

GARDEN

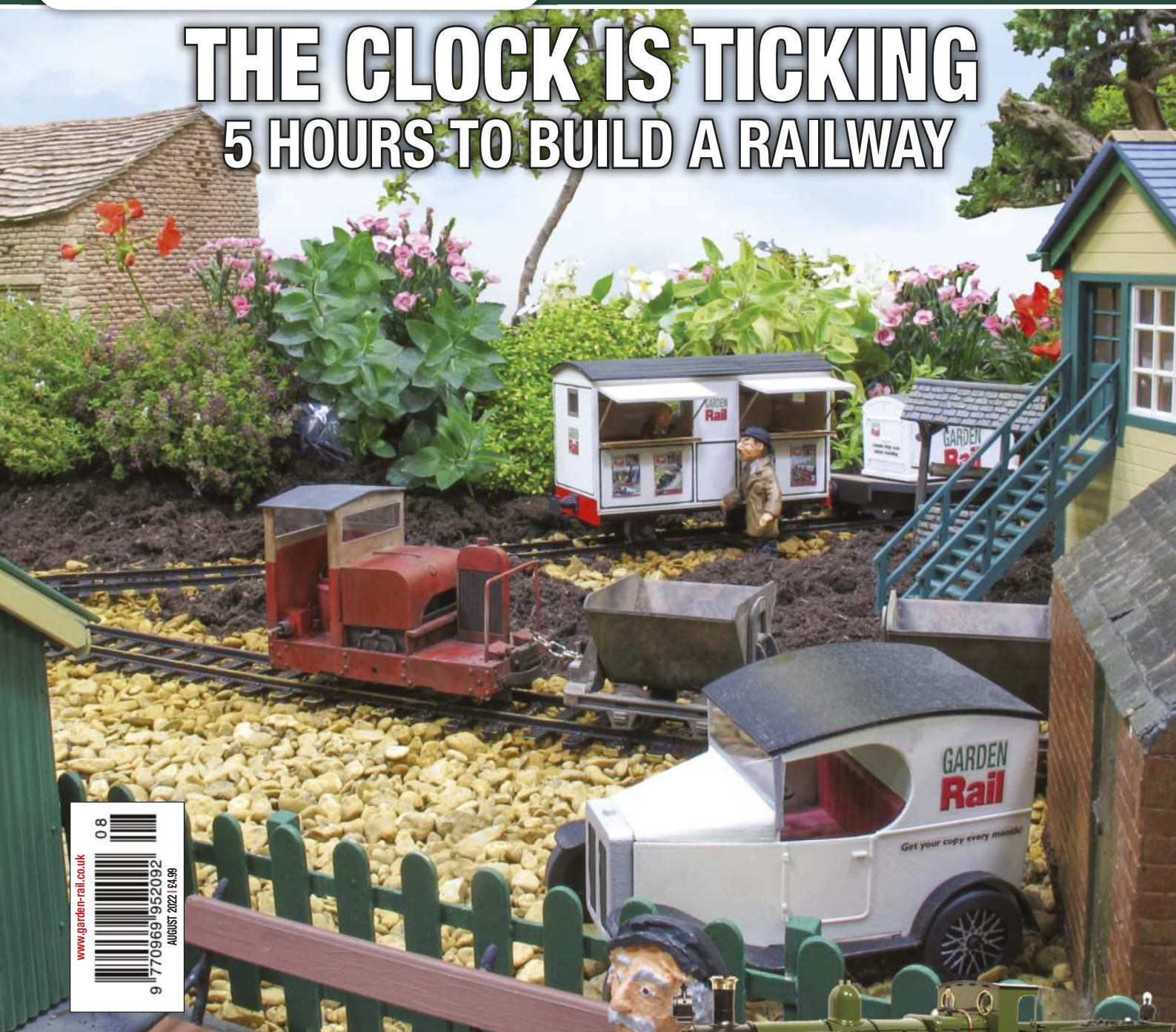
AUGUST 2022
ISSUE 336

Rail



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One of the most popular and effective upgrades you can get, along with a three wick meths burner, the effective pressure is raised to about 20-25 psi, thus giving more power to the pistons but still within the safe working pressure of the standard boiler. The 20-25 psi valve is available in a 1/4 x 26 tpi thread for standard loco boiler, usually fitted in place of whistle when used with Water Top-up Valve. Also available in a 1/4 x 40 tpi thread to fit the our Premium High Pressure Boilers at 40-45 psi

Option as follow:

- 1/4 x 26 tpi
- 1/4 x 40 tpi
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MSS Mamod Upgrades - Dead-leg Displacement Lubricator £29

Our Dead-Leg Displacement Lubricator ensures 'O' ring pistons receive just the right amount of lubrication during steaming. The design includes a fixing plate and a drain screw to empty the cup. We also include a special curved tip syringe to draw off excess water before topping the oil up. It might seem odd but if you imagine water going down the bath plug in a circular whirling motion - this is how the oil travels down the inside surface of the tube whilst steam comes up the middle. As the steam condenses in the cup, the oil floats to the top and down the protruding tube. Excess water is sucked out using the curved tip syringe supplied. The lubricator is positioned at the front of the loco on the right of the smoke box for easy removal of the screw cap. No soldering is required. The special push fit 'T-piece' adaptor fits into the back of the forward and reverse block and the steam feed pipe, which will need shortening, pushes into the adaptor. Partial dismantling of the front portion of the loco is required to fit this part. Comes full instructions. Only use 460 Compound Steam Oil, available separately.



MSS Mamod Upgrades - Water Top-up Valve £9.00

To take advantage of the extra running time of the Meths Burner, this Water Top Up Valve allows water to be pumped into the boiler a little at a time during running without having to take the Safety Valve off. Use with high temperature plastic feed pipe fitted to a water pump bottle or a large syringe. Available in 1/4 x 26tpi thread for MSS and early Mamod standard loco boiler or 1/4 x 40 tpi for our Premium High Pressure Boiler.

Thread:
1/4 x 26 tpi
1/4 x 40 tpi



MSS Mamod Upgrades - Steam Regulator Kit £38

To control the extra power or just to add extra control to speed, this regulator kit contains an adaptor that fits into the whistle hole and extends into the cab where a fine control regulator valve controls the amount of steam that passes into the feed pipe to the pistons. An opening in the top of adaptor takes a High Pressure Safety Valve, sold separately but shown fitted in one of the photos above for illustration only. Comes with adaptor, regulator valve and round knob, copper pipe to forward and reverse block with connection nipple and nut. This pipe is sold longer than required and is straight not bent in case it is fitted to another type of loco or marine engine. Therefore the end will need cutting to size. A cap to close off existing steam feed under dome, washers and full instructions, is included. Some dismantling of your loco will be required to fit this upgrade and a hole will need to be cut or drilled in the cab front to fit the adaptor through into the cab. Therefore some basic engineering skills and tools are required. Please note, the adaptor has a 1/4 x 26tpi thread to fit in a standard loco boiler and to accept a 1/4 x 26 tpi threaded High Pressure Safety Valve sold separately. Safety valve shown in photo is for illustration only to show how it is fitted to the top of the adaptor and is not included with this product.

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VIEW FROM THE END OF THE PLATFORM

Incorporating GARDEN RAILWAY
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I COULD JUST DO WITH A SNOOZE...

As I type this, I'm just recovering from the National Garden Railway Show weekend. My legs still hurt a bit and, to be honest, I could do with more sleep. However, it's all worth it for the reactions to our latest 'Layout in a day'. Although it existed for little more than seven and a half hours, I'll admit to being really pleased with the way our tiny display turned out.

Having built the model on Friday afternoon, Saturday was spent chatting with visitors to the show. Our stand, just inside the entrance, meant that people quickly found us, and everyone seemed to want to say hello. Thanks to all who stopped by, and I'm sorry I didn't get the chance to roam around the hall catching up with more layout owners and

traders.

If you follow us on social media, you might have seen some selfies taken in front of the layout by members of the public, especially those with kids. As well as bringing the garden to the garden rail show, we're trying to fill the internet with positive large scale railways.

Talking of photos, I'm looking at 2023 and could do with a few more feature layouts. If you fancy seeing your line on our pages, send me an e-mail with a couple of photos (phil.parker@warnersgroup.co.uk) and we'll see what we can do. All sorts of layouts are required, so if you are proud of yours – show it off to the rest of us. If I can inspire with a three-metre plot and battery trains, I'm sure you can do better!



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Pre-order for 2022 delivery



GP60/GP60M Diesels in 1:29 Lots of liveries - £595 DCC ready - £795 DCC & Sound



The model will be gauge-adjustable for 32mm and 45mm and will come with two types of stack as typically supplied by Lima when built. To be available in black or green with expected prices of £2145.00 ready to steam or £1995.00 as a kit.



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Layout in a day

For the third show running, we brought the garden to The National Garden Railway Show with our layout that exists for a little over 24 hours, as described by the Editor.

When the NGRS plan arrived, and we realised the Garden Rail stand was to be the first one visitors saw when they came into the main hall, I knew this had to be the best display we've ever put on.

Our three-metre square space was the same as ever, but this time we fitted two complete circuits into the space using all but three lengths from my Faller/Big-Big trains plastic track collection. Four-foot diameter curves make this possible, but limit us to small locomotives and rolling stock. Fortunately, these are cheap, and, as such, comprise most of the Editorial 32mm gauge collection.

Two circuits, especially with more wiggles than straight track, allow for a very different look to previous layouts with their single circuit. If you are looking at building your own line, it's something well worth considering. Several people asked if the layout was bigger than normal, but this was just an optical illusion.

All this track means landscaping has to be a bit limited, (no, we don't want any more space thank you, the materials only just fit in the car as it is) but blocking

the views of trains for anyone looking at eye-level makes for a more interesting scene. At home, some taller plants would help with this. Andrew Coward's Isle of Westland Railway, from our January 2021 issue, does this very well, albeit with a lot more space to play with. The general principle is the same though. It's garden railway as theatre, with the 'actors' moving in and out of the scene.

Piling mounds of DIY store compost up is fun, but obviously, we need some plants, and thanks to my Mum's efforts in the greenhouse, there were five crates full of flowers and shrubs (please don't ask me to identify them beyond "pink ones" and "white ones") to add life to the display. The trick with these is to plant them densely to get a real mass of colour. In a real garden, you do this by leaving them a couple of years to grow and thicken up. In the past, I've had to put off offers of feature layouts because they need another 12-months growth to look their best – an outdoor line is a living thing after all.

New this year are a pair of bridges. First, a footbridge by the station from North Pilton Works, and then the stunning

three-foot-long girder bridge from Rannoch Sidings. Both will appear as full build features in future issues of GR, but for the show, they added height, colour and railway detail. You can argue that neither is 'beautiful', but contrasting with the flowers, they look great.

Rolling stock is much as in previous years, I haven't had the time to build anything new. However, the IP Engineering 'Albert' astounded everyone by running for around five hours on a single pair of AAA batteries, with the same firms' 'Dotti' proving just as reliable, if not as frugal on the inner circuit.

Generally, the trains give us few problems, although, after 90 minutes, one of the passenger coaches developed an aversion to the track, coinciding with a battery change for 'Dotti' and four people simultaneously wanting to talk to me. It settled down after a few minutes, but provided a reminder that no matter how small your layout, make sure there is access to all the track with some stepping stones or similar. The area behind the station building was big enough for a size 13 foot, but getting there needed some care to avoid kicking

the station building.

Overall though, I was very pleased with the way the display looked, and lots of people visited the stand and told us how much they liked it. The general feeling was that watching trains trundling through a garden is a really pleasant thing to do. As long as they are behaving themselves, you don't always need fancy controllers or expensive locomotives. The only addition to improve the crowds enjoyment would have been some deckchairs and perhaps a beer or two to stimulate conversation. And no, I am not going to try to squeeze those in next year, you'll have to bring your own!

Hopefully, our little garden proves that you don't need lots of space, or time, to build a layout. A weekend would see a similar sized project well on its way. The plastic track might not be best in the garden, although, if anyone has experience of using it in this way, we'd love to hear about it. Either Mamod metal track, or Peco nickel-silver set track would be the way to go for the longer term.

All this raises the question about next year. With the date move from June to April, the plants available will be very different, so that will change the look. However, two circuits really do add a lot to the display and I wonder if one of them should be made up of 45mm LGB track. Mains-powered models should be able to be left to look after themselves all day, allowing me to get out and chat to more people, something I missed this year. However, metal track raises the possibility of running steam too. That would look really good!

I'd like to thank Lawrence Robbins for his help during the show, including changing batteries without breaking anything, something I didn't manage. Also, Mark Thatcher for his help and loaning both the bridge, stunning Stuart Currie barn and three bonsai trees for the day, all of which attracted comment and envy. Finally, thanks to everyone who visited and complimented our garden. ■

Layout in a day in numbers

3 metre square display
35 pieces of Faller/Big-Big track
250 litres of compost
2 bags of gravel for ballast
300 plants
2 snails rehomed
22 AAA batteries worn out
5 hours to build
7 ½ hours operation
1 ½ hours to pack away



Loaded with their AAA batteries, motive power for the show. From back left: PS Models Hudson, Salford Models Ruston. IP Engineering Simplex, Salford Models Simplex. IP Engineering Albert Diesel, IP Engineering Dotti. Front: IP Engineering Polar Bear.



Simplex on a train of Tri-ang 'Big-Big' models tipper wagons. The locomotive struggled a bit with these three, possibly due to the slippery rails.



Star of the show, 'Albert.' The model ran for around five hours continuously on a single pair of AAA batteries with very little trouble. On the platform, beside the Bole Laser building, Grandma and Tag, both Pendle Valley Workshop figures, look impressed.



The Garden Rail sales wagon. Built from an IP Engineering TR No.7 kit with homemade transfers. I wonder if we could sneak a full-size version through the magazine budget?



There was no drinking while on duty, honest! In fact, we had to borrow the bottle from wagon manufacturer Timpdon models as no one on the team had any beer on their person.



The trick when using set track sections to make a circuit is that the pieces should mirror each other along the centre line. That avoids any tensions that cause it not to sit flat on the floor – this matters just as much with LGB, Peco, Mamod as with plastic track.

Adding some straights in the side of the circuit fills the space better and allows for a second circuit fitted in the middle. The station platform also fits, something worth checking early. I'd also had an idea the big bridge would go in one of the sides, but changed those plans later.

The messiest task is spreading gravel to act as ballast. For some reason, it's very wet inside the bag, and the slurry gets everywhere, including the rail head. Does this increase or decrease traction? I'm not sure.

Finally, the layout is coming alive with mounds of compost going in to add shape. There's some bits of polystyrene under there to add height, but next time, I'll leave those out and just use more earth as the extra depth will make planting easier.



The item we were asked more about than any other was the footbridge. It's a new laser-cut kit from North Pilton Works, you'll find more details in Product News.



Made of whitemetal and with a double reduction gear set, this Simplex was sure to stay on the track and wasn't short of traction. The Ash Models coach and a single wagon didn't tax it at all.



The Editor can't resist giving a Groudle Glen Railway loco a run, but 'Polar Bear' shares the prototype's jackrabbit starting and didn't really like hauling a train on the layout.



Buildings go in next as they add colour and railway detail to the scene, and then it's time for the plants. These are shoved into place and more compost is added to hide the newspaper around their roots. Where possible, they are tilted towards the front so they look their best.



Finished. Or at least this is where we were by the end of Friday. Time to head to the hotel with the satisfaction of a job well done, and aching legs.



Saturday dawned and I was met at the stand by Mark Thatcher with the big bridge. Including it in the loop turned out to be a bad idea as locos would have to climb up onto the deck, so some supports were boded out of polystyrene and black tape to display it over the running lines.



The finishing touch is a loaned signal box from Kippo Models five minutes before opening. I had discussed this week's before and forgot it was coming. A quick shuffle found space, though.



Looking along the big girder bridge provides a really unusual view.



View from the fiddle yard looking towards the front of the layout.



The blue Simplex hauls a Meadow Castings barrel wagon and Swift Sixteen tank, both weighty models that had no problems staying on the rails.

Moving Plants



Lots of people asked how the plants were moved, and if they would survive the show. The trick is to wrap the roots in some damp newspaper, tied up with garden twine, and they are still good to go in the garden after the weekend.

Transport relies on folding plastic crates. The plants are loaded with the crate on its side so they can be packed in tightly to stop them moving around. Re-packing the same way turned out to be quick as well as preserving them for later.



Guest Locomotives



A request to test a recent purchase by a visitor saw this scratch-built Simplex perform a couple of circuits. There was a minor electrical nigggle, but the ingenious rubber-band 4-wheel drive system made run well at a sensible speed. Good buy!



While the new Bole Laser Hunslet was on the stand for photos (see Product News), I sat it on the layout to see how it looked. The answer is, very well, although I doubt it would like the tight plastic curves (we didn't run it as this is a customer's model to be picked up later in the day).



'Leo' from Boot Lane Works seemed happy enough on the line, apart from an overly close encounter with a plant. It's noticeably bigger than our own locos, so a little pruning of the shrubbery would be required for regular running.

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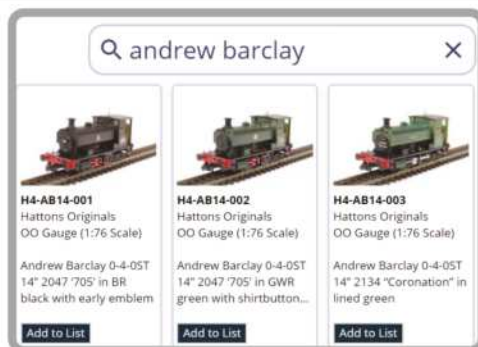
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Tallyllyn Railway Open Coaches in 20mm scale

Simon Atkinson continues his construction of 1:15 scale models of the Tallyllyn Railway's rolling stock and buildings.

To briefly recap, my models are based on the Tallyllyn in 1970, as regularly visited by my 10-year-old self, and the favourite coaches in which I travelled, which I now set about recreating in miniature at 20mm:1 foot scale, running on 45mm track. My proposed rake - No's 8 and 9 (Bogies) 11 and 12 ('The Opens') No 14 (Glyn Valley) and No 17 'The Corris'.

I decided to build two of the Tallyllyn four-wheel 'Open' coaches in parallel.

Although sharing the same chassis and underframe, the two coaches I settled on (No's 11 and 12) have quite different body designs. No12's body construction used timber planking while No11's was ply panelling.

My Tallyllyn modelling activities would not be possible without the ongoing help

and support of the dedicated and generous folks at Tywyn, who are always so generous with their time and information, in particular, on this occasion, Stephen Thorpe, who was only too happy to photograph the prototype coaches at Pendre – as a result, I built up an invaluable collection of images from which I could scale and detail.

Having not had an opportunity to

measure up 11 and 12 previously, I relied on a copy of P.B.Skelsey's original drawing, available from the TR online shop, to provide the main dimensions of both coaches. I set about drawing up the vehicles on Coreldraw, creating vector drawings from which I could laser-cut the majority of the elements required.

My favourite construction method involves the use of cast acrylic sheet of varying thicknesses with styrene detailing, all of which can be glued with Dichloromethane solvent. Additional detailing, such as buffers, are cast in urethane resin from previously constructed masters from which silicone moulds are made. The roofs are also a laminate construction of acrylic and styrene, each ensuring that the curve is maintained once bonded together.

Due to the differing body details, I decided to try a materials comparison between coaches built entirely from Acrylic (No12) and the other, a hybrid build with styrene sheet used as the main body construction media for No11. In both cases, I created three laminations to form the sides – a 1mm outer frame, a 2mm core and a 1mm inner frame.

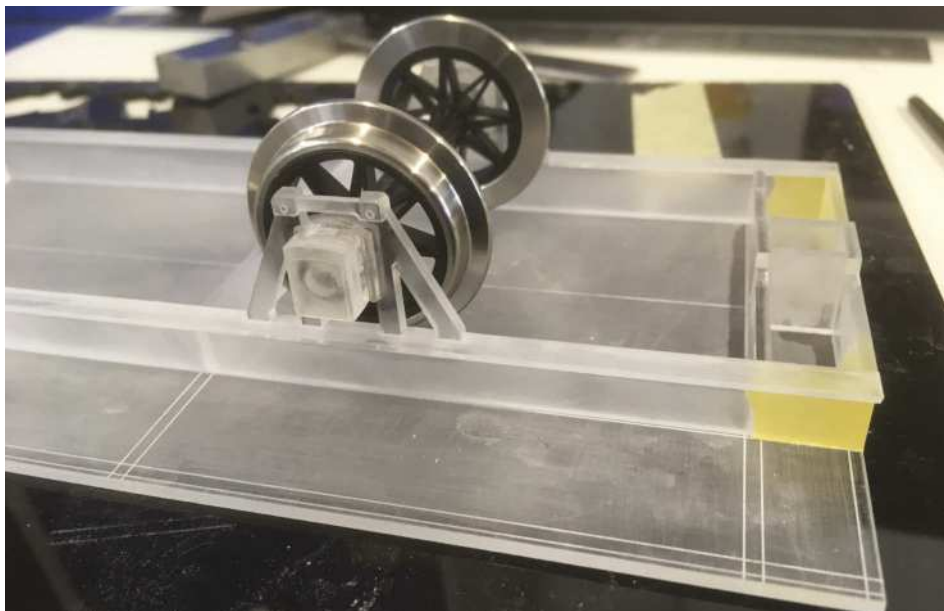
Where using the harder acrylic sheet, the laser-cut is clean and crisp, however, styrene does not cut well and is prone to melting, resulting in a rough cut. As a result, I use the process to provide an etched line into the styrene, which I later cut out with a scalpel. On No12, the door details were etched into the surface, on No11, I used a scoring tool to suggest the recessed edges.

Trainline 45 provided wheels of the correct pattern and size and mini ball races were embedded in the laser-cut axle boxes to ensure free running. There is no compensation or springing in the axles, where the track is a nice level this isn't a problem, but I suspect I may have issues if running on uneven track – time will tell.

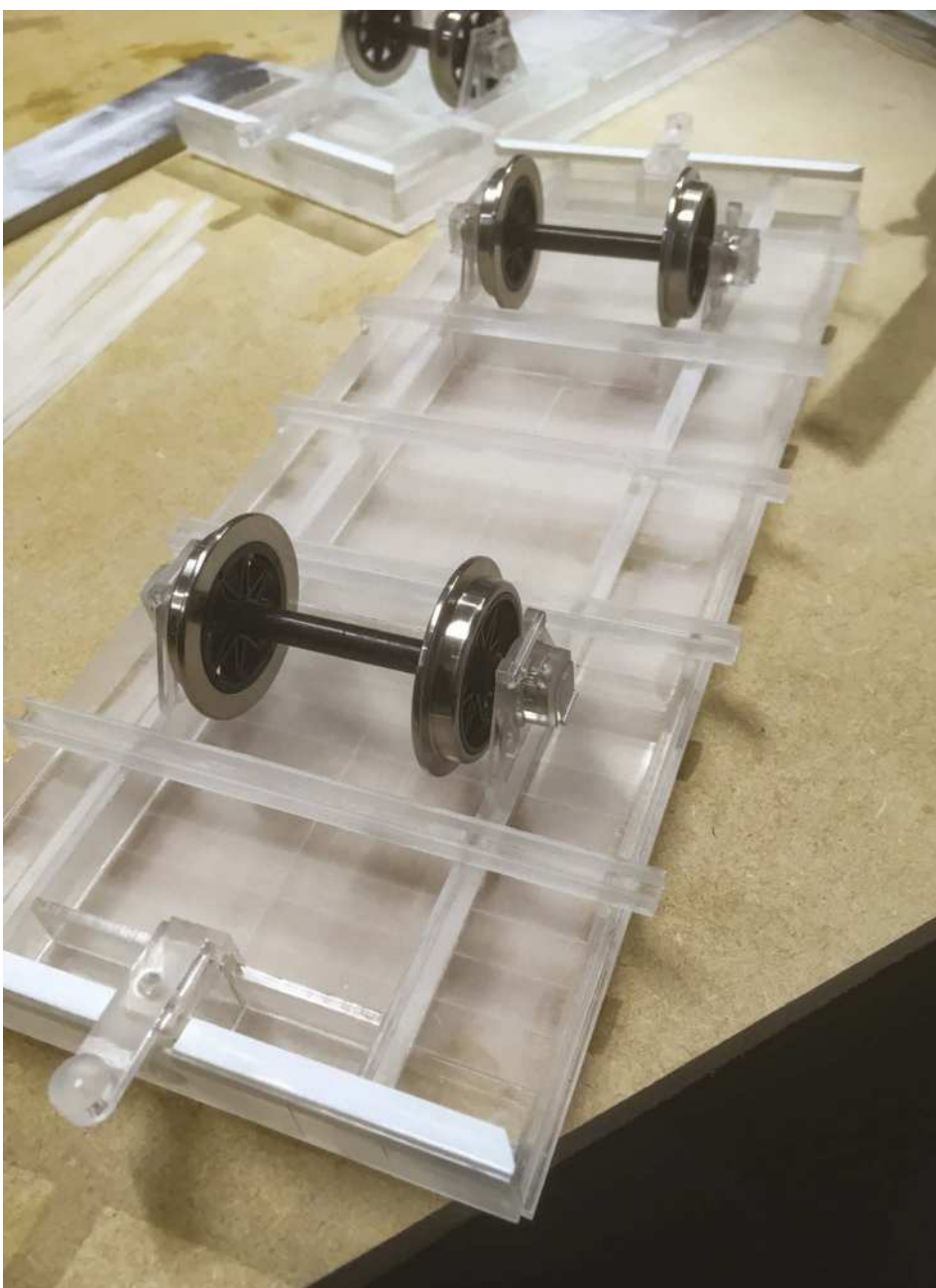
I use Tamiya masking tape for all of my models, it is low tack and resistant to lacquer-based solvents and paints. The models are painted in both automotive cellulose and acrylic finishes, which I had matched by a local paint supplier.

- 1) Primer: Halfords red and Grey Plastic Primer
- 2) Red panels: FLAME RED RAL 3000
- 3) TR Brown: ORANGY BROWN Pantone 1395c
- 4) Underframe: Black

You can find more information on my Tallylyn Railway Project at www.satkin-soncreativearts.com ■



Laser-cut frames and wheelsets assembled with ball race fitted into axle box recess. Springing detail will be added later.



Cross members fitted and coupling fittings installed.



Cast resin buffers and running boards fitted, the rolling chassis is complete except for cosmetic coupling hooks.



No12 end frames under construction. The panels are 2mm laser-etched and cut acrylic with styrene angle framing.



No12 end and side sections joined and test fitted to the chassis.



No12 side frames are added to the roof support structure. Inside, you can see the laser-cut seat frames, styrene seat backs will be added later.



For coach No11, I've brought together the various layers of the side panels that have been cut from styrene.



No11 completed end and side framing.



No11 seat backs fitted to the laser-cut acrylic seats.



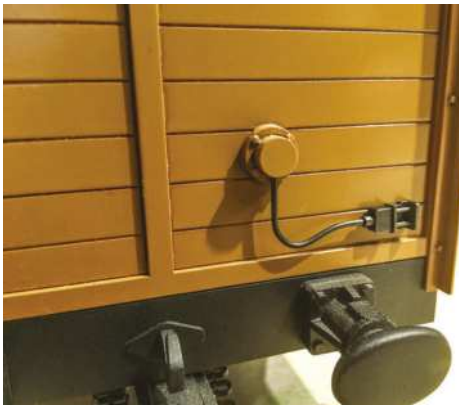
No11 Completed body and roof with gutter details fitted.



Both coach bodies are mounted on support jigs and primed with Halfords Plastic Primer.



With interiors and panels masked, the bodies are sprayed in Tallyllyn Brown.



No12 showing the electrical connector detail fitted to the ends.



3D printed door handles are painted and fitted to No12.



Fitting information frames to No 11.



No12 finished and ready for the line.

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Building an oil drum wagon

The Editor tackles a Meadow Castings kit, which demands he ups his painting game.



Open the bags and you'll find plenty of very fine quality resin castings, one of which has cast brass parts moulded into it, not something I've ever seen before, and a promising indication of the kit's quality. There are also whitmetal axleboxes and Binnie wheels.



Looking at the surface detail, I couldn't just slap on a coat of brown paint, so chose to use the Lifecolor 'Weathered Wood' set of acrylics. A pale base colour was applied to the model, without primer, and once this was dry, a wash of darker brown highlighted the moulded grain. Simple, but effective.



The axleboxes lock into holes underneath the solebar, and are fixed with superglue. I found it easier to attach them fitted to the end of the axle rather than wiggle things into position, but a dry-run will establish the best method for the builder. Wheels were gauged after the glue was dry by sliding them along the axle.



Cast brass parts for the couplings and taps could be painted, but a dip in blackening solution colours the metal without losing any detail. It's best to test fit the parts before this stage, as the holes benefited from a little opening out with a drill bit.



The coupling shackles are held in place with tiny steel bolts. While very realistic, this isn't compatible with my chunky chain coupling methods, so an additional hook made from blacked brass wire is fitted into a hole drilled in the top of the shank.



The barrels are the only parts that need excess resin removing. A modelling saw takes away the bulk of the material, then the job is finished off with abrasives, wear a mask to avoid breathing the dust in. A minor niggle is that the seam line is on top of the drums, not the bottom, where it would be hidden.



Oil drums should be rusty, so painting starts with a coat of red oxide primer followed by some random splodges of rust from the Lifecolor Rust Wizard set. Left overnight to dry, I give the drums several coats of hair spray. Again, this needs to dry before a spray with blue acrylic top coat.



Down at the kitchen sink, the barrels are lightly scrubbed with an old, wet toothbrush. The water activates the hair spray and the blue paint peels off in a realistic rust patch way.



Soften the edges of the rust with some weathering powders worked into the surface with a stiff brush. I'd normally stop here, but as this is a garden railway wagon, it needs a good coat of matt varnish to protect the paint and powder.

Conclusion

This is a lovely kit, full of character and easy to assemble. If you can work out how to get superglue from the tube, you can build this model. Because there is so much character, I felt it deserved some more advanced painting techniques – but again, I don't think there is anything too difficult here. With a short wheelbase (42mm) and respectable weight (167g), it will be fine on even less than perfect track. The flat wagon provides the basis for several other models in the range, and now I fancy adding to my train with a few of these.

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www.meadowcastings.co.uk

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Building a Festiniog brake van

Jon Taylor tackles the first kit from H Jones Engineering.

This is the first of a range of laser-cut plywood kits by H Jones Engineering, and depicts the type of brake van built for the Festiniog Railway (single F is the *official* company name) at the outset of locomotive working in the early 1860s.

More commonly known as the 'Sentry Box Vans', these are believed to have been initially built without weather protection for the Brakesman (I have used this term, as the passenger trains initially ran down under gravity, with the locomotive and any wagons following separately). No photographs have yet been found to support this hypothesis, but the small 'sentry box' shelter on these vehicles certainly looks as though it might have been an afterthought. The area around what was to grow into the town of Blaenau Ffestiniog is famous for 'liquid sunshine', so it is reasonable to assume that the shelters were added rather quickly after the vans entered traffic!

Everything needed to produce a complete



The kit in its box as received. Everything is included apart from glue, paint and transfers.

model is supplied, except for glue, paint and transfers. Binnie Engineering wheels are provided, along with steel axles, brass axle bearings, 3D-printed parts for the brake column and correct FR pattern couplings. Brass wire is included for the handrail, with the remaining parts comprising laser-cut plywood.

I, as Nantle Valley Wagon Works, had been asked to complete one of these vans for a customer, having 'beta tested' the initial kit for the manufacturer.

Everything comes flat packed in a sturdy cardboard box, along with comprehensive instructions. On examining the parts, I was pleased to note that care had been taken in the production process to ensure that the grain in the plywood ran in the appropriate direction for each component. Construction largely uses the slot-and-tab method and, if one has been following the instructions, is very straightforward. The instructions suggest adding weight above the box assembly that comprises the chassis, and given that the model would otherwise be very light, I elected to add two parallel strips of self-adhesive car wheel balance weights. These are readily available online, should you wish to source some.

My usual practice is to assemble structural parts on a glass chopping board, which makes getting everything level and square much easier.

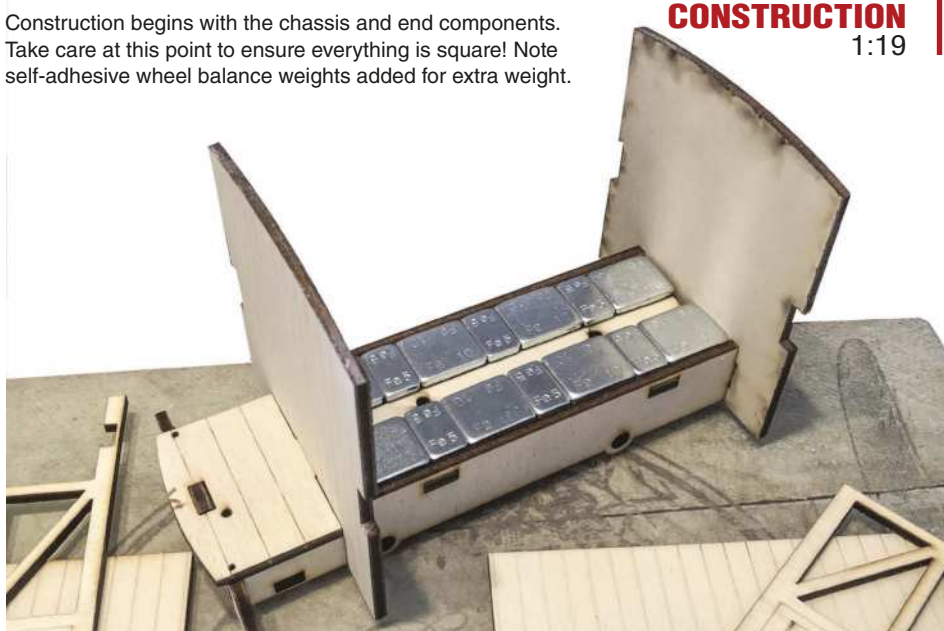
The side and end components were thoroughly sanded with a fine grade sandpaper before assembly; note that the external body framing would render this impossible to do on the sides once the body is fully assembled, so it's worth taking a bit of time over them at this stage.

Part fit is very good, but I did find it necessary to use a bit of model filler to cover the exposed ends of the tabs, where they slotted into their neighbouring components, with more careful sanding afterwards to remove the excess material. At this stage, I also carefully drew a knife blade through each of the plank lines, just to ensure they remained clear of dust and filler.

Some plank lines were scribed into the floor of the end platform, and I added two separate planks from very thin ply in the step area, because some gaps remained in the fit of components in this area, and filler would have been difficult to sand down in this very restricted area. The floor component comes with a hole suitably placed to allow the handbrake column to be secured in place with the supplied machine screw.

The roof on the replica Sentry Box Van, which now runs on the FR, has a zinc covering, so I decided to replace the thin ply sheet supplied in the kit with styrene sheet to replicate this without the risk of any wood grain showing through the paint. I

Construction begins with the chassis and end components. Take care at this point to ensure everything is square! Note self-adhesive wheel balance weights added for extra weight.



suppose I could equally have covered the ply with thick paper or thin card, but I didn't have any to hand at the time. To avoid any risk of the roof flexing and breaking the glued joints in the event of an 'accident', I used some strip wood from the offcuts box to add an internal longitudinal stay along the centre line. This probably isn't strictly necessary, but I have got into the habit of doing that with vans!

The full-size vehicle has strapping around each bottom corner of the body. These are not included with the kit but were simple to make with some strips of card with two dummy bolt heads added on each elevation.

The handrail is formed from a length of brass rod supplied with the kit. Helpfully, a laser-cut jig is included to assist with forming the shape and soldering the two uprights into position with a large iron was straightforward.

In addition to the usual top hook for 3-link chain couplings, I added a small steel eyelet with a link of chain and hook to simulate the drop link and hook arrangement used on FR wagons, using Binnie Engineering hooks. These are moulded in glass-filled nylon and are very strong.

There is some debate over the correct livery for these vans, revolving around interpretation of surviving photographs from the period, all in black and white, of course. The replica van on the FR currently wears the 'purple-brown' used on FR passenger carriages until the turn of the last century, and the customer specified this for the model. It's quite a subtle colour, but 'Lancs and Yorks purple-brown' seems to be a match (note that the LNWR 'plum' is too purple).

The alternative school of thought is that they were painted 'wagon brown' (effectively a 'red oxide' colour), as per the Quarrymen's carriages and wooden-bodied wagons and goods vans. Most of the painting was done by aerosol: to start with, a sealing coat

of grey primer, at which point, the roof was masked off to allow a following by an undercoat of matt black. Two light coats of the purple-brown colour followed before the model was set aside for the paint to thoroughly harden. The handrail and footboards were later brush painted, as illustrated in the accompanying photographs.

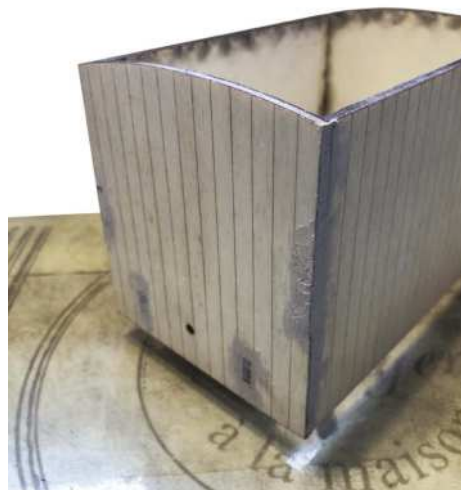
Lettering was done with some old DJB rub-down transfers, as Van 2. The customer had specified some light weathering, so this was done by brushing with weathering powders, mainly focussed on the roof and the nooks and crannies around the lower part of the body, finally sealed with a light application of matt varnish.

All in all, a nice, straightforward kit to build, which makes up into a useful addition to the fleet! ■

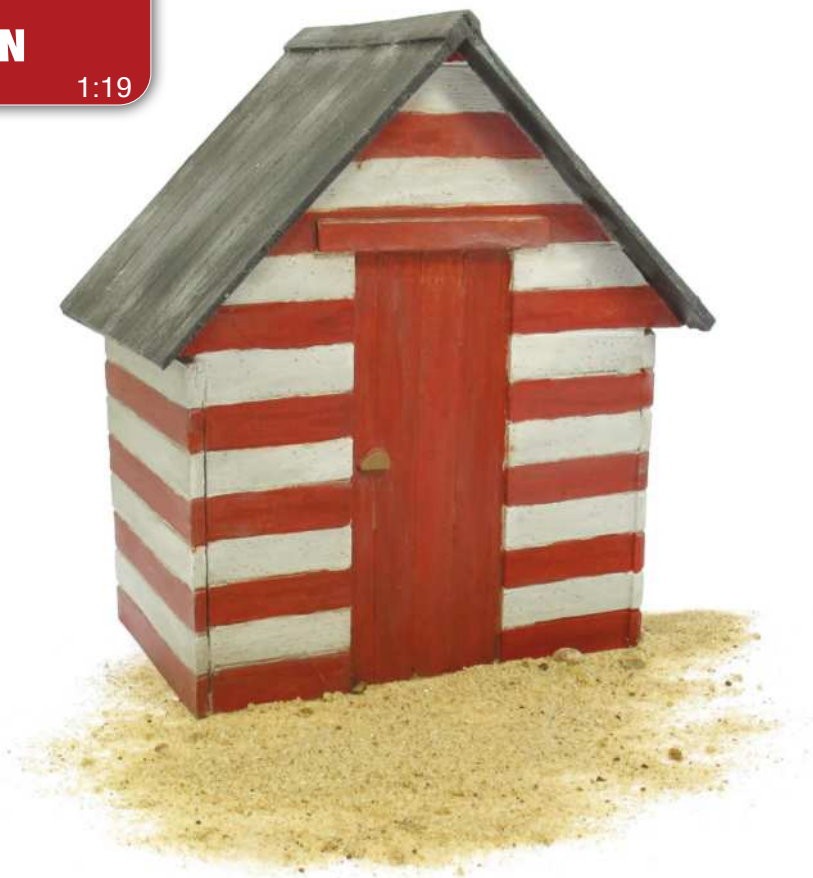
Garden Rail Resource

H Jones Engineering
www.hjonesengineering.com

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Tabs and edges filled with model filler, prior to sanding smooth.



Building a 16mm scale beach hut

DT Miniatures might think its kit is for a humble storage shed, but the Editor thinks a brighter paint job would be nice.

DT Miniatures are a new name to me, but when I met Steam-punk-clad owner Dean, at the Llangollen Garden Railway Festival, I liked the look of the budget-priced building kit range. The models are basic, but this encourages the modeller to see them as raw materials and personalise them to suit.

The Small Storage Shed is a nice little model, 135 by 90 by 150mm, the sort of structure that can find a home on pretty much any line. However, I decided to turn it into a beach hut with a nice, bright paint job. Of course, I'm not someone who likes to paint his models in a pristine state, so my hut looks a little weathered, as though it's been sat facing the sea for a few years.

Assembly is easy enough. I prefer a fast-setting, two-part epoxy for this sort of work. It will withstand temperature changes better than some superglues, which would be the other option. Well, unless you want to use car-body filler as adhesive as I know some do, but that's a bit over the top for this sort of job, and pretty smelly too.

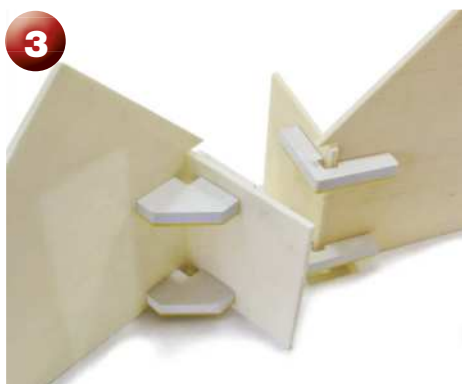
All in all, a nice fun build that will brighten up a corner of my railway. ■



The six components are cast in polyester resin from wooden masters. The back of each is impressively flat, not always the case with short-run kits as it's not that easy to achieve, but it makes assembly a lot easier.



With any resin kit, a quick scrub with some washing-up liquid followed by a rinse in clean, cold water is a good idea to remove any greasiness. If parts are warped (these weren't) then warm water will soften them allowing for adjustment with your fingers.



Construction of such a simple building isn't difficult, but some magnetic clamps from Proses help hold everything in place while the two-parts epoxy glue sets. You could use superglue, but I think epoxy will stand up to living outdoors better.



While not essential, a quick spray of car primer will show up any areas that need attention before painting, such as this whisker of glue caused by my carelessness. It's easy to remove, but on the raw resin, didn't show up.



The roof should be covered with a thick pitch-like paint. Modellers might even like to cover it with something that looks like roofing felt. I use Revell 9 enamel, Anthracite, and dab some talcum powder into the surface while wet, to give a bit of texture.



The finishing touch is a wash of thinned Humbrol 64 grey a couple of days after the main colours are applied. This highlights the detail and blends the red and white bands together. Make sure these are dry though, or you will lift them with the wash.



A couple of thin coats of Humbrol 147 Matt Light Grey enamel replicates white paint that is starting to weather thanks to the primer showing through in places. The red is No.60 from the same range. My less-than-perfect painting is appropriate for this model, or at least that's what I tell myself.

Garden Rail Resource

DT Scale Miniatures
www.ebay.co.uk/usr/dtscaleminiatures

Small Storage Shed - £14

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A Brace of Magic Bullets – Part 2

Mark Thatcher builds another pair of RNAD wagons from Resurgam Models to complete his rake of four wagons in his line-up.

It is not often that I tackle a rake of four wagons from one supplier that are all so different. It certainly makes a pleasing sight to see them all hooked up together on my modest line on the patio for a final photo call. I don't intend to give a blow-by-blow account of the construction here, as you will have got the idea from part one of this story in GR March 2022. I prefer fewer words and to let the many pictures I have to better tell the story. And, at least this time, I started with the bulkhead flat

wagon, as that was the easiest of the four kits to build by far.

Flat wagon

Just like the previous kits, you get everything you need to complete both models. With the flat wagon, you are also presented with two options, either choose to add to the ends a higher or lower set of planks. I opted for the higher option, which is the four plank version rather than the two plank alternative. I found

it easier to partially paint the chassis as I went along, and, when adding the brake gear to the underside of the chassis, I just used a kebab skewer to keep everything in alignment.

The nature of this kit enabled me to pretty much paint everything prior to the final assembly, using a slate grey for the ends of the wagon, with a neat application of masking tape to allow me to paint the buffer beams in black. Electing to leave the bed of the wagon in a natural finish, I

applied a coat of teak wood stain, before very carefully and lightly running a very finely-nibbed black Sharpie pen along the joints between the planks. A few small 1mm dome-headed nail art rivets completed the illusion of all these planks being separate. This kit was not particularly heavy, and as I had not planned for a wagon load, I added some extra weight on the underside of the chassis to help improve track adhesion.

The only bits to finish off were the hooks and chains and those nice bell-mouth couplings, which are included in all four kits and supplied by SLR models, should you wish to buy some more.

Sunglasses required

The bogie brake van kit was a lot more detailed, and probably took the longest to construct out of the four models. I simply can't get over how many parts were included in this kit – a huge boxful of bits for a relatively modest-sized model. This is a detailed and comprehensive kit with door and window overlays, and, as the window apertures are so large, I could see this model would need all the internal space painting, which inevitably increased the build time.

The demonstration model on Resurgam's website shows this model almost entirely in yellow, and David at Resurgam even mentioned that he had even seen the roof painted in yellow, but chose not to go that far. Sunglasses are definitely required if you prefer this livery!

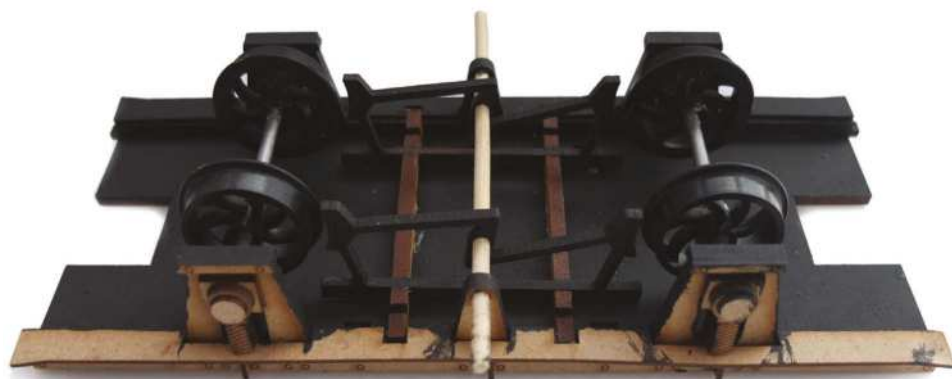
I chose not to go down that line, as I wanted this brake van to be a little more harmonious with the other three wagons in the set, but also, as I know how tricky yellow paint is to work with, I did not fancy battling to achieve a smooth and even end result across the whole body. However, I did want a hint of yellow and was committed to this as the wasp stripe transfers from Endon Valley have clear parts to let the yellow colour pop through to the surface. So, yellow van ends, guard's doors and the two end steps were the order of the day here.

Thankfully, the complete chassis can be built totally separately from the van body with the two parts only being mated in the final assembly. This took a huge hill of pain away from trying to manage both components being joined together earlier on in the building process.

The interior of the van was painted mainly in wagon grey with the floors and internal seating finished in a wood stain. I picked out the brake stand wheel in red and, of course, had to add a Modeltown guard to the brake stand end of the van. Make sure he is well secured to the van's



The bulkhead flat wagon kit is the cheapest and simplest in this range to construct – with a choice of two or four plank ends.



There is a simple brake gear arrangement on the underside of the chassis. I used a kebab skewer to keep everything aligned.



Just a little light teak stain, a few nail art rivets and careful use of a black Sharpie pen can create a realistic planked finish.



The SLR bell-mouthed couplings and security chains in situ.

floor though, as once the roof is glued on, if he comes loose, there is not much you can do about it!

Fragile details

There are a couple of fragile details in this kit, notably the windscreen wipers, although they do look good when fitted and picked out in a silver colour. Window surrounds are also provided for you to add to both the internal and external surfaces of the van's body. Mostly these are painted in black with just the two sliding (non-working) window frames, which were picked out in silver. I also chose to omit the upper glazing in these to give an impression that they were open. I think this illusion partially worked.

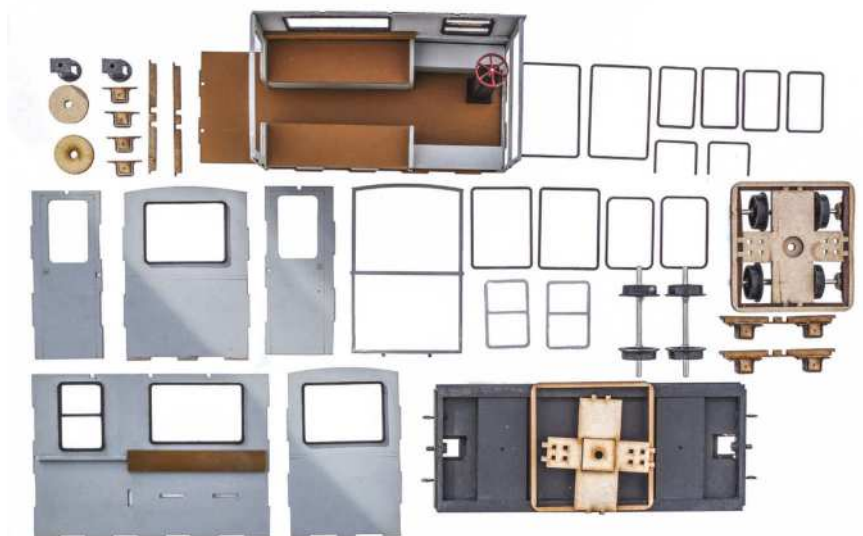
All of the nylon wheels needed to be mounted to the axles and correctly gauged. I have a quick and easy method to do this. Firstly, gauge one wheel set by eye, either checking with a Roundhouse gauge guide, or more often just by checking on a piece of spare track. Next, measure the amount of axle sticking out at either end of the wheel and make sure they are the same at both ends. Then, I simply cut off a length of cocktail stick to match that of the protruding axle shaft, and use this as a guide to set the rest of the wheels. It makes a laborious job quick and simple.

Transfers

I had some spare RNAD transfers left over from the previous two models, so just had enough to cobble together the lettering on the sides of the van and running numbers on the ends. The wasp stripe transfers from Endon Valley were a big hit with me, too.



The brake van is a humongous kit of parts for such a relatively small model. Lots of bang for buck here.



The main internal parts of the brake are either been painted or stained prior to assembly. With the internal assemblies complete and a few of the window overlays added, the final assembly process can now begin.

You will have to carefully measure to the top of where these will sit on the wagon and paint below this line in yellow prior to application, if you are not going for the full yellow paint scheme. They went on first time, and adhered to the MDF really well indeed. I think the printed 'Hudson Railtrux' logo on these really finishes the van ends off nicely too.

The only modification I made was to create the impression of a real tail light on the brake stand end of the van. Included in the kit are the parts to make a tail light, but there is no in-fill as such for the lamp itself. Of course, a small red LED could be easily added and with a little planning, this could be made to work. Having no LEDs in stock I just mixed up some two-part epoxy resin with some bufferbeam red paint, then standing the van on its end vertically, just drizzled in the epoxy paint mix

with a cocktail stick, which forms a convex meniscus in the hole, and does a fair job of representing the tail light when dry.

Once the bogies were added, the last job was to set the guard's steps in place. This was the only tricky part of the build because as the bogies swing out to allow you access to fit the steps, you are never really sure if you have them in the right place directly underneath the doors before you re-align the bogies.

These kits are great fun, very well detailed and, with care, build up to some very nice models and with a little time, the result is very pleasing, too.

Oh, and if you fancy kitting out the bulkhead flat wagon with some armaments, these too are available as 3D-printed items from SLR Models, so do check its website out! ■



My simple and quick 'cocktail stick trick' to quickly and accurately gauge your wheel sets.

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The carcass of the brake van is test assembled to ensure everything fits prior to adding more detail.

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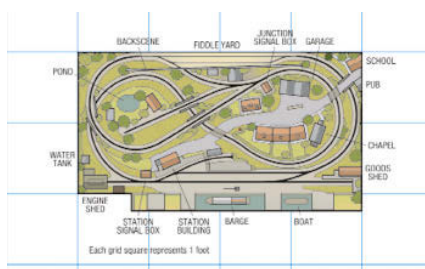


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The Waterworks Locomotive Restoration

Restoration of famous or historic locomotives is the essence of preserved railways. In the cause of authenticity, Dave Skertchly decided to restore his 10-year-old Metropolitan Waterworks Kerr Stuart.

It has always been the case that I admire and appreciate finely made and detailed models, but while they provide endless enjoyment, I don't envy or aspire to them. My grandmother used to call me "slap-dash", and for the whole of my life, I have never changed. As the years have rolled on, I realised that I am not always careless, instead, I have been happy to make compromises to achieve a result. My railway is a whole heap of compromises, but despite this, I love it. My approach, however, has opened up a whole load of opportunities to rebuild modify and improve, just as on the full-size preserved lines. And so, it was

in the cause of authenticity, that I decided to rebuild what has so far been my most successful locomotive.

These particular locomotives, for there were two of them, were designed by the Metropolitan Water Board to haul coal from the Thames to the engine house at Hampton and Kempton. The design is a real classic, and clearly, no expense was spared to create an almost perfect engine for the cause of maintaining public health. The construction was subcontracted to Kerr Stuart. The fine pair of machines were named after the delightful villages that are on, or close to, the line. My model is

of a lost third locomotive, for which all the records it seems were lost in the blitz, or at least that's my excuse. Sadly, these delightful villages have since been absorbed into the urban sprawl of the south London suburbs, but the original steam pumping engines are now preserved and well worth a visit, but on open days only, the security surrounding these still working waterworks is naturally substantial.

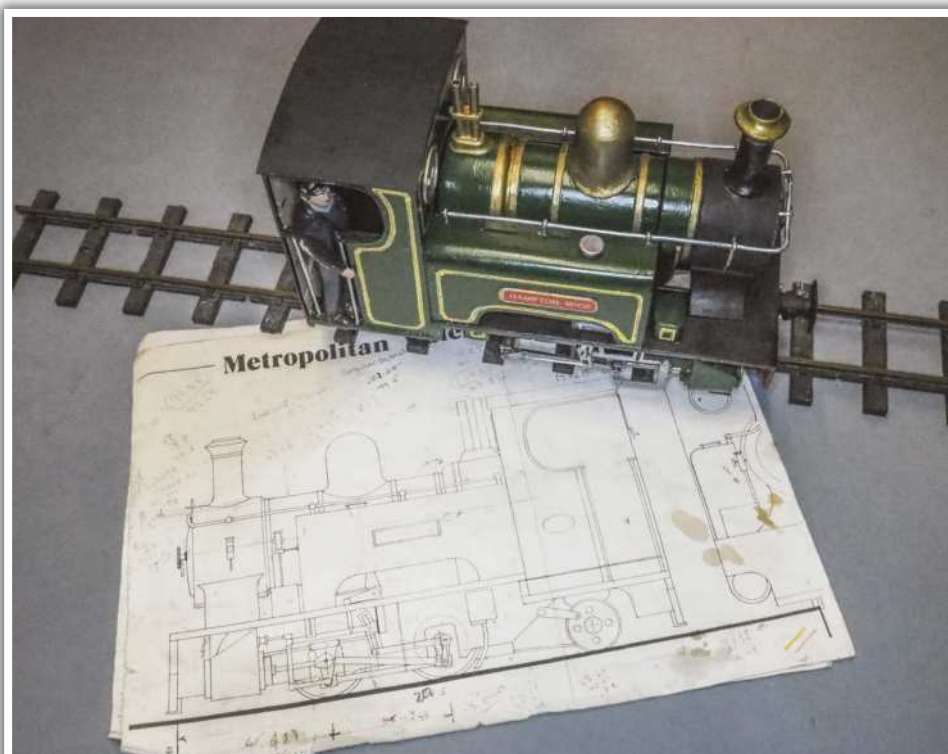
I hunted around in my box file and found the plans drawn by Bert Coules for them. The plans were published in *16mm Today*, dating from around about 1980. Those early magazines were not stapled,



When Dave started out, he needed locomotives and needed them fast. The facilities at Lost'n Bodge Works were very limited.

and worse still the pages were neither numbered nor dated, so everything is rather uncertain. The refurbishment project started with a request posted on the Sixteen Millimetre Association Facebook group for more details. The original drawings showed no rivets, so I assumed that this was just an outline drawing. Generous members of the society, however, sent me some photos and drawings, and I found out just how wrong I could be, it seems that the construction was either flush riveted or welded, both of which are expensive processes, and Bert, of course, has been vindicated.

When my current garden railway was started some 10 years ago, I needed locomotives and I needed them fast. The facilities at Lost'n Bodge Works were limited to a power drill in a stand, a sander bolted onto the side of a grinder, a vice and some hand tools. Despite having complex Walschaerts valve gear, my willingness to compromise with a static representation won through, and with a simple two-wheel drive, it was quite surprising that it even looked OK. Once painted in land Rover Grubby Green, it looked fine.



The plans of the Metropolitan Water Board Kerr Stuart were drawn by Bert Coules and published in 16mm Today dating from around about 1980. Photo of plans by permission of Bert Coules.

I enjoy photographing and sharing the story of my projects and hope that you too enjoy joining in with the fun. Andrew Charman, erstwhile Editor of *SMT*, got the idea and encouraged me to write about my projects, so thanks to Andrew, here I am 10 years later and at least now, after all this time, you now know who to blame.

It took just a few moments to reduce one of my favourite locomotives to a pile of scrap. The list of fixes to the bodywork included updating the strange removable boiler and smoke box, creating battery space for six cells or a 7.4V LiPo battery, and creating a stronger cab, with the windows in the right position. The chassis modifications included a metal-framed gearbox, four-wheel drive and more detailed motion.

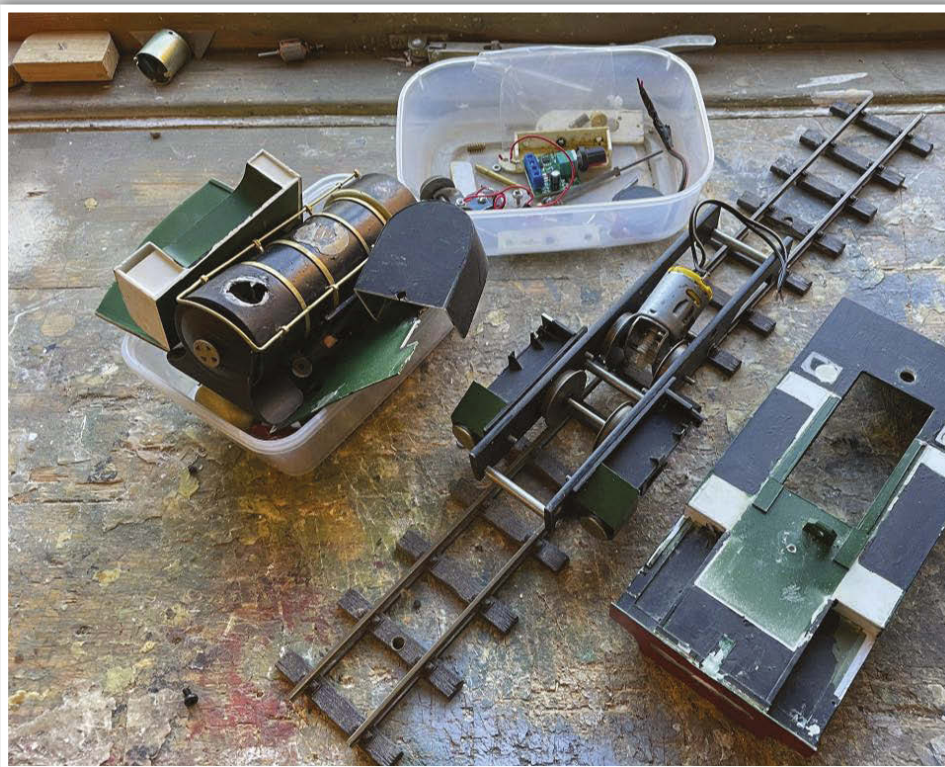
Remembering that the side tanks had quite a lot of structure to help them hold their shape, I plucked up the courage and set about creating space for the battery box with the Dremmel. The problem was not accommodating the batteries, but providing sufficient clearance to get them in and out. A new metal motor and gearbox was also fitted, more details of this will appear in a future issue of *GR*.

Despite the repositioned motor, which leaned into the smoke box, the battery area was still a tight fit. It was with a shock that, after 10 years, I realised that this locomotive has an incredibly short wheelbase and this explains why it is so difficult to squeeze the motor and batteries into what at first sight looks like a generous space. It also explains why this quite large locomotive runs so well on my twisty line.

The new cab front and sides were fitted with the windows in the right place and the thickness of the cab front plate was increased to 2mm to increase rigidity. The one-piece smoke box and boiler top was split to create a hatch for battery access. It was clear that the chimney mounting area would need significant repair.

The new dome was cut from the end of the garden broom. Some friends have commented that I have recently developed a rather obvious stoop while sweeping the patio and paths and this may go some way to explaining it. The boiler top was covered in film for release and the roughly formed dome and base ring made up and screwed to the boiler top. The dome and base ring were filled with P38 car body filler, which was then sanded to a nice profile and the dome fitted the boiler top perfectly. The comparison between the old and new dome is interesting and reflects my increase in skill over the years.

A new smoke box door was cut from the



It took just a few moments to reduce a favourite locomotive to a pile of scrap.



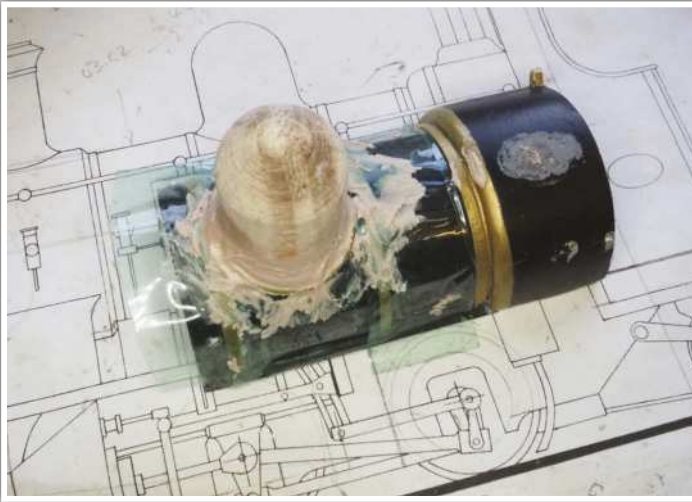
The original side tanks had quite a lot of structure to help them hold their shape. It took some courage to set about creating space for the battery box with the Dremmel. The problem with the modified side tanks was not so much accommodating the batteries as providing sufficient clearance to get them in and out.

bottom of a beer can. It was marked with dividers, then cut to shape with scissors or tin snips, and then stuck to a circle of Plastikard to give it the required thickness.

It is hard to believe that when I first built this model, I had no idea that the piece of tube running around the boiler was just a handrail. My knowledge as well as my skills have improved over time. The lift off boiler and smoke box design of the original had boxed me into a corner. I had to fix

the handrail to the boiler rather than the side tanks. The new design with the split boiler top and the smoke box fixed to the footplate enabled me to fit the handrail properly. It was made from garden wire, and fixed to the side tanks and smoke box using split pins.

For a new build, I normally drill the frames and a jig for the connecting rods at the same time. This time with pre-existing axle holes, I resorted to temporarily



The boiler top was covered in film for release, and the roughly-formed dome, made from the end of a garden broom, screwed into place. The dome and base ring were filled with P38 car body filler, which was then sanded to a nice profile and fitted the boiler top perfectly.

bushing the axle holes to drill through onto the connecting rod jig. It wasn't entirely successful but just about good enough

The dummy valve gear was modified with the Dremmel to create clearance for the new front cranks and connecting rods.

The valve gear was tidied up and the new pushrods made up from steel scrap sheet. The wobbly bit that connects to that crank extension was made up since it really enhances the appearance of the valve gear.

A new pony truck was cut from scrap box section, and it pivots on a nail, which in turn rotates between the locomotive frames constrained by a spring made from garden wire. There was some debate about whether it should be sprung to centre, but I decided that the spring would force the wheels against the outside of the curve potentially derailing the locomotive.

The Kerr Stuart had usually run rather slowly on 4.8 volts and would now be fitted with 7.2 volts, so I took the precaution of adding a very inexpensive speed controller. I may yet reinstate the external reversing switch

The old paintwork had some rather unexpected compatibility issues despite using the same type of Halfords paint as the original. It was rubbed back and re-sprayed but it still shows just a bit under the gloss coat.

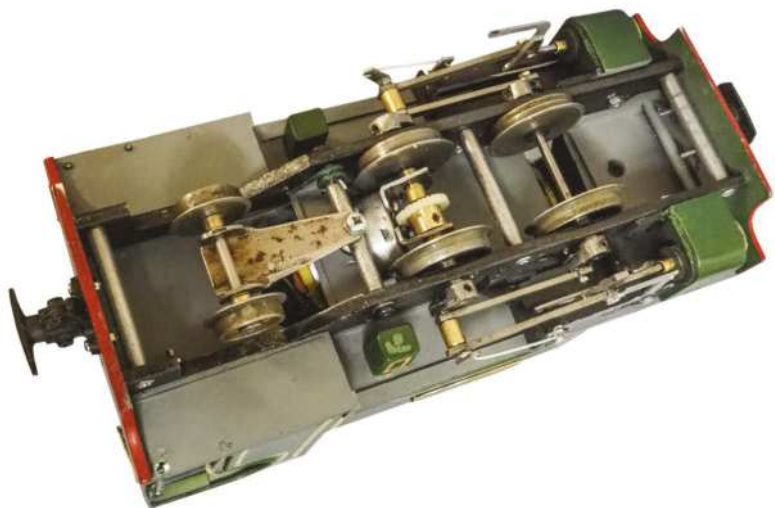
As I sit on my rustic park bench outside the Sheep Shearers Arms, sipping at my pint of Fine Auld Phagbutt, and think about the pride of my locomotive fleet. I took a risk rebuilding it. Making it more complex could make it less reliable or noisy. In fact, it is as good as before but just a little bit more authentic. So, it's back to business as normal when the spring finally sets in. ■



A new smoke box door was cut from the bottom of a beer can. It was marked with scribes, cut up with scissors and then stuck to a circle of Plastikard to give it the required depth.



The handrail was made from garden wire, and fixed to the side tanks and smoke box using split pins.



The old motor was fitted to the new steel-framed gearbox, which is very quiet in operation, and a new pony truck cut from scrap box section pivots on a nail that rotates between the locomotive frames.

Safe handling of fuels

Geoff Hammond, G1MRA Secretary, provides some useful advice.



Filling a meths-fuelled locomotive with a laboratory wash bottle.

Gauge 1 railways can be found at a number of locations; predominantly located within private gardens, occasionally featured at public exhibitions, and increasingly at model engineering societies and clubs. At all these locations, it is not only the locomotive operators and other interested bystanders that need protecting, but also, on some occasions, the visiting public, who may not be aware of particular risks. These safety notes are designed for the users and the public watchers.

Fuels. Our use of liquid fuels has expanded from Methylated spirit to include Isopropanol and, more recently, Bio-Ethanol. Methylated spirit has been sold at hardware stores in the UK for many years and is always coloured with Methyl Violet to identify and differentiate it from other clear liquids like water. More recently, clear meths has been more readily available. Isopropanol is sold clear, as is Bio Ethanol, used for indoor fires. Having both clear and coloured fuels available at the trackside is a high risk of miss identity, so it is advised that all clear fuels are coloured to differentiate them from water. Colourings can include, as well as methyl Violet, cochineal, or other food dyes. However, some of these dyes can leave a deposit, these sink to the bottom of the storage container and don't get into our fuel tanks.

Quantities of fuel. The amount of fuel that a Gauge 1 loco can consume depends on a number of factors. Most

UK prototype models have tanks of about 200cc, while a well-known 'Berkshire' and others are considerably larger. One litre would be more than sufficient for an enjoyable days running with your locomotive(s), if you are not likely to use that much, only bring sufficient for your day. Smaller-sized containers reduce the risk when handling the fuel, so two 500ml bottles are handy. Some people pride themselves on running for extended periods and could undoubtedly use more, but having five-litre containers adds increased risk. Any extra should be held well away from the track, possibly in a special enclosed non-flammable enclosure.

Fuel Container. Liquid fuels have been brought to model railways in many different containers ranging from old plastic milk bottles, through glass jars, screw top tins and all the variety of containers that the fuel was purchased in. Those containers that the fuel is purchased in, by default, are considered suitable. Additionally, they already identify the contents and the label displays statutory warning information and hazard markings. Further, these containers should be clear to enable the coloured fuel to be visible.

Dispensing fuels. So, we have liquid fuel at our railway, and we need to put it into the fuel tank of the locomotive. If possible, the fuel tank should be removed from the locomotive, away from any open flames, especially away from locomotives that are already alight. Controlled dispensing is essential,

traditionally using a funnel to carefully pour the fuel into the tank. Nowadays, many prefer a plastic syringe with an extension pipe to suck the fuel from the container, and then transfer it to the tank. Alternatively, there are small dispensing bottles with top pipes available (laboratory wash bottles) that enable the bottle to be squeezed, thus filling the fuel tank. The benefit of the latter two processes is that the direction of fuel flow into the tank can quickly be changed when the tank becomes full.

If these dispensing bottles are to be used outside, the sun can cause the fuel to expand up the pipe and onto the track. To overcome this, a small hole is formed in the lid as a vent. When filling the loco tank, this hole is covered by the forefinger as the bottle is squeezed. Camping stores offer fuel bottles with a red finish and opaque, but since fire-fighting equipment is red, and you do not have the colour of the fuel to help identify the contents, these are best avoided.

Fire fighting equipment. At least two means of extinguishing fires should be provided for the simplest of meetings, further alternatives should be available if the risk is greater. Water is effective in extinguishing small alcohol fires using spray bottles or other bulk water containers placed around the steaming bay and track, as required. A CO2 extinguisher, fire blanket and wet towels should be available for fighting larger fires and where the risk is greater. Dry powder extinguishers are not recommended as these could lead to overspray onto spectators on the opposite side of the layout.

The adoption of the above should lead to safe working practices and enjoyable meetings. ■



Typical fire point for water dispensers.

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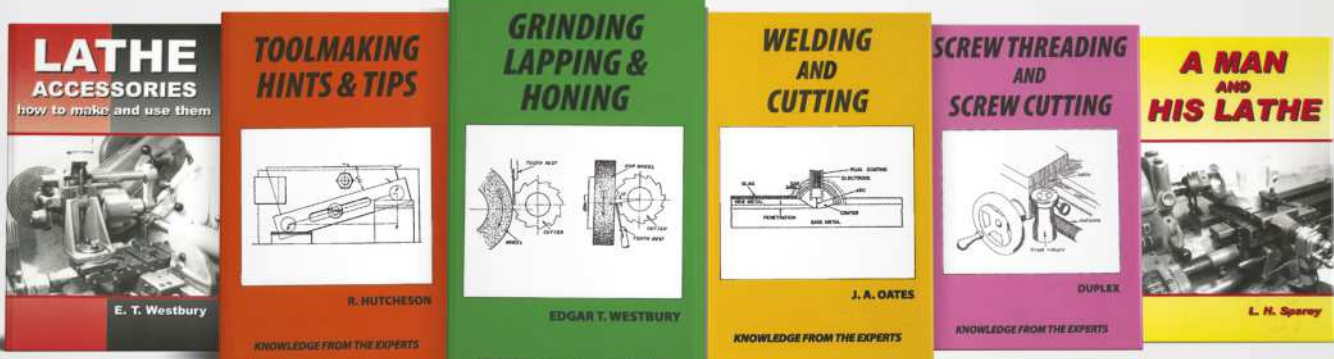
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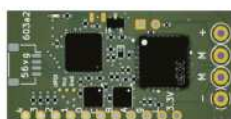
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Please mention **Garden Rail** when contacting suppliers



ROUNDHOUSE ENGINEERING CO. LTD

16mm scale Darjeeling 'C' Class steam locomotive

In 1913, two 4-6-2 'Pacific' style locomotives were ordered from the North British Locomotive Company in Glasgow for use on the 70-mile Kishengangi branch of the DHR. Initially numbered 37 and 38, these locomotives saw extensive use on this branch line and were largely unmodified throughout their lifetime.

After Indian independence in 1947, moves were made to replace the branch line with metre gauge track, and by 1950 the 'Pacifics' were relegated to working the section between Siliguri and Sukna; unsuited as they were to the curves and gradients on the rest of the DHR. They were numbered 807 and 808 by Indian Railways from this point. By 1969, both locos were laid up at the New Jalpaiguri shed until being rescued for preservation as static exhibits.

Specification

- Internal gas firing using the 'FG' type burner
- 4-6-2 outside framed chassis with two double acting slide valve cylinders operated by simplified Walschaerts type valve gear
- Eight-wheel bogie tender
- Exhaust enhancer
- Water top-up system and water gauge
- Controls fitted as standard are:- steam regulator, safety valve, pressure gauge, displacement lubricator, gas regulator and reversing gear
- Glazed cab spectacles
- Full radio control on both regulator and reversing valve gear using 2.4GHz R/C
- Regaugeable between 32mm and 45mm without the need for a gauge conversion kit
- Insulated wheels as standard
- Recommended for use on minimum 3ft radius curves
- Available in any Standard Roundhouse Colour

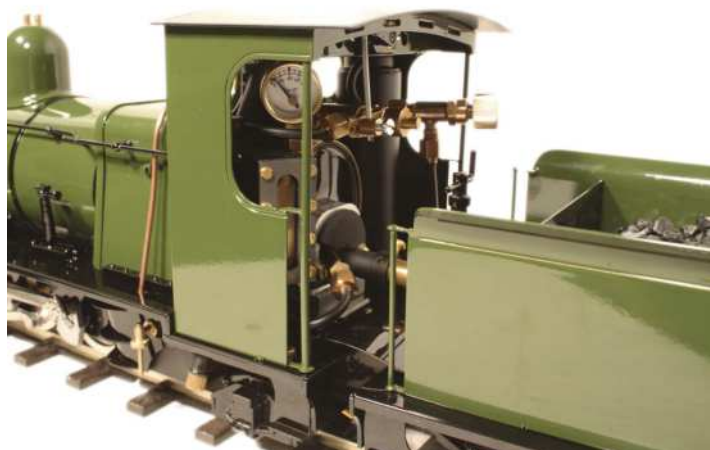
Dimensions

Length: 711mm over buffers

Width: 112.5mm

Height: 148mm

Price: £3100



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

BOLE LASER CRAFT

16mm scale Hunslet 125hp diesel locomotive body kit

Bole Laser Craft has released its new 16mm scale, dual gauge, body kit for the Hunslet Engine company's 125 horsepower diesel locomotive, supplied to the African Manganese Company in two batches. The first batch built in 1935 was rated at 114 horsepower and the second 1941 batch, 125 horsepower. These were first-generation diesel locomotives, sharing many of the running components and cab details with the company's contemporary steam locomotives.

This body-only kit has been designed to fit Roundhouse Engineering's HBK-D3 chassis kit, which is gauge adjustable between 32mm and 45mm gauges. This chassis kit is not included in Bole's kit price.

Cut from 2mm thick acrylic sheet (perspex), the model will be easy to paint, with no wood grain to disguise. The cab sides also feature rows of pilot holes for easy and accurate location of the 136 rivets. It is assembled as a single unit and then dropped into place onto the fully assembled and tested chassis, secured with four hidden screws.

Each kit includes nearly 200 high-quality 3D-printed nylon detailing components, including radiator, bonnet front (including a 'cast' nameplate), springs and cab steps. Of particular note are the prototype's distinctive louvred side panels, which have been faithfully reproduced in the engineering grade nylon.

Dimensions

Length: 265mm

Width: 90mm

Height: 154mm

Price: £200 + £4 UK post and packaging



16mm scale kit Darjeeling Himalayan Railway goods wagon

A 1:19 scale model kit, based on the 10-foot long steel open goods wagons built at DHR's Tindharia works in India. Their design was largely based on the Leeds Forge wagons imported in the early 1900s, but were fabricated from steel section and plate rather than the originals drop forging.

This kit features extensive robust 3D-printed nylon 'iron work' that includes 'through the body' rivets, which poke through rows of laser-cut holes in the body sides. These provide raised rivet heads inside the wagon and also ensure accurate location of the body strapping.

The wagon body is cut from 1.5mm thick high impact styrene sheet and includes 'tongue and socket' location tabs to aid construction, which are then hidden by the body strapping.

The chassis features 3D-printed, channel section sole bars; nylon DHR pattern axle guards and full brake gear. The kit includes Bole's standard 24mm steel diameter wheels.

The distinctive elliptical steel centre buffers are reproduced in robust nylon together with no less than three choices of coupling arrangement. Prototypical swing link and pin; drop link and hook and simple hook and chain.

Dimensions

Length: 190mm

Width: 102mm

Height: 74mm

Track gauge: 32mm or 45mm

Price: £75 + £4 UK post and packaging



Bole Laser Craft
Yew Tree House, South St, Retford DN22 9EJ
www.bolelasercraft.com

PDF MODELS

16mm scale diesel kit, 'The Dawn'

This is the last locomotive Peter Farley designed, an 0-4-0 battery-electric diesel outline called 'The Dawn'.

Each kit comes complete with the necessary laser-cut, 3D-printed and resin cast parts, along with wheels, motor and gears. Also included are all the metal parts required for axle bearings, Delrin chain drive, etc., together with all the screws, nuts and bolts needed to complete your model.

Price: £75



PDF Models
www.pdf-models.co.uk

RESURGAM ROLLING STOCK

16mm scale FR Carriage kits

Joining Resurgam Rolling Stock's ever-expanding range are the original 'Enhanced Saloon' and the slightly later 'Enhanced Saloon – Panoramic Windows'. Often known colloquially as 'Super Barns', they are the latest in a long line of large saloon carriages built during the preservation era.

The first of these vehicles, numbered '103', was outshopped from Boston Lodge in late 2009 and entered traffic in early 2010, followed by a further two broadly similar vehicles over subsequent years. The design was then altered to provide each seating bay with a single large window, to provide a better outlook. Four subsequent Saloons have been built to this design, with a fifth under construction.

These kits have been produced in collaboration with Daniel Jones, a 16mm modeller, who is also a volunteer F&WHR Footplate Crew and a professional CAD designer. Laser-cut from MDF or Plywood, these kits feature the usual hidden slot and tab construction method to aid accurate assembly. A particular feature of note is that the window surrounds and doors are provided as separate cassettes, allowing easier application of the prototypical red and cream 'Mountain Prince' livery. All of the glazing and droplights fit into rebates within the carriage sides and are modelled in appropriate relief. Given those very large windows, the interior is fully fitted out with all relevant panel detail, tables and seating, including the red seat upholstery, which will be provided in laser-cut foam. 3D-printed grab-rails and SLR Models Door Lock Covers are also included as standard. The kit also includes all necessary parts to construct a pair of highly-detailed bogies, with 32mm gauge steel wheelsets on shouldered axles, running in oil-filled phosphor bronze bearings supplied as standard.

It should be noted that this kit makes for a very large vehicle in 16mm scale, at 633mm over the headstocks. On test, the absolute minimum radii that could be traversed with care was 3ft, whilst producing a substantial 'chord', and 'outswing' in the process. As such, the minimum recommended practical radii would be 4ft 6in. Regrettably, this kit is unsuited to 45mm gauge due to limited clearance between the frames.

The engineering prototype shown here has been fitted with Accucraft Chopper Couplings, and the kit will be available with a pocket to mount the couplings from behind the headstocks, or a solid headstock to attach couplings of your choice. Please specify when ordering.

While couplings and decals are not supplied prototypically correct, decals are available from Endon Valley Custom Transfers.

Dimensions

Length: 633mm
Height: 143mm
Width: 109mm

Prices

MDF: £190.00 + P&P each
Plywood: £200.00 + P&P each



Resurgam Rolling Stock
www.resurgamrollingstock.co.uk

HARECROFT

16mm scale Penrhyn Quarry Slate wagon kit

Based on the batch of 150 wagon bodies constructed by Ratcliffe Foundry, and completed at Feilin Fawr during the 1880's; this unbraked variety was the smallest of the three Penryn iron slate wagons.

Designed by Harry Billmore, Harecroft's kit is as close to "ready-to-run" as can be made; prioritising durability, without sacrificing detail.

Projected Price: £40

Harecroft

www.harecroft.co.uk



MVL BRIDGES

Curved bridges

Last year, Steve Bryant of MVL Bridges was asked if he made curved bridges. The rather rash answer was, "...eer, yes, of course..."

What followed was a steep learning curve to try and produce something which, until that point, had not been available in the UK (not commercially at least). Since that first foray into making curves, this has become the main focus of the business. At the Llangollen show, the item drawing the most interest on the stand was a curved truss bridge, created for two lengths of radius three set-track curves - about 90cm long in total.

Radius limitations are construction practicalities, and rolling stock overhang. Steve tells us that anything with a shallow curve is possible, including flexy, single or double track, and both 45 and 32mm gauges.

All bridges are bespoke and custom-made for the customer's unique requirements. Technical drawings with measurements are produced prior to construction commencing to make sure everything is as expected and intended.

This new range of curved bridge products is a perfect addition to the existing range of aluminium bridges that MVL has been developing and producing over the past 14 years.



MVL Bridges

www.mvlbridges.co.uk

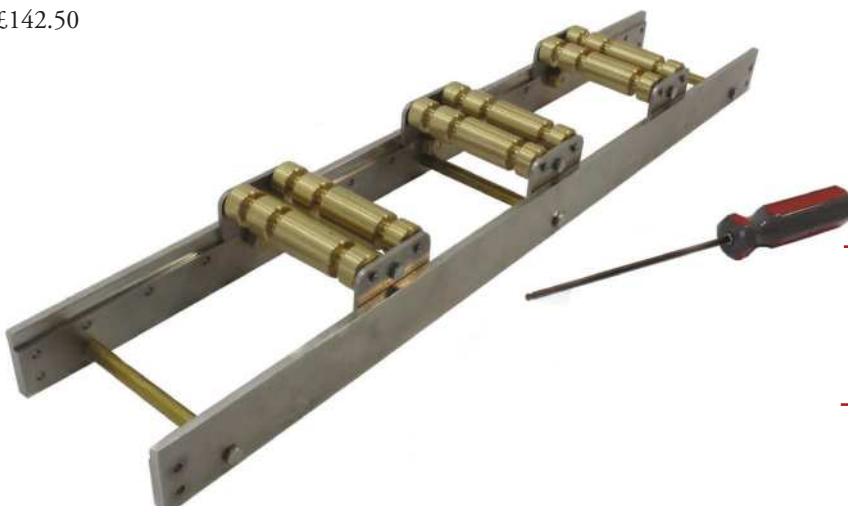
ANYTHING NARROW GAUGE

Rolling Roads

Having purchased the rights to the John Prescott range of rolling roads, Anything Narrow Gauge has relaunched them, suitable for both 32 and 45mm gauge modellers.

Weighing in at a hefty 1.3kg, each one is made from stainless steel and brass. Supplied with three sets of rollers (extra rollers will be available separately) and the appropriate Allen Key adjuster. Slackening the screw loosens the clamp holding the roller in place allowing it to be slid sideways for perfect positioning beneath the loco axle. The rollers are not electrically insulated, so this rolling road isn't suitable for track-powered locos, but it's really aimed at those favouring steam power. It certainly seems robust enough that you won't worry about using an expensive loco on it!

Price: £142.50



Anything Narrow Gauge

6 Bank House, Chapel Street, Holsworthy,
Devon EX22 6AR

www.anythingnarrowgauge.co.uk

BOOT LANE WORKS

'Nancy' – 16mm scale locomotive kit

Released at Peterborough to celebrate the first year of trading, 'Nancy' is a 16mm scale model, inspired by the Rye & Camber Bagnall tank engine Victoria, and available in both 45mm and 32mm gauges.

Constructed from 3D-printed filament and resin parts, and laser-cut acrylic, the model continues to build on the Boot Lane's design for a 0-4-0 Bagnall saddle tank and utilises its adaption of the Binnie Engineering 29mm wheel to create an effective driving wheel.

The kit comes complete with 3-6 volt motor, nylon worm gears, wheels, and all the necessary metal stock, nuts, screws and washers required to build the model shown in the photograph.

Dimensions

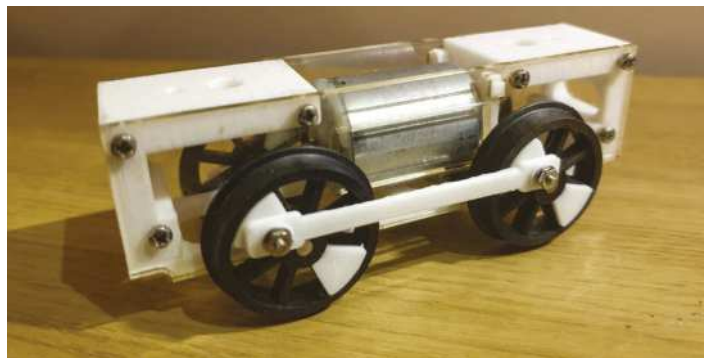
Length (over buffers): 224mm

Width (across cylinders): 84mm

Height (from railhead to chimney top): 134mm

Wheelbase: 52mm

Price: £125 including P&P



No 6 Power Chassis

Boot Lane's "No 6 Power Chassis" kit uses the same Binnie wheel adaption as its locomotive kits to create a cheap, reliable, and compact little power unit.

Dimensions

Width (32mm gauge): 54mm

Width (45mm gauge): 66mm

Length: 108mm

Height (from railhead to top of frames): 38mm

Chassis Wheelbase: 52mm

Price: £35 including P&P

Boot Lane Works
www.bootlane.org.uk

NORTH PILTON WORKS

16mm scale footbridge kit

This laser-cut kit builds into a footbridge to span across two platforms with the option to span two or three through lines.

Each side has 15 steps in the main stairs and three steps up to the main overpass. If you want to span over three tracks, the kit comes with an expansion section for a wider span.

The bridge has an inside span of 410mm, expandable to 577mm with the included extension.

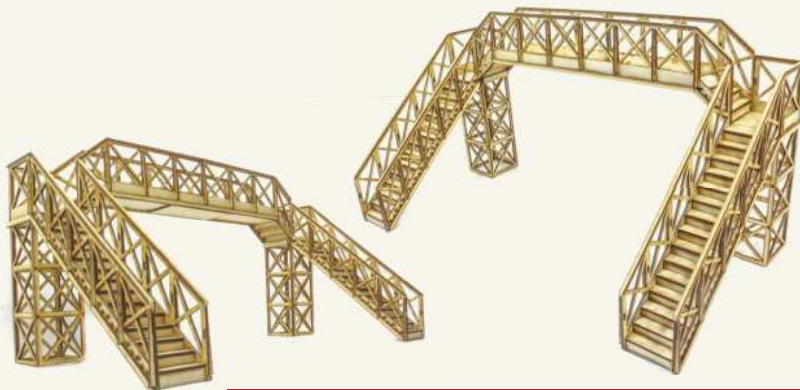
Dimensions

Height: 275mm

Width: 545mm

Depth: 270mm

Price: £95



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Welcome to Gauge 3

Mark Thatcher reviews the 2nd edition of the Gauge 3 Society's booklet.

Describing this book as a booklet, as the Gauge 3 Society do, does not do this 83-page publication justice. In fact, it contains a wealth of hugely useful information that is not just related to Gauge 3, but embraces many other scales and gauges too. The original edition was produced in the early nineties, with a small revision in 2000, but this proper second edition marks the first time that this book has had a full rework.

Out of the 83 pages of this A4-sized, softback book, some at the back carry useful advertisements for the majority of suppliers in the Gauge 3 world, but the core 65 pages of editorial is well laid out, with a sensibly sized easy to read serif font, and the chapters are highlighted with different coloured flashes at the top of each page making it easy to skip to the chapter you want to read.

After the short introduction to Gauge 3, there are three chapters: Layout construction, locomotives and rolling stock.

I suspect the most useful chapter is the layout construction, which covers many methods to create the model railway of your dreams, and this chapter has a much broader appeal beyond Gauge 3. Also, in this section is some serious eye candy as it covers a number of popular exhibition layouts, perhaps some of which, like Warton Road or Blackgang, you may have seen at being exhibited at various shows around the country.

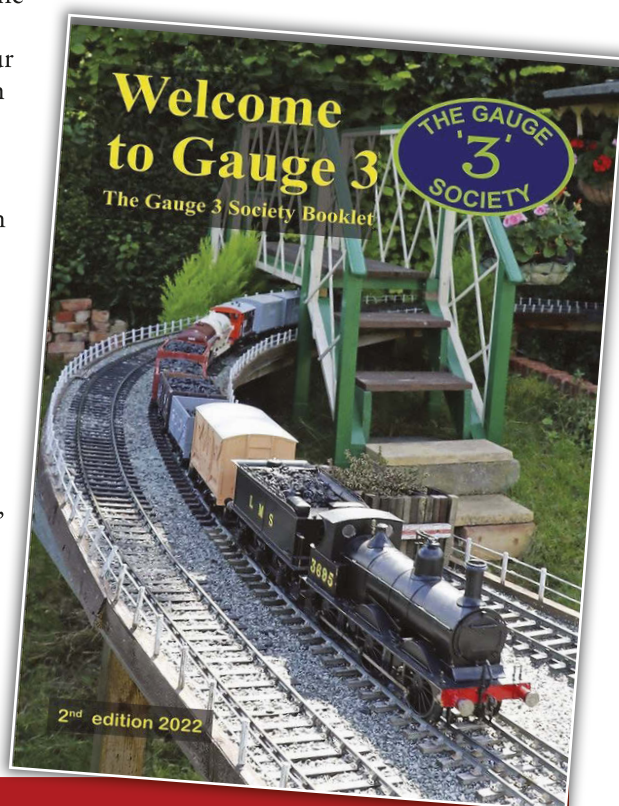
Chapter two focussing on motive power, covers buying advice on locomotives, safety tips, and guidance on gas and coal firing locos. Again, this is not just applicable to Gauge 3 enthusiasts.

The chapter on rolling stock caught my attention, as within this there is a marvellous story from Ian Driver on building and weathering private owner wagons. I believe I am right that Ian contributed a similar article to Garden Rail many years ago, and his techniques

for weathering produce some of the most realistic finishes I have ever seen. The book is worth all of your hard-earned £9.00 for this section alone.

Also in this section is a great piece on how to hand-letter your own private owner wagons, which is something I will be definitely having a go at after reading that.

The book is printed on high-quality paper, with a glossy front and back cover, and colour illustrations and photographs are used entirely throughout. I have found many useful tips and tricks within these pages and think that, for the price, it is not only well organised and structured, but makes for a thoroughly good read, too. ■



Garden Rail Resource

The book is available from the Gauge 3 website - www.gauge3.org.uk - priced at £9.00 + £3.00 P&P.

Use the "Contact us" form to place your order.

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





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

BINDERS

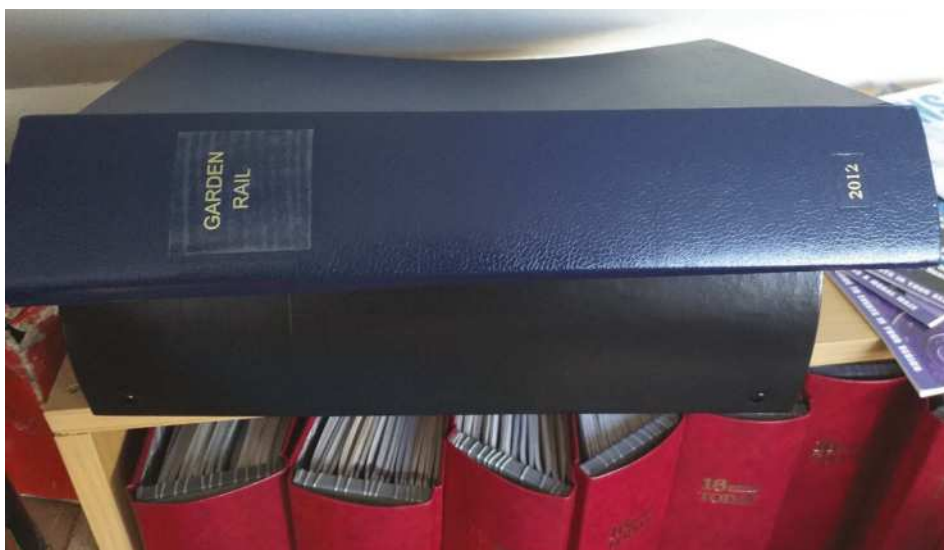
I realised some time ago that my expanding collection of 16mm *Today* and *Garden Rail* needed to be in proper binders to stand on the shelves, and while the 16mm Association can supply binders for 16mm *Today*, I found there was no corresponding binder for *Garden Rail*. However, the 16mm *Today* binders are a custom version of a standard product, the 'Cordex' Binder, available direct from the makers in a range of colours, and with optional title and year labels.

The makers are Modern Bookbinders Limited, Pringle Street, BLACKBURN BB1 1SA. Tel. 01254 59371 Email modern.binders@btconnect.com

The Cordex binder and its options feature on this web page:

<https://www.modernbookbinders.com/product/cordex-magazine-binder/>

I chose dark blue for mine, to contrast with the bright red of the 16mm *Today*



binders. *Garden Rail* title labels, and year labels in sets of 10 years, were also supplied (see photo).

Anyone wanting to keep their copies of

Garden Rail on the shelves by year might find this a good way of doing so.

Pat Mason



Well, now you've got everything

CHRIS DEITH



It is with deep sadness that we announce that Chris Deith passed away suddenly on 12th May at the age of 76, whilst enjoying a holiday in Italy with his wife Bridget.

Chris will be remembered by many in the model engineering and hobby world as the mastermind and entrepreneur who created TEE Publishing, *Engineering In Miniature*, Meridienne Exhibitions and the Warwickshire Event Centre.

Chris is survived by his wife Bridget, daughter Avril, daughter-in-law Heather and three grandchildren. Sadly, his son Adrian, who many will also have known, passed away in December 2021.

Chris achieved so many things during his lifetime and his daughter Avril, who has worked alongside him for many years, will now continue his legacy in his honour with the support of family and the team.

Editor: I'm sure many *Garden Rail* readers will remember Chris from the Midlands *Garden Rail Show* and *Gauge One* events, all of which took place at the Warwickshire Exhibition Centre, and be saddened by his passing. We wish Avril and all the WEC team well in the future and look forward to visiting future events, part of the generous legacy Chris has left for the modelling community.

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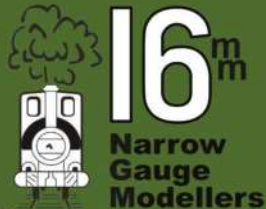
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Seen at The National Garden Railway Show



The Model of the Year competition was well supported. All the details will be in a future issue of the 16mm Association magazine.



'Cape Gauge' was home to some stunning Garratts.



A controversial livery worn by this Roundhouse Atlantic. Shades of the Vale of Rheidol from the 1970s?



3D-printed locos, including this Hunslet, are really making their mark.



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