it in the cab of a Toy Train or Stainz and your options are reasonable. I'd avoid LiPo batteries if you aren't confident charging them, but otherwise, a NiCad, or better still NiMh, would be fine. Go for the maximum capacity you can fit in the model. You may also want to disconnect the track pickup skates while poking around in there.

Of course, there will be people reading this that disagree, probably with more experience. I'd love to hear more, so if that's you, please write in.

Final thought – as I say in my editorial, this is a friendly hobby. Why not see if someone at your local G-scale or 16mm scale group can offer some hands-on advice? We all have to start somewhere, and there's no reason not to ask.

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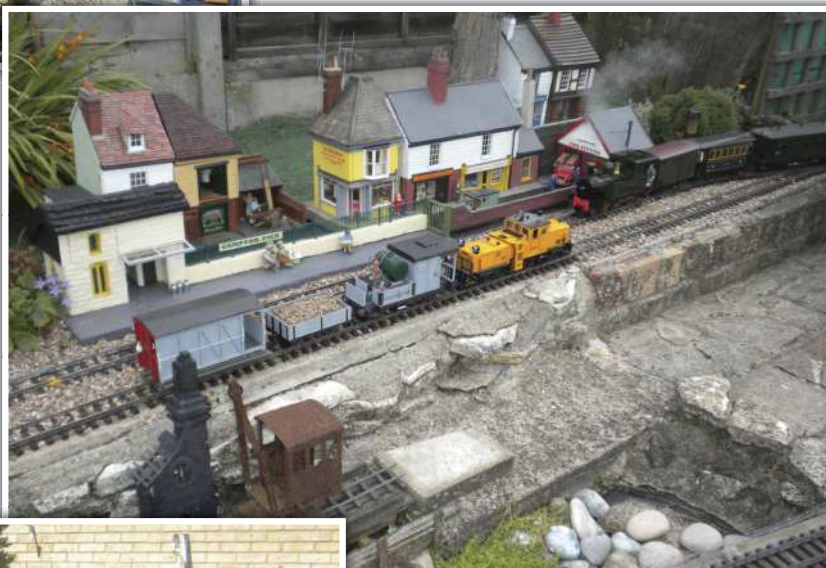
Readers' Models

We were in the process of arranging a layout feature with Jim Sinfield, when he passed away suddenly in November. His family asked us to publish the photos and captions Jim supplied as a tribute to the man and his modelling.



Froghouse docks. Colonel Demdike's boat arriving by train, his brother driving the loco. It's only now everybody knows he is not going to get it in the water, as there is no dock side crane. It may be on the wagon for some time.

Froghouse is the headquarters of the line, and the manor house is the home of the Colonel and his wife. The Colonels' brother lives at the station on his own. The engine sheds are also here.



Campton Pier station and the old pier, long silted up. The afternoon train from Froghouse is just arriving on time, the works train and weed killing wagon are waiting for a clear line. You can get a very nice cup of tea and a bun at Betty's Bakery.

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NEW FOR 2022 - 1:19 PECKETT 0-4-0ST



Our next 'small' 1:19 scale locomotive is the delightfully proportioned 'Cranmore' type Peckett 0-4-0ST. Built by Peckett & Sons of Bristol, the type had its origins in an 0-4-0 saddle tank version of the special 7×10" cylinder design, Works No.1030 of 1904 *Gamecock* which would be later be referred to as a 'Cranmore Class'.

The model is gauge-adjustable (32mm and 45mm), gas-fired and fitted with a water top up valve, water gauge with blow-down valve, lubricator and pressure gauge; constructed of stainless steel and etched brass with a copper boiler, the model will, as usual, be covered by our two-year warranty. The anticipated UK RRP is £1595.00 (subject to the usual provisos), available Q1 2022. In response to customer requests, we will be supplying the model with two domes, the factory original (ogee) pattern and the simpler Australian type. The locomotive is fitted Accucraft chopper couplings. Available in five liveries, full details can be found on the Accucraft UK website.



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

Following on from our very successful Quarry Hunslet project we are pleased to announce our next one:

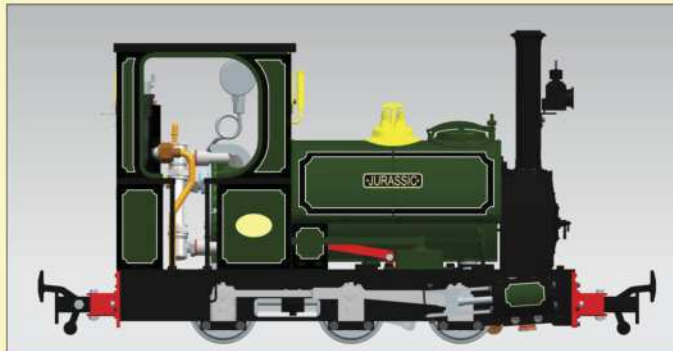
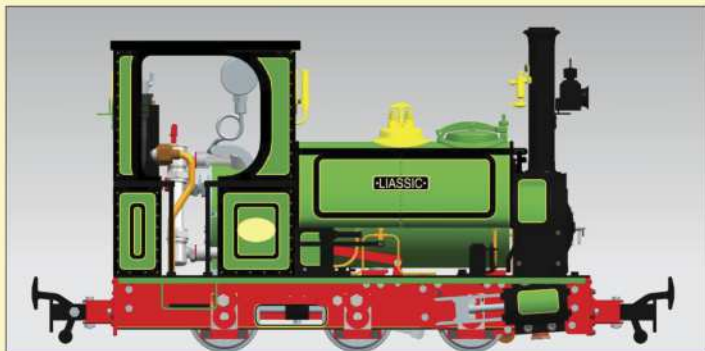
Live Steam Peckett

1/19th Scale 32mm & 45mm

Pilot model due January 2022

Production models expected end 2022/early 2023

Production will include 3 liveries, Liassic, Jurassic and Triassic. All locos will include a ceramic burner, full Stephenson valve gear, suspension, water gauge and filler system. Lining and nameplates will also be included. R/C will be available as an option.



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QUARRY HUNSLET NEWS - Due to the success of this loco, we have another small batch coming in the New Year. Please contact us to check availability.
We are also planning to produce an 0-4-0 Peckett in the future.

Garden Railway Specialists Ltd
Station Studio, 6 Summerleys Road, Princes Risborough, Bucks, HP27 9DT
E-mail: sales@grsuk.com Website: www.grsuk.com Tel: 01844 - 345158
Monday - Friday 09:00 - 17:30hrs Saturday 10:00 - 16:00hrs