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ISSUE 375

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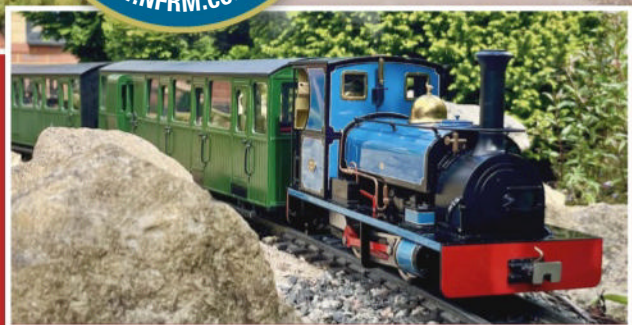
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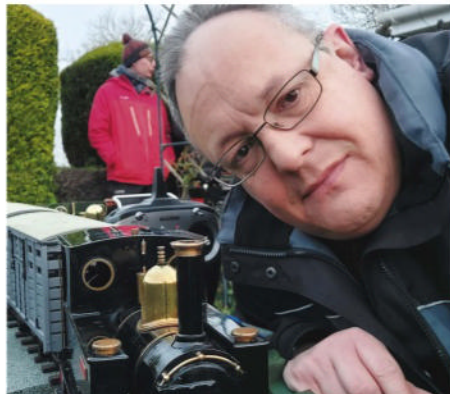
GAUGE 3

I am not happy.

On page 27, there is a competition to win a fantastic Gauge 3 14xx tank, worth an astonishing £2495. And I am not allowed to enter.

You can, though, so don't miss out on the chance to secure what must be the most impressive prize offered in this magazine ever.

Gauge 3 is normally considered the largest model railway scenic scale. As our lead layout, Warton Road proves, it can be railway modelling, rather than model engineering. A trip to the annual AGM, or perusal of adverts in this magazine, shows that while the range of products available is smaller than you find in other scales, it's supported by an active trade and enjoyed by a reasonable number of modellers. Of course, you can also employ a lot of items from the G scale world, which helps.



Years ago, I built a G3 Williams models wagon for our sister magazine, *BRM*, and it forms part of a display showing a kit in every scale. The amount of interest this one model generates among the visitors to small-scale shows is amazing. All this from a model, bigger than, but costing less, than many OO locos, and a similar skill level to an Airfix Spitfire.

Entry to the competition includes the generous offer of free enrolment in the Gauge 3 Society, who are moving its AGM to a new, larger hall next year. Things are looking up for large-scale modelling!

Phil Parker, Editor



Rundle Quay is a minimum space Gauge 3 layout, measuring 2.5 metres across, yet offering a continuous run for smaller locomotives. Builder Geoff Nicholls is a serial small layout in a large-scale builder. Here, the model shows the area served by the Great Eastern Railway, but at events, the stock is expanded to include prototypes from the London and Birmingham Railway.

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Printed by: Warners Midlands plc

Distribution

News Trade – Warners Distribution T: 01778 392417

Model Trade – Warners Trade Sales T: 01778 392404

Overseas Agents – Japan

Erei Co, Ltd 1-1-12 Toyota-kita, Nerma-ku, Tokyo 176

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LAYOUT FOCUS

1:22.5

A 14xx in lined green handles the single-coach passenger service.

Warton Road

One of the stars of this year's National Festival of Railway Modelling, described by **Roger Salisbury**.



Warton Road is an exhibition standard railway modelled to Gauge 3 standards. It depicts a 'might have been', where a preservation society has taken over the running of a branch line closed as part of the 1960s Beeching rationalisation programme.

The layout was inspired by the late John Witts, a prolific and skilful model builder in O gauge who was asked in the early 2000s to construct an open wagon to Gauge 3 standards for a television programme. John was so taken with the scale that he decided to build a short (12ft) demonstration shunting puzzle to take to shows to help publicise the scale. This consisted of several sidings built on planks of timber, but did not satisfy John, who wanted a scenic setting for his models.

With the help of a close friend and fellow model enthusiast, three 2ft 6in by 4ft baseboards were built from 5mm plywood braced underneath with a latticework of plywood, held together with small pins and PVA adhesive. Although light, these baseboards are surprisingly strong and have survived 20 years of exhibitions.

Comprising a goods shed and three sidings, Warton Road was first exhibited in 2005 and, although well received, John was still not quite happy with the layout – it needed to be longer!

Four further baseboards were added gradually, including a station with all-over canopy, a run-round loop and an open fiddle yard. John always felt that spectators always wanted to see what was going on behind the scenes when stock was changed over, so why not treat the fiddle yard as part of the display and show off the models that are not in use.



A 1361 class pannier tank shunts a toad past South View Yard signal box.



As well as the signal box, there is a covered ground frame, which is controlling this empty stock movement.

By the turn of 2009, several additional friends had joined the Warton Road team, adding a variety of stock to the models displayed. The concept of a preserved railway emerged at this stage, giving the opportunity to show models from a variety of regions and times.

At this point, the layout's evolution also took another turn; coaching stock in gauge 3 is large, a bogie carriage measuring about 3ft in length. The station area was becoming congested at times, particularly when running round passenger stock – again, the layout needed to be longer!

Two new baseboards were added to the station and two more to the fiddle yard. The layout now measured 48ft from end to end and required a team of four to exhibit it. Improvements to the scenic side of things were also catered for with the addition of several custom-made trees, adding height to the diorama.



All preserved railways seem to have run an Austerity at some point. 'Foggia' is a real locomotive, built in 1943.



Down at the goods shed, the 14xx is now handling a couple of rusty mineral wagons.



The Class 121 waits at the end of the platform and shows how realistic these large-scale models can be.

They say that a model railway is never finished, and that could not be more true with the Warton Road team. The conversations held in the evening after a day's exhibiting would inevitably turn to 'how can we improve the layout further?' It was felt that some purpose to the shunting movements and also loco servicing facilities might be considered. Realistically, these two ideas could almost double the length of the layout and would require eight new baseboards to be built.

Thus, South View Yard came into being, a 16ft siding complex to the south of the station servicing a coal yard, dairy complex and goods bay platform off the main through route to fiddle yard number two.

A Class 121 DMU waits under the canopy. Single car units are very handy for those short of space, although in this scale, it's still three feet long!



At the northern end of the layout, further sidings serviced a loco shed, water tower, coaling stage and carriage siding, adding another 16ft. The opportunity was also taken to incorporate a miniature railway and picnic area.

Like Topsy, Warton Road had grown from a 12ft shunting puzzle to a 100ft railway, which could display a surprising quantity of locomotives, carriages and wagons, all of which had a purpose to perform – to keep the audience entertained.

Throughout its life, baseboard construction used the 5mm plywood method described above. Track is all hand-built using products supplied either by The Gauge 3 Society, or latterly by Cliff Barker and is liberally painted with rust colours. Pointwork is hand-built using Society jigs and includes two three-way points just to keep the operators on their toes!



One of our baseboards. The plywood construction has stood up well to the rigours of exhibition use.



Based on a prototype, the GWR 'Iron Mink' has been converted into a store and buffer stop.

The track is stuck to the baseboards with PVA and is ballasted using 3mm chippings of various shades with additional scatter materials in the lesser-used locations. Much use has been made of balsa wood to form scenic contours, covered with plaster of Paris bandage, painted and then with scatter materials and static grass applied to create the desired effects. All trees were professionally built and strategically

placed to complete the scene. Many of the buildings are scratch-built to fit on the layout, though some laser-cut plywood and resin kits have been included.

Taking a trip from the northern fiddle yard, a train enters the scenic area under a farm track bridge where the local sheep farmer is doing a spot of train spotting while his animals graze the long grass on the bridge.

Our preserved railway still indulges in quite a bit of shunting, demonstrated by this 14xx tank.



To our left is the carriage siding, which often holds a 'flying banana' or first-generation DMU for servicing, while to our right, a steam loco is being watered. A little further along the line, we pass the coaling stage and loco shed, which holds three or four steam locos awaiting their turn of duty.

On our left is Warton Road North signal box, the preservation society Portacabin and the station for the miniature railway where its train scuttles back and forth. We then pass the water tower to our right and the PW department on our left, where a loose tiebar is being attended to.

The first storage siding is now to our right, where PW wagons or fuel tankers are marshalled. Carrying on, the run round loop and loading gauge appear to the left, while we may notice the apple orchard on the embankment to our right.

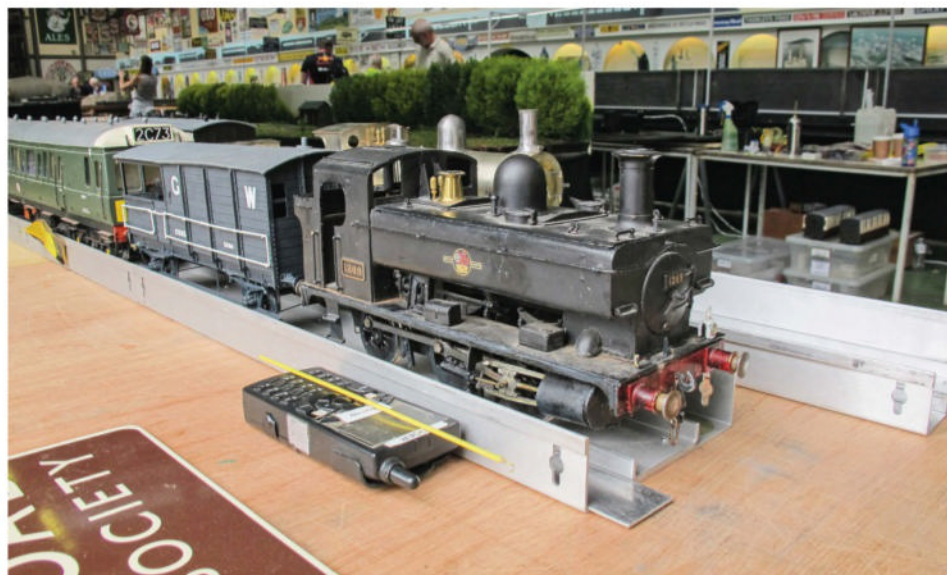
The line diverges to the right to enter the main station while, to our left two goods sidings are continually in use to shunt the



John will always be with us when we take the layout out, in 1:22.5 form, by the Portakabin.



The layout set up at a show. Various configurations are possible, this version doesn't have a fiddle yard at the end nearest the camera.



In the fiddle yard, we use aluminium cassettes to move the stock around, as this reduces handling.

various wagons, which arrive from either end of the layout. Having stopped in the station, we proceed over the level crossing, noting that the police are in attendance to investigate something untoward near the cattle pens. We are now passing through South View Yard with the coal yard siding and goods platform on the left and the dairy siding on our right. We pass over another level crossing and so enter the southern fiddle yard at the end of a journey which probably took 10 minutes.

Regretfully, John passed away in 2024, and with some members of the team suffering with health issues themselves, the future for Warton Road was unsure. John's family and the other members of the team were however keen to ensure that the layout would continue to be exhibited. A period of rationalisation has taken place with some baseboards taken out of use, but the main part of Warton Road is still available for exhibitions – why not come and see us at the NEC this November?

As a final note, John still attends shows with us, albeit in model form, sat on his stool outside the Warton Road Preservation Society Portacabin near the station. ■

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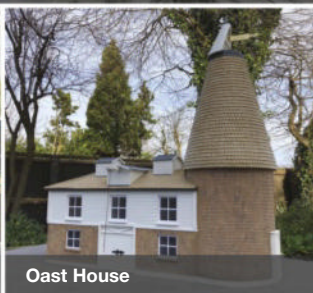
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My David Bailey
Welsh Pony next to
a new Roundhouse
Palmerston.



Little Englands

David Pinniger looks at some early 16mm live steam Festiniog locos.

Most readers of *Garden Rail* will be familiar with the recent 0-4-0ST Festiniog England locos made by Roundhouse Engineering, but less well known are some earlier incarnations of these iconic small engines.

'The Prince' was the first live steam England to be produced by a very skilled model engineer called Robin Gosling, way back in the late 1970s and early 1980s. These veritable jewels of 16mm were modelled on the very early version of the locomotives, with a simple tender, before they were rebuilt with saddle tanks and cabs.

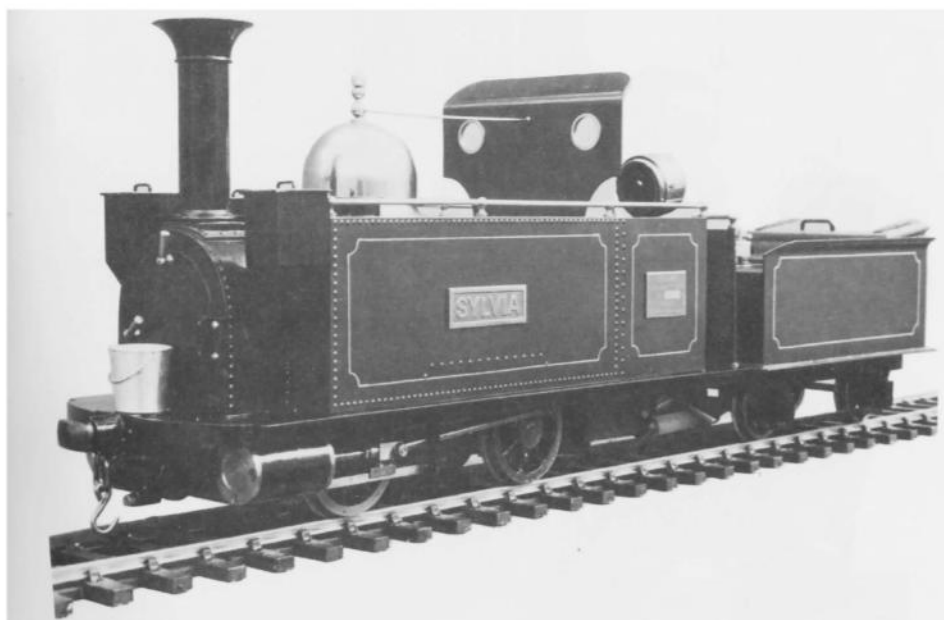
In 1975, a basic B and a more detailed A version of the engine was offered fitted with outside cylinders with inside valves, slip eccentric valve gear between the frames and springing on the driving axles.

On the backhead of the A version was a small regulator handle, pressure gauge, steam blower valve and water gauge glass with a blowdown. The tender carried meths and water and was fitted with a hand pump.

'Prince's' bodywork was neatly finished with scale-sized dummy rivets, and enamelled in red with a large, polished brass dome and black tender. Internally

meths-fired with a Smithies boiler, these engines were quite demanding to run, particularly at slow speeds. However, once the techniques of using the steam blower and the hand pump for water in the tender have been mastered, they do run beautifully and are surprisingly powerful for their size.

High-class engineering does come at a price, and in 1975, £175 for the basic model and £225 for the more sophisticated version was beyond many enthusiasts' budget. By 1985, when Peter Dobson's book was published, it had risen to an eye-watering £1,065.



'Sylvia', the Gosling Prince owned by Graham Lamb. Photo, used with permission, from Peter Dobson's book.



A later DJB 'Prince' visiting the AVR. This later version has the gas tank in the tender.



The first Pearse/DJB 'Prince', now resident on the AVR in 2025.

It is thought that only nine of these locos were produced. Incidentally, the first loco was made for Graham Lamb, who was then the Chairman of the 16mm Association, and unlike the other red engines, this one was painted brown and named 'Sylvia' after Graham's wife. I have records of seven Gosling locos, three of which have graced the tracks of my Ambledown Valley Railway.



Gosling England 'The Prince' visiting the AVR.

They are much sought after today and consequently are highly priced.

Stewart Browne's early Princess pot boilers made in the 1970s and 1980s were loosely based on the original *Englands*, but they were on a much larger scale and so do not really come within the compass of this article.

The next *England* locomotive to be made commercially was when Ian and Donald Pearse produced the first batch of the gas-fired version of 'Prince' with enclosed cab and saddle tank, as it was then running on the preserved Festiniog Railway.

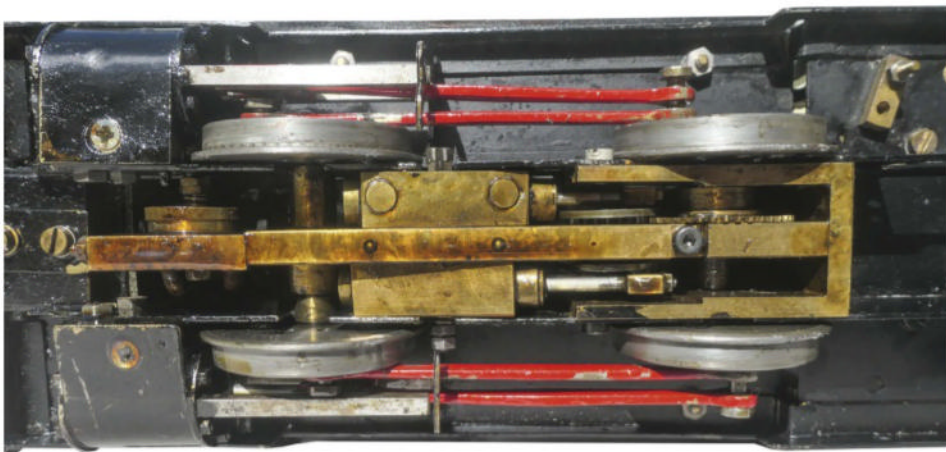
Accurate, attractive and well-proportioned, the really innovative feature of this engine was that it had a multi-cylindere geared drive steam motor, originally designed by Peter McCabe.

In 1987, these were priced at £575 for a manual loco and £595 with radio control. After a few years, Ian Pearse decided to stop producing the *Englands* to concentrate on other locos and came to an agreement in 1988 with David Bailey for him to produce the 'Prince'.

The earlier DJB engines used Pearse components, but David made some modifications to the body etch and mechanics. I am fortunate to have the very first one that David Bailey built and, from my experience of this engine, and others which have visited the AVR over the years, I can say that they are a delight to run.



David Lemar's Gosling loco on his line in Devon.



The four-cylinder steam motor between the frames.



DJB 'Prince' and the new David Bailey 'Welsh Pony' with two cylinders and full Stephenson valve gear visiting the Misbourne Valley Railway.



Three David Bailey *Englands* at Bishops Amble, 'Little Giant' with an open cab and a red and a green 'Welsh Pony'.

The slow running of a well-set-up geared engine makes for relaxed, realistic operation, although you have to forgive the sound of the much more frequent exhaust beats.

For completeness, I need to mention the *England* locos made by Peter Angus and Mike Lax, which are covered in his book, *Peter Angus - Locomotive builder*.

There was also the later and slightly larger *England* 'Welsh Pony' produced by David Bailey in kit form in 2016. These are very detailed models with a ceramic burner, full Stephenson valve gear and an axle pump for delivering water from the saddle tank.

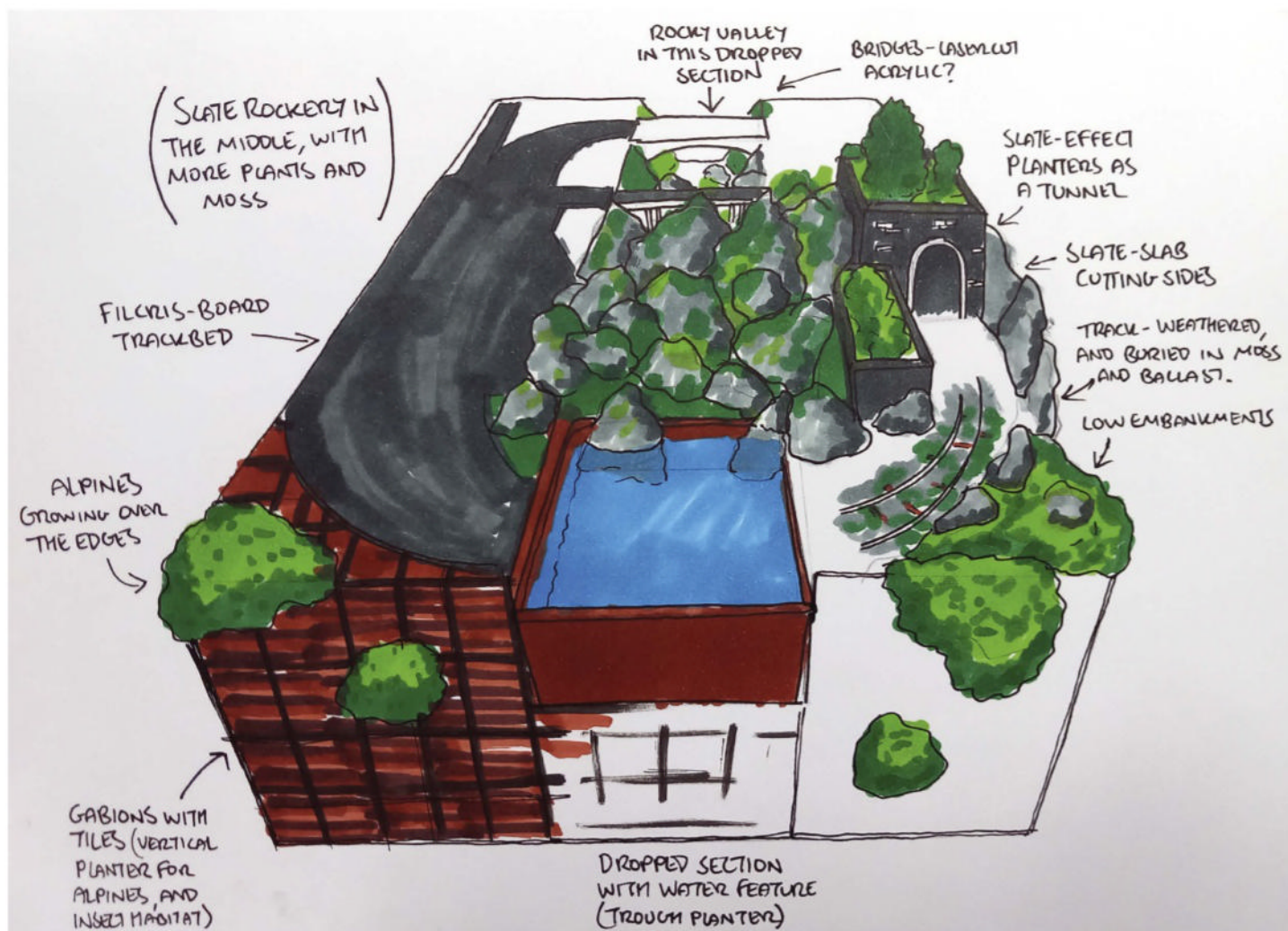
The kit was very challenging and way beyond my limited model engineering skills, so my 'Welsh Pony' was built for me by David, and nicely lined by Matt Acton. It is fascinating to compare this beautiful locomotive with the other *Englands* that have been produced and run on the AVR over the years. ■

References

16mm scale live steam model locomotives. Vol 1 by Peter Dobson. 1985

A Passion for Steam by Marc Horovitz. Atlantic Editions 2008 and Cal Pac Trading Company 2014.

Peter Angus - Locomotive builder. Camden Miniature Steam Services. 2015



Foundations and Building

Ben and Amy Bucki get the pencils out for some planning.

With the space available for the garden line, about 6ft by 4ft, established, and the plants purchased, the matter of how to build the line was next to be addressed. This was surprisingly complicated and took a bit of a run-up when it came to designing it.

Our experience with the old 45mm line heavily influenced us in this regard; that had been a ground-level line, laid onto plastic boards on the gravel. As we rocket into middle age, the prospect of scrambling around down there appeals less and less. Getting down to rail level is fairly easy, getting back up, less so, particularly while trying to maintain dignity. Therefore, we

planned to have the layout raised up. It would also make it a bit easier to see, whilst we're sitting in the slightly-lowered section of the yard next to it.

We'd also had to lift and relay the G gauge line multiple times because of building works and repairs to the drains. Knowing what our luck is like, almost certainly as soon as we build this layout, we'll find there's a water main/gas main, unexploded bomb, ancient Viking tomb, or something located right under the patio. So, actually cementing it in place wasn't an option.

After looking at the usual methods of raising it up on posts and the

problem of disguising said woodwork, we settled on using gabions. They would be removable, technically, even if it would be a bit of a swine to do it. But better than it being a full-on rockery laid on the slabs, or a cement mountain under there.

A contributing factor to the choice of gabions would be that we had access to a lot of material to fill them, for free. Amy's parents needed to re-roof their house, and when several thousand worn-out tiles are going begging, we weren't going to let them go to landfill. I can't imagine it did the suspension on our Citroen much good, but hey-ho.



The gabions being built; a nice strong foundation for the railway and quick to build.

It would also have a handy secondary purpose; using the tiles, stacked interleaved with each other, would give planting pockets up the sides for ferns and mosses, and provide wildlife habitats. The yard is fully paved and effectively only suitable for planters and pots, so doing everything we can to encourage the bugs and bees will be crucial to our little ecosystem.

Transportation

Keeping the railway removable also had an influence on the track bed. When we did the 45mm line, we'd used recycled plastic decking boards to lay the track on. This had been something of a success in terms of it not rotting, but less-so in that there were lots and lots of joints between sections. This time around, the small size of the railway would mean we could use a single board.



After marking out the 'final' (hah) trackplan, we took a Jigsaw to the Filcrist board. The shape could be, and indeed would be, modified further, not least the decision being taken to flip the trackplan over so the smaller of the two bridges would be on the other side.



Filling the gabions with the derelict, century-plus-year-old tiles from the roof at the in-laws. Nice to be able to upcycle and re-use these, and save them going to the tip.

However, the cost of an 18mm-thick board (initially chosen as it would mean no need for extensive bracing against warping), and especially the cost of transporting it, ruled it out. In the end, we went for 6mm thickness, which would need some levelling and packing, but it was another compromise.

Slate waste in various grades was acquired for the project; some was used for laying out a base layer under the Filcrist board, and some larger chunks served as a base for the rockery. Holes were cut out of the board to create planting pockets into which soil was poured, and a start made on putting in some of the plants.

On track

The track was attached at this stage- we'd struggled to get hold of any of the older brass track from the Faller E-Train sets in this country, but luckily, eBay turned up a seller in Holland who was still happy to sell to the UK. A lot of the best Faller turns up on German eBay, but recent changes mean not many sellers there are happy to post to Britain. It took a little while to acquire enough track, especially points, but we got there.

This stage took a while, but showed the logic of testing, and testing, and testing again. When we did the 45mm line, the trackplan changed a few times in the end, as we were able to raise funds for more track to eliminate some troublesome reverse curves.



Starting to screw the track down, after using some bags of slate waste to level the board off. We'd put a hessian layer on as well, partly to give the plants something to eventually root into, and partly to stop the slate tumbling down into the gabions.



A big moment, the first successful test circuit of a chassis. It would have been a full loco running round, but the use of the Faller points showed that the body of our main test loco, the IP Engineering diesel shunter, fouled the switch housings and would need a little modifying. Still, this is why you build test trains, I suppose.

This time around, on the 32mm line, we were more limited in the trackplan, just by the space we had.

That said, even this time we changed things a few times, not least swapping around the plan so it was a mirror to what was originally intended. There would be two passing loops as well on the original plan, but then, following a bit of testing, we decided to lose one of the two loops and turn it into sidings instead, not least because it would mean a curve was a bit close to the edge of the board - we could see an inevitable plummet onto the slabs at this point.

It was interesting to see how well the rails, and indeed the Filcris board, coped with conditions. The rear of the house only gets the morning sun, but at the time of writing, we've had three heatwaves, and at least the whole lot hasn't shown any signs of warping in the heat so far.

To follow

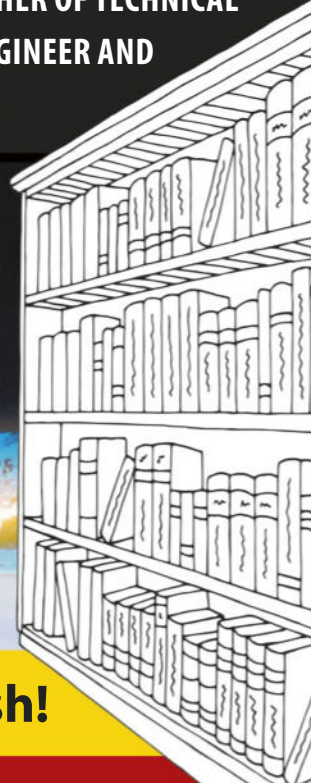
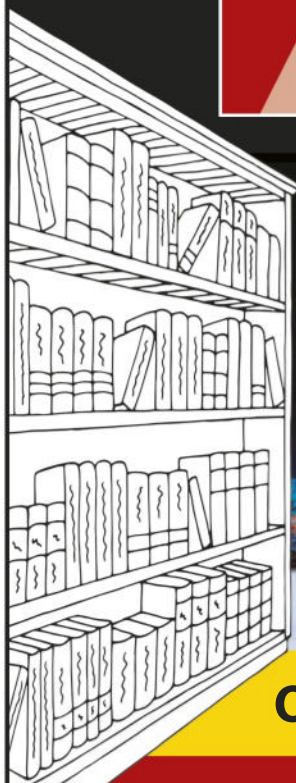
There's plenty to do, not least the planned tunnel-planter, which should break up the scene a bit, two bridges, followed by ballasting. There's also a lot more landscaping and planting to follow. But for now, a mere 10 months after moving into the house, we have a connected, working garden railway; given how long it took to lay the old 45mm line, this is a great success, and nice to see it coming together. ■



It's starting to look like a garden railway at last; Amy had got stuck into planting, and I was finalising the trackwork.



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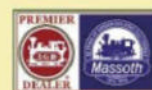


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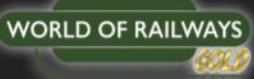
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Times: Thurs-Sat 10am to 4:30pm. Sun 10am to 4pm

Web: www.midlandsmodelengineering.co.uk

Exeter Garden Railway Show

Date: 25 October, 2025

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

Times: 10:30am to 4:30pm

Web: www.exetergardenrailwayshow.com

The National Festival of Railway Modelling

Date: 22-23 November, 2025

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Times: Sat: 10am to 5.00pm Sun: 10am to 4:30pm

Web: www.nfrm.co.uk

Steam in Beds

Date: Sat 22 November, 2025

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

Times: 10am to 4.00pm

Web: www.bag16mm.org.uk

Steam At Rowington

Date: Sat 13 December, 2025

Venue: Rowington Village Hall, Rowington Green, Warwick, CV35 7DB

Times: 10am to 4.00pm

Web: www.johnsuttonmodels.co.uk

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Quarryman's Coach

I have just read the article by David Pinniger on building a Brandbright Eliptical open-ended wagon in *Garden Rail* no.373, and noted that he had to change the wheels for a smaller diameter, finding difficulty in removing the axle guards. There is a simple solution to this, albeit incurring extra cost!

I have just completed two Brandbright 4-wheel coaches and used its brass trunnion sets to install the wheels inside the axleguards, which is now only cosmetic.

I had occasion to change one set of wheels, and it is a simple procedure to spring out the old set and replace with the new. These trunnions make the assembly of four-wheel stock much easier to obtain even running.

I have no connection with Brandbright, but find the new owner, Ken, to be most helpful with suggestions.

Peter Bleasdale



Layout plans

With articles on people's garden railways, you almost never include a plan of the track layout. Is there a reason? All other model rail magazines do, and it's great to link it to descriptions and pictures. Also, it can help those planning for the first time.

In an early GR edition, I had to include a plan. Where have they gone?
Malcolm Stinton

Editor: Happy to explain. The main issue is that we rarely get a plan from the layout builder, and if we do, it's unlikely to be to

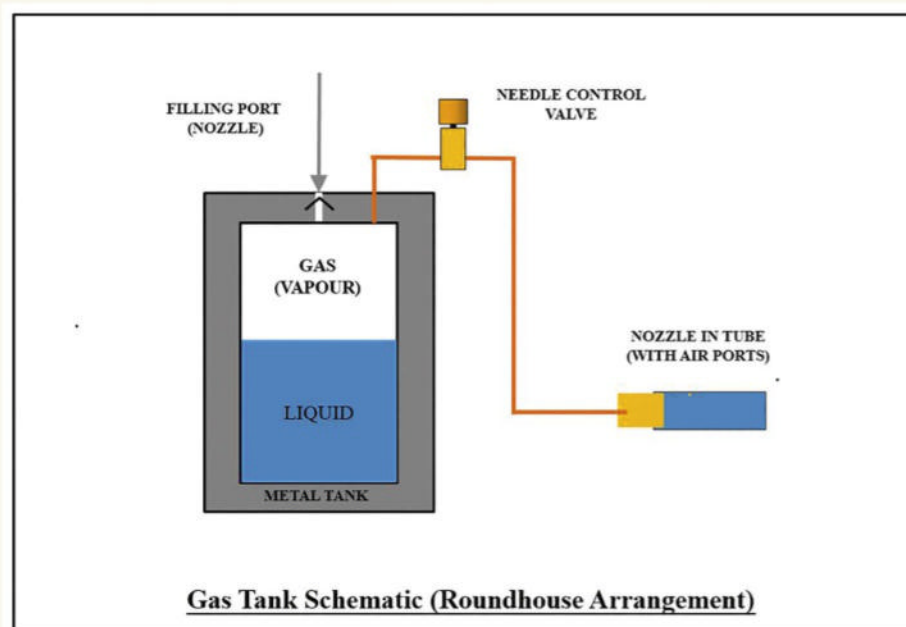
scale, so not much use for a really accurate plan. To do the job properly, we'd need to visit and measure up the garden. Add to this the cost of having the plan drawn up, which isn't cheap, and it's out of our budget, so much as I'd love to include plans in each issue, it's a step too far, I'm afraid.

Filling gas tanks

I might be able to help Geoff Braithwaite with his gas tank filling problem (*Garden Rail*, October 2025 letters). My drawing shows the so-called gas tank system, as in a Roundhouse loco, but generally valid, and the Vapour Pressure vs temperature curves for butane and a 70/30 mix of butane and propane, the latter is commonly available for camping gas stoves and the like.

In a way, gas tank is a misnomer - it's actually a boiler. The transfer from canister to GT is hydrocarbon liquid under pressure, this pressure depending on the temperature, as in the VP diagram. Once ready to fire up the pressure in the GT is lowered by cracking open the gas control valve, the butane or mix liquid will start to boil and send vapour to the burner. Maintaining this requires heat flow to the tank and usually this comes from the loco boiler once steam is up and running. The liquid in the tank rises in temperature as does the pressure, which is why it's good practice to gradually close the gas control valve during a run to avoid excessive steaming (ie, the PRV lifting - a waste of both steam and gas). This helps extend the run.

Depending on the ambient conditions, the GT and liquid temperature will rise to around 40 to 60 degrees and the pressure to about 40 - 80 psig (butane) or 80 - 150 psig (70/30



mix). If, at the end of a run, there is still some warm liquid in the GT, then these will be the pressure levels. A canister in your hand might be at 20c (inside) and the pressure will be about 15 psig or 28 psig, respectively (butane and mix). A lower pressure won't push liquid into a container (the GT) against a higher pressure. What to do:-

1. Let the loco naturally cool down - tedious.
2. At the end of a run, fully discharge and flatten the gas tank by opening the valve, be careful, though. Since this is through the burner, if it's still hot, it can auto-ignite. Not a good idea, especially if the boiler is low on water. You may have to wait to cool down after all. Sometimes,

if the boiler is fitted with a water injection facility, topping up the boiler with cold water helps reduce the cool-down time.

3. With practice, try and run so that the loco runs out of gas before it runs out of water (in the boiler). That is, the GT pressure is flattened 'naturally'.

The VP curves also show an interesting phenomenon. Below about 10 degrees and down to freezing (wrap up well, but good steam effects), the butane pressure fades away from less than 10 psig to zero. Butane liquid transfer from a canister is either painfully slow or not at all, given that some excess pressure is required to open the GT non-return valve. In these conditions, it is better to use a 70/30 mix (at, say, below 10 degrees ambient). Very much a recommendation for outside running, not indoor where butane is usually the rule.

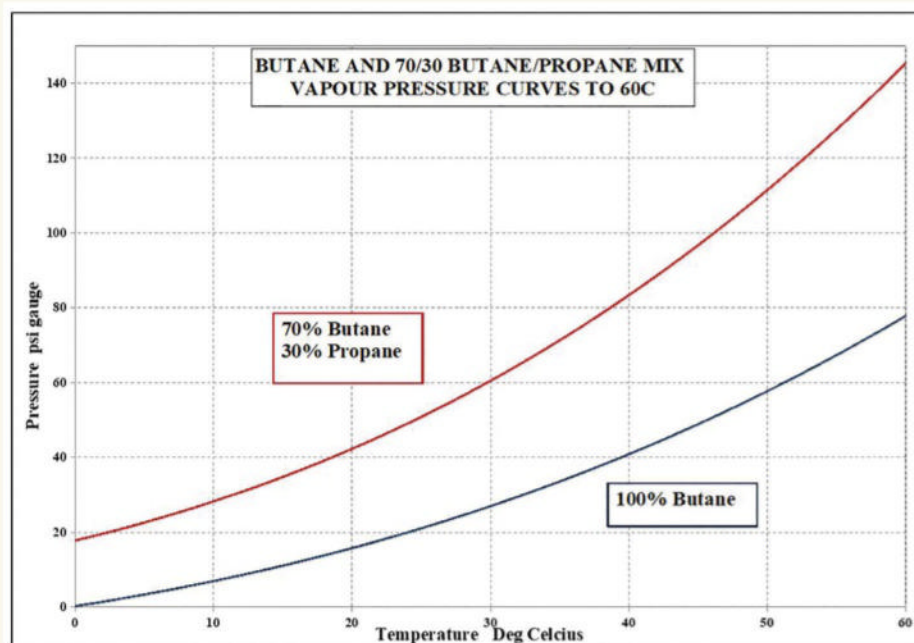
Mike Gray

I ran into the same problem about three years ago, in summer, with all my 'fills' and all my locos (including the first fill). In the end, I just gave up running 'steamers'. Like Geoff, I've tried various nozzles and gas cans to no avail.

I did consider running with electric motorising tenders (a la OO Hornby), or double-heading trains with my battery-converted LGB rack loco.

So, are there loads of us out there who are just too shy to admit we are having such a simple problem?

Ray Waters



Cheap motive power

I found a seller several weeks ago during a swap meet in Mesa, Arizona, who had a really old Chinese-made GP40 American diesel loco that I was able to get for only \$10.

I remembered that I had such a loco before, it was at least 15-20 years ago. I don't know what I did with it, but I had the same vision: install couplers and metal wheels and use the loco as a so-called unpowered dummy.

As best as I can tell, this loco was made many years ago in China for little boys to push around on the floor, which is why plastic wheels and no couplers were good enough. I believe the scale is 1:32 even though it does not say so, and the manufacturer is Popak New Ray Mfg. Co.Ltd. in China.

It actually has a rudimentary sound system, there is a red button (the battery is in the tank) on the roof of the loco, which when pushed, makes the engine go: uhuu, tschugga, tschugga, tschugga and the light in the front and rear actually comes on for a while.



Unfortunately, I did not possess the skills nor the space to make the necessary adjustments to the loco, so had to send it to my good friend, John Zareva, who took out the plastic wheels and made USA Trains metal wheels fit, which took him quite some time and needed precision

cutting and sawing! He also installed Aristocraft knuckle couplers, even though the loco had no coupler mounts.

He then tested the loco on his layout behind a real loco and it ran without any trouble at all.

If someone possesses the skills and space to make this conversation, the cost of the loco can be kept to an absolute minimum.

To install one or two motor blocks would not have made sense because the cost would have been prohibitive, and also because the plastic of the locomotive is too thin, after all this is not a locomotive made by LGB, USA Trains or Aristocraft.

I had intended to also put lead weights in the loco to give it more weight, but as per John, this would not have been a good idea because of the loco's thin plastic.

The loco will provide pleasure nonetheless and all for little money.

Thomas Preisner



Transfer box?

I've a Krick single-cylinder, vertical boiler steam engine that I think I could use for a G scale loco. It has an online drive shaft for connecting to a propeller shaft. Does anyone know of a small simple transfer gearbox to drive a standard loco axle as it could make a nice vintage steam model?

Gordon Pryor

Safety for locomotives

I am very new to this aspect of the hobby, so if there is already an answer to this query, please do just direct me to it. Are there any ideas/advice/solutions as to how to construct reasonably robust (ie, will stop a loco tipping over into an abyss) lineside fencing?

Solid wood would be an answer, but rather takes away from being able to view trains on the line.

Martin Hopkins

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Beauty is in the eye of the beholder

The Editor loves an ugly locomotive.

Wander around any show, and your wallet will hear the siren call of traders who would like you to swap your hard-earned cash for some of their products. We all have to be selective, but every so often, the call is impossible to resist.

So, it was at last year's National Garden Railway show when I saw Phil Sharples' newly-launched kit for a Hudswell Clarke Loco kit. It was love at first sight. Such a wonderfully ugly model. I wasn't alone in my enthusiasm, as by the time I got there, he'd sold out of kits.

Now, I know I could order online, but the truth is, I'm not short of projects. At

this year's event though, I handed over my money, making it my main purchase for the day. Well, you have to buy at least one thing from a show, right?

Most of my little locos are built to 32mm gauge, but this time I've gone for 45 so I can run it on our local club track with my set of Binnie skip wagons. The kit offers the option to build to either gauge, and I wonder if it would be possible to assemble the frames for 32 and just push the wheels in and out to change between the two. A bit fiddly and not ideal, but worth a thought.

On the track, this model won't be mixing it with the steam locos – 90 yards

of travel took almost exactly five minutes. A nice realistic pace, making it perfect for just plonking on and letting it run while you attend to the garden, or just sit around chatting and drinking tea. ■

Garden Rail Resource

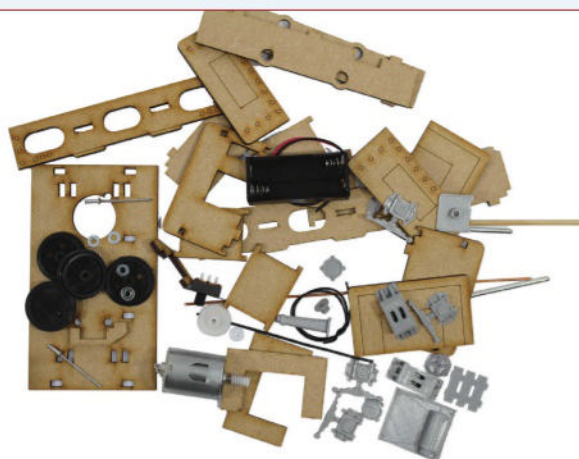
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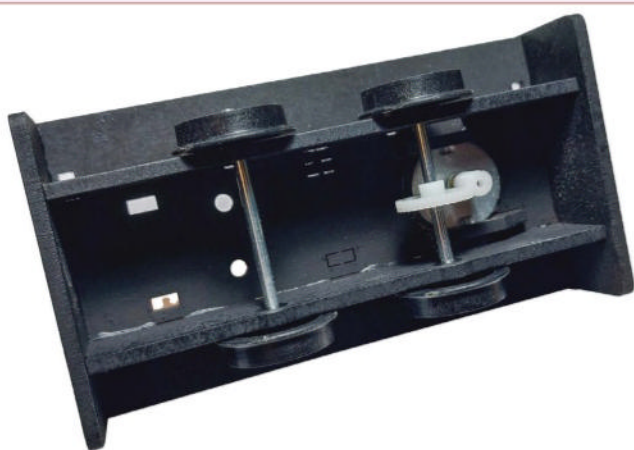
THE BUILD: STEP-BY-STEP



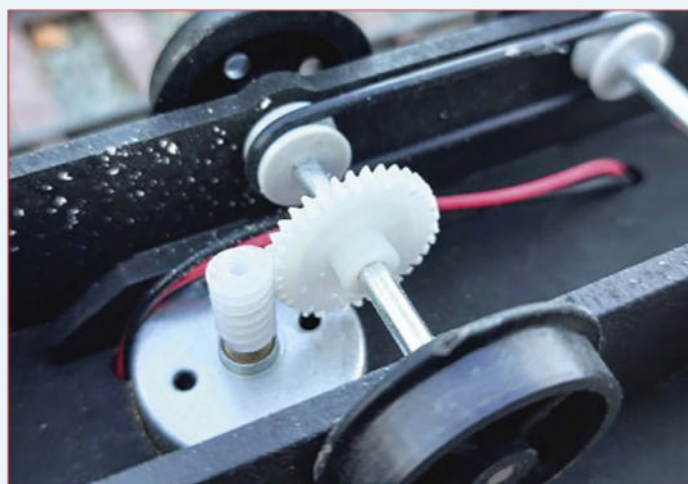
1 A proper multimedia kit – laser-cut MDF parts with 3D printed details, plastic wheels, nylon gears, rivet heads and some bits of metal. There are even all the electrical parts needed for a basic, working model.



2 Plastic bearings are pushed into the axle holes in the chassis. These are then fitted into the appropriate slots in the footplate, depending on the gauge you are building. This model is 45mm gauge.



3 A quick coat of black spray paint, then the wheels and gears are fitted. The motor is a really tight fit in its hole, so I don't bother with any glue as it's not going anywhere, and should it ever need to be removed, this will be a simple task.



4 I've decided on Phil's four-wheel drive upgrade, which consists of a couple of pulleys and a fat rubber band. It's easy to fit during the build, but impossible afterwards as the wheels and axles need to come out. This might be a simple kit, but it works.

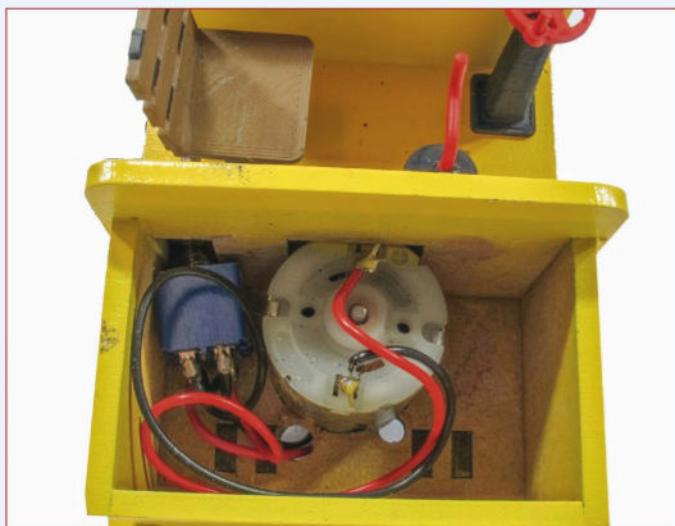


5 The MDF bodywork is pretty simple, a couple of boxes on each end. I'm using woodworking PVA sparingly as the part fit is really good. A couple of sealer coats, with a light sand between them, removes the worst of any texture. The sideframes are separate at the moment, in case running tests means the wheels need to come out again (they didn't).

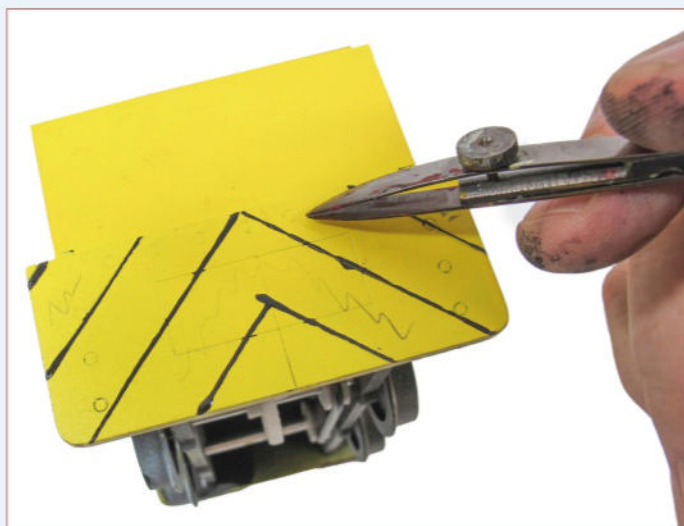


6 On the Sharples stand, the loco is painted grey. I fancied something a little bit brighter, so after a spray with white primer, I'm using Hycote Fiat Broom Yellow paint. Always undercoat yellow with white, or you'll need gallons to get a decent depth of colour.

THE BUILD CONTINUED: STEP-BY-STEP



7 | As supplied, the loco has a simple on/off switch, but although it's a bit of a squeeze, a double-pole double-throw switch will fit, so I have reverse. The slight angle makes it easier to use, too. A Plastikard plate covers the excess hole in the MDF panel.



8 | Using a 10mm wide, plastic template, I pencil in the lines for the wasp stripes. These are then drawn with a bow pen and then filled in with a brush. Rivets aren't fitted at this stage, it makes the drawing and painting easier.



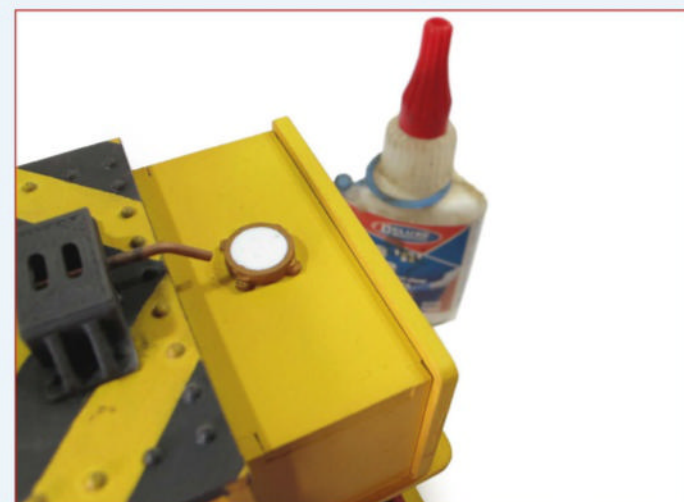
9 | The seat is made up of 3D-printed parts and a length of wooden dowel. At this point, having a suitable driver, mine is from IP Engineering, to hand is helpful to calculate the height. In this shot, you can also see the plastic plate with the switch and rivets.



10 | A nice big industrial-sized number looks good on the side, and from my model boat bits box I found a set of BECC vinyl numbers. My friend James suggested number four, as the loco bears a similarity to one of the Thunderbirds.



11 | My garden scale locos are normally clean, but the yellow is very bright, so into the spray booth it goes for some light coats of dark brown and rust-coloured paint. I don't want it to be really dirty, just take the edge off the main colour and add a bit of character.



12 | Finally, the headlights are 'glazed' with a few drops of Deluxe Materials Glue'n'glaze. Balance the loco on its nose while the liquid dries so it doesn't slump to the bottom of the headlight. Fitting working lights should be possible with some small LEDs.




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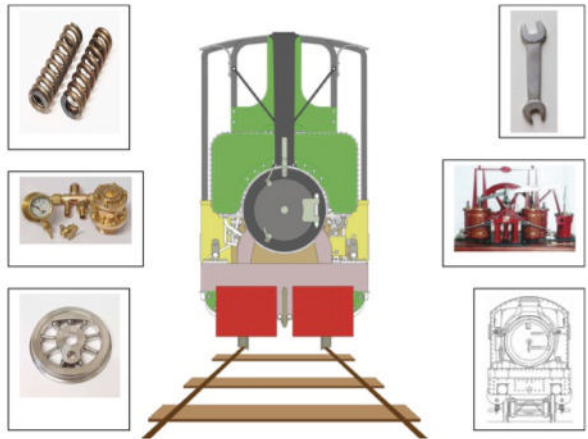
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Just Too Perfect?

Mike Hoyland personalises his Ruston.

I purchased a 7/8ths Bole Lasercraft Ruston 20DL loco, as I wanted a small diesel, and I thought it looked rather nice. Sure enough, when it arrived, I was amazed at the quality of the castings – beautiful grilles and real louvres, not just lumps cast on the sides. I found assembly to be straightforward and the resulting loco was as expected, a very nice model. All it needed was a driver, which I will buy later.

However, there was something about the model that I had difficulty in defining.

Was it just too perfect?

OK, it needed some weathering to make it more like a working loco, but I still wasn't sure. So, I looked at some of the extensive collection of 20DL's on the internet, and yes, weathering would improve things, but still. Then, I realised that owners had modified their locos, sometimes a little, and sometimes giving them a very different look.

Firstly, the exhaust. On the model, the exhaust silencer on the side pointed forward and downwards – quite correctly

for this loco, but many had the exhaust pipe from the silencer facing backwards and upwards with an extended exhaust pipe above the driver's head. Well, this was straightforward, reverse the silencer, drilling two more holes in the bonnet to make the now upward-facing exhaust exit in the correct place. Two pieces of brass tube for the joint and exhaust pipe, with a piece of Plastikard formed around the pipe to make a bracket to hold the exhaust. I thought it was looking better already.

Work started with a new exhaust.



But still I looked for more. I noticed that many of the locos had some form of cab with many varieties of shapes and sizes. I wondered if this is what I was missing.

I came across a loco with a wooden cab that looked rather Heath Robinson in an old and blurred photograph. To my amazement, the loco still exists with an updated version of the wooden cab looking slightly less like a shed on wheels. 'Clwyd' is at the West Lancashire

Railway, with some splendid photos available, so I got to work.

Using various bits of wood, I built the simple cab that you can see, which probably doesn't require a build description, as you can see it all. I have found Cornwall Model Boats as an excellent source of wood from its vast range, and I purchased a couple of sizes of stripwood for another project, which fitted my needs for the cab.

I, like I am sure many of you, itch to modify models to your own requirements. I hope you think this one has been successful. ■

Garden Rail Resource

Bole Laser Craft
www.bolelasercraft.com

Cornwall Model Boats
www.cornwallmodelboats.co.uk

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



The new cab, before fitting to the loco. A bit rough and ready, just like the real thing!



The back view of the cab, showing scribed planks. I think that the less-than-perfect paint job adds character.

POSTCARDS

1:19

Roundhouse Lilla 'Zac', still yet to be fitted with nameplates, runs around the short Woolstone loop.



Postcards from the Vale of the White Horse

It's been five years since **Jon Potter's** line was our feature layout, and there have been quite a few changes, so it's time to enjoy another visit.





A Roundhouse Bundaberg, in the bright yellow livery worn by the prototype for a period, stands alongside the canopy at Wantage. Made from items from GRS, the canopy is one of the early 2025 additions - a garden railway really is never complete!



'Brockhurst', a Riverdale Elke, stands at Wantage.



'Robert Loyd-Lindsay' stands at Wantage.



'Robert Loyd-Lindsay', a Roundhouse D Class Garratt, heads past the church at Letcome Regis with a Wantage-bound working.



Accucraft Peckett 'Erin' leads modified Mortimer 'Elizabeth' over Woodhill bridge. The bridge takes the railway over a small pond, and was built by my father from various scrap bits of metal.



A Roundhouse Bundaberg stands in the station with a train ready to depart for Uffington. Passengers would cross the track to board the train from the island platform - hence why there is such a gap between the station and the train!



My Roundhouse Bundaberg is certainly striking in the sunshine with its bright yellow livery. The driver will appreciate the colonial double-skinned cab roof in the heat.



'Elizabeth', an adapted Accucraft Mortimer, stands at Wantage with a train of VWHR liveried Swift Sixteen coaches.



'NA Class' Victorian Railways 2-6-2T, produced by Accucraft, heads a night time train.



'R W Potter' heads along the raised section between Wantage and Kingston Lisle, the trackbed here being constructed of two courses of concrete blocks.

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When this kit of Chelfham station with a porch arrived from Brunel Models, two things immediately struck me.

The material used is high-density Foamex, not to be confused with other types of much softer and less resilient foam-based materials that you can buy off-the-shelf and dent really easily if you push your fingernail into them. These materials are not all that sturdy, nor weatherproof, unlike Foamex. I have been used to working with cast resin, laser-cut MDF and plywood, and 3D-printed components, but never this material, so it should be a voyage of discovery.

Secondly, Brunel Models has set the bar very high in respect for taking the company name from one of the most prolific English civil engineers, and that in itself is a hard act to follow. Isambard Kingdom Brunel was a very talented civil engineer who created not just bridges, but entire railways for the GWR and latterly, even steamships, like his Great Western. He is probably best remembered for building the 214 metre-span Clifton Suspension Bridge in 1831. He was only 24 years old when work started.

But he had some notable failures, too. One that springs to mind was his atmospheric railway, which used leather tubes with vacuum flaps. Pumping stations pumped air into these to propel locomotives down the line. But the air dried the leather out, which made it prone to cracking and it leaked air. So, tallow was applied to keep the leather supple, which rats found attractive and soon the leather was being eaten away!

So, will this kit cross the Rubicon, or be a bag of hot air? We shall see.

Architectural Excellence

Mark Thatcher builds a 16mm scale kit of Chelfham station from Brunel Models.



Pre-build notes

The accuracy of this kit is something to behold, and everything lines up square and true, provided it is glued together accurately. Brunel kindly provided me with a bottle of Powerbond Superglue. This forms a weld-like bond and you can feel the heat generated as the glue goes off. Once dry, you won't break the components apart. This is fine if you get the join right first time, but the glue goes off quickly and, once it sets, it's pretty-much game over if you don't. That was too risky for a bodgeller like me, so I resorted to regular slow-curing Superglue just to tack the components in place, which gave me more time to position them, then reinforced the joint with Powerbond.

Foamex is a light material and I was concerned the resulting structure would end up being too light. Of course, the advantage is that the larger buildings are easier to carry around, but I am not sure about smaller structures like the outside privy or weighing shed. When built up,

my model was certainly weighty enough, though, so this was not an issue for me.

I cut a hole to the rear aspect of my station to accommodate a wall-mounted pillar box from Woodleigh Engineering. Even with a fresh scalpel blade, don't expect it to go through the material like a knife through butter. It is not butter but a very tough substrate, so don't be impatient, take your time making several small cuts, rather than trying to slice the aperture out in one pass.

Brunel supplies printed windows, which are a really nice touch. These are printed on clear acetate with protective film to their backs. Strong double-side tape is already applied to these, so they are a simple peel-and-stick affair. Once you have roughly lined up where they go, just apply firm pressure to secure in place. Again, these need to be positioned right on the first attempt, as the tape is designed to withstand the rigours of the garden environment, so they are not going to fall out.

You will see I have cut in the mortar detail to the edges on some of the elevations as per the instructions. Brunel thoughtfully marked where any indentations were needed and suggests a sharp knife would do this. I found a round-headed rotary nibbler bit in my Dremel to be easier and quicker. You may see this process as a disadvantage and more work. Well, I often would do this in any case on my other buildings. I have just not made a story of it before. You see, often pre-engraved mortar lines won't line up exactly, but using this technique, you are guaranteed they will. So, yes, it is more work, but you end up with the joins between the elevations of the building being practically imperceptible.

It is my job to open the box, build what is inside and talk about it. If I feel it is great (or maybe not so great), I will tell you. I'll also comment on price, and particularly with this kit, as Brunel is in a crowded marketplace with lots of competition, and one would think of its buildings to be considered purchases at these price points.

So, if you want a building that is bargain basement, then this kit is not for you, and I suspect you are not Brunel's target customer either. But you get what you pay for, and provided you are prepared not just to slam this together like any ordinary kit, then you will be rewarded with an amazing result.

But leaving the build notes and the pricing behind, there is one thing that money can't buy. I have built 300 or so model buildings in my time. This is not an average one of them.

Throughout this process, I felt I was building a proper building in miniature – an architectural model, if you will. I don't know how to explain it. It is just a feeling that I could shrink myself and happily dwell in this station as a mini-me. Yes, it's imponderable, and something you can't really put into words nor put a price on. It is just a feeling that this is as real as it gets! ■

Garden Rail Resource

Brunel Models

www.brunelmodels.co.uk

Chelfham Station with porch

Unpainted kit: £220.00

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Cast concrete station bench, unpainted kit: £6.00

Built and painted: £12.00

Cambrian Model Rail

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Coach & Wagon Works

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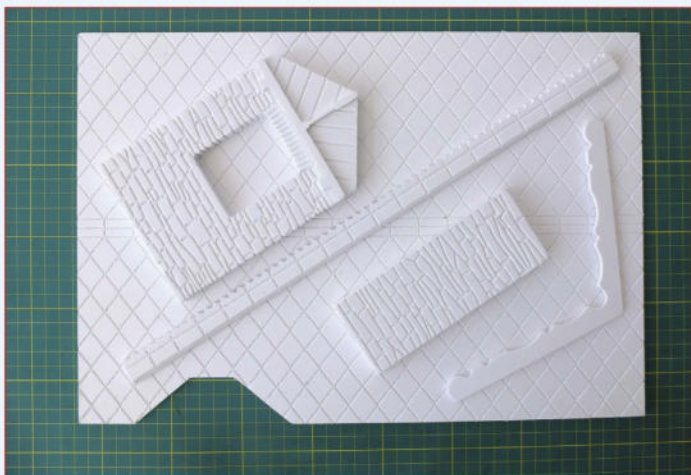
Woodleigh Engineering

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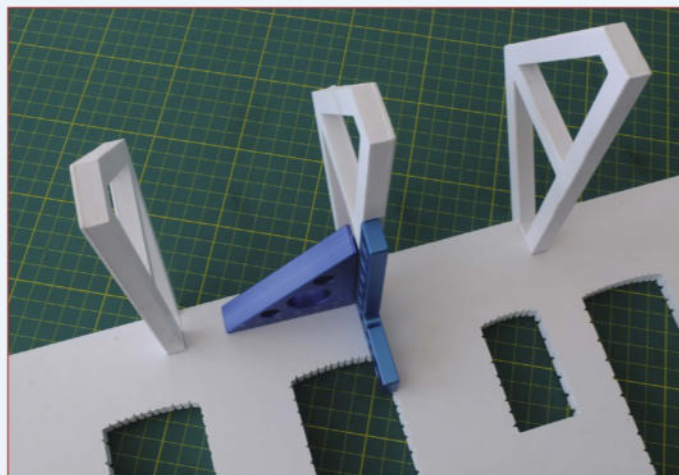
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THE BUILD: STEP-BY-STEP



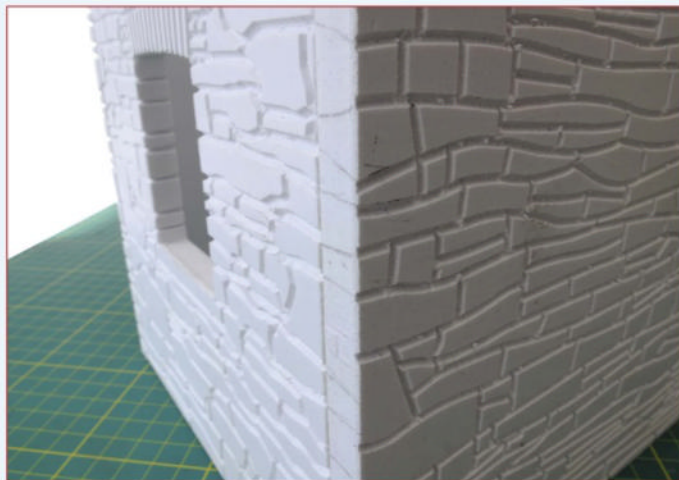
1 Here is a closer look at the Foamex material. As you can see, the various components are crisp and clean with deeply scribed relief detail, which makes for easier sponge-painting. The ridge tiles are actually supplied as one long section, which you then fold and glue back-to-back. Brunel was kind enough to do this for me, to make the assembly quicker.



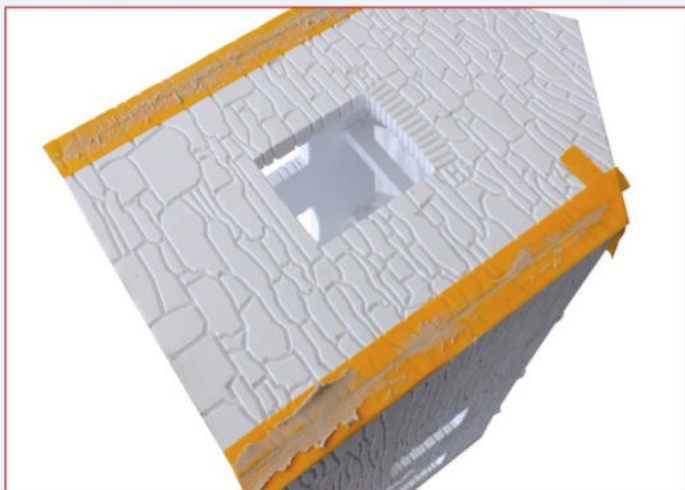
2 The triangular A frame roof trusses were a perfect fit, but it is worth using a couple of set squares to ensure they are at a 90-degree angle to the front and rear elevations. Also, make sure the A frames sit fully down into their slots. Mine had a habit of sliding out by a millimetre or so, so just make sure these are firmly seated before you glue them in place.



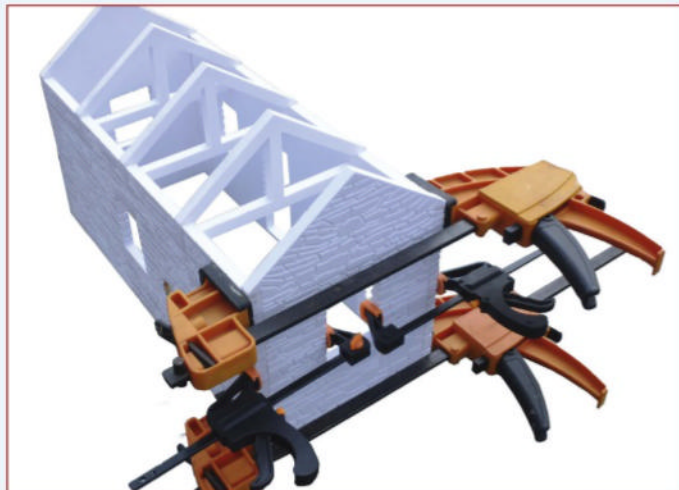
3 I was kindly gifted this wall-mounted post box from Woodleigh Engineering and the rear elevation of the station seemed like the perfect location for it. As I said in my preamble, take your time when cutting into the wall, with a few lighter cuts using a fresh scalpel blade.



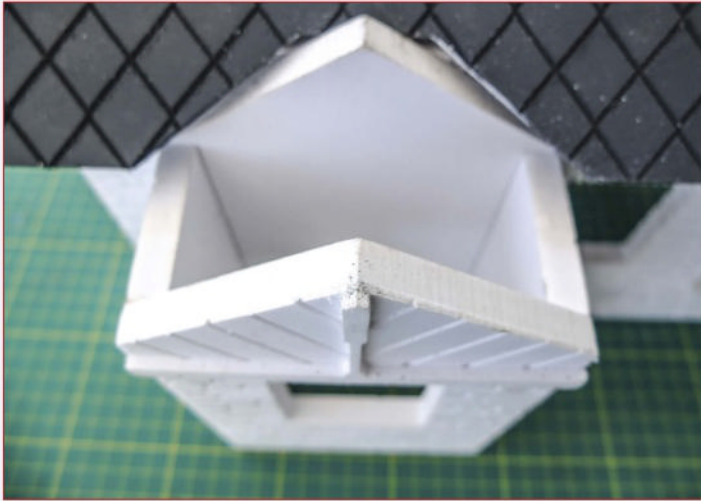
4 Here you can see the accuracy of the join between the front elevation and one of the sides. Hardly a waft of filler was required, but that in itself will make any scribed mortar lines stand out more prominently. Brunel kindly pencil-marked where these lines would go. I don't know if this will be standard on future kits or was done just as a guide for me.



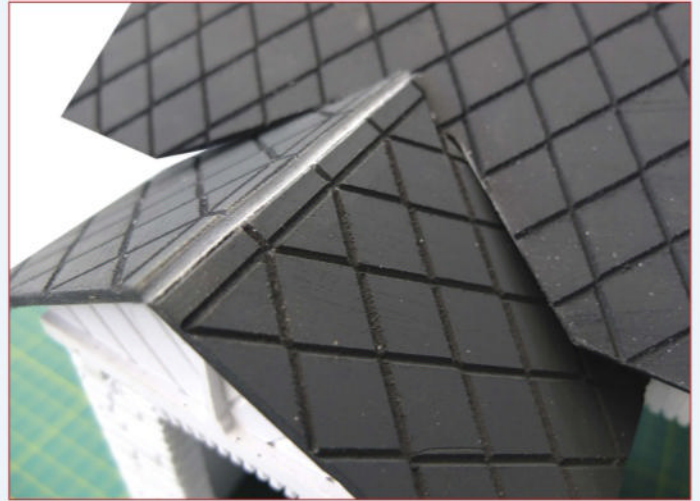
5 As I had to lightly fill the side on one of the ends, I thought I might as well do them both. Lay some 10mm Tamiya tape on either side of the seams, and after the filler has been applied, just remove the excess with a wet rag, or a wet finger, then remove the tape before the filler has had a chance to go off.



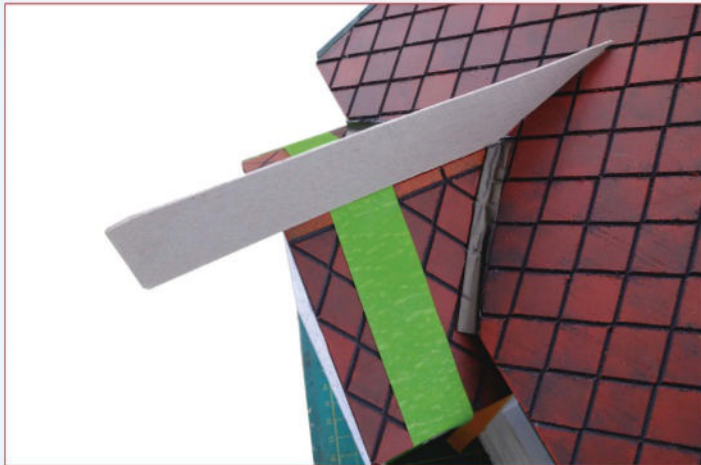
6 Here is the main building fully assembled. Long clamps were useful to hold things in place while everything dried and it is worth a double-check at this point to ensure all the A frames are fully seated into their relevant slots in the top of the front and rear elevations.



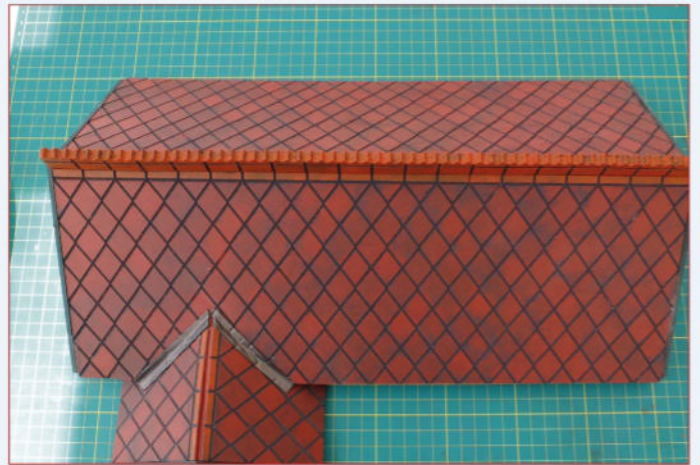
7 | This is where things got interesting, as I thought the porch roof would abut the main roof. Well, it does not on the prototype and not on this model, also. Brunel mentions that the gap between the two could be filled with a leading strip to represent guttering, but this would not have anything much to stick to. I elected to add some real window leading to represent the guttering.



8 | Both the porch and main roofs come as a single section, which you gently score down the centre so they can be folded. The two advantages of this are that you can paint the flat sections first, then score and fold them up, and using the main building as a template, glue the porch roof to the main roof. This whole sub-assembly can then be removed, so you can work on the building and then attach the roof as the last step in the knowledge it will fit.



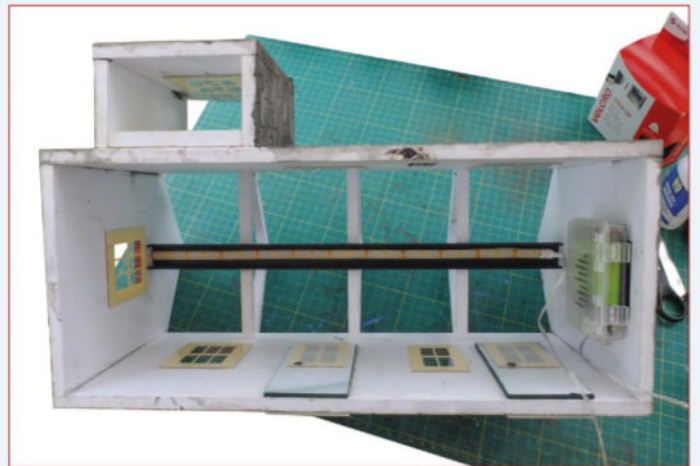
9 | Now it was time to test-fit the ridge tiling to the porch. If you don't have a woodworker's profiling tool to hand, just cut a template out of cardboard, test fit it, and when the measurements are right, transfer this to the ridge tiling section.



10 | Brunel was fairly explicit in its painting notes, having had experience of leaving several buildings outside for many years. However, I was more than confident using the spray primer from Army Painter, followed by colours from Coach & Wagon Works' colours.



11 | Now it was time to break out the Dremel and tidy up the mortar. I used a round-headed rotary nibbler bit, which was fast and effective. It gets a bit messy, but any swarf can be removed with a stiff brush, or even a wire brush in more stubborn areas. The material is so hard that you won't hurt it during this process.



12 | I wanted to add internal lighting. Fortunately, I had some spare C sections of girder that Woodleigh Engineering sent me as part of its loco hoist kit. These were perfect to mount below the A frames to provide a conduit to set the LED lights into. They also created a kind of long and thin lampshade to stop the light spilling out everywhere.

HOW TO SPONGE PAINT, QUICK & EASY



1 A good solid primer coat is essential. And we are going from light to dark, so don't worry if your first application of light grey looks too light initially, as this will darken up considerably as you sponge on more layers. Also remember, it is easier to make things darker but not lighter, so start with a milky white/grey coat before you add more layers of paint.

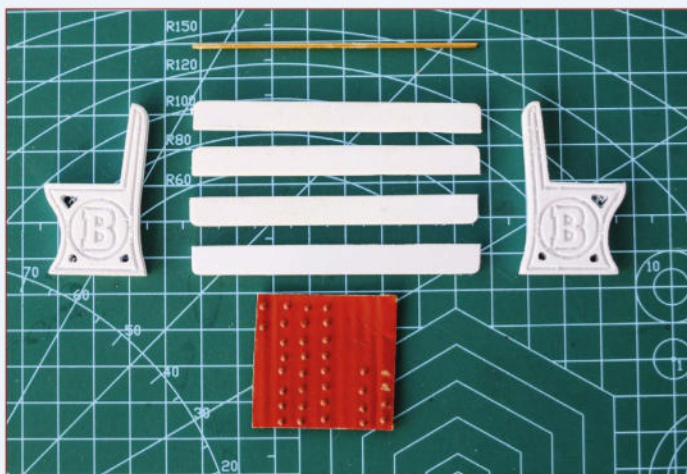


2 Now is a good time to pull out those raised bricks over the lintels and doors. I used brick red matt and red oxide matt from Coach & Wagon Works. Then I picked out individual stones with mid grey, again taking care not to make things too dark. We will dumb everything down in the next step.

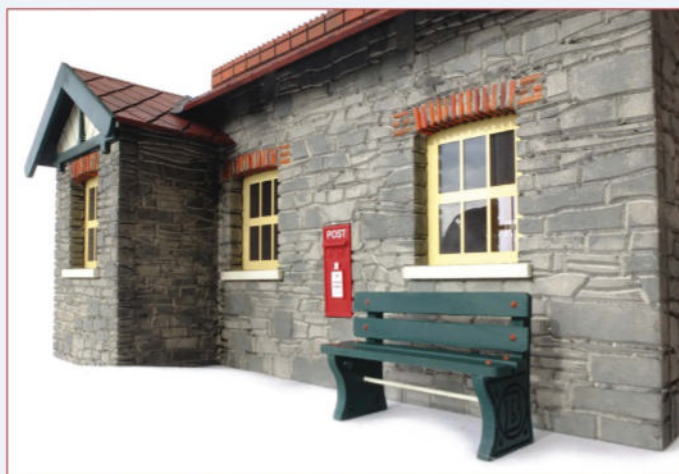


3 Now the real magic happens as you add your wash. This step is fairly arbitrary, as you can make the end result as light or as dark as you want. I could have used C&WW black wash, but I keep a pot of dirty water that I clean my brushes in. This was blackish-brown and seemed to do this trick as it blended everything in together well.

THE BUILD CONTINUED: STEP-BY-STEP



13 Brunel also supplied me with one of its cast concrete seats. This follows the same principle as the building, and I did spray paint all the individual components before assembly. The rivets on the card were from Cambrian Model Rail. I thought it would be a nice finishing touch to add some.



14 The bench and Woodleigh's post box add those little finishing touches that help turn the building into a mini diorama, and I think these small embellishments knitted together very well, and provided added interest to the station.



15 The front elevation is a little less interesting than the rear, but then that is the nature of the building. While Brunel supplies two copper rivets to act as door knobs, I went for over-scale knobs in 1/12 scale from my doll's house box of bits. I know they are too big, but I like them. Brunel's bench sits well under the station sign. I 3D print my own station name boards. The set of luggage and milk churns are available from Woodleigh Engineering.

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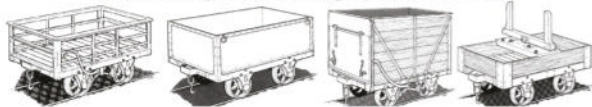
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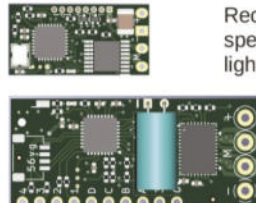
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Creating a station nameboard

Rik Bennett takes us through creating a nameboard using Tinkercad, teaching us some useful skills along the way.

In my previous article (March 2025), I explained how I came to use Tinkercad to create a range of models for the Peckforton Light Railway using my 3D printer. I found Tinkercad to be the easiest and most accessible of the free 3D drawing programs available. It is an online application, which means it will run on any type of computer, tablet, or phone, provided you have internet access.

You will need to register to create an account, which will then enable you to save your creations and download files

that can be used by your 3D printer slicing software. As Tinkercad is an educational resource designed to be used by children and teachers, you will not be pestered with adverts or promotional emails. And, as it is designed for use by children, it is very easy to use but is also quite versatile and powerful.

In this first tutorial, I will show how Tinkercad can be used to produce a station nameboard. I will introduce a series of basic tools

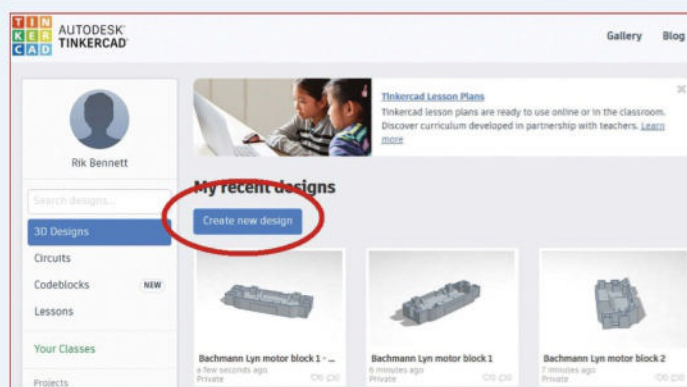
and techniques, which hopefully you can then use to start producing other objects for 3D printing.

In this tutorial, you will find out:

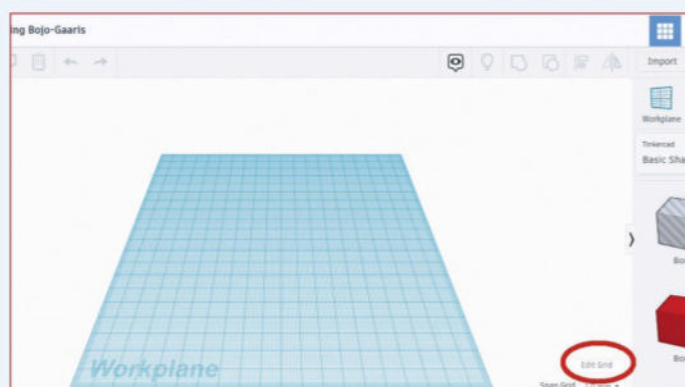
- How to create a new design
- How to position and resize objects
- How to change the viewpoint
- How to group objects
- How to rotate objects
- How to export an object for 3D printing.

Here goes... ■

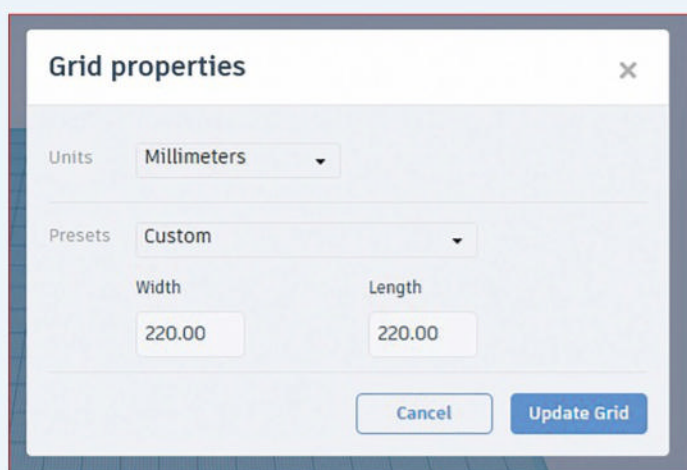
DESIGN A NAMEBOARD: STEP-BY-STEP



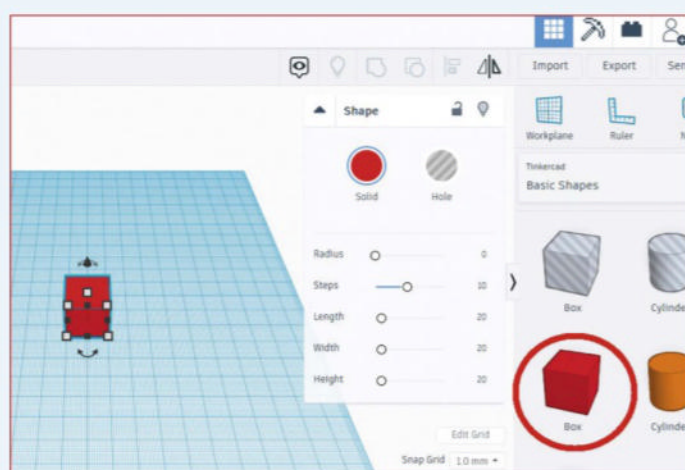
1 After going to the tinkercad.com website and registering for free, we can now start creating our own designs by clicking on 3D designs and then the 'Create New Design' button. Tinkercad automatically generates a name for your build, which you can change later on.



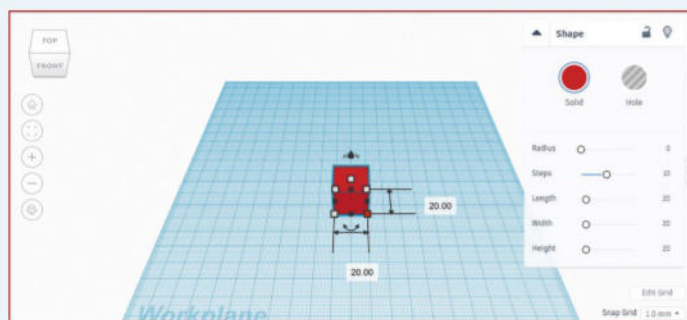
2 This will take us to the Workplane. As Tinkercad is designed specifically for use with 3D printers, the first thing we must do is change the size of the workplane to match the size of the printbed on our printer. The default is 200mm x 200mm, so if your printbed is different, you will need to change it.



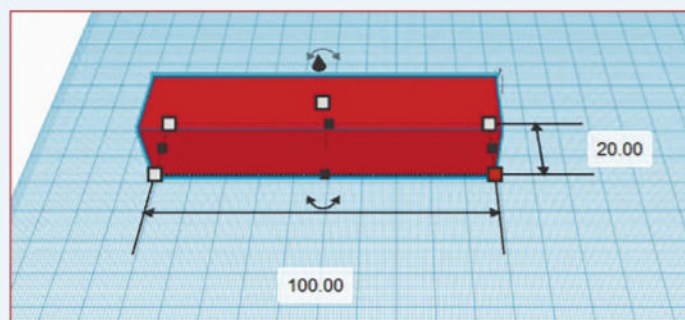
3 As you can see, my printbed is 220mm x 220mm. I've entered those values and made sure the dimensions are set to millimetres. Click 'Update Grid' when you are ready.



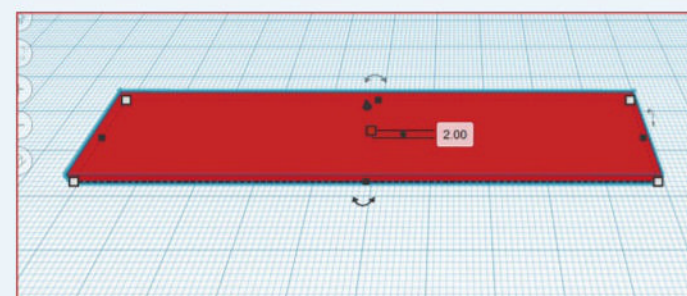
4 As the main structure of the nameboard is a rectangular block, we start by placing a box shape on the workplane. Click on the red Box shape in the shapes menu and then click anywhere on the workplane.



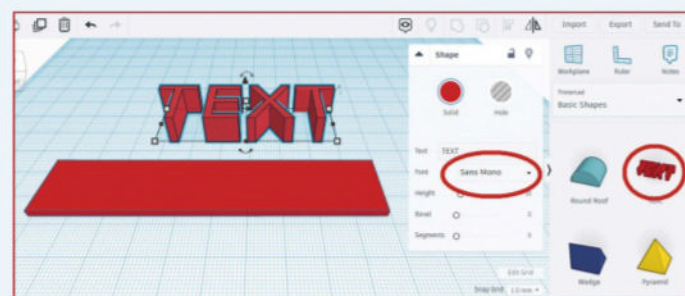
5 We now need to resize it. If you click on the white 'handle' on one corner of the box shape, its dimensions are shown. All we need to do is click and drag the handle to resize the box shape.



6 We'll make the box 100mm wide x 20mm long and 2mm high...

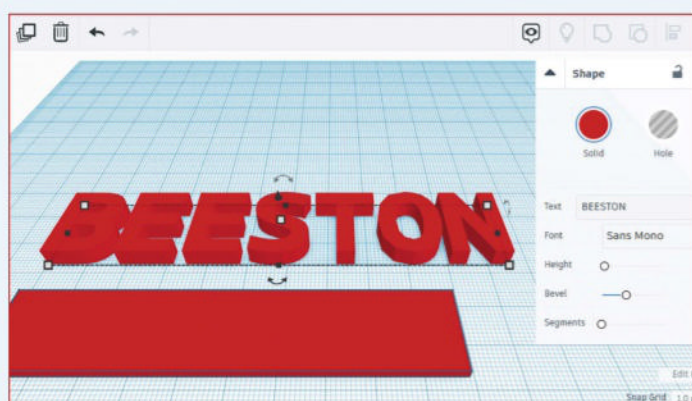


7 ...the height of the shape is adjusted by clicking on the white handle in the middle of the shape and dragging it downwards. It's shown in red here to show it is active. Next stage is to place some text on the workplane.



8 Scroll down the shape menu on the right of the screen until the 'Text' shape is shown. Click on it and then on the workplane. I decided to use a Sans Serif font and selected 'Sans Mono' from the drop-down in the Shape Properties pane.

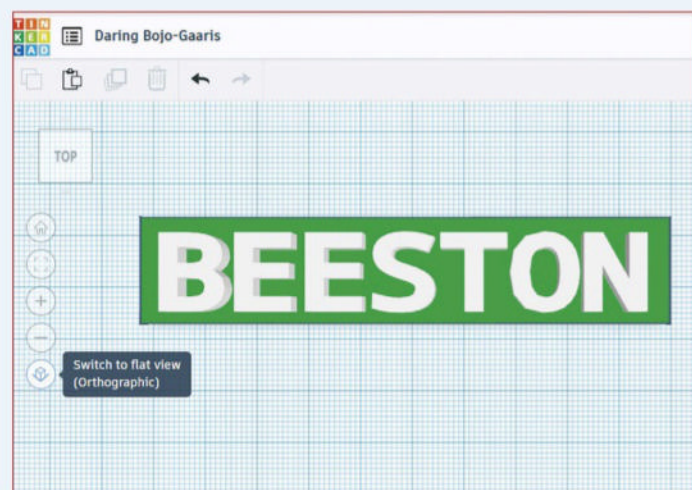
THE BUILD CONTINUED: STEP-BY-STEP



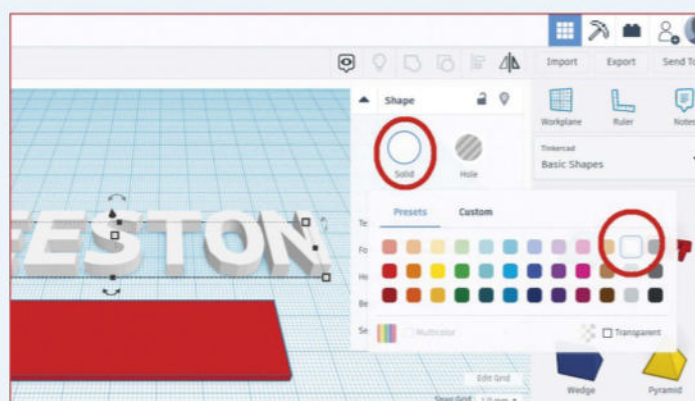
9 I have now typed BEESTON into the Text window on the Shape Properties pane. I have also changed the height of the text to 5mm. This can either be done by dragging down the handle in the centre of the text or by typing '5' as the value of the Height setting in the Shape Properties pane. I have also changed the 'Bevel' value to 1. This thickens the lettering. Try various values until the text looks about right for you. NOTE: There seems to be a bug in the system – changing the 'Segments' value actually puts a bevel on the lettering.



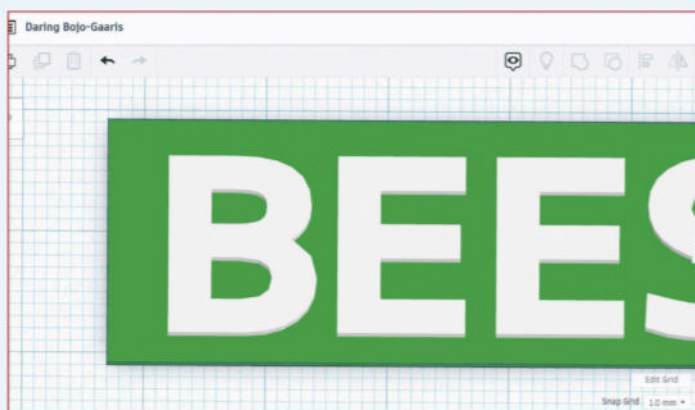
11 The text has now been dragged onto the backing board shape. It has also been resized to 15mm x 90mm to be a better fit. You'll need to do this by eye, so try rotating the board to view it from different angles to ensure it looks right to you.



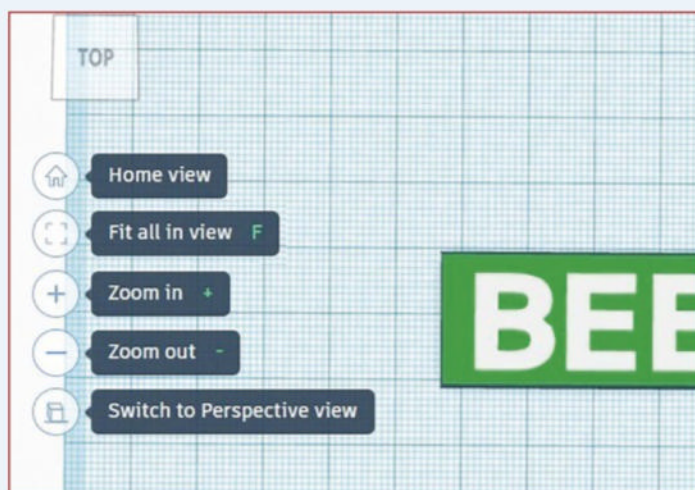
13 To change the viewpoint, I have clicked on the 'TOP' side of the orientation cube in the upper left corner of the screen. You can change the viewpoint by clicking anywhere on the cube, holding down the left mouse button and dragging. Try playing around with that now. Finally, I find it a lot easier to work in 'Flat view'. Click on the bottom-most button below the orientation cube to change to Flat View.



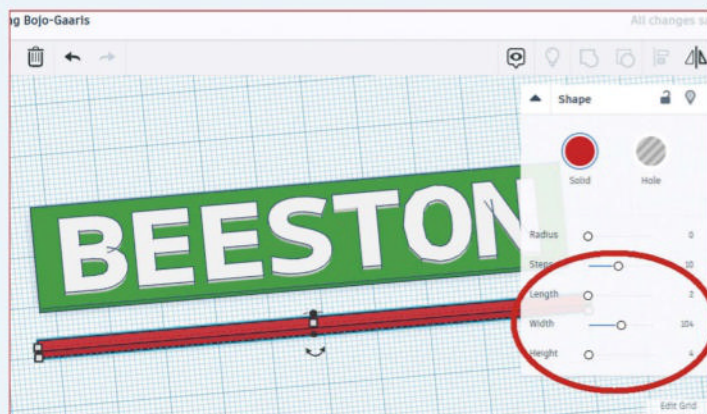
10 Rather than leaving the text its default red colour, we can change it so it will show up more clearly on the current red background. With the text shape selected (ie clicked-on), click on the 'Solid' colour button in the Shape Properties pane. A new colour can now be selected from the palette. NOTE: Changing the colour will not affect how a shape is printed – colours are simply used to make things easier to see on screen.



12 I decided to change the backing board to green and also to get a clearer view of the board. You don't have to do this, and if, like 8% of men in the UK, you are red/green colourblind, a different colour may work better for you anyway. While I'm showing you how I design, everyone will work in their own way.



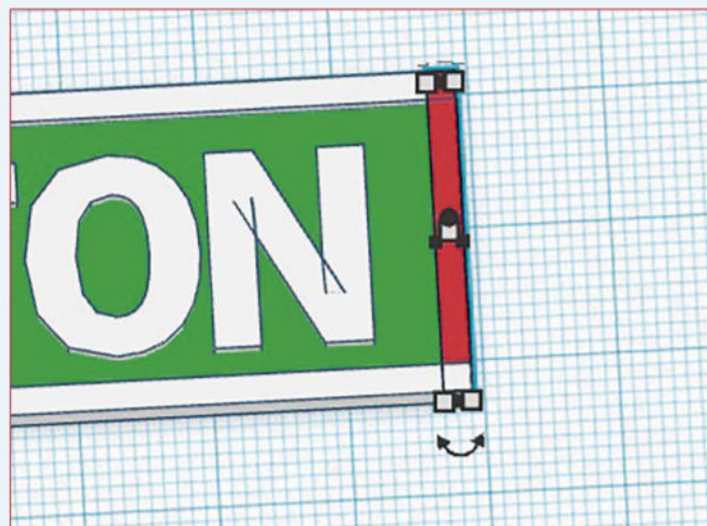
14 If you are using a tablet or phone, then the buttons on the left of the screen are quite useful. Rather than explaining them here, try clicking on them to see what happens. Personally, I prefer using a three-button, scroll-wheel mouse to navigate around the screen. The Left button selects objects, rolling the scroll wheel zooms in and out, while pressing and holding down the scroll wheel allows the workplane to be panned. Holding down the right button allows the viewpoint to be changed.



15 We are now ready to add a border to the nameboard. A new box is placed on the workplane and resized to 2mm length, 104mm width and 4mm height. This time, we'll type those dimensions into the Shape Properties pane – another way of resizing a shape.



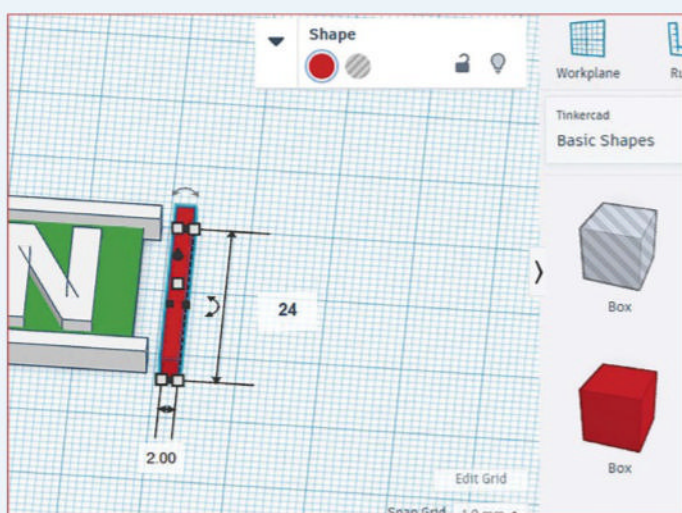
17 The new shape can now be dragged to the opposite side of the nameboard. To position it exactly, we can use the arrow keys on the computer keyboard to nudge it into position. Each click on the arrow key moves it 1mm. NOTE: The distance nudged with each click can be altered by changing the Snap Grid value in the bottom right corner of the screen.



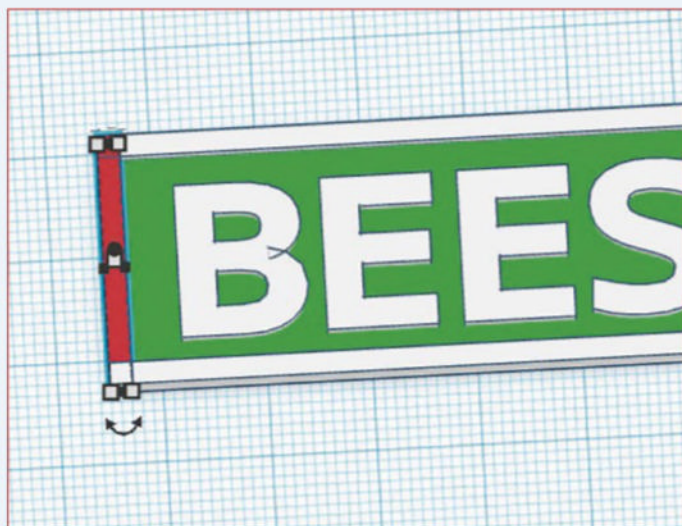
19 After positioning the border against the edge of the nameboard, it is duplicated and the new side piece moved across to the opposite side of the board.



16 After changing the colour of the box to white, we'll now duplicate it by selecting it and then clicking the Duplicate and Repeat button in the top left of the screen. At first, it looks as if nothing has happened, but a copy of the shape has been superimposed over the top of the original one.



18 The right side of the border can now be created. This time, we'll resize the box by clicking on the handle on one corner of the shape and then typing the dimension into the size box, which pops up beside the arrow. Pressing the enter or return key on the keyboard will resize it to the new dimension. The new side panel is 2mm wide, 24mm long and 4mm high.



20 I used the left arrow on the keyboard to move it across horizontally. Another way to ensure an object moves in one plane only is to hold the SHIFT key down before starting to drag an object.

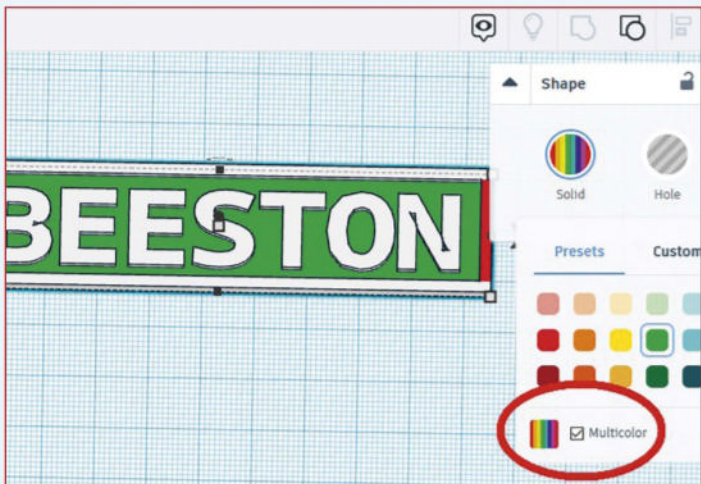
THE BUILD CONTINUED: STEP-BY-STEP



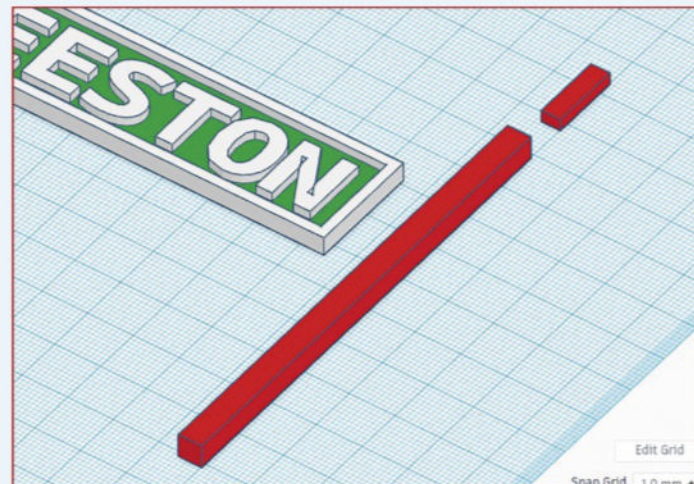
21 To ensure we don't accidentally move any of the shapes out of alignment, we can now group all the components of the nameboard into a single object. Click anywhere on the workplane surface and then drag diagonally across the nameboard to select everything (alternatively, hold down the CTRL key and tap "A" on the keyboard to Select All). In the Shape Properties pane, it will show that six objects have been selected. Click on the 'Group' button to combine all six shapes into one.



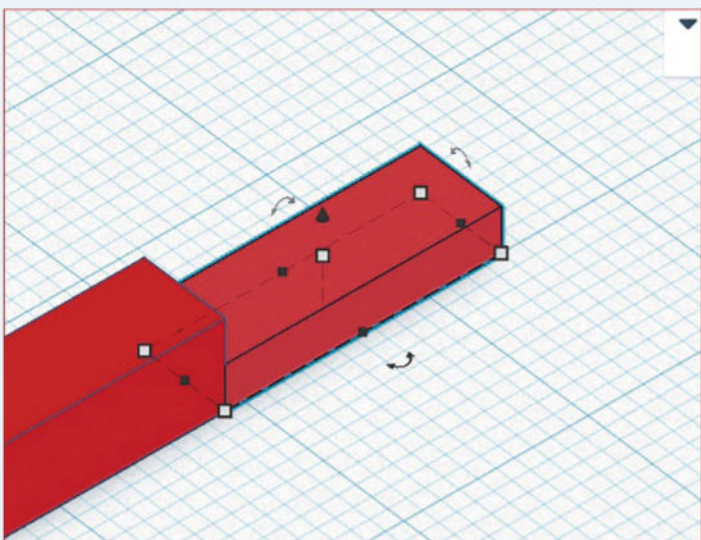
22 The nameboard is now a single object. Notice that the border no longer shows any joins at the corners and everything has become a uniform colour.



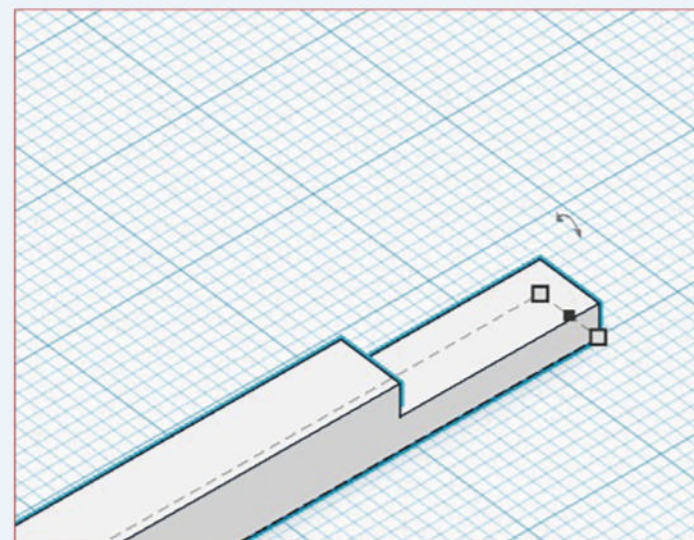
23 If you want the object to revert to its original colours, select the object and then click the 'Solid' button in the Shape Properties pane to bring up the palette. Now tick the 'Multicolor' checkbox. By the way, I ungrouped the nameboard, changed the side border pieces to white and then grouped the nameboard again.



24 The next step is to create the all-important legs for the nameboard. We start by drawing a 5 x 80 x 5 box, together with a 5mm x 15mm x 2.5mm box. I'll leave it to you to figure out how to change the height to 2.5mm (HINT: You have three ways it can be done).



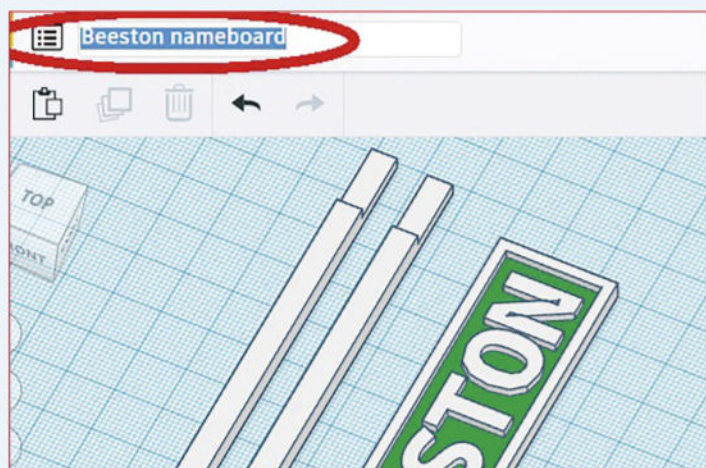
25 The smaller box is moved so it touches or even slightly overlaps the larger box.



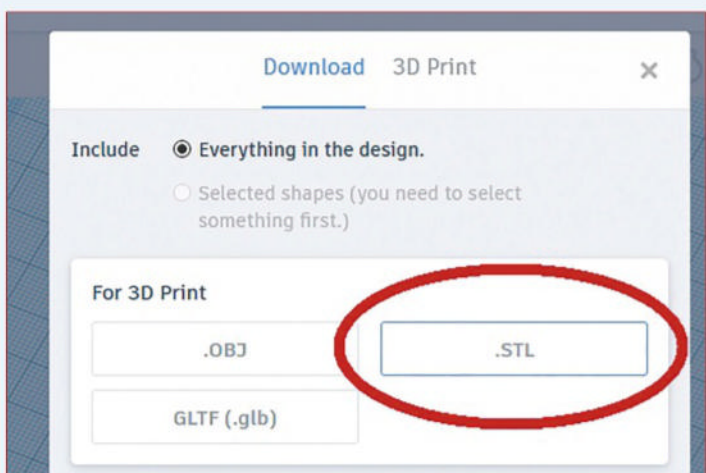
26 The two pieces were then grouped and the new shape's colour changed to white.



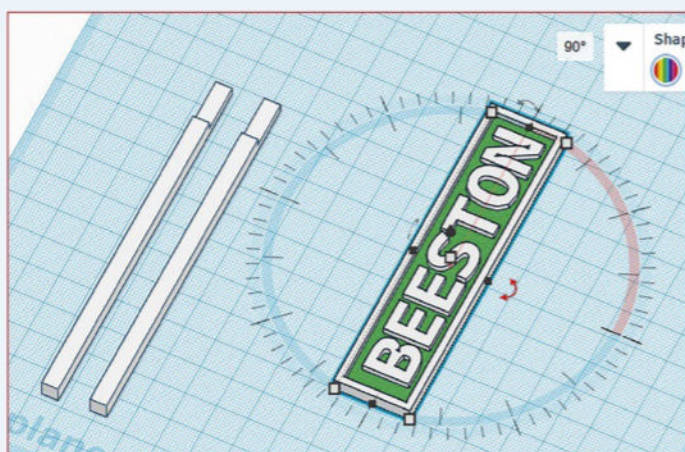
27 | The post was then duplicated.



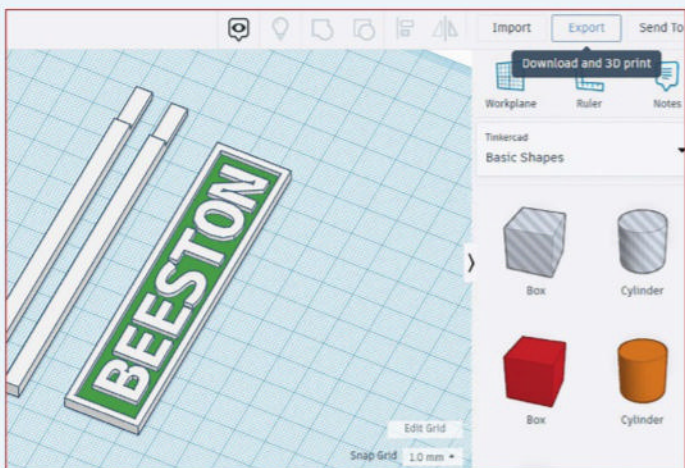
29 | We can now change the name of our masterpiece from the default Gobbledegook name to something more meaningful by clicking in the name box in the top left corner.



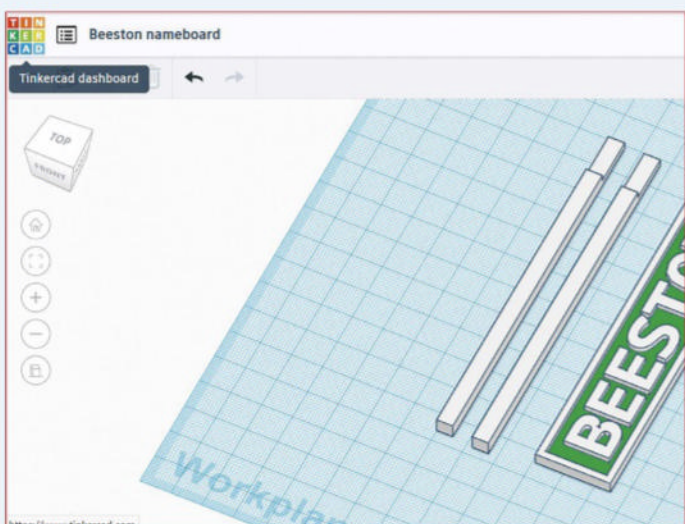
31 | Select your preferred file type (I usually use .STL files) and then follow the usual dialog boxes to save your creation in a suitable location. NOTE: If one of the shapes had been selected before you clicked the Export button, you can choose to export only the selected shape or everything on the workplane.



28 | To fit the pieces more tidily on the workplane, I clicked on the nameboard and then, while it was selected, clicked the curved double-ended 'rotate' arrow beside the shape. Holding the left button down, I could then swing the nameboard around until it had rotated 90 degrees. You may need to try this a couple of times before getting the hang of it. NOTE: Once you have clicked the rotate arrow, you could type 90 into the dimension box to rotate it without having to drag the shape round. If you drag inside the circle it notches round in larger 22.5 degree steps, dragging outside the circle moves it in one degree steps.



30 | To export the shape in a form suitable for our printer's slicing software, click the Export button, which you can find in the top right corner.



32 | To save your work and return to your Tinkercad dashboard, click on the Tinkercad logo in the top left corner of the screen. Job complete.



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WOODLEIGH ENGINEERING

RTR Diesel locomotive 16mm scale

A new, ready-to-run battery-powered, diesel outline model, produced and painted, in England. Control will be by a custom-designed system operated by a mobile phone.

Available in three different colours, with a cream cab interior with a detailed control panel. The front headlight works.

Details

Gauge: 32 or 45mm gauge

Dimensions: Length: 165mm;
Width: 80mm; Height: 145mm

Price: TBC

Website: www.woodleigh-eng.co.uk



Details

Prices: Bomb load: £16

Girder load: £12

Pack of two pallets: £4.00

Pack of two diesel or oil drums: £4.00

Website: www.woodleigh-eng.co.uk

Wagon Loads 16mm scale

Woodleigh has just released its bomb and girder loads. The girders are supplied as 'C' shaped sections and these will need to be glued back-to-back to form an 'I' shape. Securing chains are supplied for the girder load and real leather strapping, cut to length, is included with the bomb load. Diesel or oil drums and pallets are also available.

BOLE LASER CRAFT

New versions of the Ruston 44HP and Tallylyn Midlander locomotive kits 16mm scale

Bole Laser Craft has just released new versions of its Ruston 44 horsepower and Tallylyn Midlander kits. The Ruston 44HP locomotive was produced in Lincoln between 1936 and 1942 and was the first to be shipped with Ruston's own diesel engine as opposed to a Lister engine. These relatively large narrow-gauge locomotives were produced in a variety of gauges from 18 inches up to 42 inches and were found on many industrial, mineral and quarry railways in this country and around the world. Several examples have survived into preservation, including 'Midlander' on the Tallylyn Railway (note the Midlander kit is in its original form prior to the 1970's rebuild).

The new kit features the new steel-wheeled, metal geared chassis together with a through-the-floor mounting for a rechargeable PP3 battery. These can be recharged by plugging in a standard micro USB lead and charger.

The kit is now completely 3D printed. The three main body components are now SLA printed in resin. These components have a much finer resolution than the previous filament printers, meaning there are no visible layer lines. The bottom edges do need a little light sanding to remove the remains of the printing supports, but the resin is very easy to sand and only need a few strokes of the supplied emery board to leave a nice flat surface.

The various detail components come 3D-printed in a charcoal black engineering-grade nylon.

The main components of the loco are bolted together with M2 captive nuts and bolts to allow easy painting of the model and maintenance.

Kits feature a prebuilt and tested working chassis (no soldering required) and battery clip for a PP3 battery (not supplied).

RTR with manual control (ie, a simple Forward-Stop-Backwards switch) is available in a choice of liveries. Comes with a PP3 Lipo battery and USB charger. Choice of liveries available.

Top of the range is the RTR fitted with a Micron MR603 controller and supplied with a matching centre off transmitter. PP3 Lipo battery and charger included. Choice of liveries available.

Delivery times depend on the version ordered, but kits are normally in stock. RTR takes 4-8 weeks.



Details

Gauge: 32 or 45mm gauge

Dimensions: Length: 1168mm; Width: 64mm (Midlander is 74mm wide); Height: 112mm

Prices: Kit Form: £140; RTR Manual Control: £215; RTR Micron Radio Control: £325

Website: www.bolelascraft.com

RGS MODELS

RTR Guards van 16mm scale

This model is one of the range of rolling stock available from RGS Models, and is typical of the freelance, primarily wood-built wagons that Graham Smith builds. Like the rest of the wagons, it is supplied fully finished, painted, and fitted with either a 45mm or a 32mm gauge chassis made using Peter Binnie components. Since the wheels are insulated, it can be run on two-rail electrified track if necessary.

The guards van is built almost entirely in wood with ply sides scribed to represent planking. It has a non-working sliding door on one side, and an open veranda end with a non-opening door on the inner partition. The roof is ply. Windows at the other end are glazed and have wood frames. Handrails can be either in black or brass.

The finish is in either matt grey or red oxide, as requested, and centre-buffer couplings are fitted at a height that suits the majority of locos.

All RGS Models products are individually hand-crafted using traditional construction methods and materials. The construction time is typically around one week from ordering.



Details

Gauge: 32 or 45mm gauge

Dimensions: Length: 140mm; Width: 89mm wide; Height: 133mm when fitted with 24mm wheels

Price: £75+postage

Website: www.grahamsmith1403.wixsite.com/rgs-models

LOCOWORKS

RTR Moes diesel 16mm scale



Production has now started on Locoworks sugar estates railway diesel.

Details

Specifications: Steel chassis, Detailed etched brass bodywork, Roller bearings, Precision brass flywheel for inertia, 6 rechargeable Ni-Cad batteries 7.2V, Working headlight, 32/45mm adjustable gauge with insulated wheels, colour choice of Orange, Green with Indian red frames, Yellow or Black. Moes works plates included, complete with smart charger, Blackened wheels and couplers, full radio control, optional digital sound, magnetic roof, optional cream cab and detailed drivers console.

Price: £699

Website: www.locoworks.co.uk



MOTLEY MINIATURES

'Titan' draught horse 16mm scale

A draught horse, in full harness, posed as though he is standing, or taking the strain to pull a cart.

Cast in resin and supplied unpainted.

Details

Price: £20

Website: www.motleyminiatures.co.uk

COACH & WAGON WORKS

Talylyn coach 24 Premium Deluxe kit 16mm scale

Coach & Wagon Works has produced, what they tell us, is one of the most detailed coach kits available.

Made from birch-faced plywood, it comes with everything you will need to complete the model, including metal wheels and bogies, sprung buffers and connecting hook, brass handles and all decals.

The roof is removable with interior lighting. All carpets and materials to fully fit out the interior.

For those who want to supply their own wheels, decals, and to finish the coach to their requirements, there is a Premium kit available, which does not include wheels, bogies, buffers and hooks, or any decals.



Details

Gauge: This is available as a 32mm kit only

Prices: Deluxe kit: £295; Premium kit: £195

Website: www.coachandwagonworks.uk

TIMPDON MODELS

Coach lighting kit All scales

As we reach the dark nights, if you are running into the evening, the passengers in your coaches would appreciate a set of lights.

Launched at Llanfair show, this ingenious system requires the modeller to fit self-powered lights into the roof with nothing more sophisticated than a lump of Blu-tack.

Operation is controlled by a magic wand. Wave it over the roof to turn the light on, wave again to switch it off. Simple and effective.

Details

Price: £12.50 for three lights and a wand. 95

Website: www.timpdon.co.uk



PLATEWAY MODELS

Snowplough kit 16mmscale

Get ready for winter with a snowplough. Based on the NER mainline and the snowploughs used in the tough winter of 1947. It incorporates a back balcony with brake wheel and internal crew snug. Side screens for the wheels and lots of planking and bolt detail. With a little weight and a suitable engine, they should help keep your track clear.

For an additional £5, an enhanced chassis and axle box option swaps the standard nylon axleboxes for sealed miniature ball bearing races for smooth running, no maintenance and more detail, including outline brake gear and brake blocks.

Details

Gauge: 32 or 45mm gauge

Dimensions: Length: 252mm; Width: 115mm wide; Height: 136mm

Price: £45

Website: www.platewaymodels.co.uk



Two-compartment Alpine Clerestory Balcony Carriage 16mm scale

The carriages are based on Alpine carriages of Austria and Saxony. They feature clerestory roofs, detailed balcony ends, with full interior seating and luggage racks. The roofs can be made removable. A wealth of detail both outside and inside, including a removable roof, side gates, brake handle and steps. Open lattice ends can be supplied on request.

Details

Gauge: 32 or 45mm gauge

Dimensions: Length: 302mm; Width: 110mm; Height: 137mm

Price: Four wheeler: £60; Four wheeler with enhanced chassis: £64
With 3ft Inside Frame Bogie: £70

Website: www.platewaymodels.co.uk

BRANDBRIGHT

Quarry flatbed wagon kit 16mm scale

Perfect for running with a smaller locomotive, the kit comes with Brandbright metal wheels and is available singly or as a three-pack at a discount.

The wagon is very simple but offers loads of scope to add detail or convert to a different style – an open wagon with a Haywood-style lift-off body, a tool wagon, or a small coach to save the miners some walking. We are sure readers will come up with some ideas.

Details

Gauge: 32 or 45mm gauge

Price: One kit: £18.50; Three pack: £48

Website: www.brandbright.co.uk





A Little Lubrication

Mark Thatcher builds a 16mm Keeping's Express Mobile Pub kit from Prior Locoworks.

In the UK, we are very fortunate to have so many lovely vitals grown and produced across all counties. From hops and English fine wine from Kent, the garden of England, to Scottish whisky distilleries, we really are spoilt for choice. Apples from the West Country are turned into delicious cider by the Thatchers' family in Somerset, and this is where my story begins.

I share my family name with the Thatchers, and its products have always been my cider of choice. So, in this build,

I decided to pay Homage to William Thatcher, who started cider making in 1904, and to his descendants. The ideal donor kit for this was the 'Keeping's Express' mobile pub kit from Prior Locoworks.

Currently, Prior sells these kits and others through eBay. The kit is very quick to build and that gave me more time to lavish some attention on the painting and to add some small detailing upgrades of my own. You will see how I did this in the pictures.

This is a very unusual kit and very imaginative too. It was nice to have a go at building a wagon that wasn't an open, closed, or guard's van for once. ■

Garden Rail Resource

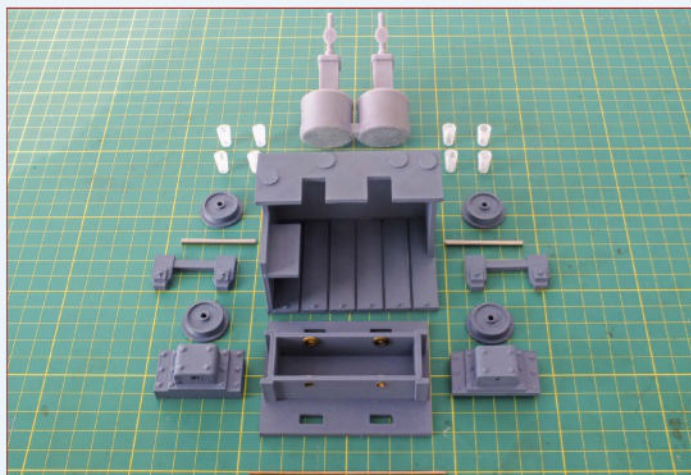
Prior Locoworks

Keepings Express Mobile Pub kit - £21.48 + p&p

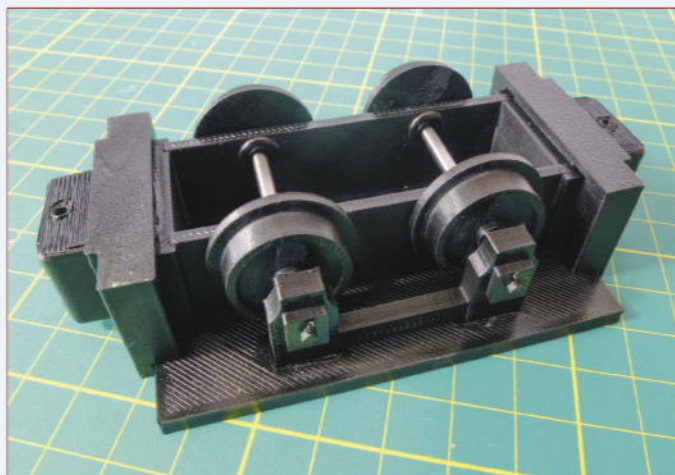
Available on eBay: Search for 'Keepings' Express'

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

THE BUILD - STEP-BY-STEP



1 You don't really need instructions to build this kit, although they are provided anyway. The bushes for the axles are small brass eyelets that you would find in stationery shops, and the two beer pumps and kegs are a one-piece 3D-printed part. Also included are eight transparent glasses, which finish off the bar top nicely.



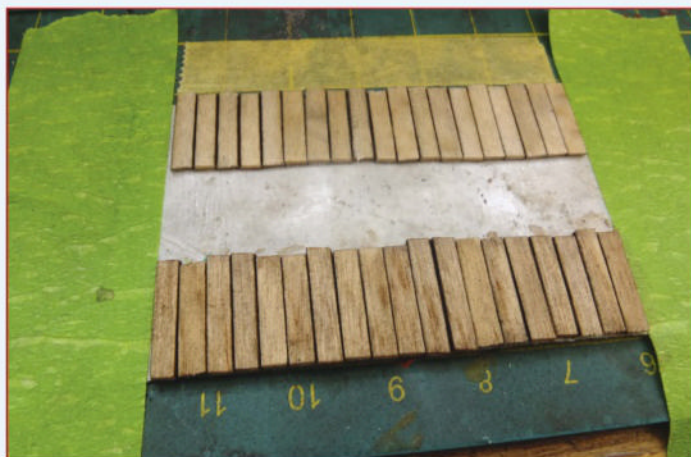
2 Building the chassis can be completed as a separate assembly before this is added to the bar later, which makes for easier painting. The 3D prints are OK, not the best I have seen, but perfectly usable, as clever design puts the more visible print lines towards the bottom of the components, so they won't be seen.



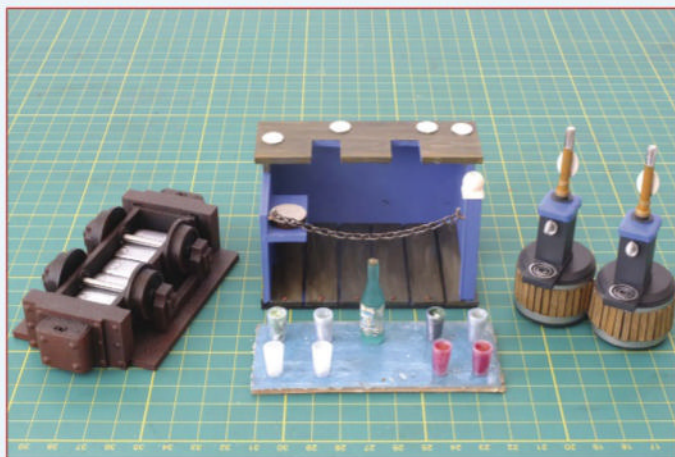
3 The distance between the solebars was perfect to allow me to fit a couple of rows of lead wheel balancing weights. This not only helps to improve stability and traction, but offsets the centre of gravity lower down, as the bar is quite tall, making the overall model 75mm high from the top of the rail head to the top of the bar.



4 Out came my Amati Master cut. I used this tool, normally used by model boat builders, to slice up some thin 3mm strip wood, which I could use to over-plank the beer kegs. You can't see the back of the kegs as they are hidden by the front of the bar, so I only cut enough planks to cover the part of the kegs that would be visible.



5 The small strip wood planks were stuck onto some double-sided Gorilla tape to make them easier to add to the kegs in one hit. This was much quicker than trying to attempt the tricky process of laying each individual plank into position, one by one. Once each set of planks were cut out from the tape, a quick file along the top and bottom edges removed any height discrepancy made during the cutting process.



6 The three main assemblies gave me lots of options for detailing and an interesting paint job, too. I filled the glasses up with Araldite two-pack resin mixed in with coloured paints to simulate liquids. I added a post to the rear of the bar and a little length of safety chain to keep the railway's inspectorate happy and also to prevent any over-indulgent bartender from falling off the wagon!

Seen at Llanfair

A joint event with the Welshpool and Llanfair Railway, there was plenty of action, both model and full size, in Wales.



In the main hall, the 16mm Association modular layout provided a realistic backdrop for live steam running.



Taking the micro circuit to the extreme, Kylie Minogue provided the baseboard for a working pump trolley.



The Editor loves a micro layout, and Pen-Y-Drws was built on a normal door, yet offered a circuit of 32mm gauge track.

NEXT MONTH ON SALE NOVEMBER 13TH

**GARDEN
Rail**

The Butterley Garden Railway Association enjoys a permanent home at the Midland Railway Centre, Ripley, so they are very much on view to the public.

Also, in our DECEMBER issue:

- A G scale Christmas
- Choose the bulbs for your 2026 line
- And much, much more...



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- We find out what you have already in your garden settings, which may have challenges and we can give you ideas to build your garden railway around them
- We find out the style and size of locomotives you could run
- We talk about the different options on control systems
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- We have engineers on site to give you live steam demonstrations
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- We custom build track
- We sell over 200 buildings
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NEC Exhibition 22nd-23rd November 2025

We will be attending the NEC show in November and will be taking any prepaid orders with us for those who would like to pick up from our exhibition stand. Please let us know in advance if you will be attending

Station Studio, 6 Summerleys Road, Princes Risborough, Bucks, HP27 9DT

E-mail: sales@grsuk.com Website: www.grsuk.com Tel: 01844 - 345158

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