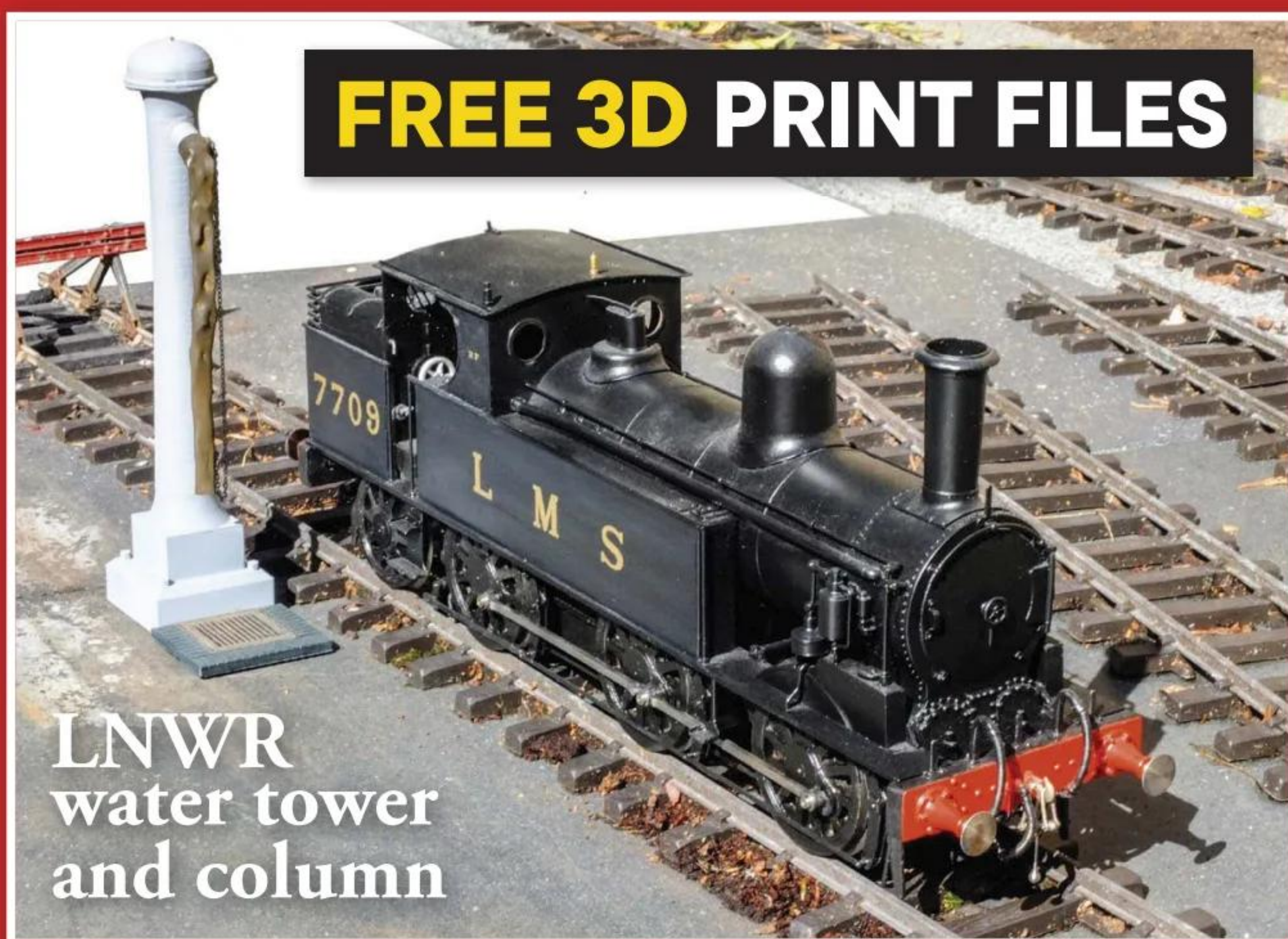


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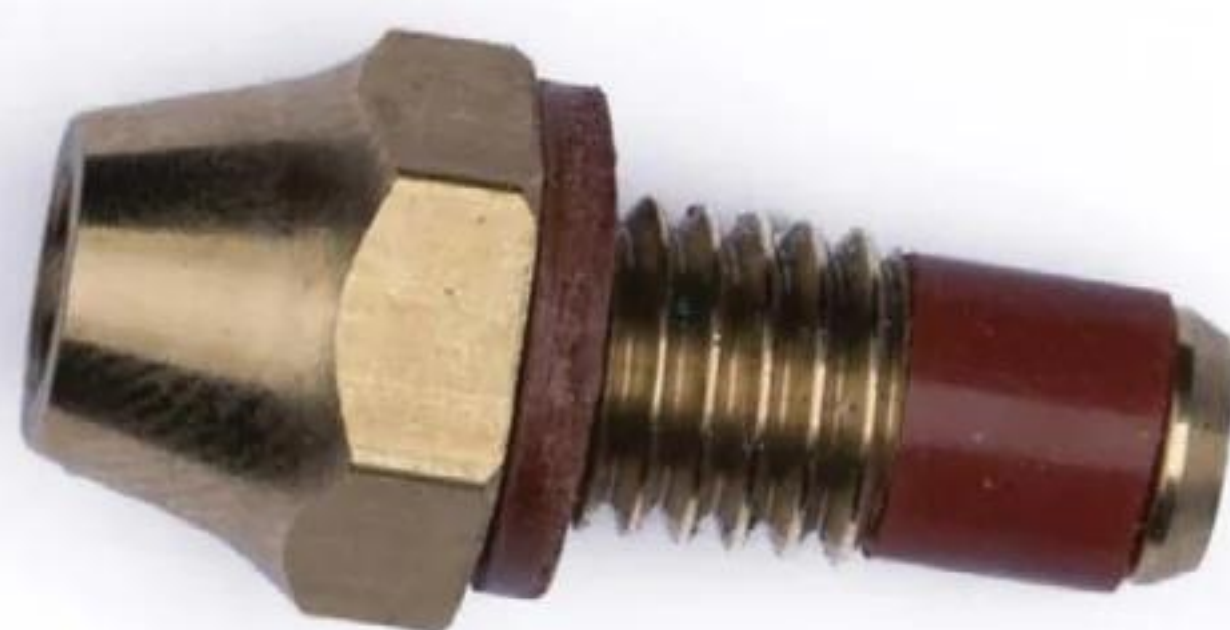
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YOUNG BLOOD

One of the rules we have to abide by when publishing *Garden Rail* is that when we use a photo of a minor, their parent, or guardian has to complete a form to say they are happy for the image to be used. For the first time ever, I've had to get two of these completed for this issue.



Digging in a soon-to-be-demolished shed, I unearthed some garden scale models, including this early example of my handiwork. Built on the cheap, 'Marther' runs on CooperCraft wheels, powered by a motor and gears from the Proops Pound range, which some readers might remember from the 1980s. Amazingly, with a bit of oiling, she still works!



The first is for a charming picture in Mailbox of someone who can probably lay claim to the 'Youngest Reader' prize.

Number two is for our lead layout. Grandpa William Railway. This is a real family affair, with the youngsters not just playing trains, but taking an active part in the railway. They have learned the discipline required to do things properly, while still having fun. In the future, this is going to stand them in good stead. It also gives lie to those who claim our hobby is going to die off as youngsters aren't joining our ranks.

One person I am pleased hasn't left our ranks is Marc Horovitz. Last month, he was described as "the late Marc Horovitz" in Dave Pinniger's article. That was my mistake based on some duff information from a forum earlier in the year. Both Dave and myself are very pleased I was wrong. Apologies to anyone who got a nasty surprise. I will find a suitably unpleasant task to carry out as penance.

Phil Parker, Editor

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Grandpa William's Railway

Model railways are a big part of **Victoria Demery's** family, with four generations of building, and now opening them to the public.





Beware of 'William'!

Growing up, my sister and I were always surrounded by railway items and the constant desire to 'get involved' in all things railway modeller related. Much to our father's regret, we never caught the rail enthusiast bug, and despite annual trips to heritage railways, we were a lost cause as far as modelling was concerned.

Fast forward several decades and children of our own came along, and with them, our father saw a second chance to grow rail enthusiasts with a renewed vigour that paid off; like twins, perhaps railway modelling skips a generation.

Our father found the grandchildren to be sponges for his enthusiasm for all things railway-related, and with this shared hobby, his garden railway, originally built in 1998 to 45mm gauge, saw a renewed extension to accommodate the 'needs' of his first grandson, Will.

From there, two further garden railway layouts have been created, along with at least four 00 gauge indoor layouts, and this is their shared story of a hobby that has united across the years to share in something beautiful and enriching for both generations.



'Russel' by our homemade water tower.

'My first garden railway was built in 1998 in North Oxfordshire, built to 45mm gauge from homemade track using brass rail and plastic chairs from Tenmile and handmade sleepers.' (I cannot remember a time when there wasn't a bucket of creosote behind the old shed soaking homemade pine stripwood sleepers ready for the continuous maintenance that took Dad outdoors in all weathers, to tinker with his track!).

When my parents chose to move to South Leicestershire to be closer to us and their growing grandson, in 2015, my son, who was five years old at the time, helped with the time-consuming job of carefully dismantling the garden layout to take the track and buildings with them on their move. I'm not sure many removal companies have transported such precious cargo, but the railway was soon stored away safely in the new garage in the hope that version two of the layout may be developed in the years to come.

Although Dad was often in charge of the garden, it was Mum who put his specifications for a garden railway to the bottom of her criteria checklist when picking their home to retire in. A period cottage was duly purchased despite protests from Dad about the impractical nature of the sloping three-tiered garden, not because of concerns of ageing joints and unsteady feet in years to come, but because a gradient of 1m in 25m would not be conducive to the engines that were at the centre of his shared hobby with his two grandsons. Mum got her way and Dad's engines found an unexpected retirement of their own for the next few years.



The station/steaming area on a nice day.



Our footbridge – well we don't want people just crossing the line anywhere!

Not content to polish his locos, Dad set to work with Will and my husband and built Will's first garden railway in our garden. It was perfectly flat and large enough to accommodate a beauty at 75m long, including a looped circle and a purpose-built steam-up bay, finished off with a covered seat, perfect for my father and Will to perch on while they waited for the engines to build up steam.

This railway used the homemade track from Dad's original layout and yet more creosote was used to protect the base supports for years to come. Once more, the smell of creosote permeated the air and took me right back to my own childhood, a clever trick to tug on the old heartstrings I'm sure. I cannot say that I had ever envisaged my garden being turned into a railway garden, but seeing the joy that this hobby gave Will, I was a lost cause to their pleas and gave in much easier than either of them had thought possible.

In 2019, Dad finally set to creating his own garden railway; 'after a lot of thinking, a lot of measuring and much head scratching, I finally decided that a small and compact garden railway was better than no railway at all and the new GWR (Grandpa William Railway) was born! We were lucky in that the patio of our house is surrounded by a 1m high painted rendered wall topped with blue-grey engineering bricks; the perfect starting point for the design to take place. To the side of the house, there is a 2.45m wide and 4.5m long space that is shaded beneath an ageing wisteria. I was granted 0.6m of this space by my ever-suffering wife, to build the steam terminus, an easy creation of a basic table top with the added benefit of a cupboard and log storage space beneath to appease the lady in my life. Small but perfectly formed, this terminus supported a run round loop, head shunt and a couple of sidings - perfect!'

To make the most of the space, Dad chose to opt for 32mm gauge track from Peco to give the illusion of a bigger layout, which blended in better with the surrounding flower bed, another compromising nod to Mum, and her resistance to her dream country cottage garden being taken over by yet more track!

'In hindsight, the railway terminus and the attached 3.5m run nestled on top of the brick wall made the perfect operating section for all that uncoupling of rolling stock that my aching back from years of bowling and arthritic knees would thank me for later.'



Another view of the steaming area. 'Lady Abigail' passes a homemade signal box.



Nice neat ballasting really makes a layout look good.

'In total, the GWR is around 33m in length, with a squashed oval around the perimeter of the first tiered lawn and a three-point triangle that allows for continuous flow back to the terminus, albeit when we remember to alter the points!'

Now, before Dad's first railway was completed, my grandfather, a retired pig farmer from Somerset, got in on the act, and together with Dad created his own garden railway around my grandparent's disused orchard.

A beast of a layout at 150m long made from breeze blocks and 45mm gauge Peco track. Not a pretty layout, but what it lacked in beauty and seamless blending into the surrounding garden, it more than made up for in the speed at which it was built!

Where my grandfather did bring the detail, however, was in his ability to craft buildings and rolling stock out of 'odds and sods' that he found in his workshop. Where he spent money on the prefabricated track,

he saved on the accessories for the layout. Scrap wood, printer ink cartridge tops, bent tacks and scoured PVA glue were all used to create the signal box, water tower, engine shed and toilet block - complete with small sheet newspaper.

The hours he would spend bent over his workbench, the smell of creosote firmly in his nostrils, was met with constructive criticism from Dad as his designer occupation took hold and he couldn't help but suggest improvements in terms of scale and detail! To his due, Grandad always took these comments on the chin and amended as required, something that I am still to master!

When age took its toll, and the decision to downsize was made, my grandfather gifted the various buildings to Dad for use on his railway. These same buildings are still in use today and ferry between Will's and my dad's respective railways, albeit with a few renovations being required every now and again. In this way, the two railways that our gardens home today are created by four generations of the family. A testimony to the sheer determination of Dad to install and preserve a love of modelling in the family.

Back to the current day and eight weeks ago came the thick Yorkshire accent of Dad in utter dismay; 'Your mother has agreed to open the garden to make money for the local church restoration! She has agreed that I'll run the railway and be 'on show' to all and sundry! Honestly, I don't know what gets into her some days!'. Mild hysteria being clearly palpable, I quickly volunteered Will, now 13 years old, and his best friend Joey to help run



Our steaming area is kept clean and tidy, well we want to look good when the visitors arrive!



The Team: Mike, Joe, Abi and Will.

the locos on the weekend, my daughter Abi to run the Prosecco bar (at 8 years old she was too young to hold an alcohol licence but we got around this with the suggestion of a donation in return for her pouring a glass of chilled fizz to the punters), myself to meet and greet the visitors and my husband to be runner for ice provisions. No longer a solo venture, my dad's nerves were calmed and his attention turned to titivating the layout, a task that once more Will was happy to get involved in.

'The first major task was to re-ballast the track from the (out of scale) road chippings and roof felting that peeped through the gaps between the stones. We opted for natural gravel 2-4mm from a local tropical fish store and painstakingly glued this down with a 50/50 mix of exterior wood glue, water and a couple of drops of lemon-scented (other fragrances would work just as well) Fairy washing up liquid. A Clairol Nice and Easy colour

activator bottle provided the perfect vessel for this liquid application and after six weeks of daily graft between bowling practice and school, we had completed the task, and are very pleased with the final look, even if we do say so ourselves!'. Mum and Abi were in charge of bedding plants, catering plans and the relentless task of tidying up fallen petals and leaves. Before long, we were open garden ready, all we had to do was pray that the weather held out, which remarkably it did, with glorious sunshine and the hottest weekend of the year to date!

The open event saw over 700 people visit the layout, and the boys worked out that if someone stayed for ten minutes or more then they would see both a loco in steam and a battery-powered diesel running on the line. Not to be ones to take things by chance, Will and Joey developed a timetable to ensure that the five steam locos and three battery-operated diesels were run in rotation, allowing sufficient time to cool down, refuel and then steam-up again.

In total, the 12 hours of viewing used two cans of butane gas, three litres of distilled water, 24 batteries and two packets of baby wipes to run and clean the locos. The event was a great success with over £5k being raised to support the village church restoration. Not one to get carried away, my mum has only gone and volunteered to open their garden again next time with my long-suffering Dad beginning the process of 'improving' what anyone else would consider the perfect country cottage garden railway. ■



'Karen' on shed.



'Karen' moooving past our herd of cows with a goods train.



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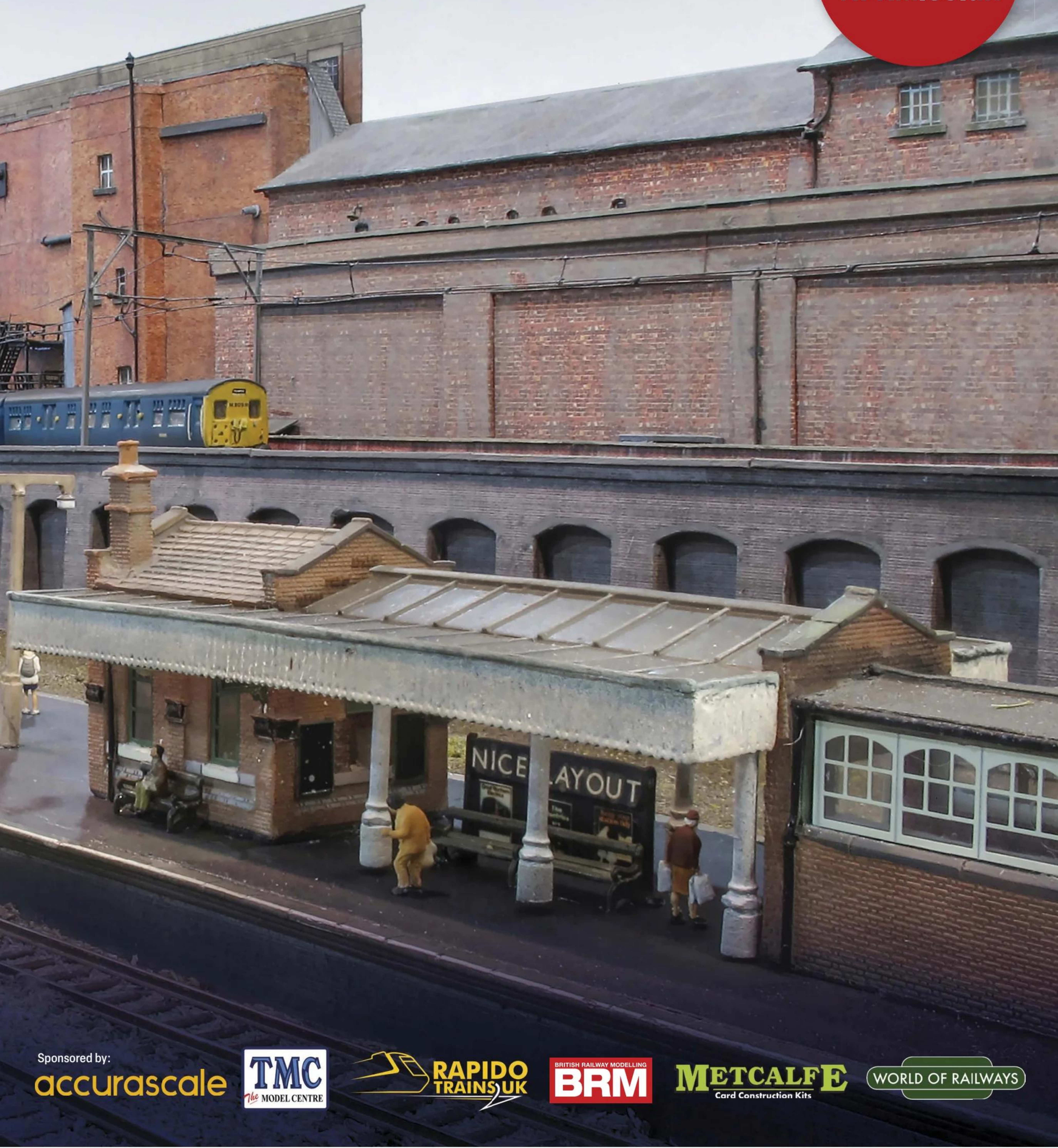
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Building 'Rose'

Ian Maunders assembles the Boot Lane kit.

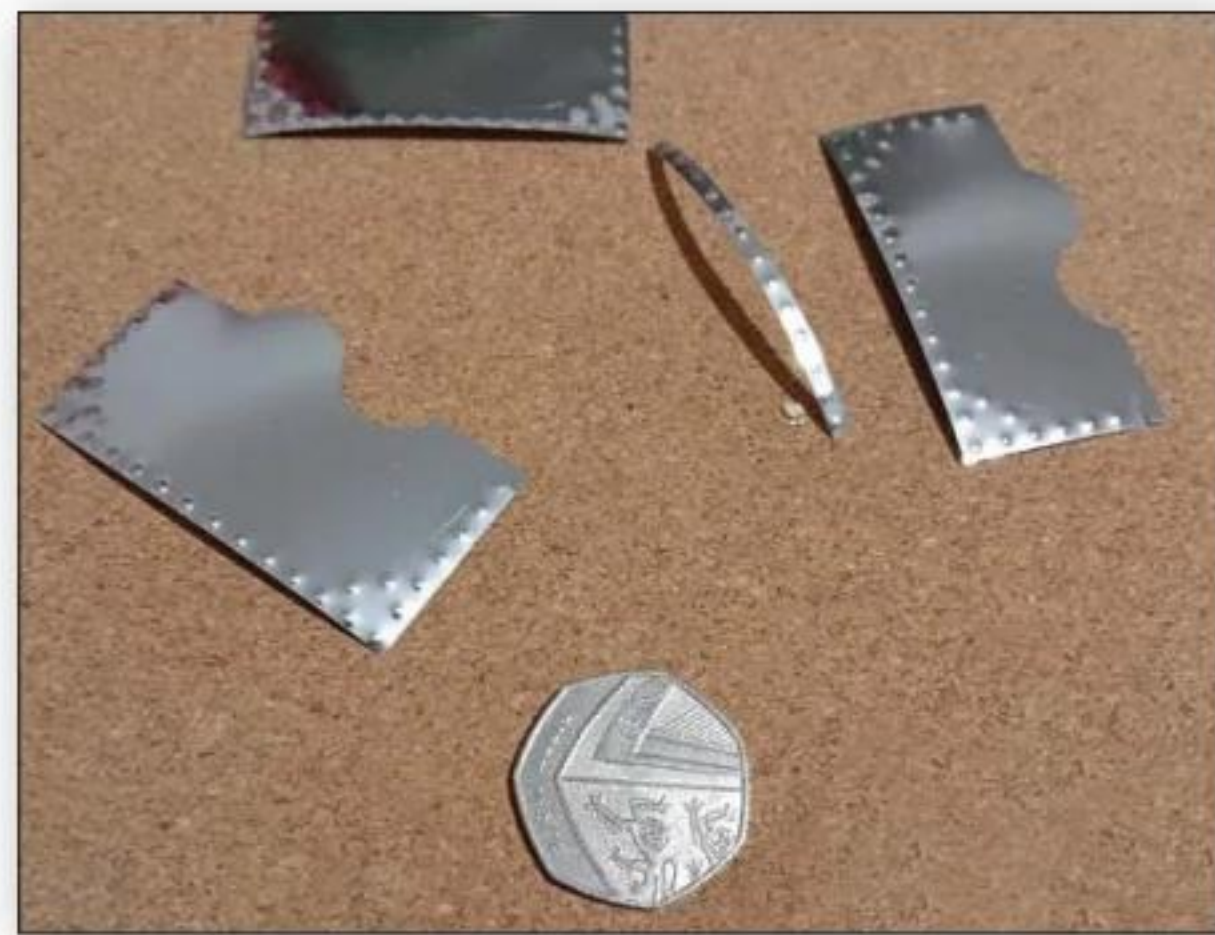
At the Peterborough show last April, I spotted the Boot Lane Works 'Rose' tram loco on its stand. Although I knew I wouldn't be able to match the quality of its painting and lining, I had to buy the kit. For the next nine months, it sat in its box in my train shed. During this time, I accumulated a number of foil wrappers that had contained my wife's medication patches; these have, what I saw as lines of rivets embossed on them, so obviously were ideal for re-purposing, more of which later.

In January, I finally unpacked the kit and made a start. I liked the way the chassis and motor mount screwed together to form a firm base. The instructions are relatively easy to follow, but I still managed to make a couple of errors: inserts are pressed into the wheels representing the weights and cranks and I managed to snap one of the crankpin screws as I screwed it into place. However, after an email to Andrew at Boot Lane, a replacement pack of inserts and pins arrived in a couple of days at no charge - great service. The other

mistake I made was to fit the coupling rods inside out, so the flush side was binding on the crank inserts and wheels. This was easily rectified and transformed the performance.

I started to build up the skirt and body sections from the acrylic panels, then on the front and rear body ends, I glued strips of the foil 'rivets'.

Next up was a wooden floor, using coffee stirrers cut to shape, followed by a couple of simple coal rails from bent brass rod, a firebox door from scrap, and a handle



Strapping straps were cut from foil medication wrapping.

The body and chassis in primer.



The oil can on/off switch.



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from my bits box. A whistle was shaped from a small piece of pen refill stuck on the end of a further length of brass rod. All this was fitted to the safety valve cover/steam manifold and finished off with a short length of fine chain. I cut the base off the brake standard supplied and added a length of plastic tube, so I could mount it overhanging the back of the cab as space is a bit tight. Later, a couple of bits of brass rod for pipework and some press stud heads for the hand wheels were added to the boiler side, plus a pressure gauge from scrap and a reversing lever carved from a coffee stirrer.

Everything was primed and painted as I went along, using spray cans from my local motoring shop. A word of warning, the dark green on the can lid looked ideal until I started spraying a metallic green on the bodywork. I know, I should have read the label! A further coat of normal gloss saved the day though.

Controlling the loco

I've kept the electrics as simple as possible, as that's about my limit. I had an old three AAA battery holder from a torch, a couple of wires were soldered onto it and fed into a chocolate block connector, the whole lot sitting in the boiler. The chimney section is removable for this purpose.

The forward/stop/reverse slider switch supplied with the kit was mounted as recommended, in the water tank, along with the associated wiring and connectors. I drilled a small hole in the top, glued a small pin in this, then carefully fixed what was possibly a Playmobil watering can, but is now an oil can, on top. Moving the can sideways controls the loco. I'm particularly pleased with this!

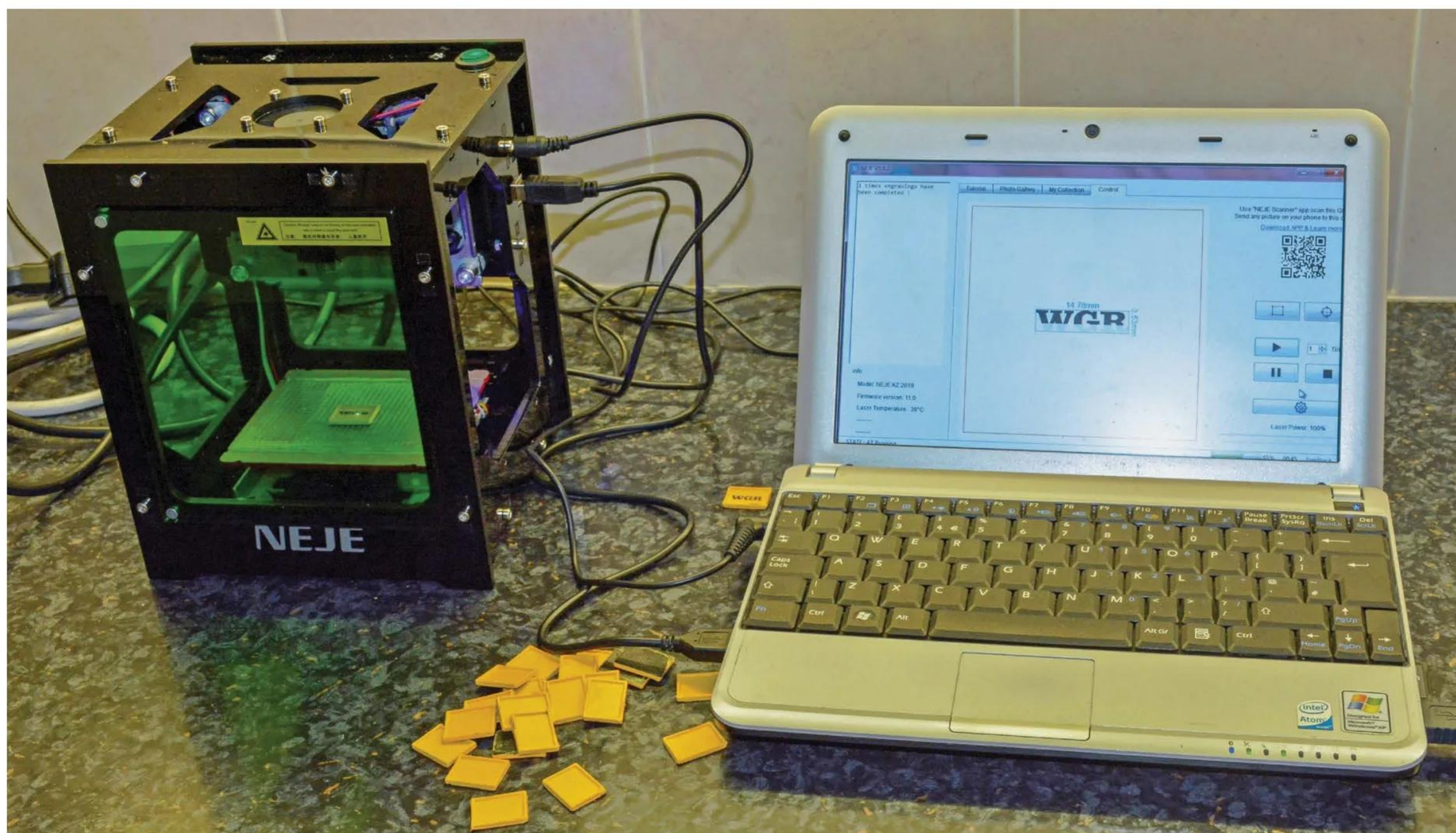
The metal buffers and brass number plates came out of my bits box as did the lengths of safety chain across the cab openings. The roof is designed to lift off to access the battery. Fitting the whistle and chain has made this awkward, but it can be done. I think it looks just as good without the roof, but the driver isn't convinced.

I'm very pleased with the result, it runs slowly and steadily but will pull a reasonable load. On straight level track, it pulled away with four Timpdon four-wheel coaches, which is OK with me. I'm looking forward to buying and building another Boot Lane product later this year. ■

Garden Rail Resource

Boot Lane Works
www.bootlane.org.uk

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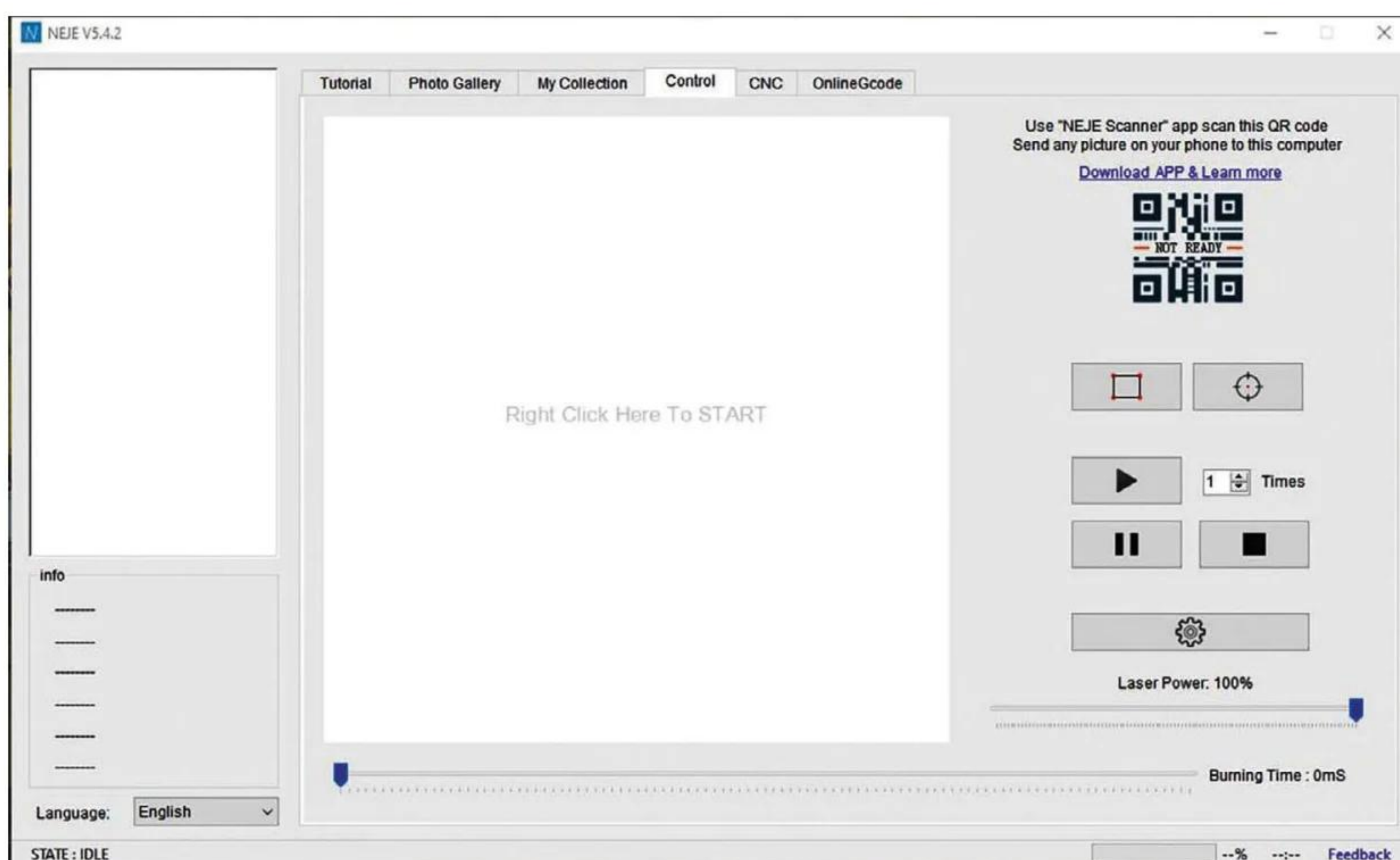


Using a cheap laser engraver to make nameplates

Mike Wakefield has an ingenious solution for a common problem.

Like quite a few others in our hobby, I've owned a 3D printer for a number of years and used it to produce parts for my locos, rolling stock along with bits and pieces for the side of the line. It's also been used to make a host of other things not related to model railways, varying from toys for the grandchildren through to replacement enclosures for ZX Spectrum Microdrives.

The book that started me in 3D printing is *Laser Cutting and 3-D Printing for Railway Modellers*, which I bought and read avidly from cover to cover back in 2017 and quickly decided 3D printing was for me. However, laser cutting was not something I considered, simply because a laser cutter requires both water cooling and smoke extraction, which was just too much hassle.



The supplied NEJE software is easy to use.

So, that was how things stood until I purchased some LGB balcony coaches as rolling stock for my tram locomotives. I found re-gauging to 32mm and buffer alterations were fairly easy changes to make, but I was left wanting a way to cover up the LGB nameplates on the coach sides.

My garden railway is called the WGR (Wakefield Garden Railway), I attempted to 3D print some nameplates, and that's when one of the limitations of home 3D printing became obvious. It employs a technology called Fused Deposition Modelling (FDM), which leaves the finished item covered in a series of small parallel lines where the bead of PLA thermoplastic has been extruded (I only print with PLA as it's made from plant material and therefore better for the planet). These lines are OK on the larger flat surfaces but not where the printer has to produce small curves, such as when printing the letters WGR. As you can see in the photo, the 3D printer is unable to leave the hole in the R while the W has areas where the beads of plastic have fused incorrectly. No matter how carefully I tried to paint the letters, the end result just wasn't acceptable.

This got me thinking about laser cutters again, or more specifically, laser engravers, which are far less powerful. I'd seen adverts for mini engravers on both eBay and Amazon, with machines priced between £54 and £100. Further research revealed why these machines were so cheap; they were re-using many parts originally designed and manufactured for Blu-ray optical disk writer drives. I'm guessing that there are warehouses full of surplus Blu-ray drives, and some clever folk hit on the idea of re-employing the stepper motors and laser writer into something else.

On the plus side, for not a great deal of money, I'd be learning to use something new that I could possibly use for my railway. On the negative side, because the parts were originally manufactured for a Blu-ray writer, the limits of the stepper motor movement determine the maximum engraving size to 38mm by 38mm. This is pretty small in many ways but certainly large enough for nameplates.

I narrowed my search down to a machine that was pre-built rather than a kit of parts, and also fairly well enclosed to minimise the chances of eyesight damage from stray laser light. Machines made by NEJE had positive reviews both on Amazon and YouTube, so I chose the 3000mW DK-8-KZ model that was controlled by a PC via USB cables as I didn't want the added complexity of using Bluetooth.

It was despatched almost immediately and took nine days to travel from China to my door. As I'd purchased it through Amazon, I didn't have the worry of additional taxes and import duties.

So, what do you get for a lot less than £100? A sturdy box-shaped frame made from acrylic, aluminium, and stainless steel, measuring 19.8 x 14.5 x 16cm. The laser is visible at the top and NEJE has fitted a large heat sink with a small fan blowing cooling air onto it from above. Two cables, one for power, and the other for data, both with USB plugs at one end to connect to a USB power supply (for power) and your PC (for data). There's also a multi-language user manual, a bag of bits containing a selection of materials to engrave, a double-sided non-slip mat and a couple of tools for adjustments. No safety goggles are provided, instead, the front removable screen is made from green-tinted Perspex that filters out 98% of the laser light. A one-time install is required for the driver and user software, downloaded from a web address given in the manual. You can choose between 32-bit or 64-bit software for Windows or Apple.

Using the machine is surprisingly easy. Plug the USB data cable into a PC and the power cable into either a USB power adaptor or a spare USB port on your computer. Turn the engraver on by pressing the large red power button on top and it powers up, shining a bright dot of light onto the engraving bed, showing the centre position for your engraving. Items to engrave are placed on the bed and held in place by either a couple of elastic bands or the double-sided non-slip mat. You only view the work table through the detachable green Perspex screen, which you must have in place to avoid damaging your eyes. If the bright dot is small and circular then that's fine, otherwise, reach through the side of the machine and gently turn the laser head to refine the focus.

Opening the software will first check your computer is correctly connected to the engraver. Assuming all is well, right-click in the software's central work area to navigate to the .jpg image you want to engrave. I'd already made .jpg images of text saying WGR, using the Clarendon font, which is pretty close to that used by the Great Western.

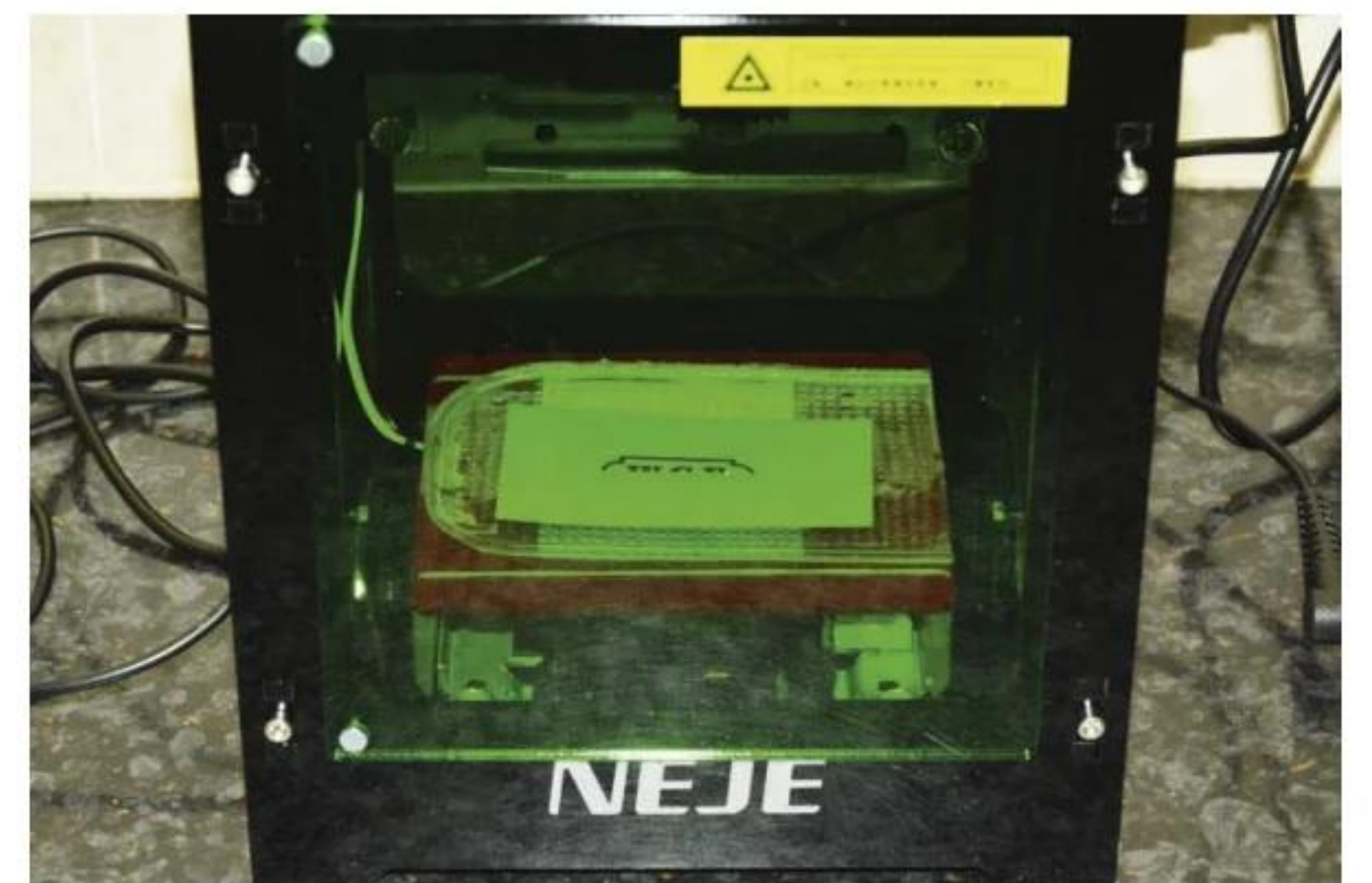
Once your image is selected, the next step is to resize your image to fit on the nameplate. You simply choose the appropriate width, the software automatically changes the height, click on Resize, and it's job done.



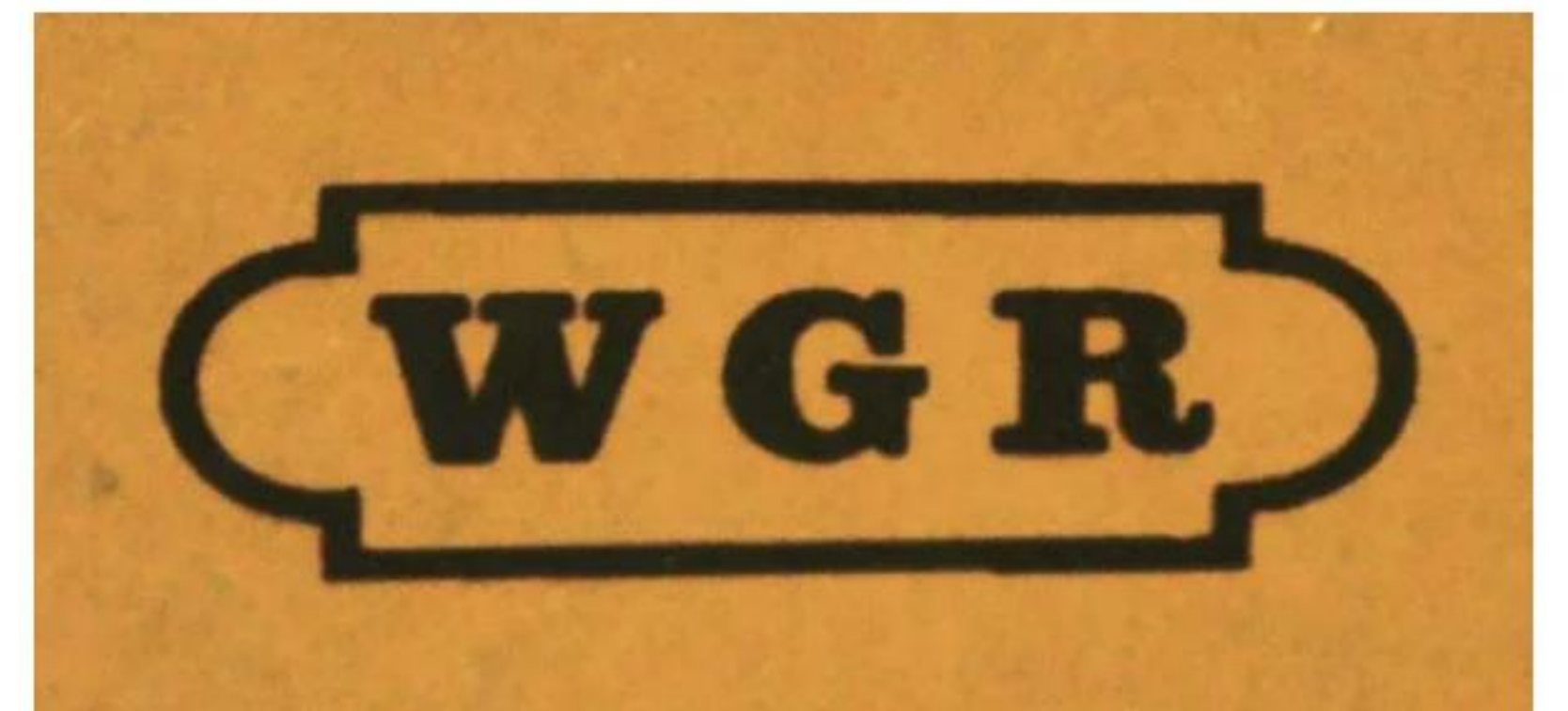
A very poor 3D-printed nameplate.



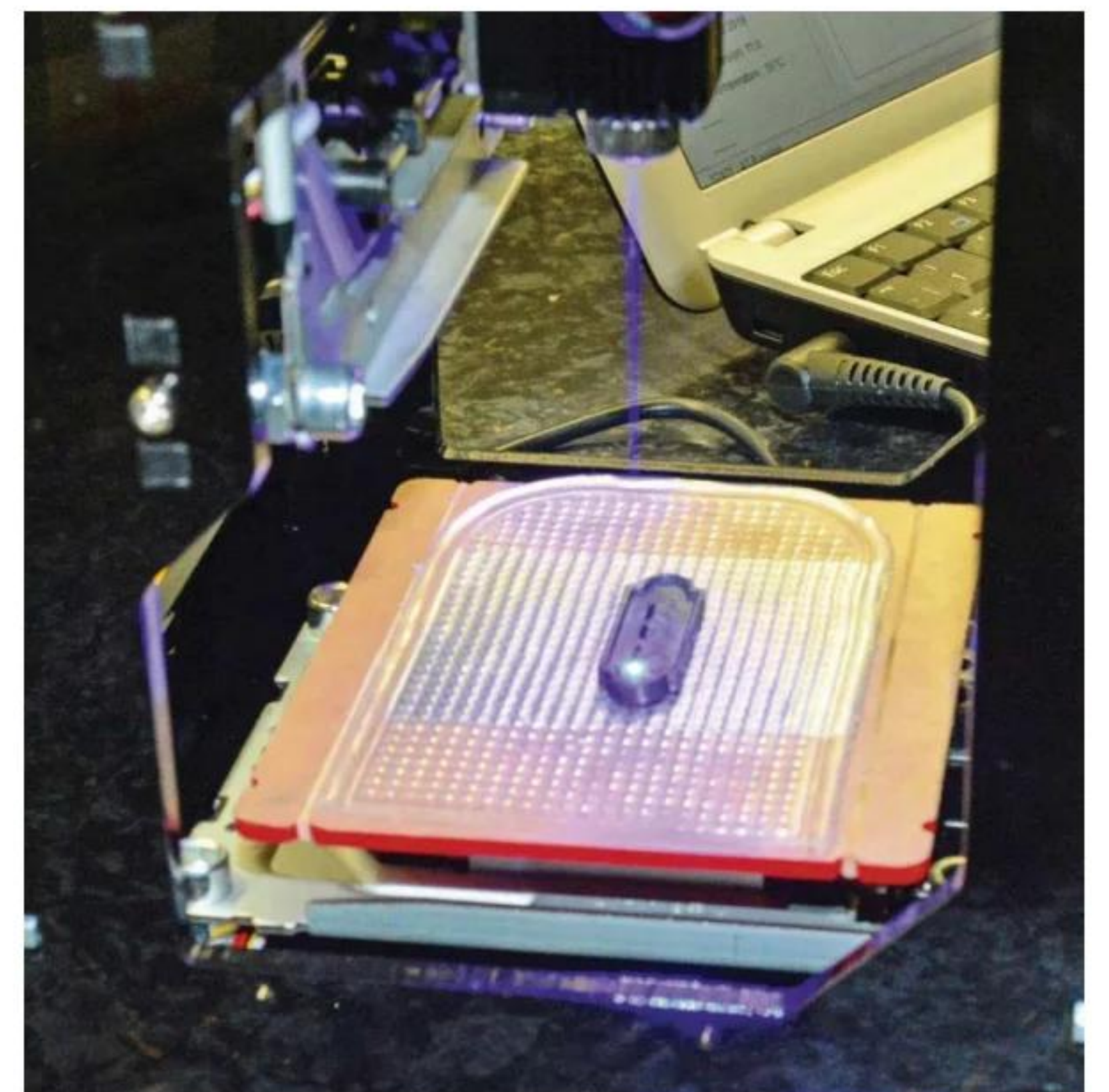
The jpg image, ready for future modelling.



Test engraving the image onto card.



My cardboard test plate.



Engraving the 3D-printed plate, seen from the side of the machine.



Full power engraving seen through the safety screen.

As I was wanting nameplates to cover over the LGB logo on the side of the coaches, I'd already drawn a blank nameplate of the correct size using CAD software and then used my 3D printer to produce the blank nameplates using black PLA filament.

The WGR name needs to stand out so I'd experimented with spray-painting the blanks with different colours and then engraving them. I thought yellow looked best as the colour nearly matched the LGB coach window frames.

Place a blank painted nameplate onto the engraver's bed and gently move it around until it's centred on the bright dot. You can check by clicking on the rectangle symbol, which causes the bright dot to move around the edges of your print so you can be sure it's centred and will fit. If it's off centre, you click on the circle symbol to move the dot of light up and down or side to side.

You can also vary the power of the laser down from 100% if the engraving is burning the material or have the laser make multiple passes if the engraving isn't deep enough, but I've never had to use these options.

Assuming all is well, click on the start symbol of the NEJE software and the engraver will burst into life. It takes just over a minute to complete, burning through the yellow paint surface and lightly engraving the black PLA beneath. As you can see, the engraving is crisp and far better than the 3D printer can produce on its own. There's no noticeable smoke, just a slight burning smell, which quickly clears if you either open a window or do the engraving

in a kitchen with the extractor fan running. The NEJE software, which monitors the temperature of the laser engraver, shows it never rises much above 35 degrees throughout. Unlike a laser cutter, there's definitely no requirement for water cooling!

Once I'd engraved a few nameplates, it was just a case of gluing them to sides of the LGB coaches. I'm sufficiently pleased with the result to have adopted yellow and black as the colours for the nameplates on most of my other rolling stock.

The NEJE DK-8-KZ is an easily affordable, although rather limited, machine for those who want to experiment with laser engraving without breaking the bank. It's certainly ideal for engraving nameplates, which is the main reason I first bought it. What it can't do is engrave large areas, so is unsuitable for, say engraving a brickwork pattern onto plywood to make a building for our scale of modelling. It could however engrave brickwork for a much smaller scale, like N gauge.

So, what will I use it for next? I've already made the nameplates for many of my existing 3D-printed coaches and wagons. In the future, though, if I'm assembling rolling stock from a kit or my 3D printer, I'll paint the parts before assembly so I can engrave the WGR logo straight onto the sides without requiring a separate 3D-printed nameplate, avoiding the limitations for 3D printing. ■



Sharp engraving, but FDM 3D printing struggles with small shapes.



Deciding what colour is best for the nameplate.



The finished plate on the side of my LGB coach.



Skip wagons

Narrow gauge lines need a lot of skips, so **the Editor** builds the most popular kit for these wagons.

I don't know how Peter Binnie does it. A tenner for a plastic kit to produce a skip wagon, complete with wheels. Who says the larger scales have to be expensive?

Skips aren't even the simplest prototypes in the world. Give me a four-wheel wooden tub, and I'll happily attempt a scratch-build, but a skip, no chance. Thank goodness for a kit.

I love to see a train snaking around a layout, and for the best effect, you need a long line of similar wagons or coaches. Since I prefer the smaller, industrial prototypes, I've been gradually building up a skip train for my 45mm gauge stockbox. In 32mm, I already have a train of Tri-ang 'Big Big'

wagons suitably weathered, but these are now quite pricey on the second-hand market, so the 32mm Binnies are appealing too.

If you have ever built an Airfix Spitfire kit, you'll be able to tackle one of these. Is there anyone reading who hasn't built a Spitfire? Well, the techniques are the same, but ABS is a harder plastic than the styrene most plastic kits are made from, so you need a more potent solvent, but other than that, no problem.

If pushed, unpainted skips could be pushed off the production line in under half an hour, but this is a hobby, so no need to rush.

Finally, if a more detailed model is your aim, we've had a go with Harecroft's super-detailed axleboxes, a nice upgrade that certainly lifts the model a little. Ideal for the detail fan, or just someone who has dropped a kit axlebox on the floor and can't find it again! ■

Garden Rail Resource

Binnie Engineering
www.peterbinnie.com

Harecroft
www.harecroft.co.uk

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



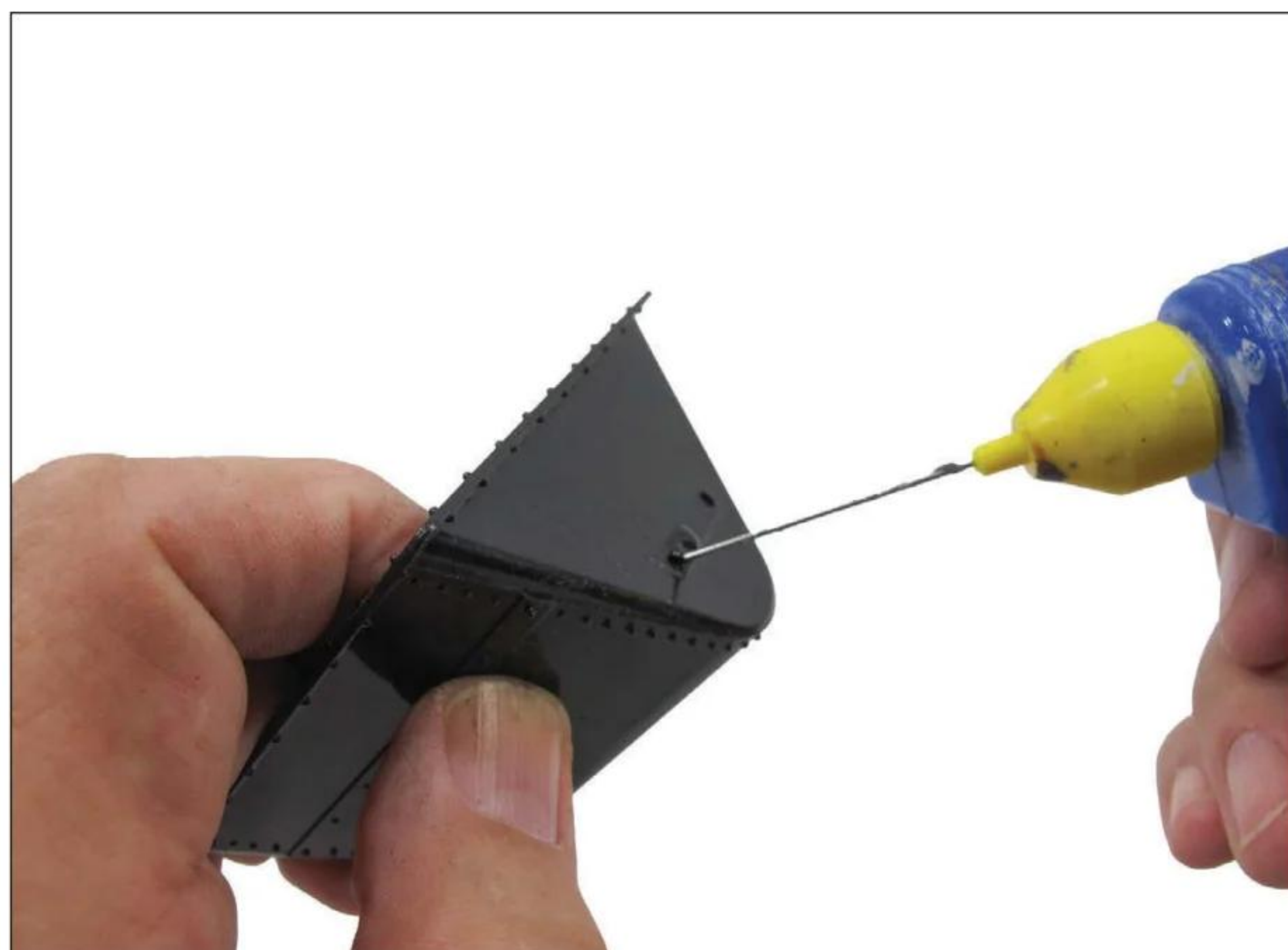
1 The main kit parts are moulded in ABS plastic, with the wheels and axleboxes in glass-filled nylon. Many big manufacturers couldn't produce the single-part skip body, so this is really impressive from a cottage industry.



2 The runners holding parts to the sprue are quite thick. A set of cheap flush cutters for electrical wire makes quick work of removing pieces and is a lot easier than trying to use a craft knife.



3 Amazingly, there isn't any moulding flash to deal with. The only preparation work is to clean away some ejection marks on the bottom of the skip body.



4 You can't glue ABS plastic with normal tube cement, but I find tacking parts together with Revell Contacta glue works OK for initial assembly.



5 Once assembled, all the joints should be flooded with an ABS glue, normal plastic solvent isn't really up to the job with this harder plastic.



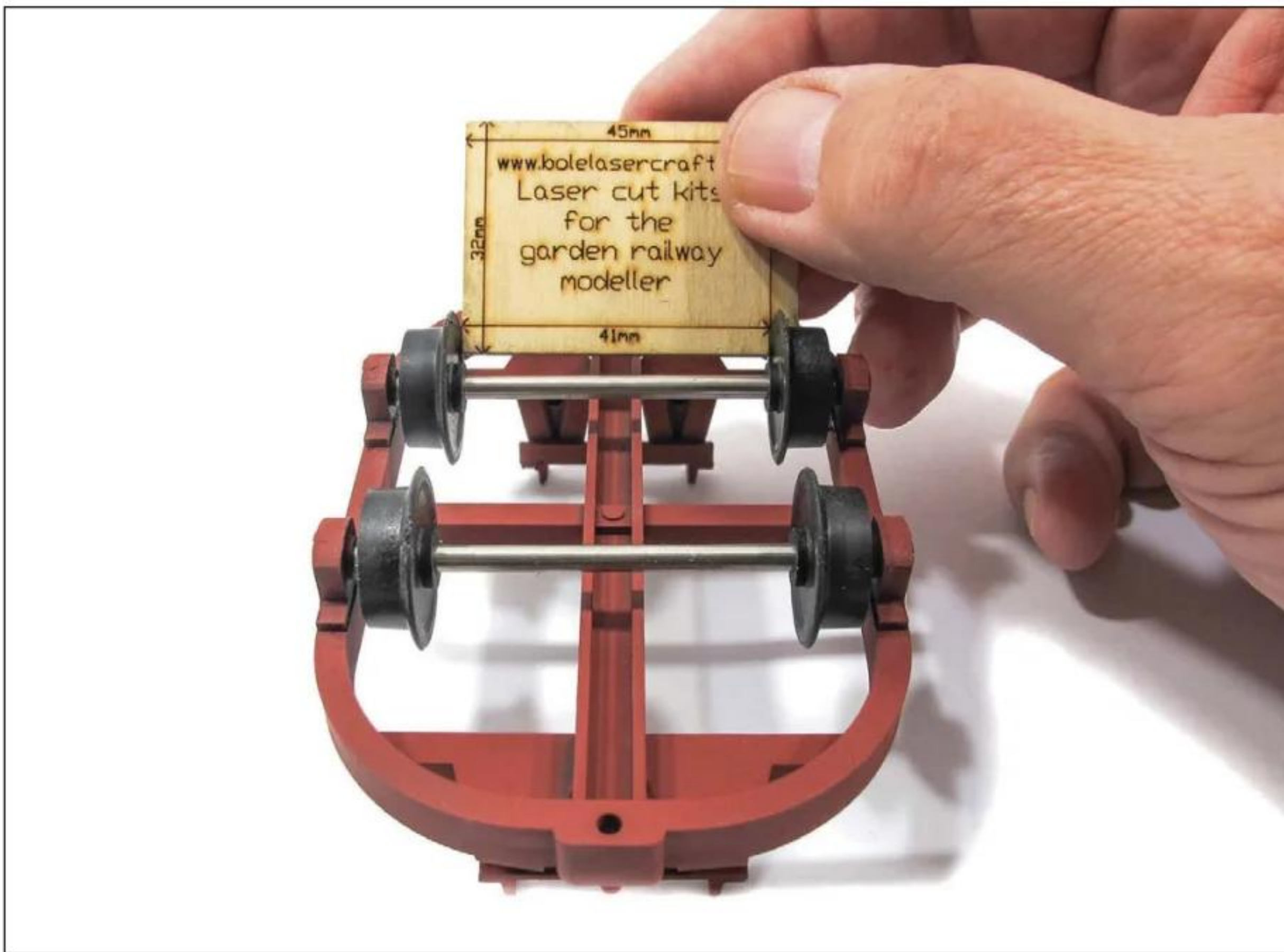
6 Plastic pins are provided for couplings, but I replace them with short nails to work better with my bathplug coupling chains.



7 Were skips wagons ever painted? All the ones I've seen are rusty, so I spray the model with Halfords Red Oxide car primer.



8 Wheels slide onto the axle, and then the axleboxes are put on the ends and located into slots in the solebar. A touch of superglue ensures they stay put.



9 Once the glue is dry, I set the back-to-back measurements with a gauge. This is a 45mm gauge model, so the wheels are set 41mm apart. A little superglue on the back stops them sliding on the metal axle.



10 The skip is attached to the frame with superglue. This isn't as strong as ABS solvent, but it won't affect the paint, and if the wagon takes a tumble, the skip will come off cleanly, easy to reattach, often without touching up the paint.



11 At 90g, the skips are a bit light for reliable running, but there's precious little space to hide any extra weight. I glue some lead balls along the spine with epoxy, but strips of flashing would work as well.



12 Loading the skips is easy enough with a cardboard structure to fit inside. I don't want to fill the skip, as the stone would make it very top heavy.



13 Harecroft makes some nice 3D-printed super-detail axleboxes. These fit the same way as the kit versions but need to be opened out with a 3mm drill bit to allow the axle to spin.



14 Original axlebox on the left, detailed on the right. This is a subtle upgrade, but those in the know will spot it.



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DIARY DATES

The Yorkshire Garden Railway Show on Tour

Date: 28th September, 2024
Venue: Barrow Hill Roundhouse Railway Centre, Campbell Drive, Barrow Hill, Chesterfield, Derbyshire, S43 2PR
Times: 10am to 4pm
Web: www.yorkshire.16mm.org.uk/Yorkshire16mmShowhomepage.html

G1MRA Autumn Show and AGM

Date: 12th October, 2024
Venue: STEAM, Fire Fly Avenue, Swindon, SN2 2EY
Times: 10am to 4pm
Web: www.g1mra.com

Midlands Model Engineering Exhibition

Date: 17th to 20th October, 2024
Venue: Warwickshire Event Centre, A425, Southam Road, Leamington Spa, CV31 1FE
Times: Thurs-Sat 10am to 4:30pm. Sun 10am to 4pm
Web: www.midlandsmodelengineering.co.uk

Exeter Garden Railway Show

Date: 26 October 2024
Venue: The Matford Centre, Matford Park Road, Marsh Barton Ind Estate, Exeter, EX2 8FD
Times: 10:30am to 4:30pm
Web: www.exetergardenrailwayshow.com

Beds 16mm Narrow Gauge Modellers 'Steam in Beds' Show

Date: 23 November 2024
Venue: Eaton Bray Village Hall, Dunstable, LU6 2DJ
Times: 10am to 4pm
Web: www.bag16mm.org.uk

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LNWR 2000 Gallon Water Tank and Water Column

Mark Thatcher presents two more free-to-download and print 3D models designed by John Candy.

The London & North Western Railway was known as the premier line, being the largest railway company in Britain before the 1923 grouping, which saw it become part of the London Midland & Scottish Railway.

Tanks and columns of these designs were to be found throughout the LNWR system, at platform ends, in loco depots and goods yards. They remained in use until the end of the British Railways steam era.

The models are based upon the drawings in *LNWR Portrayed* by Jack Nelson (Peco Publications, 1975).

Water Tank

These 2000-gallon tanks used standard parts and were configured to suit a variety of locations.

Files are provided to enable single and twin outlet types to be modelled, with either straight or cranked pipes. Brick

bases are provided, with the option of single or double drains.

Wire and fine chain are required for the hand rails and valve levers, as well as material for the water bags. John uses electrical shrink tube.

The STL file pack is at gauge3.info/gardenrail/STL/LNWR/water_tank/LNW2.zip and a diagram illustrating assembly is at gauge3.info/gardenrail/watertank.pdf



Tanks and columns of these designs were to be found throughout the LNWR system.



Much taller than a locomotive, the water column makes an impressive model.

Water Column

This distinctive design was a substantial piece of engineering, towering 16ft above ground level, almost one and half times the height of a locomotive!

The major components can be printed from the STL files included in the package at gauge3.info/gardenrail/STL/LNWR/water_column/LNW1.zip and an exploded diagram of the assembly is located at gauge3.info/gardenrail/watercolumn.pdf

RIGHT The domed top of the water column is much easier to 3D print than to form by hand.

FAR RIGHT The Water tower set-up for use on an island platform, with outlets on both sides.



Additional materials required are some thick wire and plastic tube for the control rod, fine chain for handling the water bag and material for the bag itself. Again, John used electrical shrink tubing for this too.

As with John's previous contributions, the files are supplied as 1:22.5 scale but can be rescaled as explained at gauge3.info/gardenrail/rescaletl.pdf

Happy 3D printing! ■





G Scale Christmas special - a bargain at only £42.

The Toy train that changed the World

Chris New looks back at one of the most important models in our scale.

It's hard to believe that it was way back in 1988 that Bachmann first introduced to the world what has now evolved into the popular 4-6-0 steam loco that you see at many shows and open days up and down the country. Back then, the loco was very much a toy aimed at the Christmas market, with plastic wheels and running gear, albeit in a large scale. Now the loco has come of age and can certainly hold its own when compared to other G Scale offerings, for quality of detail and, most of all, an incredibly low price, especially on the second-hand market.

So, let's take a trip back in time and have a look at the history of this popular loco and some tips on identifying what age model you are looking at and if it really is an 'Annie'.

1988

First offered as a radio-controlled set complete with a yellow flat wagon, hopper wagon (gondola) and a caboose. There were some underscale signs, a building and a dozen telegraph poles. Also in the box was enough plastic track to make a reasonable-sized oval to run your train on. The loco was pretty basic by today's standards and was aimed at the huge first train set Christmas market in America. Packaged in a large colourful box with the loco and rolling stock visible at the front, inside and hidden at the back of the polystyrene base was the track and the other bits - 49 in total. Can you imagine the excitement of unwrapping this early one Christmas morning, forget OO, this was huge in comparison!

In the box was the 4-6-0 loco complete with working headlight and separate tender. There was a lead and single plug to the speaker in the tender giving a basic steam 'chuff' sound. The radio control was a black box transmitter with a slider for forward and reverse, a PP3 9v battery was needed to power this unit. The backhead on the loco was removable - push in, push up - allowing you to put the six large D cell batteries (remember them?) into the boiler. A later addition was a cable to fit a rechargeable battery pack if you could afford one! There were two radio frequencies available, 49 MHz and 27 MHz, so you could run two separate trains on the same track - look at the loco number, it will be a 9 or a 7 and the transmitter should also match this number.

The loco and tender measured around 80cm, with the wagons adding another 43cm each and the caboose 30cm, that's just under 200cm (6 feet 5 inches). It's no wonder Bachmann had a huge hit on its hands, everything you needed to get a complete train running was in the box, unless, of course, you forgot the batteries – the Big Hauler had been born.

1989

With the success of the complete box set, Bachmann started to offer new items individually to the now expanding Big Hauler series in G scale, selling carriages, freight cars and other locomotives in various different colours and liveries to its eager American customers.

1990

Track-powered locos were now produced with metal wheels for pick-up and a new track system. The chassis was improved with a larger motor (Gen 2), but the same gearing as before – you can tell this version by being able to turn the driving wheels by hand.

1992

Demand for the range was such that it was decided to move production to China – it was cheaper to make the range there, even with the cost of shipping back to the USA. Also, it allowed Bachmann to improve the quality of the locomotives being produced and introduce several new freight wagons.



The original battery set.

1994

Another new chassis (Gen 3), a worm drive fitted to the motor and plastic reduction gears fitted – you could no longer turn the wheels by hand. Plastic con rods and valve gear.

1998

After many split gears, a new chassis was released (Gen 4), with a brass worm drive on the motor and a single gear on the centre of the rear wheels, this made a hump on the bottom of the loco. The con rods and valve gear all remained in plastic.

1999

A new chassis was produced (Gen 5) with offset gears, a new intermediate reduction gear was fitted, and the con rods and valve gear were now metal. There was a new seven-pole motor for smoother running at lower speeds and a more robust gearbox. The hump was now offset between the wheels and a plastic lubricating plug fitted to allow oiling of the gears. At the end of the year, seven box sets were made with the new chassis fitted.



Gen 1 battery loco with plastic wheels.



Gen 5 'Annie' with metal wheels and valve gear.

- Great Northern Express – Graphite smokebox, Black, Maroon roof [90031]
- Denver, Rio Grande and Western (Bumblebee) – Yellow [90032]
- Tweetsie Railroad – Green, Red roof [90033]
- Rocky Mountain Express – Silvery Blue, Brown cab – wood burner [90034]
- The Prospector (Virginia and Truckee) – Silver smokebox, Black [90035]
- The Polar Express – Black, Maroon roof [90036]
- The Night before Christmas – Green, Red panels [90037]

2000

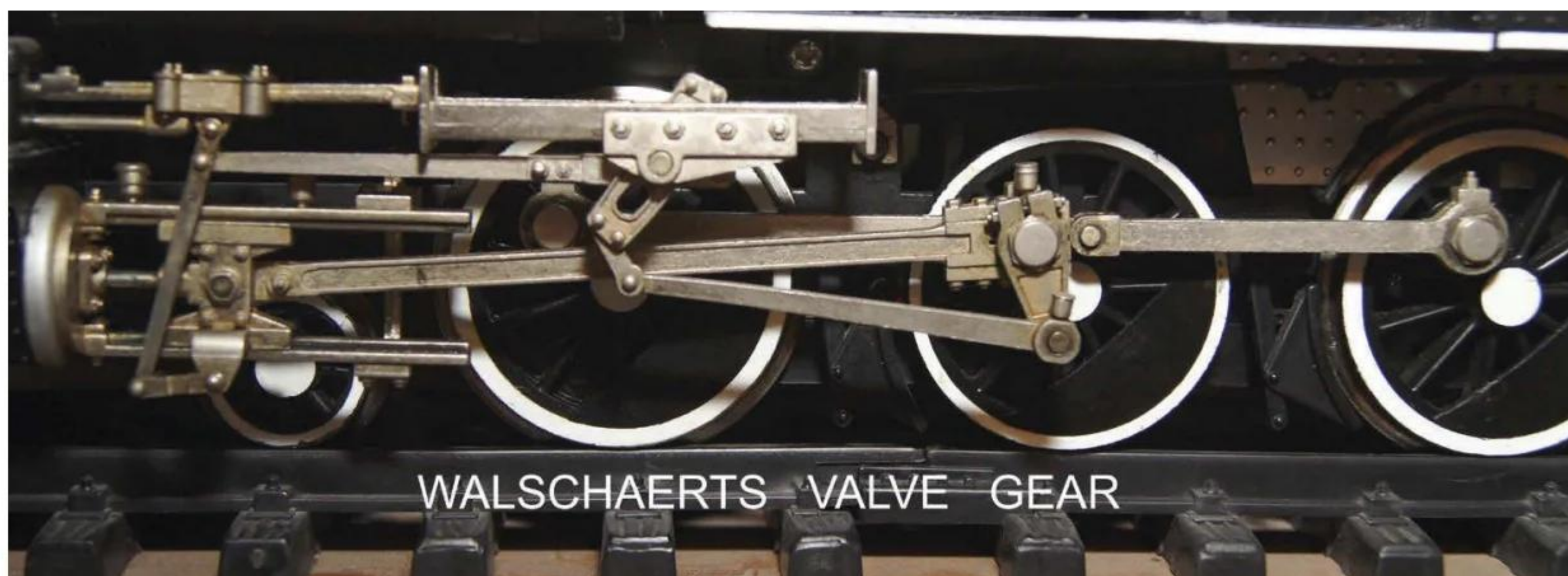
This is the official date for the unveiling of the special 10th Anniversary 4-6-0 loco, or ten-wheeler. 'Annie' had arrived!

The 4-6-0 'Annie'

Outside, the difference in detail was excellent, gone were the bendy plastic handrails, the cheap-looking bell and plastic con rods on the valve gear. All were replaced with metal and brass fittings and there were lots of little details added, the backhead had gauges and red hand wheels, and there were also oilers on the correct pattern connecting rods. A choice of Stephenson or the more elaborate Walschaerts valve gear, which looked so impressive in action, was offered.

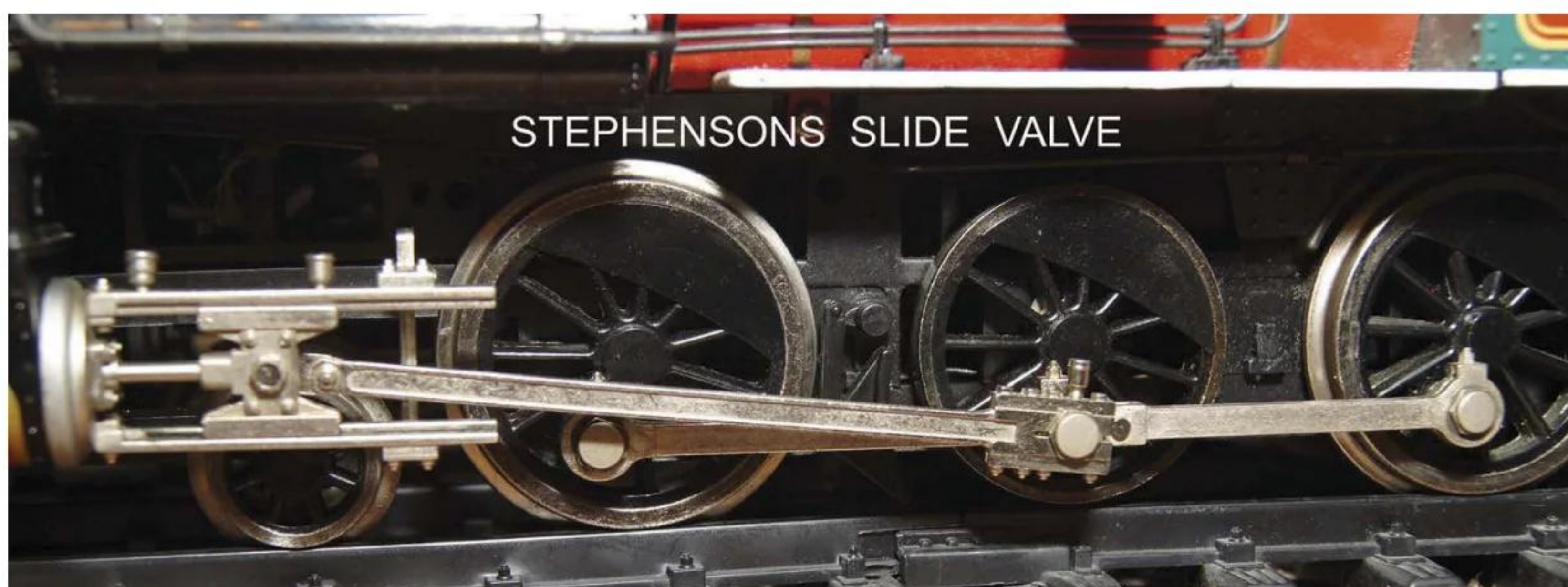
The mainframe was diecast to add extra weight, increasing pulling power. All metal wheels and extra metal pipes and detail on the brake cylinders. Several new makers' plates were added with the date JULY 1910 and the smokebox door stated -Baldwin Locomotive Company - Philadelphia.

At an official scale of 1:20.5, this was a model that was aimed at grabbing a share of a much larger, more serious market, which was dominated by LGB and Accucraft, and at a low price to lure new customers. A large impressive loco had been created that could still go around radius one curves but would look good static on a collectors shelf – even if you didn't have a railway!



WALSCHAERTS VALVE GEAR

The all-metal Walschaerts gear with oilers.



STEPHENSONS SLIDE VALVE

All-metal Stephenson valve gear.

Five new liveries were on offer:

- South Pacific Coast – Grey and Maroon (slide valve)
- Denver and Rio Grande (wood burner) blue tender (slide valve)
- Eastern Tennessee & Western North Carolina – Dark Green / Red lining (slide valve)
- White Pass & Yukon – Silver smokebox and Black (Walschaerts)
- Unlettered – Graphite smokebox and Black (Walschaerts)

On all these models, the backhead still slides in and up to reveal what is left of the old battery compartment. The firebox door also opens. At the front, behind the smokebox door, are switches for the NMRA standard (reverses the motor direction) and also for the power to the fitted smoke unit. Directional lights on the loco and tender were fitted as standard. Two cables from the tender plugged into the rear of the cab, one for sound, the other for lights. The sound card and speaker were in the tender with a volume control underneath, all powered by a 9v

battery and made more realistic by a 'chuff cam' fitted on one of the axles.

The loco is based on a generic Baldwin design from the early 1900s, not any specific loco or type, but just a general mix of some of the locos produced. The model is a heavy and powerful machine that will handle six to eight carriages with ease, even around tight curves.

2011

The new Gen 6 chassis was released and featured all metal gears and a new redesigned front bogie, made from cast metal to give extra weight and improve reliability. This heavier unit meant the front wheels stood a lot better chance of staying in contact with the rails and so avoided the all too common problem of derailling on uneven or less-than-perfect track. Also, the centre pivot screw was altered and the mounting bracket changed – another place that could cause tracking problems.

With a little bit of extra detailing, 'Annie' can be made to look like a far more expensive loco. Try crushing up some real

coal and glue this to the tender with a PVA mix. A flickering fire board with battery in the firebox battery void and tin foil gives a great effect, I run mine from a 9v battery with an on/off switch. If you attach it to the rear of the backhead, you can transfer the whole lot to another 'Annie' if you have one, why buy two when one will do!

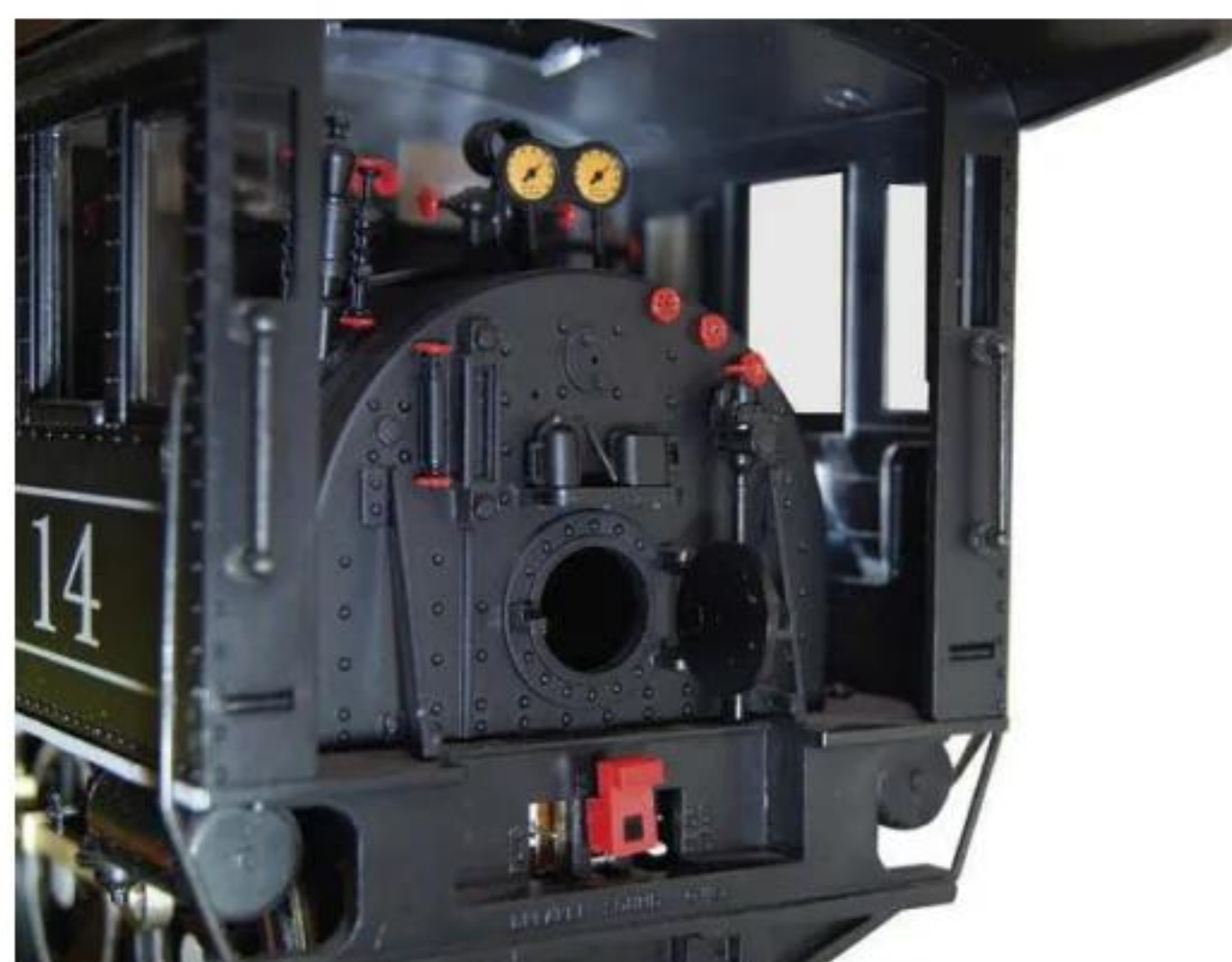
The other good thing about the Bachmann 'Annie' is the second-hand price – around £100 should get you a decent loco and tender – my best buy was a bright red Christmas loco with Walschaerts valve gear for £42 on eBay a few years ago.

This is also one of the easiest locos to fit radio control into I know, it was my first successful conversion, and is still going strong. All the radio control and batteries (20 x AA) fit in the tender and connect with the original Bachmann loco wiring. There are only two small plugs to unclip in the loco and the pick-ups for the front bogie to disable, that's it. Once set up, the tender will run any other Bachmann 4-6-0 or 'Annie' with the simple mods – I have made a universal tender chassis that you just fit the different livery or tender body over to match your loco on the day.

It's little wonder Bachmann can claim to have sold well in excess of over one million of the Anniversary model, and it's testament to the fine loco that it is still going strong after 20 years of production. Like Marmite, you love it or hate it – I've got five or six so I guess I'm in team love it, but even if you hate them they do look great with the Walschaerts valve gear and super detailing on a shelf in the office! ■



The difference between an anniversary bell and a normal bell.



Backhead detail, including the on/off switch with an opening firebox.



Gen 6 'Annie' has great pulling power - eight coaches with no problem!

Next month, we look at converting the loco to radio control and making a 'universal tender'.



Brand new "Mudlark" on its first visit to Dave Rowlands Alderbrook Valley Railway.

'Mudlark'

David Pinniger shows us an early visitor to the Ambledown Valley Railway.

Following on from the Archangel 'Taw', which featured in last month's *Garden Rail*, I thought about what engine should come next in the series. We had a procession of visiting Archangel Bricks, Rheidols and Snowdon Rangers in the early 1980s, but I decided that 'Mudlark' was a better choice as it was the first entirely scratch-built loco to visit the line way back in the early 1980s.

I first saw 'Mudlark' when the builder, Harvey Watkins, brought his new engine to one of Dave Rowlands' Alderbrook Valley Railway steam-ups. I fell in love with this very attractive small 0-4-2T side tank based on Kerr Stuart's Skylark Class. It was a meths-fired pot boiler, which not only looked pretty but also ran very sweetly despite the small cylinders. The next time I had a steam-up on my Ambledown Valley Railway, I invited Harvey and he brought 'Mudlark' for a run, and so it entered the AVR logbook.



'Mudlark's' first visit to the Ambledown Valley Railway.

Some years later, Harvey decided to sell some of his locomotives and 'Mudlark' was bought by Peter Armstrong. However, it was only rarely run as Peter had decided to build a Gauge 1 line in his garden rather than 16mm. I borrowed the loco again in 2005 for a photo shoot and found that the steam superheater pipe had blown a leak, so it went back to Harvey for a refit. 'Mudlark' then stayed in a box in Dorset for many years until Peter decided to sell his locos due to ill health.

Very fortunately, I was given first refusal and, after a gap of 17 years, the engine came back to Cookham in late 2022. The first test run in January 2023 was carried out with eager expectation, but sadly the engine did not run smoothly and stalled on a load unless the regulator was opened wide.

The diagnosis was hardened O rings in the cylinders, the classic unused engine in a box syndrome. Replacing the O rings in a scratch-built loco is way beyond my model engineering skills, but my good friend and skilled loco builder, John Brittain, came to the rescue. He took 'Mudlark' away and returned the refurbished loco a few weeks later.

What a transformation. With new O rings, she pulled away with a train of heritage Archangel coaches and ran steadily round the line slowing on the bank, but not running away down the back straight. When the meths supply got lower, the loco stalled on the bank, but then with typical pot boiler panache, built up pressure and then set off again.

That was a very memorable day when 'Mudlark' finally came back to the Ambledown Valley and showed everybody what a remarkable little engine Harvey had made over 40 years ago. ■



'Mudlark' re-visiting Bishops Amble in 2005' with two more of Harvey Watkins locos, 'Richard III' and 'Hugh Jampton'.



'Mudlark' returns to the AVR in early 2023, but is struggling with a heritage train.



'Mudlark' revitalised with new O rings, happily pulling a train of Archangel coaches.

Postcards from the Isle of Westland

We return to The Isle of Westland Railway, built by **Andy Coward** and featured in our January 2021 issue, for a quick look around.



These days, it is great to be able to buy a 3D-printed model of yourself as a scale figure. For 30 years, I drove these engines, and in model form, I still do. The locomotive, from a PDF Models kit, is battery-powered, and a smooth runner.



A Brandbright Peldon diesel, a model from the early days of the hobby. I always liked the look of the detailed model and acquired it second-hand some 20 years ago. A non-runner at the time, it sat on a shelf until last year, when I took it up to Bala and persuaded Roger Hine to rebuild it for me.



A strange ringing sound rising rapidly in volume, followed by a flash of green and then the sound falling away – the Benbril Flyer hurtles past. Having been entranced by the YouTube film of this vehicle on the Dingle Leigh Railway from the early days of the hobby, I was delighted to be able to buy the model. It was not cheap, and the tender ministrations of a delivery firm meant that what arrived was only a pile of broken parts. Careful work on what was now a 3D jigsaw, and the flyer was reborn. Radio control has tamed the beast, and I am conscious that I am in the possession of a well-known celebrity.



The station yard at High Westland is a bit run down. This fits in with my aim to depict a railway in the 1960s, past its prime and with road competition taking over. OK, such an expensive machine is a bit too new and sophisticated for my line, but what the heck, I make the rules, so I can break them!



Gee up Neddy

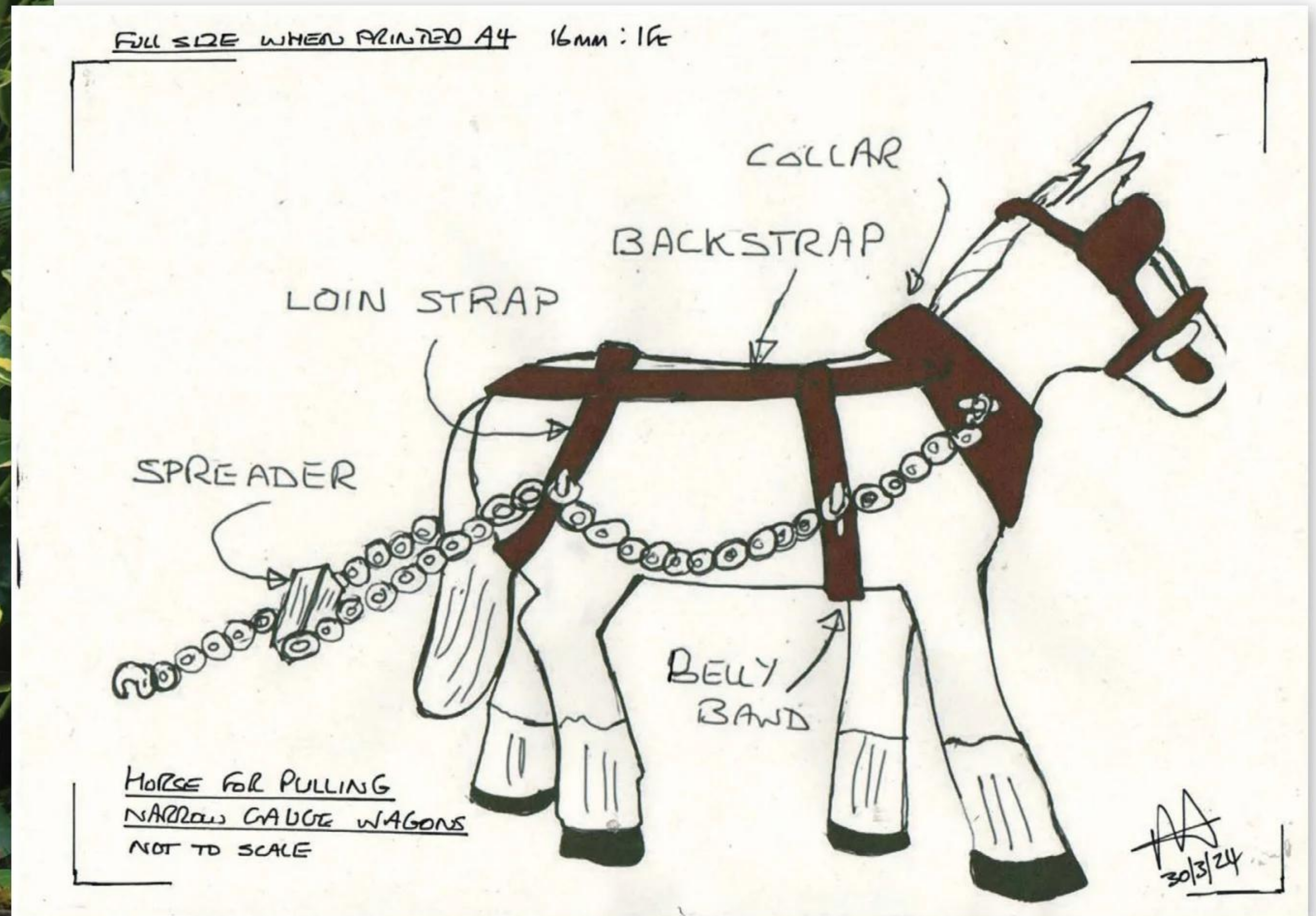
For the first 30 years of our favourite railways, they were operated by horse power. **Dave Skertchly** delves a little deeper into this early technology.

Back in the June 2024 issue of *Garden Rail*, you will have met Neddy, the horse with serious motivational issues. Fortunately, these were nothing that a sugar lump or two could not solve. I needed a horse to haul my early Chinese coaches, and what seemed at first to be easy, as time went on, just got complicated.

Before we start, we need to understand that horses were expensive. A horse was usually bought from a breeder, it would need a groom, a driver, a harness, somewhere to live (a cosy stable with adjacent field), food and medical care. On the other hand, people would look after themselves in exchange for a small

amount of money, and if they weren't needed, they could be left to starve or move into the workhouse.

We all love those tram locomotives with hidden valve gear and motion. With modern eyes, we imagine that the skirts were to protect old ladies and children from becoming entrapped, no such thing.



The layout of the harness is intended to ensure the horse pushes against the collar, and the effort of both front and back legs is applied to the load. The spreader bar is really important to keep the chains or ropes from compressing the horse hip bones and rubbing the skin creating sores.



Horse-hauled traffic has disappeared from the mainland, but there are still horse trams on the Isle of Man. You can see the harness details here, including the spreader bar.

Old ladies and children cost nothing, whereas a startled horse might injure itself and vets fees would cost the aristocratic owner money. Our current world owes so much to the caring ideals that were nurtured in the chapels of North Wales, and we can learn so much from the social history of the slate industry.

Horses vary enormously in size; they are measured in hands, which are 4" (100mm) from the shoulder to the ground. The kind of horse used in the slate quarries is thought to be a Welsh Cob, which is taller than 13.2 hands (54 inches or 137 cm) but smaller in comparison with the grand Shire horse, which is over 16 hands tall (64 inches or 162cm).



The starting point was a rather unlikely-looking toy horse from one of those shops that sell you things you never realised that you wanted.



The harness was made from my favourite cereal packet, although the collar was made from some thicker cardboard. The fittings were bent from garden wire and pushed into holes drilled right through the harness.

I found Neddy in one of those strange shops that sell you lots of things you didn't think you needed. The finish was a smooth moulded surface, possibly some kind of rubber. He was put aside for several years until pressed into service for my Chinese train. He has a scale height of 15 hands (5ft 152cm), which seems about right for a quarry horse.

When I started, I had no idea how to couple-up a horse to a carriage or truck. In response to a Facebook enquiry, I received some help and guidance from my friends. The harness is best described by the accompanying diagram. There are lots of sophisticated harnesses, so I just kept it simple. The layout of the harness is intended to ensure the horse pushes against the collar and the effort of both front and back legs is applied to the load. If the loads were taken in tension we can assume the horse would end up with slipped disks in his backbone, which is painful. The spreader bar is really important to keep the chains or ropes from compressing the horse hip bones and rubbing the skin creating sores.



The finished result includes the chains bought from the local haberdashers. They would, of course, be taut under load.

The harness was made from my favourite cereal packet, although the collar was made from some thicker cardboard I had hanging around the shed (aka Lost'n Bodge Works). The fittings were bent from garden wire and pushed into holes drilled right through the harness and into poor Neddy's body, a painful necessity I feel. The bridle includes a bit, uprights, reins, upright loops, noseband and blinkers. The blinkers or fly masks help prevent the horse from spooking and keep

it focused by limiting its vision. Paint was Windsor and Newton acrylics mixed to match the colours from the internet.

The finished result includes the chains bought from the local haberdashers. They would, of course, be taut under load.

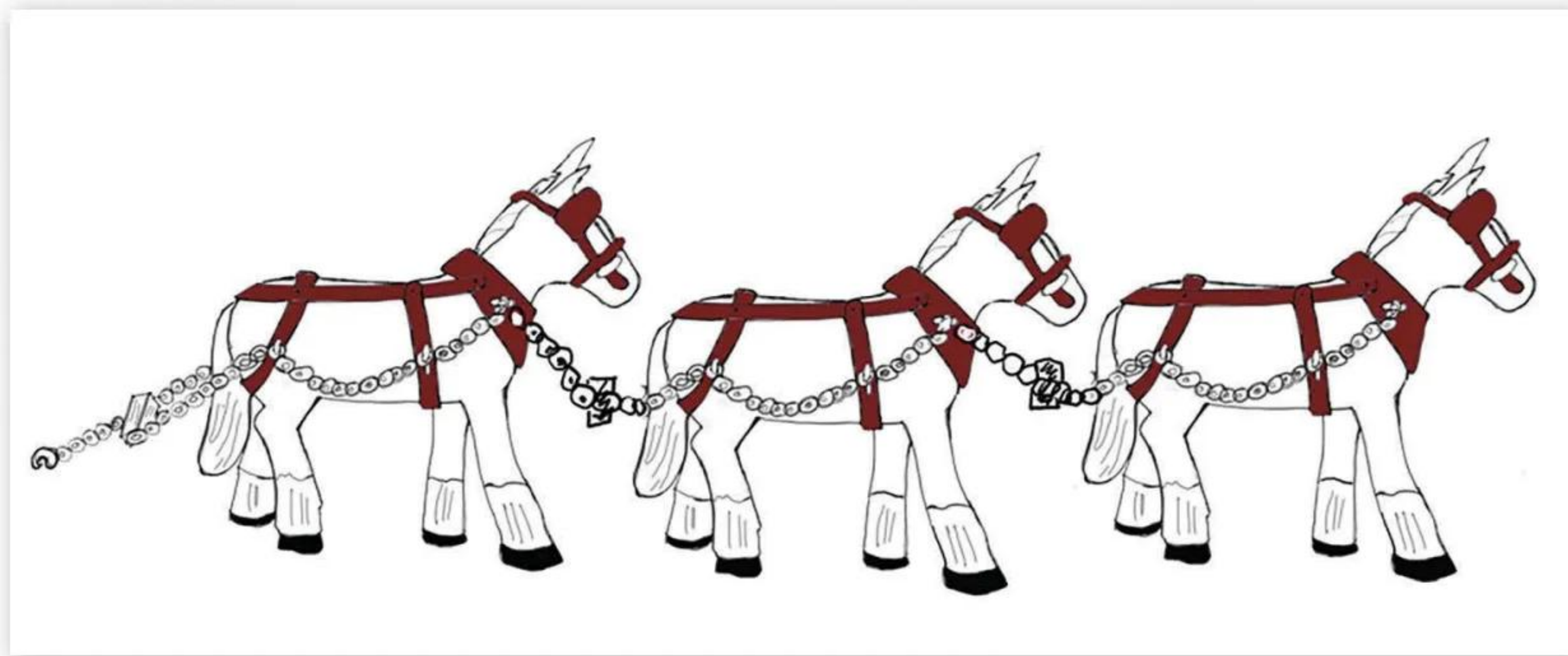
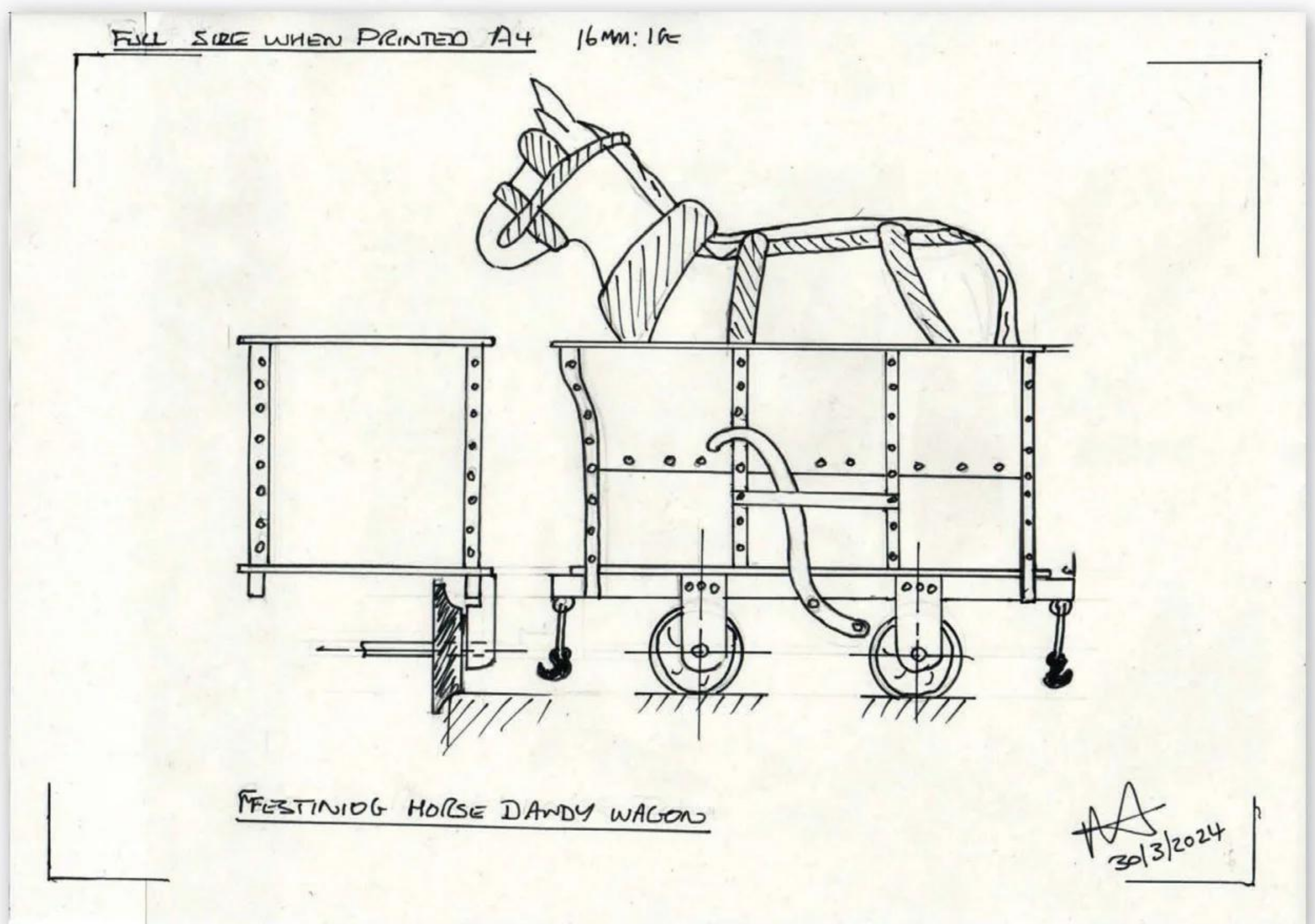
Modellers will know that the horses would ride down in a Horse Dandy at the back of the gravity trains, so that they could haul the empty wagons back up the hill to the quarry. There are several



It is well known that the horses would ride down in a Horse Dandy at the back of the gravity trains, this Dandy wagon is in the Welsh Highland Heritage Museum in Portmadoc.

Dandy Wagon kits, so I chose not to make one. We imagine the horses having a great time riding between Blaenau and Porthmadog, but this is not the case. They would simply ride between stations where the horses would be changed. The non-stop gravity trains did not appear until the introduction of steam traction. In the horse era, the horses would be changed at each station so some six horses and six changeovers would be required to haul six slate wagons from Porthmadog to Blaenau, although it seems that the Penrhyn Quarry may have coupled up several horses at a time.

We can now see just what a breakthrough the introduction of steam traction represented. The first Fairlie locomotive could haul one hundred wagons all the way in one go and with a crew of just two very inexpensive people.



A horse could haul five or six empties and a Dandy, although it seems that the Penrhyn Quarry may have coupled up several horses at a time.

As I sit on my rustic park bench outside the Sheep Shearers Arms, I reflect on the achievements of the people in the top left-hand corner of Wales and remain grateful for their perseverance and legacy of both a better world and narrow gauge railways. ■



The finished result,
Neddy with Farmer Jones.



Write in and share your ideas with other enthusiasts

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.



Mystery Cover Locomotive

Having read the current issue of *Garden Rail*, I noted with interest the Blue locomotive No.6 on the cover page but could not find any information on this model, which I assume is a part of the Feldbahn Trio.

Would you have further information on this model i.e. Photographs or sketches? Or would it be a possible future article in the magazine?

Len Price

Editor: The loco is a Brush electric loco from 1917, that worked for the War Department.

The kit is from Loco Remote – www.locoremote.co.uk whose 3D-printed kits are produced in small batches. As far as I know, the last one was quite some time ago. An email to Chris (the owner) might prompt another run with a bit of luck.

I'd love an article on building this loco, but then I've always wanted to scratch-build one ever since seeing the prototype running! *Voie Libre* magazine published a plan of it years ago, so the model is on my long 'to-do' list!



Wardrobe Driver

I was just wondering why you used a 7/8 scale figure (Andy) by Simon Harris in a 16mm scale loco? Didn't think it would fit, and secondly, doesn't it look a little odd?

Dave Pollard



Editor: The figure is from Model Earth's 16mm range and scales at a fraction over 6ft tall, just fitting in the cab!

How to catch them young

This is a photo of my 5-year-old grandson reading your esteemed publication. Keep up the photos as he is only just starting to read.

He has already mastered the DCC controller! Why wait till they are 15 just because it says so on the box?

Stan Birkett



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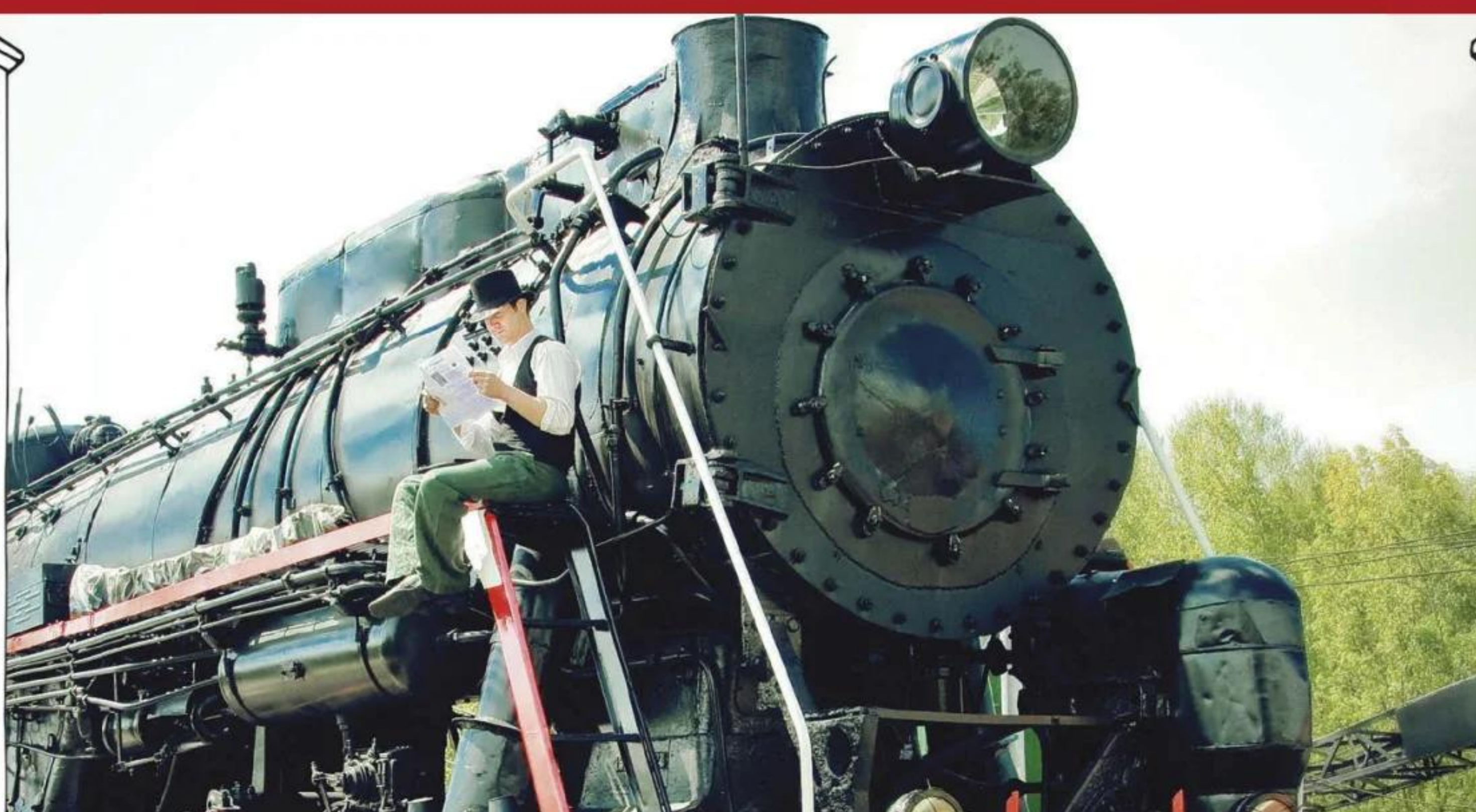
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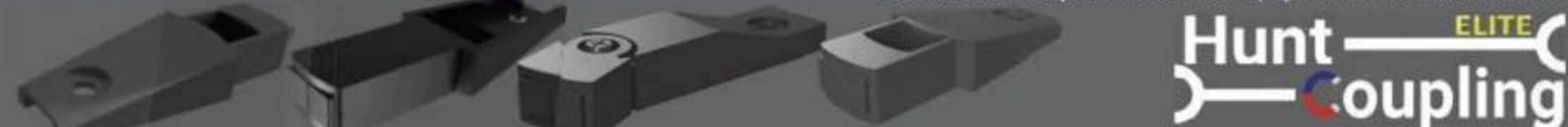
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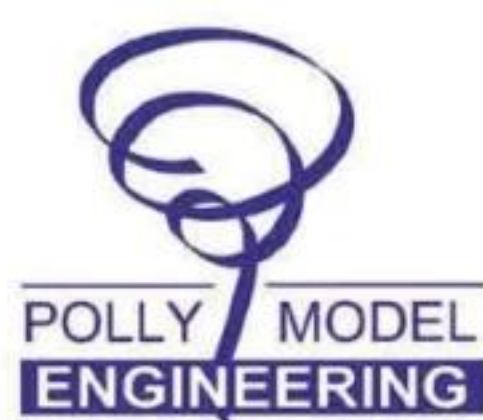
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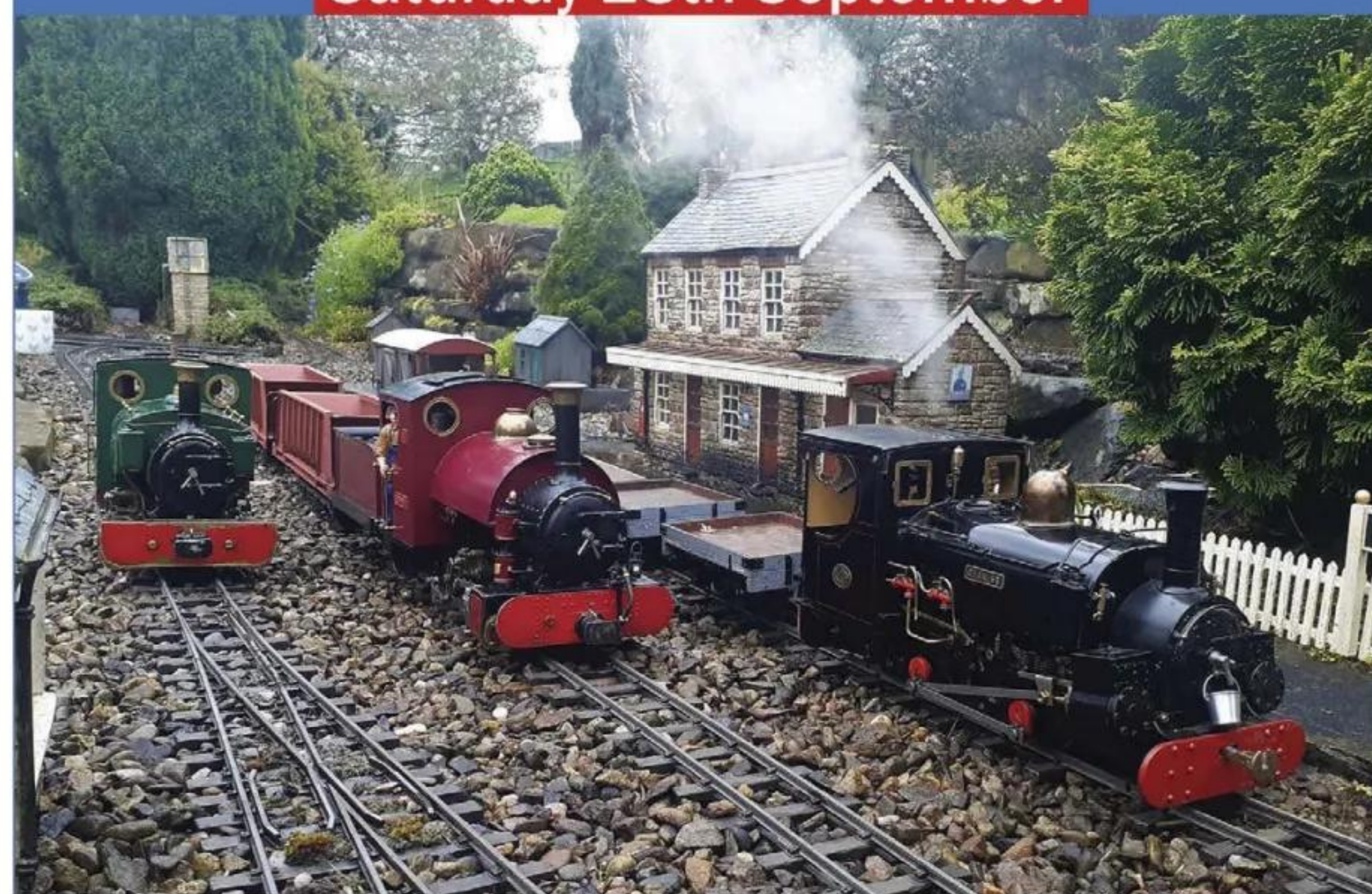


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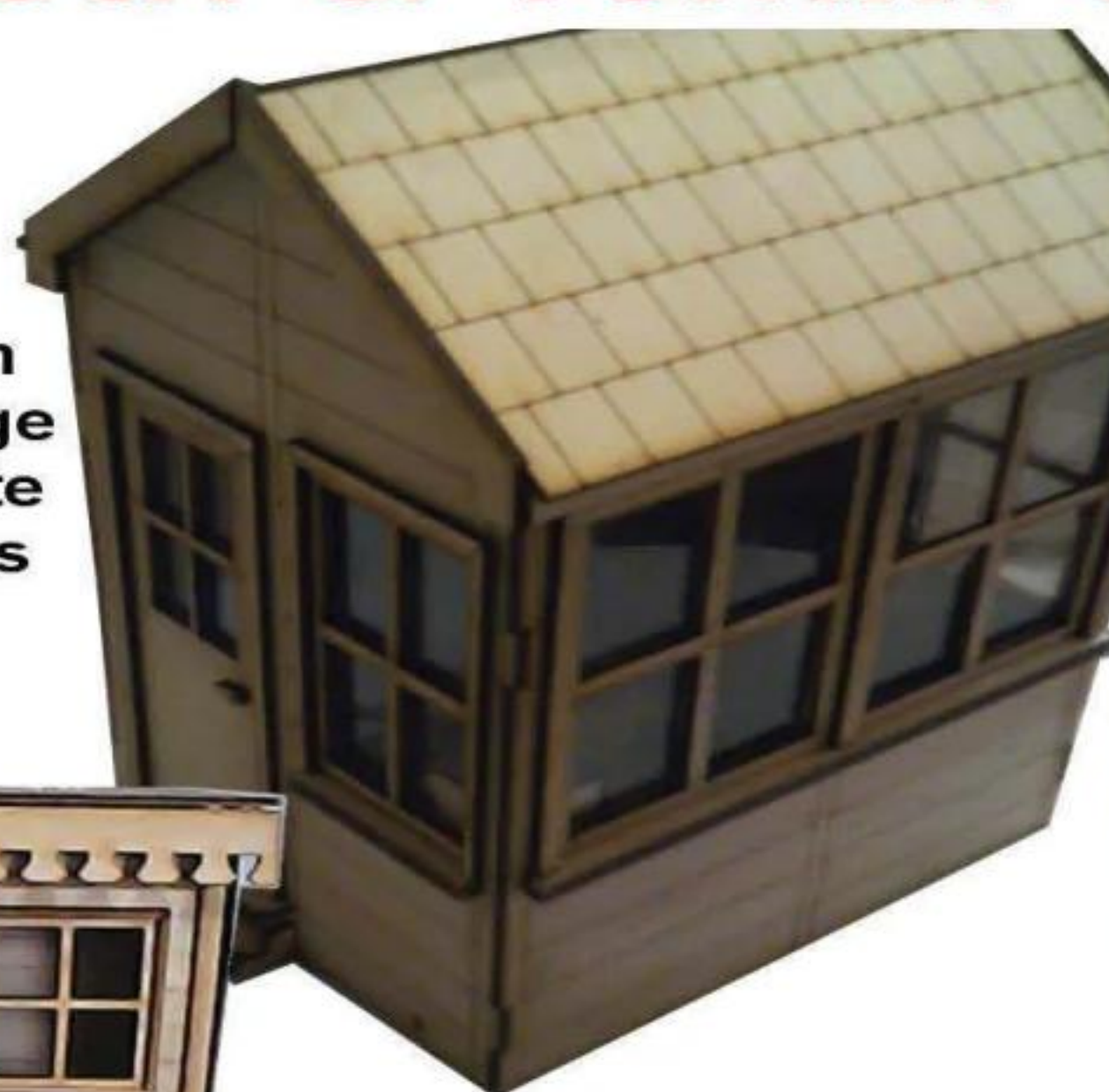
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Built between 1919 and 1925, the South African Railways Class NGG11 entered service on the Avontuur narrow gauge line through the Langkloof and also in Natal. They were the first Garratt locomotives to run in South Africa. All but one remained there for the rest of their service lives until withdrawal by 1962.

NG52 was sold to Rustenburg Platinum Mines in 1956, surviving to be preserved at the Museum of Man and Science in Johannesburg in 1974. After being moved around, it was rebuilt and transferred to the Sandstone Estates Railroad, where it made its operational debut in March 2017 during the annual Stars of Sandstone event.

GRS's model is being manufactured by Bowande in China.

Details

Specification:

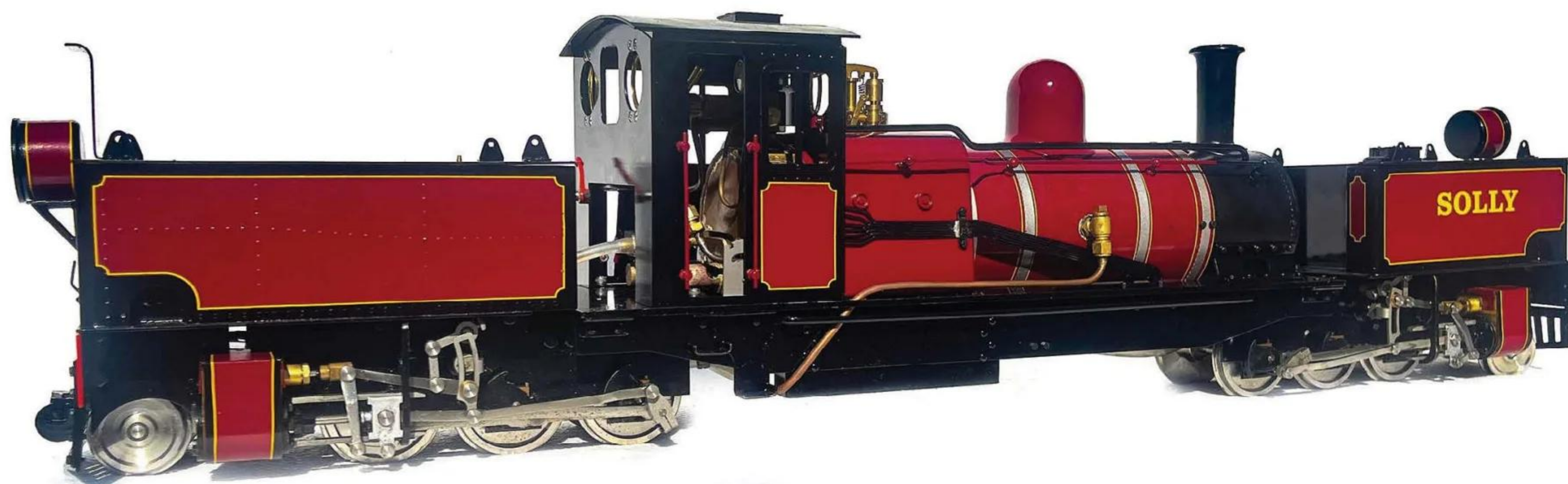
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Gauge: Dual 32/45mm gauge

Price: Price: £5,500 (Manual)

See the GRS advert in this issue for full details on ordering.

Website: www.grsuk.com



BOLE LASER CRAFT

Ready to Run Darjeeling Himalayan Railway wagon 16mm scale

Produced to support the Darjeeling Tank Locomotive Trust (DTLT) boiler appeal, Bole is donating all profits from a limited edition wagon.

Appropriately carrying a load of scale boiler tubes, given the boiler appeal, the wagon is available in either 32mm or 45mm track gauge and shipped in its bespoke laser-cut storage box. It measures 25cm (over couplings) by 10cm and carries 24 tubes in a wooden rack.

DTLT Treasurer 'Fuzz' Jordan said that the team was grateful for this welcome offer of financial support, adding that only 135 wagons will be produced, one for each year 19B has been in existence. He ended by reminding anyone purchasing a wagon to specify what gauge is required when ordering!

As many will know, the locomotive was acquired by the DTLT following the auction of Adrian Shooter's magnificent Beeches Light Railway collection in June 2023.

DTLT is now planning a live steam 19B garden railway locomotive, complete with tender from Roundhouse, plus an unpowered, dummy 19B for those without a garden line but a gap on the mantelpiece.

These items mark the start of a series of strictly limited edition model rolling stock, which will feature a flat wagon carrying a genuine slice of expired boiler tube removed from the real 19B. Bole Laser Craft will also be offering a limited edition of the two replica Darjeeling Himalayan Railway blue-liveried coaches that run with the locomotive.

The real 19B can be seen at the Statfold Barn Railway near Tamworth and when its new boiler is complete, the locomotive will return to steam in 2026 if fundraising carries on at the current pace.



Details

Gauge: 32mm and 45mm

Price: £150

Website: www.bolelascraft.com



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Open Steel Wagon kit 16mm scale

A typical open steel wagon, as used for everything from minerals to containers and large machinery. This truly versatile wagon could shift almost anything.

The model incorporates sealed bearing races for smooth running and no maintenance. A detailed fish belly chassis and brake gear, lots of rivet and angle detail.

Laserply kit supplied with everything but paint and glue.

Details

Dimensions:

Length: 230mm over couplings

Width: 104mm

Height: 37 mm

Gauge: 32mm and 45mm

Price: £30

Website: www.platewaymodels.co.uk

TENMILLE

Ceramic fibre meths wick

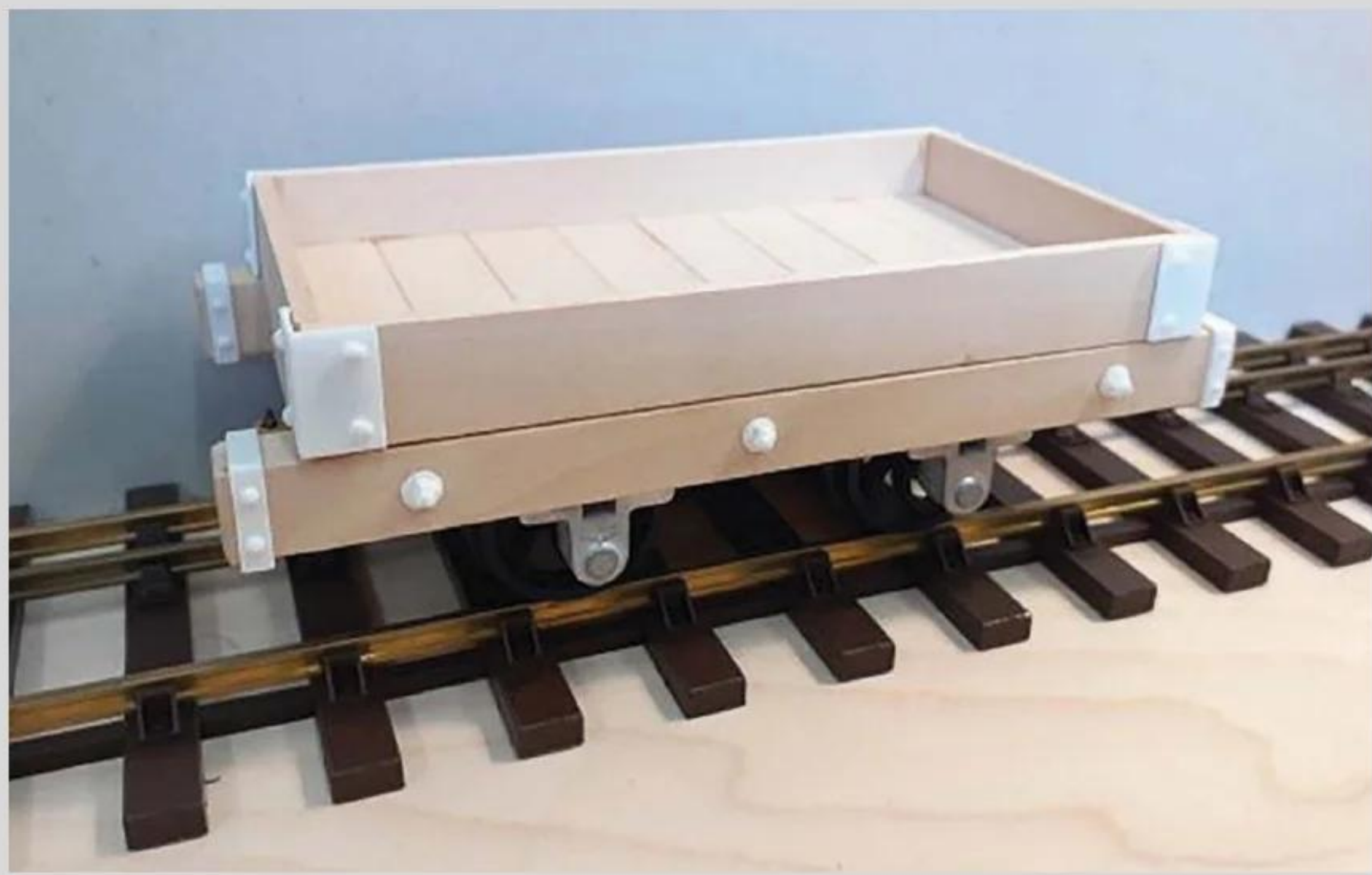
This meths burner wick material is made from ceramic fibre, which has a temperature resistance up to 1260 Celsius. It comes in lengths of 250mm and 12mm diameter, ideal for trimming down to fit most Gauge 1 models. Supplied with a glass fibre reinforcement outer, which should be removed prior to installation.



Details

Price: £8

Website: www.tenmille.com



FINE LINE MODELS

One Plank Quarry Wagon 7/8th scale

A new addition to the firm's range of wooden construction 7/8ths scale rolling stock. The main kit parts are cut from quality lime and bass wood.

Included in the kit are white metal axleboxes and various detail parts, including corner plates, nut bolt washer detail, coupling hooks, central coupling bar and buffer straps. Binnie wheels are available for an extra £2 per kit.



Details

Dimensions:

Length: 156mm

Width: 80mm

Height: 60mm

Gauge: 32mm and 45mm

Price: £19.99

Website:

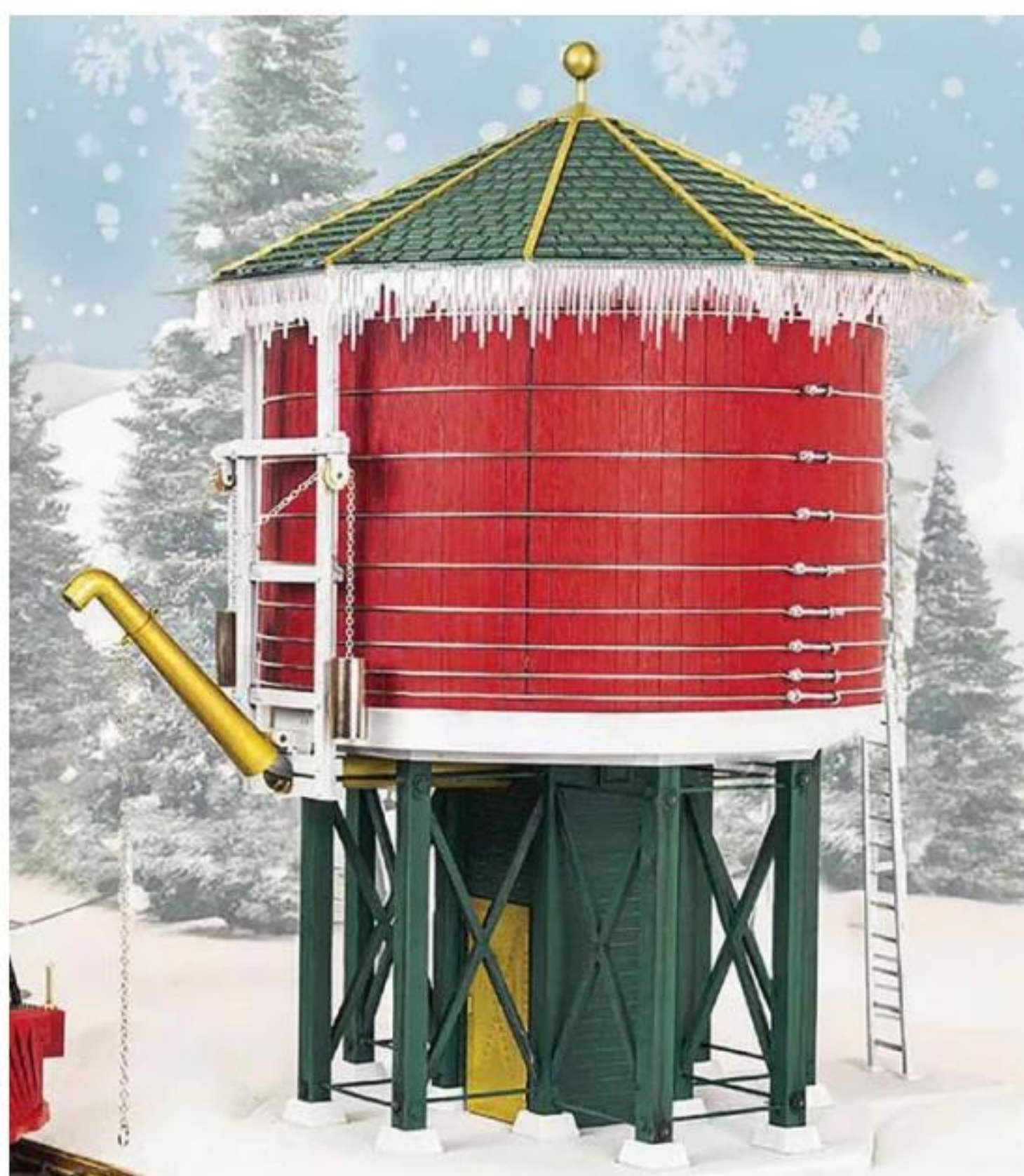
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ChristmasTown Water Tower building kit G Scale

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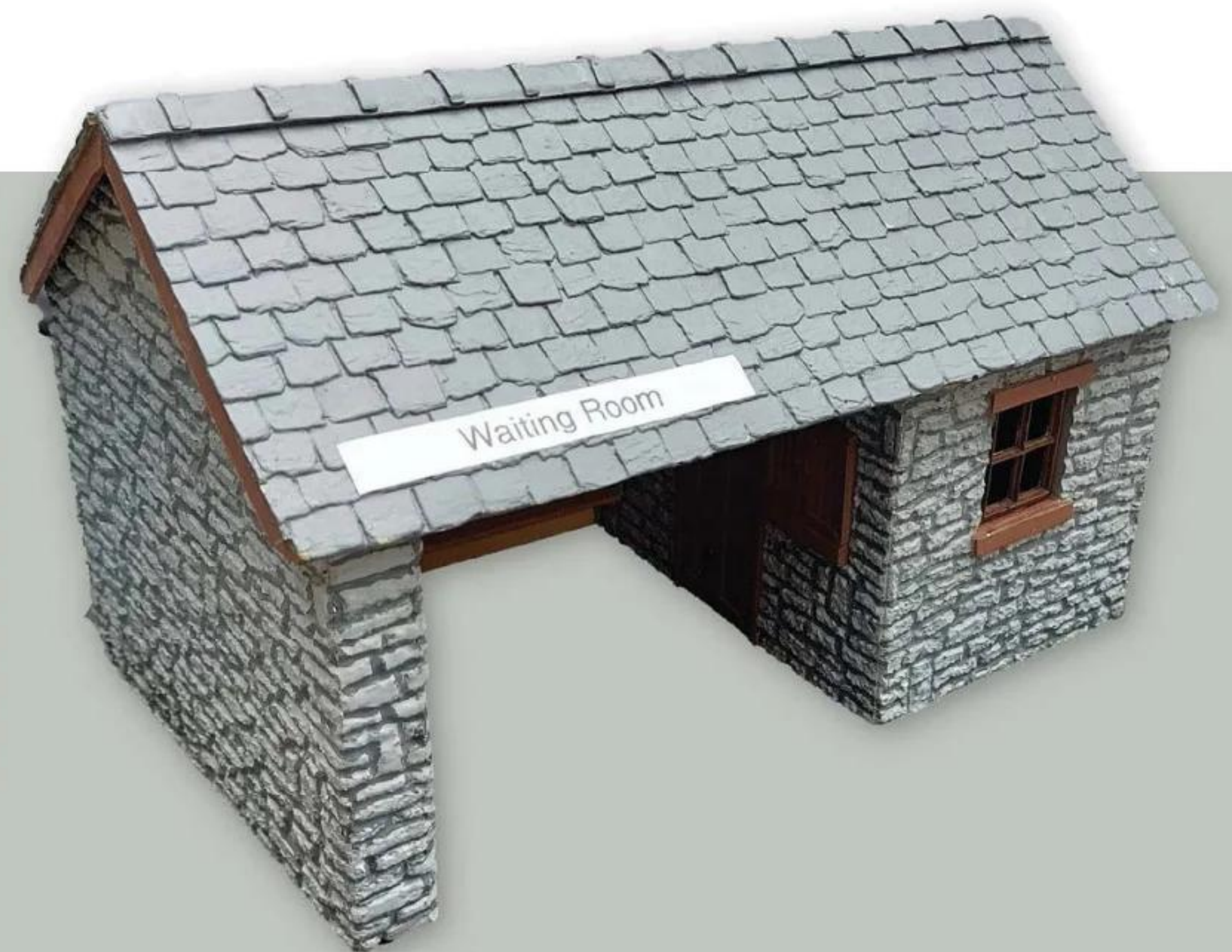


Details

Price: \$274.99

Website:

www.piko-america.com



BLACK CAT BRIDGES

Black Cat Bridges purchase the T&M Models range

Missing from the market for over five years, the T&M range of resin building kits has been purchased from Trish and Mike Cullen by Black Cat Bridges.

Two buildings have already been reintroduced, but the moulds for the entire range are available, so if there is something you remember from the past, get in touch, and a new set of castings can be run off. Gradually, the rest of the range will appear, but this will take time while Black Cat sort out the huge number of moulds they have acquired!

The buildings will be available from the Black Cat stand at shows. They will also be added to the website, but if there is anything you are interested in, the best bet is to contact the team via the site.

Models will be cast in coloured resin to reduce the need to paint them, or at least ensure that should the paint wear over time, viewers won't be presented with a glaring white area showing through.

Details

Prices:

Waiting room: £55

Platelayers Hut: £25

Website: www.blackcatbridges.com

MAMOD

Mamod has closed down

After 88 years of manufacturing miniature live steam trains and road vehicles, the firm closed its doors in August.

Adrian Lockrey, owner of the company, posted on social media:

“As the new owner of Mamod, I’ve faced significant challenges over the past year. Upon taking over, I discovered the landlord planned to raise the rent from £24k to £38k per year, plus extras, totalling over £40k annually. Additionally, he demands a full repairing lease, making us responsible for all repairs, despite neglecting the property for nearly 30 years. He also requires a personal guarantee, which I cannot provide as it would jeopardize my own home.

Another major issue emerged in February with the fuel crisis, which should have been addressed in October. Due to poor communication from the government, we were unaware and had to invest heavily in researching new fuel alternatives while managing our stock of Hexamine-based solid fuel.

We considered relocating, but the staff, who mostly walk to work, opposed it, leaving us no choice but to close Mamod in its current form.

Despite my efforts, managing Mamod for the past year without any return and covering my son’s wages, I can no longer invest time and money into the company as it stands. However, I hope to continue providing spares and limited production of some engines in the future.”



A few days after the firm held a successful open day, they reported that their landlord had brought their eviction forward to August 13th. Everyone at Garden Rail wishes the team well, and we hope Mamod can rise from the ashes in the future.

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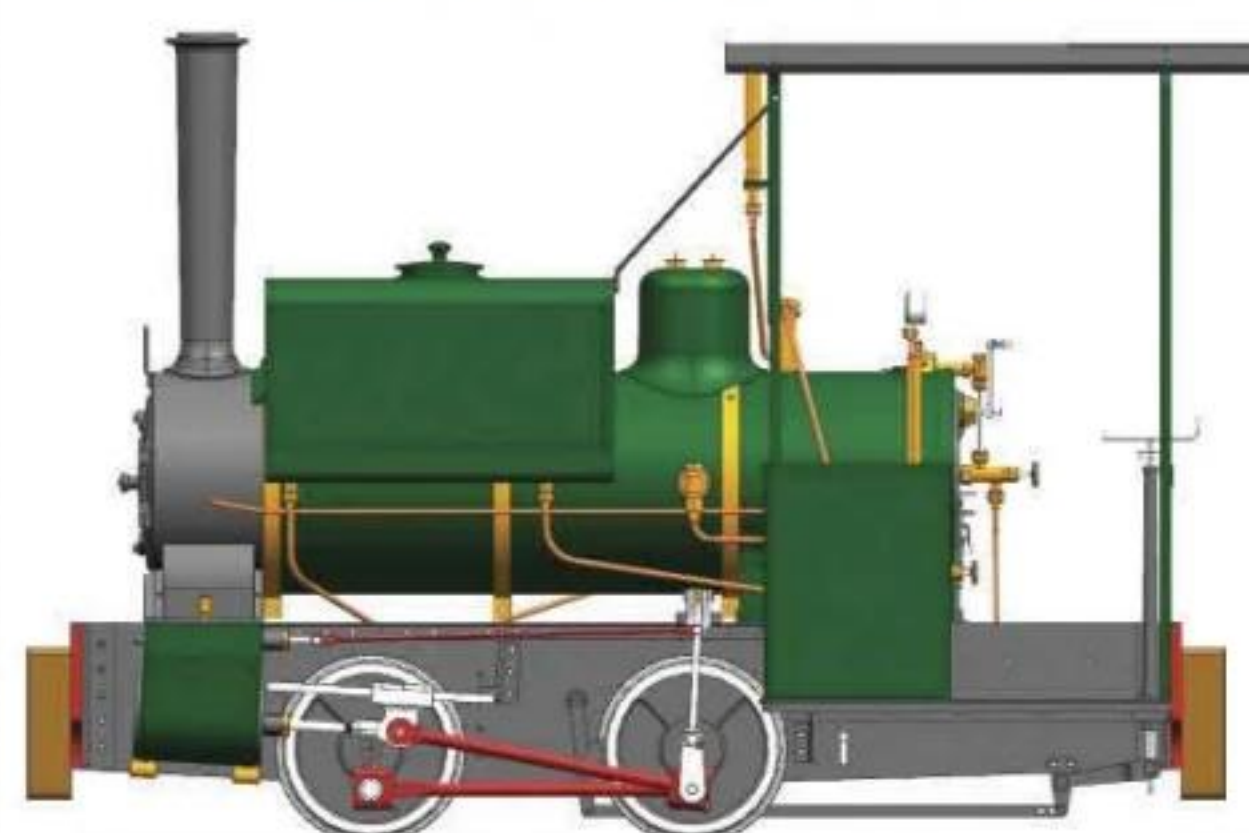
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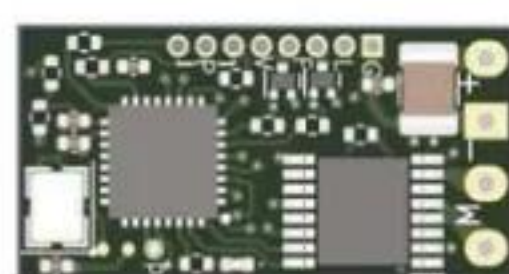
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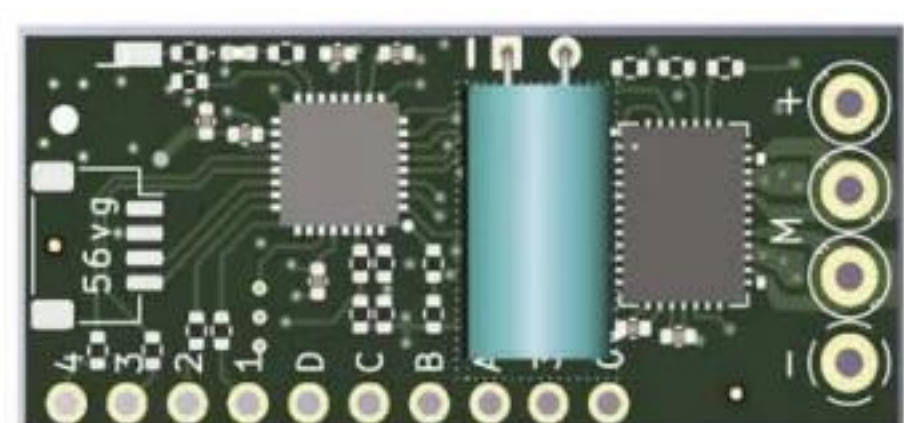
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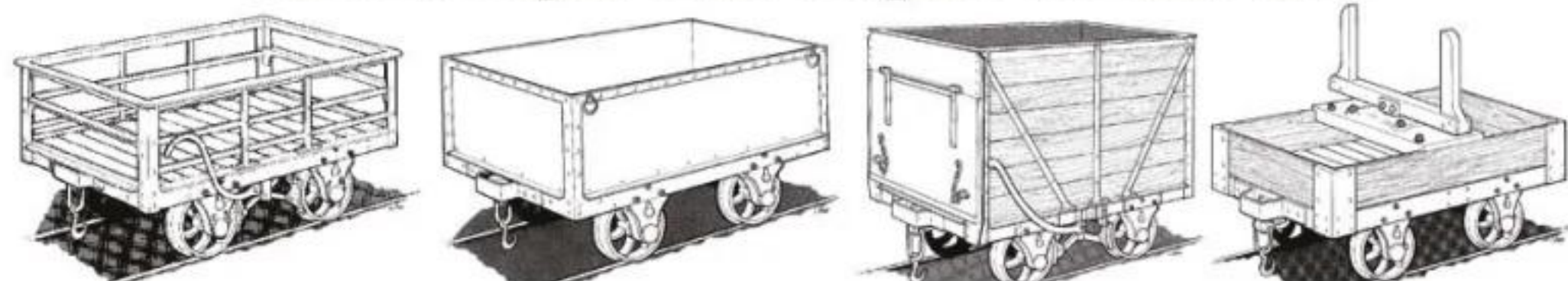
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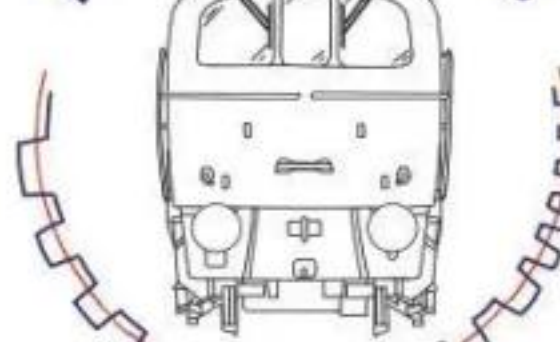


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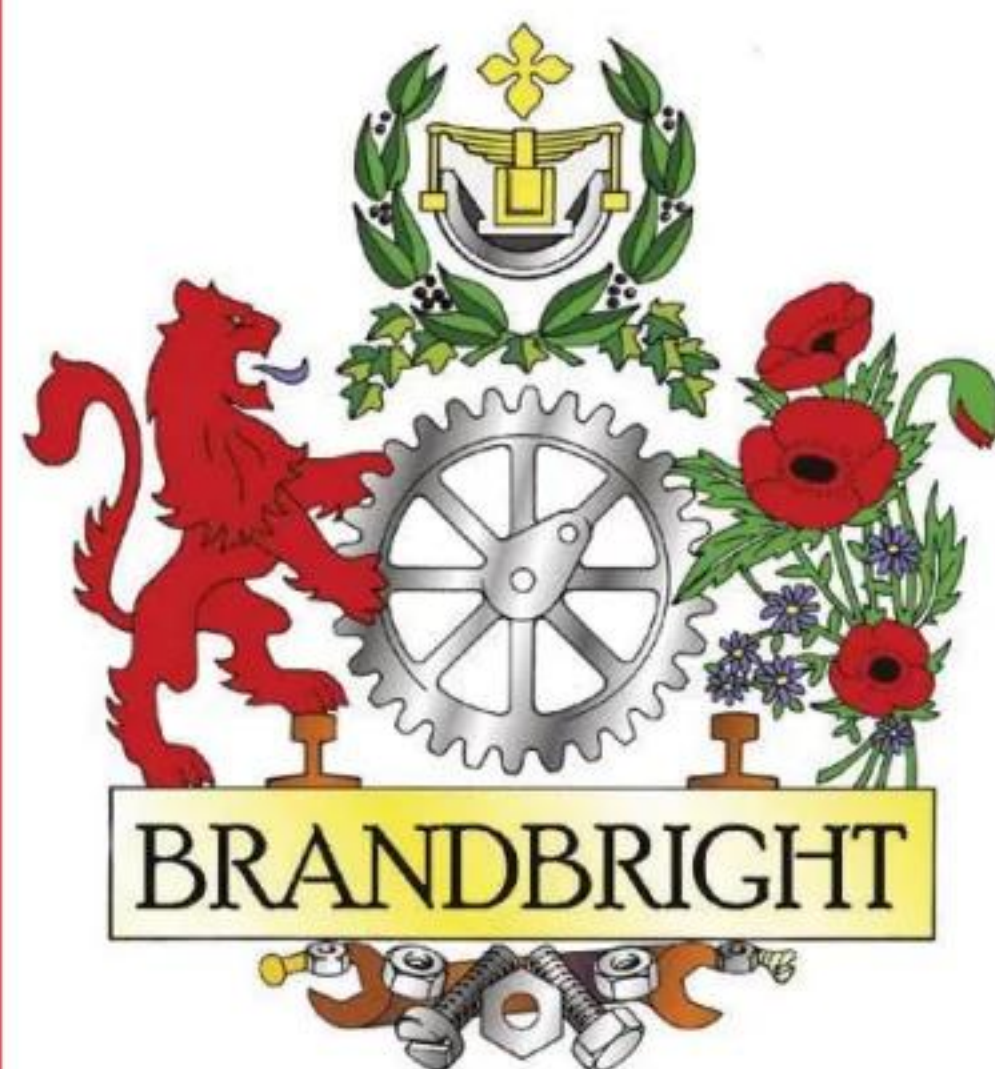
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Seen on the Gauge 1 tracks

G1MRA members have been out and about to both Bakewell for Gauge 1 North and Kidderminster for the 40th anniversary of the Severn Valley Railway station.



ABOVE The 3D print circle was showcasing some of its latest models at G1 North. Visit gaugeone3dcircle.groups.io for more information.



ABOVE Tools at the ready in the steam-up area at Kidderminster.

LEFT A full service was maintained at Kidderminster, more reliably on the 45mm tracks than the real ones who suffered a locomotive failure.

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**GARDEN
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The 16mm Yorkshire Group will be exhibiting Dixon Green & Saed-y-Parc at the National Festival of Railway Modelling at the NEC on 23/24 November, before this, they take us behind the scenes on this popular layout.

Also, in our NOVEMBER issue:

- Chris New turns 'Annie' into a more realistic model
 - We review Accucraft's Rheidol Bagnall 2-4-0T
- Plus, much more...





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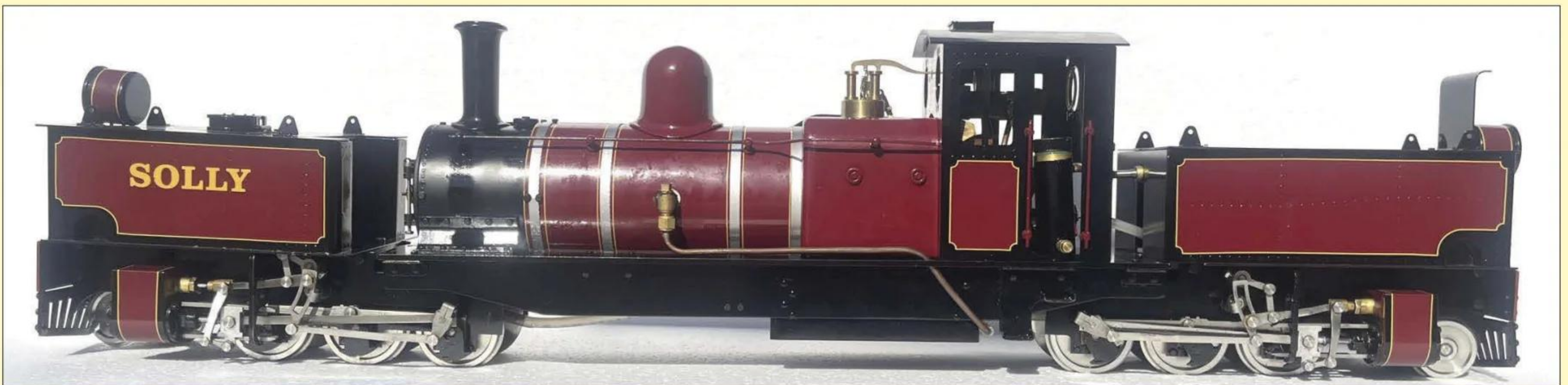
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