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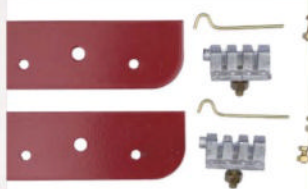
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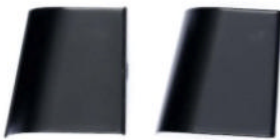
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VIEW FROM THE END OF THE PLATFORM



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CALLING MANX MODELLERS!

During my recent holiday on the Isle of Man, I visited the excellent Model World shop in Ramsey. Chatting to the owner, she tells me that there are many garden railway modellers on the island.

Where are you all? We featured The Lighthouse and Gorsebank Railway in May 2020 (You can see this online here: www.world-of-railways.co.uk/model-railways/the-lighthouse-and-gorsebank-railway/), but that's the only one I know about.

Come on guys – you know I'm a sucker for all things Manx, so drop me a line with a couple of photos and we'll get you on these pages.

Modelling on a relatively small island must present some interesting problems. Since the loss of Trackshack, there's no hopping in the car to buy bits. Even a trip to a show involves either a boat or plane ride.

However, this can't be the most remote place on Earth where people are running trains in the garden. Can anyone think of a more obscure location?

Anyway, you're probably thinking this is just an excuse to show you some holiday photos, and you'd be right. A very modelable set of diesels, if anyone fancies a challenge.



'Ailsa' on the Isle of Man steam railway



'Walrus' and 'Maltby' on the Groudie Glen Railway

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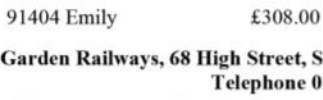
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The Blackhead Light Railway

Andrew Armstrong takes us on a 40-year journey

The Blackhead Light Railway passed the 40-year milestone at Christmas 2022. How the heck did that happen? Over the years, the railway has moved location once, developed, declined, been closed and lifted, and finally restored and revived. It has been quite a journey.

And so it begins...

It's a familiar story, I had been modelling in OO for a number of years, but when we moved to our first house, I did not have access to a large area to continue that layout. I did, however, have around 60 feet of garden.

I asked Santa very nicely if I could have a Mamod loco, and one duly appeared under the tree. If my wife had known then,

what she knows now, I would have probably received socks.

Although I had always enjoyed magazine articles covering garden railways, I had not previously considered building one. The Mamod was at the foot of a very steep learning curve. I had all the questions and concerns newcomers still have today, how to build track, find more stock, etc, etc. No internet or social media to trawl for advice or inspiration, although there was the 16mm Association and a few traders including Mr Merlin (Tom Cooper), a short drive away in those days in Kendal.

The original line used Peco O gauge track, which appeared to be the easiest option, SM32 was available, but lacked the range of points. The O gauge track lasted a

number of years until I converted to brass rail on wooden sleepers using the Tenmille system, which I continue to use.

It quickly became clear that the Mamod, while fun, was not a practical loco for day-to-day use. Next up was a Merlin Hunslet Hudson kit, No 2 'Boris', and a Faller Playtrain unit, which on rebuilding to more acceptable proportions, became No 3 'Ivan'. These two continue to be available for traffic, although 'Boris' is on his third gearbox.

By the end of the first year, a lower loop was completed, and plans for a longer line round the top of the garden was planned. All was going reasonably well. Then, in early 1984, I got a new job, and a move was necessary, around 15 months of work

had to be ripped up, a depressing prospect.

Here we go again

The new house had a smaller garden, basically flat featureless grass with a couple of bushes. It was not devastatingly inspiring to be honest, but I expected further moves would follow, (wrong again, still here!) so I set out to make the best of it.

On New Year's Day 1985, complete with obligatory hangover, the marking pegs and spade came out. Under the turf was the typical dross left when the house was built around seven years previously. For keen gardeners a nightmare, to a railway builder, a gold mine of bricks, sand, gravel and other useful stores. I had recovered the ballast as well as track from the original line, so a ground level track fairly quickly emerged.

Over the years, various branches have come and gone but that basic oval has remained. Meanwhile, further locos and stock were added to the fleet, with seven locos on the Company's books by the end of 1985.

The back story for the BLR has remained consistent throughout; it represents a small English narrow gauge line, opportunistically gathering motive power and rolling stock from other lines. Think Colonel Stephens and you get the general idea. Thus anything that took my fancy could be added to the books.

Most of the rolling stock was either kit or scratch-built. During this period, the stream fleet expanded considerably, including various Roundhouse locos. There are two 0-6-2 Fowlers, one came via Santa, the other I won in the 16mm Association raffle the following spring. The workshops of the BLR put together a Roundhouse kit and later a semi scratch-build using Roundhouse parts. Finally, just to see if I could do it, I built an original design Wild Rose. (This never steamed properly, although it would run on air.) During this period, there were a lot of live steam operations.

In the 1980s, a local area group for the Association was formed by Peter Dolan, a BR Driver from Preston, together with some of his colleagues and various other characters. We met one Sunday a month throughout the year at each other's lines, and roamed further afield to other open days across the North. A great opportunity to gain inspiration and share experience and advice. Sadly, Peter died suddenly, and I found myself running the group for a while before I handed the baton on.

The BLR rolled on through the 1990s, although I had started building bigger toys



Christmas 1982, my first loco was a standard Mamod No 1 'Blackhead'. If she'd known how things would turn out, I think I would have got socks!



No 3 'Ivan' (a Faller modification) rolls round the line in spring 1984.

for a period, culminating in a 7.25-inch gauge Ruston based on 'Midlander'.

The last documented services ran on the BLR in early June 2003. Sometime after that, a neighbour needed to replace the fence between our gardens. As the line ran alongside the fence, to make life easier, I set out to lift the track for the duration of the work. Unfortunately, just like the early days of the preservation on Tallylyn it became clear it was habit not sleepers holding the track together. A large scale track replacement project was needed, but I didn't have the time. Stock was stored, and, over time, the rest of the track was lifted, with components like rail chairs rail and fishplates all recovered and stored. For 14 years, the BLR slumbered, gone but not forgotten.

Restoration

In autumn 2016, I retired, and on one fine day in October, a small 16hp Ruston and a single wagon were dragged blinking into the light and posed on a short length of track. A statement of intention, the BLR was coming back. Work started the following year.

Fortunately, most of the trackbed remained as a foundation, but a new shed, which became the infamous Dunn Inn watering hole, was going to cut the formation in one place, so a bit of redesign was needed. The old loco shed branch was lost, so too was a loop around the top pond, again due to the need to rework that part of the line. However, part of the trackbed was retained for a relocated loco shed.

It took around 18 months, and a lot of concrete to complete the circuit. Large quantities of sleepers had to be cut and drilled to accept Tenmille chairs, the workshop looked like a scaled down Network Rail facility!

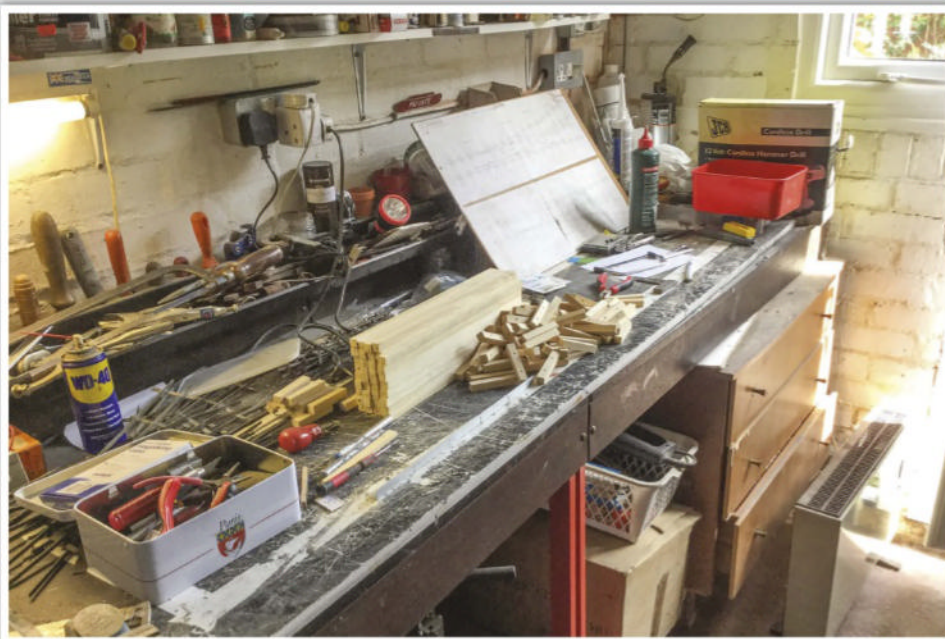
Lessons learned over the years have lead to track, which, like the prototype, floats in the ballast. Once everything has settled down, it produces a remarkably robust permanent way. Faults can usually be sorted quickly, although a bit of repacking from time to time may be needed. Weeds do find their way in to the ballast getting evicted when necessary. This is a down-trodden narrow gauge line not the LNWR in its heyday, so if a train can make it round, all is well.

Motive Power

As mentioned earlier, the original BLR focused on steam haulage using meths



Merlin Hunslet No. 2 'Boris' hauls some skips June 2003.



Track construction in May 2017: wooden sleepers with Tenmille chairs and brass rail. Fortunately, all useable materials had been stored after track lifting all those years ago.

and gas burners. These were supplemented by a number of small battery-powered machines from the likes of Brian Clarke (Saltford Models) along with others. By the time services were suspended, the fleet numbered just over 20 although a number were stored unserviceable for a variety of reasons.

On the revived line it was the battery fleet that came back into service first to test the track. I initially planned to turn the works over to refurbishing the steam fleet once the track was operational, but it did not quite turn out that way...

A lot had changed in the period of

slumber, with many new small suppliers and techniques, including laser cutting and 3D printing. A review in *Garden Rail* describing a battery-powered 3D-printed De Winton from PDF, at what seemed a ridiculously reasonable price, caught my attention. This was duly ordered and a short while later No. 25 'Progress' entered service. This was followed by many more from this and other suppliers including HGLW, Phil Sharples and Boot Lane, the fleet now stands at around 60 units, with several projects in the works queue. Most of the kits have been adapted and modified, for example there are four Sharples



Winter on the BLR with No 40 in the snow at Dunn Inn.

Simplexes in the fleet, all different. The Crossley featured in this magazine recently is another example of the output of the works.

Meanwhile, most of the early fleet battery locos still see regular use.

The advantage of these battery-powered machines is that a running session can be set up in minutes, a quick check of the track, the flick of a switch, and off we go. They potter slowly round the line and generally behave themselves, so I can leave them to it. Thus, on a summer's day, with the workshop door open, every now and then a small train will trundle past...

Rolling Stock

The original BLR rolling stock was built to be steam hauled, and heavier stock was preferred to tame those beasts. With the change to smaller battery locos, a programme of smaller and lighter new builds has been underway. I haven't a clue how many vehicles now exist in the goods and

passenger fleet. They are a mix of kit and scratch-builds. Kits rarely emerge exactly as their designers planned, of course. As with locos, I am too easily led into temptation, seeing something and thinking, 'oh that looks interesting'.

Structures

Buildings are a mix of Pennine Kits and some scratch-built from plastic sheet and Tenmille corrugated sheet. They are expected to survive outside all year round; occasionally a repaint or touch-up is needed. The shelter at Dowbridge Platform is the only building to survive the period of suspension, built of wood and corrugated plastic, it is now very tatty, exactly what I wanted for that location, and often is used as a backdrop for photos.

The main station is Dunn Inn, which is adjacent to that building. The site contains a station shelter, signal box, water tower, loop and goods siding. Sitting on the veranda of the Dunn Inn in summer with

beer in hand watching the trains go by is one of life's little victories.

A loco shed now occupies part of the abandoned top loop, the building was scratch-built as I couldn't find a kit built narrow enough for the site, the shed branch leaves the main line at West Junction, splitting into two roads, one mainly steam, the other for internal combustion machines.

Operations

Basically, the line is a circle with a couple of loops, a siding and the loco shed branch. Currently, operations consist of assembling a train, usually at Dunn Inn, switching it on and leaving it to it! I just like to watch little trains trundling along through the landscape.

A few locos use Locoremove controllers, but this is mainly to manage speed rather than shunting, etc. For the rest, a simple Double Pole Double Throw centre off switch is adequate for my needs.

Couplings are a simple chain and hook, easy and very flexible.

The line is signalled using Cambrian bits although currently, most need refurbishment.

The Future?

The BLR is a very idiosyncratic operation but it has been a fairly consistent theme over all those years, so I expect to keep it running in much the same format. It might not be to everyone's taste, but it keeps me out of mischief.

Recently, the BLR has appeared on Facebook, which has allowed me to share the line with a wider audience; I hope that will continue, although most of the world of social media is a total mystery to me.

Although there isn't much scope for expansion, changing odd elements are possibilities, and the works has a nice long queue of projects to contemplate.

Meanwhile, I will just sit and watch the trains go by...

(Editor: Andrew has supplied more photos than we have space to use in this issue. Look out for 'Postcards from the Blackhead Light Railway', in a future issue.) ■



No. 42 'Arthur' (PDF Models) pauses at Dowbridge.



Ex GVT tram, BLR No 31 'Balderstone' (PDF Models) is reflected in the waters of the pond as it pulls away from Dunn Inn.

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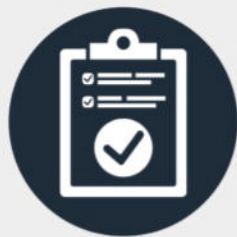
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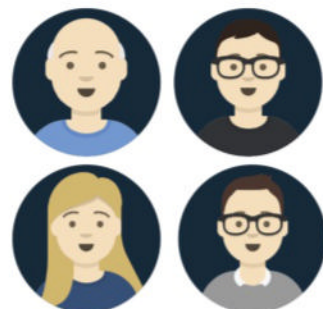
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Building Edward

Chris Worby built his, and the Editor's, favorite Railway Series character.

As a very small boy in the early fifties, my indulgent mother read the Rev. Awdry stories to me at bedtime. It launched my obsession with trains and in particular steam locos. My favourite was *Edward*; with hindsight, a rather elegant pre-grouping 4-4-0.

Nowadays, engines with faces aren't really my cup of tea, but they do bring back childhood memories. My own G scale interest in British locos started with buying a second-hand Bachmann *Emily*, and immediately setting about to create something closer to a Stirling Single. GNR number one, being a loco my father saw steaming in the thirties, and we both saw when it was steamed at the Great Central in the eighties, not long before he passed.

This was the first step on a journey of building locos to similar proportions of British standard gauge prototypes. Clearly, these run on what is in effect, narrow gauge track.

Of course, that was how OO gauge started, so why couldn't I perpetuate the same sort of inaccuracies?

My loco builds rely upon mostly off-the-peg chassis, or at least parts thereof. The bodies, or superstructures of my models are generally scratch-built.

So, with some two dozen large scale builds under my belt, I came to building the Reverend's *Edward*.

At an auction, I successfully bid for a lot comprising much Piko track and a Playmobil US style 4-4-0. This sat around for some time while other projects progressed, but after a showing of 'Crib Lane', my G scale British exhibition layout, when a parent asked if I had a *Thomas* model, the concept of a G scale *Edward* took place.

The Playmobil 4-4-0 chassis looked about right, so *Edward*, or Sodor No.2, came into being. The process was relatively simple. The loco and tender bodies were removed, along

with the cowcatcher and cylinder block. Some cutting back of the black plastic loco chassis was undertaken to ensure daylight under the boiler. New coupling rods were made from 1mm steel plate.

Construction of the loco body started with the boiler, a piece of black plastic waste pipe being the source. A wooden block was shaped with my power file to form the sub-structure of the smoke box saddle/cylinder block/valve chest. This was glued to the pipe with a set back from the front, and then wrapped in styrene. This was super glued in place, being held by a clamp whilst it set. I'd already acquired a brass dome and chimney from Garden Railway Specialists, along with handrail knobs and cab fittings.

The running plate was cut from styrene sheet and angle sections added to strengthen it and form the edge plating, after a hole was cut out to accommodate the driving wheels and the raised section of the chassis

that would become the base of the firebox. As the loco unit is pushed along by the powered tender chassis, there was no need to make anything detachable. The boiler unit was glued to the running plate, thin styrene forms the firebox structure and boiler bands. Splashers were made from the same pipe as the boiler, with thin plastic used to form the facing. The cab unit was made generally of styrene with windows cut out and framed with very fine 'U' section strip. The cab roof was from aluminum sheet that had, in a previous life, been a gas fire backing plate.

A firebox backhead was made up from a short pipe offcut to the same diameter as the boiler, with sides and facing from yet more styrene. The GRS backhead parts were used to detail it along with lengths of wire to imitate pipe runs.

The boiler was then detailed with handrails/knobs; chimney and dome from GRS, taking care to ensure both were vertical. Pop rivets were used for safety valves; brass wire with a plastic sleeve comprised the whistle and six BA bolts used to imitate wash-out plugs on the upper part of the firebox wrapper.

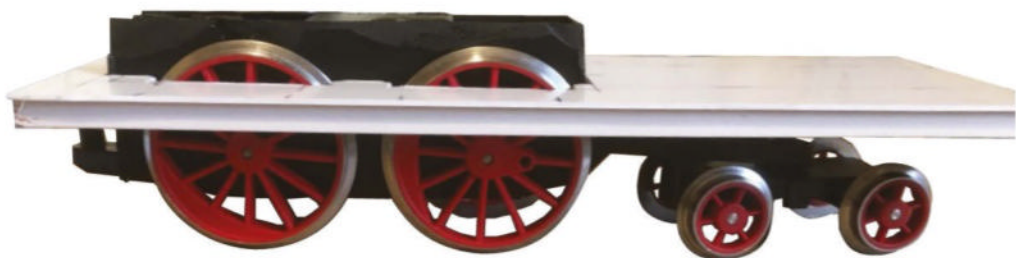
On the bufferbeam, a pair of Bachmann Thomas-type buffers were fitted with a metal washer behind each to give a slightly more prototypical look. The coupling hooks were also from Bachmann.

The tender structure was built in styrene to fit the chassis. It isn't much more than a shaped box with some added details such as handrails, etc. The water filler is a cap from an old dispenser of some sort of lotion or cream from my partner. Perhaps, I should have made the tender into a six wheel one by adding a pony truck that would have been hidden behind false side frames. I left it as a four wheeler, as the stubby tender was of similar proportions to Bachmann's *James* tender.

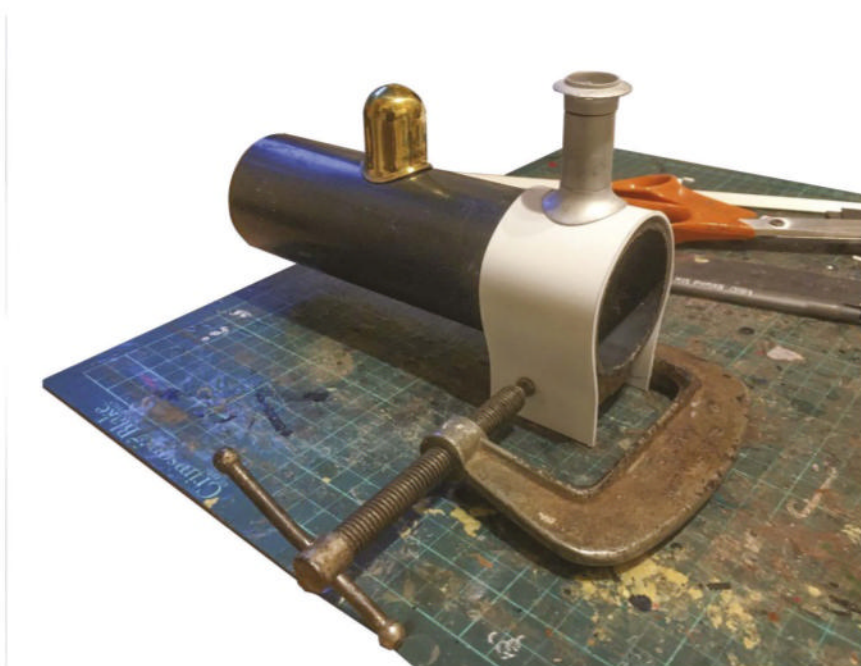
Subject to the usual masking, the whole thing was primed in grey undercoat, with relevant parts sprayed black, and others Halford's Fiat light blue. Lining transfers were by Fox, and the numbers were from an old sheet that I don't recall the origins of. The whole lot once painted and lined was sprayed in Halford's Satin finish lacquer.

The loco has two faces that can be slid into the smoke box front. One, a proper engine smokebox door fashioned from a paint spray can cap/lid, the other a face left over from one of my *Emily* conversions.

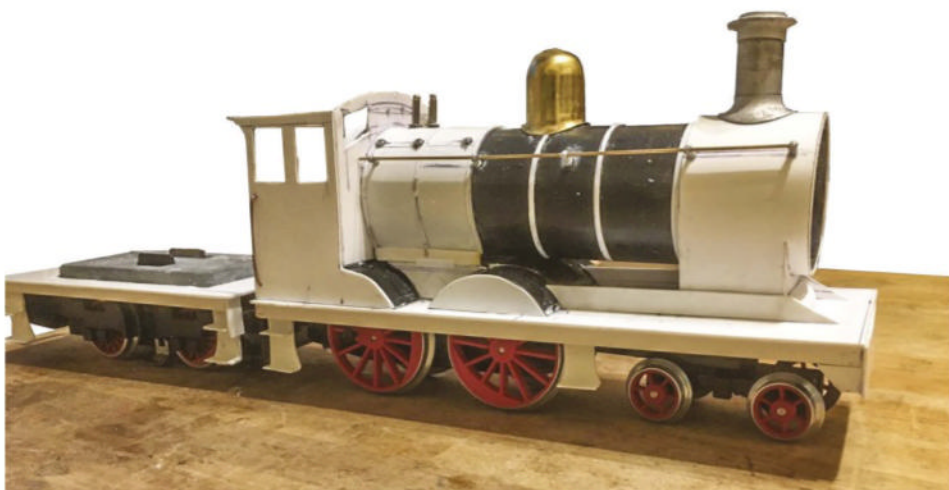
As a postscript, at a show, a small boy asked why *Edward* had got *Emily's* face! Clearly someone knew his stuff, and perhaps will be a modeller of the future! ■



The Playmobil chassis fitted into the footplate.



Clamping the styrene wrapper around the smokebox while it dries.



Awaiting primer, and showing all the different materials used.



Building a wagon, my way

The Editor builds a new kit from Red Star Steam Packet Co.

It's always exciting to find a new manufacturer in our hobby. Red Star Steam Packet has introduced a number of laser-cut kits and components, and supplied a couple to *Garden Rail*. Here, I'm looking at the four-plank wagon.

A very comprehensive set of instructions are available for download. Now, I could follow those to the letter, but like any good kit, there are also possibilities for customisation, so I'm making a few changes along the way. Talking to other garden scale modellers, this is a very common approach. Anyway, let's let the pictures do the talking. ■

1



A comprehensive set of parts. A nice touch is that many are bagged separately, so you can keep them safe until required. Handy, if your workbench is as disorganised as mine!

2



Work starts by fitting the solebars and bufferbeams to the floor. Part fit is very tight, which I consider a really good thing. PVA glue was used throughout for wood-to-wood joins.

3



Body ends are made up and fitted to the floor. I didn't spot that the half-sides are slightly different lengths, even though it's mentioned in the instructions, and so the centre doors on my wagon are not opposite each other.

4



The sides need to be carefully positioned so the sides doors are a snug fit between them. There aren't any positive locating tabs to aid this, so it's down to the modeller to carefully check as the glue dries. Fortunately, PVA allows some wiggle time.

5



A very comprehensive set of 3D-printed ironwork is included. Deluxe Materials Speedbond worked well to fix this, although a gell superglue should be OK, too.

6



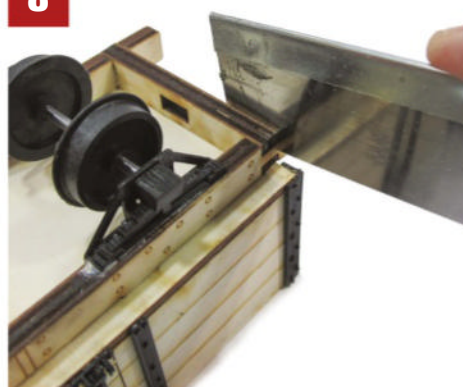
With a little care, the side doors can be made to open like a real wagon. Bent lengths of paperclip will keep it shut while running, and it's nice to be able to pose the door open for photos.

7



Binnie wheels slip onto the axle and should be set for 32mm gauge. The 3D-printed axleboxes are fixed to the solebar. Brake gear is included, although I managed to fit the wheels too far apart and the shoes are nowhere near the treads. Never mind, very few NG wagons had brakes, did they?

8



The kit is developed from a standard gauge wagon and includes dumb buffers. I cut these off for a more narrow gauge look. Tallyllyn Modellers will want to skip this step of course, as its line used side buffers.

9



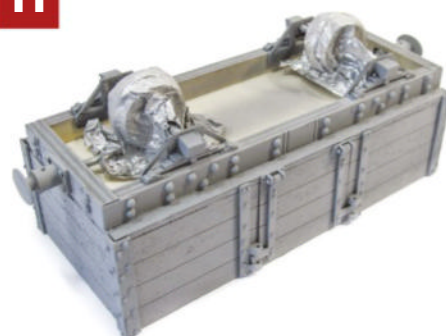
As mentioned in many other *Garden Rail* articles, nail art jewels make nice bolt heads and rivets, so I'm sticking them over the etched circles on the solebars. To tidy the corners, thin card is fitted to look like metalwork.

10



Red Star includes some neat 3D-printed chopper couplings, which will swivel through a bufferbeam hole for tight curves. My stock has single head centre buffers, so I fit some from the spares box for consistency.

11



With the inside masked, the wheels covered with aluminium foil (it's easier than using tape for this job), the wagon is sprayed with grey primer. The axleboxes and W-irons will be touched in with black paint later.

Conclusion

Let's start with the basics. This kit is amazing value for money. Built straight from the box, a nice-looking 32mm gauge wagon will be the result. Everything fits as it should do, and will be sturdy enough for use in the garden. Perhaps the build will take a little longer than some model, but that's mostly because you need to be careful putting the working side doors together. Use superglue to attach the 3D-printed parts and an evening's work should do it. You could have a rake by the end of the week...

Garden Rail Resource

Red Star Steam Packet Co.
www.facebook.com/RedStarSPC
 Four-plank open wagon: £18
 Dimensions
 Length (over ends): 16cm
 Width: 8cm
 Height: 7cm
 Weight: 85g

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



Thoughts about wagon wheels

Peter JDK Dawes considers ways to make our models run smoothly.

Any modelmaker interested in industrial rolling stock uses a lot of wheels. Many model sets are well-made, accurate, and expensive, and you need a lot. There are also injection moulded wheels that come in a greater variety of styles and sizes. The same is true for 3D-printed wheels. I have used both types and turned metal wheels from blanks.

Wagon and coach axles, in our scales, are commonly, 2mm, 3mm and 1/8". To run properly, the wheels must be square to the axle and then set properly in the wagon chassis axle bearings, which are true to the track.

How can this be done? Well, there are

many solutions. The first is to buy the best made-up wheels sets you can afford and design your chassis around them. You will have good running stock, but it will be quite expensive. Or, you may have the wheel centres cast in brass and then drill and file them to the correct spoke or hole pattern. Time consuming, but beautiful. Some difficulties may occur with nylon-centred wheels. I replaced all the nylon-centred steel tyred sets on my 45mm gauge stock with solid wheels as the temperature variation in the conservatory they lived in ensured the tyres became loose following repeated expansion and contraction.

The second is to buy axles and wheels separately and press the wheels on the axle accurately. Three problems come to mind. First, the process of pressing, then, doing it accurately, and finally, keeping the wheels in place.

I am lucky to have a reasonable, if not wonderful, workshop, and some of these problems are easily solved. But, most young people who wish to run railways in the garden do not have a lot of kit, and they need help if the hobby is to progress. This has inspired me to look at the cheap modelling resources and parts available. My methods are not new, but they are easily made or cheaply bought. Model railway

clubs, model engineering clubs and good friends may all be able to offer help. The 16mm local groups can usually offer advice and individuals could help.

To make good running stock, a vertical drill is needed, as is a vice to hold what is being drilled. A small bench vice is also essential. Hand tools such as a mini hacksaw, small razor saw, hand files and a craft knife and small screwdrivers are essential. A good steel rule, square and scribe also seem necessary.

The vice, if it has an opening of 70mm, should suffice as a pressing tool. The drill stand can be used as a pressing tool with care. Support is required for the wheels and axles, particularly 2mm diameter axles. Careful alignment of the wheel and axle is essential to get the result needed.

The lucky person who has a lathe with a chuck on the tailstock can easily do this. It is still important to hold the wheel gently, but firmly in the lathe chuck, thus allowing the axle to pass through the wheel. Fitting the second wheel needs the axle that has passed through the first wheel to be held in the tailstock chuck. A back-to-back gauge finds the correct back-to-back as the wheels get closer.

A drill press or even a mechanical press may be used. A platen of some sort is needed to support the wheel face, which will also allow the axle through as it is pressed into the wheel. This could be a small machine vice, which is typically easy to fix below the drill. One must ensure the drill chuck and the wheel centre are true. Using a press tool also requires a platen that fits on the die holder of the tool. Apply pressure carefully with a press tool as they usually deliver quite a lot of force.

Finally, the most common for the person who is short of cash, the bench vice. Holding everything together before applying pressure is the problem here. There is the platen for the wheel face, and the axle. They need to be true. I suggest possible ways of achieving this.

A short (28mm for 32mm gauge and 40mm for 45mm) piece of angle brass or mild steel can be used. It still needs to be square at the ends. It is essential, when using the vice as a press, if there is axle beyond the face of the wheel to have a hole for the axle to go into. A simple piece of round bar with a hole in the centre will suffice. The two faces should be square. This can be done with a file, a milling cutter, or facing square in a lathe.

The hole should be a clearance size for the axle. Holding all the parts together while placing them in the vice is possible, but a bit trying as we only have two hands

each, at most. Patience is needed and sufficient time. This is not a job to rush. With some wheels, this can be done in stages. First, push the axle into the wheel flush with the front face of the wheel. Next, push it into the hole in the platen. Then, reverse the wheel and axle in the vice and fit the other wheel in the same way. Once both wheels are square, you will be able to adjust the gauge. You now have a set of wheels for outside frame axle boxes.

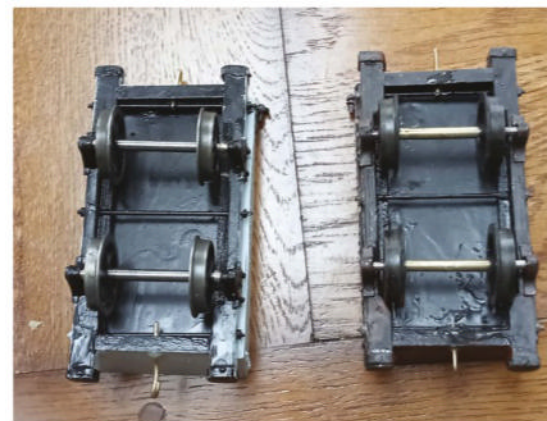
This is not presented as the way to do the job, but as ways of arriving at the wheelsets required for a piece of rolling stock to get round your railway. When I was working, I hoped those I taught would be able to do better than me. That they would develop the mental tools to use new technology was my hope and this is to be read in that spirit. When we start a new project, a door opens and the road may lead anywhere. ■



Wheel held in lathe chuck and axle is fed into hole while held in tailstock chuck. This ensures the two items are at 90 degrees.



The "U" shaped jig was cut using a bullnosed slot drill. The sides were milled square.



The incline plane wagon on the left has Slater's Plastikard scale wheels. These are beautifully made wheels that run well. To keep the frames at scale distance apart, I turned longer bearings to ensure they were held securely. The set on the right are Binnie's wheels on custom cut axles.



A wheelset to be closed to scale in a vice using a milled jig (U shaped on the milling machine) to ensure that the axles and wheels are supported at 90 degrees.



Using the drill press and vice to press the axle into the wheel at 90 degrees.

Using a small platen and angle brass to press the wheel and axle square in a bench vice.



Building Kerr Stuart 4418

Eian Massey builds an interesting diesel prototype, suitable for warmer climates.

Our property, with a significantly sloping garden, presented a few difficulties in designing a garden railway. After much deliberation and a conversation with a landscape builder, a plan was formulated to construct a shunting yard, which set the tone of the developing railway. Whilst three live steam locomotives lead the current stable, a 2022/23 winter project was formulated to build a diesel shunter for those days when a quick railway operation is needed.

A Roundhouse diesel chassis kit,

HBKD2, was chosen for the build, as the electric motor is set below the footplate between the frames. This configuration leaves maximum space for radio equipment and batteries in the bodywork above the footplate. The hunt was then on for a suitable, but unusual locomotive design to fit the inter-war years character of the railway.

An encounter with the book *Kerr, Stuart's Internal Combustion Locomotives* by Allan C Baker, published by the Industrial Railway Society, illustrates the first two diesels made in 1928 by the Company, 4415 and

4418. This book also provides diagrams and photographs to measure, critical to this build. 4415 is currently undergoing restoration in the Ffestiniog Railway workshops and progress can be followed at www.ks4415.blogspot.com

4418 has a most unusual design, being constructed to the desert working specifications of double roof, minimal cab, external exhaust/silencer and perforated engine compartment doors, though the large radiator in the cab would not have aided driver comfort! 4418 was shipped out to Sudan

to work on the Gezira Light Railway, south of Khartoum, to the west of the Blue Nile, serving a canalised growing area of some 1,000,000 acres.

My model is a representation of what 4418 would have looked like. However, it is not an absolute replica. It has been built to fit the character of my railway. Please don't count the rivets, or perhaps not even the number of wheels.

Material Choice

The bodywork for 4418 has been built from wood. To provide an appearance of a smooth metal body, 1 and 3mm thickness planks of fine grain mahogany have been used. To achieve the fine finish, my successful recipe is to apply two coats of shellac sanding sealer, sanding down between with 400-grade finishing paper then applying the desired colour coats. My colour coat is RailMatch LNER Doncaster locomotive green enamel, applied either by aerosol can or brush.

Before the final coat of colour, rivets need to be applied, for this locomotive, I lost count after 600. In comparison to steam locomotives, Kerr Stuart used smaller rivets for diesel bodywork. After numerous experiments, a recipe using Deluxe Materials canopy adhesive seemed to provide a satisfactory solution. When applied with a 1mm piece of wire, consistent small



The footplate has been bolted in place and the engine compartment added. The M3 holding down setscrews are visible at the rear and are replicated at the front of the footplate. Whilst 4418 had a plain front, the sloping front has been used to give access for the 12v battery pack and Micron MR603b RC receiver/speed controller.



The inner area of the roof is constructed on two identical curves to those on the spectacle plate and the cab rear. These fit into the space between the cab front and rear holding the roof in place, yet being removable when access is needed to the footplate hold down screws. The five spacers separating the double roof can also be seen running the length of the roof.



Minimalistic cab structure has now been added. The forward viewing portals were not glazed and the rear cab wall finishes at waist height to aid ventilation and crew comfort. The upper area of the spectacle plate and cab rear are in place curved ready to form the cab roof.

half-spheres can be achieved, which dry to sub-1mm rivet heads. I did remember not to sand down between rivet application and the final colour coat though the rivets are stable once painted over.

Making the engine compartment perforated doors at first seemed a daunting task. Drilling holes in various sheet materials did not produce an acceptable solution. Fortunately, a web search revealed The Mesh Company, a source of 1mm mild steel plate with 1mm holes at 2mm pitch sold in 150mm x 150mm pieces. The material is easy to cut to size, and once the outer line of holes are filled with car body filler and sanded flat to provide the appropriate size border, doors of the pattern used on 4418 were complete.

Building

Fitting the footplate provided the flat foundation for the build. The six M3 machine screws holding this upon the chassis ensures that as the upper works are glued on, the footplate does not distort and so remained in place for the complete build until the stress patterns have evened out.

The foundation upper work is the engine compartment, this extends from the front of the foot plate well into the cab terminating in the huge radiator. The radiator position being probably the least desirable feature of the locomotive as far as crew comfort was concerned in a desert setting. Later, locomotives had the radiator external to the cab at the front of the locomotive. The spectacle plate, cab sides and rear in this design are minimal, as would be expected for this locomotive's working conditions.

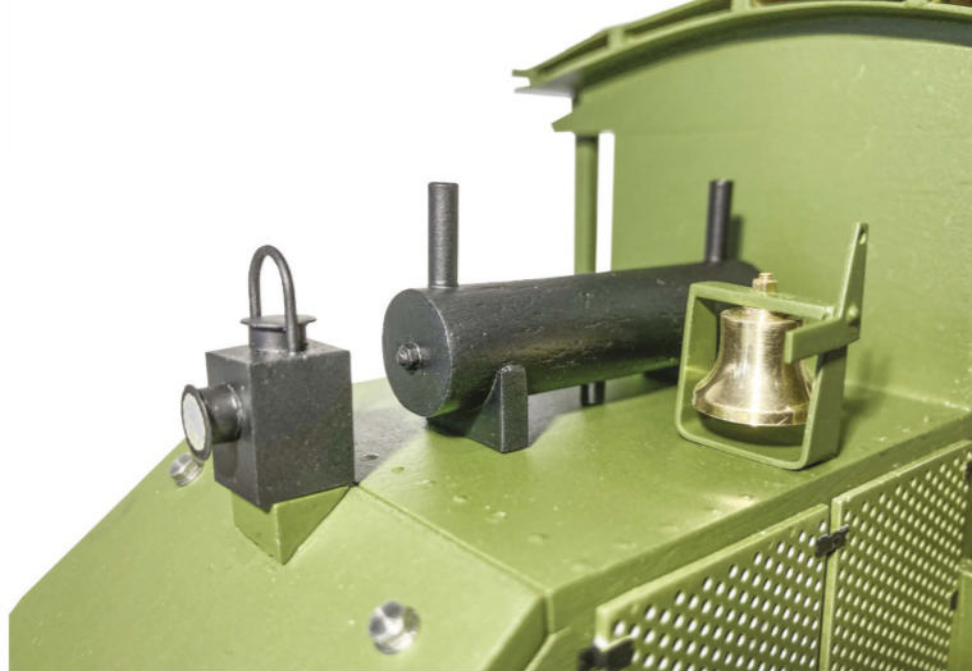
Power and control of the locomotive is provided by a 10 cell 12v AA battery pack with a Micron MR603b radio control receiver. This combination provides in excess of two hours running and will haul a significant load. ■

Garden Rail Resource

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

The Mesh Company
Farrell Street, Warrington, WA1 2WW
www.themeshcompany.com

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



Drilling a cylinder to take input and two exhaust pipes at the point of maximum diameter, so they are all inline is difficult. To make the exhaust/silencer, input and exhaust pipe location holes, they were measured and drilled first on a rectangular piece of timber, then turned in the lathe four-jaw chuck to form a 13mm diameter cylinder, and pipes then glued in place. The locomotive lamp is made from a 10mm wood cube, 3mm brass tube, styrene disc, and brass wire. The warning bell has been lathe-turned from 12mm bass rod and mounted on a brass frame.



The 10 cell 12v AA cell battery pack and Micron MR603b RC receiver/speed controller are loosely stowed inside the engine compartment. I also use the chassis with a second locomotive body, a Ruston 48DS for occasional changes of locomotive. 10BA nuts are cemented behind the two retaining beams to secure the front compartment panel.

DIARY DATES

Date: 30 September, 2023

Event: Yorkshire Garden Railway Show

Venue: Barrow Hill Roundhouse Railway Centre, Campbell Drive, Barrow Hill, Chesterfield, Derbyshire, S43 2PR

Times: 10am to 4:00pm

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

Date: 12-15 October, 2023

Event: Midlands Model Engineering Exhibition

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

Times: 10am to 4:30pm

Web: www.midlandsmodeleengineering.co.uk

Date: 28 October, 2023

Event: Exeter Garden Railway Show

Venue: The Matford Centre, Matford Park Road, Marsh Barton Ind Estate, Exeter, EX2 8FD

Times: 10.30am to 4.30pm

Web: www.exetergardenrailwayshow.com

Date: 25 November, 2023

Event: Steam in Beds

Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, LU6 2DJ

Times: 10am to 4pm

Web: www.bag16mm.org.uk

Date: 2/3 March, 2024

Event: Midlands Garden Rail Show

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

Times: 10am to 4pm

Web: www.meridienneexhibitions.co.uk/events/midlands-garden-rail-show

Date: 27 April, 2024

Event: National Garden Railway Show

Venue: Stoneleigh Park, Kenilworth, CV8 2LG

Times: 10am to 5pm

Web: www.nationalgardenrailwayshow.org.uk

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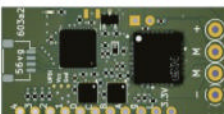
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Societe National des Chemins de Fer Vicinal - the Vicinal

Scratch-built G scale trams are unusual. Martin Eady talks us through a selection.

Belgium had a very extensive network of metre gauge tramways that carried passengers and freight through rural areas and into towns.

The busier lines were electrified, but many rural lines were worked by steam and later by diesel trams. Most of these

rural lines were closed during the 1950s and 1960s, but the electrified lines along the coast and some in the Charleroi area continue to operate.

At the model tramway event at Crich Tramway Village, in August last year, the team exhibiting the Whiteleaf Tramway

presented the largest gathering of G Scale Vicinal models ever seen in the UK. There were 17 trams, plus various trailers and goods wagons, all scratch-built.

We don't have space to show you all the wonderful models, so here is a selection. ■



Number 9172 - An SJ Class car - a modernised version of the S Class. Model scratch-built in wood by Peter Gavin.



Number 9888 - A four-wheel standard car dating from 1930. Model scratch-built in wood by Peter Gavin.



Number 9084 - An S Class bogie car. It was a rebuild of a 1930's metal-bodied car. Model scratch-built in wood by Peter Gavin.



AR 117 - A wooden bodied diesel Autorail built by Martin Eady, with styrene body panels supplied by Jannik Schaeffner (Sammelbahn). Fitted with decoder and sound.



Number 6143 - A modern BN articulated car. Two of these were built in wood by Peter Gavin, but not finished. This one can be track-powered or battery-powered with radio control. The other unpowered car can be coupled to this one. These are the standard cars now in use on the Vicinal.



AR 195 - A metal bodied diesel Autorail built by Adrian Nicholes in Plastikard. Fitted with a decoder and sound.



The Midsummer Garden Railway - Grand Ideas

Rex Mounfield continues to extend his garden railway with inclines.

At the end of 2020, I was the proud owner of a completed, dog bone-shaped garden railway. Since then, we have had a very snowy winter here in Norfolk, which was not wasted as my wonderful wife, Janet, had kindly bought me some lovely locomotive and rolling stock kits for Christmas. This was, of course, her attempt to keep me occupied and out of her way during the winter, and it seemed to work until the weather started to improve slightly and I reappeared in the garden again. There, I wondered what could be

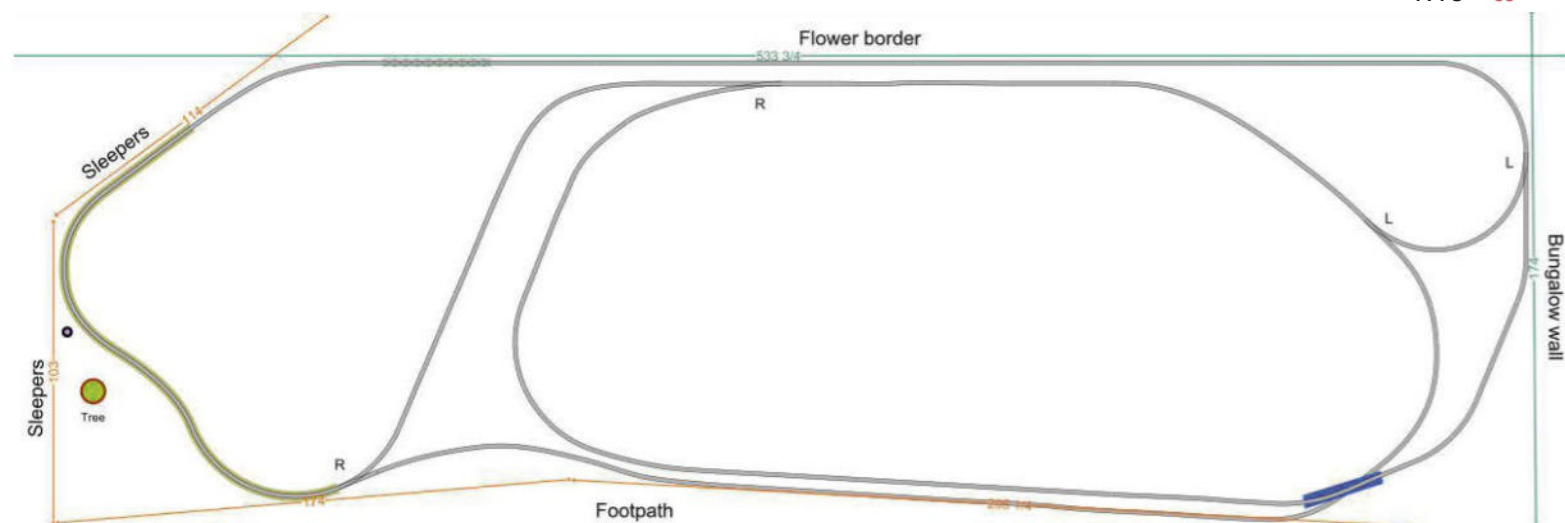
done to the Midsummer Railway line to make it 'better'!

Once more, I settled down with my trusty AnyRail computer program and started to wonder what sort of extension could be made to the line. I was, at the same time, making an inspection of the toll the weather had made to the work of my first year of railway building.

At the time, the line was built on baseboards of WBP plywood. According to the internet, it appears that WBP means 'Weather and Boil Proof' and I am here to tell you,

no it isn't! Of course, I don't know about boil proof, but it definitely isn't weather-proof, as it started to delaminate after just one winter. This didn't really matter when I originally laid the railway down as I didn't actually expect to enjoy the running of little engines as much as I had, and so not only did I want to extend the line, but I also had to consider a better, more long-lasting way of building the rest of it.

By now, I was once again a regular reader of *Garden Rail*, thanks to Janet buying me a year's subscription for a Christmas present,



Planning the layout full-size using bamboo canes.

so I had whiled away a happy winter and early spring with these to read, and finding out how to improve things. Now, with the weather improving, I wanted to be out there with my garden railway once more.

In the pages of *Garden Rail*, it seemed that some builders opted for building their track on decking boards, basically planks with grooves in, the benefit is that these are intended to be outside and so are pressure treated, which seemed like a great idea. As I didn't want the light colour of the decking boards as supplied, I decided to add a coat of brown Cuprinol (other preservatives are available) to make the planking less noticeable in the garden.

I had already shown management my plans for the new extension, and although Janet said she had no idea what I was on

about, she also said I was just to go ahead with it.

She does understand these things really, but I think what was confusing was that I intended to spring all of the points so that, when the engine approached them as a facing point, the point would ensure that the same route was always taken, but when pushed through from the trailing side the spring would still keep the route that it was meant to. Yes, yes. I know this sounds odd, and she has your sympathy, but if I could make this work it would mean that once you let the engine go it would travel over every piece of track at least once before it found its way back to you.

At this stage, please look at my plan - L indicates that the point is sprung left and R that it is sprung to the right. If you follow it

round, you will see that I have achieved my aim of covering all the track at least once if when you let it go you are at the footpath edge.

Of course, as this is only on paper, all this depends on a couple of factors

1. Can I make the points keep springing back to the same direction? Well, of course any point lever should do that, shouldn't it?
2. Can I make the lines on slopes work so they go over/under a bridge when I haven't got a very long run up to the bridge, due to the fairly close proximity of the points?

Oh well, we can cover those problems when we get to them. Can't we?

I decided that I would do the long straight down from the newly-installed bridge, and



Construction starts, with the foreman looking on.

round to the farthest point first, as this would give me some practice with cutting and fixing decking, and also with how to work out cutting curves in straight planks. This would also allow me to still be able to run a train or two as the original line would not be broken into too soon.

Cutting the curves was not too bad, and in general, I had more room to form a curve than I thought, so work progressed well. Once this was completed, I went to the other end of the bridge and finished the line round to the new point that I then put in the bungalow end balloon loop. All this time, I left the points sprung in the direction of the old line and so was still able to have a steam up, and I used my lovely electric engine, Stumpy to check that locos could go up and down the slopes I had made, and yes they could.

Eventually, I had to lift some of the old line to be able to start the downhill work to go under the bridge, and, as I cut into the turf, it occurred to me that I should really check what depth I needed to dig down to. Of course, this was, by its very nature, a

compromise between the locos being able to get under the bridge, and that they could also climb up the slope back to the normal level of working.

By digging out the track bed a little more and then offering up a makeshift gauge made up of a piece of decking, a piece of track and then topped off with my steam engine, Silver Lady, I was eventually able to agree that the whole lot could go under the bridge. I will admit that, until I saw her run under the bridge without any problems, it still gave me sleepless nights!

Now it was time to put in the longest piece of straight on the line along the edge of the path, but I had an idea that I would like it to have a 'mock' granite bed for this section. I laid the track board and track, then an edging around the upright piers of the rising track going to the bridge and a bit beyond; this was followed by a layer of weed suppressant membrane and topped off with several bags of granite, offering a result that I hope you agree is quite pleasing and railway like, sort of.

I continued to complete all the circuits

and place points where needed, but still kept them with their original Peco springs until the whole railway was completed.

Now it was time for testing, initially with a push-along trial, which seemed to show that Silver Lady would indeed go under the bridge. Buoyed up by this success, I quickly steamed her up and very gingerly drove her under the new bridge, to tumultuous applause. Then, still with care, we drove her all around the track and found she managed the climb up the slopes to go across the bridge with comparative ease, it was perhaps the downhill that seemed the most worrying initially, but with care, I found that just dropping right back on the regulator allowed her to steadily continue her journey, instead of running hell for leather as she had done the first time. Even with the few trucks I had available, Silver Lady dealt with it all admirably.

When she ran out of steam, I put her aside to cool, and put dear old Stumpy, our battery-driven diesel engine, on the front of the trucks and set her off to enjoy the full journey for the first time. Of course, you



Track testing with 'Silver Lady'.

have all worked out what happened and I am ashamed to say it hadn't even occurred to me, I thought that Silver Lady would be one of the tallest engines around - I can now tell you she is one of the lower engines that I have come across.

Fortunately, Stumpy was a slow engine, so he suffered no damage, but this meant my fleet of locos was down by half, which was not good. Yes, I was making progress with the kits Janet had given me for Christmas, but finishing those was a task I wanted for after the line was completed.

What to do, what to do? Well, I had bought the loco from Anything Narrow Gauge and so I gave Simon a call and at once he said he would have it back, so that was the first worry gone. Now began the search for a lower loco and now I found out how many tall loco's there are out there!

The next railway task was to sort out the points operating in the right direction. I purchased a couple of different point lever kits but, once assembled, they would either fall over onto the direction the loco had just taken, or if I added more weight to the lever

they would then derail the loco or the rolling stock unless I put some horrendous amount of weight in every piece of stock. It seemed I would have to find my own solution.

As I wanted the point blade to spring back to the same place each time, I started messing around with heavy wire and springs, but either I didn't have the right kind of springs, or I didn't have the means to fix it all. Eventually, I found that by using some heavy-duty bent sprung wire (it seems piano wire is the best I could find), I could make a fixing point and screw the wire in place on the decking and, by careful adjustment, I could make the point blades return to the same place all the time. This did mean I had to remove the Peco inserted return spring out of the point, but once done, I had achieved the auto return I was looking for.

Now I could try out the full route without moving from my seat, and yes, after a bit of adjustment to the springs for the first few runs, I had a working circuit.

What was left then was to lift all my original track, relay the plywood with decking boards and relay the track, which I

completed over the next few weeks, and we had a complete railway circuit.

At this stage, there was nothing more to do but invite other 16mm modellers from around North Norfolk to come and try out our railway, and this we did.

We had several wonderful open afternoons and some lovely locomotives came along to try out our line. All of which coped with the inclines admirably. Of course, I did have to let all our visitors know that nothing over 150mm in height would be able to visit, but they still arrived and seemed to enjoy the quirky layout of the MidSummer Garden Railway. ■



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

GRS PECKETT FOLLOW-UP

As some readers may be aware, some of our Pecketts have experienced troubles. As a precaution, we have written a letter to all customers, not just those who have reported issues, to have these changes made to improve the running and give extra detail.

Below is the list of modifications, which we carry out on all the Pecketts. All work will be completed in 6-8 weeks.

- Displacement lubricator – Move the oil delivery pipe to allow for a better mix of steam and oil before splitting to the cylinders
- Gas Burner - Modify the poker burner to generate more heat. (To keep up with steam demand.)
- Changing reverser to higher Stephenson's drop link
- Changing the buffer beams to give correct height for chopper coupling use (not required if using hook and chain)
- Adding springs into safety bonnet

GRS will always support all our customers and if any changes to our steam production is required we will always meet the customer's requirements when any issues arise.

Matthew Adamson
Garden Railway Specialists

Update: Just as we went to press, GRS informed us that over 50% of the engines have been modified and the rest are being sorted right now.



REGNER HEAT SHIELD

Nice to see my article about the Paul heat shield has made it into print. Graham Austin, the UK Regner agent, has just informed me that Regner has done away with the slot in the front of the smokebox, so there is now no danger to the spring on the motor block. The burner has also been modified to a different shape, presumably to stop the flame from being so fierce.

Mike Wakefield

BATTERY POWER?

I have just read Gordon Pryor's query regarding battery power in OO gauge locomotives and its feasibility. I have a garden-based OO gauge layout. Faced with the daunting prospect of track cleaning around the track outside, I decided to convert my OO gauge locomotives to radio control and battery power.

I use Micron radio control transmitter and receivers. 12v LiPo batteries are installed in wagons or tenders along with the receiver. Miniature radio control plugs and sockets allow interchangeability between different locomotives and also access for charging the batteries. Wheel pickups are disconnected and the motor wired directly to the receiver. There is plenty of information regarding installation on Micron's website. The radio transmission range is excellent and I can operate the trains in the garden even when I'm in my garage.

Hopefully, the above information is of interest to Gordon and anybody else who wants glitch-free running of OO gauge locos.

Paul Boneham



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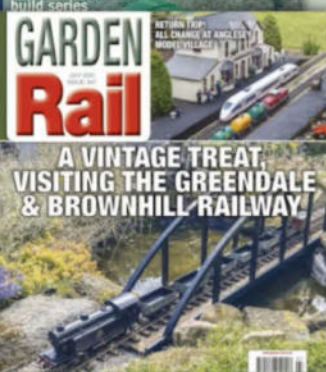
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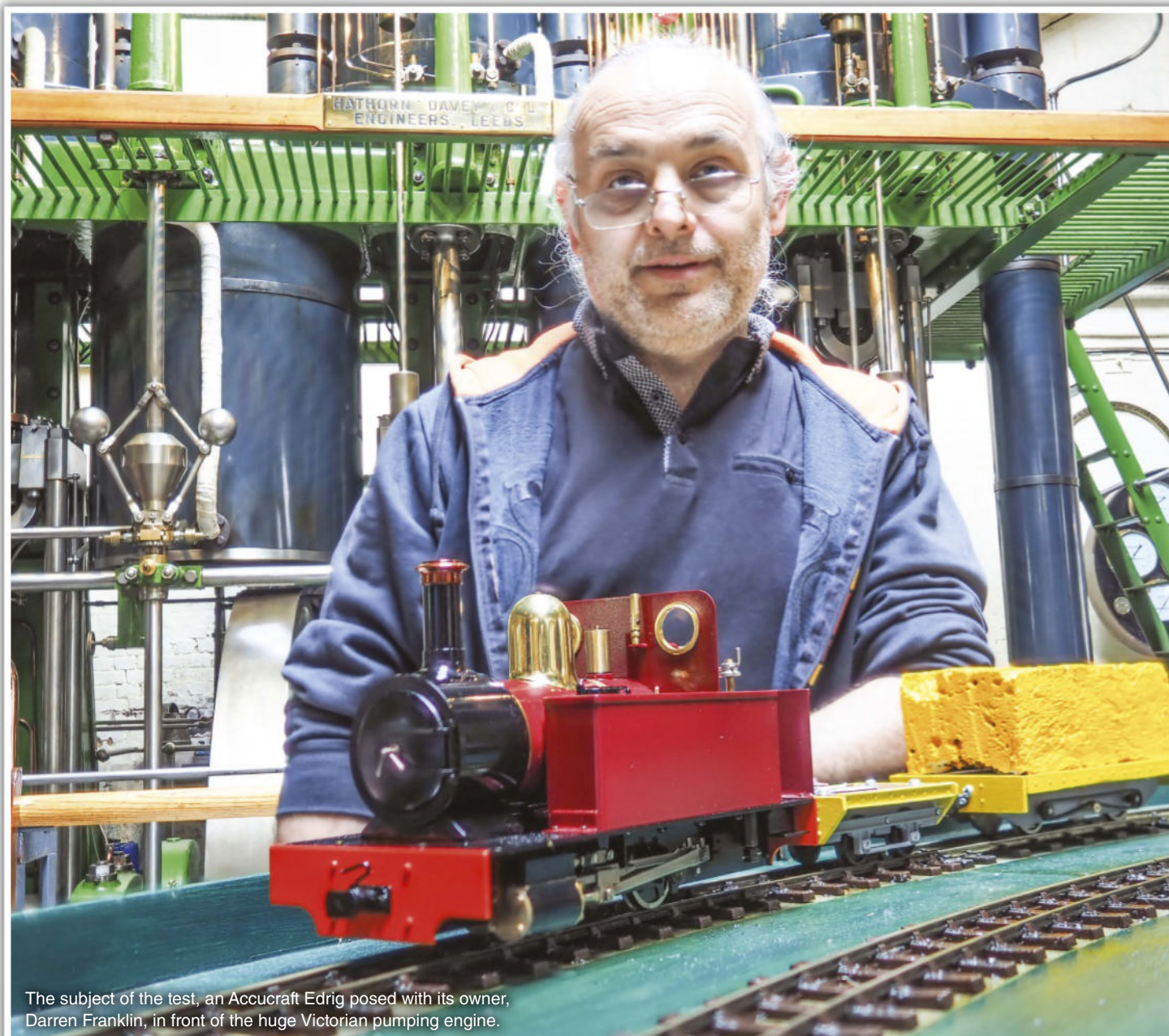
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The subject of the test, an Accucraft Edrig posed with its owner, Darren Franklin, in front of the huge Victorian pumping engine.

Steam Power

Dave Skertchly measures the power of a steam locomotive, well almost.

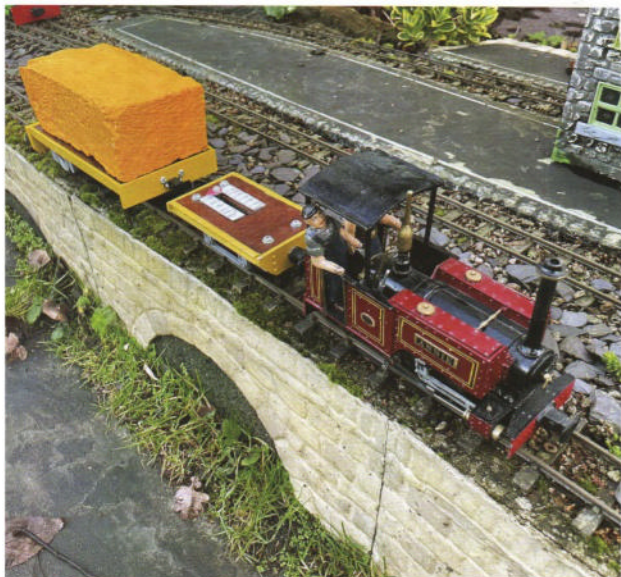
It was back in *Garden Rail* in April 2022 that I first shared the results of my experiment to directly measure the power of a model locomotive using a dynamometer. I was inspired by those trail-blazing Victorian engineers from the Industrial Revolution. The development of steam power and locomotive power, in particular, was actually the first time in history that the new discipline of science had been applied to real life. That new skill of applied science was to be called engineering. It is fascinating to follow the development of engineering from the founding of The Royal Society in 1660, with its polymath *prima donna*,

Isaac Newton, through time, identifying historic names such as Newcomen, Watt, Trevithick, Stevenson and Brunel, to Robert Fairlie and the Sainted Charles Easton Spooner, in turn; never let it be said that I am biased in favour of the narrow gauge!

I had hoped to measure the power of a live steam locomotive live, as it were, at the National Garden Railway Show at Peterborough, but it seems the stress of running eight locomotives at a time on a single circuit would not be eased by a slow-moving locomotive going round and round hauling a yellow painted house brick accompanied by a nutcase (me) brandishing a stopwatch, camera

and notepad. All was not lost, that's what friends are for, and a week later, I received an invite from Andrew Barnard, egged on no doubt by Darren Franklin, of the London Group of the 16mm Association. Would I like to try again at a steam up at the London Museum of Water and Steam at Kew? The omens seemed good and we would after all be surrounded by inspiring Victorian steam power.

The first question most people ask is not about the cutting-edge technology, they ask instead why the house brick is painted yellow. The answer is health and safety; a house brick dropped on your toe could cause serious injury, so painting the brick



Power to the People

Dave Skerchly sets out to calculate the power of his locomotives and starts by making yet another working wagon, this time a brake wagon.

My first article on the subject appeared in April last year. You can buy backnumbers from the store on www.world-of-railways.co.uk

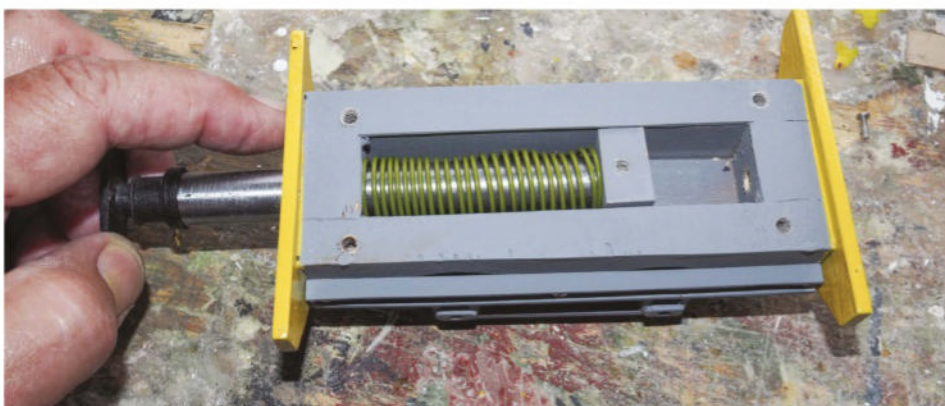
yellow results in a significant risk reduction. Well, maybe.

Just as for real Victorian dynamometers, as used by the engineering works of the railway companies, my dynamometer comprises a brake to apply a load and a means of measuring the drawbar load, both hauled by the test locomotive. To measure the power, I needed to find a way to apply a consistent load and measure the speed of the locomotive under test, the power in watts being simply the speed in metres/sec multiplied by the drawbar load in Newtons (1/10th of a Kg roughly). The speed could be measured by timing between markers, that's easy. The load could be applied by hauling a load uphill, but my layout is substantially flat. Another way would be to measure the load as the train accelerates, but acceleration means a change in speed (dv) rather than a constant speed and that means complex sums, so we could forget that too! The alternative was a brake. To ensure that the wheels did not slip, the brake would need to be heavy and all four wheels would have to be braked to maximise friction. The engine must slip before the brake, hence the brick!

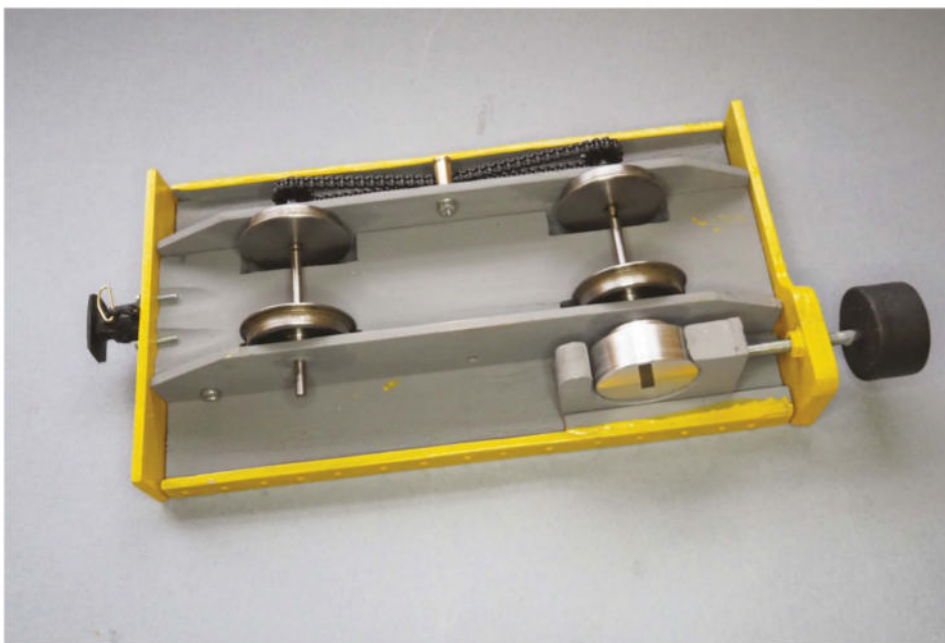
Well, what happened? I applied the brake, Darren opened the throttle and Edrig started up, and didn't move, the wheels slipped. Despite cleaning the tracks with paraffin and diesel, they were slippery. I backed off the brake and Edrig set off at a stately pace billowing steam as the wheels spun. It was evident that, if the wheels had gripped, Edrig would easily have coped with the 200 grammes (yes less than 1/2lb)



Just as in real Victorian dynamometers, as used by the engineering works of the railway companies, my dynamometer comprises left to right a brake to apply a load and a means of measuring the draw bar load hauled by the test locomotive. Of course, when faced with this high-tech scientific equipment, the first question most people ask is why the house brick is painted yellow.



The method for measuring the drawbar load is a simple homemade spring balance built into a truck and carefully calibrated.



To measure the power, I needed a brake. To ensure that the wheels do not slip, the brake would need to be heavy and all four wheels would have to be braked to maximise friction. The engine must slip before the brake!

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drawbar load. I timed the locomotive along the straight for an average of 3.1 metres in 14 seconds.

Then, I reduced the brake to give a drawbar weight of 100g (rather less than 1/4 lb) and Edrig speeded up slightly but still slipped. It was evident that Edrig could pull more if only the wheels would grip. I feel that Edrig could pull two or three times the load with ease, maybe you agree?

I entered the results into my spreadsheet and was pleased to find that the performance on greasy tracks was still respectable at around five 10 thousandths of a horsepower. Had the tracks been clean and dry, Edrig would have easily outperformed my IP Jessie. I had spent some time pleasantly discussing with Andrew the way in which he had carefully set up the bearings on his rake of slate wagons and Ffestiniogg coaches. His rake of 14 trucks didn't even register on the dynamometer, so proving that on a level track, it is all about the bearings.

As I sit on my rustic park bench outside the Sheep Shearers Arms, I sip at my pint of fine Auld Phagbutt and realise, with some satisfaction, that we have discovered for ourselves just what those Victorian pioneers had deduced. Steam engines produce lots of power, the trick is getting it onto the tracks and that means friction. Friction is directly proportional to the weight on the wheels. Since the point load on the track is limited by the type of track and the track bed design that means more wheels or maybe working sandboxes.

The monstrous fixed wheelbase locomotives of the mainline companies were not an option for the Spooners and the Ffestiniogg railway with its twisty turns, so necessity led them to invent the iconic Fairlie design. I have reached the end of my investigation, or have I? With mischievous intent, I wonder whether anyone with a Fairlie or Garratt model fancies hauling a house brick - or two?

Finally, this is sure to spark some comments so letters to the Editor please, maybe with the collective brains of *Garden Rail* readers, we can advance science? ■

You can see and hear a video of Edrig running under the dynamometer load: youtu.be/TZCCqag6AIQ



Darren fires up his Edrig

Coefficient of friction

$$f = \mu N$$

Friction force

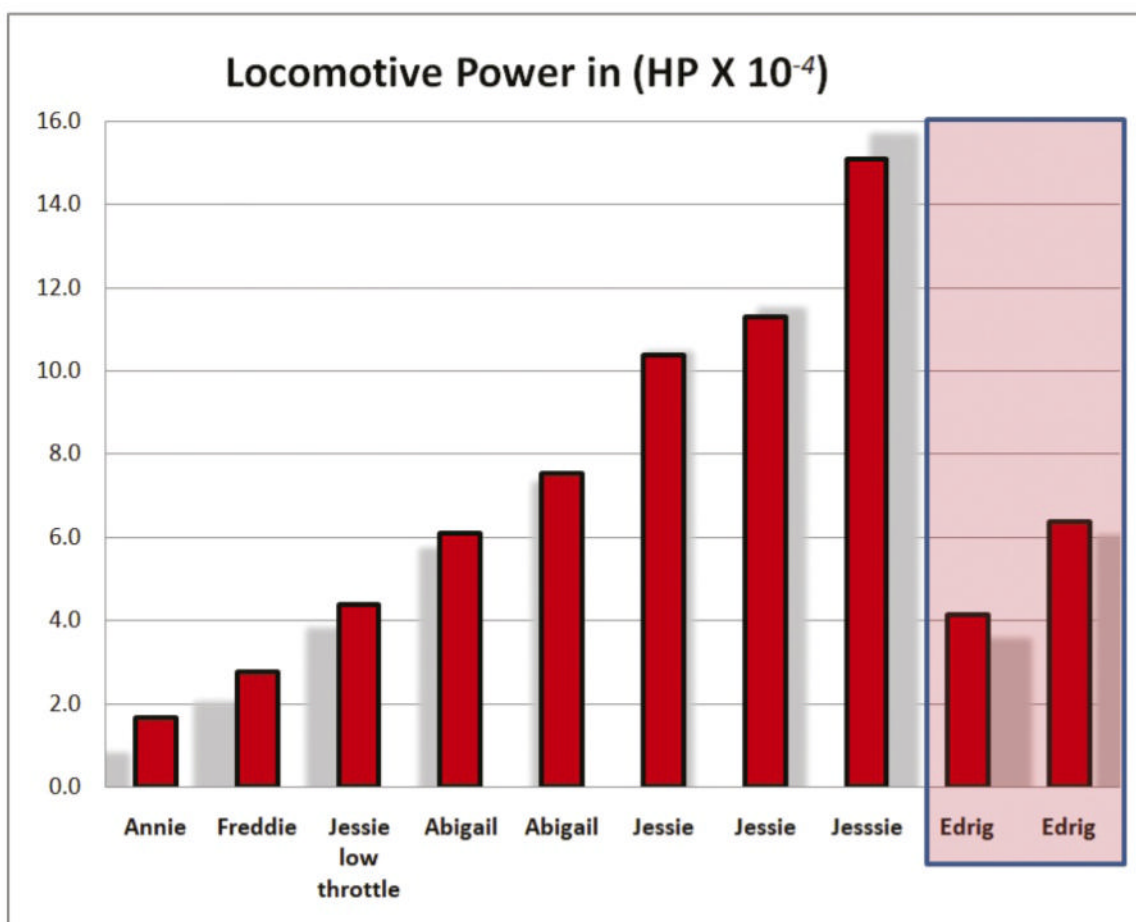
Normal force or weight on the wheels

“ Friction is directly proportional to the weight on the wheels ”

Power Analysis Results sheet

	Drawbar Load (Kg)	Force (Newtons)	Time to travel 3.15m	Speed m/sec	Power (Watts)	Power (Horse Power X 10 ⁻⁴)
Yard Shunter	0.08	0.78	25.00	0.13	0.10	1.3
Penelope	0.05	0.49	14.00	0.23	0.11	1.5
Annie	0.08	0.78	20.00	0.16	0.12	1.7
Freddie	0.10	0.98	15.00	0.21	0.21	2.8
Jessie low throttle	0.20	1.96	19.00	0.17	0.33	4.4
Abigail	0.25	2.45	17.00	0.19	0.45	6.1
Abigail	0.40	3.92	22.00	0.14	0.56	7.5
Jessie	0.20	1.96	8.00	0.39	0.77	10.4
Jessie	0.30	2.94	11.00	0.29	0.84	11.3
Jessie	0.40	3.92	11.00	0.29	1.12	15.1
Edrig	0.10	0.98	10.00	0.32	0.31	4.1
Edrig	0.20	1.96	13.00	0.24	0.48	6.4

I entered the results into my spreadsheet (the results are highlighted in red) and was pleased to find that the performance on greasy tracks was still respectable.



Adding the results to those of my other locos, steam isn't that impressive. Maybe it's all about oily rails?



Roundhouse Engineering Harrogate

Matt Acton takes a look at the latest locomotive from Doncaster.

The prototype Peckett number 2050 was a one-off locomotive built for the Harrogate gas works in 1944, when both of its current locos started to fail. It was originally built with a very squat cab for its limited tunnel clearances, which gave it a very distinctive look.

The long saddle tank covers the smokebox, the front section being dummy, presumably so the water space didn't encompass the chimney and heat the water space. The Peckett was the sole working locomotive on the line until 1949, when the line acquired a Drewry diesel, and it last steamed in 1955. In 1957, it was acquired by the Ffestiniog Railway (FR) and stored, work was started on the loco in the 1980s to make it suitable for the railway. By this time, the FR had acquired more suitable motive power and the loco was sold to Bill and David Best of the Bredgar and Wormhill railway. The loco arrived there in 1989, where work commenced on overhauling the loco as well as fitting the more conventional Peckett-style cab and raising

the chimney height. After a while, the loco was found unsuitable for operations and in 2004 was sold to the then fledgling Statfold Barn Railway.

The model itself is a very accurate representation of the prototype as it stands today at Statfold Barn. The model, with its characteristic full-length saddle tank, has a wealth of detail and castings. It should be noted that this is a pre-production model, production versions are under construction as you read this.

On top of the saddle tank are the recesses for the safety valve and water filler, these are hidden by the removable tank filler and dome, which has a nicely turned set of dummy safety valves and whistle. Under the tank, there is a copper balance pipe as per the prototype and towards the rear the injectors. Forward of these are the one-way valves that sit against the boiler with the shut-off valve behind them.

The running plate houses four nicely cast sand boxes (two each side) with a rerailing jack one side, and mechanical lubricator

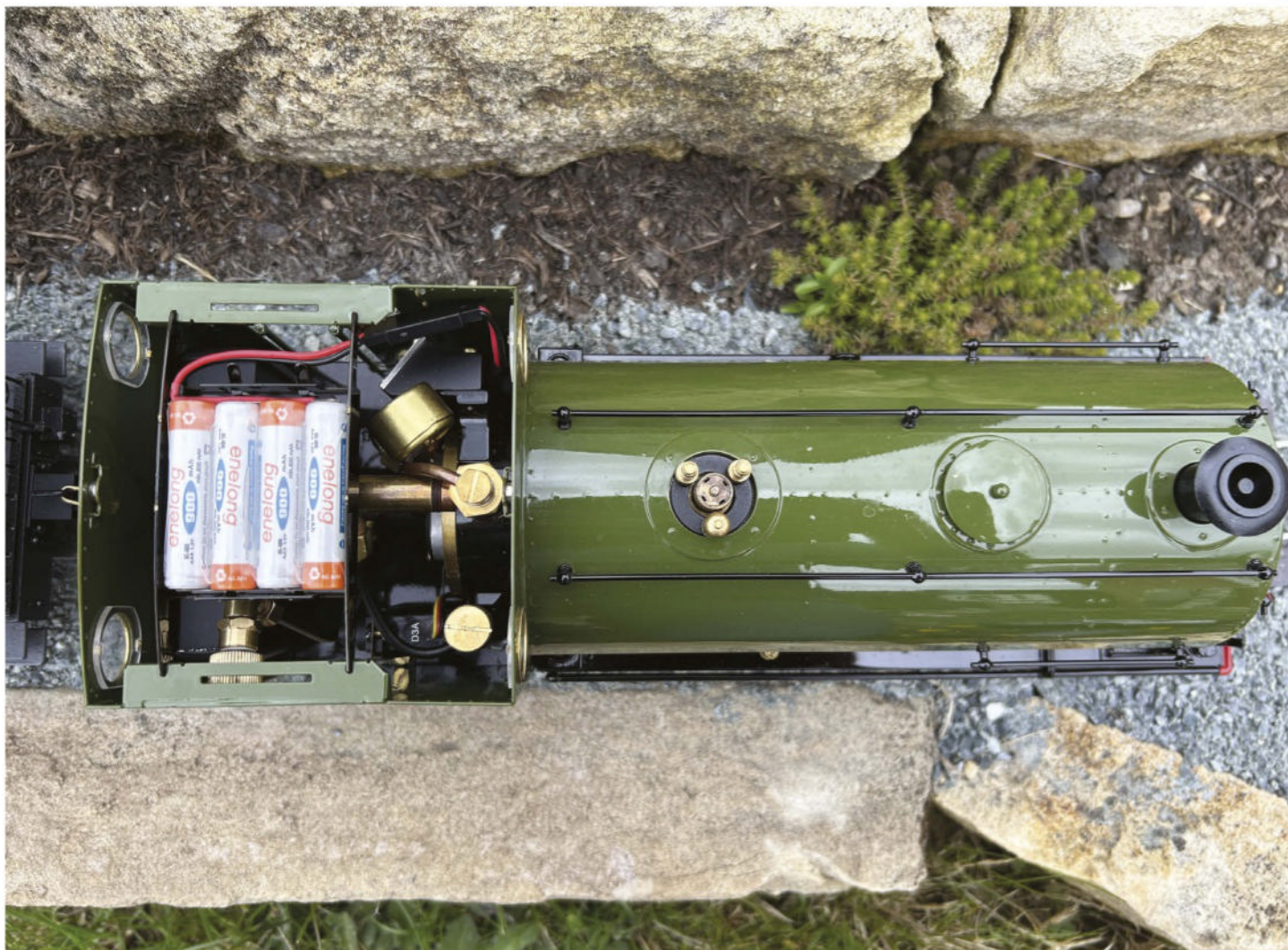
the other. Down the right-hand side of the footplate runs the vacuum pipe with the vac bag connectors on the front and rear bufferbeams. Again, this is all excellently modelled and true to the prototype, as is the ejector casting on the smokebox side and smokebox door and dart castings.

The bufferbeams feature the multiheight coupling box castings, and a Ffestiniog pattern faux chopper coupling suitable for the normal three-link chain.

Bodywork is of the normal Roundhouse standard, all very crisply etched and assembled. Rivet detail is there, and in the right places, though not quite as numerous as on the prototype. This can be forgiven, as there are hundreds on the real thing!

The eagle-eyed may have spotted that on the front of the saddle there are only six vent holes, whereas the prototype has eight, this will be corrected for production.

Under the footplate, you get the normal Roundhouse uses for all of its internal valve gear models. This is tried and tested on vari-



The cab is generous, but in model form, there's still a lot in there.

ous models and works like a Swiss watch providing a very reliable drive train.

The cab is very large and airy, the gas tank sits to the rear, and is of considerable volume, the regulator sits in the right-hand side doorway. In front of this in the cab is the servo for the regulator and the displacement lubricator.

Down the opposite side sits the water gauge frame and pressure gauge, under the footplate is the RC power switch. The loco utilises the standard FG-type burner used in all the internally fire models. The RC Batteries sit in a cradle above the cab controls under the roof and the reverser servo and RC receiver are neatly tucked under the cab floor.

Loco prep is the same as with most Roundhouse locos. First, fill the boiler with the pump bottle through the Enots filler under the dummy water filler on the saddle tank. The water gauge needs to show between half and three-quarters of a glass. Should you ever need to remove the Enots valve, Roundhouse will be supplying a tool with the loco to do this, as clearance is a little tight to get a regular spanner in.

Lift the cab roof, this, as with most of

the modern designs, lifts clean off, and uses magnets and locators. Drain and fill the lubricator with 220-grade steam oil, the drain is sighted under the footplate. Then, fill the gas tank, making sure the regulator for this is closed, let the gas overflow disperse, open the regulator, then light over the chimney.

The loco takes about five minutes to get up to pressure, depending on how full you have the boiler. After the safety valve starts feathering, open the regulator and after a few shunts backwards and forwards to clear the condensate, the loco bursts into life.

As with all Roundhouse locos, the control is very smooth, the model reacting nicely to the RC commands, and will run at a realistic pace. Up front, the now commonplace exhaust pipe is fitted, which, as well as directing the condensate over the track and not the loco, gives a nice chuff.

After a few laps light engine, I turned the gas down and hung a train on the back. It hardly noticed it was there. It's quite clear the model has a good amount of tractive effort, and being an 0-6-0 is nicely balanced on the rails.

My line is fairly level, with a short 1:90 gradient, and 5' radius curves. I'm pretty

sure I could have exhausted my wagon collection and it would have still had more to give. For a better test, I took it to a few other railways featuring more challenging gradients. While the loco knew they were there with a train of seven heavily weighted wagons, it still made it up with very little hesitation.

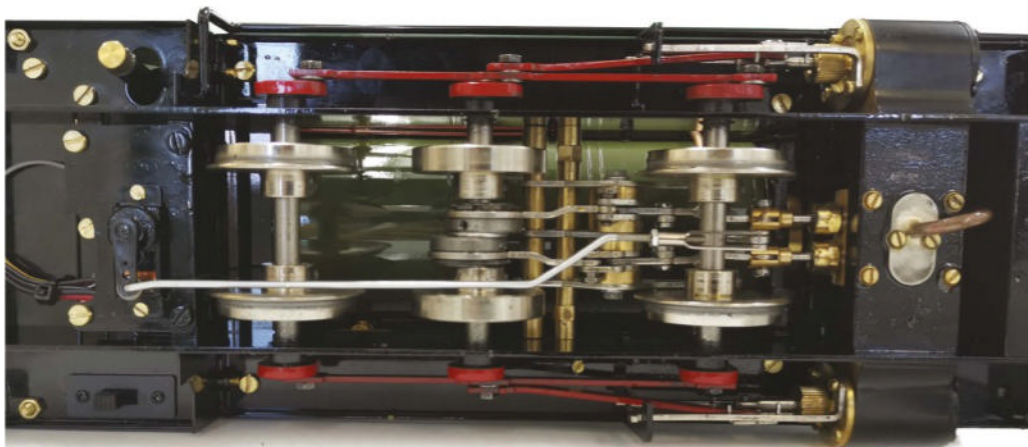
A tank full of gas will last about 40 minutes when turned down during running, and you will need to attend to the water once, about mid-way through to ensure the level is kept up. I waited until the water had started boiling, then turned the gas off, refilled the tank and relit. This gave a good 40 minutes steaming time, and I attended to the loco little and often with water. You can have the burner turned down whisper quiet in most circumstances, and the loco will easily hold the pressure at 30-40 psi. I did have to turn it up slightly when really testing it on the gradients, but it was pulling much more than the average train. Once run in and familiar with the loco, you are going to get plenty of long and faultless runs with this model.

With its low stance, long tank and powerful looks, in my opinion, this is one

of the nicest looking locos on UK narrow gauge. The model really does it justice coupled with the Roundhouse build quality, and tried and tested reliability. I really look forward to seeing these out and about on garden railways in the near future. Another superb loco, well done to the team at Doncaster!

What I do find quite ironic is where the prototype is a Bristol-built loco that worked in Yorkshire, we could now have the miniature versions built in Yorkshire and potentially going to work in Bristol!

The loco is available to order direct from Roundhouse, or through any of its listed dealers. It is available with the standard 'stick' control RC, or the Fosworks type controller, and is fully regaugable between 32 and 45mm gauges. ■



Looking under the cab, we can see the internal Walschaerts type valve gear. (Photo: Roundhouse)



Garden Rail Resource

Roundhouse Engineering Co.Ltd.
Units 6-10, Churchill Business Park,
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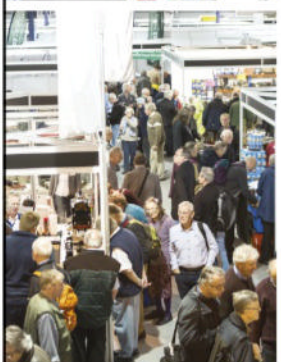
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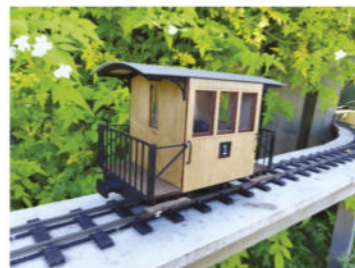
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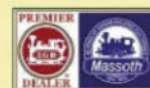


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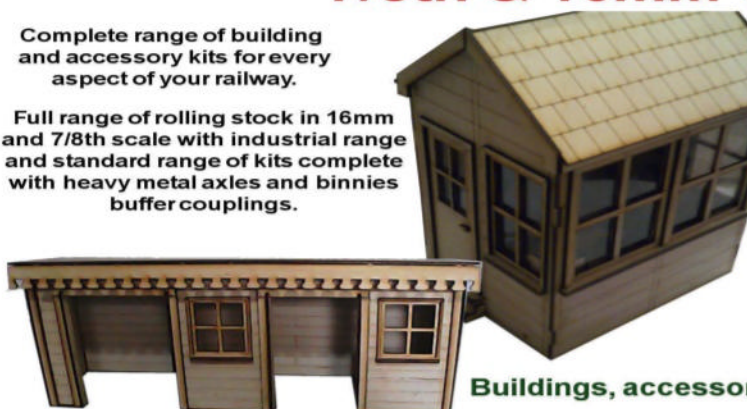
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THE TRAIN DEPARTMENT

1/20.3 scale Baldwin 6-10D 0-6-0

These locomotives were standard designs for order from Baldwin that appeared on many different railroads. 'Chas Kohler', construction number 7362, was ordered in June 1884. Built for Challenge Mills in Yuba County California, it was their first locomotive and was used to haul flat cars of slab lumber and logs.

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Tender engine: \$2550

Saddle tank: \$2350

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ACCUCRAFT UK

1:19 scale (16mm) Bagnall 0-4-0ST

Encouraged by the success of the Quarry Hunslet, for 2024, based on their 7/8ths version, Accucraft has decided to shrink the Bagnall saddle tank too.

With its stepped boiler, they believe the little locomotive should have ample run time and will be available in either 32mm or 45mm gauge.

Fitted with simplified Walschaerts valve gear, a removable cab roof and choice of chimneys.

We will be bringing you full details when they are available.

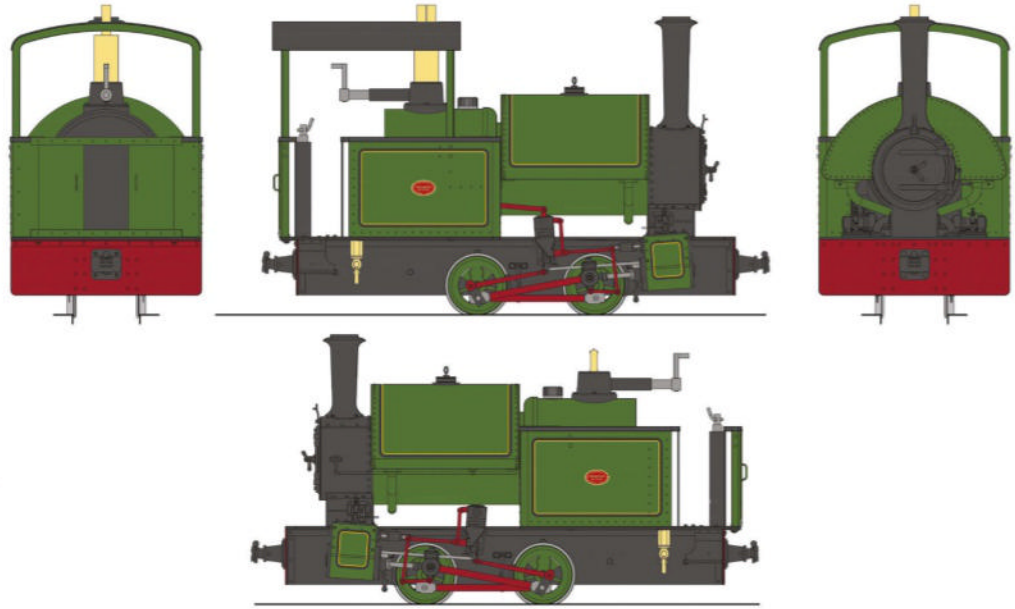
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BOLE LASER CRAFT

16mm scale Grounded Van Body

This 1/19 scale kit is based on a sight so often seen on narrow gauge or light railway. An old van body up on bricks being used as a store, office, or even as a tea stall.

The main structural parts of this kit are laser cut from 3mm poplar plywood, this includes the exterior wood framing overlays, which are one piece to ease construction.

The pre-curved roof overlay is vacuum formed HIPS sheet, which has the virtue of being completely rainproof.

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Let's get trolleyed!

Mark Thatcher offers us a mini-review of Coach & Wagon Works' new 16mm platform trolleys and crates.

Lazy Sunday afternoons are great for getting trolleyed, don't you think? Only last Sunday, it was time to crack open, not a tinny, but five new bags to reveal three station trolleys and two packs of crates from Coach & Wagon Works (C&WW).

Firstly, there are two sets of crates, with four crates in each bag. One set of slightly larger crates, labelled 'TNT', and the set of four slightly smaller crates labelled with one of each of the following drinks: rum, whisky, brandy and gin. These make perfect accessories for the three trolleys as well as quite an explosive combination! All the kits offer the same slot and tab assembly method and are very easy to put together.

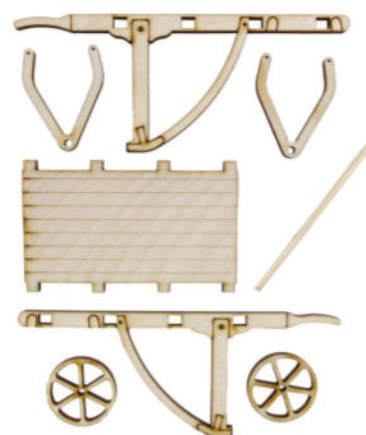
The sack trolley is the smallest of the three trolleys and arguably the cutest too. This kit is quick and easy to assemble, and all parts can be pre-painted prior to assembly as well. It is worth using C&WW Wood Surface Primer to seal in the grain prior to top-coating the item. I hand-painted all the components and the paint took very well to the sack trolley after it was well primed.

Next up was the luggage platform truck. This four-wheeler had a nice wooden base with scribed planked detail on the flat bed.

I stained this with C&WW Light Teak Stain, then drew in the planking in with a 0.5mm black Sharpie pen. This wood stained finish makes a nice contrast to the predominantly black and white finish of the rest of the model. You can either glue the draw handle and hinge into place, or, as I did, add a little wire to make this operational. A cocktail stick was included in the kit with this in mind, but I found 1.5mm wire easier to use. As the bed overlay was separate from the flat bed, I could easily paint this white first, then easily add that to the bed without risking any white paint being transferred to the stained wood of this model.

Lastly, the two-wheeled platform trolley. This had some nice etched detail down each side to help you locate the V hangers, that, in turn, support the axles and wheel assembly. Note the wheels actually go inside these V hangers.

All in all, these are great little models and are perfect to while away a few hours in model building room when you don't want to take on anything too arduous, but would like to see a quick result for your labours. So, when you have a spare few hours, don't go to the pub, just stay home and get yourself trolleyed instead! ■



Components of the luggage platform truck.

Garden Rail Resource

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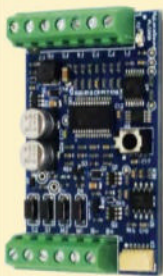
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From the Archive



We've a little space this month to look back at one of the many magnificent garden railways featured in the past. March 2019 saw us visit David Mercer's Springfield line, and enjoy this Silverton Tramway Class A locomotive passing over a waterfall. If you'd like the full story, back numbers are available from: www.world-of-railways.co.uk

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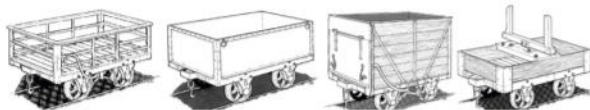
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Readers' Models



Please find enclosed photo of a G scale coach I recently constructed. The main body is made of 1.5mm plywood, the roof from aluminium sheet. It runs on LGB bogies and the couplings are LGB obtained as spares from a PS Models in York. Paint was from a Halfords aerosol, a Rover colour, after coating with sanding sealer and grey primer. The coach is inspired by the Corris coaches and is not a scale model. Photos were used to make a drawing to work from and be in line with other coaches I have made. Graham Lomax

My latest model, a Kitston Meyer built the traditional way, using custom etched brass parts with just a few resin details. John Campbell



My Hunslet was the first PDF kit that I built, and Peter was always on hand to offer help and guidance. It is fitted with a Locoremove and extra details, such as a removable roof and turned brass spectacle plates. The loco is named after my Grandad, whose nickname was 'Squib', with the works plate carrying his date of birth. George Winsall



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Inspired by P.D. Hancock, we visit the Conegra Road Garden Railway, built by Alistair Ross.

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The model is gas-fired and fitted with a water top up valve, water check valve, miniature pressure gauge and lubricator; constructed of stainless steel and etched brass with a copper boiler, the locomotive has an enhanced level of detail made possible by this scale including a brake stand / gas control valve, dummy water gauges and sliding cab-sheet doors. It is gauge-adjustable between 45mm and 32mm gauges. The gas tank is concealed in the left hand side tank with the filler hidden under a dummy coal load, the Goodall top-up valve is hidden in the dummy sand pot on the boiler. The estimated UK pre-order is £1795.00 and the model will be available direct from us or through our dealers. Phil Mason has very kindly arranged that every customer who purchases a model of *Diana* will be entitled to a free footplate ride on the prototype locomotive at the Amerton Railway near Stafford.



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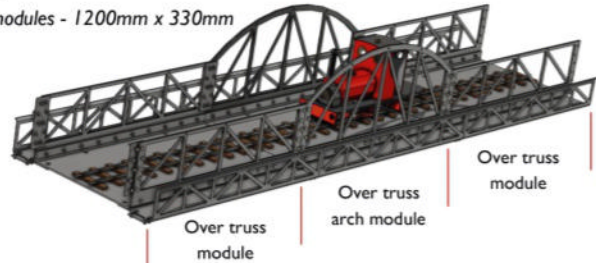
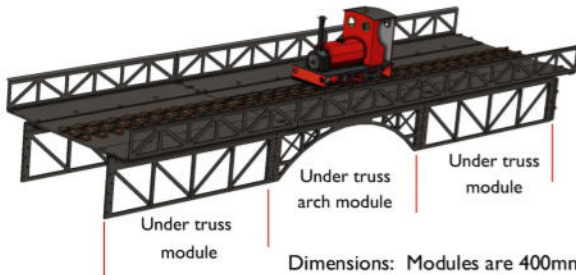
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LGB RhB Class Ge 4/4 I Locomotive

This is a model of a Rhaetian Railroad class Ge 4/4 I electric locomotive, road number 602. This is a reproduction of the converted locomotive with new ends. The red paint scheme and lettering are prototypical for Era VI. Four wheelsets driven by two powerful, ball bearing Bühler motors. The locomotive has an mfx/DCC decoder with many light and sound functions. It also has double-arm pantographs driven by servomotors that can be controlled digitally. The roof equipment is prototypical. Length over the buffers 54 cm / 21-1/4".

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